

Planning Commission Minutes

March 10, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:24 a.m. on March 7, 2022.)

1. (PC-10794) Application by Marcia McCauley Morgan, to rezone 9500 West Reno Avenue from the AA Agricultural District to the I-2 Moderate Industrial District. Ward 3.

**RECOMMENDED APPROVAL.**

MOVED BY PENNINGTON, SECONDED BY HIGHSMITH

AYES: CRAVENS, CLAIR, POWERS, PRIVETT, HINKLE,  
HIGHSMITH, PENNINGTON

ABSENT: LAFORGE



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**March 10, 2022**

**Item No. IV. 1.**

(PC-10794) Application by Marcia McCauley Morgan, to rezone 9500 West Reno Avenue from the AA Agricultural District to the I-2 Moderate Industrial District. Ward 3.

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

Mark W. Zitzow, Johnson and Associates  
(405) 235-8075  
mwzitzow@jaokc.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to change the existing agricultural based zoning to a industrial based zoning that will permit industrial use and development.

**D. Existing Conditions**

**1. Size of Site (27 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>	AA	I-2	I-2	I-40 Hwy	PUD-757
<b>Land Use</b>	Undeveloped	Ofc / Whse	Ofc / Whse	R.O.W.	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.

**Comprehensive Plan Land Use Typology Layer: Heavy Industrial (HI)**

The HI layer is intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors.

This designation simultaneously concentrates heavy industrial users away from existing or future neighborhoods while preserving prime land that has attributes crucial to industrial businesses, such as proximity to highway and rail access. Small-scale industrial, office, or commercial development may be appropriate provided that it supports or buffers industrial uses and does not restrict future industrial development by fragmenting parcels.

## **II. 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 Water Resources Board (OWRB)**
- 5. School District (Mustang)**
- 6. Oklahoma Department of Transportation (ODOT)**
- 7. Oklahoma Natural Gas (ONG)**
- 8. Oklahoma Electric Cooperative (OEC)**

### **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 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) Flood Study will be required to show no rise in FEMA Q 100 and the City of Oklahoma City Q 100 water surface elevation, compared pre-and post-development.
- 5) A portion of subject property is situated within a F.E.M.A. Flood Plain. Therefore, the establishment of Minimum Finish Floor Elevation for each lot within the flood plain will be required (100-year) frequency plus 1'. The Public Works Department Engineering staff shall approve these elevations prior to the filing of the final plat.
- 6) A floodplain activity permit must be submitted for any work contemplated in The Waters of the United States.
- 7) A Corps of Engineers 404 permit must be submitted with plans for any work contemplated within the floodplain, creek, or channel (waters of the United States) included in the case limits.

- 8) 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.
- 9) 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.
- 10) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 11) Construction within the limits of this PC 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.
- 12) 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.
- 13) All private roads /streets will have private storm sewer systems.
- 14) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.

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

**9. Stormwater Quality Management**

**10. Traffic Management**

**11. Utilities**

**a. Engineering**

**Wastewater Availability**

- 1) An existing 8” wastewater main(s) is adjacent to the subject site(s) and a service connection will be permitted in accordance with City Standard Specifications. A separate service line connection is required for each building/structure.
- 2) All wastewater mains must flow within the existing drainage basin. Proposed wastewater mains that will flow to another drainage basin across a ridgeline will not be allowed.
- 3) Minimum ten (10) foot horizontal separation required for water mains and five (5) foot for other crossings. Minimum two (2) foot vertical separation required for all crossings.
- 4) The developer will be required to extend the wastewater collection system to each lot or site within the subdivision or land improvements in accordance with City Standard Specifications and the current Subdivision Regulations.
- 5) All existing unused wastewater services must be abandoned at the wastewater main(s).
- 6) Proposed wastewater main(s) must be located in a twenty (20) foot wide easement.
- 7) No trees, signs, dumpster, fences, and/or structures shall be permitted within any proposed or existing utility easement.
- 8) All wastewater mains must have a minimum cover of six (6) feet and a depth no greater than eighteen (18) feet.

**b. Solid Waste Management**

No Solid Waste Management services needed.

**c. Water/Wastewater Quality**

**Water Availability**

- 1) An existing 12” and 30” water main(s) is adjacent to the subject site(s) and a service connection will be permitted in accordance with City Standard Specifications.

- 2) Dead-end water mains must be avoided where applicable.
- 3) All existing unnecessary water services must be abandoned at the water main(s).
- 4) 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 and fire protection systems which require water pressure in excess of 25 psi.
- 5) Proposed water main(s) must be located within a utility easement and/or right-of-way. No trees, signs, dumpsters, fences, and/or structures shall be permitted within any proposed or existing utility easement.
- 6) All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 7) A 12-inch water main is required to be looped through the development to provide adequate water supply and fire flow protection. Connection to two (2) separate active water mains is required to prevent partial or total shut-off of water supply when a pipeline failure occurs within the proposed development.
- 8) All existing and proposed meters must meet current specifications and standard details and be located in the right of-way or utility easement within grassy areas outside of sidewalks, driveways, streets and/or paving.
- 9) All domestic and fire suppression services must have separate water service connections.
- 10) Fire hydrants maximum spacing is 500 foot and must be located within 10 foot of a hard surface (i.e. sidewalk, street, and/or paving).

## **12. Planning**

### **a. Comprehensive Plan Considerations**

*The subject site is within the Urban Low Intensity LUTA (UL) and in an area where the heavy Industrial LUTA Layer (HI) applies. Policies for both are listed below.*

#### **1) LUTA Development Policies:**

Site Design:

- Avoid developing within or modification of 100-year floodplains or floodways. (UL & HI)
- Utilize Best Management Practices (BMP) for stormwater whenever possible. (UL & HI)
- Developments should be served by urban water and sewer utility systems. (UL)
- Major and Minor Arterial frontages should be heavily landscaped. (HI)
- Buildings along Major and Minor Arterials should be held to a higher design standard. (HI)

*National, state, and local permitting require basic best management practices for stormwater management. 100-year floodplain is present on much of the subject site. It is unknown how the site will be developed. Public water and sewer are available.*

Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates. (UL)

*The subject site has frontage along a Major Arterial Street and is located adjacent to Interstate 40.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The proposed I-2 District could allow a FAR within the UL range.*

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. (UL)
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points. (UL & HI)
- Primary entrance points should be aligned with access points immediately across the street. (UL & HI)
- Provide vehicular connectivity between adjacent developments. (UL)
- Horizontally mixed-use developments should have connectivity between land uses. (UL)

*The subject site has frontage along a Major Arterial Street and located adjacent to Interstate 40. Access will need to be from W Reno Ave, but internal circulation is unknown.*

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development. (UL & HI)
- Within parking lots, provide pedestrian access ways separated from vehicle aisles. (UL)



- Horizontally mixed-use developments should have public sidewalk connectivity between land uses. (UL)

*Sidewalks are required along the arterial street.*

- 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 industrial uses adjacent to existing industrial uses and zoning, no potential compatibility issues identified by the comprehensive plan. The proposed I-2 zoning is consistent with other surrounding uses and the comprehensive plan's Heavy Industrial designation.
- 3) **Service Efficiency:**
  - Water: *Close to Service or Served*
  - Sewer: *Open Sewer Sheds or Served*
  - Fire Service: *Urban Service Level*
- 4) **Environmentally Sensitive Areas:** The following apply to the proposed development site:
  - Riparian Areas: 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. *Riparian area including 100-year floodplain is present. Riparian area protections cannot be stipulated in a base zoning request.*
  - Upland Forests: N/A
  - 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 off W Reno Ave, a Major Arterial Street in the Urban Low LUTA. The nearest transit (bus) service is located along W Reno Ave at N Council Rd. Access to the trail system is available to the east of the site at the West River Trail.
- 6) **Other Development Related Policies**
  - Encourage the integration and mixing of land uses in urban areas. (SU-1)
  - Avoid placing heavy industrial uses on borders of industrial areas to avoid conflicts with adjacent development. (SU-35)
  - 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)
- 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)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)

**b. Plan Conformance Considerations**

The subject site is located on the north side of I-40 east of N Morgan Road, with frontage and access from W Reno Ave. The site is within an area where the comprehensive plan applies the Heavy Industrial Land Use Typology Layer (HI). The proposed I-2 District is consistent with the HI Layer and with surrounding zoning and development.

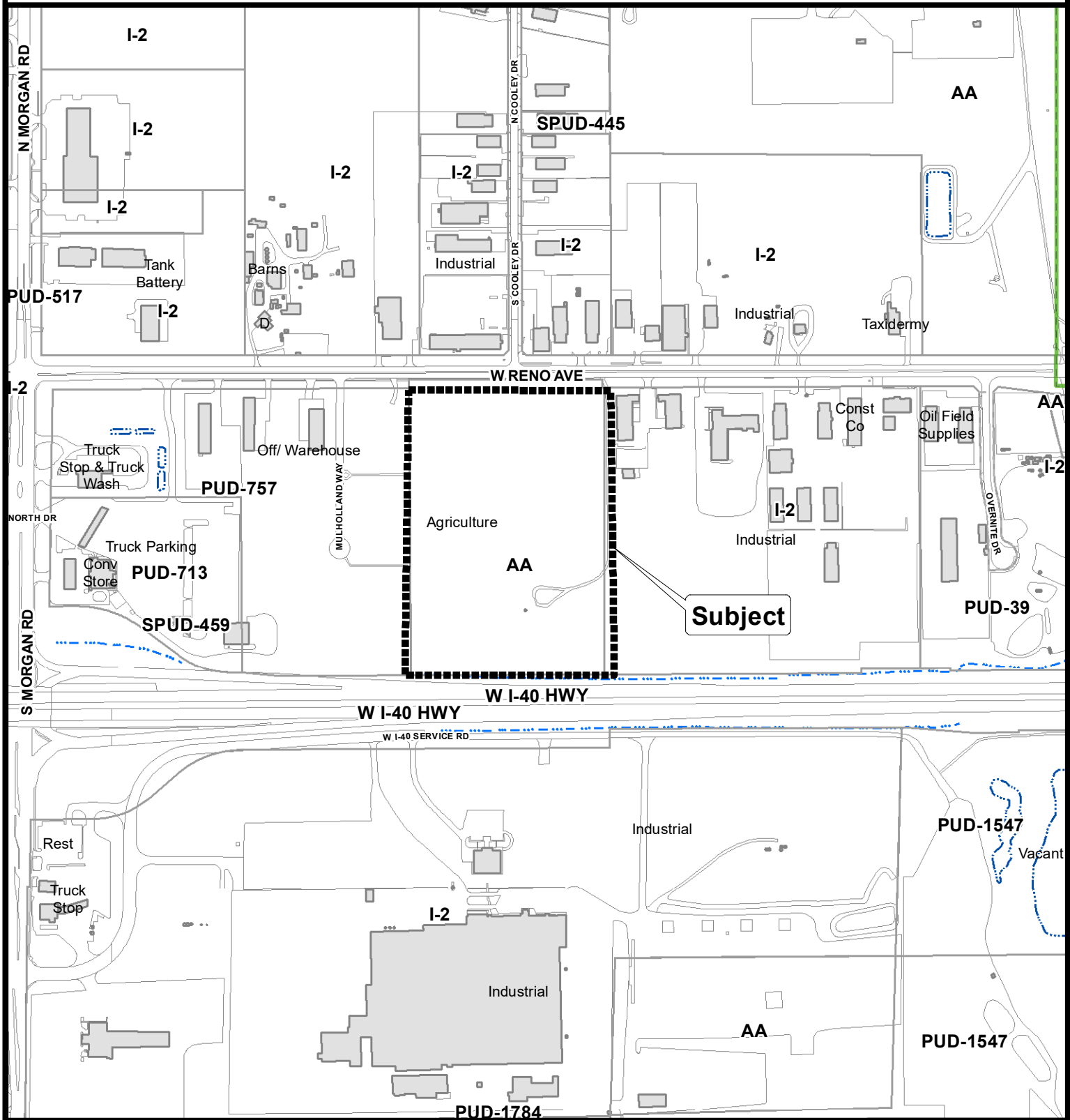
**IV. STAFF RECOMMENDATION**

*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.**

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Case No: PC-10794    Applicant: Mark W. Zitzow, Johnson & Associates  
Existing Zoning: AA        Proposed zoning: I-2  
Location: 9500 W. Reno Ave.



The City of  
OKLAHOMA CITY

# Rezoning Application



0 300 600 Feet



Case No: PC-10794    Applicant: Mark W. Zitzow, Johnson & Associates  
Existing Zoning: AA        Proposed zoning: I-2  
Location: 9500 W. Reno Ave.



Aerial Photo from 2/2020



The City of  
OKLAHOMA CITY

# Rezoning Application



0      300      600  
Feet