

Planning Commission Minutes  
February 22, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:39 a.m. on February 19, 2024)

5. (SPUD-1593) Application by Lilyfield Inc. to rezone 1841 Exchange Avenue from R-1 Single-Family Residential, C-3 Community Commercial, C-4 General Commercial, and SRODD Scenic River Overlay Design Districts to SPUD-1593 Simplified Planned Unit Development and SRODD Scenic River Overlay Design Districts. Ward 6.

The applicant was present. There were no protestors present.

**RECOMMENDED APPROVAL.**

MOVED BY GOVIN, SECONDED BY MEEK

AYES: CLAIR, MEEK, NEWMAN, GOVIN, PENNINGTON, NOBLE, LAFORGE

ABSENT: POWERS, PRIVETT



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**February 22, 2024**

**Item No. IV. 5.**

**(SPUD-1593) Application by Lilyfield Inc. to rezone 1841 Exchange Avenue from R-1 Single-Family Residential, C-3 Community Commercial, C-4 General Commercial, and SRODD Scenic River Overlay Design Districts to SPUD-1593 Simplified Planned Unit Development and SRODD Scenic River Overlay Design Districts. Ward 6.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant's Representative**

Name        Dean Koleada, P.E.  
Company    Civil & Environmental Consultants, Inc.  
Phone       405-246-9411  
Email       dkoleada@cecinc.com

**B. Case History**

This application was continued from the February 8, 2024 Planning Commission meeting.

**C. Reason for Request**

The purpose of this application is to allow commercial development.

**D. Existing Conditions**

**1. Comprehensive Plan Land Use Typology Area: Urban – Medium (UM)**

UM applies to fully urbanized areas of the city, most of which were built prior to the 1960s. Developments are expected to be larger in scale and have greater intensity and mixture of uses than developments found in UL. Development within UM areas should support efficient transit usage and provide pedestrian and bicycle access to retail, services, parks, and other destinations. Priorities for the UM areas include “infill” developments on vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.

**2. Size of Site: 1.14 acres**

**3. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	C-3/C-4/R-1/SRODD	R-1	R-1	R-1	I-2

<b>Land Use</b>	Commercial building and vacant	SF homes	Elementary School	Church and SF homes	SF homes/ industrial building
-----------------	--------------------------------	----------	-------------------	---------------------	-------------------------------

**II. SUMMARY OF SPUD APPLICATION**

1. This site will be developed in accordance with the regulation of the **C-3 Community Commercial and SRODD Scenic River Overlay Design Districts** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following use(s) will be the only use(s) permitted on this site:

- 8300.1 Administrative and Professional Offices
- 8300.2 Adult Day Care Facilities
- 8300.13 Automotive Parking Lots as a Principal Use
- 8300.24 Business Support Services
- 8300.25 Child Care Centers
- 8250.2 Community Recreation: General
- 8250.14 Low Impact Institutional: Neighborhood Related
- 8300.52 Medical Services: General
- 8300.63 Retail Sales and Services: General

2. **Maximum Building Height:** The maximum building height shall be 35 feet.
3. **Maximum Building Size:** The maximum building size shall be in accordance with the base zoning district and SRODD regulations.
4. **Maximum Number of Buildings:** The maximum number of buildings shall be in accordance with the base zoning district and SRODD regulations.

**5. Building Setback Lines**

- Front Yard (south/Exchange Ave): 15 feet
- Rear Yard (north): 5 feet (5-foot landscape buffer required)
- Side Yard (east): 5 feet (2-foot landscape buffer required)
- Corner Side Yard (west/S Pennsylvania Ave): 10 feet maximum
- Alley 5 feet

The Special Building Line along S Pennsylvania Ave (SBL-8) shall not apply.

6. **Sight-proof Screening:** No less than a six-foot and no greater than an eight-foot-high fence or wall shall be required along the boundary of this parcel where it is adjacent to any residential use. Said fence shall be constructed of stucco, brick, stone, or wood and shall be solid and opaque.

7. **Landscaping:** The subject parcel shall meet all requirements of the Scenic River Overlay Design District and the City of Oklahoma City’s Landscaping Ordinance in place at the time of development. Streetscape buffers and landscape buffers adjacent to residential uses shall be increased to a minimum of 6 feet in width with medium or large trees on 35-foot centers. Streetscape trees may count toward required Developed Area and Parking Lot landscape points.
8. **Signs:**
  - 8.1 **Free standing accessory signs:** One freestanding sign is permitted within this SPUD and shall be a ground (monument) sign with the maximum height of eight feet and 50 square feet in area and shall have no less than (25) square feet of landscaping at the base. The signs shall conform with SRODD regulations and guidelines. No pole signs will be allowed.
  - 8.2 **Attached signs:** Attached signs shall be in accordance with the base zoning district and SRODD regulations.
  - 8.3 **Non-Accessory Signs:** Non-accessory signs shall not be permitted.
  - 8.4 **Electronic Message Display signs:** Electronic Message Displays signs shall not be permitted.
9. **Access:** Access shall be permitted from the existing driveways as indicated on Exhibit B. In addition, one additional access will be permitted from S Pennsylvania Ave. The maximum width of any new driveway is 24 feet. If only one driveway is constructed for the site on S Pennsylvania, the drive may be a maximum of 30 feet in width.
10. **Sidewalks:** Sidewalks are required along all street frontages subject to the policies and procedures of the Public Works Department, and subject to SRODD regulations.

**II. Other Development Regulations:**

1. **Architecture:** Exterior building wall finish on all structures shall conform with SRODD regulations and guidelines.
2. **Open Space:** Unless modified herein, yard requirements in this SPUD shall be the same as the base-zoning district.
3. **Street Improvements:** No street improvements will be required under this SPUD.
4. **Site Lighting:** The site lighting in this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma Municipal Code, 2020, as amended, and SRODD regulations and guidelines.
5. **Dumpsters:** Trash collection facilities in this SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

Dumpsters shall be consolidated and located within an area screened by a fence of sufficient height that screens the dumpster from public view, subject to SRODD regulations and guidelines. Dumpsters shall be located within an area no closer than 50 feet from all property lines adjacent to residential use.

- 6. Parking:** The design of all parking facilities in this SPUD shall be in accordance with Chapter 59, Article X of the Oklahoma City Municipal Code, 2020, as amended, and subject to SRODD regulations and guidelines. A minimum of 40 parking spaces (or 1/325 square feet of building gross square footage) shall be required for this SPUD. Parking for uses within this SPUD do not have to be located within the SPUD boundary. Off-street parking requirements may be satisfied with parking lots or garages within 200 feet of the SPUD boundary. Locations and parking calculations for all structures shall be provided with the Certificate of Approval and building permit applications. In addition, a minimum of 10 bicycle parking spaces shall be required.
- 7. Maintenance:** Maintenance of the common areas in the development shall be the responsibility of the property owner or Property Owners Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that shall cause a blockage of flow or an adverse effect on the functioning of the storm water facility, shall be placed within the common areas intended for the use of conveyance of storm water, and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner to meet the requirements specified above
- 8. Drainage:** Development of this parcel will comply with Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

### **III. Supporting Documents**

Exhibit A: Legal Description

Exhibit B: Master Development Plan

### **III. REVIEW COMMENTS**

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk \* indicates that the agency, department, and/or division responded with no adverse comments.

#### **A. Outside Agencies**

- 1. Oklahoma City-County Health Department (OCCHD)**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas (ONG)**
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District: Oklahoma City**
- 7. Oklahoma Department of Transportation (ODOT)**

**B. City Departments**

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire \***
- 4. Information Technology/Geographic Support**
- 5. Parks and Recreation**
- 6. Police**
- 7. Public Works**

**a. Engineering**

**Storm Sewer Availability**

The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.

- 1) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way.
- 2) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 3) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 4) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 5) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 6) Construction within the limits of this SPUD will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior

to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.

- 7) Sidewalks shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 8) All private roads /streets will have private storm sewer systems.
- 9) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 10) Existing alleys shown on the Master Development Plan that are to be vacated must be vacated prior to the submittal of any building permit applications or plans.

**b. Streets, Traffic and Drainage Maintenance**

**c. Stormwater Quality Management**

**d. Traffic Management \***

**8. Utilities**

**a. Engineering**

**Paving**

**b. Solid Waste Management**

- 1) The City can provide solid waste collection services to commercial customers providing refuse is not excess of 270 gallons per customer per pick up § 49-30 (a). Otherwise, the customer will have to utilize a private hauler for dumpster service. No service will be provided for waste deemed uncollectable per ordinance § 49-21.(17). The City can also service residential customers providing there is sufficient space for the truck to maneuver to service the addition.

**c. Water/Wastewater Quality**

**Water Availability**

- 1) An existing 12-inch water main(s) is located adjacent to the subject site(s).
- 2) Minimum ten (10) feet horizontal separation required from wastewater mains and five (5) feet for other utilities. Minimum two (2) foot vertical separation required for all utility crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 3) Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.

- 4) Dead-end water mains must be avoided when possible. All existing unused water services must be capped and abandoned at the water main in accordance with the City Standard Specifications.
- 5) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic or fire protection systems which require water pressure in excess of 25 psi. The developer is responsible for installing pressure reducers if necessary for protection of developer's service lines, plumbing, and fixtures.
- 6) All existing and/or proposed water meters must be located in the right-of-way and/or utility easement within grassy areas outside of sidewalks, driveways, streets, and paving.
- 7) All domestic and fire suppression services must have a separate water service connection. Fire hydrant spacing shall not exceed 500 feet and must be located within ten (10) of a hard surface (i.e. sidewalk, street, paving).
- 8) Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.

**Wastewater Availability**

- 1) An existing 8-inch wastewater main(s) is located adjacent to the subject site(s).
- 2) Line capacity is not guaranteed and must be checked by the Engineer of Record and reviewed by the City.
- 3) The developer will be required to extend the City wastewater collection system to and across each lot or site within the subdivision in accordance with the City Standard Specifications and Private Development Design Manual.
- 4) Minimum ten (10) feet horizontal separation is required from water mains and five (5) feet for other utilities. Minimum two (2) feet vertical separation required for all crossings. All wastewater mains must have a minimum cover of four (4) feet and depth no greater than eighteen (18) feet. Developer is responsible for remediating any failure to maintain the minimum four (4) feet of cover.
- 5) Wastewater main(s) must be centrally located in a twenty (20) feet wide easement or larger if necessary. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 6) All existing unused private wastewater service connections must be abandoned and capped at the main in accordance with City Standard Specifications and Private Development Design Manual.
- 7) Site plan showing existing alley to be vacated. Sanitary sewer main is in this alley and will be required to be relocated or maintain the easement in closure.

**9. Planning**

**a. Comprehensive Plan Considerations**

**1. LUTA Development Policies:**

Site Design:

- Maintain historical lot and block sizes where possible and appropriate.
- Utilize Best Management Practices (BMP) for stormwater.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.

Location:

- Locate large-scale commercial and office development on arterial streets.
- Mixture of density, lot size and building scale is appropriate as long as land use compatibility is achieved.

Density: The non-residential Floor to Area Ratio (FAR) range for the UM LUTA is 0.4 to 1.2 with a typical FAR of 1.

*National, state, and local permitting require basic best management practices for stormwater management. The SPUD application requests C-3 zoning with limited office, medical and retail uses. The application shows that it will keep the existing one-story building and add a second two-story building, which would create a FAR of less than 0.4.*

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- Protect existing traditional street grid and reconnect it where possible.
- Keep alleys open and functional.
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development at shared entrance points.
- Development fronting arterials should take access from intersecting streets where possible.
- Primary entrance points should be aligned with access points immediately across the street.

*The SPUD proposes to maintain one existing access on S Pennsylvania Avenue and one on Exchange Avenue. It proposes to add a second access on S Pennsylvania Avenue at the location of a platted unimproved alley. Current code allows two 30-foot accesses per "frontage." However, a new bus shelter exists north of the present S Pennsylvania driveway, which would result in a bus stop between the two proposed drives. Plan conformance for automobile connectivity at this major intersection would be increased if the alley were improved for access and the existing driveway closed. This would alleviate potential conflicts with vehicles turning into one of the two drives, and the bus stopping between the two drives. Meeting this goal is complicated, however, by existing power poles in*

*the currently undeveloped alleyway. Also, the southern drive is shown to serve as an exit point for the trash hauler.*

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.
- Discourage widening of neighborhood streets and increasing curb radii.

*Closing curb cuts will assist with pedestrian connectivity as it would create less conflicts for pedestrians.*

2. **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating Office Medium or Retail Low uses adjacent to existing Residential Low Intensity uses (to the north), “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan. Projects in higher intensity LUTAs (UM) may be more appropriate for significant transitions of density, scale, and mass.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if the setbacks are significantly deeper or more shallow than the predominant character of adjacent development; the building’s orientation to the street differs from the predominant character of adjacent development; building size or street frontage dramatically differs from that of adjacent uses, the lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent uses, or if buildings within 40 ft. of a single-family residential structure exceed a 3:1 ratio in height. *The R-1 lot requested to be rezoned at the northern portion of the site was the site of a home that was demolished in 2019. The existing commercial building was constructed adjacent to R-1 zoning on the north and east in 2006. Prior to 2006, the site served as a church parking lot. The existing building faces Exchange Avenue, a different orientation than the single-family homes north of the site which face S Pennsylvania Avenue. The blank walls of the back of the existing buildings face the R-1 single family homes to the north. A student resource center under R-1 zoning is located to the east of the property. Currently the vacant R-1 lot to the north provides distance from the building and is an open space field. The plan to add parking on the vacant lot on the north side of the SPUD will increase lot coverage significantly adjacent to the R-1 zone. The SPUD mitigates the difference with a wider landscape buffer adjacent to the existing home with trees on 35-foot centers. It also reduced the required parking spaces from 60 to 40, reducing lot coverage on the project overall.*

Traffic: Mitigation measures should be used if the development is inconsistent with the Street Typology or would substantially exceed the average daily traffic of existing, adjacent uses. *No triggers requiring mitigation were identified with the proposed project being located at an intersection of a major and minor arterial.*

Operational Impact: The comprehensive plan calls for mitigation measures if new projects propose uses that generate noise levels above those found in typical

residential settings, have detectable odors, spill light above that found in typical residential settings, or operate after 10 p.m. within proximity to residential uses. When located near residential uses, the comprehensive plan calls for containing operating effects (including noise and odor) within building walls, using vertical screening to block any mechanical equipment and service areas, and directing light away from adjacent residential areas. *The SPUD limits uses in a C-3 base zone to retail, child care, adult care and medical services. Outdoor storage and drive-through uses are not allowed in any of the uses. However, some outdoor activities for childcare or medical services could occur outside. The Scenic River Overlay encourages site layouts that would keep loading and trash collection areas away from primary vehicle and pedestrian circulation systems, as well as to site buildings to create and frame useable outdoor spaces. A design that incorporates these SRODD development guidelines may assist with shielding any outdoor activities from the northern R-1 single-family neighbors.*

**3. Service Efficiency:**

- Water: *Served*
- Sewer: *Fully Served Area*
- Fire Service: *Urban Response*

**4. Environmentally Sensitive Areas:** The following apply to the proposed development site:

- Riparian areas are vegetated areas adjacent to streams, lakes, ponds, and wetlands that are composed of a mixture of trees, shrubs, and grasses. These areas may also contain floodplain. The comprehensive plan recommends a 100-foot buffer from stream banks. *Neither riparian area nor floodplain is present on the subject site.*
- Upland Forests: No Upland Forest trees are within the area.
- Vulnerable aquifers: The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite.

**5. Transportation System:** This site is located at the intersection of S Pennsylvania Avenue, Major Arterial, and Exchange Avenue, a Minor Arterial in the Urban Medium LUTA. Transit (bus) service is available on S Pennsylvania on the site.

**6. Other Development Related Policies**

- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
- Favor commercial development clustered in nodes at arterial or collector intersections or along brief “main street” style corridors over commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors. (SU-25)
- Regional-, community-, and neighborhood-scale retail developments should provide an internal vehicle and pedestrian circulation system between new

and existing centers and individual stores that draws on the following principles:

- Concentrate access for new retail development at shared primary entrance points. Primary entrance points should be aligned with access points immediately across intersecting roads. Limit curb cuts on primary highways and arterials.
- Provide pedestrian circulation, including sidewalks and median breaks along interior and exterior fronting roads and within parking lots.
- Encourage coordinated development of retail centers in order to facilitate internal pedestrian and vehicle circulation and optimal center performance (SU-27)
- Commercial buildings should be built at the street rather than behind a parking lot in order to promote pedestrian circulation, multipurpose shopping trips, and walkable and attractive streetscapes. Large-scale commercial buildings with parking in front should screen parking lots with coordinated development of out-parcels (pad sites) and with landscaping. (SU-28)
- Wayfinding mechanisms and other place-making features should be strongly encouraged in new and existing commercial districts. (SU-32)
- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- Share parking between contiguous developments. (C-31)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships (SU-47)

**b. Plan Conformance Considerations**

The proposal site is located at the intersection of Exchange Avenue and S Pennsylvania Avenue. An existing commercial building has been located on the site since 2006 and faces Exchange Avenue. The applicant requests to rezone the property to limited commercial uses adjacent to residential zones and to expand the current office use of the site.

The SPUD conforms to the Comprehensive Plan in that the specified uses and building intensity are compatible adjacent to residential zones and uses. Lot coverage is lowered by reducing parking and increasing landscaping and trees on the site to assist with stormwater infiltration into the vulnerable aquifer at this location. The application also supports policies to re-use existing buildings. However, the requested access is not in conformance with policies to limit driveways on arterials and take access from intersecting streets (in this case an unimproved alley). Plan conformance would be strengthened if accesses from the Major Arterial of S Pennsylvania were limited to one.

This application within the Scenic River Overlay Design District and subject to review and recommendation by the Riverfront Design Committee (RDC). On February 1, 2024, the RDC recommended approval of SPUD-1593 (8-0). The Committee recommended adding the use of 8300.13 Automotive Parking Lots, as a Principal Use for the proposed development. This use was added to the Master Design Statement.

#### **IV. STAFF RECOMMENDATION**

*Staff recommendations are advisory only and do not constitute Planning Commission decisions. Staff recommendations are based on a technical evaluation of information submitted at the time of review. Determination of conformance with policies contained in the comprehensive plan is the purview of the Planning Commission. Planning Commission decisions require a vote of five members to approve or deny an item. The Planning Commission may consider in its decision-making process any additional relevant information presented at the public hearing by the public, applicant, and/or City departments.*

##### **Approval of the application.**

All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the SPUD may be required during either Divisions review of construction plans and prior to City Council approval.



# STAFF REPORT

Riverfront Design Committee

02/01/2024

**Agenda Item** VII.A.  
**Case No.** SPUD-01593  
**Property Address** 1841 Exchange Ave  
**Applicant Name** Dean Koleada, Civil & Environmental Consultants Inc.  
for Holly Towers, Lilyfield Inc.  
4700 Gaillardia Pkwy, Ste 101  
Oklahoma City, OK 73142

**District** SRODD/Stockyards River District/R-1 Single-Family Residential District, C-3 Community Commercial District, and C-4 General Commercial District

## A. ITEMS FOR CONSIDERATION

### 1. Recommendation

To provide a recommendation to the Planning Commission for a request to rezone from R-1 Single-Family Residential District, C-3 Community Commercial District, and C-4 General Commercial District to a Simplified Planned Unit Development (SPUD) that would be developed in accordance with modified C-3 Community Commercial District regulations.

## B. BACKGROUND

### 1. Location

This site is located at the northeast corner of S Pennsylvania Ave and Exchange Ave.

### 2. Site History/Existing Conditions

The existing 4,784 sq. ft. building was constructed in 2006 as a laundromat, Rub A Dub Dub. Pictures on the Oklahoma County Assessor's website indicate that by 2009 this building was being used for an office use. Most recently, the picture from 2023 has the tenant as Empower OKC. The northernmost portion of this site, north of the platted alley, is currently vacant.

### 3. Surrounding Environment

Adjacent to the east is the Westwood Elementary school campus. Adjacent to the north are single-family homes. To the west, across S Pennsylvania Ave, are single-family homes and King Wholesale C-Store Distributor. To the southwest is "Friendly Food Store" with laundry and gas pumps. To the south, across Exchange Ave, is Exchange Ave Baptist Church.

### 4. Intended Use

The rezoning is necessary at this time to allow the northernmost portion of this site, currently zoned R-1, to be used for parking. The proposed SPUD includes several uses that would be allowed.

**5. Other**

Per 59-4250.8.(A), *“The Riverfront Design Committee (RDC) shall have the opportunity to comment upon and provide recommendations on actions proposed to other City boards, committees, and commissions with respect to the effect of such actions upon the District except buildings for which a Notice of Violation for dilapidation has been sent by the City.”*

The applicant has advised that a CE application for closure of the alley is forthcoming, with the intent to ultimately vacate this alley right-of-way in District Court. This issue will be discussed below.

On 12/16/2010, SRCA-10-00019 was approved administratively by staff for installation of a 35.75 sq. ft. attached sign on the front façade.

On 01/11/2021, SRCA-21-00001 was approved administratively by staff for removing/replacing a door on the rear façade, removing window infill and existing windows on rear façade, and installing new windows and infill above on the rear façade.

**C. ITEMS IN COMPLIANCE**

1. Unless noted below in Section D. Issues and Considerations, all other case items of this proposal comply with the Development Regulations and Guidelines of the Scenic River Overlay Design District zoning ordinance as referenced below:

- a) **RE:** §13500.5.F.(2) Site Layout and Development Pattern, Development Regulations
- b) **RE:** §13500.5.F.(3) Site Layout and Development Pattern, Development Guidelines
- c) **RE:** §13500.5.G.(2) Built Form, Development Regulations
- d) **RE:** §13500.5.G.(3) Built Form, Development Guidelines
- e) **RE:** §13500.5.H.(2) Circulation and Access Regulations
- f) **RE:** §13500.5.H.(3) Circulation and Access Guidelines
- g) **RE:** §13500.5.I.(2) Parking Regulations
- h) **RE:** §13500.5.I.(3) Parking Guidelines
- i) **RE:** §13500.5.J.(3) Landscaping and Screening Guidelines
- j) **RE:** §13500.5.K.(2) Fencing and Wall Regulations
- k) **RE:** §13500.5.K.(3) Fencing and Wall Guidelines
- l) **RE:** §13500.8.B. Meridian Gateway District, Development Regulations
- m) **RE:** §13500.8.C. Meridian Gateway District, Development Guidelines

**Note:** All other Regulations and Guidelines of the Scenic River Overlay Design District zoning ordinance not listed above are either not applicable to this case or apply to elements of this project to be considered as a separate case at a later date.

**D. ISSUES AND CONSIDERATIONS**

**1. Development Regulations**

This proposal does not comply with the Development Regulations of the Scenic River Overlay Design District zoning ordinance as follows:

- a) **RE: Proposed Uses**

1) Description: The applicant proposes to control the uses of the district with modified regulations of the C-3 Community Commercial District.

2) Reference: §13500.4. District Use Regulations

The following requested uses are allowed as a Conditional Use per Table 13500.1 in the SRODD:

8250.2 Community Recreation: General

8250.14 Low Impact Institutional: Neighborhood-Related

3) Considerations: Within the SPUD, the development would be controlled by the modified use regulations of the C-3 Community Commercial District and the Scenic River Overlay Design District. Although the above uses are shown to be Conditional Uses in SRODD, no specific, unique conditions were established for Conditional Uses in the SRODD regulations. Staff would not anticipate these uses having a detrimental impact to the neighborhood.

Additionally, staff recommends adding 8300.13 Automotive: Parking Lots, as a Principal Use to the MDS and has inserted this in the MDS attached to this staff report (see highlight). This is recommended because as currently shown, the parking lot on the north side of the platted alley would be considered a stand-alone parking lot. At the time of the writing of this staff report, the applicant has not responded to this recommendation.

b) **RE: Landscaping**

1) Description: The site plan provided with the SPUD application does not depict landscaping for the site.

2) Reference: §13500.5.J.(2) Landscaping and Screening Regulations.

“(a) *Landscaping.*

1. *All development shall comply with Article XI, Landscaping and Screening Regulations, with the following exceptions. If a conflict exists, this article shall control:”*

“2. *In addition to meeting the City's Landscape Requirements as set forth in Article XI, the following regulations shall apply:*

i. *Street trees (minimum 2: caliper) shall be required for all types of development within the SRODD and shall be spaced a maximum of 40 feet on center, however, where insufficient right-of-way exists to accommodate the required sidewalk and five-foot buffer, street trees shall not be required. A revocable permit is required for any landscaping within the public rights-of-*

- way or utility easements along private street frontages.
- ii. *All parking lot islands shall contain a minimum of one two-inch caliper deciduous tree per 35 linear feet of parking lot island in combination with shrubs and ground cover.*
  - iii. *The perimeter of all parking lots shall be screened from public streets, sidewalks, trails, open space, and other public spaces by one of the following methods:*
    - \* *A berm three feet high with a maximum slope of 1:3 in combination with coniferous and deciduous trees and/or shrubs;*
    - \* *A low continuous hedge a minimum of three feet in height consisting of a double row of shrubs planted three feet on center in a triangular pattern; or*
    - \* *A low decorative masonry wall or fence a minimum of three feet in height with a Landscaped Buffer located on the outside of the wall or fence. Any wall, fence or landscaping proposed within the public right-of-way shall require a revocable permit.”*

Reference: §11250. Landscape requirements.

*“E. Automotive Parking Lot Landscape Requirements for All Other Residential (excluding Single-Family, Duplex, and Mobile Home), Office, Civic, Commercial Use Units and the Horticultural Use Unit in the Following Districts: R-1, R-1ZL, R-MH-1, R-MH-2, R-2, R-3, R-3M, R-4, R-4M, NC, O-1, O-2, C-1, C-2, C-3, C-4, I-1, I-2, I-3, HP, NBD, NC, SYD, SPUD, PUD, BC, C-CBD, DBD, DTD-1, DTD-2 and C-HC. The purpose of Parking Lot Islands and/or Parking Lot Peninsulas is to help reduce glare and heat buildup, promote interior islands for pedestrian safety and traffic separation, visually break up large expanses of pavement, and reduce surface runoff. All non-covered, street-level parking facilities established and governed by this chapter shall be landscaped in accordance with the following requirements:*

- (1) *In addition to the number of Site Points, if required, two additional points shall be used to install Parking Lot*

*Plantings for each parking space provided. Parking Lot Plantings shall be located:*

- (a) Within the Parking Lot Perimeter where parking lots are located adjacent to the public right-of-way, as follows:*
  - 1. Evergreen shrubs reaching a mature height of at least three feet and spaced a maximum of five feet on center, and/or*
  - 2. Trees planted between 15 and 35 feet on center. Selection of species and recommended spacings shall be directed by the document "Trees and Plants for Oklahoma City," as referenced in § 59-11150.P.*
- (b) Within internal landscaped areas disbursed throughout the parking lot by:*
  - 1. Interior Parking Lot Island or Peninsula, and/or*
  - 2. Continuous landscaped strip a minimum of five feet in width.*
    - i. Where a continuous landscaped strip is installed along any internal pedestrian access way, the landscaped strip may be divided on both sides of the access way, as long as the combined width maintains a minimum of five feet.*
- (2) Each Parking Lot Island and Peninsula shall be a minimum of 100 square feet of planting area with a minimum average width of five feet from inside curb to inside curb.*
- (3) Internal landscaped areas in parking lots, such as Parking Lot Islands, Peninsulas, and landscaped strips between rows of parking, are encouraged to be designed with Low Impact Development techniques and utilized for stormwater management.*
- (4) A minimum of 25 percent of points used for Parking Lot Plantings shall be evergreen.*
- (5) The distance between any parking space and a medium shade tree shall be no more than 75 feet. Selection of species and recommended spacings shall be directed by the document "Trees and Plants for Oklahoma City," as referenced in § 59-11150.P.*
- (6) Required Parking Lot Plantings shall be in-ground and not placed upon a paved surface.*

- (7) *All internal landscaped areas shall be protected with concrete curbs, parking stops, or equivalent barriers.*
- (8) *Each tree shall be planted a minimum of two and one-half feet away from the outside of any permanent barrier of a Landscaped Area or edge of the parking area. Trees shall be planted where trunks will not be damaged by car doors and bumpers.*
- (9) *Groundcover or grasses shall be planted to cover each Parking Lot Planting area within three years from the date of issuance of the Certificate of Occupancy. All groundcover shall have a mature height of not more than 24 inches. Loose rock, gravel, decorative rock or stone, or mulch shall not exceed 20 percent of the parking lot planting area.*
- (10) *Plantings applied to satisfy Parking Lot Planting requirements shall be in addition to any required front, side and rear yard buffer requirements.*
- (11) *Stand-alone parking lots shall require three points of landscaping to be used for Parking Lot Plantings for each parking space installed, and shall be exempt from Site Points for the Developed Area.*
- (12) *Any construction within, expansion or reconstruction in excess of 500 square feet of existing parking facilities shall be required to come into compliance with landscape requirements as follows:
  - (a) *One point of landscaping for every 200 square feet of proposed developed area of the parking facility, with a minimum of ten points.*
  - (b) *One point of landscaping to be used for Parking Lot Plantings for every additional parking space provided.”**

3) Considerations: As currently proposed, the Master Development Statement (MDS) for this SPUD requires this site to meet both the SRODD and City of Oklahoma City’s Landscaping regulations. Referenced above is the required landscaping section from the SRODD regulations, which includes street trees, and the required landscaping for parking lots section from Article XI. Landscaping and Screening Regulations from Chapter 59 - Zoning and Planning Code. The site plan submitted with the Certificate of Approval application will be reviewed in accordance with the adopted SPUD. It is possible that modifications to the parking lot as currently illustrated could be required to comply with these regulations.

c) **Re: Proposed alley closure/vacation**

- 1) Description: The applicant has indicated the desire to close the alley with the City of OKC and vacate same in District Court. To

date, the required CE application has not been submitted, although the Site Plan submitted reflects the alley being vacated.

- 2) Considerations: The Site Plan depicts the current alley right-of-way being utilized for the driveway, parking spaces, and landscaping (no specifics shown at this time). The alley contains a City public sewer line and an OG+E overhead electric line. The location of the power poles for this overhead electric line are not clearly depicted on the Site Plan. These power poles will have to be located in a landscape island to protect vehicles. The attached marked-up Site Plan shows the alley right-of-way the applicant will be requesting to be closed and vacated.

Staff is concerned about a closure of the alley in this location because of the impact on connecting alleys in this area. The subject east/west alley has several north/south alleys that extend northward from it. The issues for closure of the subject alley will be discussed at the time the required application is submitted. It is possible that modifications to the parking lot/site layout will be required if the closure is not approved.

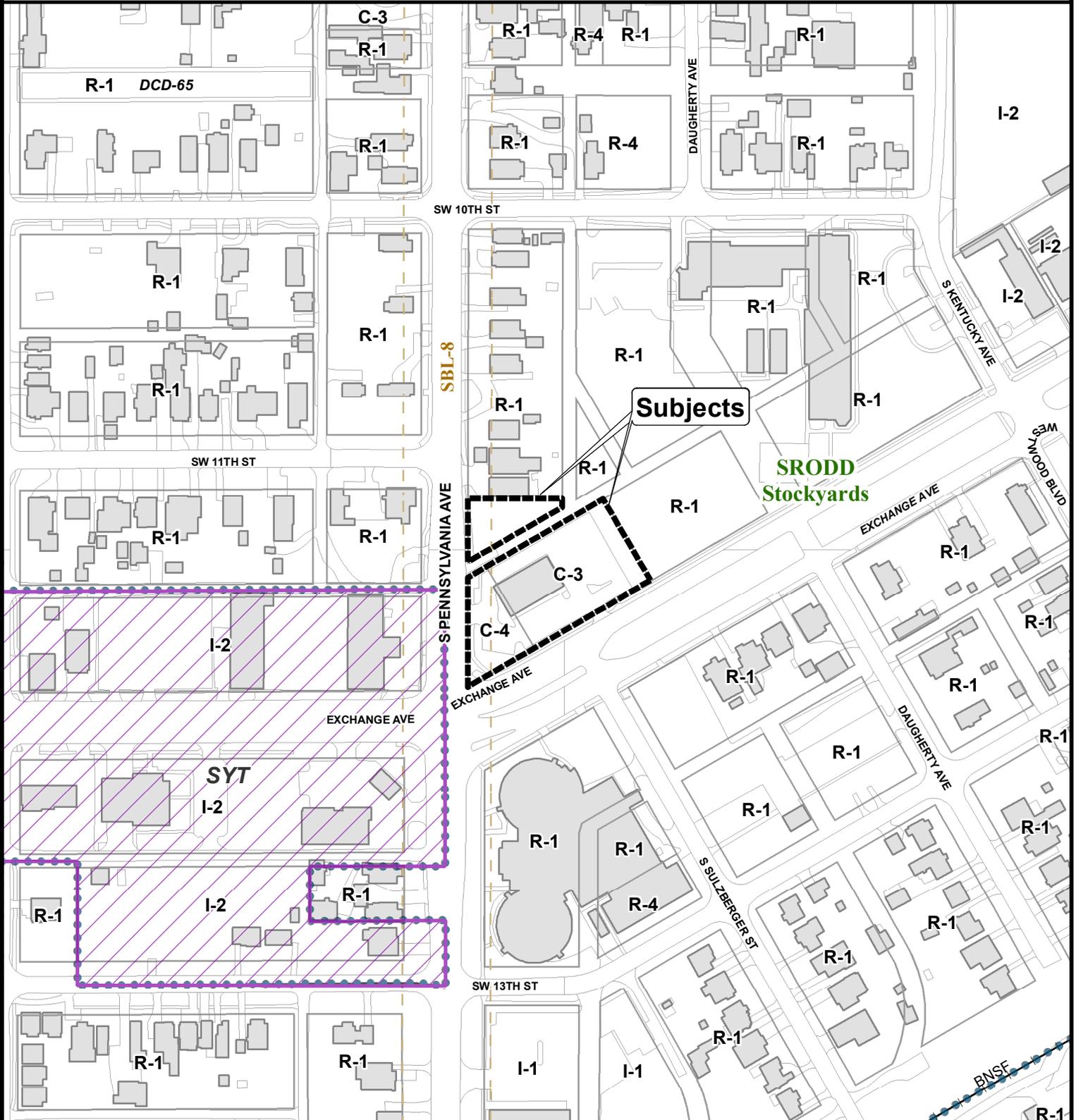
## E. STAFF RECOMMENDATION

1. **Provide a recommendation of approval to the Planning Commission** on the basis that the project complies with the intent of the Scenic River Overlay Design District zoning ordinance as referenced in Section D of the Staff Report with the condition that:
  - a. The MDS be revised to include as a permitted use: 8300.13 Automotive: Parking Lots, as a Principal Use

*Note: Staff recommendations do not constitute Committee decisions.*

Attachments: Application, revised Master Design Statement, Legal Description, Proposed Site Plan and SPUD Boundary, Photos

Case No: SPUD-1593    Applicant: Lilyfield, Inc.  
Existing Zoning: R-1 / C-3 / C-4 / SRODD  
Location: 1841 Exchange Ave.

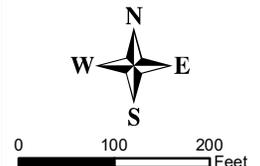


Note: "Subject" is located approximately 1,190' North of SW 15th St.

# Simplified Planned Unit Development



The City of  
OKLAHOMA CITY





**Case No: SPUD-1593      Applicant: Lilyfield, Inc.**  
**Existing Zoning: R-1 / C-3 / C-4 / SRODD**  
**Location: 1841 Exchange Ave.**



Aerial Photo from 2/2022

Note: "Subject" is located approximately 1,190' North of SW 15th St.

# Simplified Planned Unit Development



The City of  
OKLAHOMA CITY

