

Planning Commission Minutes  
February 13, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 4:45 p.m. on February 7, 2025)

11. (PC-10956) Application by The Gayle Townley 2024 Family Trust to rezone 718 Eckroat Street from R-1 Single-Family Residential, I-1 Light Industrial, I-2 Moderate Industrial, AE-1 Airport Environs Zone 1 and AE-2 Airport Environs Zone 2 Overlay Districts to I-2 Moderate Industrial, AE-1 Airport Environs Zone 1 and AE-2 Airport Environs Zone 2 Overlay Districts. Ward 7.

The applicant was present. There were no protesters present.

**RECOMMENDED APPROVAL.**

MOVED BY PENNINGTON, SECONDED BY NOBLE

AYES: CLAIR, POWERS, MEEK, PRIVETT, NEWMAN, GOVIN, PENNINGTON,  
NOBLE

ABSENT: LAFORGE



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**February 13, 2025**

**Item No. IV. 11.**

**(PC-10956) Application by The Gayle Townley 2024 Family Trust to rezone 718 Eckroat Street from R-1 Single-Family Residential, I-1 Light Industrial, I-2 Moderate Industrial, AE-1 Airport Environs Zone 1 and AE-2 Airport Environs Zone 2 Overlay Districts to I-2 Moderate Industrial, AE-1 Airport Environs Zone 1 and AE-2 Airport Environs Zone 2 Overlay Districts. Ward 7.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

David Box  
Box Law Group, PLLC  
405-669-3395  
david@boxlawgroup.com

**B. Case History**

This is a new application. This application was deferred from the January 9, 2025, Planning Commission hearing date.

**C. Reason for Request**

The purpose of this request is to allow industrial development.

**D. Existing Conditions**

**1. Size of Site 41.34 Acres**

**2. Zoning and Land Use**

	<b>Subject Site</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Zoning</b>	R-1/I-2/I-2	R-1/R-4	R-1/Del City	I-2	R-1/I-2
<b>Land Use</b>	Undeveloped	Residential	Undeveloped	Industrial	Residential/Body Shop

**3. Comprehensive Plan Land Use Typology Area: Urban – Medium (UM)**

UM applies to fully urbanized areas of the city, most of which were built prior to the 1960s. Developments are expected to be larger in scale and have greater intensity and mixture of uses than developments found in UL. Development within UM areas should support efficient transit usage and provide pedestrian and bicycle access to

retail, services, parks, and other destinations. Priorities for the UM areas include “infill” developments on vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.

## **II. REVIEW COMMENTS**

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk \* indicates that the agency, department, and/or division responded with no adverse comments.

### **A. Outside Agencies**

- 1. Oklahoma City-County Health Department (OCCHD)**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Water Resources Board (OWRB)**
- 5. School District (Crooked Oak)**
- 6. Oklahoma Department of Transportation (ODOT)**
- 7. Oklahoma Natural Gas (ONG)**
- 8. Oklahoma Electric Cooperative (OEC)**

### **B. City Departments**

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire (OCFD) \***
- 4. Information Technology/Geographic Support (IT/GIS)**
- 5. Parks and Recreation**
- 6. Police (OCPD)**
- 7. Public Works**

**a. Engineering**

**Storm Sewer Availability**

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.
- 2) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way.
- 3) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 4) 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 PC will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.
- 12) Sidewalks shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 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.

## **8. Stormwater Quality Management**

## **9. Traffic Services \***

## **10. Utilities**

### **a. Wastewater Comments**

- 1) An existing 3-inch/6-inch/8-inch water main(s) is located adjacent to the subject site(s).
- 2) Minimum ten (10) feet horizontal separation required from wastewater mains and five (5) feet for other utilities. Minimum two (2) foot vertical separation required for all utility crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.

- 3) Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 4) Dead-end water mains must be avoided when possible. All existing unused water services must be capped and abandoned at the water main in accordance with the City Standard Specifications.
- 5) 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 or fire protection systems which require water pressure in excess of 25 psi. The developer is responsible for installing pressure reducers if necessary for protection of developer's service lines, plumbing, and fixtures.
- 6) All existing and/or proposed water meters must be located in the right-of-way and/or utility easement within grassy areas outside of sidewalks, driveways, streets, and paving.
- 7) All domestic and fire suppression services must have a separate water service connection. Fire hydrant spacing shall not exceed 500 feet and must be located within ten (10) of a hard surface (i.e. sidewalk, street, paving).
- 8) Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.
- 9) Plat may be revised after review and approval of utility plans.

**Wastewater Availability**

- 1) An existing 36-inch wastewater main(s) is located adjacent to the subject site(s).
- 2) Line capacity is not guaranteed and must be checked by the Engineer of Record and reviewed by the City.
- 3) The developer will be required to extend the City wastewater collection system to and across each lot or site within the subdivision in accordance with the City Standard Specifications and Private Development Design Manual.
- 4) Minimum ten (10) feet horizontal separation is required from water mains and five (5) feet for other utilities. Minimum two (2) feet vertical separation required for all crossings. All wastewater mains must have a minimum cover of four (4) feet and depth no greater than eighteen (18) feet. Developer is responsible for remediating any failure to maintain the minimum four (4) feet of cover.
- 5) Wastewater main(s) must be centrally located in a twenty (20) feet wide easement or larger if necessary. No trees, signs, dumpster, fence, and/or structures shall be

permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.

- 6) All existing unused private wastewater service connections must be abandoned and capped at the main in accordance with City Standard Specifications and Private Development Design Manual.
- 7) Plat may be revised after review and approval of utility plans.
- 8) Each unit must have a separate wastewater connection to the main.
- 9) New easement will be required for sanitary sewer outside of recorded easement. Recorded easement will be abandoned once new easement is obtained.

**b. Solid Waste Management**

No Solid Waste Management services needed.

**11. Planning**

**a. Comprehensive Plan Considerations**

**1) LUTA Development Policies:**

Site Design:

- Maintain historical lot and block sizes where possible and appropriate.
- Utilize Best Management Practices (BMP) for stormwater.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.

Location:

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

Density: The non-residential Floor to Area Ratio (FAR) range for the UM LUTA is 0.4 to 1.2 with a typical FAR of 1.

*National, state, and local permitting require basic best management practices for stormwater management. The I-2 District regulations, along with reduced building height and increased setbacks and landscaping due to proximity to residential zoning, could provide a floor to area ratio within the Urban Medium LUTA range.*

Automobile Connectivity:

- Maintain and enhance the connectivity of the street network.
- Protect existing traditional street grid and reconnect it where possible.
- Primary entrance points should be aligned with access points immediately across the street.

*The subject site is located along the east side of Eckroat Street. SE 8th Street terminates at the southwest corner of the site. The site does not currently have improved access. Access cannot be specified in a base zoning request and is per Code and Subdivision Regulations.*

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.

*Sidewalks are not available on the subject site. Sidewalk requirements would be per Code and cannot be stipulated in a base zoning request.*

- 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 adjacent to existing residential uses or zoning, “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 application seeks to rezone R-1 zoned land to the I-2 District. The site abuts I-1, I-2, R-1, and R-4 zoning to the north, I-2 zoning to the south, and R-1 zoned land to the west. The R-1 property to the west is included in a separate application attempting to rezone to I-2. The lot coverage in I-2 (100%) differs from the adjacent R-1 District (50%). The adjacent R-4 District does not have a specified maximum lot coverage. The proposed I-2 zoning would limit the height of buildings to 35 feet within 75 feet of the residential districts and require landscaping buffers and screening. Mitigation measures beyond Code requirements cannot be defined within base zoning requests.*

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. *The subject site is located along the east side of Eckroat Street, a neighborhood street. SE 8th Street terminates at the southwest corner of the site. The site does not currently have improved access.*

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 proposed I-2 District allows uses that could have operational impacts near residential uses. The I-2 District allows most C-3 uses except hotels, as well as light industrial, moderate industrial, manufacturing, outdoor work and storage, and off-premise signs/billboards. The proposed I-2 zoning would limit the height of buildings to 35 feet within 75 feet of the residential districts and require landscaping buffers and screening. Mitigation measures beyond Code requirements cannot be defined within base zoning requests.*

**3) Service Efficiency:**

- Water: *Close to Service or Served*
- Sewer: *Open Sewer Sheds or Served*
- Fire Service: *Urban Response*

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

- Riparian Areas: 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 adjacent to Crooked Oak Creek. Floodplain is not present. National, state, and local permitting require basic best management practices for stormwater management. Plan conformance could be strengthened by providing a continuous system of open space along the riparian corridor; however, this cannot be stipulated in a base zoning request.*
- 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. Low impact development techniques include, but are not limited to, using pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., to promote increased water percolation and infiltration.

**5) Transportation System:** This site is located along the east side of Eckroat Street. SE 8th Street terminates at the southwest corner of the site. Both Neighborhood Streets in the Urban Low LUTA. The nearest transit (bus) service is located over a mile to the northwest, at the intersection of North

Martin Luther King Avenue and NE 4th Street. Access to the City trail system is available west of the site, along the east side of Grand Blvd with a trail head located north of SE 4th Street

**6) Other Development Related Policies**

- Encourage the integration and mixing of land uses in urban areas. (SU-1)
- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
- Avoid placing heavy industrial uses on borders of industrial areas to avoid conflicts with adjacent development. (SU-35)
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips. (SU-48)
- 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)
- Share parking between contiguous developments. (C-31)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Avoid under-grounding streams to the greatest extent possible. Where feasible, encourage the re-surfacing of buried streams. Limit the use of culverts or other structures that alter natural streams, and require designs that minimize impacts to stream health and function. (G-11)
- 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 subject site is located along the east side of Eckroat Street, in an area generally located east of East Grand Boulevard and south of East Reno Avenue. SE 8th Street terminates at the southwest corner of the site. The site abuts I-1, I-2, R-1, and R-4 zoning to the north, I-2 zoning to the south, and R-1 zoned land to the west. The R-1 property to the west is included in a separate application attempting to rezone to I-2 (PC-10955) which was recommended for approval by the Planning Commission on January 9, 2025. Abutting land to the east is located within the Del City limits. The surrounding area consists of a mixture of single-family residences, apartments, industrial, and undeveloped land. The site is split between the Airport Environs Zone One (AE-1) and Two (AE-2) Overlay Districts.

The proposed I-2 District is consistent with industrial zoning and development to the south and the proposed/expected zoning change to the west. Land to the south is within an area where the comprehensive plan applies the Heavy Industrial (HI) Layer. However, the proposed I-2 District allows uses that could have operational impacts near residential zoning or uses to the north. The I-2 District allows most C-3 uses except hotels, as well as light industrial, moderate industrial, manufacturing, outdoor work and storage, and off-premise signs/billboards. The proposed I-2 zoning would limit the height of buildings to 35 feet within 75 feet of the residential districts and require landscaping buffers and screening. Mitigation measures beyond Code requirements cannot be defined within base zoning requests. A Planned Unit Development (PUD) may be appropriate if additional measures are desired.

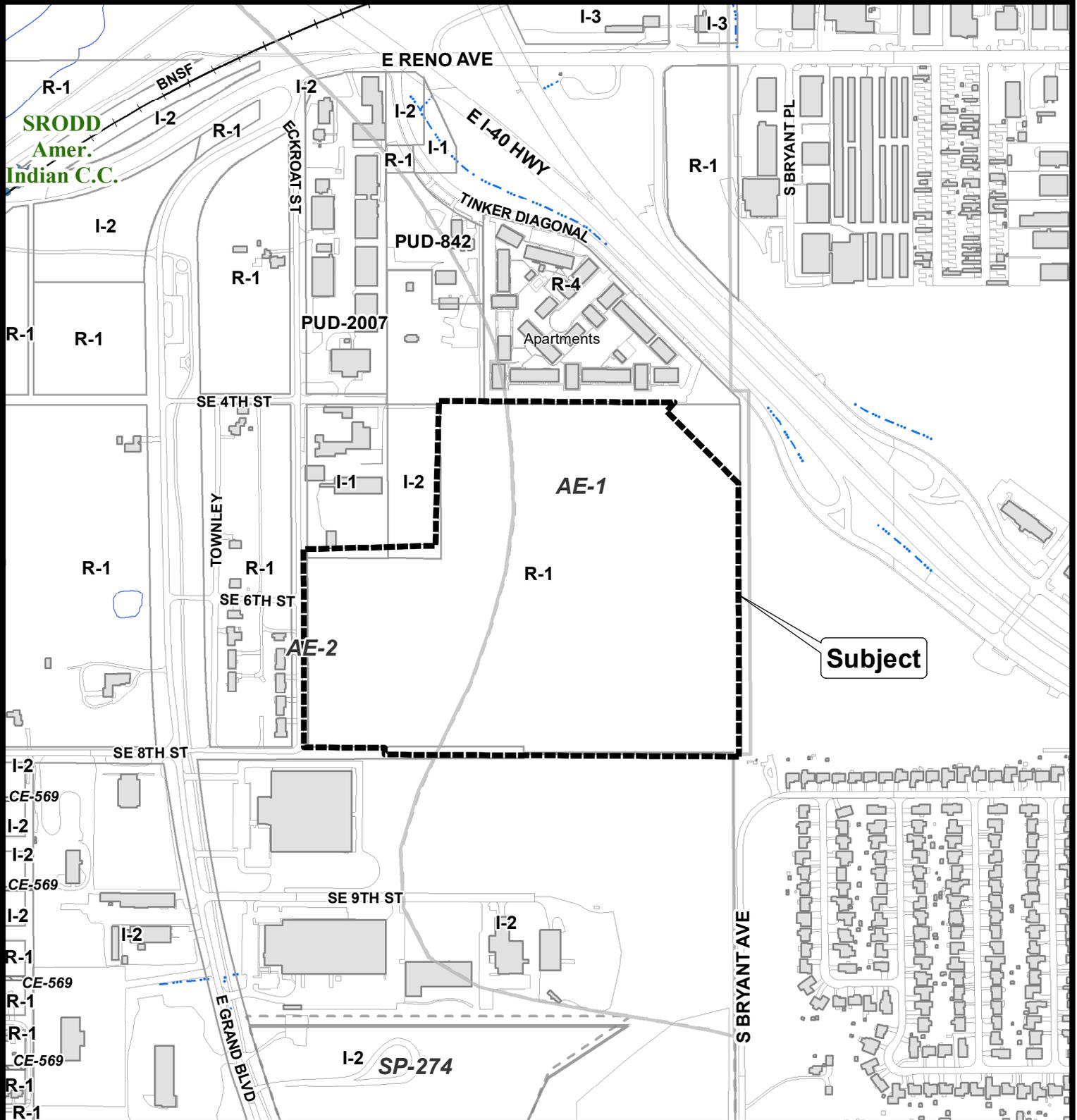
**IV. STAFF RECOMMENDATION**

*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.**

**gjh**

Case No: PC-10956    Applicant: The Gayle Townley 2024 Family Trust  
Existing Zoning: R-1 / I-1 / I-2 / AE-1 / AE-2  
Proposed zoning: I-2 / AE-1 / AE-2    Location: 718 Eckroat Street



The City of  
OKLAHOMA CITY

# Rezoning Application



0    250    500  
Feet





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Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

# Rezoning Application



0    250    500  
Feet