

Planning Commission Minutes  
October 13, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 9:38 a.m. on October 10, 2022.)

11. (PUD-1914) Application by Dunn & Dunn Holdings, LLCs., to rezone 4900 N I-35 Service Road from the PUD-313 District to the PUD-1914 Planned Unit Development District. Ward 7.

Applicant was present. There were no protestors present.

Amended Technical Evaluation:

1. In addition to preserving trees within the floodway, trees will be preserved within 50 feet of the floodway.
2. ~~Future Specific Plans shall show buildings placed in front of parking areas.~~
3. Planning Commission reserves the right to review Specific Plan with regard to parking.

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

MOVED BY Clair, SECONDED BY Powers

AYES: Clair, Powers, Fraley, Privett, Hinkle, Govin, Pennington,  
Noble

ABSENT: LaForge



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**October 13, 2022**

**Item No. IV. 11.**

**(PUD-1914) Application by Dunn & Dunn Holdings, LLCs., to rezone 4900 N I-35 Service Road from the PUD-313 District to the PUD-1914 Planned Unit Development District. Ward 7.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant/Developer Representative**

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

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to permit an equestrian facility/vet and commercial and industrial uses.

**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.

**2. Size of Site: 5.15 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-313 HNO	I-2/ HNO	I-1/I-2	PUD-1326 HNO	PUD-313 HNO
<b>Land Use</b>	Undeveloped	Undeveloped	Industrial	Billboard	Museum

- 4. Development Context:** The subject site is located at the southwest corner of I-35 and NE 50<sup>th</sup> Street. The site is undeveloped and zoned PUD-313 which was approved in 1988 as “50<sup>th</sup> Street Station.” The existing PUD has a C-3 base and allows most commercial uses. Abutting the site on the west is the Adventure District train station that connects to the Oklahoma Railway Museum to the south. The station would remain zoned PUD-313. A tributary of Deep Fork Creek runs through the center of the site. Land east of the creek has frontage on the I-35 Frontage Road and NE 50<sup>th</sup> Street, while the west side has limited frontage on NE 50<sup>th</sup> Street. Abutting on the south is PUD-1326 (2008) which allows commercial development but remains undeveloped. To its west, southwest of the subject site, is Rose Rock, a gated residential community zoned PUD-1008 (2004). Across the street to the north is undeveloped land zoned I-2. The site and surrounding area are within the Healthy Neighborhood Overlay (HNO) which would remain unchanged. Land east of I-35 is outside Oklahoma City limits.

The subject site is located at the entrance to the Adventure District from I-35. Northeast 50<sup>th</sup> Street becomes Remington Place to the west. Between the subject site and N Martin Luther King Ave, the street serves the Oklahoma Firefighters Museum, the Softball Hall of Fame and USA Softball Complex, Lincoln Park Golf Course, Remington Park, the Oklahoma City Zoo, and Science Museum Oklahoma. The proposed PUD is requested for an equestrian facility/vet and commercial and industrial uses.

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

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

There shall be two (2) tracts within this PUD.

Tract 1: The use and development regulations of the **I-2 Moderate Industrial District** shall govern Tract 1 within this PUD, except as herein modified.

Along with all uses permitted within the I-2 District, the following shall also be permitted within this PUD:

8300.54	Outdoor Sales and Display, and Outdoor Storage
8350.15	Wholesaling, Storage and Distribution: General

Tract 2: The use and development regulations of the **I-1 Light Industrial District** shall govern Tract 2 within this PUD, except as herein modified.

All uses permitted within the I-1 District shall be permitted within this PUD.

## **9.0 SPECIAL CONDITIONS**

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

### **9.1 FAÇADE REGULATIONS**

Per I-2 standards.

### **9.2 LANDSCAPING REGULATIONS**

The subject parcel shall meet all requirements of the City of Oklahoma City's Landscaping Ordinance in place at the time of development.

### **9.3 LIGHTING REGULATIONS**

The site lighting in this PUD shall be in accordance with Chapter 59, Article XII, Section m59-12350 of the Oklahoma City Municipal Code, 2020, as amended.

### **9.4 SCREENING REGULATIONS**

No less than a six-foot and no greater than an eight-foot-high wall shall be required along the boundary of this parcel where it is adjacent to any residential use; and shall be required where outdoor service areas and/or garage bays face a street Said wall shall be constructed entirely of stucco, brick, or stone on a continuous footing, or may be constructed of wood, with brick columns with footings on 20' centers and shall be solid and opaque.

### **9.5 PLATTING REGULATIONS**

Platting shall not be required within this PUD.

### **9.6 DRAINAGE REGULATIONS**

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

### **9.7 DUMPSTER REGULATIONS**

Dumpsters shall be located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from public streets and residences and shall be placed no closer than 50 feet from all property lines adjacent to residential zoning district or use.

Trash collection facilities in this PUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

#### 9.8 ACCESS REGULATIONS

Access within this PUD shall be from a maximum of one drive on NE 50<sup>th</sup> St. and two drives on the I-35 frontage road.

#### 9.9 PARKING REGULATIONS

The design and number of all parking facilities in this PUD shall be in accordance with Chapter 59, Article X of the Oklahoma City Municipal Code, 2020, as amended.

A gravel parking lot shall be permitted and shall be oriented to the south of the property.

#### 9.10 SIGNAGE REGULATIONS

##### 9.10.1 FREESTANDING ACCESSORY SIGNS

Freestanding accessory signs will be in accordance with the base zoning district regulations except that freestanding signs on NE 50<sup>th</sup> Street shall be monument/ground signs only and shall not exceed 8 feet high and 100 square feet in area

##### 9.10.2 ATTACHED SIGNS

Attached signs will be in accordance with the base zoning district regulations.

##### 9.10.3 NON-ACCESSORY SIGNS

Non-Accessory signs will be prohibited.

##### 9.10.4 ELECTRONIC MESSAGE DISPLAY SIGNS (EMD'S)

Electronic Message Display signs will be prohibited

#### 9.11 ROOFING REGULATIONS

Every structure in this PUD shall have Class C roofing or better.

#### 9.12 SIDEWALK REGULATIONS

Five (5) foot sidewalks shall be constructed on the arterial street with each development parcel, or six (6) foot sidewalks shall be required if the sidewalk is constructed adjacent to the curb,

subject to the policies and procedures of the Public Works Department. Four (4) foot sidewalks shall be constructed on the interior streets prior to any occupancy certificates being issued.

#### 9.13 HEIGHT REGULATIONS

The base zoning district regulations shall regulate heights of structures in this PUD.

#### 9.14 SETBACK REGULATIONS

Unless modified herein, yard requirements in this PUD shall be the same as the base-zoning district. Development in the floodway shall be prohibited and health mature trees shall be preserved to the maximum extent possible.

#### 9.15 PERMIT REQUIREMENTS

Applications for building permits in the commercial or industrial part(s) of this PUD must include an overall PUD site plan that depicts the location of the proposed building permit and the size and address of all existing buildings as well as all existing parking and landscaping in the commercial/industrial part(s) of this PUD and including parking and landscaping proposed for the building for which a building permit is requested.

#### 9.16 PUBLIC IMPROVEMENTS

Public improvements shall be made by the property owner throughout the PUD as 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**.

#### 9.17 COMMON AREAS

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.

#### 9.18 SPECIFIC PLAN

A specific plan shall be required.

## **10.0 DEVELOPMENT SEQUENCE**

Developmental phasing shall be allowed as a part of the development of this PUD.

## **11.0 EXHIBITS**

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

- Exhibit A - Legal Description
- Exhibit B - Master Development Plan
- Exhibit C - Topography 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) Millwood**
- 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) Flood Study will be required to show no rise in FEMA Q 100 and the City of Oklahoma City Q 100 water surface elevation, compared pre-and post-development.
- 5) A portion of subject property is situated within a F.E.M.A. Flood Plain. Therefore, the establishment of Minimum Finish Floor Elevation for each lot within the flood plain will be required (100-year) frequency plus 1'. The Public Works Department Engineering staff shall approve these elevations prior to the filing of the final plat.

- 6) A floodplain activity permit must be submitted for any work contemplated in The Waters of the United States.
- 7) A Corps of Engineers 404 permit must be submitted with plans for any work contemplated within the floodplain, creek, or channel (waters of the United States) included in the case limits.
- 8) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 9) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 10) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 11) Construction within the limits of this 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.
- 12) 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.
- 13) All private roads /streets will have private storm sewer systems.
- 14) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 15) Section 7.7 needs to be modified to state that a portion of the PUD does lie within a FEMA Flood Plain.

**c. Stormwater Quality Management**

**d. Traffic Management\***

**8. Utilities**

**a. Engineering**

**Paving**

**Wastewater Availability**

- 1) An existing 18” 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 18” main may need to be relocated to build per proposed site plan.

**b. Solid Waste Management**

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

**c. Water/Wastewater Quality**

**Water Availability**

- 1) An existing 18” 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) No water service is available for proposed improvements, private on-site water systems are required. The developer will provide an inter (on-site) water distribution system capable of supply water to each lot or tract within the proposed subdivision or land development in accordance with City Standard Specifications and the current Subdivision Regulations.
- 8) System will be considered private and master metered.

## **9. Planning**

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

- 1) **LUTA Development Policies:**  
Site Design:

- Avoid developing within 100-year floodplains or floodways.
- 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:

- Locate large-scale commercial and office development on arterial streets.
- 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.

*Floodway and 100-year floodplain are present on the subject site. The development is required to comply with all City, State, and Federal requirements within the floodplain. The conceptual plan illustrates buildings placed along the street and the MDS requires the proposed gravel parking area to be located on the south side of the site, along I-35. The conceptual plan indicates an equestrian facility/vet, which would typically have a FAR below the UM range.*

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development at shared entrance points.
- Primary entrance points should be aligned with access points immediately across the street.

*The PUD restricts access points to two on the I-35 Frontage Road and one on NE 50<sup>th</sup> Street. Access to Tract 2 was unknown but would ideally be shared with the existing driveway that serves the Adventure District train station due to the limited street frontage west of the creek.*

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.

*The PUD requires sidewalks on arterial streets.*

- 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 and industrial uses adjacent to existing commercial uses or zoning, “Building Scale and Site Design” 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. *No triggers requiring mitigation were identified, although as a gateway to the Adventure District, the design of buildings and the appearance of the NE 50<sup>th</sup> Street corridor is important. The PUD commits to limiting freestanding signs to 8-foot monument signs along the corridor, proposes an I-1 District base instead of I-2 in Tract 2, screens outdoor service areas, and preserves trees along the creek. A Specific Plan will be required and should place parking behind buildings as shown on the conceptual plan.*

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 PUD would allow industrial uses. The nearest residence is over 200 feet to the southwest, beyond the creek. The PUD commits to preserving trees along the creek.*

**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 are vegetated areas adjacent to streams, lakes, ponds, and wetlands that are composed of a mixture of trees, shrubs, and grasses. These areas may also contain floodplain. The comprehensive plan recommends a 100-foot buffer from stream banks. *Riparian area is present on the subject site. A tributary of Deep Fork including floodway and 100-year floodplain runs through the center of the site.*

*The PUD requires preservation of trees within the floodway. Plan conformance would be strengthened by preserving all trees along the creek, or approximately an additional 50 feet from the floodway.*

- 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 NE 50<sup>th</sup> Street, a Minor Arterial Street within the Urban Medium LUTA. The site also has frontage along and access to I-35. The nearest bus transit service is located one mile west along MLK Avenue. Access to the Katy Trail is available to the west at NE Grand Blvd.
- 6) **Other Development Related Policies**
- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
  - 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 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)

- 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)
- 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)
- Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizeable individual trees) into the design of all residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features. (E-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 5.15-acre subject site is located at the southwest corner of NE 50th Street and I-35. The site could be considered a “gateway” to the Adventure District as residents and visitors exit I-35 and travel westbound on NE 50th Street to the Oklahoma Firefighters Museum, the Softball Hall of Fame and USA Softball Complex, Lincoln Park Golf Course, Remington Park, the Oklahoma City Zoo, and Science Museum Oklahoma. The proposed PUD is requested for an equestrian facility/vet and would allow commercial and light to moderate industrial uses.

The PUD commits to limiting freestanding signs to 8-foot monument signs and prohibits EMD signs along NE 50<sup>th</sup> Street, proposes an I-1 District base instead of I-2 in Tract 2 west of the creek, screens outdoor service areas, and preserves trees within the floodway. Plan conformance would be strengthened by preserving trees within the entire riparian area, or approximately an additional 50 feet from the floodway. Future Specific Plans should place parking behind buildings as shown on the conceptual plan.

#### **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.*

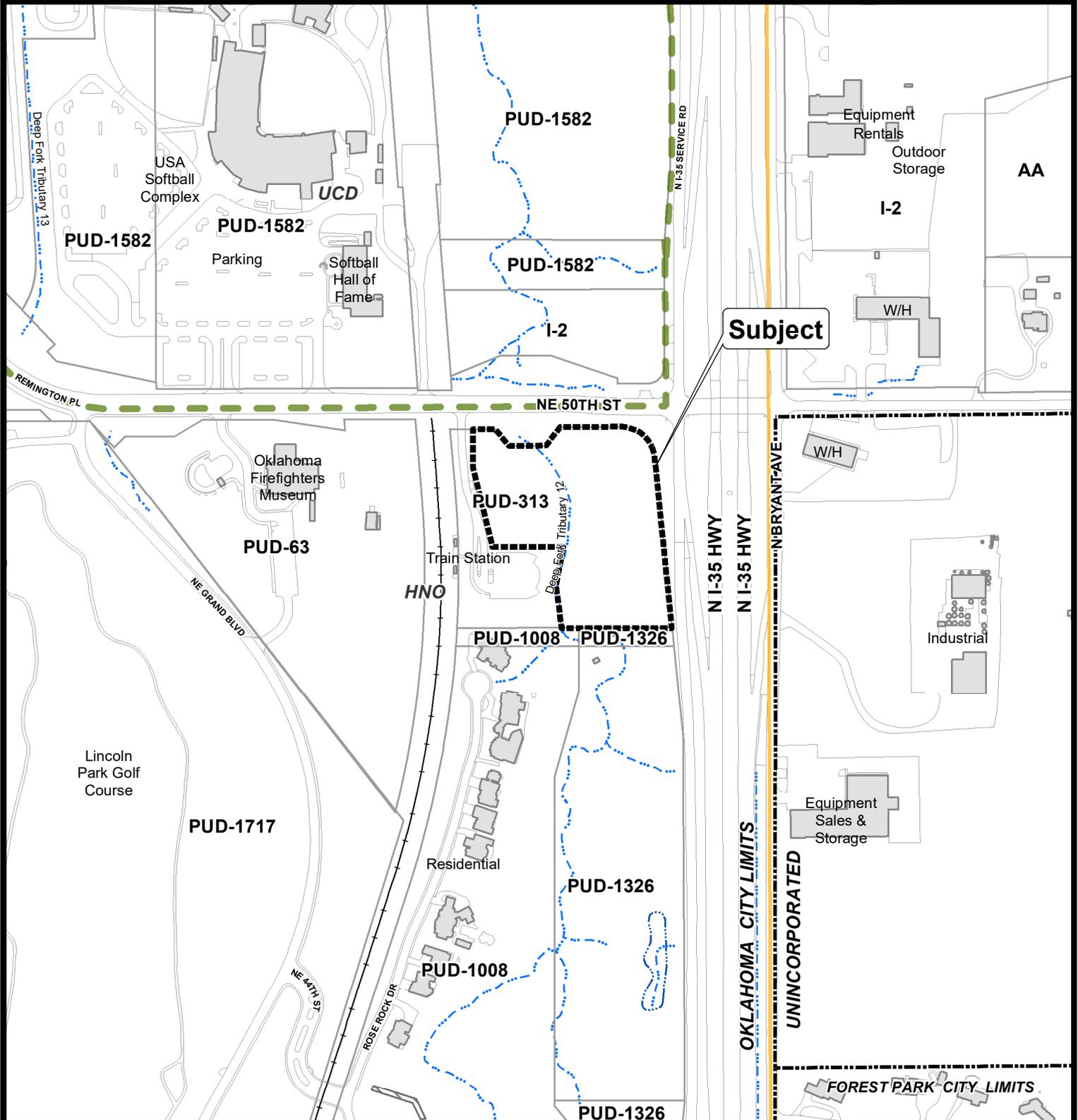
#### **Approval of the application subject to the following Technical Evaluation(s):**

1. In addition to preserving trees within the floodway, trees will be preserved within 50 feet of the floodway.
2. Future Specific Plans shall show buildings placed in front of parking areas.

*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-1914    Applicant: Dunn & Dunn Holdings, LLC**  
**Existing Zoning: PUD-313 / HNO**  
**Location: 4900 N. I-35 Service Rd.**



The City of  
**OKLAHOMA CITY**

# Planned Unit Development

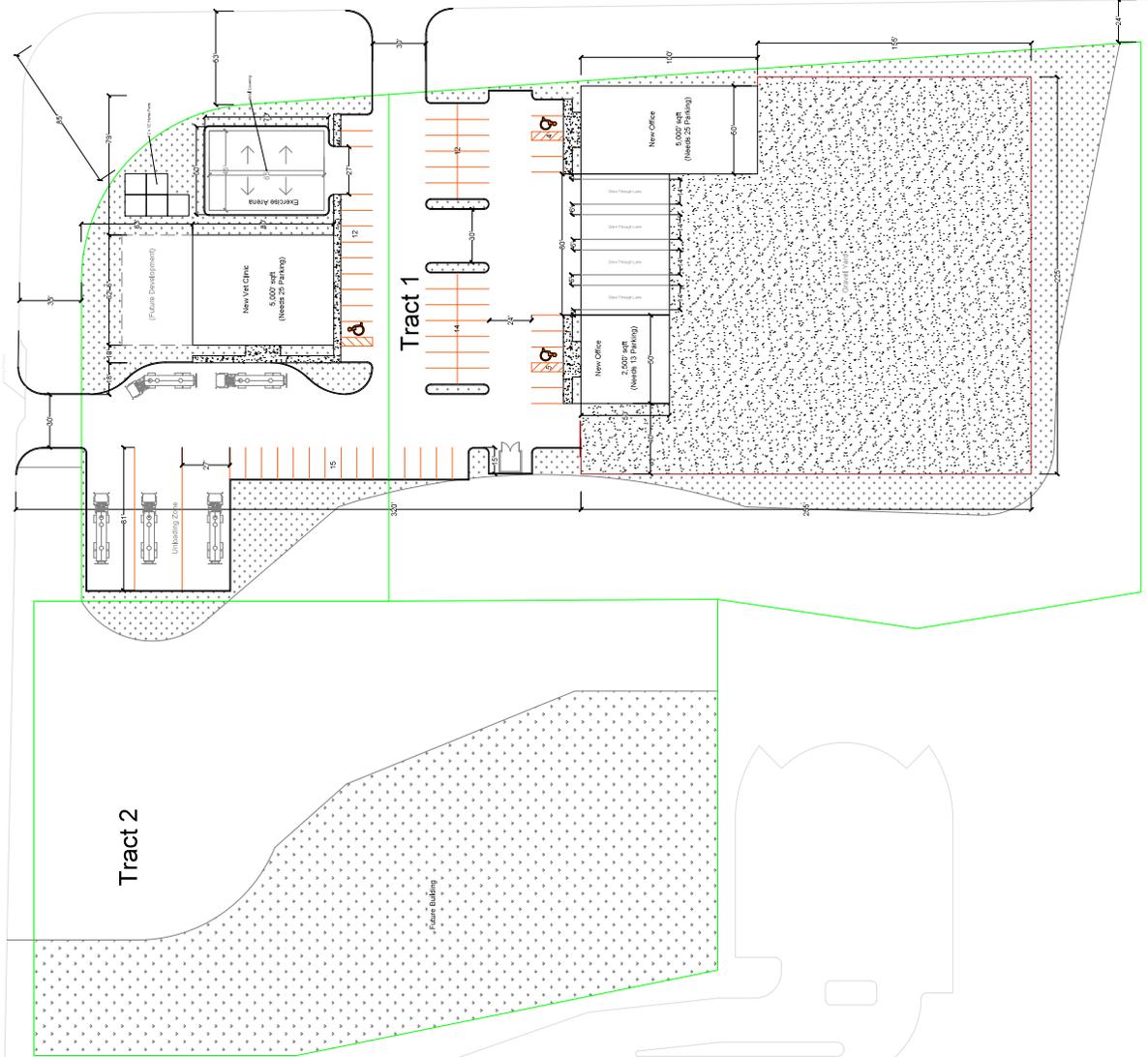


0    200    400  
Feet

Northeast 50th Street

Interstate 35 (South)

East Frontage Road



General Notes

— Property Line



Property of Precision Construction Group LLC.

No.	Revision/Issue	Date

With Name and Address  
**Precision Construction Group LLC.**  
 2048 S Purdie, Oklahoma City, OK 73128  
 Telephone: 405-695-2391  
 Fax: 405-695-2385

Project Name and Address  
**PCG & Inova**  
 Southwest Corner of NE 50th St. & I-35  
 Oklahoma City, OK 73121

Project: **A-1.1** Site Plan 2  
 Date: **4/4/22**  
 Scale: **1/2" = 1'**

Case No: PUD-1914    Applicant: Dunn & Dunn Holdings, LLC  
Existing Zoning: PUD-313 / HNO  
Location: 4900 N. I-35 Service Rd.



Aerial Photo from 2/2020



The City of  
OKLAHOMA CITY

# Planned Unit Development



0    200    400  
Feet