

Planning Commission Minutes  
January 23, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:30 a.m. on January 21, 2025)

8. (SP-594) Application by Golden Prairie Associates, LLC, for a Special Permit to operate Use Unit 8250.15 Moderate Impact Institutional in the I-2 Moderate Industrial District at 1211 East I- 240 Service Road. Ward 4.

The applicant was present. There were no protesters present.

**RECOMMENDED APPROVAL.**

MOVED BY LAFORGE, SECONDED BY POWERS

AYES: CLAIR, POWERS, MEEK, NEWMAN, GOVIN, PENNINGTON, NOBLE,  
LAFORGE; ABSENT: PRIVETT



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**January 23, 2025**

**Item No. IV. 8.**

**(SP-594) Application by Golden Prairie Associates, LLC, for a Special Permit to operate Use Unit 8250.15 Moderate Impact Institutional in the I-2 Moderate Industrial District at 1211 East I-240 Service Road. Ward 4.**

**I. GENERAL INFORMATION**

**A. Contacts**

**Applicant's Representative**

David Box  
Williams, Box, Forshee & Bullard, P.C.  
405-232-0080  
dmbox@wbfbllaw.com

**B. Case History**

This is a new application.

**C. Reason for Request**

The purpose of this request is to permit Moderate Impact Institutional (School).

**D. Existing Conditions**

**1. Size of Site:** 15.31 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>	I-2	I-2	I-2	I-2	I-1
<b>Land Use</b>	Theater	Commercial	Undeveloped	OG&E	Commercial

**3. Comprehensive Plan Land Use Typology Area:** Urban – Low Intensity (UL)

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

**Comprehensive Plan Land Use Typology Layer: Regional District (RD)**

The RD layer designates areas that strategically prioritize the location and concentration of regionally serving retail and entertainment uses. This includes major national retailers that have a regional draw, as well as concentrations of retail that draw visitors from outside of the city. Uses that generate sales-tax are a priority within RD areas. Complementary uses such as office, entertainment, high density housing, and services may be appropriate as limited secondary uses, provided they are inter-connected to create mixed use urban centers.

**Comprehensive Plan Land Use Typology Layer: Transit Oriented (TO)**

The TO layer encourages higher density development, higher levels of transportation system connectivity, and concentrations of housing and commercial activity around areas designated as mass transit stops. The intent is to create unique, mixed-use districts with housing and employment opportunities around the City's future transit network. TO areas are characterized by a walkable environment, close proximity of buildings, and minimal land used for parking. These nodes of high intensity may be located within lower-intensity areas. Construction at higher intensity maximizes efficiency of the current and future transit system and minimizes reliance on private automobiles. The TO layer is applied within 1/4 mile of a node identified on the Land Use Plan.

**II. APPLICANT'S PROGRAM DESCRIPTION**

The Dove Charter Public School Foundation seeks a Special Permit to allow a middle school and high school campus on the property located at 1211 E. Interstate 240 Service Rd. ("Property"). The Dove Science Academy-South Elementary is currently located at 7202 S. I-35 Service Rd., approximately .3 miles away from the proposed middle school and high school facility.

The name of the school will be Dove Science Academy MS/HS South OKC and will consist of approximately 1000 middle school and high school students. The school hours will be Monday through Friday from 8:00 a.m. to 3:00 p.m.

The Property is currently developed with a 64,258 square foot building. The Property is currently zoned I-2 and used for a movie theatre. Surrounding properties are zoned and used for:

North: I-2 and used for Crossroads Mall  
South: E I-240 Service Rd. and I-240  
East: I-2 and is currently undeveloped  
West: I-1 and used for commercial uses

The relationship between the proposed use of this parcel and the above adjoining land uses is compatible. It is near the existing elementary school and the proposed facility is in harmony with the surrounding zoning.

### **III. GENERAL STANDARDS**

All special permit uses shall satisfy the following general standards:

- 1) The proposed use shall conform to the policies of the adopted Comprehensive Plan.
- 2) The proposed use shall not adversely affect the use of the neighboring properties.
- 3) Pedestrian and vehicle traffic generated will not be hazardous or in conflict with the existing and anticipated traffic in the neighborhood.
- 4) Adequate utility, drainage, parking, loading, signs, access, and other necessary public facilities to serve the proposed use shall meet the adopted codes of the City.
- 5) The site shall front or have direct access to a street having adequate right-of-way and improvements to support the traffic generated by the proposed use.
- 6) The City Council may impose specific conditions regarding location, design, and operation to assure safety, to prevent a nuisance, and to control the noxious effects of excessive sound, light, odor, dust, or similar conditions. Such conditions may include:
  - a. A requirement that all machinery and facilities be located within an enclosed building; or
  - b. A requirement that certain areas be screened from view of surrounding neighborhoods; or
  - c. A limitation on intensity of lights or hours of operation; or
  - d. Similar measures designed to protect the public interest.

### **IV. ADDITIONAL SPECIFIC STANDARDS**

- A. The site shall front, or have direct access to, a street meeting design standards for, at least, a collector street.



*The site fronts and takes access from E I-240 service Road and is classified as a Major Arterial.*

- B. No off-street parking or loading space shall be located closer than 20 feet to any lot line abutting a residential district.

*This location does not abut, nor is it adjacent to, a residential district.*

- C. Lighted outdoor facilities shall not be located closer than 20 feet to any property line that adjoins a residential use. All lighting shall be arranged so that there will be no annoying glare directed or reflected toward adjacent property.

*There are no adjoining residential uses. Existing lighted outdoor facilities consist of parking lot lighting.*

## **V. REVIEW COMMENTS**

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

### **A. Outside Agencies**

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

### **B. City Departments**

- 2. Airports**
- 3. Central Oklahoma Transportation and Parking Authority (COTPA)**

- 4. Fire (OCFD)\***
- 5. Information Technology/Geographic Support (IT/GIS)**
- 6. Parks and Recreation**
- 7. Police (OCPD)**
- 8. Public Works**
  - a. Engineering**  
**Storm Sewer Availability\***
- 9. Stormwater Quality Management**
- 10. Traffic Services**
- 11. Utilities**
  - a. Engineering**
  - b. Solid Waste Management:** No solid waste services needed.
  - c. Water/Wastewater Quality**  
**Water Availability \***  
**Wastewater Availability \***

**12. Planning**

**a. Comprehensive Plan Considerations**

*The site is within the Urban Low (UL) LUTA and in an area where the Regional District (RD) and Transit Oriented (TO) Layers apply. Policies for each are listed below:*

**1) LUTA Development Policies:**

Site Design and Building Form:

- Utilize Best Management Practices (BMP) for stormwater whenever possible. (UL)
- Developments should be served by urban water and sewer utility systems. (UL)
- Provide heavy landscaping along all frontages. (RD)
- All signage should be designed to provide visual coherency, which includes a consistent and cohesive pattern of materials, lighting, and

height. No more than two primary centralized signs per center should be allowed. (RD)

- Project design should accommodate easy travel by walking, biking, and transit to the transit stop. (TO)
- Uses should share parking to minimize land area used for parking. (TO)
- Development should complement the goal of a mixed-use “village” environment around major stops or stations to provide easy access to multiple destinations including jobs, shopping, entertainment, and recreation. (TO)
- Incorporate shallow building setbacks and wide sidewalks to accommodate pedestrian activity. (TO)
- Developments should have direct pedestrian access on each block face that they occupy. (TO)

*National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are available in the area. The subject site has multiple trees along the Interstate 240 Service Road and along the west boundary of the site, where a boulevard-style drive is located. Plan conformance would be strengthened by maintaining healthy, existing trees on the site. A large pole sign structure is located within the median, on the western portion of the site.*

Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates. (UL)

*The subject site is located along the Interstate 240 Service Road, an arterial street in the Urban Low Intensity LUTA.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments, the Regional District Layer utilizes the same FAR range as the base layer, and the Transit Oriented Layer has a minimum FAR of 0.4 with a typical of 1.2 within the Urban Low Intensity LUTA. *The purpose of this Special Permit application is to allow the conversion of a vacant movie theater to a middle and high school campus. The current FAR of the site is 0.09 and is expected to remain below or within the range if the application is approved.*

Automobile Connectivity:

- Maintain, create, and enhance a street network that is highly connected to increase number of viable commercial locations and the effectiveness of the transportation system. (UL)
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points. (UL)
- Development fronting arterials should take access from intersecting streets where possible. (UL)

- Provide vehicular connectivity between adjacent developments. (UL)
- Development should take access off of streets intersecting arterials. Mid-block development should use shared access points. (RD)
- Protect or establish a functioning and dense street grid. (TO)
- Connect the vehicular and pedestrian networks between individual developments. (TO)
- Limit curb cuts and automobile accessibility off of the primary commercial street. (TO)

*The subject site is located at the northwest corner of the Interstate 240 Service Road and Plaza Mayor Boulevard. The site takes access from shared access drives on the west side of the site and along the northern boundary. All access would be per Code regulations.*

**Pedestrian Connectivity:**

- Provide sidewalk connections to adjacent development. (UL)
- Within parking lots, provide pedestrian access ways separated from vehicle aisles. (UL)
- Horizontally mixed-use developments should have public sidewalk connectivity between land uses. (UL)
- Provide safe and direct pedestrian and bicycle access from adjacent public streets and trails. (RD & TO)

*Sidewalks are not currently available on the subject site. Any changes would be per Code.*

- 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 use adjacent to existing commercial or office uses or zoning, there are no compatibility issues identified by the comprehensive plan.
- 3) Service Efficiency:**
  - Water: *Served*
  - Sewer: *Open Sewer Sheds or Served*
  - Fire Service: *Urban Response*
- 4) Environmentally Sensitive Areas:** No ESAs were identified on the subject site.
- 5) Transportation System:** This site is located at the northwest corner of the Interstate 240 Service Road, a Minor Arterial, and Plaza Mayor Boulevard, a Major Connector Street, both in the Urban Low LUTA. The nearest transit (bus) service is located north of the subject site, along SE 66th 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)
- 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)
- 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)

**b. Plan Conformance Considerations**

The purpose of this Special Permit application is to allow a middle and high school campus at the northwest corner of the East Interstate 240 Service Road and Plaza Mayor Boulevard. The associated Dove Science Academy – South Elementary is located within a half mile west of site, along the Interstate 240 Service Road. The subject site is zoned I-2 and developed with a vacant movie theater. The site abuts the former Plaza Mayor Mall site, to the north, which has been partially repurposed for other school sites along with remaining vacant portions. Abutting land to the west is zoned I-1 and developed with a restaurant and hotels. Interstate 240 is located south of the site. An I-2 zoned office is located east of the site, across Plaza Mayor Boulevard.

The site and application can meet the specific standards for the *Moderate Impact Institutional* use.

#### **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.**

taj

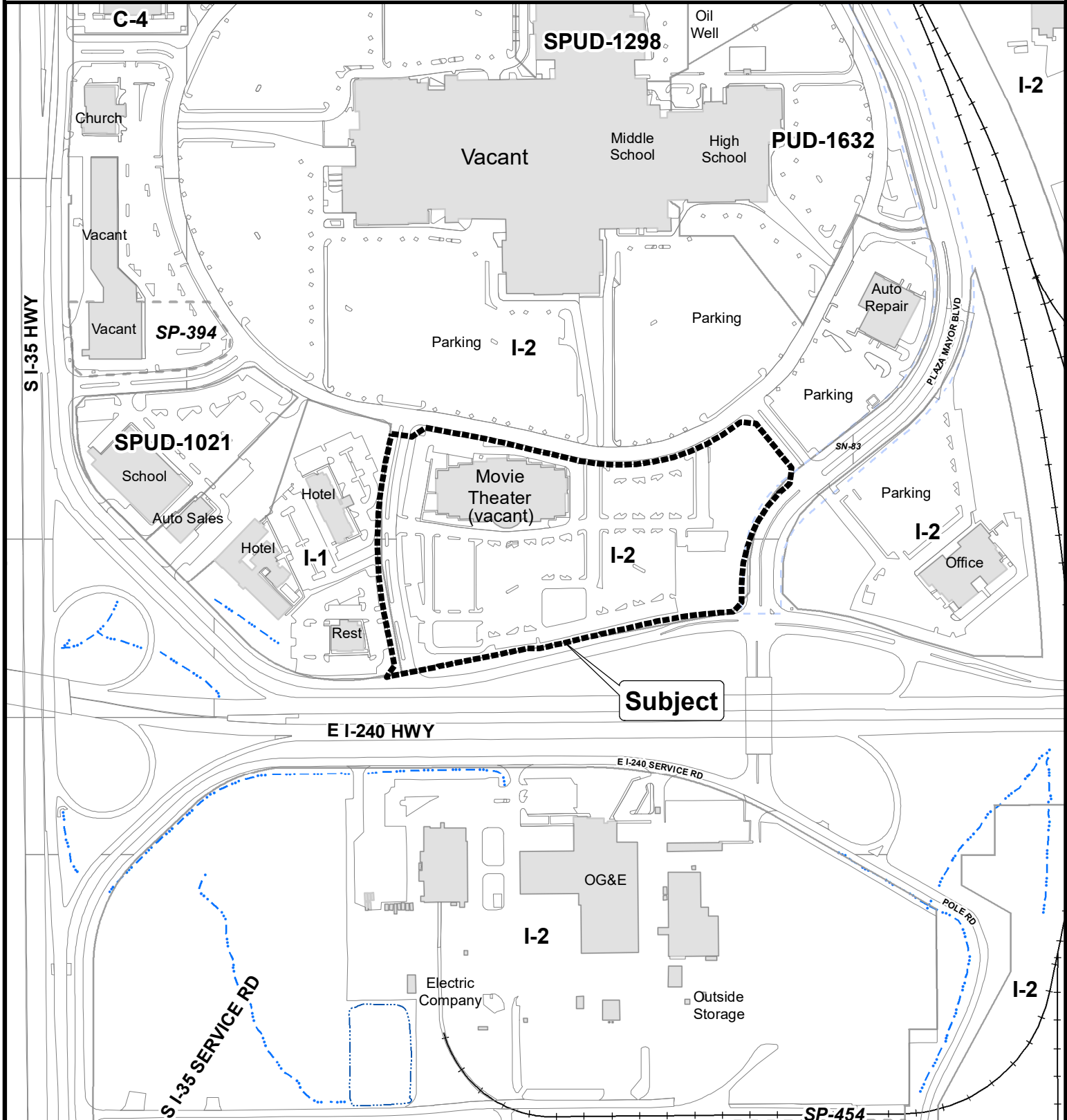
**Case No: SP-594**

**Applicant: Golden Prairie Associates, LLC**

Address: 1211 E. I-240 Service Rd.

Present Zoning: I-2

Proposed Use: (8250.15) Moderate Impact Institutional (school)

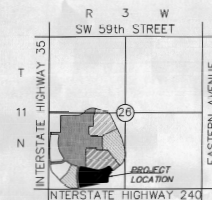


The City of  
OKLAHOMA CITY

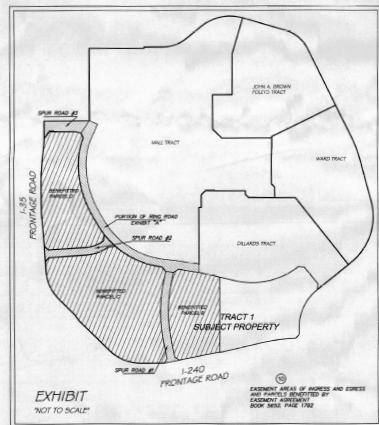
## Special Permit Application



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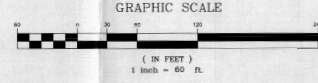


LOCATION MAP  
NOT TO SCALE



LEGEND

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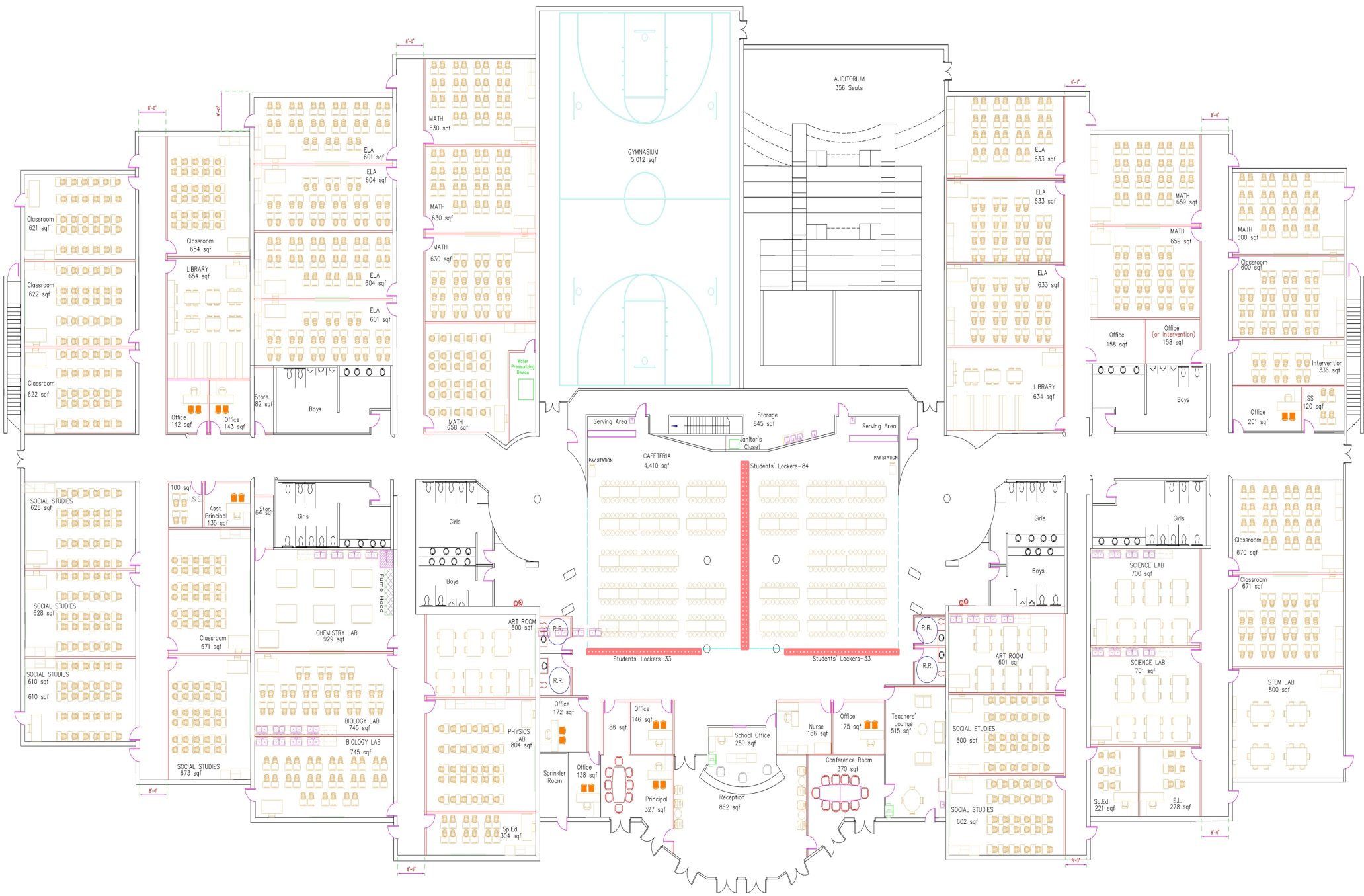


Project Number  
17227  
Site Number  
8105

ALTA/ACSM LAND TITLE SURVEY  
AMC THEATER - CROSSROADS MALL  
INTERSTATE 35 and INTERSTATE 240  
OKLAHOMA CITY, OKLAHOMA COUNTY  
STATE OF OKLAHOMA

SMITH ROBERTS BALDISCHWILER, LLC  
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Oklahoma City, Oklahoma 73106  
Phone: (405) 241-1100  
Fax: (405) 241-1101  
www.srbaldisch.com  
Engineers - Surveyors - Planners  
Contractors - Environmental - Real Estate  
Surveyors - Planners  
Contractors - Environmental - Real Estate





DSA-HS S-OKC  
CONCEPTUAL FLOOR PLAN  
V7

64,258 SQF

### Program Description

The Dove Charter Public School Foundation seeks a Special Permit to allow a middle school and high school campus on the property located at 1211 E. Interstate 240 Service Rd. ("Property"). The Dove Science Academy-South Elementary is currently located at 7202 S. I-35 Service Rd., approximately .3 miles away from the proposed middle school and high school facility.

The name of the school will be Dove Science Academy MS/HS South OKC and will consist of approximately 1000 middle school and high school students. The school hours will be Monday through Friday from 8:00 a.m. to 3:00 p.m.

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The relationship between the proposed use of this parcel and the above adjoining land uses is compatible. It is near the existing elementary school and the proposed facility is in harmony with the surrounding zoning.



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**Applicant: Golden Prairie Associates, LLC**

Address: 1211 E. I-240 Service Rd.

Present Zoning: I-2

Proposed Use: (8250.15) Moderate Impact Institutional (school)



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

## Special Permit Application



0 200 400  
Feet