

Planning Commission Minutes  
October 27, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 11:18 a.m. on October 24, 2022)

16. (PUD-1915) Application by The Dolese Company to rezone 13 NW 13th Street from the I-2 Moderate Industrial, C-4 General Commercial, R-4 General Residential, Districts to the PUD-1915 Planned Unit Development District. Ward 6.

Applicant was present. No protestors were present.

Amended Technical Evaluation:

1. The minimum building height for buildings located along Broadway Ave shall be two stories and 30 feet for no less than 50% of frontage along Broadway Ave.
2. A 10-foot build-to line shall apply to buildings on NW 13<sup>th</sup> Street.
3. Modify Section 9.1 Architectural Regulations to prohibit EIFS on the first floor of buildings facing NW 13<sup>th</sup> Street and Broadway Avenue.
4. Future Specific Plans should include a pedestrian plan that includes streetscape treatments, connections from public streets throughout the development, and techniques that ensure pedestrian scale development, such as breaks between buildings or maximum block lengths.

**RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION AS AMENDED.**

MOVED BY GOVIN, SECONDED BY LAFORGE

AYES: POWERS, FRALEY, PRIVETT, HINKLE, GOVIN, PENNINGTON,  
LAFORGE, NOBLE

ABSENT: CLAIR



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**October 27, 2022**

**Item No. IV. 16.**

**(PUD-1915) Application by The Dolese Company to rezone 13 NW 13th Street from the I-2 Moderate Industrial, C-4 General Commercial, R-4 General Residential, Districts to the PUD-1915 Planned Unit Development District. Ward 6.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant/Developer Representative**

Name David M Box  
Company Williams, Box, Forshee & Bullard PC  
Phone 405-232-0080  
Email dmbox@wbfbllaw.com

**B. Case History**

This is a new application.

**C. Reason for Request**

This application is to permit mixed-residential, retail and office development.

**D. Existing Conditions**

**1. Comprehensive Plan Land Use Typology Area: Urban – High (UH)**

UH applies to densely built urban areas, including regional attractors with major employment concentrations, high density residential living, and related commercial and service uses. UH areas have the highest mixture and intensity of land uses and development activity outside of the Downtown core.

The development intensity of UH supports various types of mass transit, from bus to rail, and is an ideal setting for large and small office buildings due to close proximity to other businesses and transportation networks.

**2. Size of Site: 8.3 acres**

**3. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	R-4/C-4/I-2 DSHA	C-4/I-2 DSHA	I-2 DSHA	DTD-1	R-4/C-4/I-2 DTD1/UCD
<b>Land Use</b>	Undev/off	Comm/Indus	Industrial	Office	Off/Comm

- 4. Development Context:** The subject site is located Downtown, north of Automobile Alley. The subject site is on the east side of N Broadway Ave and stretches from NW 13<sup>th</sup> Street to NW 16<sup>th</sup> Street. The east side of the site abuts the railroad. The proposed PUD does not include the hard corner of the intersection which is zoned DTD-1 and will remain within the Downtown Design District. The subject site is zoned R-4, C-4 and I-2. The site is developed with office, warehouses and parking on the east side and undeveloped on the west. Across Broadway Avenue to the west are commercial and multifamily uses and vacant land. Properties on the west side of the Broadway corridor are zoned DTD-1, SPUD-1248 (which mirrors the DTD-1 regulations), R-4 and C-4. Land on the west side of Broadway Ave is also within the Heritage Hills East Urban Conservation District (UCD), whereas the properties behind (west) of them are within the Historic Landmark Overlay (HL). Across NW 13<sup>th</sup> Street to the south are office buildings and Campbell Art Park. Across NW 16<sup>th</sup> Street to the north are commercial/light industrial buildings. The PUD proposes a modified C-3 base for a new mixed-use development that includes hotel, retail, office, and residential uses.

## **II. SUMMARY OF PUD APPLICATION**

### **8.1 USE AND DEVELOPMENT REGULATIONS**

The use and development regulations of the **“C-3, COMMUNITY COMMERCIAL” District** shall govern this PUD except as herein modified below:

The following uses shall be the only uses allowed within this Tract:

- Dwelling Units and Mixed Use (8200.2)
- Live/Work Units (8200.4)
- Multiple-Family Residential (8200.12)
- Senior Independent Living (8200.2)
- Three- and Four-Family Residential (8200.15)
- Artist Graphics (8250.1)
- Community Garden (8150.6.1)
- Community Recreation: General (8250.2)
- Community Recreation: Property Owners Association (8250.3)
- Community Recreation: Restricted (8250.4)
- Cultural Exhibits (8250.5)
- Library Services and Community Centers (8250.11)
- Light Public Protection and Utility: General (8250.12)
- Light Public Protection and Utility: Restricted (8250.13)
- Low Impact Institutional: Neighborhood-Related (8250.14)
- Murals (8250.16) subject to applicable reviews
- Administrative and Professional Office (8300.1)

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**PUD-1915**

**Item No. 16.**

- Alcoholic Beverage Retail Sales (8300.5)
- Animal Sales & Services: Grooming (8300.8)
- Animal Sales & Services: Kennel & Veterinary, Restricted (8300.11)
- Automotive: Parking Garages (8300.12)
- Automotive: Parking Lots, as a Principal Use (8300.13)
- Communications Services: Antennas (8300.27)
- Convenience Sales and Personal Services (8300.32)
- Custom Manufacturing (8350.3) further restricted to an active artist/creator in residence or installation(s).
- Drinking Establishments: Sitdown, Alcohol Permitted (8300.33)
- Eating Establishments: Fast Food (8300.35) further restricted to a ‘fast-casual’ eateries with no drive-thru. ‘Fast casual’ is defined as a restaurant with a central ordering point rather than wait staff. Pick-up windows for pedestrians are permitted.
- Eating Establishments: Sit-down (8300.37)
- Eating Establishments: Sit-down, Alcohol Permitted (8300.38)
- Eating Establishments: Sit-down, Limited Alcohol Permitted (8300.39)
- Participant Recreation and Entertainment: Indoor (8300.55)
- Participant Recreation and Entertainment: Outdoor (8300.56)
- Business Support Services (8300.24)
- Food and Beverage Retail Sales (8300.41)
- Laundry Services (8300.48)
- Lodging Accommodations: Commercial Lodging (8300.51)
- Medical Services: General (8300.52)
- Medical Services: Restricted (8300.53)
- Personal Services: General (8300.58)
- Personal Services: Restricted (8300.59)
- Repair Services: Consumer (8300.61)
- Retail Sales and Services: General (8300.63)
- Roof Garden (8150.7.2)
- Spectator Sports and Entertainment: General (8300.67)
- Spectator Sports & Entertainment: High Impact (8300.68)
- Spectator Sports and Entertainment: Restricted (8300.69)
- Light Industrial (8350.8) is further restricted to a small brewery, micro-brewery, distillery, winery, cidery, and associated tap/serving rooms or artists in residence.
- Transportation Facilities: Surface Passenger (8400.3)

All other conditional, accessory, special or special exception uses not specifically prohibited shall be permitted subject to the review and approval processes specified in the Zoning Code.

## **9.0 SPECIAL CONDITIONS:**

The following special conditions shall be made a part of this PUD:

### **9.1 ARCHITECTURAL REGULATIONS**

The following shall apply to new buildings facing NW 13th Street and/or Broadway Ave: Synthetic stucco materials, such as Exterior Insulation and Finish Systems (EIFS), shall not be limited to 50 percent of the total of exterior building materials on the first floor, not including windows.

For all other buildings and floors, the following applies: Exterior building wall finish on all structures, exclusive of windows and doors, shall consist of materials such as brick, brick veneer, stucco, reinforced EIFS, rock, stone masonry, architectural metal, architectural concrete such as tilt-up concrete panels, precast concrete panels, and split face concrete block, exterior grade, decay-resistant, solid wood, composite wood or, cementitious metal panels or cement-board.

### **9.2 LANDSCAPING REGULATIONS**

The subject site shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development, except as otherwise noted. Street trees shall be planted between the curb and the sidewalk. Final placement and spacing shall be determined at the specific plan stage.

### **9.3 LIGHTING REGULATIONS**

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

To minimize light spillover on residential uses, outdoor lights within the development will be directed away from any adjacent residential properties. To accomplish this, lights shall utilize shields, shades, or other appropriate methods of directing light beams.

### **9.4 SCREENING REGULATIONS**

No screening shall be required except around dumpsters, service areas, loading docks, and mechanical equipment visible from the ground level.

## **9.5 DUMPSTER REGULATIONS**

Dumpsters shall be consolidated where practical and located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from view.

## **9.6 DRAINAGE REGULATIONS**

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

## **9.7 VEHICULAR ACCESS REGULATIONS**

Access into this PUD shall be via NW 13th Street, NW 16th Street and N Broadway Avenue.

Access to individual tracts shall not require frontage on an approved streets. Lots and buildings may take access from parking lots and private drives.

## **9.8 PEDESTRIAN ACCESS/SIDEWALK REGULATIONS**

Sidewalks are present along NW 13th Street, NW 16th Street and N Broadway Avenue frontages. Should these existing sidewalks be removed or damaged during construction they will be replaced. Internal pedestrian pathways will be provided similar to that illustrated in Exhibit B.

## **9.9 PARKING REGULATIONS**

Given the proximity to downtown, existing transit, and passenger rail, a minimum number of off-street parking spaces shall not be required. The design of all parking facilities in this PUD shall be in accordance with Section 59, Article X of the Oklahoma City Municipal Code, 2020, as amended. All efforts will be made to accommodate visitors and employees by providing parking; however, this shall not be a requirement during the building permit stage. Parking lots shall not front N Broadway Ave.

## **9.10 SIGNAGE REGULATIONS**

### **9.10.1 *Freestanding Accessory Signs***

Freestanding signs shall be in accordance with the C-3 “Community Commercial” district regulations.

Billboards shall not be permitted.

**9.10.2    *Attached Signage***

Attached signs shall be in accordance with the C-3 “Community Commercial” district regulations with the following exceptions:

Square footage of signs for individual uses located in a multi-story, multi-tenant structure (stacked uses) shall be calculated based upon the frontage and setback of the individual use requesting the sign, regardless of the floor on which the use is located. (See Municipal Code Section 3-102(c) 3). Frontage is considered that façade(s) where the sign is to be located.

**9.10.3    *Electronic Message Display Signs***

Electronic Message Display Signs shall be in accordance with the C-3 “Community Commercial” district regulations.

**9.10.4    *Decorative Artwork, Architectural Elements and Temporary Signage***

Decorative artwork and/or architectural structures shall be permitted in this PUD, including, without limitation, upon or across public right-of-way with applications for review for such improvements submitted to the Arts Liaison in the Office of Arts & Cultural Affairs and subject to recommendation by the Oklahoma City Arts Commission and approval by the Public Works Department and require issuance of a permit. If located on upon or across public right-of-way shall also require approval by the Oklahoma City Council.

Decorative artwork, architectural structures may include but are not limited to fountains, individual art pieces, clock towers, decorative entry structures, etc.

Decorative artwork/architectural structures shall not exceed twenty-five (25) feet in height, must have a minimum fourteen (14) feet clearance in height (for archways), and be located a minimum of twenty-five (25) feet from the curb of an adjacent public street.

**9.11    ROOFING REGULATIONS**

All structures in this PUD shall have Class C roofing or better.

**9.12    SETBACK REGULATIONS**

No setbacks shall be required, other than those required by building code. A Build-To-Line along N Broadway Ave shall be at or within 10 feet of the street right-of-way.

**9.13 HEIGHT REGULATIONS**

There shall be no maximum building height within this PUD.

**9.14 LOT COVERAGE**

Maximum lot coverage shall be 100 percent.

**9.15 PUBLIC IMPROVEMENTS**

The Developer shall make public improvements throughout the PUD as may be required by The City of Oklahoma City Public Works Department or other City, County, or State Department or agency. All Local, State, and Federal ordinances as they shall apply to the site will be adhered to fully.

**9.16 COMMON AREAS**

Maintenance of the common areas in the development shall be the responsibility of the developer. 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.

**9.17 SPECIFIC PLAN, PLATTING & PERMITTING REQUIREMENTS**

9.17.1 No building permits shall be issued within this PUD until a specific plan, including all items listed in Section 59-14200 of the Oklahoma City Municipal Code, 2020 as amended shall have been approved by the Planning Commission. The Oklahoma City Planning Commission shall have the ability to review and approve signage that is larger than that of the C-3, "Community Commercial" District.

9.17.2 There shall be no platting required within this PUD.

**9.18 GENERAL DESIGN AND DEVELOPMENT GUIDELINES**

Specific information and plans for General Design and Development Guidelines are contained in Chapter 59, Section 14200.4, for density, amenities, relationship to abutting uses, site design, safety, and circulation systems.

**10.0 DEVELOPMENT SEQUENCE:**

Developmental phasing shall be allowed as a part of the development of this PUD. Required traffic improvements shall be permitted to be constructed in conjunction with the phased development of this PUD, as approved by the City's Traffic Division.

**11.0 EXHIBITS:**

The following exhibits are hereby attached and incorporated into this PUD. These exhibits are:

- A: Legal Description
- 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**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:** Please be advised ONG has an underground or aboveground facility in the area. If you need our facilities relocated to accommodate your excavation or construction, ONG will provide you a cost estimate. Prior to excavation, please contact OKIE-ONE 1-800-522-6543 a minimum of 48 hours prior for exact location of our facilities.
- 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**
  - b. Streets, Traffic and Drainage Maintenance**

**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.

**c. Stormwater Quality Management**

**d. Traffic Management\***

**8. Utilities**

**a. Engineering**

**Paving**

**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 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. All wastewater mains must have a minimum cover of six (6) feet and a depth no greater than eighteen (18) feet.
- 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) Proposed wastewater main(s) must be located in a twenty (20) foot wide easement. No trees, signs, dumpster, fences, and/or structures shall be permitted within any proposed or existing utility easement.
- 6) Existing mains will need to be relocated and the ROW vacated per site plan.

**b. Solid Waste Management**

- 1) The City cannot provide service, contact private hauler.

**c. Water/Wastewater Quality**

**Water Availability**

- 1) An existing 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 wastewater mains and five (5) foot for other mains. 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) Dead-end water mains must be avoided where applicable. All existing unnecessary water services must be abandoned at the water main.
- 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 or right-of-way. No trees, signs, dumpster, fences, and/or structures shall be permitted within any proposed or existing utility easement.
- 6) 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.
- 7) System will be considered private and master metered. ROW will need to be vacated and water main relocated.

## **9. Planning**

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

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

##### Site Design & Location:

- Provide parking in structured garages, decks, or parking lots set to the side or rear of a property.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Design buildings to include façades, storefront windows, and attractive signage and lighting to create pedestrian-scale interest.
- The comprehensive plan calls for locating higher intensity developments adjacent to major public amenities (parks, waterways, etc.).

*National, state, and local permitting require basic best management practices for stormwater management. The PUD mirrors requirements of the abutting DTD-1 District which requires buildings to be placed at or within 10 feet of Broadway Ave, and additionally prohibits parking lots fronting Broadway. Additional standards for parking garages that front streets could apply as they do in the DTD-1 District.*

Density: The typical non-residential Floor to Area Ratio (FAR) range for the Urban High LUTA is 1.5, with a minimum of 0.80. The Urban High LUTA outlines a density range of 40 to 100 dwelling units (du) per acre. *The PUD proposes regulations that could achieve these ranges.*

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- Protect existing traditional street grid and reconnect it where possible.
- Keep existing alleys open and functional.
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development at shared entrance points.

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development.
- Preserve and expand the pedestrian and bicycle networks.
- For large-scale, block sized development, provide public connectivity via alley or internal sidewalks and streets.

*The NW 15<sup>th</sup> Street right-of-way has been vacated (CJ-90-6693), as have alleys within the subject site. This application is associated with a request to close and subsequently vacate NW 14<sup>th</sup> Street (CE-1088). A portion of NW 14<sup>th</sup> Street was closed at the railroad tracks in 2015 to implement the “quiet zone.” Closing both east-west streets within the development would eliminate the potential for public connections through the development, potentially creating a super block. Sidewalks are present along all three street frontages but would ideally be widened and amenities added to align with the intensity of the project. Future Specific Plans should include a pedestrian plan that includes streetscape treatments, connections from public streets throughout the development, and techniques that ensure pedestrian scale development, such as breaks between buildings or maximum block lengths.*

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. The site is currently zoned R-4, C-4 and I-2. The site is adjacent to a railroad, the DTD-1 District, and the I-2 District. The uses requested in the modified C-3 base are consistent with the surrounding zoning. Projects in higher intensity LUTAs (UH) may be more appropriate for significant transitions of density, scale and mass.
- 3) **Service Efficiency:**
  - Water: *Served*
  - Sewer: *Fully Served Area*
  - Fire Service: *Urban Response*
- 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 NW 13<sup>th</sup> Street, a Major Arterial Street, NW 16<sup>th</sup> Street, a Connector, and NW 13<sup>th</sup> Street which is within the Downtown Development Framework. Bus service is available along NW 13<sup>th</sup> Street. Streetcar service is available two blocks to the south at NW 11<sup>th</sup> Street and Broadway.

**6) Other Development Related Policies**

- 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)
- Regional-, community-, and neighborhood-scale retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores that draws on the following principles:
  - Concentrate access for new retail development at shared primary entrance points. Primary entrance points should be aligned with access pints immediately across intersecting roads. Limit curb cuts on primary highways and arterials.
  - Provide pedestrian circulation, including sidewalks and median breaks along interior and exterior fronting roads and within parking lots.

- Encourage coordinated development of retail centers in order to facilitate internal pedestrian and vehicle circulation and optimal center performance (SU-27)
- 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. Large-scale commercial buildings with parking in front should screen parking lots with coordinated development of out-parcels (pad sites) and with landscaping. (SU-28)
- 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 8.3-acre subject site is located Downtown, north of Automobile Alley, within the Urban High LUTA. The subject site stretches from N Broadway Ave to the railroad, and from NW 13<sup>th</sup> Street to NW 16<sup>th</sup> Street. The proposed PUD does not include the hard corner of the intersection which is zoned DTD-1 and will remain within the Downtown Design District. The subject site is zoned R-4, C-4 and I-2. The PUD proposes a modified C-3 base for a new mixed-use development that includes hotel, retail, office, and residential uses. No compatibility issues were identified with the proposed uses. The PUD mirrors the build-to line standards of the DTD-1 District along Broadway Ave and additionally prohibits parking lots along said street. Consistency with the downtown district regulations could include additional standards for parking garages located along the streets and screening if visible above the railroad.

This application is associated with a request to close NW 14<sup>th</sup> Street (CE-1088), scheduled for a future Planning Commission hearing. Northwest 15<sup>th</sup> Street is already closed and vacated. Closing both east-west streets within the development area would eliminate the potential for public connections through the development. Sidewalks are present along all three street frontages but would ideally be widened and amenities added for pedestrians, in line with the intensity of the project. Future Specific Plans should include a pedestrian plan that includes streetscape treatments, connections from public streets throughout the development, and techniques that ensure pedestrian scale development, such as breaks between buildings or maximum block lengths.

**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.*

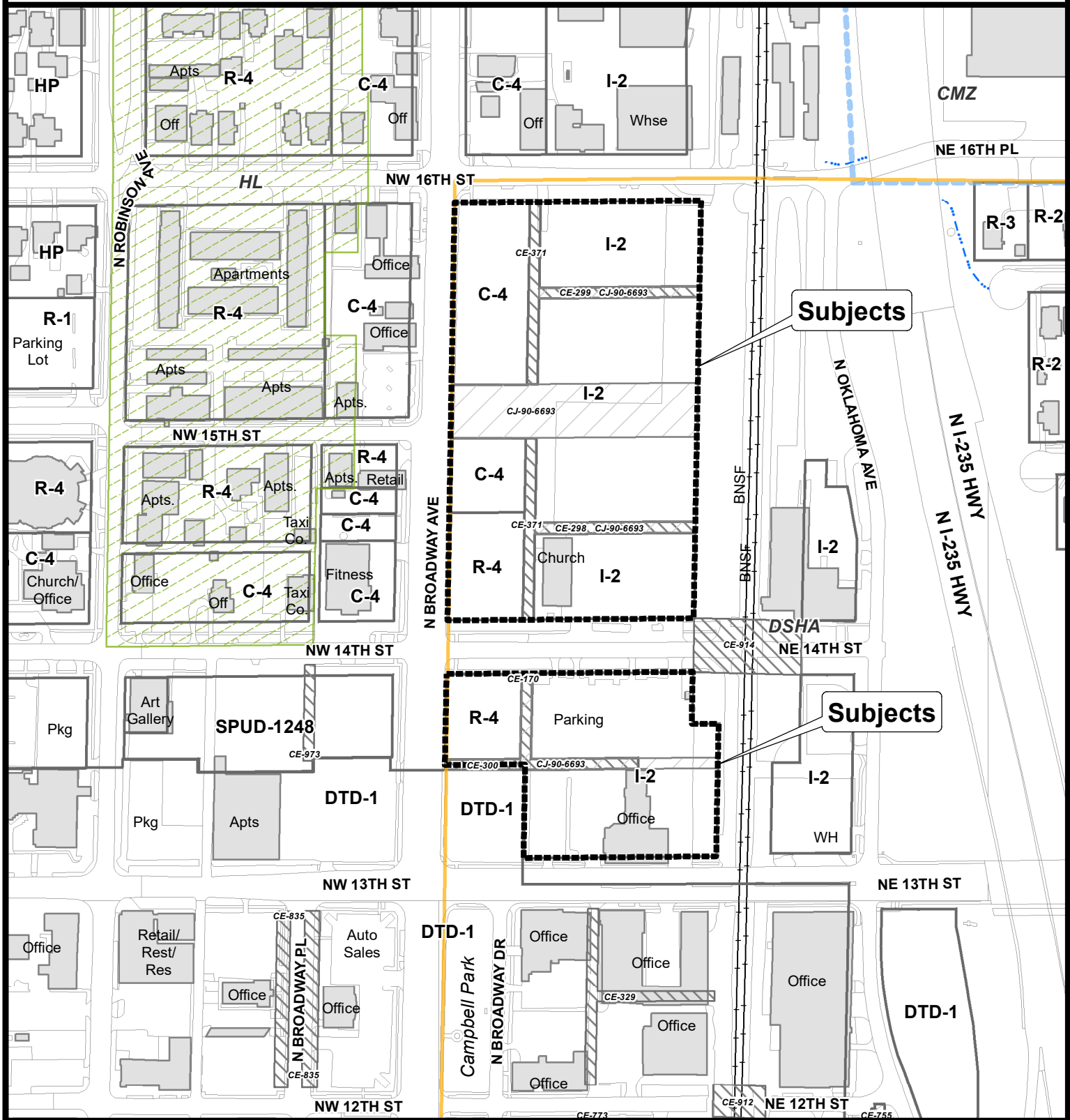
**Approval of the application subject to the following Technical Evaluations:**

1. The minimum building height for buildings located along Broadway Ave shall be two stories and 30 feet.
2. A 10-foot build-to line shall apply to buildings on NW 13<sup>th</sup> Street.
3. Modify Section 9.1 Architectural Regulations to prohibit EIFS on the first floor of buildings facing NW 13<sup>th</sup> Street and Broadway Avenue.
4. Future Specific Plans should include a pedestrian plan that includes streetscape treatments, connections from public streets throughout the development, and techniques that ensure pedestrian scale development, such as breaks between buildings or maximum block lengths.

*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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Case No: PUD-1915      Applicant: The Dolese Company  
Existing Zoning: DTD-1 / I-2 / C-4 / R-4 / DSHA  
Location: 13 NW 13th St.



The City of  
OKLAHOMA CITY

# Planned Unit Development



0 125 250 Feet



## Operation Ready Mix

Exhibit B

PUD- 1915



Johnson & Associates  
11 E. Sheridan Ave., Suite 200  
Oklahoma City, OK 73104  
(405) 231-8871 FAX (405) 231-8871

ENGINEERS SURVEYORS PLANNERS

8/15/22

Conceptual site plan showing feasible option  
permitted under proposed rezoning



NE 16th St  
NE 15th St  
NE 14th St  
N Walnut Ave

N Walnut Ave

1G

77

235

N Oklahoma Ave

NE 12th St

13 NW 13TH ST

(Click for more information)

NW 12th St

N Broadway Ave

N Broadway Pl

N Broadway Dr

NW 16th St

NW 15th St

NW 14th St

NW 16th St

NW 15th St

Case No: PUD-1915      Applicant: The Dolese Company  
Existing Zoning: DTD-1 / I-2 / C-4 / R-4 / DSHA  
Location: 13 NW 13th St.



Aerial Photo from 2/2020



The City of  
OKLAHOMA CITY

## Planned Unit Development



0 125 250  
Feet