



STAFF REPORT
The City of Oklahoma City
Planning Commission
January 09, 2025

Item No. IV. 17.

(SPUD-1687) Application by From Jacksonville, LLC to rezone 923 NE 67th Street from R-1 Single-Family Residential District to SPUD-1687 Simplified Planned Unit Development District. Ward 7.

I. GENERAL INFORMATION

A. Contacts

1. Applicant

Name Jermell Sherman
Company From Jacksonville, LLC
Phone (405) 201-5045
Email cheressesherman@gmail.com

B. Case History

This application was deferred from the December 12, 2024, Planning Commission hearing date.

C. Reason for Request

The purpose of this application is to allow two duplexes.

D. Existing Conditions

1. Size of Site: 11,600 Square Feet

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	R-1	R-1	R-1	R-1	R-1
Land Use	Undeveloped	Residential	Residential	Residential	Undeveloped

3. Comprehensive Plan Land Use Typology Area: Urban – Low Intensity (UL)

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

II. SUMMARY OF SPUD APPLICATION

1. This site will be developed in accordance with the regulation of the **R-2 Medium-Low Residential District** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

All uses within the R-2 District shall be permitted within this SPUD.

2. **Minimum Lot Size:** 5,700 square feet
3. **Minimum Lot Width:** 50 feet
4. **Maximum Building Height:** 35 feet and 3 stories
5. **Maximum Building Size:** 3,000 square feet per dwelling
6. **Maximum Number of Buildings:** Per Code
7. **Building Setback Lines**
 - Front Yard: 25'
 - Rear Yard: 10'
 - Side Yard: 5'
8. **Sight-proof Screening:** Sight-proof screening shall be in accordance with the base zoning district.
9. **Landscaping:** The subject parcel shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development.
10. **Signs:** Freestanding and attached signs will be in accordance with the base zoning district regulations. Off-premise signs are prohibited. Electronic Message Display (EMD) signs are prohibited.
11. **Access:** One driveway, a maximum 22 feet wide, shall be allowed per parcel. One additional driveway, not to exceed 14 feet in width, may be allowed per parcel if used to access parking area(s) located behind the front wall of the primary structure. Driveways may be located adjacent to each other.

- 12. Sidewalks:** Sidewalks shall not be required.

II. Other Development Regulations:

1. Architecture:

Exterior building wall finish on all structures shall consist of a minimum 70% brick veneer, masonry, rock, stone, stucco, or wood, or other similar type finish. A maximum of 30% EIFS (Exterior Insulation Finish System) material shall be permitted. Exposed metal or exposed concrete block buildings shall not be permitted.

- 2. Lot Coverage:** The maximum lot coverage (defined as areas covered by buildings and/or paving) shall be 75 percent.

- 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. Trash Collection:** Dumpsters are not permitted except during construction. 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 and number 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. Garage spaces meeting the minimum design standards may count toward the parking requirement.

- 7. Maintenance:** Maintenance of the common areas, private drainage easements, and islands/medians in the development shall be the responsibility of the property owner. 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 that meets the requirements specified above.

- 8. Drainage:** Drainage improvements will be in accordance with Chapter 16 of the Oklahoma City municipal Code, 2020, as amended.

III. Supporting Documents

Exhibit A: Legal Description

Exhibit B: Conceptual Site Plan

Exhibit C: Conceptual Elevations

Exhibit D: Boundary

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) Millwood**
- 7. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire**
Need an actual site plan to review
- 4. Information Technology/Geographic Support**
- 5. Parks and Recreation**
- 6. Police**
- 7. Public Works**

a. Engineering

Storm Sewer Availability

- 1) 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.
- 2) 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.
- 3) 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.
- 4) 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.
- 5) 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.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) 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.
- 8) Sidewalk 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.
- 9) All private roads /streets will have private storm sewer systems.
- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 11) Update Section I.9 Access, to include details on how the access will be provided, including the number of driveways and any relevant specifics.

- 12) Add to Section I.10 Sidewalks: Sidewalks shall be constructed in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this SPUD.
- 13) Add to Section II.8 Drainage: Drainage improvements will be in accordance with Chapter 16 of the Oklahoma City municipal Code, 2020, as amended.

b. Stormwater Quality Management

c. Traffic Services

8. Utilities

a. Engineering

b. Solid Waste Management

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

c. Water/Wastewater Quality

Water Availability

Wastewater Availability

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Developments should be served by urban water and sewer utility systems.

Location:

- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments.

Density: The Urban Low Intensity LUTA outlines a density range of 4 to 8 dwelling units per acre for single family, and 15 to 30 dwelling units per acre for multifamily.

National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are available. The SPUD is requested to allow residential development, specifically two duplex structures with a base R-2 zoning. The proposed 4 units over 0.27 acres would have a density of 14.81 du/acre.

Automobile Connectivity:

- Maintain, create, and enhance a street network that is highly connected to increase number of viable commercial locations and the effectiveness of the transportation system.
- Protect existing traditional street grid and reconnect it where possible.

The subject site is currently served by one unimproved drive along NE 67th Street. The SPUD regulations request allowance of one driveway, a maximum of 22 feet wide, per parcel and an additional driveway, not to exceed 14 feet, if used to access parking area(s) behind the front wall of the primary structure. The conceptual plan for the development illustrates the proposal is one centrally located drive serving both duplexes. Plan conformance would be strengthened by breaking up the driveways and adding green space.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.

Sidewalks are not currently available on the subject site would not be required.

- 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 Low Intensity Residential, “Building Scale and Site Design” is a potential compatibility issue identified by the comprehensive plan.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if residential lot sizes in UL are less than 60% of directly adjacent residential lots, 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 is requested to allow residential development, specifically two duplex structures and a base R-2 zoning. The conceptual plan for the development illustrates two duplexes accessed via one centrally located drive / adjacent drives from NE 67th Street. The SPUD proposes a maximum lot coverage of 75%. The base R-2 zone typically requires a maximum of 50%. The SPUD requests a minimum lot size of 5,700 square feet (standard is 6,000 sf) and a max height of 3 stories (compared to 2.5 stories). Maximum number of buildings, setbacks, landscaping and screening would be per the base R-2 District regulations.*

- 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 north side of NE 67th Street, a Neighborhood Street in the Urban Low LUTA. The nearest transit (bus) service is located just southeast of the site, along North Kelley 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)
- 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 north side of NE 67th Street, west of North Kelley Avenue. The site and all surrounding land are zoned R-1. The subject site, and abutting land to the west, is undeveloped. Land to the north and east, along with land to the south, across NE 67th Street, is developed with single-family residential. The west side of the North Kelley Avenue corridor is a mixture of residential and retail uses with R-1, R-3, R-4, and C-3 zoned properties. An Oklahoma National Guard facility is located on the east side of North Kelley Avenue.

The SPUD is requested with an R-2 base zoning district to allow residential development, specifically two duplex structures. The Master Design Statement has been modified since first submitted to clarify development regulations and align them with the intended and requested development and standardize several sections. A conceptual plan for the development now illustrates two duplexes with a driveway and garage in the front for dwelling, and parking in the rear for the other. Placed side-by-side, the center driveways combine to serve as a shared two-way drive to the back. However, this will result in a wide driveway cut along NE 67th Street and little green space in front. Plan conformance would be strengthened by breaking up the driveway/concrete with green space where possible.

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 subject to the following Technical Evaluation:

- 1) Modify Section I.10 Sidewalks: Sidewalks shall be constructed in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this SPUD.

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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