



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**June 12, 2025**

**Item No. IV. 27.**

**(SPUD-1735) Application by The LTJ Living Trust to rezone 830 NW 66th Street from R-1 Single-Family Residential District to SPUD-1735 Simplified Planned Unit Development District. Ward 2.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant Representative**

Name	Mark Zitzow
Company	Johnson & Associates
Phone	405-235-8075
Email	mzitzow@jaokc.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this application is to allow residential use and development, specifically live-work space and art studio.

**D. Existing Conditions**

**1. Size of Site:** 0.1641 Acres

**2. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	R-1	R-1	R-1	SPUD-1488	I-2
<b>Land Use</b>	Undeveloped	Undeveloped	Residential	Undeveloped	Warehouse

**3. 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.

## II. SUMMARY OF SPUD APPLICATION

1. This site will be developed in accordance with the regulations of the **R-1, Single-Family Residential District** and the **C-1, Neighborhood Commercial District** (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:

- Single-Family Residential (8200.14)
- Live/Work Units (8200.4)
- Dwelling Units and Mixed Use (8200.2)
- Cultural Exhibits (8250.5) (to allow for an art studio/gallery)

2. **Maximum Building Height:**

Maximum height of any building shall be 35-feet and 3 stories.

3. **Maximum Building Size:**

Maximum building size shall be per code.

4. **Maximum Number of Buildings:**

N/A

5. **Maximum Building Coverage:**

The maximum building coverage within this SPUD shall be 60%.

6. **Minimum Lot Size:**

The minimum lot size within this SPUD shall be per code.

7. **Minimum Lot Width:**

The minimum lot width within this SPUD shall be per code.

8. **Building Setback Lines:**

Front Yard:	20-feet
East Side Yard:	5-feet
West Side Yard:	3-feet
Rear Yard:	5-feet

**9. Sight-proof Screening:**

Sight-proof fencing shall be required along the eastern property line.

No less than a six-foot and no greater than an eight-foot-high sight proof screen shall be required along the eastern SPUD boundary. Said sight-proof screen may be constructed of stucco, brick, stone, wood, steel/iron and/or any combination thereof and shall be solid and opaque.

**10. Landscaping:**

The subject site shall meet all requirements of Oklahoma City's Landscaping Ordinance in place at the time of development.

A five-foot landscape buffer shall be required along the eastern boundary adjacent to the proposed parking. Landscaping shall consist of evergreen plantings on 15' centers.

**11. Signs:**

Signage within this SPUD shall be per Code, except that Off-Premise / Billboard signs and EMD signs shall be prohibited.

**12. Vehicular Access:**

One driveway shall be permitted from NW 66<sup>th</sup> Street.

**13. Sidewalks:**

Sidewalks shall be installed subject to the policies and procedures of the Public Works Department.

**II. OTHER DEVELOPMENT REGULATIONS:**

**1. Architecture:**

Exterior building wall finish on all main structures (excluding the accessory structures), exclusive of windows and doors, shall consist of a minimum 70% brick veneer, rock, concrete board, stucco, architectural metal or stone masonry. No more than 30% EIFs or wood shall be permitted. Architectural regulations do not apply to accessory structures.

Metal buildings shall be permitted within this SPUD.

**2. Open Space:**

N/A

**3. Street Improvements:**

N/A

**4. Site Lighting:**

The site lighting in this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2020, as amended.

**5. Dumpsters:**

Trash collection facilities in this SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

**6. Parking:**

The design of all parking facilities in this SPUD shall be in accordance with Section 59, Article X of the Oklahoma City Municipal Code, 2020, as amended. Five (5) parking spaces shall be deemed sufficient for the proposed uses permitted within this SPUD and as shown on the site plan.

**7. Maintenance:**

Maintenance of the common areas, private drainage easements, private drives, and islands/medians in the development shall be the responsibility of the property owner.

**8. Drainage:**

Development of this parcel will comply with Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.

**9. Subdivision:**

Subdivision shall be in accordance with the Oklahoma City Subdivision Regulations, as amended.

**III. SUPPORTING DOCUMENTS**

Exhibit A: Legal Description  
Exhibit B: Conceptual Site 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(s) 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**

1. The Public Works Engineering staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to the applicable requirements of the Oklahoma City Municipal Code, as amended.
2. Storm sewers, in accordance with the City of Oklahoma City's Drainage Ordinance, will be required. For developments abutting section line roads where rainfall-runoff exceeds the capacity of the City of Oklahoma City's standard ditch detail, the installation of enclosed storm sewers and/or concrete channels will be necessary. These improvements must be positioned to provide a minimum clearance of 35 feet

from the centerline of the section line road. Concrete channels must be located entirely outside the public right-of-way.

3. A flood/drainage study will be required to establish finished floor elevations, common lot areas, and private drainage easements. This study must be reviewed and approved by the Public Works Department.
4. Plans for drainage improvements within private drainage easements and/or common areas must be submitted for review. Building permits will not be issued until construction is complete. For subdivisions abutting a stream, private drainage easements and/or common areas along the stream must, at a minimum, encompass the entire FEMA-mapped Zone AE and floodway within the limits of the development.
5. Place the following note on the plat and construction plans: *Maintenance of the common areas, private drainage easements, and islands/medians shall be the responsibility of the Property Owners Association and/or the adjacent property owners. 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 drainage related common areas 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 that meets the requirements specified above.*
6. Drainage easements shall be clearly designated as either public or private in the owner's dedication, on the plat, and/or in the plat notes.
7. Sediment and erosion control measures shall be provided for any construction in accordance with Oklahoma Statutes Title 27A, OAC 606 - OPDES Standards, and the City of Oklahoma City Municipal Code, as amended.

A City of Oklahoma City Land Disturbance Permit and an ODEQ Construction Permit are required for land disturbance activities exceeding one (1) acre, as specified by the above-referenced regulations. Additionally, a City of Oklahoma City Land Disturbance Permit is required for any construction activity, regardless of the amount of land disturbed, unless exempt under the ordinance.

8. Sidewalks shall be installed for all new construction in accordance with the Municipal Code. Any new sidewalks or repair/replacement of existing sidewalks shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction.
9. All private roads and streets shall have a private storm sewer system.

**b. Stormwater Quality Management**

**c. Traffic Services \***

**8. Utilities**

**a. Solid Waste Management**

- 1) The City can provide service, providing there is sufficient space for the truck to maneuver to service the addition.

**b. Water Availability**

1. An existing 6-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 more than 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.

9. Plat may be revised after review and approval of utility plans.

**c. Wastewater Availability**

1. An existing 8-inch wastewater main(s) is located adjacent to the subject site(s).
2. Line capacity is not guarantee 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. Plat may be revised after review and approval of utility plans.

**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.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.

Location:

- 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. The Urban Medium Intensity LUTA outlines a density range of 10 to 40 dwelling units per acre.

*National, state, and local permitting require basic best management practices for stormwater management. The SPUD proposes base R-1 and C-1 Districts with*



*single-family residential, live/work units, dwelling units and mixed use, and cultural exhibits (art studio / gallery) as the only permitted uses. The SPUD regulations could provide for a FAR and densities within or below the Urban Medium LUTA ranges.*

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- Keep alleys open and functional.
- Primary entrance points should be aligned with access points immediately across the street.

*The subject site does not currently have improved access. The site abuts a 10-foot platted alley to the south. The SPUD proposes the addition of one driveway along NW 66th Street. The conceptual plan for the development illustrates one access along NW 66th Street leading to parking for the development.*

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.

*Sidewalks are not currently available on the subject site. The SPUD proposes utilizing Code requirements for any changes to pedestrian connectivity.*

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating the proposed uses adjacent to existing residential or industrial uses or zoning, “Building Scale and Site Design” 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 SPUD proposes the following setbacks: 20 feet on the north (front), 5 feet on the east (side), 3 feet on the west (side), and 5 feet on the south (rear). The base R-1 District would typically require 5 feet on the east and west, and 10 feet on the south. The base C-1 District would require 25 feet on the north, a landscaped buffer strip of 5 feet and building line setback of 15 on the east, no setback required on the west, and 15 on the south. The maximum building coverage proposed by the SPUD regulations is 60%. The base R-1 District has a maximum lot coverage of 50% and the C-1 District does not contemplate a maximum. The SPUD proposes a maximum building height of 35 feet and three stories. The base R-1 District has a maximum height allowance of 2½ stories and 35 feet, while the C-1 District would require a maximum building height of 20 feet*

*and 1 story within 35 feet of the abutting R-1 District, increasing to 35 feet and 2 stories outside 35 feet. This site is located between R-1 and I-2 zoned properties.*

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. *Abutting land to the west is developed with a warehouse zoned I-2. The comprehensive plan states that in some cases, a proposed project may need to take measures to reduce the impact of an existing use and specifically identifies placing residential uses next to an industrial use as an example.*

**3) Service Efficiency:**

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

**4) Environmentally Sensitive Areas:** No ESAs were identified on the subject site.

**5) Transportation System:** This site is located along the south side of NW 66th Street, a Neighborhood Street in the Urban Medium LUTA. The nearest transit (bus) service is located west of the site, along North Western Avenue.

**6) Other Development Related Policies**

- Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. (SU-4)
- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Improve the functionality and efficiency of the street network by:
  - Providing direct connections from residential developments to nearby places and to each other.
  - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
  - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
  - Reducing block sizes and use of dead-end streets.
  - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)

**b. Plan Conformance Considerations**

The subject site is located along the south side of NW 66th Street, between North Classen Boulevard and North Shartel Avenue. The site is currently zoned R-1 and undeveloped. Across NW 66th Street, to the north, are an office / warehouse zoned I-1 and single-family residential development zoned R-1. A two-story single-family residence is under construction directly across NW 66th Street to the north. Abutting land to the east is zoned R-1 and developed with single-family homes. Across a platted 10-foot alley, to the south, is SPUD-1488, which was approved in 2023 for a 5-story apartment building and parking garage. Abutting to the west is an office / warehouse zoned I-2.

The SPUD is requested to permit development of a combined residential use with an art studio to be utilized as a Live / Work development. The proposal is in conformance with the comprehensive plan goal to provide a mixture of residential housing types and infill development on vacant lots. The site plan indicates a building constructed on the southern portion of the site, setback from the street, with parking/paving in the front. In this case, the site is uniquely located between R-1 residential zoning on the east, and I-2 moderate industrial zoning on the west. It was unknown at the time of the review what the new live/work building design would be, but it would be allowed a height of 35 feet and 3 stories. The SPUD commits to a five-foot landscape buffer along the eastern boundary adjacent to the proposed parking that abuts the existing home, with evergreen plantings on 15-foot centers.

**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.

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