

Planning Commission Minutes
January 9, 2025

(The agenda was filed with the City Clerk of The City of Oklahoma City at 7:30 a.m. on January 6, 2025)

14. (PC-10955) Application by The Gayle Townley 2024 Family Trust and Sam A. Townley Living Trust to rezone 715 East Grand Boulevard and 700 Townley from R-1 Single-Family Residential and AE-2 Airport Environs Zone Two Overlay Districts to I-2 Moderate Industrial and AE-2 Airport Environs Zone Two Overlay Districts. Ward 7.

The applicant was present. There were no protesters present.

RECOMMENDED APPROVAL.

MOVED BY LAFORGE, SECONDED BY POWERS

AYES: CLAIR, POWERS, MEEK, PRIVETT, NEWMAN, LAFORGE

ABSENT: GOVIN, PENNINGTON, NOBLE



STAFF REPORT
The City of Oklahoma City
Planning Commission
January 9, 2025

Item No. IV. 14.

(PC-10955) Application by The Gayle Townley 2024 Family Trust and Sam A. Townley Living Trust to rezone 715 East Grand Boulevard and 700 Townley from R-1 Single-Family Residential and AE-2 Airport Environs Zone 2 Overlay Districts to I-2 Moderate Industrial 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.

C. Reason for Request

The purpose of this request is to allow industrial development.

D. Existing Conditions

1. Size of Site 22.12 Acres

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	R-1	R-1	R-1/I-1	I-2	R-1
Land Use	Residential	Undeveloped	Undeveloped/Body Shop	Industrial	Residential

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) 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 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.

- 8) 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.
- 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.

8. Streets, Traffic and Drainage Maintenance

9. Stormwater Quality Management

10. Traffic Services *

11. Utilities

a. Wastewater Comments

1. Wastewater is currently not adjacent to site, but is within the required distance of ½ mile for extension for industrial sites.
2. Wastewater extension will be required for any new development in this area.

b. Water Comments

1. An existing 8-inch/12-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.

c. Solid Waste Management

No Solid Waste Management services needed.

12. 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 consists of two tracts of land, bisected by East Grand Boulevard. The western tract has additional frontage along SE 8th Street. The eastern tract fronts SE 4th Street, SE 8th Street, Eckroat Street, and is bisected by Townley Drive, running north-south, and SE 6th Street, running east-west. 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 two tracts of R-1 zoned land to the I-2 District. The site abuts R-1 zoning to the north, east, and west, I-1 zoning to the east, and I-2 zoning to the*

south. The R-1 land to the east is included in a separate application requesting to rezone to the I-2 District (PC-10956). The western boundary of the subject site abuts R-1 zoned property owned by the City of Oklahoma City, and to its south (along SE 8th Street) is a home zoned R-1 abutting the southwest corner of the site. The proposed I-2 District would limit the height of buildings to 35 feet within 75 feet of the residential districts, and require landscaping buffers and screening. The lot coverage in I-2 (100%) differs from the adjacent R-1 District (50%). 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 consists of two tracts of land, bisected by East Grand Boulevard, a Major Connector. The western tract has additional frontage along SE 8th Street, a Neighborhood Street. The eastern tract fronts SE 4th Street, SE 8th Street, Eckroat Street, and is bisected by Townley Drive, running north-south, and SE 6th Street, running east-west, all of which are Neighborhood Streets.*

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. In this case, the subject site is adjacent to R-1 land that is undeveloped (west and north), proposed to be rezoned for industrial uses (east), or also zoned I-2 (south). However, there are existing homes located at the southwest corner of the site, and a public trail runs along the east side of E Grand Blvd. Mitigation measures beyond Code requirements cannot be defined within base zoning requests.*

3) Service Efficiency:

- Water: *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: *N/A*
- Upland Forests: *N/A*
- Vulnerable Aquifers: *The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible*

in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. 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: The subject site consists of two tracts of land, bisected by East Grand Boulevard, a Major Connector. The western tract has additional frontage along SE 8th Street, a Neighborhood Street. The eastern tract fronts SE 4th Street, SE 8th Street, Eckroat Street, and is bisected by Townley Drive, running north-south, and SE 6th Street, running east-west, all of which are 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. A public trail is located along the east side of Grand Blvd with a trail head located north of SE 4th Street. Information available at the time of review indicates a plan to connect the South Grand Boulevard Trail to the Oklahoma River Trails and connection to the First Americans Museum via SE 8th Street.

6) Other Development Related Policies

- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
 - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
 - Reducing block sizes and use of dead-end streets.
 - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- Share parking between contiguous developments. (C-31)
- 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.
- 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.

b. Plan Conformance Considerations

The subject site consists of two tracts of land bisected by East Grand Boulevard, generally located south of East Reno Avenue. The western tract has additional frontage along SE 8th Street. The eastern tract fronts SE 4th Street, SE 8th Street, Eckroat Street, and is bisected by Townley Drive, running north-south, and SE 6th Street, running east-west. Both tracts of land are zoned R-1 and partially developed with single-family residences. The site abuts R-1 zoning to the north, east, and west, I-1 zoning to the east, and I-2 zoning to the south. The R-1 land to the east is included in a separate application (PC-10956) attempting to rezone to I-2. The area consists of a mixture of single-family residences, industrial, and undeveloped land. The site is located within the Airport Environs Zone Two (AE-2) Overlay District.

The proposed I-2 District allows uses that could have operational impacts near residential zoning or uses. In this case, the subject site is adjacent to R-1 land that is undeveloped (west and north); proposed to be rezoned for industrial uses (east); or also zoned I-2 (south). However, there are existing homes located at the southwest corner of the site along SE 8th Street, and a public trail runs along the east side of E Grand Blvd. Information available at the time of review indicates a plan to connect the Grand Boulevard Trail to trails along the Oklahoma River, including a connection to the First Americans Museum via SE 8th Street. Mitigation measures beyond Code requirements cannot be defined within base zoning requests. While allowed within the I-2 District, a billboard would not be allowed on the property due to the street typology. The proposed I-2 District is consistent with industrial zoning and development to the south, which is also located within an area designated by the comprehensive plan as Heavy Industrial (HI).

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.

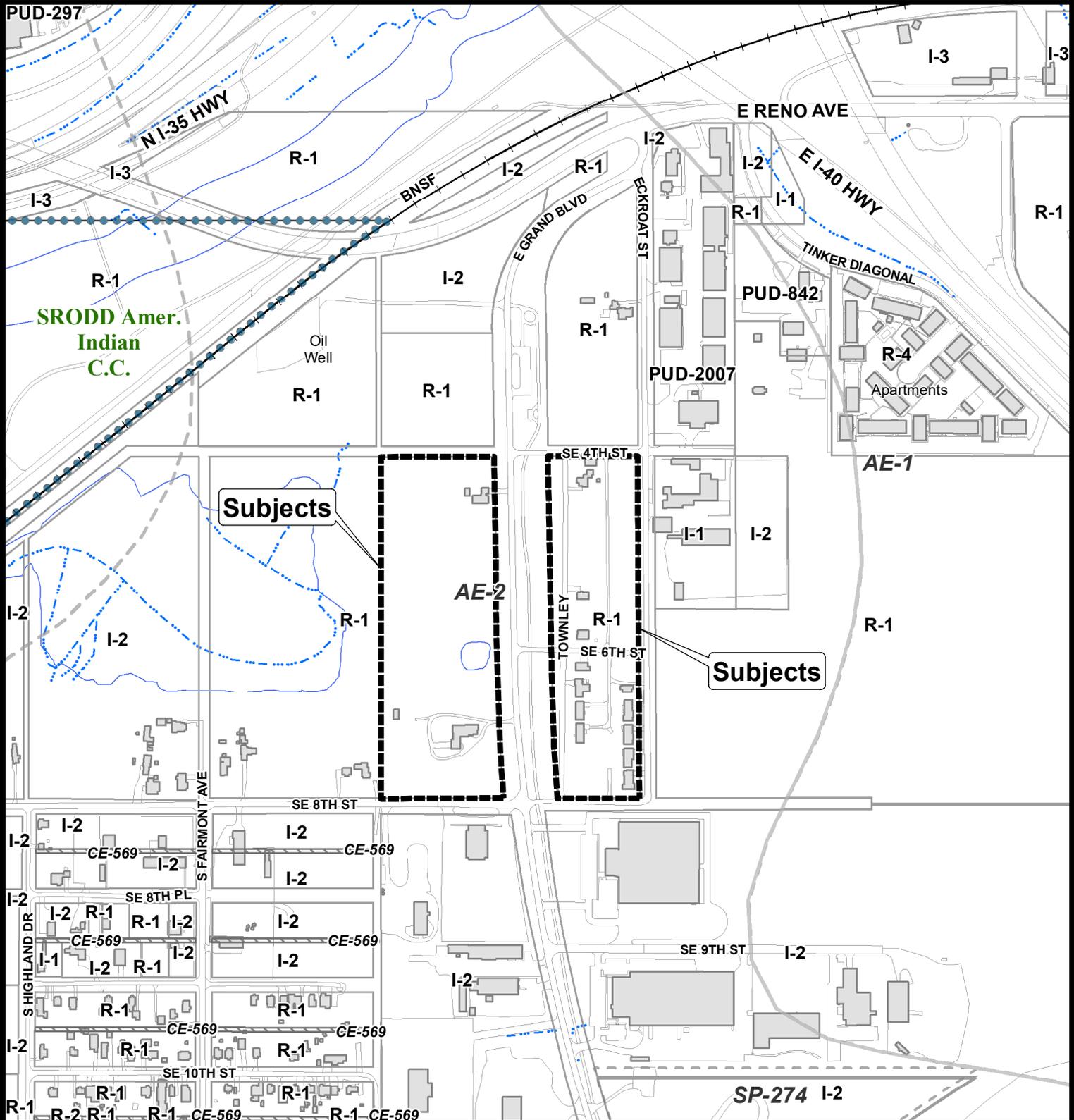
gjh

Case No: PC-10955

Applicant: The Gayle Townley 2024 Family Trust and Sam A. Townley Living Trust

Existing Zoning: R-1 / AE-2 Proposed zoning: I-2 / AE-2

Location: 715 E. Grand Blvd. & 700 Townley



Note: "Subject" is located approximately 1,635.6' West of S. Bryant Ave.



The City of
OKLAHOMA CITY

Rezoning Application



0 250 500 Feet

Case No: PC-10955

Applicant: The Gayle Townley 2024 Family Trust and Sam A. Townley Living Trust

Existing Zoning: R-1 / AE-2 Proposed zoning: I-2 / AE-2

Location: 715 E. Grand Blvd. & 700 Townley



Aerial Photo from 2/2022

Note: "Subject" is located approximately 1,635.6' West of S. Bryant Ave.



The City of
OKLAHOMA CITY

Rezoning Application



0 250 500
Feet