

Planning Commission Minutes  
September 8, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 3:57 p.m. on September 2, 2022.)

2. (PC-10833) Application by Metroplex Construction, Inc., to rezone 2312 South Pennsylvania Avenue from the R-2 Medium-Low Density Residential District to the C-3 Community Commercial District. Ward 6.

**RECOMMENDED APPROVAL.**

MOVED BY HINKLE, SECONDED BY POWERS

AYES: CLAIR, POWERS, FRALEY, PRIVETT, HINKLE, GOVIN,  
NOBLE;

ABSENT: PENNINGTON, LAFORGE



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**September 08, 2022**

**Item No. IV. 2.**

**(PC-10833)** Application by Metroplex Construction, Inc., to rezone 2312 South Pennsylvania Avenue from the R-2 Medium-Low Density Residential District to the C-3 Community Commercial District. Ward 6.

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant**

Joe Haynes  
(405) 631-3787  
amy@metroplexokc.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to change the existing residential based zoning to a commercial based zoning to permit expansion of the adjacent facility.

**D. Existing Conditions**

**1. Size of Site (7000 sq ft)**

**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-2                 | R-2          | R-2         | R-2          | SPUD-46     |
| <b>Land Use</b> | Undeveloped         | Residential  | Residential | School       | Automotive  |

**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.

- 4. Development Context:** The subject site is located on the east side of S Pennsylvania Avenue, north of SW 23<sup>rd</sup> Street. The site is zoned R-2 and currently used as outdoor storage for the construction company adjacent on the south. Land adjacent on the north is zoned R-2 and developed with a single-family residence and a duplex. To the east of the subject site is single-family residential within the R-2 District. The construction company to the south is zoned C-3. SPUD-46 across the street to the west was approved in 1988 and allows all C-3 uses plus auto repair. The S Pennsylvania Avenue corridor, at this location, is primarily a mixture of residential, commercial, and vacant land with R-1, R-2, C-3, and SPUD zoning.

## **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 (Oklahoma City)**
- 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) 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 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.
- 8) 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.
- 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.

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

**9. Stormwater Quality Management**

**10. Traffic Management**

**11. Utilities**

- a. **Wastewater Comments \***
- b. **Water Comments \***
- c. **Solid Waste Management**

No Solid Waste Management services needed.

**12. 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

- 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. New development would be limited to one story within 35 feet, and to two stories between 35 and 75 feet of the adjacent residential zoning, likely producing a FAR within or below the Urban Medium range.*

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- 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.

*No changes to the alley that runs along the eastern boundary of the site are requested. The subject site is located along an arterial street. The site has a shared curb cut with the adjacent property on the north, and is under common ownership with the property to the south that takes access from SW 23<sup>rd</sup> Street.*

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.

*Sidewalks are available on the subject site, along S Pennsylvania Avenue.*

- 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 commercial uses adjacent to existing residential uses, “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 C-3 District allows 100% lot coverage compared to 50% in neighboring R-2 Districts. New development would be subject to step-downs in height, increased setbacks, and screening and a landscape buffer would be required adjacent to residential districts. No compatibility issues were identified when placing the C-3 District adjacent to the existing commercial zoning.*

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.*

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 C-3 District allows some uses, particularly gasoline sales, auto repair, and drive through facilities that may create spill light, noise, or detectable odors above those found in typical residential settings. Mitigation measures beyond Code requirements cannot be stipulated in a base zoning request.*

**3) Service Efficiency:**

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

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

- Riparian Areas: *N/A*
- 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 S Pennsylvania Avenue, a Major Arterial in the Urban Medium LUTA. The nearest transit (bus) service is located to the east, along S Kentucky Avenue. Access to the City trail system is available to the east along the Brock Creek Trail.
- 6) **Other Development Related Policies**
  - 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. (SU-28)
  - 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)
  - Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)
  - 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 subject site is located on the east side of S Pennsylvania Avenue, north of SW 23<sup>rd</sup> Street. The proposed C-3 District is consistent with the zoning to the south and would bring land under common ownership into the same zoning district.



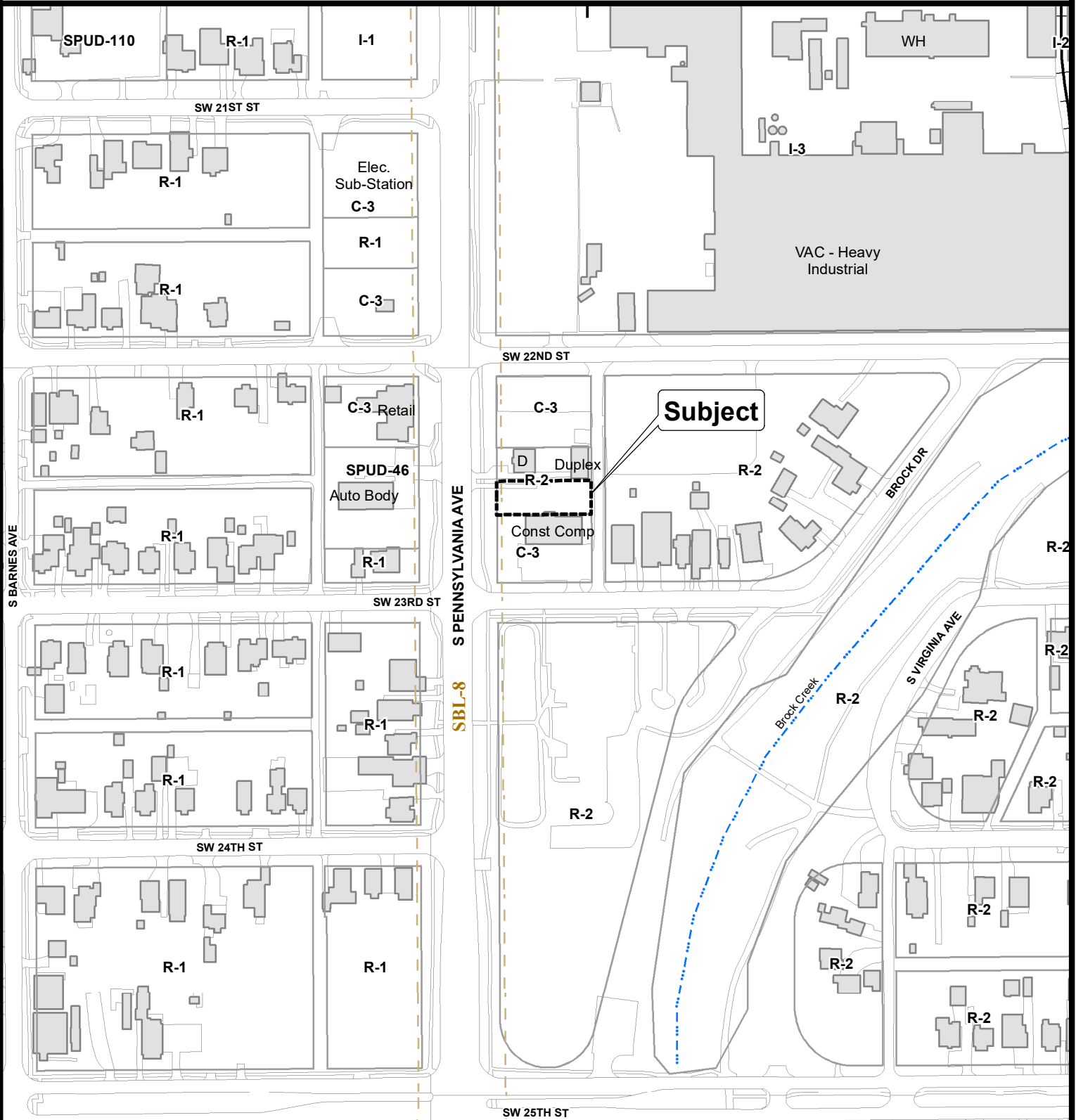
**IV. STAFF RECOMMENDATION**

*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-10833      Applicant: Metroplex Construction, Inc.**  
**Existing Zoning: R-2      Proposed zoning: C-3**  
**Location: 2312 S. Pennsylvania Ave.**



The City of  
OKLAHOMA CITY

## Rezoning Application



0 100 200 Feet



Case No: PC-10833      Applicant: Metroplex Construction, Inc.  
Existing Zoning: R-2      Proposed zoning: C-3  
Location: 2312 S. Pennsylvania Ave.



Aerial Photo from 2/2020



The City of  
OKLAHOMA CITY

# Rezoning Application

