

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.)

3. (PC-10834) Application by Hammer Construction and Remodeling, LLC, to rezone 4316 South Youngs Boulevard from the R-1 Single-Family Residential District to the R-1ZL Single-Family Residential Zero Lot Line 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. 3.**

**(PC-10834)** Application by Hammer Construction and Remodeling, LLC, to rezone 4316 South Youngs Boulevard from the R-1 Single-Family Residential District to the R-1ZL Single-Family Residential Zero Lot Line District. Ward 6.

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant**

Carlos Chavarria  
(405) 332-8013  
hammerconstr@gmail.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to modify the existing residential based zoning to permit single-family residential use and development.

**D. Existing Conditions**

**1. Size of Site (0.23 Acre)**

**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	C-3	R-1
<b>Land Use</b>	Undeveloped	Residential	Residential	Bowling	Residential

**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 at the northeast corner of S Youngs Boulevard and SW 43<sup>rd</sup> Street, in an area generally located west of S Pennsylvania Avenue and north of SW 44<sup>th</sup> Street. The site is zoned R-1 and undeveloped aside from a small storage shed at the northeast corner of the site that appears to serve the residence to the north. Land adjacent on the north, east and west is zoned R-1 and developed with residences. To the south, across SW 43<sup>rd</sup> St, is an event center oriented toward SW 44<sup>th</sup> Street. The application seeks to rezone the subject site to the R-1ZL District to allow two single-family residences to be built.

## **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**

- 1) An existing 30" 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) 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. All wastewater mains must have a minimum cover of six (6) feet and a depth no greater than eighteen (18) feet.
- 3) 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.

- 4) A new manhole will be required to be installed to connect to sanitary sewer.

**b. Water Comments**

- 1) An existing 2” and 6” water 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 connection and meter is required for each building / structure.
- 2) 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. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 3) 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.
- 4) 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.
- 5) 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.
- 6) All domestic and fire suppression services must have separate water service connections. 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).
- 7) Connection to 2” water main is not allowed. A 6” waterline extension is required.

**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.

##### Location:

- Mixture of density, lot size and building scale is appropriate as long as land use compatibility is achieved.

Density: 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 R-IZL minimum lot size requirements would allow two dwellings on the 0.24-acre site for a density of 8 du/acre.*

##### Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.

*The site currently has no improved access points. Access would be determined by Code.*

##### Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.

*Sidewalks are not available on the subject site nor required, however sidewalks are available on the south side of SW 43<sup>rd</sup> 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 residential uses adjacent to existing Low Intensity Residential or Retail uses, “Building Scale and Site Design” is a potential compatibility issue 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. *No triggers requiring mitigation were identified.*

- 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 at the northeast corner of S Youngs Boulevard and SW 43<sup>rd</sup> Street, both Neighborhood Streets in the Urban Medium LUTA. The nearest transit (bus) service is located to the southeast near SW 44<sup>th</sup> Street and S Pennsylvania Avenue. Access to the City trail system is available to the north, along the S Grand Boulevard Trail.
- 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)
  - 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 at the northeast corner of S Youngs Boulevard and SW 43<sup>rd</sup> Street, which is generally located northwest of S Pennsylvania Avenue and SW 44<sup>th</sup> Street. The site's existing R-1 District requires a minimum lot size of 6,000 square feet for single-family residential development. The proposed R-1ZL requires a minimum lot size of 4,000 square feet. The subject site is approximately 10,000 square feet. The proposed rezoning would allow up to two homes to be constructed. The proposal is in conformance with comprehensive plan goals to provide a mixture of residential housing types and infill development on vacant lots.

**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.**

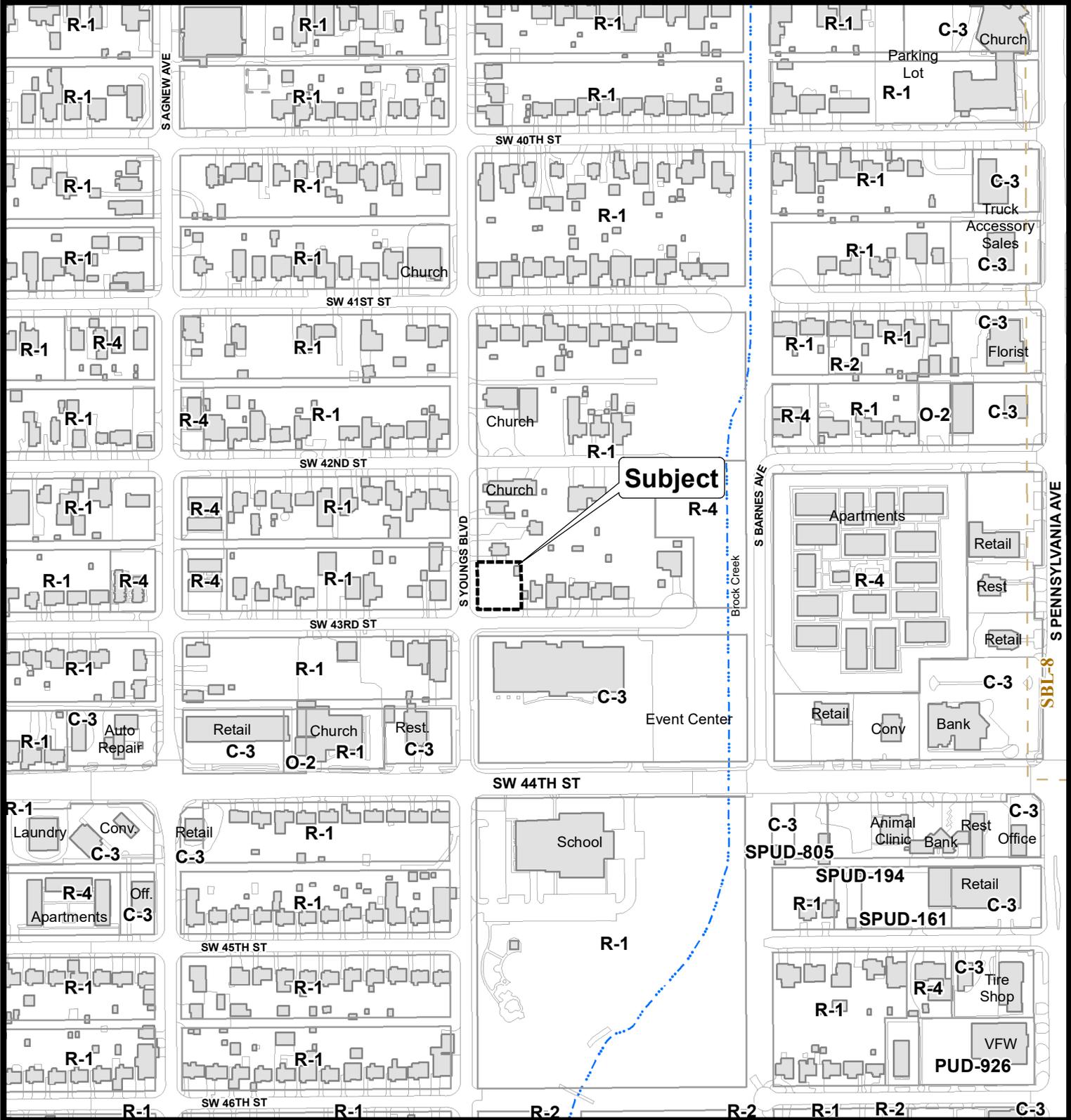
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Case No: PC-10834

Applicant: Hammer Construction and Remodeling, LLC

Existing Zoning: R-1 Proposed zoning: R1-ZL

Location: 4316 S. Youngs Blvd.

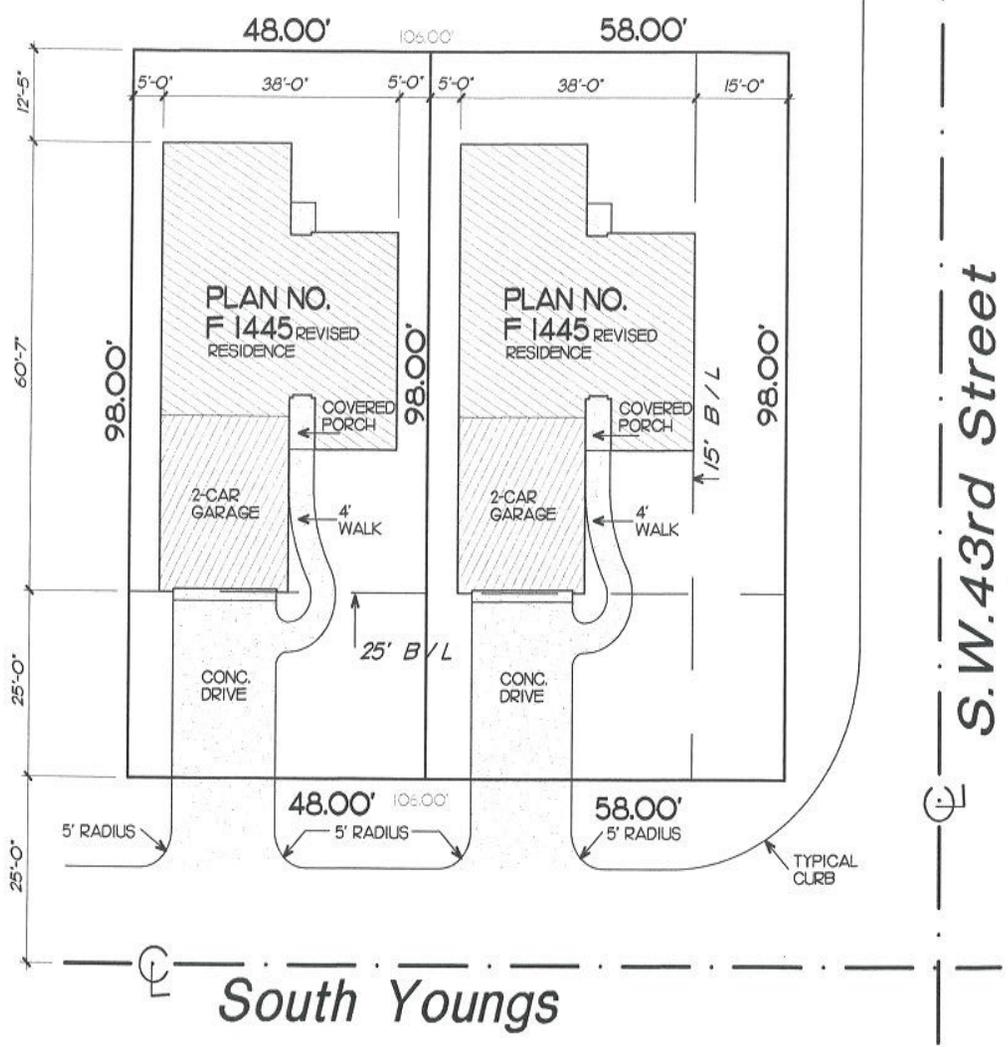


The City of OKLAHOMA CITY

# Rezoning Application



0 150 300 Feet



Scale : 1" = 20'-0"

NOTE:  
 ALL PLOT INFORMATION SHOULD BE  
 VERIFIED PRIOR TO CONSTRUCTION.

Plot Plan  
 LOT - BLOCK - 18  
Moore's Boulevard  
 OKLAHOMA CITY, OKLAHOMA  
Hammer Construction  
And Remodeling  
 BUILDER

Fillmore & Chambers Design Group \* 6901 N. Robinson \* Oklahoma City, OK 73116 \* (405) 843-5456  
**FILMORE & CHAMBERS**

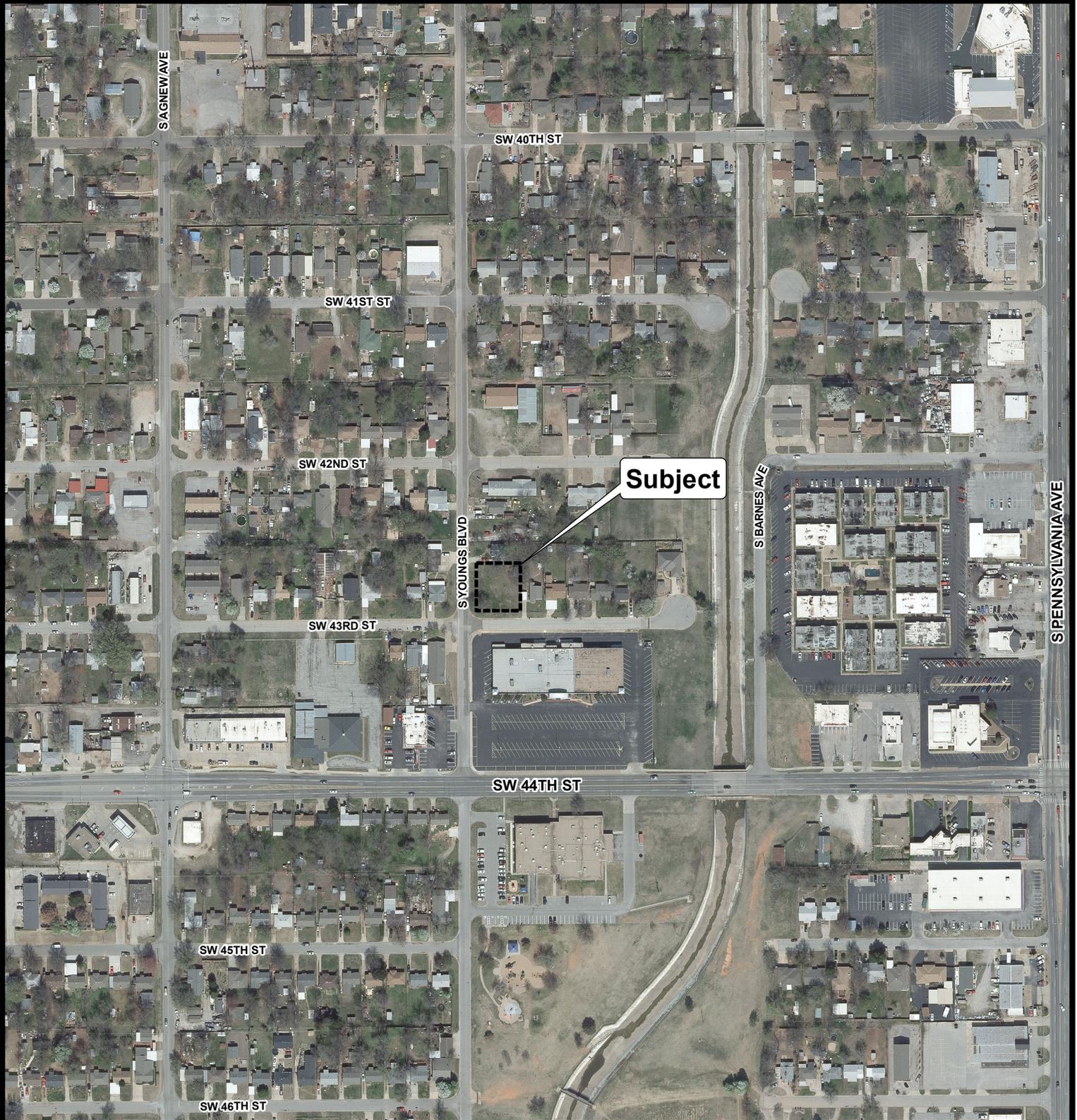
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**Case No: PC-10834**

**Applicant: Hammer Construction and Remodeling, LLC**

**Existing Zoning: R-1 Proposed zoning: R1-ZL**

**Location: 4316 S. Youngs Blvd.**



Aerial Photo from 2/2020



The City of  
OKLAHOMA CITY

# Rezoning Application



0 150 300  
Feet