

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)

18. (SPUD-1452) Application by Tharasena Family Trust to rezone 719 NW 23rd Street from the PUD-1218 District to the SPUD-1452 Simplified Planned Unit Development District. Ward 2.

Applicant was present. No protestors were present.

Amended Technical Evaluation:

1. The setbacks in the SPUD shall supersede the Special Building Line along NW 23rd Street (SBL-6).
2. Hours of outdoor music to be limited to:  
Sunday through Thursday – 10:00 p.m.  
Friday and Saturday – 12:00 a.m.
3. 100-foot proximity regulation from residential use per §9350.26.1.E will not apply.
4. Generators are prohibited.
5. Rooftop patios are prohibited.

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

MOVED BY POWERS, SECONDED BY PRIVETT

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. 18.**

**(SPUD-1452) Application by Tharasena Family Trust, to rezone 719 NW 23rd Street from the PUD-1218 District to the SPUD-1452 Simplified Planned Unit Development District. Ward 2.**

**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 a commercial development.

**D. Existing Conditions**

**1. 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.

**Comprehensive Plan Land Use Typology Layer: Urban Commercial (UC)**

The Urban Commercial encourages the concentration of small-scale retail, office and service businesses in locations that serve as hubs for neighborhood and city-wide consumer activity. The UC designation applies to development within one block of the designated corridor. UC designates strategic areas where the creation or revitalization of a commercial district will drive revitalization and an increase in property value in surrounding neighborhoods.

Office and multi-family residential uses are highly desirable within UC areas, as they generate market demand for retail, incorporate walkable environments and create synergies that encourage full utilization of land.

**2. Size of Site:** 1.32 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>	PUD-1218	NC	NC	C-3	NC
<b>Land Use</b>	Church/Comm	Residential	Commercial	Commercial	Office

**4. Development Context:** The subject site is located on the north side of NW 23rd Street, east of N Shartel Avenue, with limited frontage on N Lee Ave. The site is developed with former craftsman bungalow style residences that have been converted to commercial uses (Guernsey Park). The site is zoned PUD-1218 and within the Urban Design District. Abutting the site on east is a drive-thru restaurant. To the west is a single-story commercial building that houses a travel agency. Across NW 23rd Street to the south is a plasma center and restaurant (Guyutes). Abutting on the north are homes in the Paseo residential neighborhood. The NW 23rd Street corridor is primarily zoned commercial (C-3, C-4, NC) with historic neighborhoods abutting on the north (Paseo) and south (Mesta Park). The commercial corridor is also within an Urban Design District. The SPUD seeks to add uses that would allow restaurants and bars within the existing buildings, and to allow food trucks and an outdoor music venue. The SPUD maintains the applicable guidelines and regulations of the Urban Design Overlay District.

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

1. This site will be developed in accordance with the regulations of the **Neighborhood Business District (NB) and all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following use(s) will be the only use(s) permitted on this site:

- 8300.1 Administrative and Professional Offices
- 8300.23 Building Maintenance Services
- 8300.24 Business Support Services
- 8250.4 Community Recreation: Restricted
- 8300.32 Convenience Sales and Personal Services
- 8250.5 Cultural Exhibits
- 8300.33 Drinking Establishments: Sitdown, Alcohol Permitted

8300.37	Eating Establishments: Sitdown
8300.38	Eating Establishments: Sitdown, Alcohol Permitted
8300.39	Eating Establishments: Sitdown, Limited Alcohol Permitted
8300.41	Food and Beverage Retail Sales
8200.14	Single-Family Residential
8300.51.1	Lodging Accommodations: Home Sharing
8250.16	Murals
8300.54	Outdoor Sales and Display, and Outdoor Storage [limited to food trucks]
8300.55	Participant Recreation and Entertainment: Indoor
8300.56	Participant Recreation and Entertainment: Outdoor [limited to outdoor music venue and food trucks]
8300.59	Personal Services: Restricted
8300.63	Retail Sales and Services: General
8300.67	Spectator Sports and Entertainment: General [limited to event venue and accessory services]

**2. Maximum Building Height:**

All existing structures shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. In the event of a new structure or an alteration to an existing structure, maximum building height shall be in accordance with the base zoning district and all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

**3. Maximum Building Size:**

All existing structures shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. In the event of a new structure, maximum building size shall be in accordance with the base zoning district and all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

**4. Maximum Number of Buildings:**

All existing structures shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. In the event of a new structure, there shall be no maximum number of buildings permitted within this SPUD except as limited by building and fire codes.

**5. Building Setback Lines**

All existing setback lines shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. In the event of a new structure or an alteration to an existing structure, setback lines shall be in accordance with all applicable guidelines and regulations of the Urban Design Overlay District

(UD), including issuance of a Certificate of Approval when required. Development will not be required to comply with the Special Building Line (SBL-6).

**6. Sight-proof Screening:**

All existing screening shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. In the event of a new structure, screening regulations shall be in accordance with the base zoning district and all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

**7. Landscaping:**

All existing landscaping shall be permitted to remain and shall be deemed to conform to any requirements contained within this SPUD. In the event of a new structure, the subject parcel shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development, and all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

**8. Signs:**

**8.1 Freestanding accessory signs**

There shall be a maximum of two (2) freestanding signs. All properly permitted existing signs shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD and may be replaced subject to all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required. The maximum height for freestanding signs shall be twenty (20) feet with an area of one hundred and twenty (120) square feet.

Freestanding signs may be internally illuminated, front lit, or neon.

**8.2 Attached signs**

All properly permitted existing attached signs shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. In addition, there shall be a maximum of two (2) attached signs for each building along NW 23<sup>rd</sup> St. and N. Lee Ave. There shall be a maximum of one (1) attached sign for each interior building facing the outdoor common area.

The maximum square footage for attached signs within this SPUD shall be up to 10% of the total aggregate area for each wall to which the sign is attached. Attached signs may be internally illuminated, front lit, or neon.

All signs shall conform to all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

Artist murals shall not be considered signage within this SPUD.

### **8.3 Non-Accessory Signs**

Non-Accessory signs are prohibited.

### **8.4 Electronic Message Display signs**

Electronic Message Display signs are prohibited.

## **9. Access:**

Access shall be taken from one (1) drive off of NW 23<sup>rd</sup> St.

## **10. Sidewalks**

Sidewalks are present along NW 23<sup>rd</sup> Street and N Lee Avenue. Should the site be redeveloped, the sidewalk regulations shall be subject to all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required, and the policies and procedures of the Public Works Department.

## **II. Other Development Regulations:**

### **1. Architecture:**

All existing buildings shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. New structures and alterations to existing structures shall be in accordance with all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

Attached awnings may be permitted on structures along 23<sup>rd</sup> St., subject to all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

### **2. Open Space:**

N/A.

### **3. Street Improvements:**

N/A.

**4. Site Lighting:**

All existing lighting shall be permitted to remain on site and shall be deemed to conform to any requirements contained within this SPUD. New site lighting shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma City Municipal Code, 2020, as amended, and all applicable guidelines and regulations of the Urban Design Overlay District (UD), including issuance of a Certificate of Approval when required.

**5. Dumpsters:**

Trash collection facilities in this SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended. Dumpsters shall be placed no closer than 40 feet from all property lines adjacent to residential zoning district or use and shall be screened on all four sides. A building, wall, fence, vegetation or other form of screening in accordance with Article XI, Landscaping and Screening Regulations, shall satisfy this requirement.

**6. Parking:**

The current parking spaces shall be deemed to satisfy the required parking for all uses within this SPUD. Valet services shall be permitted to accommodate off-site guest parking along 23<sup>rd</sup> St. to the leased neighboring lot, located at 825 NW 23<sup>rd</sup> St, subject to Traffic Commission and City Council approval. Aisle width for two-way traffic shall be a minimum of twenty-two (22) feet.

**7. Maintenance:**

Maintenance of the common areas in the development shall be the responsibility of the property owner or Property Owners Association. 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 to meet the requirements specified above.

**8. Drainage:**

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

**9. Hours of Operation**

Monday through Sunday from 11:00 a.m. to 2:00 a.m.

Outdoor music shall be permitted until 12:00 a.m. Monday through Sunday.

### **III. Supporting Documents**

Exhibit A: Legal Description  
Exhibit B: Conceptual Site Plan  
Exhibit C: Signage

### **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**

- 1) Additional comments pending.

**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.

**b. Solid Waste Management**

- 1) The City can provide solid waste collection services to commercial customers providing refuse is not excess of 270 gallons per customer per pick up § 49-30 (a). Otherwise the customer will have to utilize a private hauler for dumpster service.

**c. Water/Wastewater Quality**

**Water Availability**

- 1) An existing 6 and 10" 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) 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 feet of a hard surface (i.e. sidewalk, street, and/or paving).

## **9. Planning**

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

*The subject site is within the Urban Medium LUTA (UM) and within an area where the comprehensive plan applies the Urban Commercial Land Use Typology Layer (UC). Policies for both are listed below.*

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

##### Site Design:

- Maintain historical lot and block sizes where possible and appropriate. (UM)
- Utilize Best Management Practices (BMP) for stormwater. (UM)
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape. (UM)
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest. (UM)
- Encourage all buildings fronting a designated corridor or node to have ground floor space for retail or service businesses. (UC)
- All signage should be designed to provide visual coherency, which includes a consistent and cohesive pattern of materials, lighting, and height. (UC)

##### Location:

- Locate large-scale commercial and office development on arterial streets. (UM)
- Mixture of density, lot size and building scale is appropriate as long as land use compatibility is achieved. (UM)

*National, state, and local permitting require basic best management practices for stormwater management. The site is located on an arterial street. All buildings are intended to stay. The SPUD maintains the requirements of the Urban Design District.*

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network. (UM)
- Protect existing traditional street grid and reconnect it where possible. (UM)
- Keep alleys open and functional. (UM)
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development at shared entrance points. (UM)
- Primary entrance points should be aligned with access points immediately across the street. (UM)
- Limit curb cuts and automobile accessibility off of the primary commercial street. (UC)
- Reduce the size of private parking lots through shared parking agreements. (UC)

*Access is limited to one driveway on NW 23<sup>rd</sup> Street. The portion of N Guernsey Ave within the subject site is private (CE-703) and is used to access the public portion of the street that connects north to NW 24<sup>th</sup> Street. Development within the NB District and/or within the Urban Design District east of Classen Blvd is not required to provide off-street parking. The SPUD provides some on-site parking and the project plans for valet services and off-site parking. The parking shown in the right-of-way on Exhibit B will require separate approvals outside the SPUD process.*

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses. (UM)
- For multi-tenant properties, include an internal pedestrian system that allows customers to park once and conveniently walk to several destinations. (UC)

*Sidewalks are existing along NW 23<sup>rd</sup> Street and required by the SPUD. The site is already developed in a way that allows pedestrians to access the businesses. The proposed “Bungalow 23” seeks to create a pedestrian plaza for activities such as pop-up shops, music, performance art and farmers markets.*

- 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 near low intensity residential (north), “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 site is developed and the new proposal uses the existing buildings. The SPUD maintains the requirements of the Urban Design review and approval; no triggers requiring mitigation were identified. The Master Design Statement should specify the SPUD setbacks supersede the Special Building Line on NW 23<sup>rd</sup> Street.*

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. *Existing access includes a driveway on NW 23<sup>rd</sup> Street and N Guernsey Ave to NW 24<sup>th</sup> Street. The project contemplates valet parking along NW 23<sup>rd</sup> Street and off-site parking to the west that would need to be approved separately from the SPUD process.*

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. *Potential operational impacts are associated with the proposed outdoor music venue and food trucks. As a mitigation measure, the SPUD proposes prohibiting outdoor music past midnight. Operational impacts from food trucks (generators) should be mitigated.*

3) **Service Efficiency:**

- Water: *Served*
- Sewer: *Fully Served Area*
- Fire Service: *Urban Response*

4) **Environmentally Sensitive Areas:** No ESAs were identified on the proposed development site.

- 5) **Transportation System:** This site is located along NW 23<sup>rd</sup> Street, a Major Arterial Street along an Urban Commercial Corridor in the Urban Medium LUTA. Transit (bus) service is available along NW 23<sup>rd</sup> Street.
- 6) **Other Development Related Policies**
  - Prioritize maintaining the strength of existing commercial nodes and corridors over providing new areas for commercial development. (SU-23)
  - Favor commercial development clustered in nodes at arterial or collector intersections or along brief “main street” style corridors over commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors. (SU-25)
  - 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 points 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. (SU-28)
  - Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors. (SU-31)
  - Wayfinding mechanisms and other place-making features should be strongly encouraged in new and existing commercial districts. (SU-32)
  - Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
  - 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)
  - 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)



- 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)

**7) Other Considerations: Retail Corridor**

The comprehensive plan identifies and categorizes several retail nodes and corridors throughout the city. The subject area is along a retail corridor, categorized under the "Revitalize" framework. Areas categorized as "revitalize" are areas that generally do not require wholesale changes, but rather, help strengthening existing retail uses. Policies related to this category include: Integrating complementary uses; maintaining community scale retail in nodes rather than allowing linear expansion; ensuring good street connectivity between and within existing centers; creating or enhancing pedestrian connections between buildings and centers; improving facades and design quality; and creating or enhancing visual coherency through signage.

**b. Plan Conformance Considerations**

The subject site is located on the north side of NW 23rd Street, east of N Shartel Avenue. The site is within the Urban Medium LUTA and along a corridor designated as Urban Commercial by the comprehensive plan. The site is developed with former craftsman bungalow style residences that have been converted to commercial uses (Guernsey Park). The SPUD seeks to add uses that would allow restaurants and bars within the existing buildings, and to allow food trucks and an outdoor music venue ("Bungalow 23").

The comprehensive plan supports the adaptive use of existing buildings and strengthening retail nodes and corridors, and the proposal is in conformance with many plan policies. Potential operational impacts identified when locating an outdoor music venue and food truck court near a neighborhood. As mitigation, the SPUD proposes prohibiting outdoor music past midnight. Other mitigation measures may be required for food trucks, specifically if generators will be used.

The subject site is within the Urban Design Overlay District (UD). The SPUD maintains the applicable guidelines and regulations of the UD Overlay, including issuance of a Certificate of Approval when required. This rezoning application is subject to review and recommendation by the Urban Design Commission (UDC). The UDC is scheduled to make a recommendation at their regular meeting on October 26, 2022.



#### **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(s):**

1. The setbacks in the SPUD shall supersede the Special Building Line along NW 23<sup>rd</sup> Street (SBL-6).

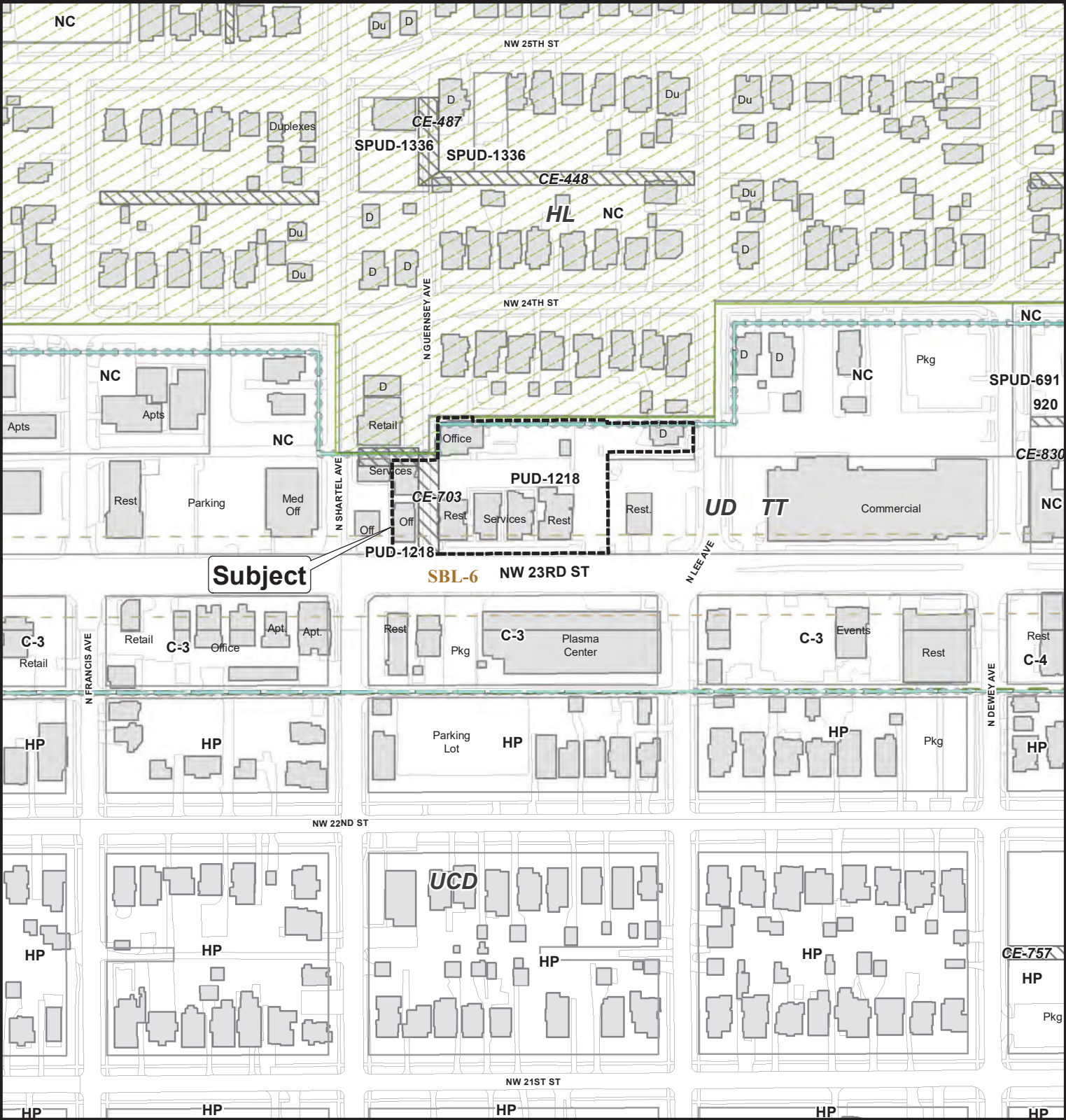
*All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the SPUD may be required during either Divisions review of construction plans and prior to City Council approval.*

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Case No: SPUD-1452      Applicant: Tharasena Family Trust U/T/A

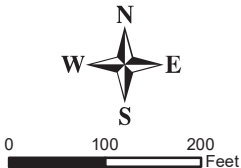
Existing Zoning: PUD-1218 / UD / TT

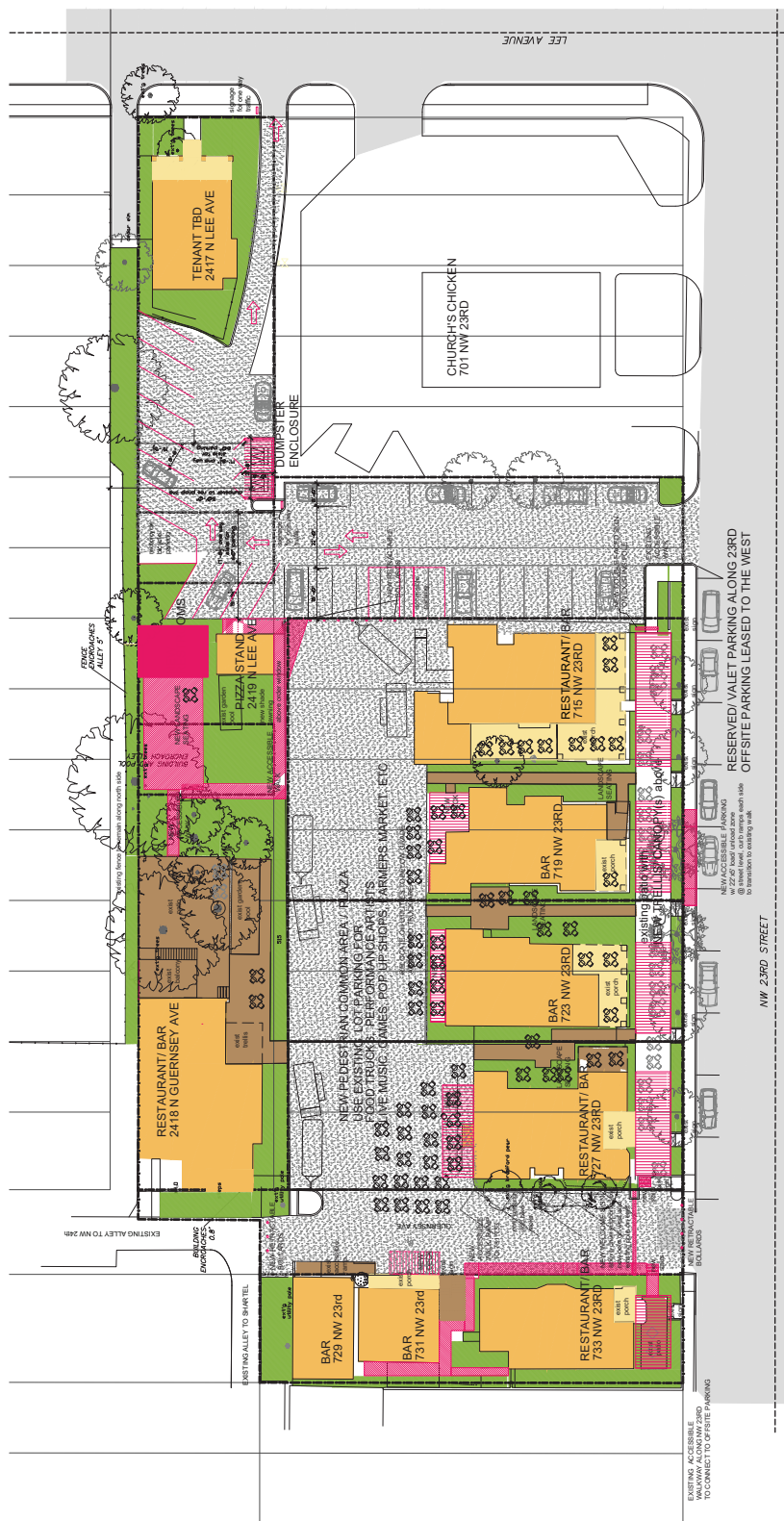
Location: 719 NW 23rd St.



The City of  
OKLAHOMA CITY

# Simplified Planned Unit Development





## TASK design

architecture +  
interior design

# Bungalow 23

**CONCEPTUAL SITE PLAN**  
SCALE: 1"=20'-0" OCT 20 2022



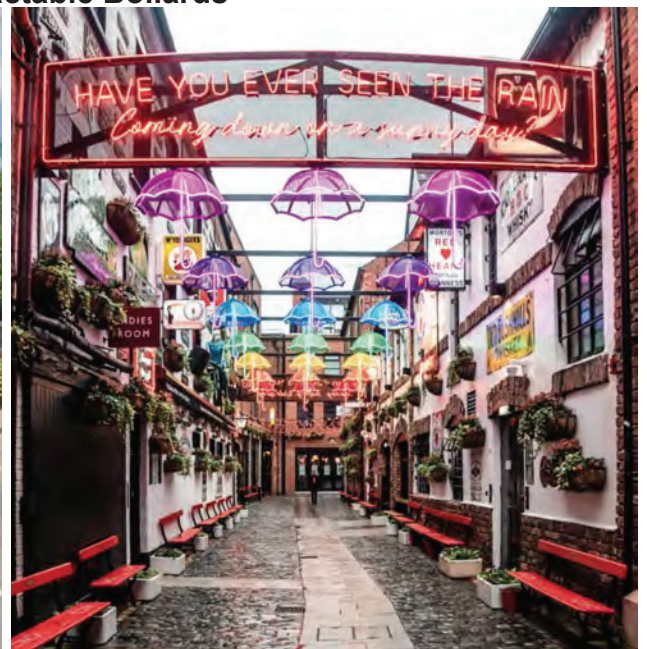


Move sign to  
existing pole  
on east end

New Neon  
Entry way  
sign  
between  
buildings  
over  
Guernsey



Retractable Bollards

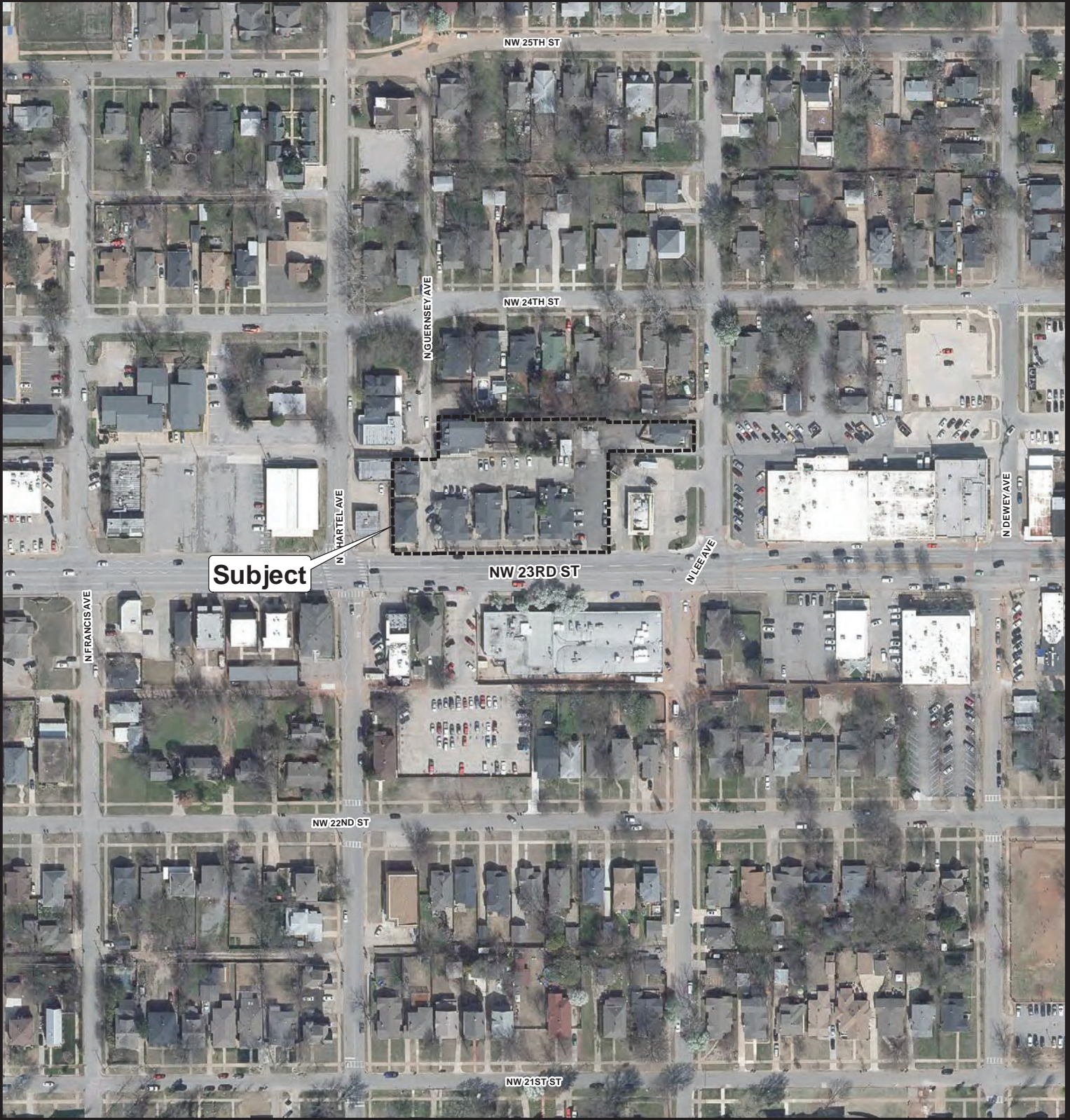




Case No: SPUD-1452      Applicant: Tharasena Family Trust U/T/A

Existing Zoning: PUD-1218 / UD / TT

Location: 719 NW 23rd St.



Aerial Photo from 2/2020



The City of  
OKLAHOMA CITY

# Simplified Planned Unit Development

