



**The Parklawn Dr. & National Ave.**  
*Revitalization Plan & Design Code*

**City of Midwest City**  
March 1, 2022

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# 01 **Discovery**

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# Project Purpose

## Overview

In 2021, the Midwest City Memorial Hospital Authority finalized an agreement with SSM Health Oklahoma to lease and manage the hospital. This agreement requires both parties to invest tens of millions of dollars for facility and equipment upgrades necessary to make it a first-class healthcare facility. While this spending will greatly improve the hospital, it does little to enhance neighboring areas. As a proactive measure, the City has engaged professional planning and design services to create a revitalization plan and

design standards for the district. The goal of the District Master Plan and Design Code is to establish a vision for the area surrounding the existing SSM Health Midwest City hospital based on analysis, public input, and feedback from the Project Committee Advisory Board. The plan provides recommendations for the redevelopment of the project area, outlines the market demand for the area, provides economic development strategies for redevelopment, and creates a design code with design standards & guidelines that help to ensure the built environment aligns with the vision set forth in the master plan.

## City of Midwest City

### Opportunities

Many of the parcels within the project area are controlled by either the City or SSM Health, ensuring that some of the first redevelopment projects will establish a strong foundation for creating a dynamic mixed-use destination district.

#### Other unique opportunities include:

- SSM Health and the City have a shared commitment to revitalizing the district.
- Several parcels are currently vacant or contain surface parking lots which provides opportunities for complete redevelopment and phasing construction.
- The district has a newly renovated grocery store that can serve as an amenity to attract new residential development.
- The district is in close proximity to the existing Soldier Creek Trail which allows for new multi-use trail connection opportunities.
- The District is surrounded by residential subdivisions that can help support new retail and restaurant tenants.

### Challenges

With the exception of visiting or being admitted to the hospital, few reasons or opportunities to visit the area exist.

#### Other challenges to redevelopment include:

- The district is auto oriented and located behind suburban style retail frontage development.
- Many of the existing buildings in the district are vacant or are in need of major and costly renovations/repairs.
- Few healthy food options exist within walking distance.
- Lack of pedestrian amenities such as sidewalks, lighting, landscaping, and open space destinations are visible within the district.
- The District is in need for more residents and tenants.
- The District has inadequate signage and branding to attract visitors or investment.
- The existing surrounding subdivisions are opposed to multi-family development.

# Previous Plans Summary

The research gathered from recent and past planning efforts lays the foundation for understanding Midwest City's long-term vision, challenges, and opportunities for redevelopment, and how the plans for the District can fit into Midwest City's future.

The following plans were reviewed:

- Midwest City Comprehensive Plan (2008)
- Midwest City Trails Master Plan and Implementation Study (2009)
- Midwest City Innovation District Framework Plan & Implementation Roadmap (2018)
- SSM Health Oklahoma City Campus Master Plan (2004)

## *Comprehensive Plan (2008)*

Lead by a group of people interested in the future of Midwest City, the 2008 Comprehensive Plan outlines many goals and objectives for the future of the city. The below recommendations are relevant to this plan's efforts:

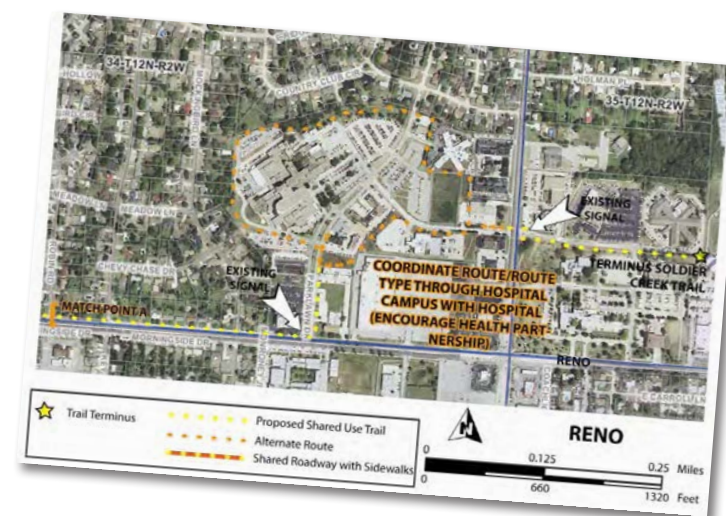
- Provide a high-quality park system that maximizes the potential of existing parks, increases the amount or length of the current trail system, and efficiently manages the City's resources.
- Effectively integrate new parks and open space
- Promote the development of the trail system around the city
- Promote mixed-use development in appropriate locations
- Ensure that multi-family development is designed to a high standard and incorporate additional criteria to the zoning ordinance.
- Encourage a quality housing environment within the city that meets the needs of a variety of people.
- Promote the development of vacant properties and areas within the city.
- Promote landscaping as a key development feature within the city.
- City to continue to participate in the sidewalk paving/replacement program and priority given the connecting sidewalks to existing or proposed trail systems.
- Provide safe and pleasing environment for physical activities.
- Partner with the medical community to provide education and trail enhancements related to health.

## *Trails Master Plan & Implementation Study (2009)*

The intention of the Trails Master Plan initiative is to provide a cohesive plan and implementation strategy for Midwest City, resulting in a comprehensive

system. The trail system will benefit residents on a daily basis. The benefits of the trail system will also be evident as an investment in the city's quality of life on an ongoing basis as Midwest City competes with other communities to attract new residents and businesses. The following recommendations found in the study are relevant to this plan's efforts:

- Provide access from neighborhoods to workplaces, municipal facilities, schools, the trail network, parks, and commercial centers as an alternative transportation mode and for recreation.
- Incorporate sidewalks in all new development and new city streetscapes.
- Incorporate new bicycle lanes/multi-use paths in new street upgrades and new development.
- Promote the trail system as a valuable quality of life amenity to recruit residents and businesses.
- Provide pedestrian corridors to business districts.
- Partner with the medical community to provide education and trail enhancements related to health.
- Shared use trails are the most desirable because of the level of safety it provides for pedestrians and bicyclists and the multi-service opportunities it provides.
- Expansion of the Reno Trail that serves as a connection from heritage mall, the hospital, and the municipal complex. A shared use trail is the most desirable. The desirable route for the trail is off of Reno Avenue.



## *Innovation District Framework Plan & Implementation Roadmap (2018)*

While the Midwest City Innovation District plan is not directly applicable to this study effort, the Innovation District Plan has similar goals and recommendations for creating a walkable, mixed-use destination district tailored toward living, working, and recreating all in the same area. The below recommendations are relevant to this plan's efforts:

- Business and research activities are clustered around a mixture of land uses and transit options
- Reflect partnerships between universities, medical anchors, and companies involved in early-stage research and commercialization
- City should align zoning regulations, design guidelines, and limit barriers for private development while ensuring quality construction.
- Urban design and placemaking is a critical element of creating an Innovation District. The City should consider placemaking infrastructure that improves the urban feel of the District including sidewalks, street lighting, and streetscape improvements that promote a mix of transportation modes.

## *SSM Health Oklahoma City Campus Master Plan (2004)*

As part of the Midwest City District Revitalization Plan and Code, the consultant team and Project Advisory Committee took a walking/driving tour of the current SSM Health midtown campus in Oklahoma City to talk about successes, lessons learned, and what types of projects and placemaking strategies might be applicable for this master planning process. Takeaways from that tour and discussion include:

- Create a destination and a reason for new businesses to locate in the district.
- Creating a mixed-use district that provides housing, retail, restaurant, and night life opportunities surrounding the hospital will help the hospital and ancillary facilities feel more a part of the neighborhood rather than a stand alone medical campus.
- Landscaping paired with low walls and decorative fencing along the street edge are key elements that help soften large surface parking lots that serve the hospital.

# Community Context

## *Historical Context*

In 1942, W. P. "Bill" Atkinson founded Midwest City with the understanding that a military air depot, which would one day become Tinker Air Force Base (AFB), would be built southeast of Oklahoma City. It was the vision of community and military leaders that the City would serve the air depot by providing service men and women and the air depot's work force with homes, shopping, schools, places of worship, and other needed facilities/services. Mr. Atkinson contracted with Deward H. Mott, a master land planner, to prepare the development plans for the City. On March 11, 1943, the Board of County Commissioners of Oklahoma County incorporated the Town of Midwest City, with 366 people and 211.7 acres of land. Later, the City adopted its first charter on August 19, 1948 and officially changed its name to the City of Midwest City. The name Midwest City was derived from the original name of Tinker Air Force Base, which was Midwest Air Depot. The base was renamed to honor General Clarence Tinker, a World War II hero who died "leading a flight of LB-30 'Liberators' on a long-range strike against Japanese forces on Wake Island during the early months of the war (2008 Midwest City Comprehensive Plan).



## *Neighborhood Context*

Today, there are approximately 59,000 people living in Midwest City's 24.6 square miles, making it the seventh most densely populated community in the state. The median annual household income of +/- \$52,000 is similar to that of neighboring Oklahoma City and slightly above the state average. Many residents work in civilian jobs at nearby Tinker Air Force Base but a large percentage is also employed in the retail and service sectors. Midwest City's cost of living index is much less than the national average and affordable housing is plentiful.

The Ridgecrest Neighborhood is situated between North Air Depot Boulevard and North Midwest Boulevard, north of East Reno Avenue and south of NE 10th Street. It grew exponentially during the 1950s through the middle of the 1960's as the City processed and finalized 12 subdivision plats that provided sites for over 300 new homes. At the peak of Ridgecrest's development, a new hospital was built on the southeastern edge of the neighborhood, and on the morning of October 29, 1962, the new Midwest City Memorial Hospital officially opened its doors.

Over a dozen office buildings developed along Parklawn Drive and National Avenue between 1969 and 1996. These buildings were filled with top-notch doctors and specialists. The medical district soon became the primary destination for healthcare in Midwest City and beyond. Patients in neighboring cities such as Choctaw, Del City, Nicoma Park, Spencer and even Oklahoma City came to Midwest City for treatment. However, in 1996 the City chose to forgo managing the Hospital and, instead, leased it to a corporate operator. New development ceased immediately thereafter and the medical district soon stagnated. The medical district's reputation for quality healthcare diminished, which resulted in decreased patient loads for both the Hospital and nearby clinics. A number of doctors fled to the rapidly growing S. Douglas Boulevard corridor and some left the community altogether. SSM Health (2011) and Integris Healthcare (2018) built new satellite hospitals just outside Midwest City's borders with the purpose of rerouting patients to their larger facilities to the west in Oklahoma City. This redirection of patients to Oklahoma City resulted in vacated professional office space throughout the medical district.

The 2016 closing of the Chase Bank branch location at the corner of N. Midwest Boulevard and National Avenue was followed by the demolition of two nearby 1970s-era medical office buildings less than a year later. Many of the remaining structures are obsolete at best and most are in dire need of renovation, the cost of which may exceed the structure's value.





Oklahoma City

Study Area

Smith Village

Midwest City

Del City

Rose State College

Tinker Air Force Base

Valley Brook

Landfill

**Legend**

- Study area
- City limits
- Existing trails
- Railroads
- Creeks and streams
- Cities
- Air force base



# Site Analysis

## Site Context

Oklahoma's eighth largest city, Midwest City, lies on the east side of the Oklahoma City SMSA. Interstate 40 sits to its south and U.S. Highway 62 is to the north. Sooner Road forms the city's western border, and the Eastern border is fragmented along several section line roads.

The project area for this master plan is approximately, 54 acres and is located within the central part of Midwest City, just west of the City's municipal complex. The boundaries of the project area are shown on the map to the right, with the near term redevelopment areas contained within the black dashed line and areas considered for longer term redevelopment are shown within the red dashed line. The master planning area considered for near term redevelopment is generally bound by Midwest Boulevard on the east, East Reno Avenue on the south, and the Ridgcrest Neighborhood on the north and west. A small portion of the near term redevelopment area does extend across Midwest Boulevard to the east along National Avenue.

The two major vehicular thoroughfares that run through the project area are Park Lawn Drive and National Avenue. Park Lawn Drive runs north and south, is accessed off East Reno Avenue and is currently designed as a two-way street with four traffic lanes divided by a wide central planting median. National Avenue runs east and west, is accessed off Midwest Boulevard, and is designed as a two-way street with two traffic lanes and a dedicated turn lane at its intersection with Park Lawn Drive and Midwest Boulevard. No sidewalks currently exist within the project area.

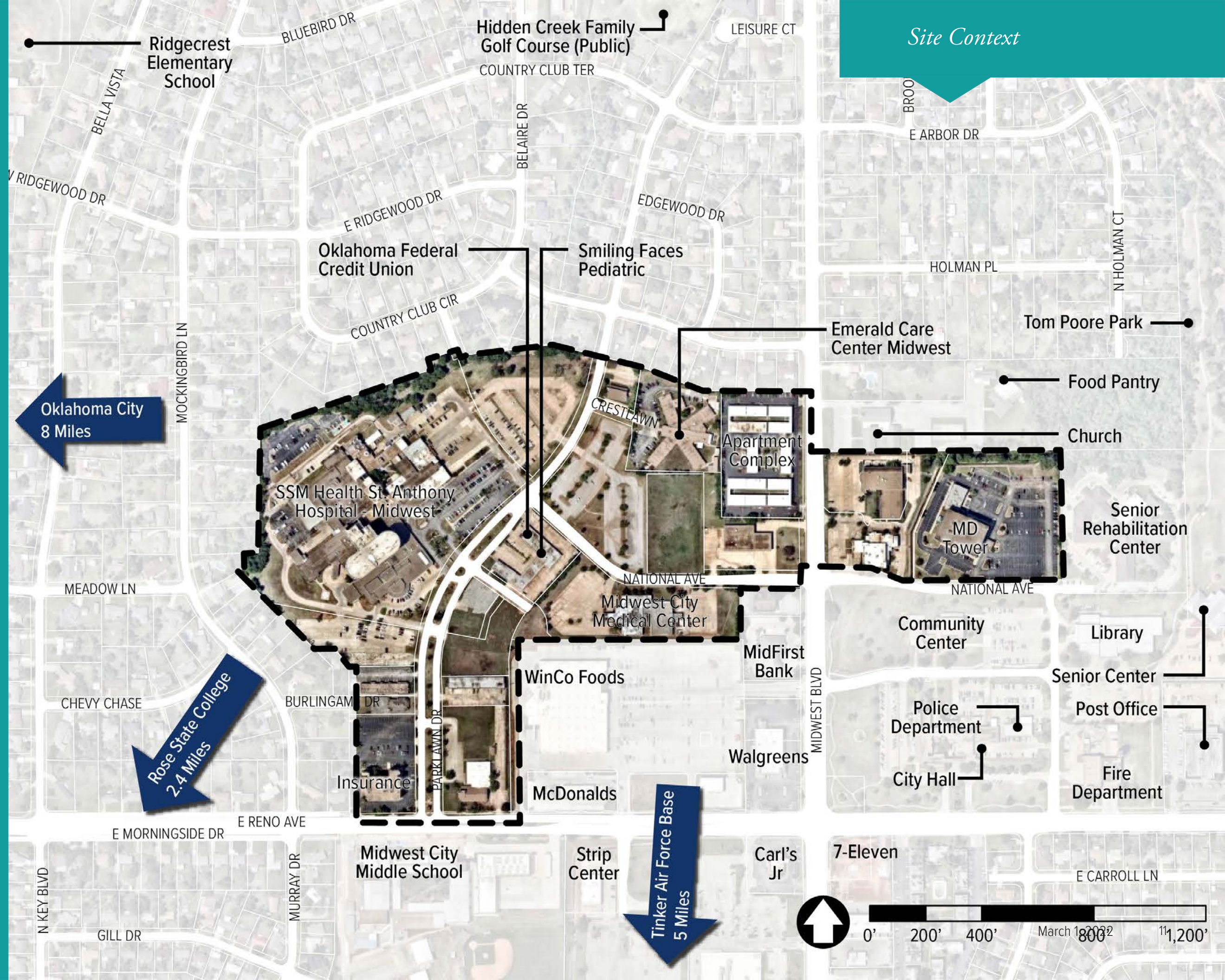
The project area contains a fair amount of parcels that are owned/controlled by either the City of Midwest City or SSM Health. Most of the property within the project area is either vacant/underutilized, is an existing surface parking lot, or contains older structures that are in need of major repairs or demolition. The northern edge of the project area contains an existing skilled/long-term care facility and a 1970's garden apartment complex, both of which are likely to remain as is for the near future.



Site Context

Legend

- Study area
- Parcels



# Site Analysis

## *Community Resources*

### **Civic & Cultural Institutions**

Given the high vacancy rates and large amount of vacant/underutilized land within the project area, not many community resources, such as places of worship, libraries, cultural institutions, or public park amenities currently exist.

The project area is home to one church, St. Mark Lutheran Church located on the northeast corner of Park Lawn Drive and East Reno Avenue, New Hope Baptist Church is located just north of the project area fronting Midwest Boulevard.

### **Schools**

Midwest City Middle School is located just outside of the project area on the south side of East Reno Avenue at the main entrance off Park Lawn Drive. The public middle school serves approximately 630 students in grades 6th-8th. Ridgecrest Elementary School is located within the existing Ridgecrest Neighborhood approximately half a mile northeast of the project site. The public elementary school serves approximately 315 students in grades Pre-K - 5th.

### **Greenspace**

Currently no parks, trails, or community open space exists within the project area. Tom Poore Park and the existing Soldier Creek Trail are located approximately a quarter of a mile to the east of the project area.

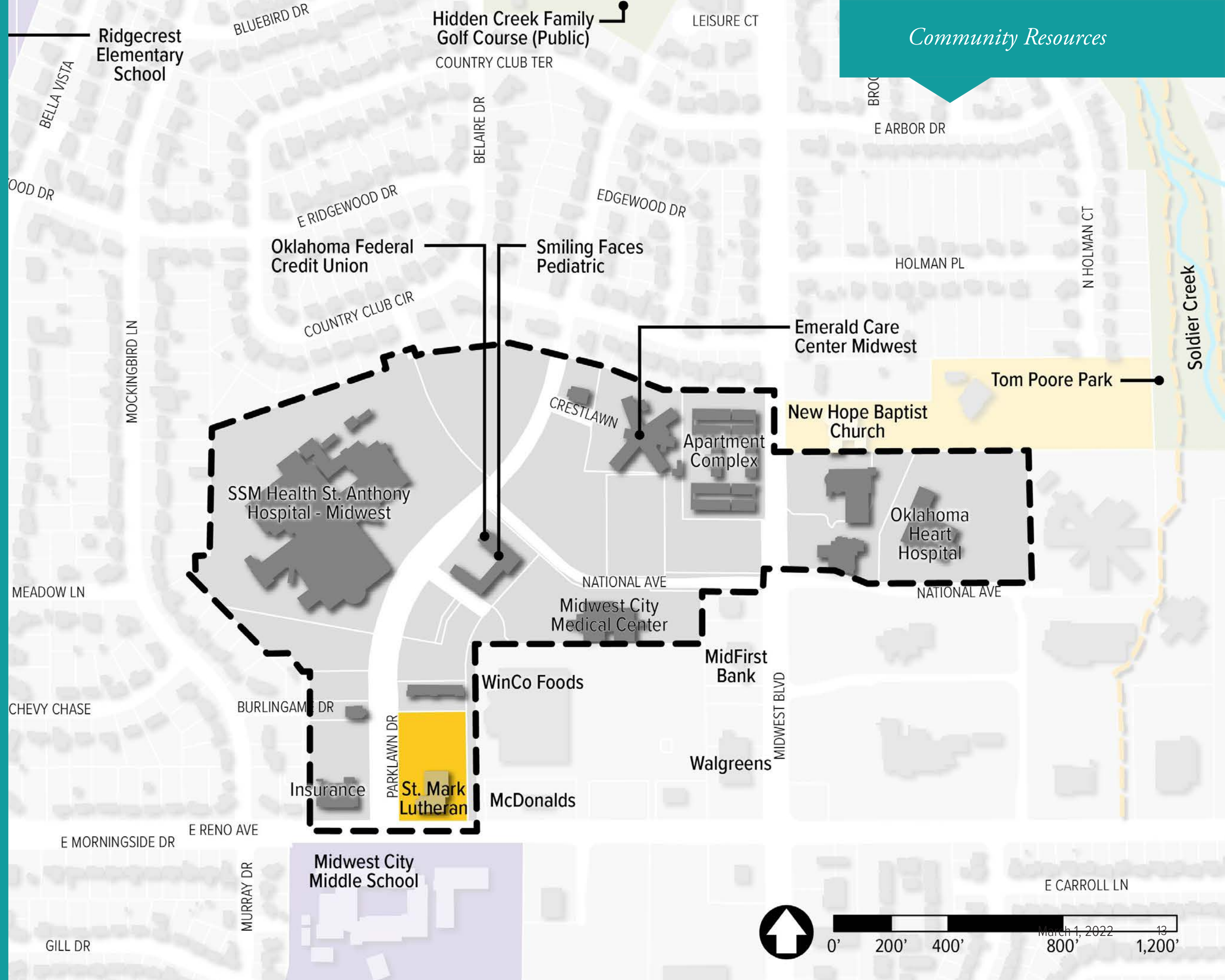
Hidden Creek Family Golf Course is the closest public open space and is located within the existing Ridgecrest Neighborhood approximately a quarter of a mile to the north of the project area. The course was designed and built in 1957 to provide the city with an executive size nine-hole golf course. The course is owned, operated, and maintained by the City of Midwest City and offers affordable day passes, annual membership, and discounted memberships for junior members and city employees.



*Image: The existing St. Mark Lutheran Church at the projects main entrance of Park Lawn Drive and East Reno Avenue.*

**Legend**

- Study area
- Parcels
- Churches
- Schools
- Parks
- Creek
- Trails



# Site Analysis

## Natural Resources

### Floodplains

The FEMA Regulatory Floodplain only extends into the project area east of Midwest Boulevard. The backwater of Soldier Creek extends up a tributary along the east edge of the proposed development. This Tributary to Soldier Creek is the outlet point for Drainage Basin 2 of the studied area.

### Topography

The drainage areas include commercial and residential areas.

## Existing Drainage Basins

The proposed project site is divided into two major drainage basins: Drainage Basin 1, the westernmost basin and Drainage Basin 2, the easternmost basin.

Drainage Basin 1 includes the main hospital, some residential area to the west of the hospital, and commercial areas along Parklawn Drive. Basin 1 basically splits into two sub-basins. The west portion of the basin drains to the open channel west of the hospital which is the upper end of a Tributary to Soldier Creek. The east portion of the basin drains into a storm sewer trunkline along Parklawn Drive to the north, then outlets into an open channel to the tributary to Soldier Creek. The tributary drains to the north and ultimately into Soldier Creek.

Drainage Basin 2 includes commercial areas and some open area along the west side of Midwest Boulevard. Basin 2 is also split into two sub-basins. The southern portion of the basin includes an existing retail area and the runoff is collected in an existing storm sewer system draining to the east. This area is not included in the proposed development. The northern portion of the basin drains to Midwest Boulevard where it is collected in a storm sewer system, combines with the system from the south and outlets to the east into another tributary to Soldier Creek.

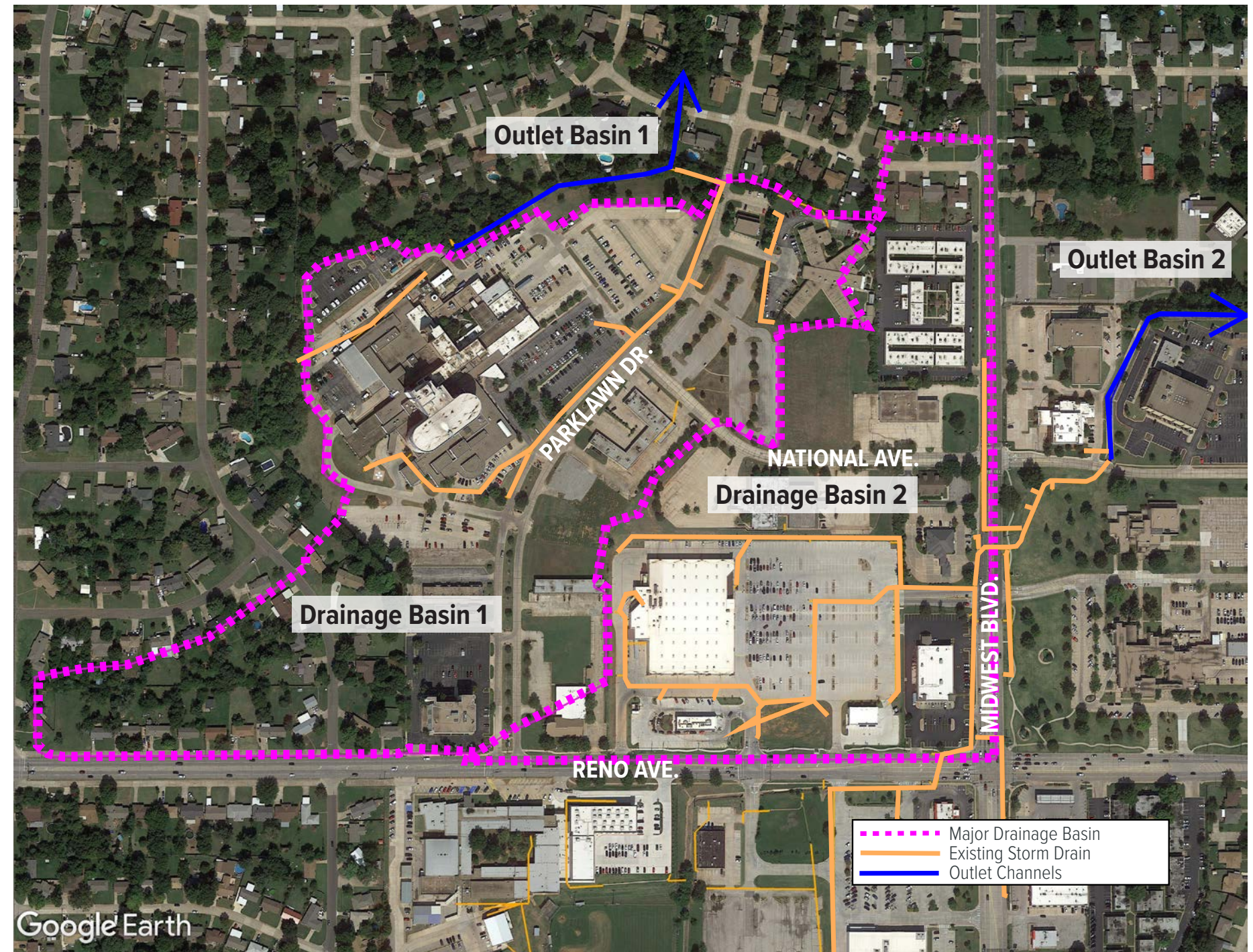
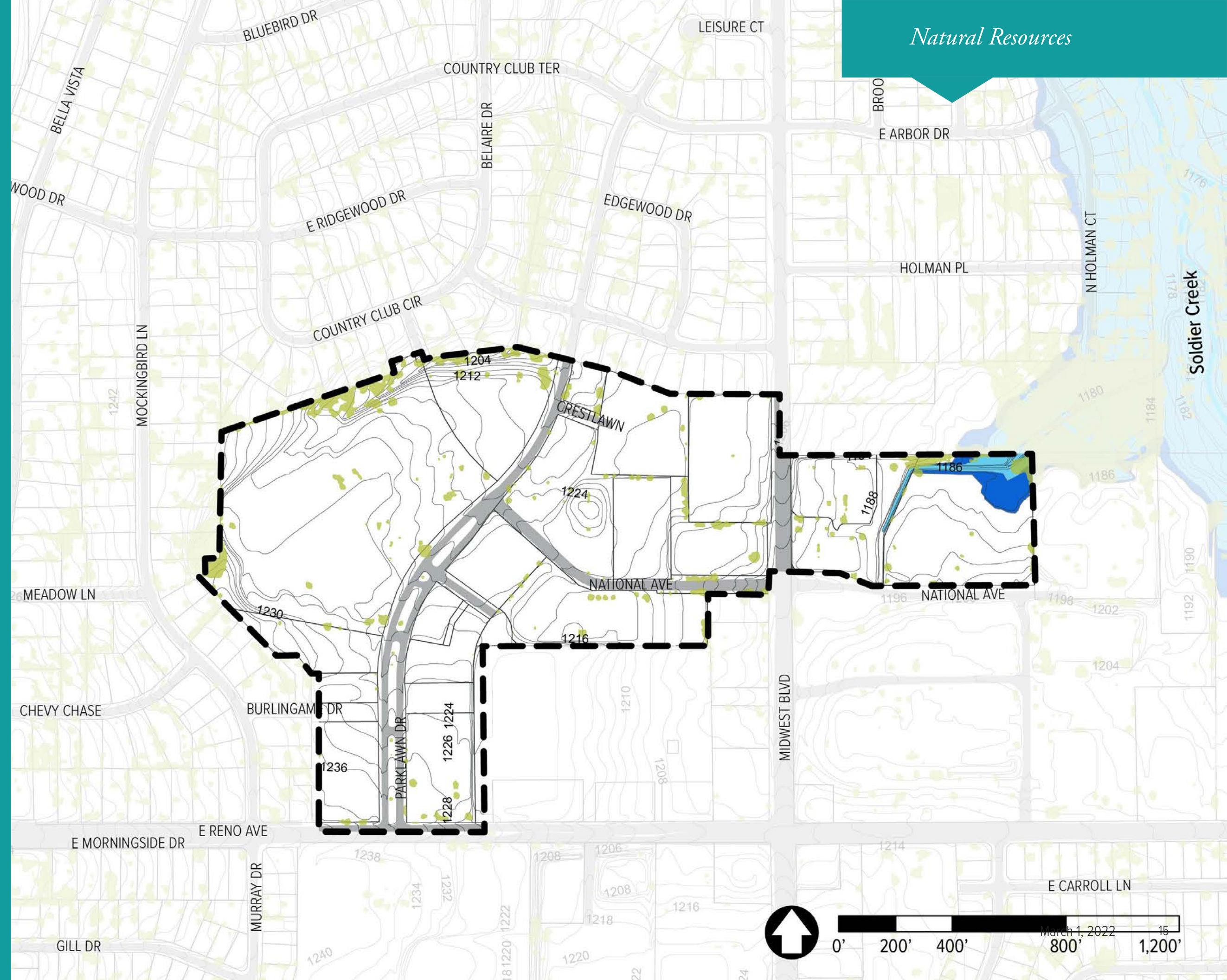


Image: Existing project area drainage basins

**Legend**

- Study area
- Parcels
- 100-year floodplain
- 500-year floodplain
- Tree canopy
- Streets
- 2-foot contour



# Site Analysis

## *Existing Stormwater Infrastructure*

A majority of Drainage Basin 1 drains to Parklawn Drive and is collected in a stormsewer system. A stormsewer system trunkline runs along Parklawn Drive to the north where it outlets to the west into the open channel. There are four curb inlets along Parklawn Drive. These inlets drain large areas and three of the four inlets do not have the capacity for the design storm runoff. Additional inlets along Parklawn Drive, additional inlets on adjacent properties, and increased pipe sizes would be required to adequately drain the development area. Detention areas would also help relieve the runoff demands and reduce possible issues with increased flow rates in the downstream channel.

The northern portion of Drainage Basin 2 all drains overland to Midwest Boulevard. There are four inlets along this section of Midwest Boulevard. The low point is a long flat area around National Avenue. Three of the four inlets are in this low area and have potential capacity issues. Additional study will be required to determine how these inlets work together to drain the low area. However, detention areas in this basin could help reduce the peak runoff to this low point.

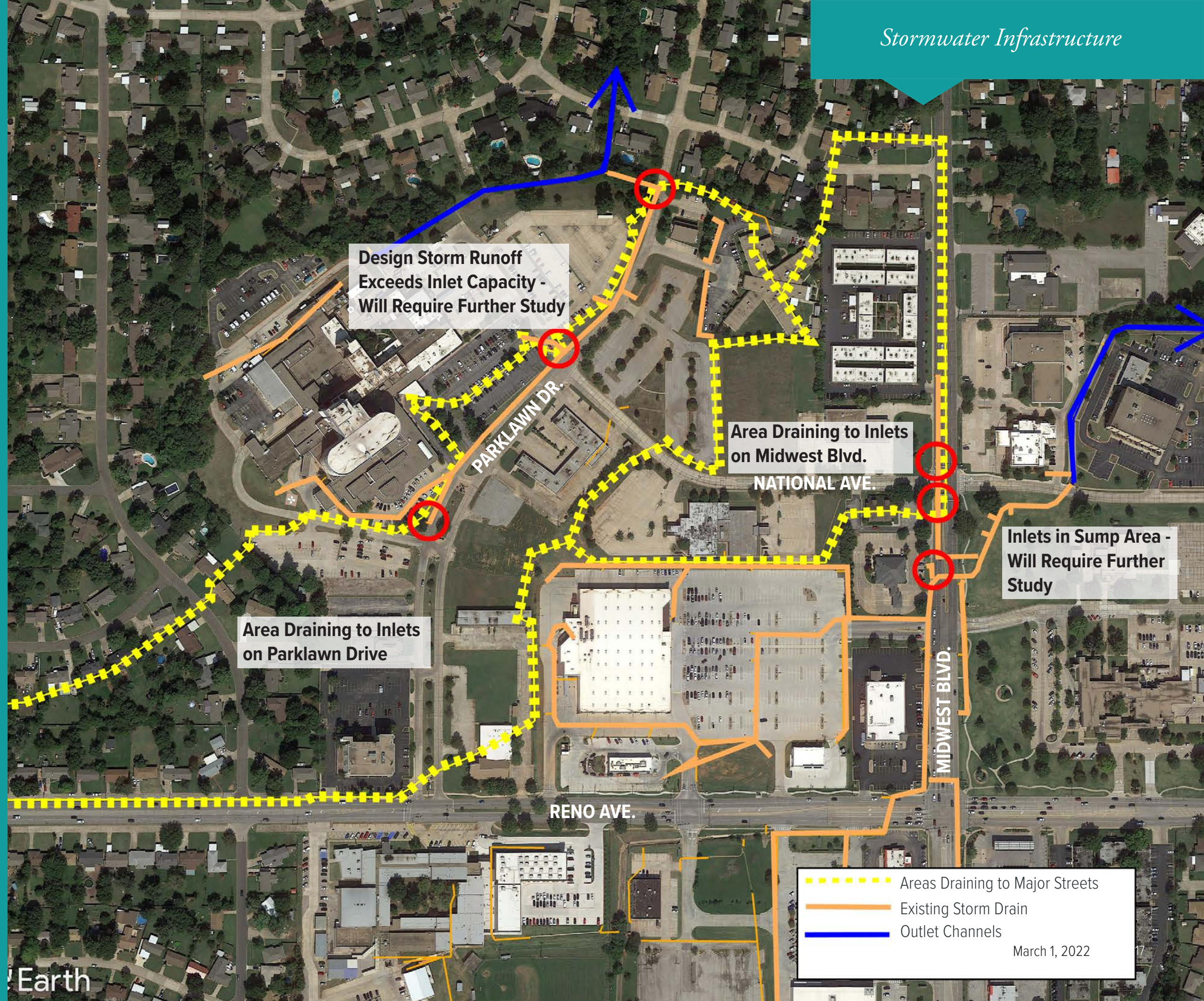


*Top image: Existing topography that drains toward the channel behind the hospital along the western edge of the project site.*



*Bottom Images: Existing drainage channel located behind the hospital along the northern edge of the project area.*





Design Storm Runoff Exceeds Inlet Capacity - Will Require Further Study

Area Draining to Inlets on Midwest Blvd.

Inlets in Sump Area - Will Require Further Study

Area Draining to Inlets on Parklawn Drive

- Areas Draining to Major Streets
- Existing Storm Drain
- Outlet Channels

March 1, 2022

# Site Analysis

## Connectivity

### Walkability

Walkability was analyzed using Walk Score. A “walk score” is created by analyzing hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a 5-minute walk (0.25 mile) are given maximum points. A mathematic formula is used to give points to more distant amenities, with no points given after a 30-minute walk. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density” (walkscore.com). The Walk Score for Midwest City is 28 out of 100, which defines Midwest City as a car-dependent city and in which most errands require a car. This is due to auto-oriented development patterns, lack of bike lanes, few transit options, wide corridors, and internally-focused residential subdivisions with few access points.

The project area currently has very few existing sidewalks, wide roadways with no designated cross walks, large stretches of surface parking lots with limited landscaping, and no pedestrian connection to the existing Ridgecrest Neighborhood. The project area does directly abut the southwest commercial corner of East Reno Avenue and Midwest Boulevard intersection, however the lack of sidewalk connections, shade, limited businesses, and restaurant diversity deter people from walking.

### Bicycle & Trail Infrastructure

Currently no bicycle lanes or multi-use trails exists within the project area. There is an opportunity to connect to Soldier Creek Trail which is located approximately a quarter of a mile to the east of the project area where National Avenue dead ends.

### Bus Routes

The 015 EMBARK bus (Downtown OKC To Midwest City) has 41 stops departing from the Oklahoma City Transit Center Bay H and ending in North Douglas Boulevard at East Reno Avenue. The EMBARK bus starts operating at 5:20 AM and ends at 6:35 PM. The closest stops to the project area occur on Midwest Boulevard at East Reno Avenue and Midwest Boulevard at National Avenue.

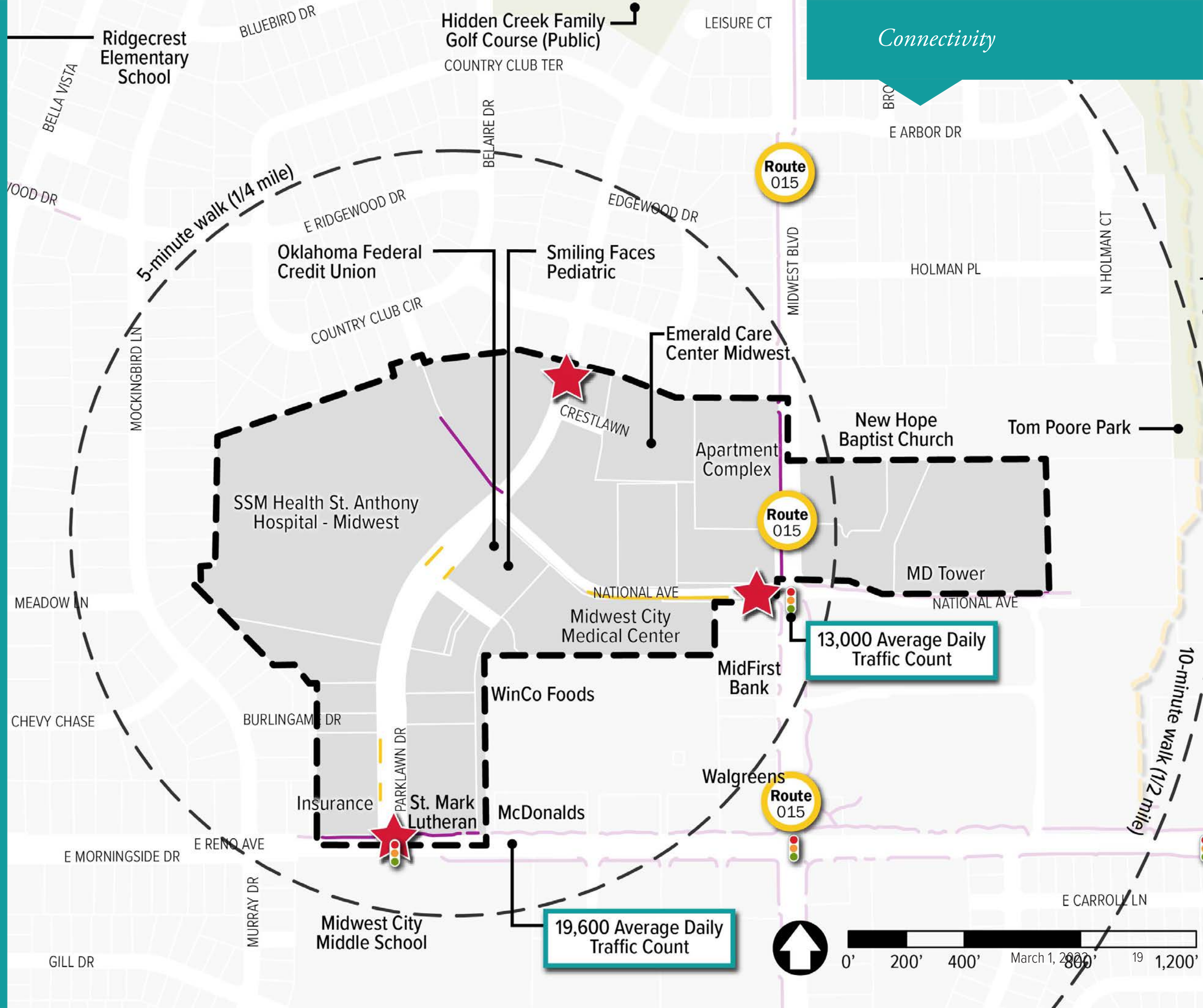


Top Images: Park Lawn Drive at the SSM Health St. Anthony's Hospital main vehicular entrance.

Bottom Image: Existing SSM Health St. Anthony's Hospital large surface parking lots and existing vacant parcels across the street.

**Legend**

- Study area
- Parcels
- Parks
- Trails
- Poor concrete sidewalks
- Existing sidewalks
- Bus routes
- Access points
- Traffic lights



# Site Analysis

## *Zoning + Regulations*

Most of the parcels within the project area are zoned C-3-Community Commercial District. This commercial district is intended for business activity which is located at the edge of residential areas which serves a larger trade area than the immediately surrounding residential neighborhoods. The current hospital site is zoned C-3-Community Commercial with a Special Use Permit. The remaining parcels are comprised of C-1 Restricted Commercial and R-HD- High Density Residential District. The Restricted Commercial District is intended to provide a location for a limited number of retail commercial goods and personal services which serve the day-to-day needs of the residents of surrounding neighborhoods. Because these shops and offices are lower intensity uses, they may be designed to be located along arterial streets near housing areas or as limited-service facilities in larger planned high density housing areas. The High-Density Residential District is intended to provide for a density of more than twenty (20) units per gross acre. The principal use of land is for a wide variety of dwelling types.

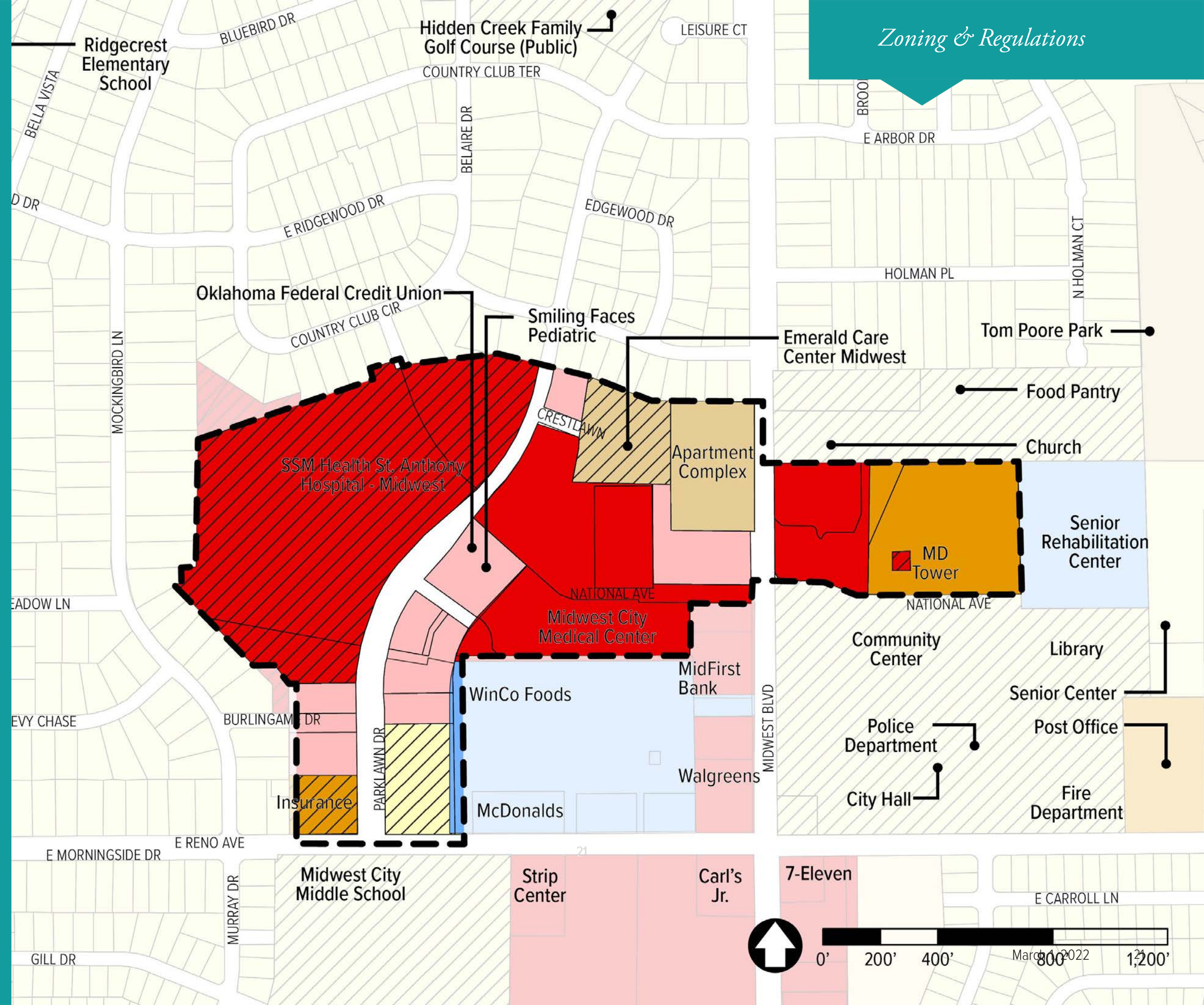
The biggest hurdle for the existing project zoning is that none of the categories allow for a mix of residential and non-residential uses to happen on the same parcel. In addition, the existing zoning regulations are auto-oriented and allow for large building setbacks, surface parking lots located in front of buildings, and provide no design standards to enhance the pedestrian experience.



*Looking north along Parklawn Drive*

**Legend**

- Study area
- C-1 Restricted Commercial District
- C-3 Community Commercial District
- C-3 SUP
- O-2 General Office District
- O-2 SUP
- R-6 Single-Family Detached Residential District
- R-6 SUP
- R-MD Medium Density Residential District
- R-HD High Density Residential District
- R-HD SUP
- PUD Planned Unit Development



# Site Analysis

## Existing Land Use

The project area has most of its existing land use classified as Public/Semi-Public, which is mostly comprised of the existing hospital site and several large surface parking lots that serve the hospital. The Public/Semi-Public land use designation is representative of uses that are educational, governmental or institutional in nature and are generally permitted within any area of the city.

Office/Retail land uses make up much of the remaining existing land uses in the project area. Retail land uses areas are intended to provide for a variety of retail trade, personal, and business services and establishments. Office uses include professional offices for lawyers, doctors, realtors, and other professionals. There are very few existing offices located within the project area and the few that remain need major renovations, repairs, and/or are completely vacant or have a high rate of vacancy.

Lastly, a small pocket of High Density Residential existing land uses are located in the northeast portion of the project area. Traditional apartment-type units in attached living complexes characterize high density residential land use. The existing Midwest Manor Apartments located in the northeast portion of the project is an older walk-up style apartment complex that offers 1 and 2 bedroom units with bills paid. Even though the apartments are a great opportunity for redevelopment due to their age and condition, it is anticipated that they will remain until the rest of the district is redeveloped and can offer more value and amenities to attract new investors. Located just west of the existing apartment complex, is the Midwest Emerald Care Center, a skilled and long-term care nursing facility. Similar to the apartment complex, the nursing facility is anticipated to remain until there is a greater market demand for the property to redevelop.



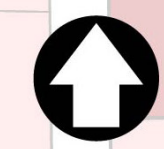
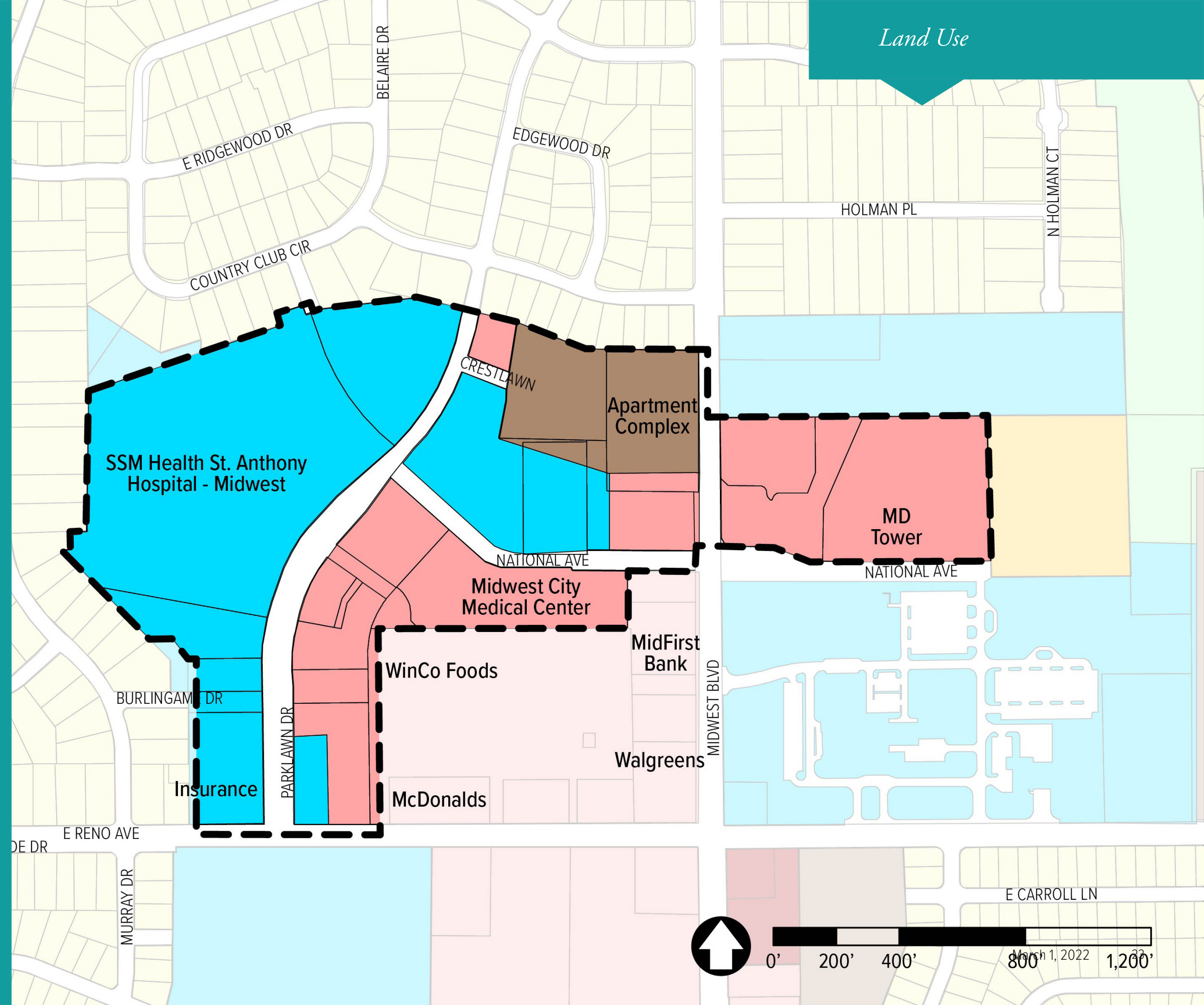
Top Image: Existing Midwest Emerald Care Center

Middle Image: Many parcels and existing buildings within the project area are vacant.

Bottom Image: Existing business/medical office building located across the street from the hospital.

**Legend**

- [Dashed Box] Study area
- [Yellow] SFD - Single-Family Detached Residential
- [Brown] HDR - High Density Residential
- [Light Green] POS - Parks /Open Space
- [Light Blue] PSP - Public/Semi-Public
- [Pink] OR - Office/Retail
- [Red] COM - Commercial



# Market Analysis Summary

The full market study and economic development analysis report is provided in the appendix. The full report includes more detailed demographics, analysis of the market, and economic growth opportunities. This section focuses on elements that inform the physical site design.

## Demographics

### Population

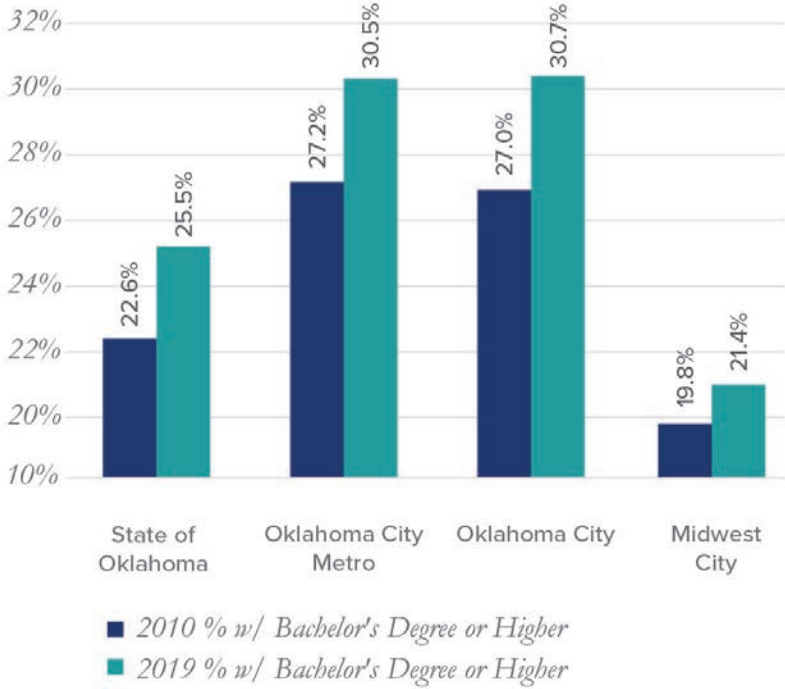
Midwest City has a relatively high population density when placed in a regional context. Midwest City has a higher population density than Oklahoma City at 2,345.7 people per square mile. Oklahoma City's population density is lower because it covers a large land area. However, Downtown Oklahoma City and surrounding areas have higher population density primarily because of multi-family units. Oklahoma City has 1,061.4 people per square mile.



Median Household Income



Residents with a Bachelor's Degree or Higher



### Educational Attainment

High concentrations of households with a bachelor's degree or more can be found in midtown Oklahoma City and the northern suburban areas. Midwest City had 21.4% of households with a bachelor's degree or higher, lower than the larger metro area and Oklahoma City. Portions of Oklahoma City have 40%-80% of households with a bachelor's degree or more. These households allow for a robust offering of retailer offering as seen in these portions of the City.

### Median Household Income

The most affluent areas of the metro are typically found to the north, west, and south of the city. These concentrations of affluence attract employers seeking high education workers and retailers seeking proximity to high spending households.

Midwest City has a median household income of \$49,914, slightly below the median household income of the State of Oklahoma, the Oklahoma City metro, and Oklahoma City. When compared to these areas, Midwest City has also experienced the smallest growth in household income.





## Demographics Quick Facts



### Income

Midwest City	→	\$49,914
Oklahoma City	→	\$55,557
Oklahoma City Metro	→	\$59,084
State of Oklahoma	→	\$52,919

### Population Trends

Pop. 2019

Midwest City	→	2,345.7
Oklahoma City	→	1,061.4
Oklahoma City Metro	→	250.9

\*Population density per square mile

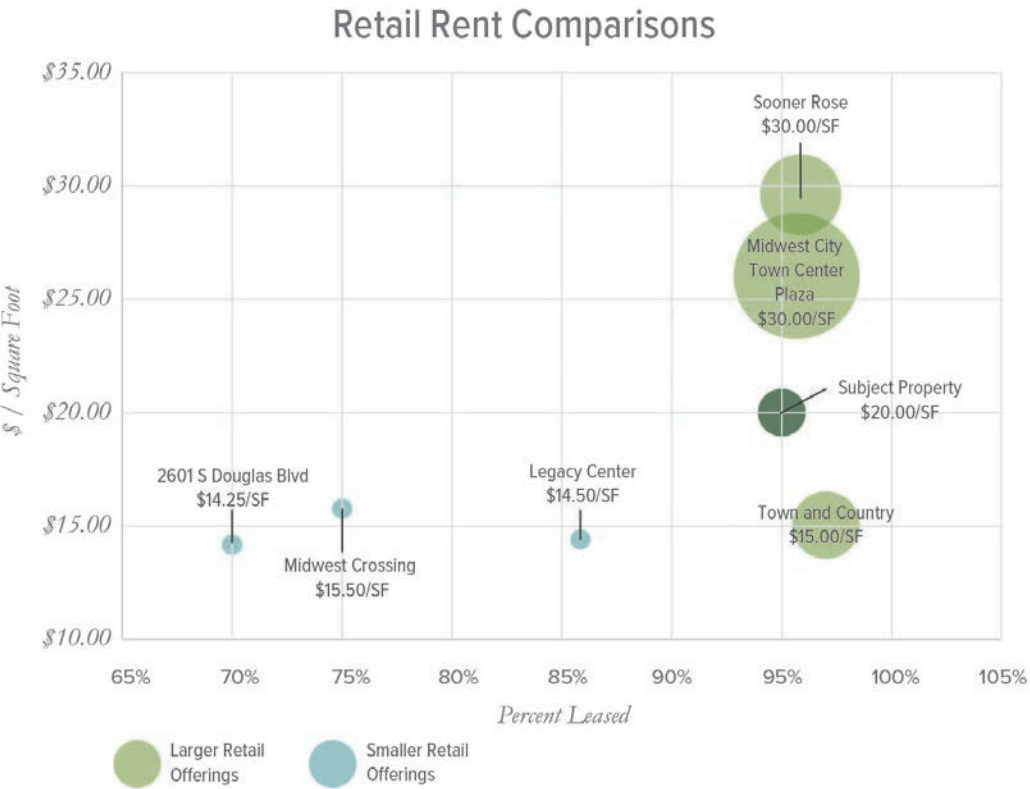
**+0.7%**

2010-2020 population growth



# Market Demand Summary

**50,000 SF**  
*office building can*  
**BE BUILT EVERY 3-5 YEARS**  
**UNTIL 2026**



## Office Space

### Vacancy vs. Average Rents

Today the sub-market is home to over 3.2 million square feet of Class A/B office space, with the highest concentration of offices in Midwest City, Del City and around the Air Force Base. Office absorption since 2008 has been primarily driven by Boeing, which has leased over half a million square feet of space since 2008. Outside of Boeing, leasing activity has been limited, with most leasing activity being in under 10,000 square foot spaces.

**9,500 SF**  
*of office space absorbed*  
**SINCE 2017**

since 2011 rental rates **INCREASED 40%**

As a result, only around 9,500 square feet of office space was absorbed since 2017, much lower than levels seen in previous years. The limited leasing activity has caused vacancy levels to double from 3.1% to 6.7% year to date 2021. The increased vacancy has had a minimal impact on rental rates, which have seen a 40% increase since 2011, though are well below metro averages.

## Office Demand by Project Area

Southeast Oklahoma County office market can average around 40,000 square feet of net new absorption annually through 2025. The project area is one of the only potential sites moving forward in the market that is well positioned to tap into this absorption. Additionally, the site should be able to tap into turnover occurring in the market for which around 58,000 square feet is estimated to be "in play" on average each year. Assuming solid captures of these demand sources, which should be achievable given the hospital's growth plans and the potential to create one of the only walkable locations in the market, the site could support a new 50,000 square foot office building every three to five years.

## Retail Locations

Retail in the East Oklahoma County sub-market is primarily found in the Midwest City core and NE 23rd Street around Choctaw. Together these cores account for over 4.7 million square feet of Class A/B retail space.

The sub-market experienced a high level of deliveries and absorption from 2014 through 2018 as many of the previously mentioned retail offerings came to market. During this time frame, nearly 600,000 square feet of retail space was added to the market. The last several years saw moderate deliveries and absorption, with 2021 seeing the lowest levels in nearly a decade. In addition, vacancy rates have hovered around 15%-17% since 2009, almost triple that of the larger metro area. The high vacancy rates and a large amount of available space will likely limit retail space development in the future.

Rental rates in the sub-market have fluctuated based on available space on the market. However, as of 2021 rates are around \$16.50/square feet NNN. These rental rates are considerably higher as newer retail centers and can command \$25-\$30/square feet NNN.

### Office Clusters



### Retail Clusters



## Housing Demand

The Oklahoma City metro has seen a solid uptick in new for-sale home sales, with 2020 and 2021 seeing the highest sales volumes since the housing bubble in the 2000's.

The three-cities of Del City, Midwest City, and Choctaw have accounted for a small share of these sales, with the combined cities averaging around 100 to 170 total new home sales annually. Of this, Midwest City has accounted for around 30 to 50 new home sales annually.

Attracting demand potential from existing owners moving down to more lifestyle products, renters transitioning to home ownership, and those opting to buy elsewhere in the metro will be important to generating solid demand for lifestyle-driven product in a new town center.



### New Home Sales

Both the Oklahoma City metro and the three-cities Primary Market Area (PMA) of Del City, Midwest City, and Choctaw are affordable, with the majority of new home sales occurring below \$300,000. Indeed, 63% of metro new home sales and 55% of PMA new home sales are below \$300,000. Standing out is the sharp uptick of prices in the area within the last few years (74% of metro and PMA new home sales were under \$300,000 in 2018). While some of the price increase will abate as supply chains reopen, this upward thrust in home prices will likely remain.



These higher home prices are critical to establishing new attached product in the PMA. People buy attached product for one of two reasons: an inability to afford new detached product or for the lifestyle a location creates. Moderate home prices in the metro and in the Three Cities PMA tempers the former potential, so value creation in Midwest City will be critical to establishing demand potential for either attached or very small lot detached product.

### Median Home Values



## Lodging Demand

### Hotel Performance

Before 2020 and the effects of the COVID-19 pandemic, the local hotel market experienced mixed growth, with supply consistently outpacing demand. As a result, occupancy levels experienced a historic high of 71% in 2013 but have plateaued around 65%-66%. The average daily rate has limited growth, with most years in the \$96-\$97 range. However, the overall market



fundamentals were strong enough for several new hotels to deliver over the last several years.

The Covid-19 pandemic impacted the entire US hotel market, including those in Midwest City. Demand dropped by nearly 30% in 2020 and occupancy hit a record low of 43.3%. Though pandemic restrictions have mainly been lifted,



the local market has seen a slow recovery, with demand, occupancy, average daily rates, and revenue per available room climbing back to pre-pandemic levels. It will likely be another year or two before levels fully return to pre-pandemic levels.

### Hotel Competition

As mentioned before, the occupancy level dropped to 43.3% but has climbed to 52% as of July 2021. New hotels are not proposed and constructed in most national markets unless occupancy levels remain above 60%. The exception can be luxury or unique hotel that can create a new audience.

There are two proposed hotels in the pipeline, including TownePlace Suites and Staybridge Suites. However, based on forecasted demand, the market will not be ready for another hotel before 2026. Additionally, the medical district area has several challenges that will have to be overcome. These include being away from a significant thoroughfare such as interstate and further from any substantial demand drivers outside of the medical center.

## *The District Market Demand Summary*

Land Use	Demand 2022-2026	Estimated Pricing	Estimated Density	Notes / Comments
<b>Rental Apartments</b>	<b>215 to 230 units</b>	\$1.50 - 1.70 / SF	20-40 Units/Acre	Keep unit sizes consistent to maintain absolute dollar rents. Consider land lease deal or contribution of land as JV structure. Surface parking is required for any type of feasibility.
<b>Higher Density For-Sale Residential</b>	<b>30-50 homes</b>	\$200,000 - \$275,000	6-8 Units/Acre	Lack of potential players in the overall market. Park/square and other investments could generate demand and lifestyle price proposition.
<b>Retail / Service</b>	<b>35,000 SF</b> of conventional retail/dining & <b>30,000 SF</b> of service retail	\$25 / SF	Under .5 FAR	Retail is critical and most tricky given little frontage along major thoroughfares. Need to create a sense of location via park, fountain, town square, etc. Consider grocery store for proposition.
<b>Conventional Office</b>	<b>50,000 SF</b> in five years	Keep rents under \$25 / SF	Under .35 FAR	Keep floor plates efficient and plan on surface-parked product. Consider leasing small suites to individual users to get rents up on a \$/SF basis.
<b>Medical Office</b>	<b>34,000 SF</b> not including specific hospital-related uses	Keep rents under \$25 / SF	Under .5 FAR	Modern space that is surface parked and designed for medical users. Solid visibility and hospital adjacency preferred.
<b>Hotel</b>	<b>80-100 rooms</b>	ADRs under \$125 for limited service/ select service rooms	Under .35 FAR	Couple of brands missing in the market including Courtyard by Marriott, Avid by IHG, Hilton Garden Inn.

Streetscape

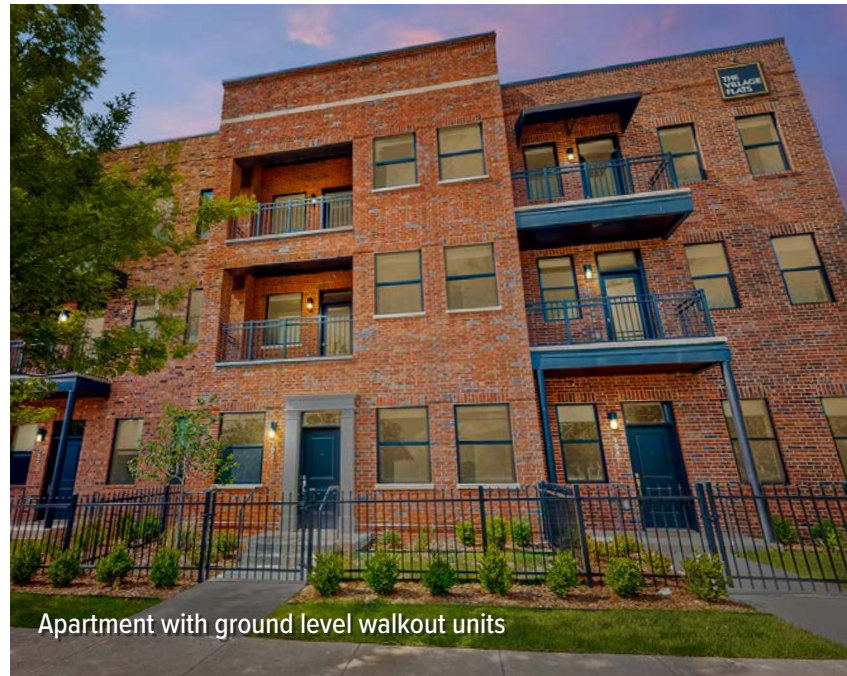


Townhouse Development



Hotel

Trails / Multi-Use Paths



Apartment with ground level walkout units



Mixed-use Development

Medical Facility





- Soldier Creek Trail located east of the site with no direct connections.
- Red Hauls serves the area.
- Railroad Ave. & Park Lane Dr are the major roads through the project area.
- No existing sidewalks within the project area.

Connectivity

# 02 Public Outreach

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Project Steering Committee .....32  
Focus Group Meeting .....32  
Online Precedent Image & Paper Surveys .....32  
Project timeline .....33  
Ridgecrest Neighborhood Public Open House .....34-35

# Plan Guidance

## Project Steering Committee

The design team worked with a seven person Steering Committee that included representatives from the City of Midwest City Community Development staff, Economic Development staff, the City Manager, and SSM Health's President, Vice President of Facilities, and Vice President of Development. These organizations will be partners during implementation of projects and policies recommended in this plan. Because of this, the design team asked for input about the vision for the District, guidance on the conceptual ideas during the planning process, and final feedback on the proposed concept plans before presenting the final District Master Plan & District Design Code to the Planning Commission and City Council for approval.

The Project Kickoff occurred on August 30, 2021. The day included a site tour of the SSM Health Oklahoma City Midtown Campus to discuss development successes, lessons learned, and what types of placemaking strategies might be applicable for this master planning process. The meeting portion of the day included a presentation from the Market Analysis team as well as an interactive design session with the Steering Committee, which allowed the design team to develop the projects vision statement and goals for the plan.

The second meeting occurred on October 11, 2021. The meeting included the following:

- An overview of the project areas existing conditions and a summary of existing planning documents pertinent to the project.
- Review of visual preference boards and surveys to be presented at the Ridgcrest Neighborhood Public Open House.
- Presentation of the market study findings.

The third meeting occurred on November 2, 2021. The design team presented community and stakeholder feedback received during the October outreach efforts and provided two conceptual master plans with land use summaries and streetscape design for comment and feedback.

The fourth and final meeting occurred on February 7, 2022. The design team presented the draft master plan and district design code for review and comment.

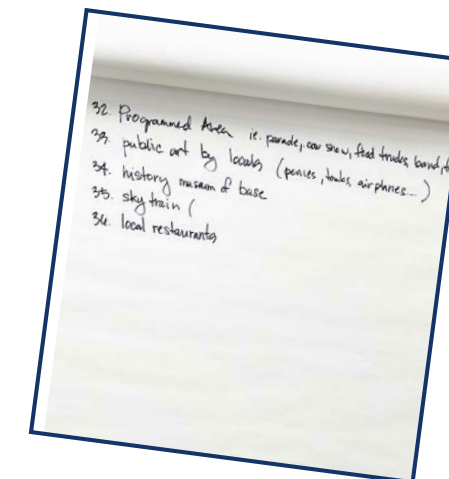
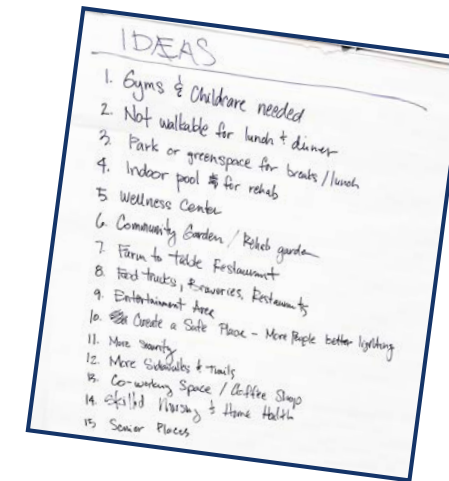
## Focus Group Meeting

A hospital administration focus group meeting led by the design team took place on October 11, 2021. The design team gave a presentation about the project, the planning process, and solicited feedback and development ideas from the group. Key themes include:

- Need for park/green space to utilize for breaks/lunch
- District is not walkable and needs more landscaping, sidewalks, trails, and better lighting
- Need for a variety of restaurants for both lunch and dinner options
- Very few eating establishments currently exist in the area and few provide healthy options
- The district needs a reason to come to the area, other than just for hospital use
- Create a mixed-use district that is well branded and iconic to Midwest City.
- Create a healthcare village that includes mixed-use development and trails throughout.

## Online Precedent Image & Paper Surveys

As part of the in-person focus group meeting, a hard copy survey was provided to the group for completion and further input. In addition, the same precedent image survey boards available at the Ridgcrest Neighborhood meeting open house was made available on-line to hospital administration and staff for their further feedback. The on-line survey period was open from October 4th to October 27th.



42

Online Surveys



25

Responses from paper surveys



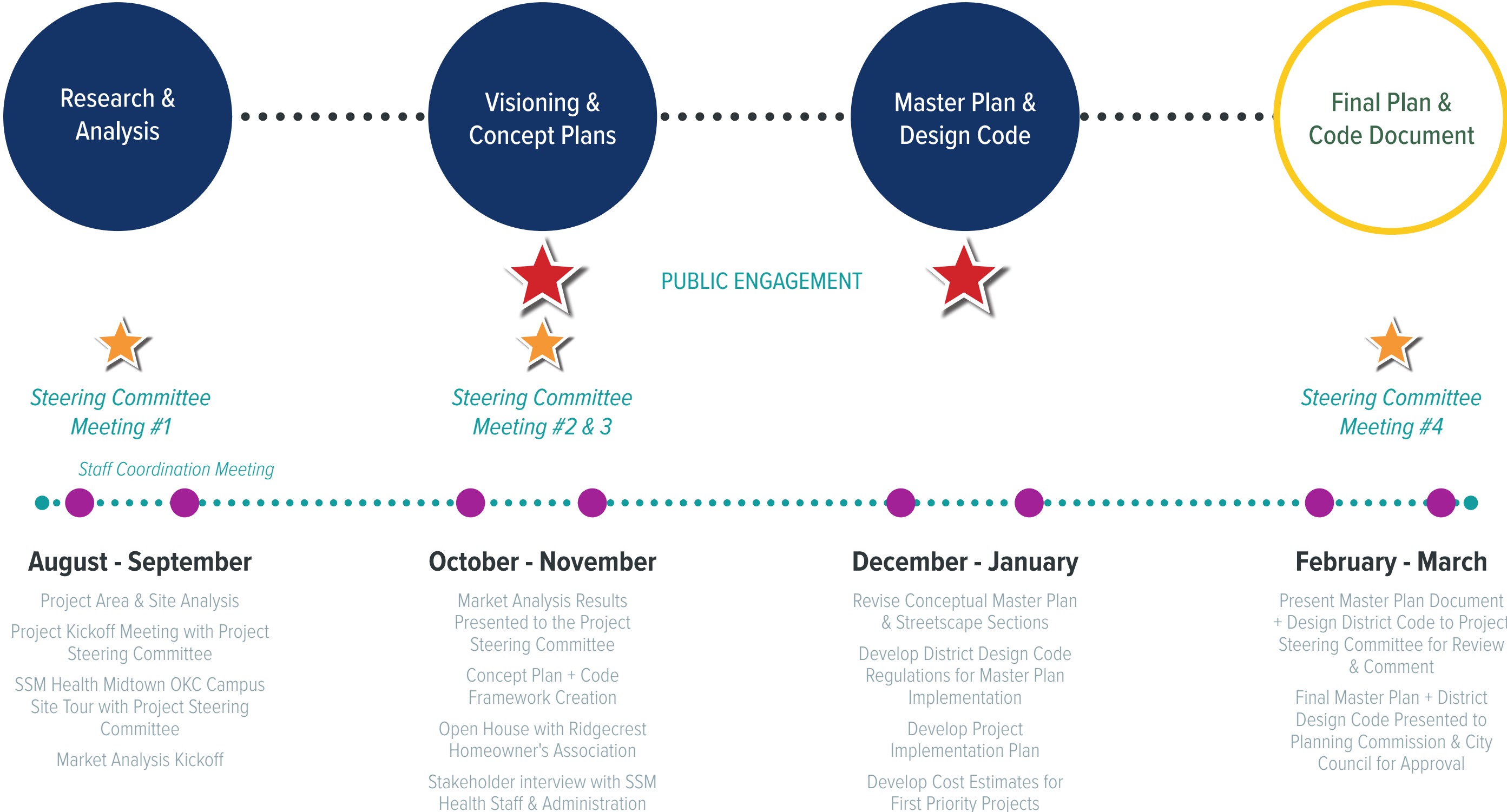
67

Total Surveys





**Project Timeline**

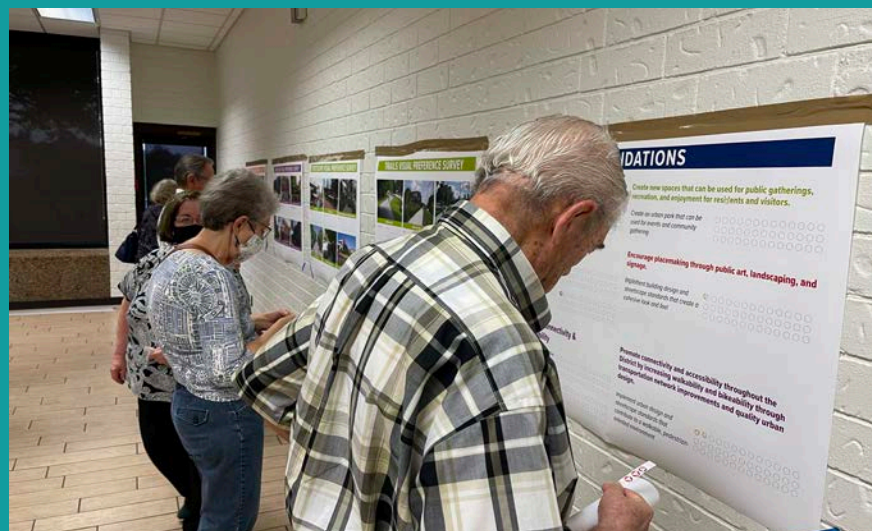


# Open House

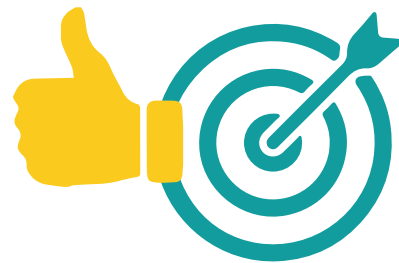
## Ridgecrest Neighborhood Public Open House

The Ridgecrest Neighborhood Public Open House took place on Monday, October 11, 2021. The design team introduced the project team, presented an overview of the planning process with anticipated final deliverables, an analysis of the project areas existing conditions, and then asked meeting attendees to participate in an in-person visual preference survey. The Visual Preference Survey was completed using large posters displays and sticky dots for voting by preference. A general comment board was also made available for attendees to place sticky notes with feedback on. The survey boards covered the following topics for voting feedback:

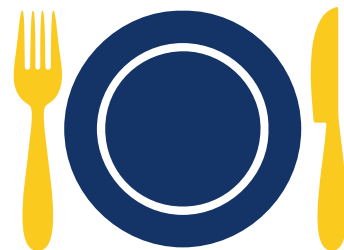
- Five potential goals and guiding recommendations for the revitalization plan.
- Trails
- Streetscapes
- Mixed-Use Development (density, height, and architectural style)
- Residential Development (density, height, and architectural style)
- Greenspace
- Wayfinding/Signage
- Placemaking



## Combined Survey Results



High support for outlines project goals and recommendations



High support for outdoor dining

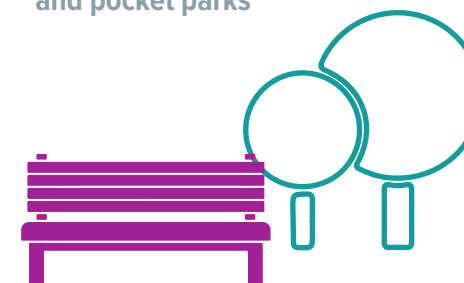


High support for townhomes - little support for apartments and duplexes

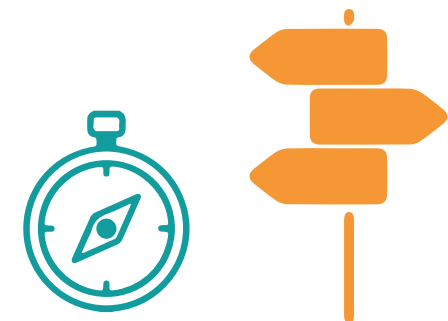
High support for more trails - multi-use trails with buffered sidewalks



High support for more open lawn space, outdoor seating, and pocket parks



High support for directional signage and sculptural art



High support for 3-story buildings - no preference between architectural style



Little support for on-street parking fronting commercial buildings and residences

# Visual Preference Survey Most Liked Images





# 03 **The Future**

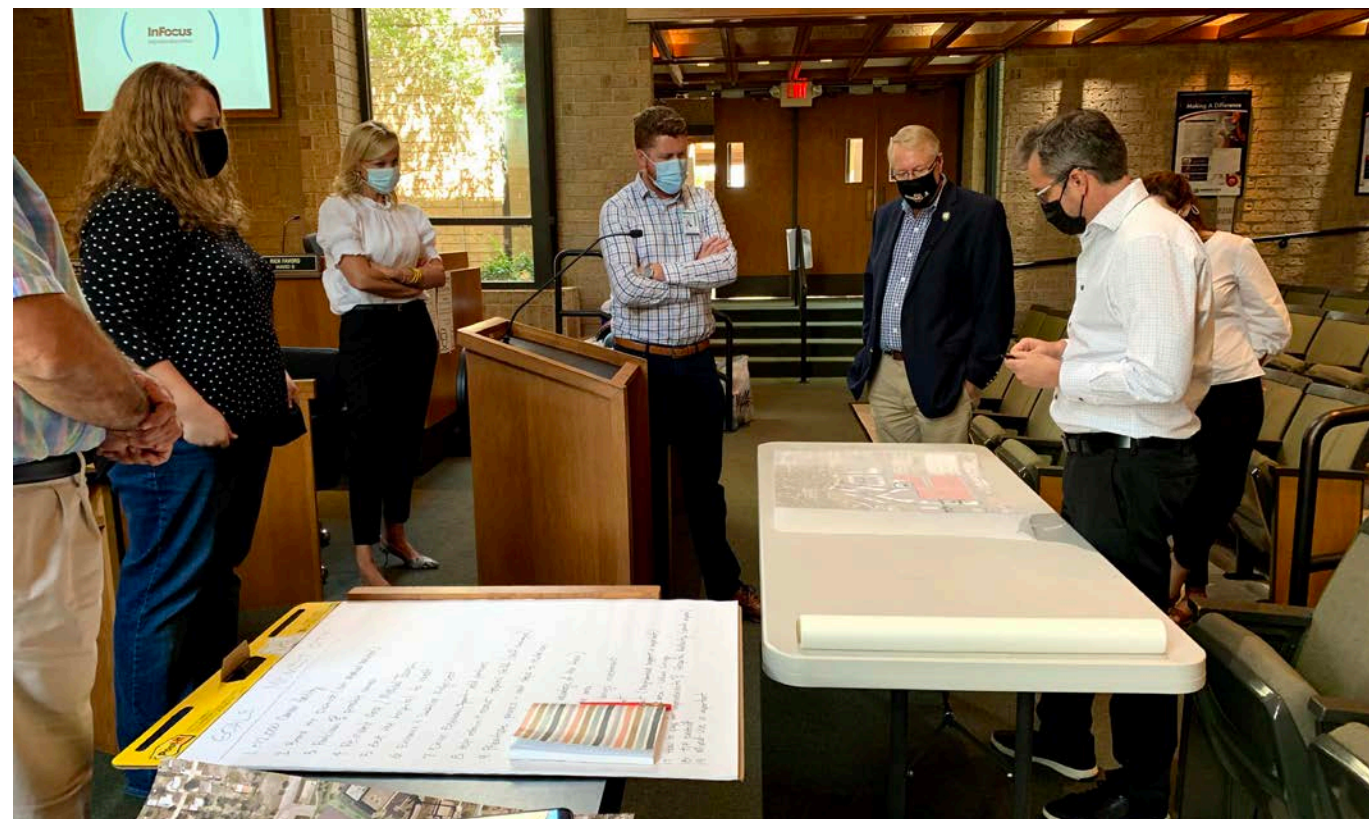
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District Vision .....	38-39
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# The District Vision

## *Vision & Goals*

The project vision and goals were developed by the Project Steering Committee and voted on by residents at the Ridgcrest Neighborhood Public Open House. The project vision and goals are intended to guide the physical look and feel of the District. The concept plan shows how the City can create a variety of mixed-use development types, improve pedestrian and bicycle connectivity with streetscape enhancements, and develop a new public green space to create a destination for residents and visitors. The District Design Code that accompanies the master plan ensures that the master plan vision is implemented through zoning regulations. The Landscape Pattern Standards focus on how the vision is implemented through the use of high quality, attractive building and landscape materials. The District goals address economic investment, housing choice, public spaces, placemaking, connectivity, and accessibility.



*The District will be a walkable, mixed-use destination that attracts new businesses to the area and provides public amenities that contribute to a live, work, and play atmosphere for residents and workers.*



### Promote connectivity and accessibility throughout the District by increasing walkability and bikeability through transportation network improvements and quality urban design.

- Encourage the creation of innovative street networks that accommodate pedestrians, cyclists, and vehicles.
- Create a network of multi-use trails that connect to destinations.
- Implement Urban Design streetscape standards that contribute to a walkable, pedestrian oriented environment.



### Attract new business and industries to the District that fulfill the needs and wants of residents and workers and contributes to a 24/7 atmosphere.

- Identify long-term investment & development partners.
- Partner with SSM Health to leverage public/private investment dollars in the district.
- Explore new tax and/or administrative incentives that would attract prospective business owners and commercial developers to the District.
- Modify the District zoning to allow for the mixing of land uses.



### Create new spaces that can be used for public gatherings, recreation, and enjoyment for residents and visitors.

- Create spaces suitable for people of all ages, including children and the elderly.
- Create an urban park that can be used for events and community gathering.



### Encourage the development of new housing that addresses a wide range of needs and lifestyles.

- Implement strategies that promote a wider variety of housing options in the district.
- Modify the District zoning to allow for a variety of housing types that support a live, work, and play atmosphere.
- Add housing to the District that enhances and helps stabilize real-estate market of adjacent residential neighborhoods.



### Encourage placemaking through public art, landscaping, and signage.

- Bring energy to the District by programming festivals and community events.
- Implement building design and streetscape standards that create a cohesive look and feel for the District.
- Develop a visual "brand" for the District.



### Connect Health with Design of the Built Environment

- Development to include sidewalks
- Add bicycle paths and multi-use trails
- Establish green spaces for community access
- Promote access to healthy foods
- Develop community health initiatives with private corporation sponsorship.

# Conceptual Master Plan

## Summary

The District's conceptual master plan shows how mixed-use residential, office, and retail redevelopment could look on underutilized parcels, while accommodating parking needs, increasing pedestrian and vehicular connectivity, and creating usable and welcoming greenspaces. The success of the District will depend on the coordination and partnerships between SSM Health, the City of Midwest City, surrounding neighborhood groups, and the commitment to implement the design and vision outlined in this master planning report.

## A Public / Private Partnership

A public-private partnership will be key to implementing the first phases of the master plan. A majority of the project area is owned and control by either SSM Health or the Midwest City Hospital Memorial Authority (MCMHA) therefore, the initial investment in the streetscape redevelopment, central park creation, and the first vertical development project will set the standard for development quality and show future developers the level of investment and commitment to making the District great.

## Placemaking

Placemaking is defined as the deliberate attention to and investment in the human experiential qualities of a place. The "Placemaking Dividend" is the intrinsic value that accrues to a community when districts possess a strong sense of place that in turn results in high levels of repeat visits, increasing rents, retail sales, leasing demand, and capital value. Such dividends occur when individual real estate projects are so well designed and interconnected that they work as one integrated place. Unfortunately, building densely and/or mixing land use such as housing, jobs, and retail do not automatically deliver placemaking or the many benefits of good urbanism. In order to achieve a sense of place, different uses must be integrated into complete neighborhoods that are designed for people and serve their daily needs comfortably and efficiently within close walking distance.

## Urban Design 101

Walkability is an excellent shorthand for good urban design. Put simply, if a space is designed for people - it's welcoming, safe, and comfortable - people will walk. If a place is designed solely for the convenience and placement of

cars, people will drive if they can. The following urban design principles are reflected in the District Master Plan.

### 1. Orient Buildings to Streets and Open Space

All new buildings located along Parklawn Drive and National Avenue are intentionally pulled up to the street edge with their front facades of doors, windows, and attractive materials all facing the public realm.

### 2. Organize Uses to Support Public Activity

The master plan has been designed to place the highest concentration of retail, restaurant, residential, and mixed-use buildings around the Central Green, which will serve as the district's destination for gathering and activities.

### 3. Place Parking Behind or Below Buildings

All new surface parking lots, where possible have been located behind buildings. Existing hospital parking lots and/or new lots located to the side of buildings are required by the District Code to be screened with an attractive landscape design. The one exception is the parking lot surrounding the central park, which does place parking in front of the buildings, but has been designed with a curb-less application and decorative paving material in order to create a plaza like feel that will serve as flexible and programmable space for the park and can be closed to cars to be utilized for festivals and events as needed.

### 4. Address the Human Scale with Building and Landscape Details

Parklawn Drive and National Avenue have been designed and should be rebuilt to become an attractive streetscape that includes pedestrian amenities such as landscaping, street trees, benches, signage, and lighting. These new streetscapes will which make walking throughout the district a pleasurable experience and create a cohesive look and feel for the District.

### 5. Provide Clear and Continuous Pedestrian Access

The new streetscape for Parklawn Drive and National Avenue is designed with a multi-use path that is integrated into the streetscape design and has proposed connections to the hospital loop multi-use trail, trail head connections into the surrounding Ridgcrest Neighborhood and the existing retail development to the east, and a future trail connection east across

Midwest Boulevard to the existing Soldier Creek Trail. In addition, all new development is required to provide sidewalks along streets and in parking lots to ensure pedestrians connectivity both throughout the district as well as to surrounding development such as the existing grocery store and school.

### 6. Build Complete Streets

A complete street should seek to accommodate all levels of mobility in a safe, well connected, and attractive manner. The new streetscape along Parklawn Drive and National Avenue are designed with wide sidewalks for pedestrians, a dedicated multi-purpose trail for faster moving bikers/pedestrian activity and angled-on-street parking for cars that provide convenient parking and serves as a buffer between faster moving traffic and the multi-use trail.

**New Features**

**122,100 SQ FT**  
*Commercial + Office Space*



**Central Park**  
*A new district destination*



**NEW STREETScape**  
*Parklawn Drive*  
*National Avenue*

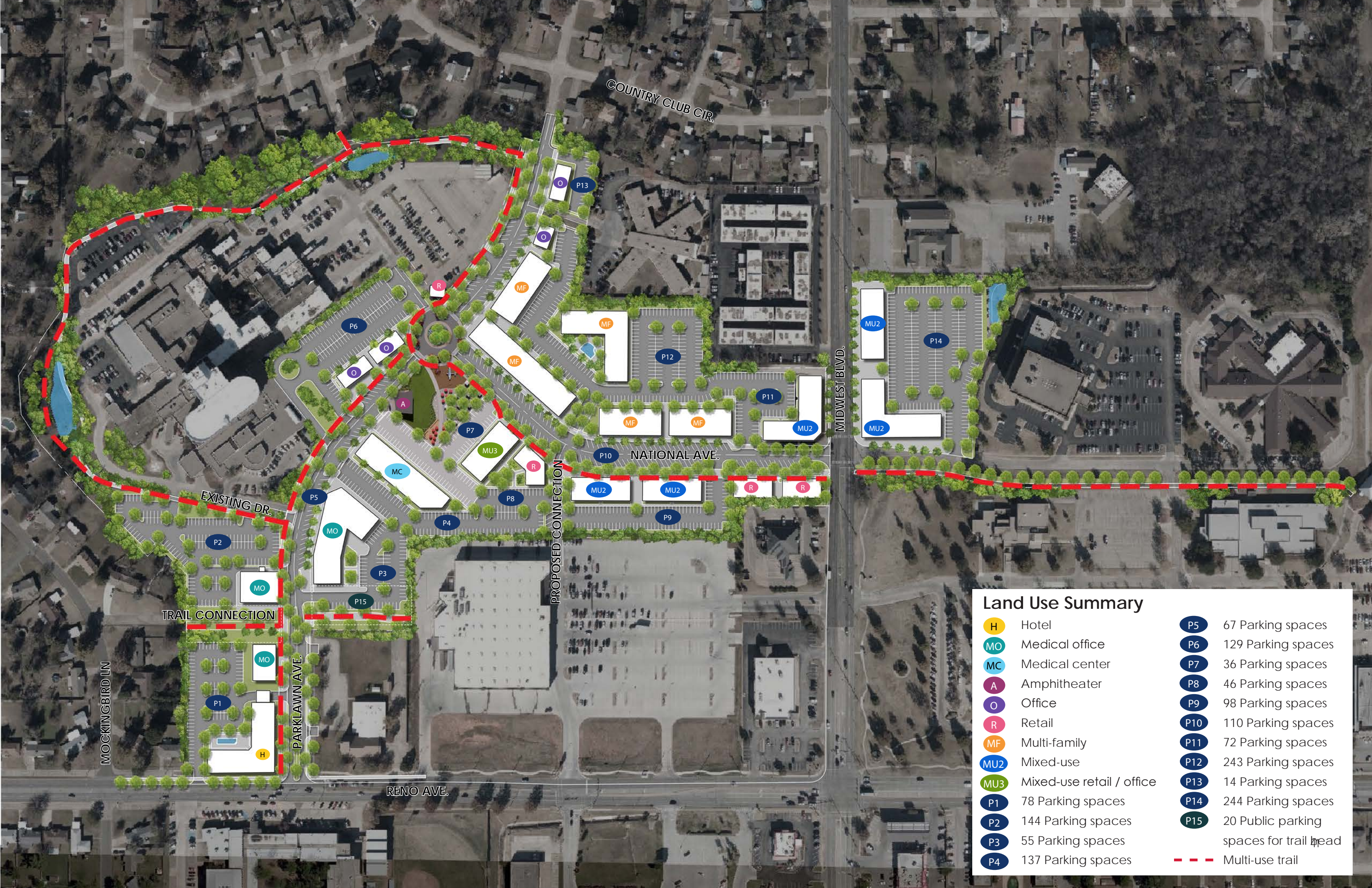


**6,703**  
*linear feet of new multi-use trails*



\*\*NOTE: The concept plans & images on pages 41 to 45 are one idea for the future. They show the potential, but do not guarantee that development will occur, or that the site design will be built exactly as shown.





### Land Use Summary

<b>H</b> Hotel	<b>P5</b> 67 Parking spaces
<b>MO</b> Medical office	<b>P6</b> 129 Parking spaces
<b>MC</b> Medical center	<b>P7</b> 36 Parking spaces
<b>A</b> Amphitheater	<b>P8</b> 46 Parking spaces
<b>O</b> Office	<b>P9</b> 98 Parking spaces
<b>R</b> Retail	<b>P10</b> 110 Parking spaces
<b>MF</b> Multi-family	<b>P11</b> 72 Parking spaces
<b>MU2</b> Mixed-use	<b>P12</b> 243 Parking spaces
<b>MU3</b> Mixed-use retail / office	<b>P13</b> 14 Parking spaces
<b>P1</b> 78 Parking spaces	<b>P14</b> 244 Parking spaces
<b>P2</b> 144 Parking spaces	<b>P15</b> 20 Public parking spaces for trail head
<b>P3</b> 55 Parking spaces	<b>---</b> Multi-use trail
<b>P4</b> 137 Parking spaces	

# The Green

*In order to attract and retain new development, the District will need to create a destination that has a distinct identity and a true sense of place.*

## A Destination for All

The District's visual focal point, The Green, should be developed and programmed as a central community gathering space and district destination. Amenities such as an outdoor pavilion/stage, a multi-purpose lawn, outdoor dining and seating areas, playground/activity area, interactive fountain, flexible space to accommodate festivals, food trucks, and inviting landscaping should be included in the design. All these amenities and attractions This allows the space to function as a true destination that welcomes and provides something for everyone.

The Green has a pedestrian oriented, curb-less plaza style streetscape/ parking court flanked by two mixed-use buildings that front the green and create an urban edge. This configuration of parking allows the outer edge of the park to serve as flexible plaza like space that can be closed and utilized for festival and community event programming. The mixed use buildings along the edge of the parking court contain a high concentration of active and community serving land uses such as restaurants, retail, and office that will directly benefit from the parks close proximity for lunch hour use and it's concentrated pedestrian foot traffic and activity. Buildings surrounding the park are encouraged to incorporate roof top patios that provide excellent views of the park, views of th larger district, and can serve as additional gathering and viewing space during park events.





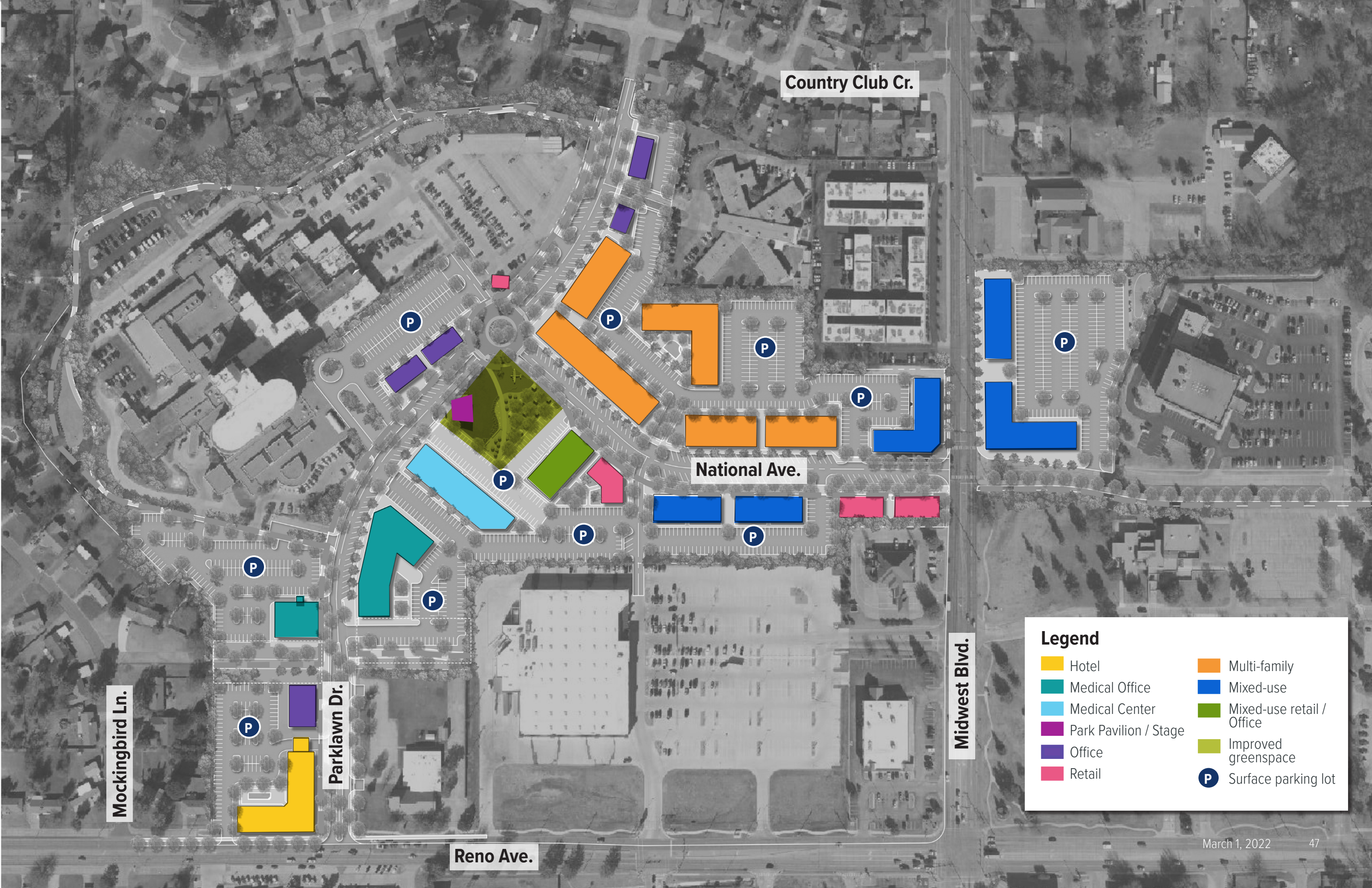




# District Land Use Summary

## PROPOSED LAND USE SUMMARY

RESIDENTIAL		
TYPE	# UNITS	DESCRIPTION
<b>Multi-Family Units; Private Initiative</b> <ul style="list-style-type: none"> <li>Multi-family buildings*</li> </ul>	185	Urban garden style apartments with bottom units having individual entrance that faces the street. Possible corner retail/coffee space in first phase development.
<ul style="list-style-type: none"> <li>Part of mixed-use buildings</li> </ul>	63	
TOTAL RESIDENTIAL	<b>248</b>	
COMMERCIAL: RETAIL & OFFICE		
TYPE	# SF	DESCRIPTION
Retail (both stand-alone buildings and part of mixed-use buildings)	~ 104,700	New stand alone buildings, part of mixed-use buildings
Office	~ 30,600	
TOTAL COMMERCIAL / OFFICE	<b>~ 135,300</b>	
HOTEL		
80-100 rooms (after 2026)	~ 80-100 rooms	New construction at the intersection of Parklawn Drive & Reno Avenue
MEDICAL		
TYPE	# SF	DESCRIPTION
New medical center	~ 48,000	
Office (both stand-alone buildings and part of mixed-use buildings)	~ 67,800	
TOTAL MEDICAL	<b>~ 115,800</b>	



Country Club Cr.

National Ave.












Reno Ave.

Mockingbird Ln.

Parklawn Dr.

Midwest Blvd.

**Legend**

 Hotel	 Multi-family
 Medical Office	 Mixed-use
 Medical Center	 Mixed-use retail / Office
 Office	 Improved greenspace
 Retail	 Surface parking lot
 Park Pavilion / Stage	





# 04 Streetscape & Trail Standards

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Increased Connectivity .....	50-51
Parklawn Drive .....	52-53
National Avenue .....	54-55
The Green's Parking Court .....	56-57
Multi-Use Loop Trail .....	58-59

# Increased Connectivity

## Economic Mobility

Providing physical access to daily needs shopping, jobs, parks, and other housing options allows for more access to opportunity. When physically cut-off from these needs, people must travel farther, or drive to jobs farther from their homes because they are inaccessible by transit, walking, or biking. Many businesses seek walkable communities for their locations, and making it easier to access to these potential employers could provide the opportunity for greater economic growth for the District.

## Public Safety

Response times for police and fire vehicles are increased when streets are disconnected or few entrances provide access. This is because traffic congestion can block their entrances or they need to travel longer distances, out of their way, to access the destinations. Multiple access points and parallel streets increase the number of routes to destinations.

## Walkability

Small blocks with shaded streets, narrow crossings, and interesting places improves the ability to walk and bike for some trips. If people live within close proximity to shops, jobs, and parks, they may be more inclined to walk than drive.

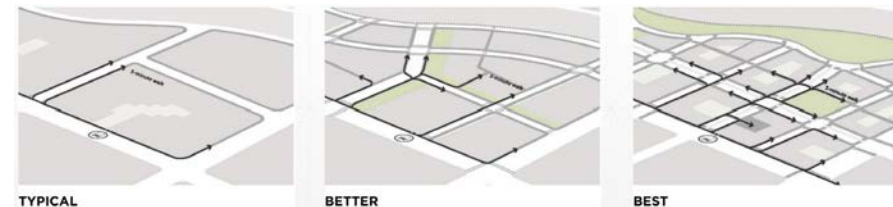
## Traffic Distribution

Traffic is forced onto major, wide corridors when other streets do not connect. Providing multiple options distributes traffic onto multiple routes by allowing drivers to make choices about where they want to drive.

## New Street Connections

### Street Grid

When creating a walkable development, one of the most basic urban design principles to utilize is to create a fine grained pedestrian circulation pattern throughout the area. Typical block sizes should be smaller than the standard suburban style of development with a grid of approximately 300-400 feet square blocks. This distance is comfortable for biking and walking and creates a connected street grid with varied experiences and different uses along them. Streets can be designed differently throughout to meet different design preferences.



Street Connectivity Diagram

Based on this understanding, proposed roadway and block connectivity is shown on the adjacent map. A publicly accessible connection with a trail or roadway that leads into the Winco Foods parking lot on both the north and west side, will ensure the District is connected to vital amenities that will help boost the livability and access for future residents living in the District. The proposed block connections shown in the northeast corner of the project area are shown for planning purposes only. Specific locations for new roadways and connections will need to be determined by the City as redevelopment of the existing Emerald Care Center and Midwest Manor Apartments occur.

### Existing Access

The existing Parklawn Drive and National Avenue thoroughfares were preserved through the district but have been redesigned as attractive streetscapes that accommodate workers, visitors, and new residents who are either walking, biking, or driving to the District. A new, attractive roundabout

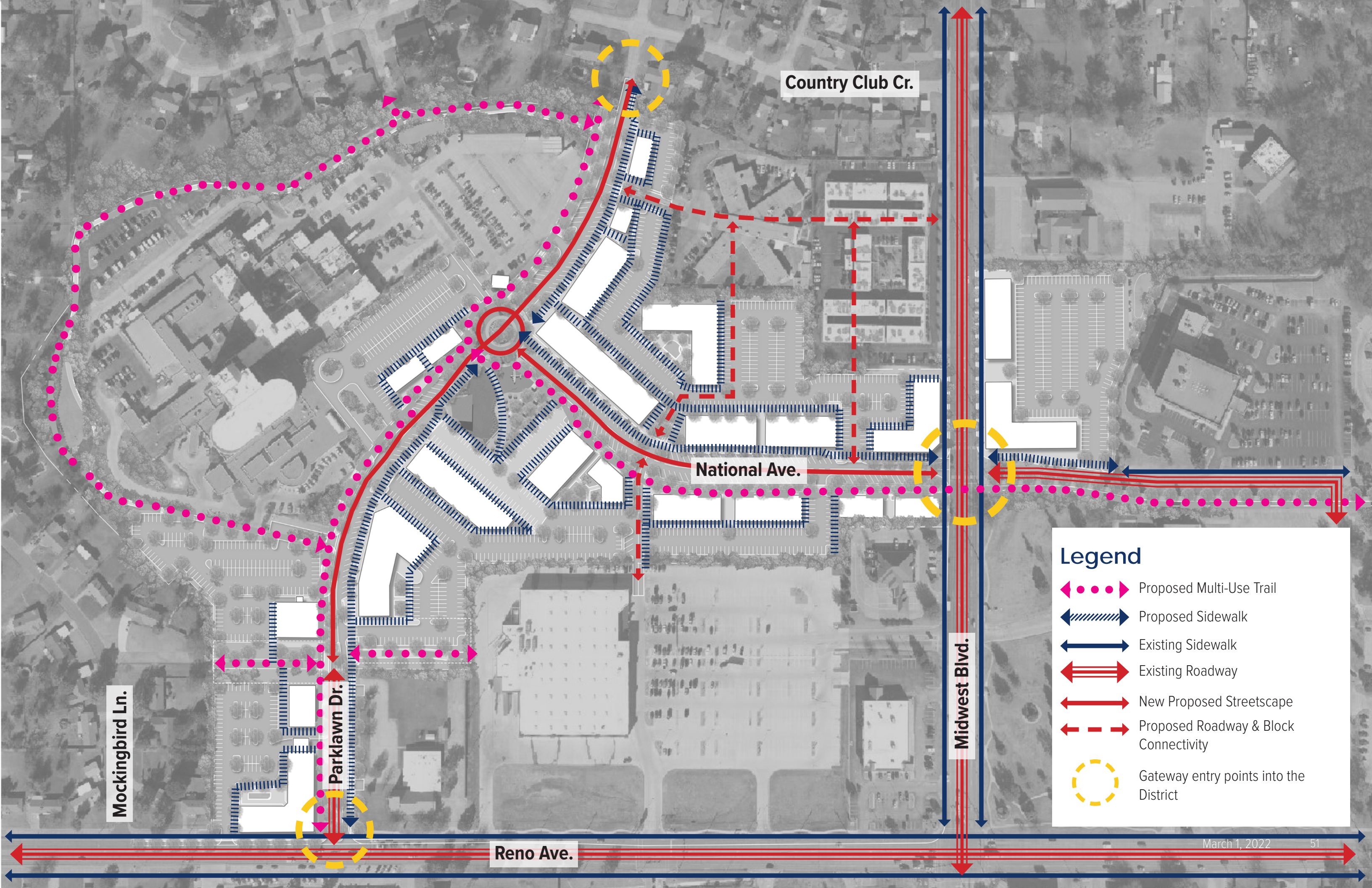
located at the intersection of Parklawn Drive and National Avenue serves as the District's key and distinguishable intersection and is anchored to the south by the new Central Green.

### Neighborhood Connectivity

While the existing hospital campus will remain as a large continuous block, the proposed multi-use trail loop with two connections into the surrounding neighborhood does provide increased pedestrian access in and around the site. The proposed connection located on the north side of the hospital should be designed as a new trail head and provide pedestrian only access. The second proposed connection to the Ridgecrest neighborhood is shown south of the hospital and should utilize a pedestrian trail connection that connects across Parklawn Drive connecting residents from Mockingbird Lane, to the existing retail development east of the project area. Similar to the new streetscape proposed for Parklawn Drive, the new trail located along National Ave. would include a connection across Midwest Blvd. that ultimately provides a continuous connection to the Soldier Creek trail located a mile east of the project site.



Example of dedicated/separated multi-use path integrated into the streetscape that is adjacent to outdoor dining and store fronts.



Country Club Cr.

National Ave.

Mockingbird Ln.

Parklawn Dr.

Midwest Blvd.

Reno Ave.

**Legend**

- Proposed Multi-Use Trail
- Proposed Sidewalk
- Existing Sidewalk
- Existing Roadway
- New Proposed Streetscape
- Proposed Roadway & Block Connectivity
- Gateway entry points into the District

# Parklawn Drive

## *Streetscape Improvements*

Although all new streets should be built with sidewalks, street trees, lighting, and other pedestrian amenities, the priority corridors are Parklawn Drive and National Avenue. These are the two major thoroughfares that run through the District and are critical for creating a walkable district with a distinct sense of place.

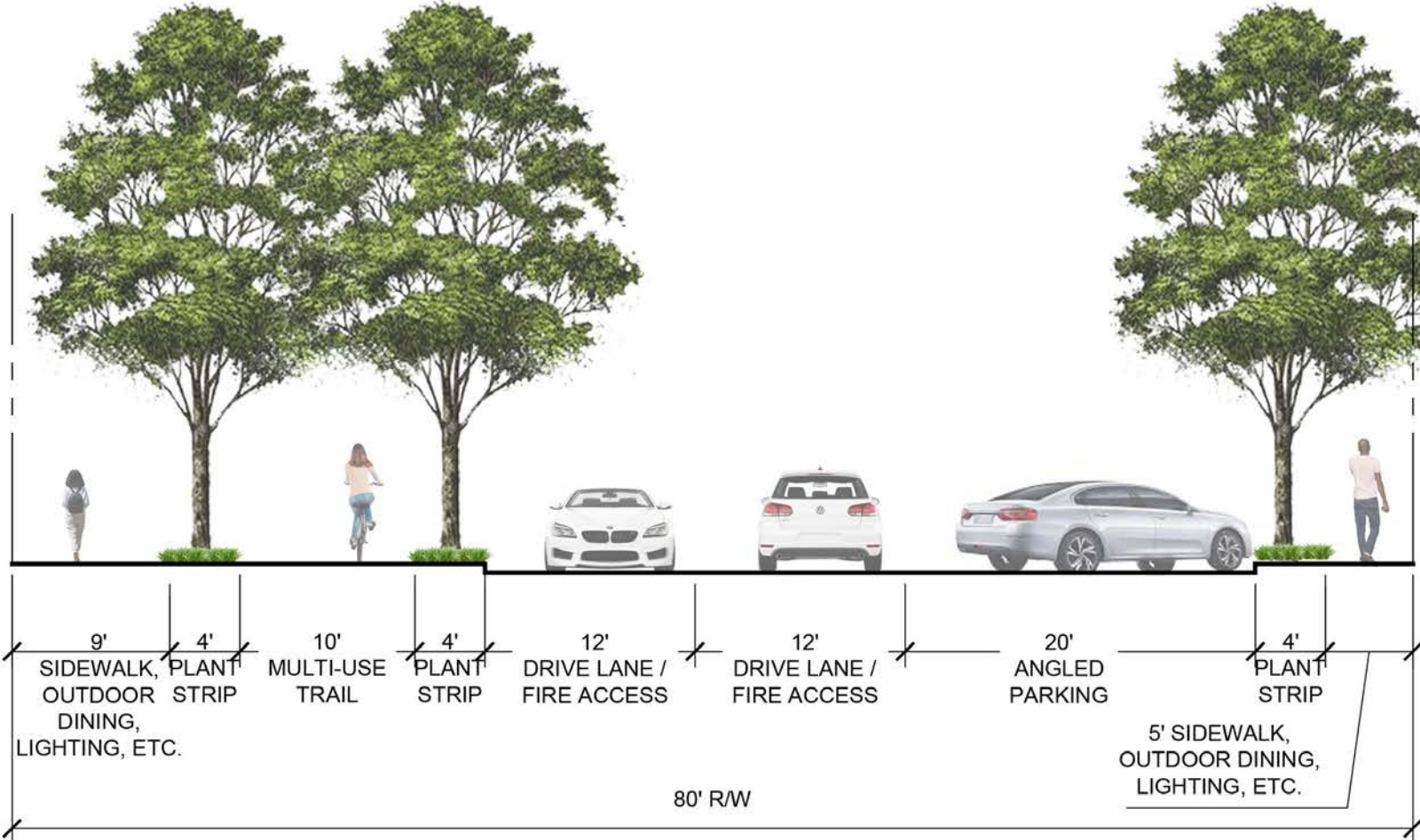
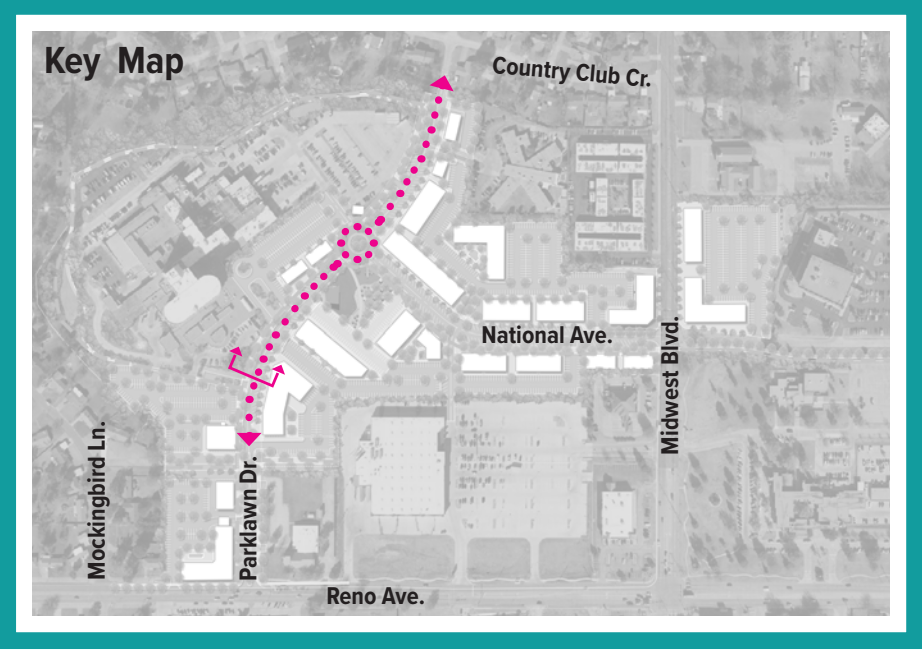
### **The Design**

Parklawn Drive has been redesigned as a multi-modal, pedestrian friendly streetscape. The existing entry intersection at Reno Avenue should be designed as a gateway into the District with updated signage and new landscaping incorporated into the existing center island and new sidewalks located on both sides of the street. At about where the existing church property ends, the roadway should neck down, reduce the number of drive lanes, remove the center island and blend with the newly designed streetscape. The new streetscape provides for wide sidewalks and space for seating, lighting, and outdoor dining are located adjacent new building fronts. A dedicated/separated multi-use path is incorporated into the streetscape for the use of bikes, scooters, and faster moving pedestrian activity such as runners, skateboarders, roller bladders, etc. Portions of the streetscape provide angled-on street parking that serves as convenient parking for future mixed-use development as well as a buffer between faster moving vehicular traffic and the multi-use path and sidewalk.



# Parklawn Drive Streetscape Section

WIDTH	
Right-of-Way Width	Min. 80 feet
STREETSCAPE	
Sidewalk	Min. 9 feet
Multi-Use Trail	Min. 10 feet
Planting Zone	Min. 4 feet
Gutter	18 inches
Tree Spacing (max.)	35 feet
TRAVELWAY	
Travel Lane	Max. 12 feet
On-Street Parking	
45 Degree, angled	Min. 20 feet



# National Avenue

## *Streetscape Improvements*

Although all new streets should be built with sidewalks, street trees, lighting, and other pedestrian amenities, the priority corridors are Parklawn Drive and National Avenue. These are the two major thoroughfares that run through the District and are critical for creating a walkable district with a distinct sense of place.

### **The Design**

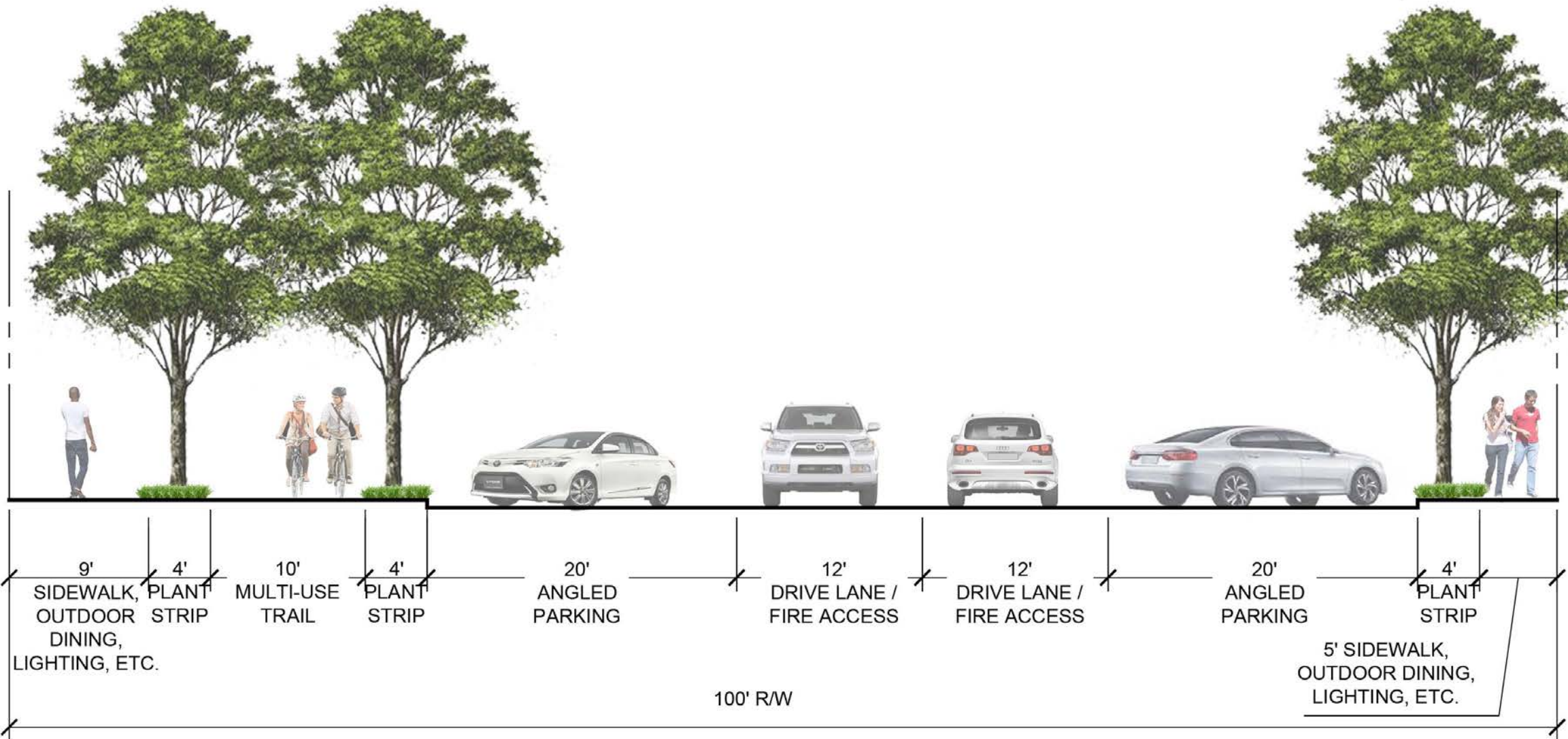
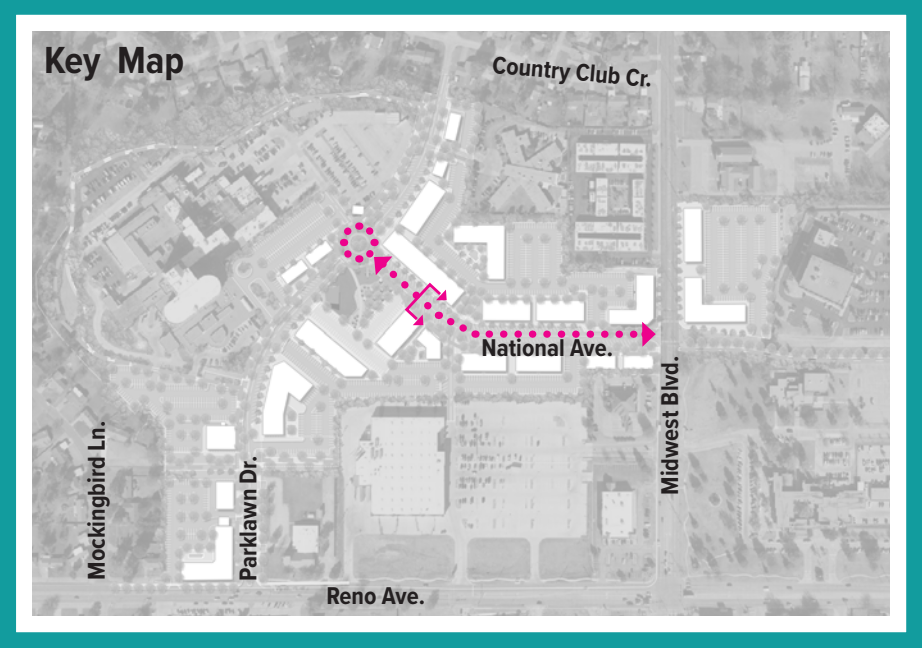
National Avenue has been redesigned as a multi-modal, pedestrian friendly streetscape. The existing entry intersection at Midwest Boulevard should be designed as a gateway into the District with updated signage and new landscaping incorporated at the corners of the existing sidewalks. The new streetscape provides for wide sidewalks and space for seating, lighting, and outdoor dining are located adjacent new building fronts. A dedicated/separated multi-use path is incorporated into the streetscape for the use of bikes, scooters, and faster moving pedestrian activity such as runners, skateboarders, roller bladders, etc. The entire National Avenue Corridor is designed with angled-on street parking on both sides of the street that serves as convenient parking for future mixed-use development, guest parking for multi-family residential, and also serves as a buffer between faster moving vehicular traffic and the multi-use path and sidewalk.

At the intersection of National Avenue and Parklawn Drive, a new roundabout serves as the Districts major intersection. The roundabout has been designed with an attractive island used for planting and space for a focal point such as a simple water feature or piece of local artwork. The roundabout will help to move traffic more efficiently, and will make crossing the street safer for pedestrians and bicyclist.



# National Avenue Streetscape Section

WIDTH	
Right-of-Way Width	Min. 100 feet
STREETSCAPE	
Sidewalk	Min. 9 feet Trail Side / 5 feet opposite side
Multi-Use Trail	Min. 10 feet
Planting Zone	Min. 4 feet
Gutter	18 inches
Tree Spacing (max.)	35 feet
TRAVELWAY	
Travel Lane	Max. 12 feet
On-Street Parking	
45 Degree, angled	Min. 20 feet



# The Green's Parking Court

## *Build in Flexibility*

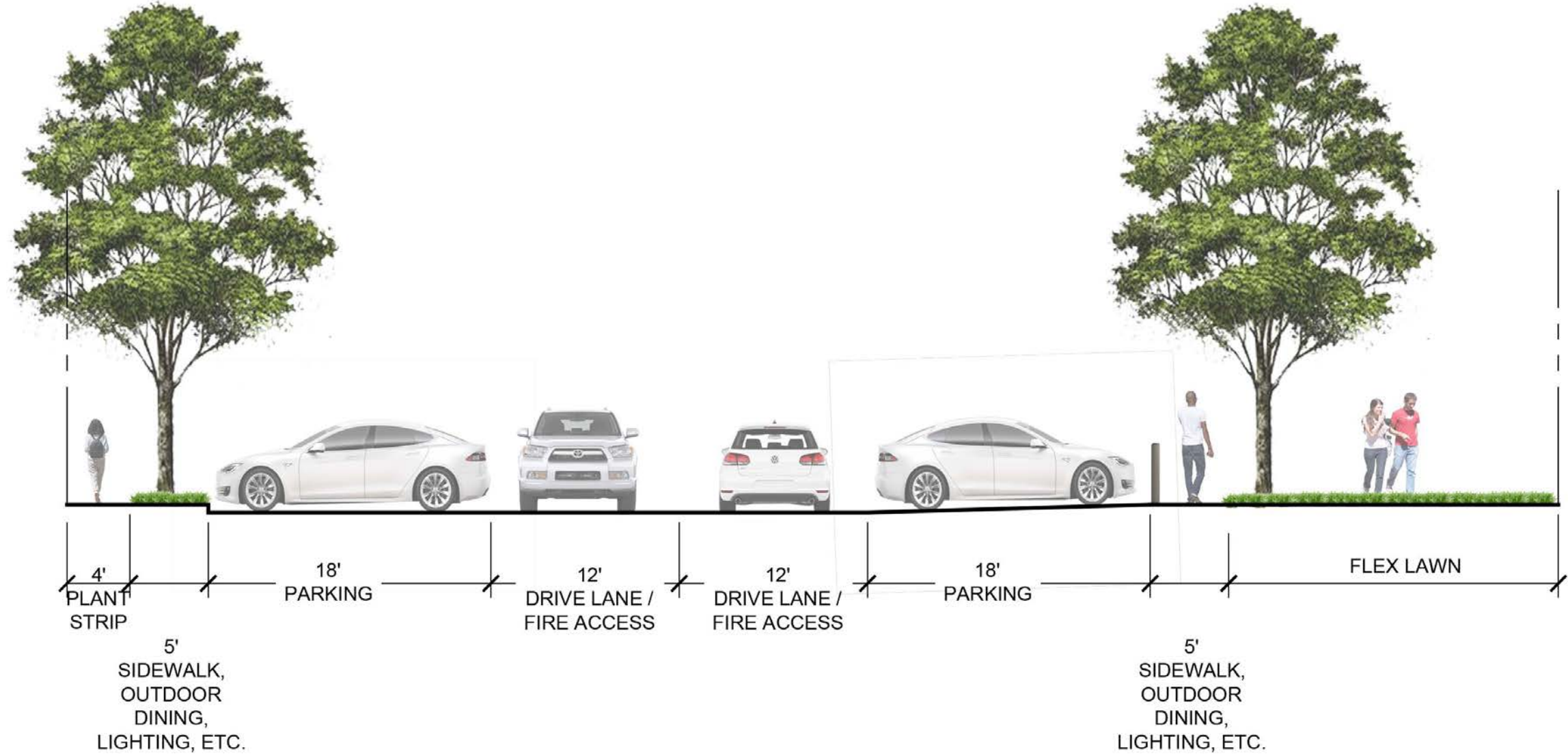
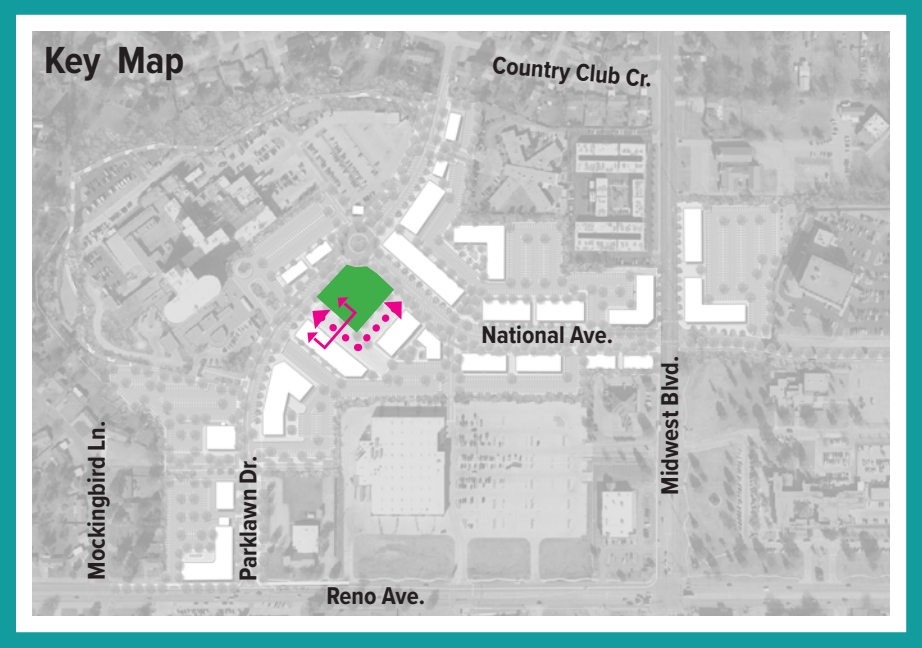
The District's focal point and destination, The Green, is planned to be ringed by a plaza style parking court where the use of special paving and a curb-less application on the park side allows for the parking court to serve as flexible plaza like space that can be closed and utilized for festival and community event programming. It is critical that the design of the parking court feel like an extension of the park and not like a standard parking lot. Creative applications such as lighted bollards, large planters, or other decorative streetscape elements should make a seamless edge between the parking spaces and the outer edge of the park.





# Central Park Parking Court Section

WIDTH	
Right-of-Way Width	NA
STREETScape	
Sidewalk	Min. 5 feet
Planting Zone	Min. 4 feet
Tree Planting	Per District Design Code
TRAVELWAY	
Travel Lane	Max. 12 feet
Parking	
90 degree head in - Park Side	Min. 18 feet, curb-less application
90 degree head in - Mixed-Use Development Side	Min. 18 feet, standard curb application
Parking Material Required	Colored or decorative paving that is designed to look more like a plaza & can serve as flexible space for park events.



# Multi-Use Loop Trail

## *Improvements*

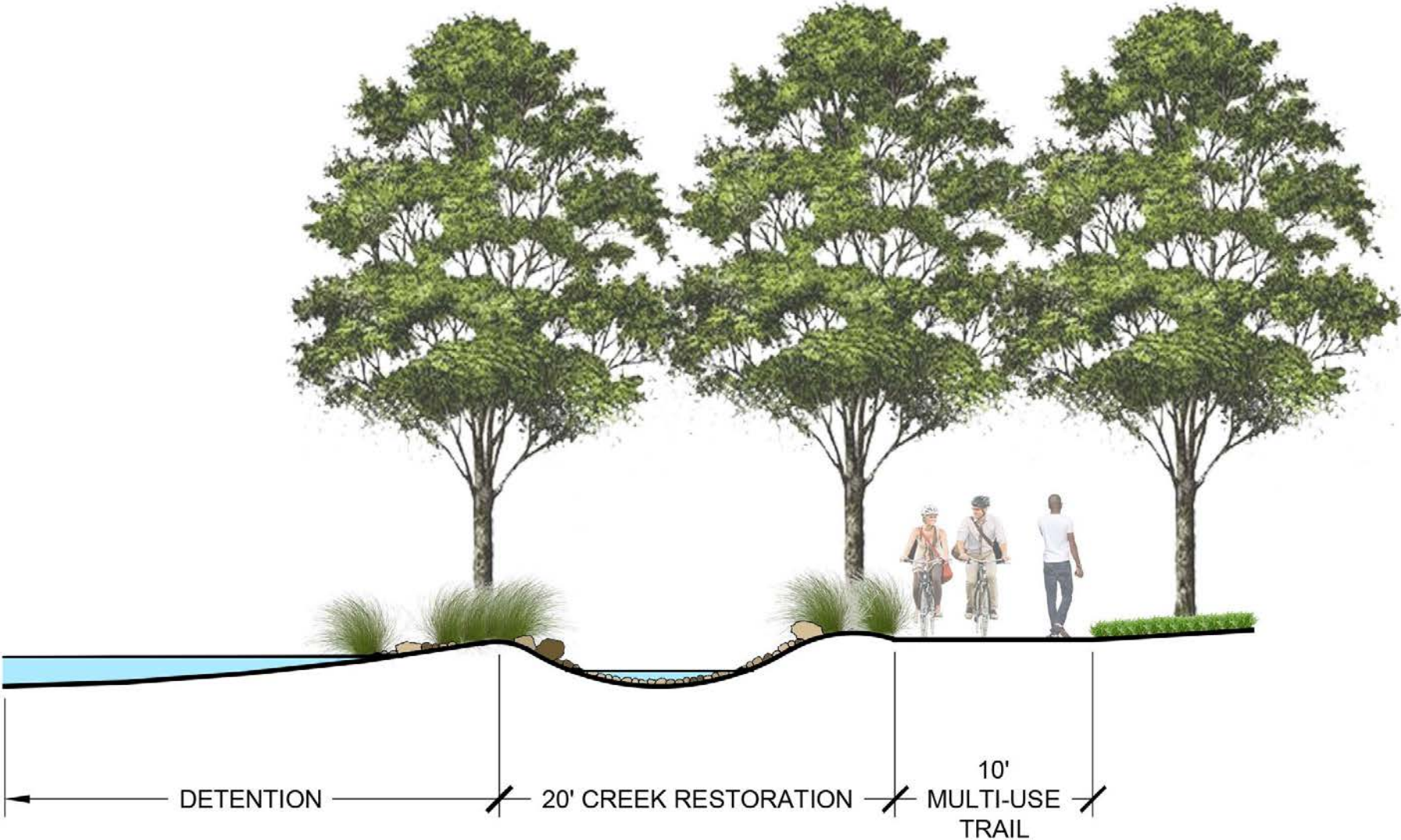
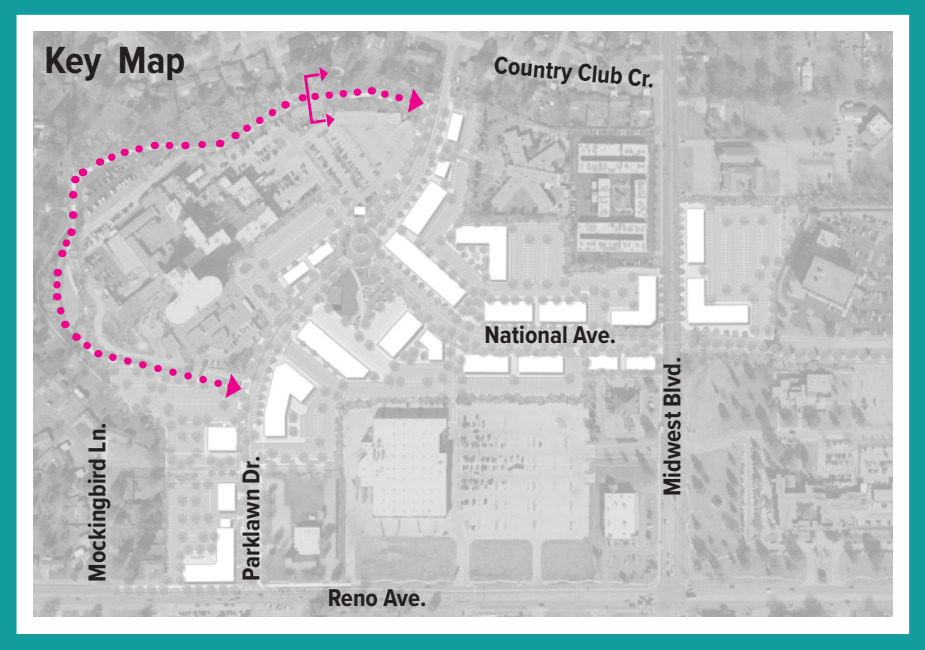
The backside/western edge of the SSM Health hospital campus has a lot of potential for placemaking and adding to the overall walkability, liveability, and health of the District. A multi-use trail that loops around the hospital and connects to the Ridgecrest neighborhood and the multi-use trail on Parklawn Avenue would provide an excellent amenity for workers and future residents in the area. The trail should be a minimum of 10 feet wide paved path to accommodate users of all types and mobility. Lighting, landscaping, and enhancement of the drainage channel are all improvements that add to the appeal of the campus, will encourage physical activity, and will contribute to an overall healthier community.



*Top Image: Precedent Image for hospital loop trail & landscape Design*

# Multi-Use Loop Trail Section

WIDTH	
Right-of-Way Width	NA
Multi-Use Trail	
Multi-Use Trail Path	Min. 10 feet
Creek Restoration	
Creek Restoration Area	Min.20 feet / subject to further study





# 05 **Implementation**

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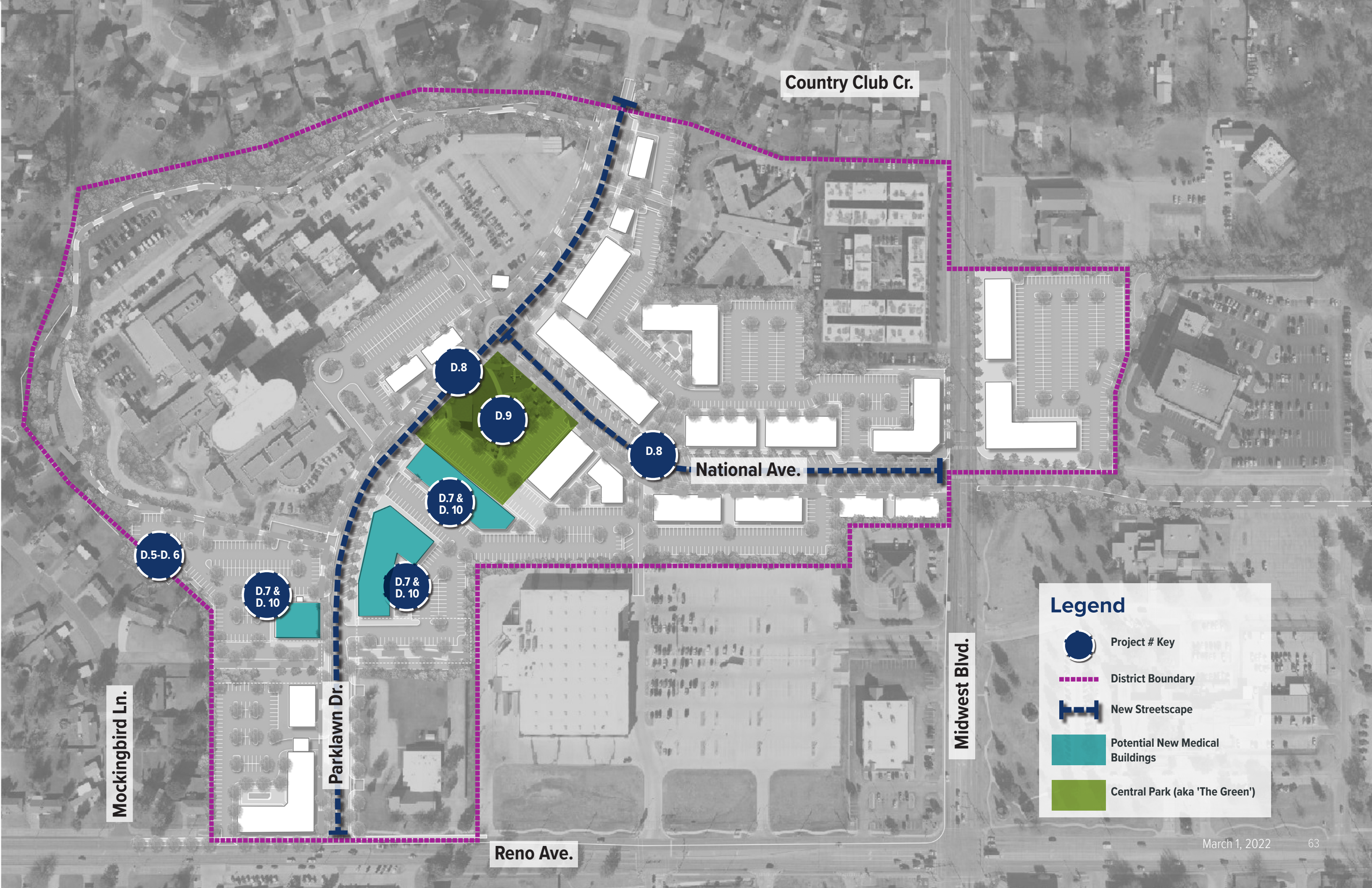
The District Action Plan .....62-65

# The District Action Plan

## Implementation Strategy

Immediate, short- and long-term projects are recommended in the table below. The immediate projects should be implemented within the next two years in order to establish the District's branding, identity, and finalize designs for the streetscape, central park, and any anticipated hospital development expansion. The short-term projects within the next two to five years largely include construction within the public realm that will create a destination, instill a sense of place, and set a precedent to attract future development. The long-term projects cover the five plus year timeframe and are largely a continuation of the immediate and short-term efforts. Long-term projects will be dependent on additional funding streams and coordination with private developers where appropriate. The project charts and corresponding maps list all the recommended projects, timeline for completion, general cost estimates, and where appropriate the responsible party.

<i>The District Redevelopment Projects &amp; Initiatives</i>					
#	Project	Timeline	Estimated Cost or Funding Source	Responsible Parties	Notes
D.1	Formally adopt the master plan & district design code regulations	Immediate (0-2 years)	Staff Time	City	
D.2	Update the City's Comprehensive Plan & Trail's Master Plan to reflect recommendations made in the District Master Plan Report	Immediate (0-2 years)	Staff Time	City	As funding becomes available, it is recommended that the City engage a consultant to undergo a full update or creation of a new Comprehensive Plan.
D.3	Assemble all remaining properties in the Master Plan Project Area	Immediate (0-2 years)	Varies	City	
D.4	Branding and marketing for the District	Immediate (0-2 years)	\$50,000 - \$75,000	City; Branding Consultant	This will set the stage for incorporating the District's branding into projects D.7 & D.8
D.5	ALTA survey for the District	Immediate (0-2 years)	\$70,000 - \$80,000	City; Engineering Consultant	Survey for the park and roadway corridors will be the first step in developing final designs and construction drawings.
D.6	Comprehensive drainage and utility analysis for the District	Immediate (0-2 years)	\$90,000 - \$110,000	City; Engineering Consultant	This will help determine future infrastructure and future detention capacity needs.
D.7	Design the new medical center and/or medical office building(s) and parking lot(s)	Immediate (0-2 years)	Varies	Hospital; Design Consultant	Design consultant to work closely with the City to ensure compliance with the District Design Code standards and regulations.
D.8	Streetscape design for Parklawn Drive, National Avenue, and the roundabout	Immediate (0-2 years)	\$400,000 - \$600,000	City; Design Consultant	Design consultant to work closely with the City to ensure compliance with the District Design Code standards and regulations.
D.9	Central park design including the shared parking court	Immediate (0-2 years)	\$400,000 - \$600,000	City; Design Consultant	Design consultant to work closely with the City to ensure compliance with the District Design Code standards and regulations.



Country Club Cr.

National Ave.






Reno Ave.

Mockingbird Ln.

Parklawn Dr.

Midwest Blvd.

**Legend**

-  Project # Key
-  District Boundary
-  New Streetscape
-  Potential New Medical Buildings
-  Central Park (aka 'The Green')

## *The District Redevelopment Projects & Initiatives*

#	Project	Timeline	Estimated Cost or Funding Source	Responsible Parties	Notes
<b>D.10</b>	Construct the new medical center and/or medical office building(s) and parking lot(s)	Short Term (2-5 years)	Varies	Hospital; Design Consultant	
<b>D.11</b>	Construct the Streetscape for Parklawn Drive and National Avenue, and the round-about	Short Term (2-5 years)	\$4 million - \$4.5 million	City; Design Consultant	Design consultant to work closely with the City and SSM Health on coordination of construction phasing.
<b>D.12</b>	Construct the central park including the shared parking court	Short Term (2-5 years)	\$4 million - \$6 million	City; Design Consultant	Design consultant to work closely with the City and SSM Health on coordination of construction phasing.
<b>D.13</b>	Design and construct the landscape and multi-use trail loop around the existing hospital campus, including drainage improvements	Short-term (2-5 years)	\$2 million - \$3 million	City; Design Consultant	Note: depending upon the findings of project D.6, this task may need to occur in the immediate (0-2 years) time frame.
<b>D.14</b>	Design and construct the landscape and multi-use trail connection to Soldier Creek	Long-term (5+ years)	To be determined	City	
<b>D.15</b>	Design and construct proposed trail connection between from Mockingbird Lane to retail center located east of the project site.	Long-term (5+ years)	To be determined	City	
<b>D.16</b>	Design and construct proposed connection to the Winco Foods Grocery Store Parking Lot	Long-term (5+ years)	To be determined	City	Note: This project will occur as development happens, therefore the connection may be required earlier than the long-term time frame.





Country Club Cr.

D.13

D.8 & D.11

D.12

D.8 & D.11

National Ave.

D.16

D.14

D.15

Mockingbird Ln.

Parklawn Dr.

Midwest Blvd.

Reno Ave.

**Legend**

- Project # Key
- New Streetscape
- New Multi-Use Trail
- New Connection
- Central Park (aka 'The Green')



# 06 District Design Code

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## 1. Zoning Compliance

### 1A. Title

1. These regulations and standards are part of the Midwest City District Revitalization Master Plan and Design Code, which will be referred to as “the district code” or “these standards”.

### 1B. Findings

In approving this District Code application, the Mayor and City Council find that:

1. This application supports various City of Midwest City policies and plans encouraging planned growth and redevelopment in and around the existing SSM Health Midtown Hospital area in Midwest City; and
2. When a standard contained in this district code varies from a standard contained elsewhere in City Code, the alternate standard in this district code has been found to promote the public health, safety, and general welfare.

## 2. General Provisions

### 2A. Applicability

These standards and this district code apply to all properties in the boundaries identified in the District Revitalization Master Plan Regulating Plan, which is shown on page 69 of this district code book and is herein incorporated by reference.

### 2B. Purpose

1. These District Code regulations were developed for the purpose of promoting the redevelopment of land surrounding the existing SSM

Health Midwest City Midtown Hospital campus, expansion of the hospital facilities, and to encourage and attract new retail, commercial, office, and higher density residential uses.

2. This District Code help to foster predictable results and a high-quality public realm by prescribing the physical form of buildings and other elements and addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

### 2C. Intent

These standards are intended to achieve design excellence in the built environment by:

1. Facilitating residential and mixed-use development that is visually interesting, pedestrian friendly, and of a quality that benefits the district experience and its design character.
2. Providing building and site design standards that address the public aspects of private development and how building form, placement, and uses contribute to the quality of the public realm.
3. Providing parking and access standards that appropriately balance pedestrian and vehicular needs and result in safe pedestrian environments of the highest quality.
4. Promoting innovative landscape and building design that advance the function and beauty of Midwest City.
5. Providing clear regulations and processes that result in

predictable, efficient, and coordinated review and approval.

6. Promoting sustainable building and site design practices.
7. Providing standards for interconnected streets and development patterns that support all modes of travel (walking, bicycling, public transit, driving).

### 2D. Administration

1. All applications for development within the district code boundary shall submit site plans, building elevations, and all other evidence needed to sufficiently demonstrate conformance with this district code.

#### 2. Authority

- a. The administration of the District Code will be overseen by the Midwest City Planning Department. A designated staff member will be known as the District Code Administrator and is responsible for the day-to-day administration of this document and the regulations provided within.

#### 3. Delegation of Authority

- a. The District Code Administrator may designate any staff member to represent them in any function assigned by this District Code. The District Code Administrator remains responsible for any final action.

## 2E. Approval Process

### 1. Applicability

- a. All private construction projects, except for interior construction or exterior replacement work, is subject to review by the District Code Administrator. All buildings, streets, and public spaces by public entities are also subject to review.

### 2. Administrative vs. Council Review

- a. Projects that conform to all standards of this District Code may be approved administratively by the District Code Administrator without review by the City Council. The City Council will review applications that require major modifications.

## 2F. Review Process

- a. Before submitting an application for review, applicants are required to schedule a meeting with the District Code Administrator to discuss the review procedures and applicable standards for approval. This meeting is not intended for approval but to provide the applicant with an overview of the application requirements and to identify issues or opportunities relating to compliance with the requirements of this District Code.

**District Code Regulating Plan**



**Legend**

- Mixed Use
- New Streetscape with Multi-Use Trail Design per Chapter 4, 6 & 7
- New Multi-Use Trail per Chapter 4, 6, & 7
- Shared Parking Court per Chapter 4, 6 & 7
- Proposed Roadway & Block Connectivity

- b. Applications must be submitted to the District Code Administrator in a manner required by the Planning Department.
- c. All applications must be complete for processing before the District Code Administrator is required to review the application. The District Code Administrator will notify the applicant whether the application is complete or whether additional information is required.
- d. An application is sufficient for processing when it contains information necessary to determine whether or not the development as proposed will comply with the District Code standards.
- e. Upon determination of a complete application, the District Code Administrator will distribute the application for review to applicable City departments and external agencies as needed.
- f. The District Code Administrator will determine whether the application conforms to all applicable requirements of the District Code.
- g. Final action on an application will be based solely on compliance with all applicable provisions of this District Code and other applicable technical requirements.
- h. If an application is denied,

the reasons for denial must be stated in writing, specifying the provisions of the District Code that are not in compliance. A revised application may be submitted for further consideration.

## 2G. District Code Modifications

### 1. Purpose

- a. This section establishes the procedure for considering requests for modifications to the District Code standards.
- b. It is the applicant's responsibility to adequately demonstrate reasons for the requested modification and to illustrate how the requested modification is a legitimate site constraint and/or how the modification would equal or exceed the established standards.

### 2. Guiding Principles

Legitimacy for modifications to the District Code shall be weighed against the following guiding principles.

- a. Supports the District Master Plan and policy recommendations contained herein for the District's long-term development vision.
- b. Maintains or creates a safe, walkable, and attractive environment along the street edge.
- c. Maximizes opportunities for redevelopment and investment.

- d. Require excellence in the design of the public realm and of buildings that front public spaces.

### 3. Minor Modifications

During the review process, the District Code Administrator is authorized to approve the following minor code modifications at the request of the applicant.

When the administrative variance is granted, it must be justified by the Revitalization Master Plan and this district code's purpose and intent and by the findings in Section 1: Zoning Requirements.

- a. Increase up to 5 feet of a maximum front yard setback along Parklawn Dr. or National Ave.
- b. Increase of up to 10 feet of the maximum building height.
- c. Increase of up to 10 feet of the maximum building length required.
- d. Decrease of up to 5% of the minimum transparency required along street facing facades.
- e. Increase of up to 5 feet of a maximum allowed blank wall area on street-facing facades.

### 4. Major Modifications/ Variances

- a. Variances to a standard in this district code, other than identified in "3. Minor Modifications" above, shall be processed in accordance with Section 6: Development Review

Bodies of the Midwest City Zoning Code.

- b. Variances requested for approval or denial shall be based on the following considerations:
  - i. The modification will not result in a substantial departure from the basic urban design principles and vision established by the District Master Plan contained herein.
  - ii. The applicant meets the burden of presenting alternative means of compliance that demonstrate how the variance would equal or exceed the existing standards in terms of achieving the guiding principles stated above in Section 2. Guiding Principles.
  - iii. The physical conditions of the property (ie: steep slopes, floodplain, lot shape, utilities, existing trees, or easements, etc.) that make compliance impossible.
  - iv. That this hardship is not created by the applicant.
- c. Variances to citywide standards not identified in "3. Minor Modifications" above shall be processed according to their usual procedures.
- d. Variances granted within

this district code shall only apply to the specific lot seeking such variance, not to the overall district. No variance that applies to all lots in this district code may be granted except as a district code modification to this regulation document.

**2H. Exceptions**

1. All development authorized by these standards must conform to all other requirements of the City of Midwest City Zoning Ordinance, except as specifically stated to the contrary in these standards. When a conflict exists between these standards and the Midwest City Zoning Code, these standards shall prevail.

**2I. Redevelopment Thresholds**

1. The following Redevelopment Thresholds Summary Table shall apply to all properties found within the District Regulating Plan. Symbols used in the table have the following meanings:  
  
M = Mandatory conformance with the indicated part of these standards.  
  
X = No mandatory conformance.

**Redevelopment Thresholds Summary Table**

Part of these standards	30% or more destruction		
	30% or more destruction	Expansion	Site Disturbance
6.2 Building Fenestration	M	X	M
6.3 Pedestrian Access	X	M	M
6.6 Parking & Loading	M	M	M

**2J. Regulating Plan**

The District Code Regulating Plan (the "Regulating Plan") on page 69 of this document shows the location of the following:

1. District code boundaries
2. Streetscapes required by these standards.
3. Shared parking court area
4. The multi-Use trail
5. Proposed roadway & block connectivity

**2K. Text and Graphics**

Illustrations, photos, and graphics are included in these standards and this district code to illustrate the intent and requirements of the text. In the case of a conflict between the text and any illustrations, photos, or graphics otherwise found in these standards or other parts of this district code, the text of these standards governs.

**2L. Reference to Specific Brands**

These standards and this district code include specific products and brands for illustrative purposes only. The use of specific products and brands is not required. Visually similar designs may be used when approved by the District Code Administrator.

**3. Use Standards**

**3A. Permitted Uses**

1. The following table states the permitted principal uses authorized within the district code. Symbols used in the table have the following meanings:  
  
P = Permitted as a principal use and subject to any use standards of this district code  
  
S = Indicates a Special Use Permit is Required  
  
T = Permitted as a Temporary Use
2. When a use is permitted in the following table, the use standards of Section 4: Use Unit Classifications and Regulations of the Midwest City Zoning

3. Code also apply, except when otherwise stated in these standards.
3. The District Code Administrator is authorized to prepare a written interpretation whether a proposed use not specifically listed in this table is so similar in nature to a permitted use that it is also intended to be permitted. Such determination shall be made in conformance with Section 4.1 Purpose of the Midwest City Zoning Code
4. Any use not listed in the table as permitted and not determined by the District Code Administrator to be similar in nature to a listed use, is prohibited.

**Permitted Use Table**

	Land Use	
Residential Use Unit Classification	<b>Use type</b>	
	Single-family detached	
	Two-family attached (duplexes)	
	Townhouse (single-family attached)	P
	Multifamily Residential (including accessory uses) subject to Part 3B	P
	Live-work units subject to Part 3C	P
	Manufactured Home Residential (HUD code)	
	Industrialized Home Residential (Prefabricated or Modular Home)	
	Mobile Home	
	Group Residential	
	Home Occupation	P
	Accessory Dwelling Unit (attached or detached)	P
	Public and Quasi-Public Use Unit Classification	Public Service or Utility: Light
Public Service or Utility: Moderate		P
Public Service or Utility: Heavy		
Sanitary Landfill		
Hazardous Waste Disposal		
Low Impact Institutional: Neighborhood		P
Moderate Impact Institutional		

	Land Use	
	High Impact Institutional	
	Cultural Exhibits	P
	Library Services and Community Centers	P
	Community Recreation: Restricted	P
	Community Recreation: General	P
	Community Recreation: Property Owners' Association	
	Group Care Facility	S
	Community-Based Care Facility	S
	Wind Energy Conversion Systems (WECS)	
Commercial Use Unit Classification	Administrative and Professional Office	P
	Adult Entertainment Enterprise	
	Agricultural Supplies and Services	
	Alcoholic Beverage Retail Sales	P
	Animal Sales and Services: Auctioning	
	Animals: Grooming and Sales	P
	Animal Sales and Services: Horse Stables	
	Animal Sales and Services: Kennels and Veterinary, Restricted	P
	Animal Sales and Services: Kennels and Veterinary, General	
	Automotive Equipment: Light	
	Automotive Equipment: Heavy	
	Automotive and Equipment Sales and Rentals: Heavy	
	Automotive and Equipment: Storage	
	Building Maintenance Services	P
	Business Support Services	P
	Child Care Center and Adult Day Care Center	P
	Communications Services: Limited	
	Communication Services: Towers/Antennas	
	Construction Sales and Services	
	Convenience Sales and Personal Services	P
	Craft brewery	S
	Craft distillery	S
	Craft manufacturing	P
	Drinking Establishments: Sit-Down, Alcoholic Beverages Permitted	S
	Eating Establishments: Drive-In	
	Eating Establishments: Fast Foods	P
	Eating Establishments: Sit-Down, Alcoholic Beverages not Permitted	P
	Eating Establishments: Sit-Down, Alcoholic Beverages Permitted	S
	Food and Beverage Retail Sales	P
	Food Truck Court	
	Funeral and Interment Services: Animals	

	Land Use	
	Funeral and Interment Services: Burial	
	Funeral and Interment Services: Cremating	
	Funeral and Interment Services: Undertaking	
	Gasoline Sales: Restricted	
	Gasoline Sales: General	
	Health Clubs	P
	Laundry Services	P
	Manufactured Housing and Travel Trailers: Sales and Rentals	
	Medical Services: Restricted	P
	Medical Services: General	P
	Mobile food unit	T
	Participant Recreation and Entertainment: Indoor Permitted	S
	Participant Recreation and Entertainment: Indoor, Alcoholic Beverages and Low-Point Beer Permitted	S
	Participant Recreation and Entertainment: Outdoor	
	Personal Services: Restricted	P
	Personal Services: General	P
	Personal Storage	
	Repair Services: Consumer	P
	Research Services	P
Commercial Use Unit Classification	Retail Sales and Services: General	P
	Retail Sales and Services: Outdoor Swap Meets	
	Sign: Non-Accessory	
	Spectator Sports and Entertainment: Restricted	P
	Spectator Sports and Entertainment: General	
	Spectator Sports and Entertainment: High Impact	
	Temporary outdoor sales events	T
	Tourist Accommodations: Campground	
	Tourist Accommodations: Lodging	P
	Off-Street Parking: Accessory Parking	P
	Off-Street Parking: Commercial Parking	P
	Off-Street Parking: Personal Vehicle Storage	
	Parking structures, multi-level, a primary use, (Subject to Section 3D)	P
Industrial Use Unit Classification	Custom Manufacturing	
	Light Industrial: Restricted	
	Light Industrial	
	Moderate Industrial	
	Heavy Industrial	
	Hazardous Industrial	
	Scrap Operations	



	Land Use	
	Wholesaling, Storage and Distribution: Restricted	
	Wholesaling, Storage and Distribution: General	
	Commercial Medical Marijuana Grower	
	Medical Marijuana Processor Grower	
Transportation Use Unit Classification	Transportation Facilities: Passenger	
	Transportation Facilities: Freight, Restricted	
	Transportation Facilities: Freight, General	
	Transportation Facilities: Aircraft	
Agriculture Use Unit Classification	Agricultural Processing: Limited	
	Agricultural Processing: General	
	Animal Raising: Personal	
	Animal Raising: Commercial	
	Animal Waste Processing	
	Community Garden	P
	Horticulture	
	Row and Field Crops	
Extractive Use Unit Classification	Mining and Processing: Minerals and Raw Materials	
	Mining and Processing: Oil and Gas	
Mixed Use Unit Classification	Mixed Use Development	P

**3B. Live-work Unit Standards**

1. Live-work units shall be mixed-use dwellings that are fire separated from adjacent units as attached dwellings, such as

2. townhouses or as part of a larger mixed-use building.
2. The owner-proprietor of the business shall be the occupant of the residential portion of the unit.

3. An occupational tax certificate shall be required for operation of a business. The business shall not be considered a home occupation.
4. The business use or activity shall not employ more than three persons other than the owner-proprietor.
5. All permitted businesses allowed in the district are allowed in the live-work unit.

**3C. Multi-Story Parking Structure Standards**

**1. Standards Abutting Parklawn Ave. or National Ave.**

- a. Above ground multi-level parking structures shall be screened from abutting public streets by "liner buildings" that cover the parking structure's entire width and height, except at services areas or pedestrian and/or vehicular entrances and exits. As used here, "liner buildings" means a building with a minimum depth of 20 feet that contains, but is not limited to, residential, commercial, office, or civic space.
- b. Required "liner buildings" shall conform to one or more of the building types established in Part 4.
- c. Above-ground parking structures, including any

"liner buildings", that have a total frontage of 250 feet or more along a public street shall provide at least one lighted and signed 5-foot-wide pedestrian entrance and walkway passing completely through the parking structure connecting with buildings or other sidewalks leading to adjacent buildings or to the surrounding streets.

**2. General Standards for all Parking Facades**

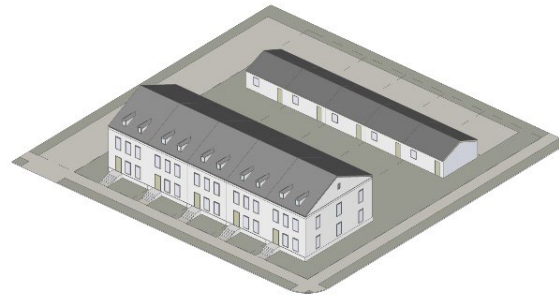
- a. All pedestrian level parking structure facades that face a public space shall be designed to incorporate architectural elements and materials that complement the adjacent building or buildings in the area.
- b. Landscaping (trees, shrubs, and green screens) may be utilized for screening purposes but must screen all pedestrian level parking garage facades immediately upon instillation.
- c. The property owner is responsible for maintaining all required landscaping in good health and condition and the removal of any litter that has accumulated in landscaped areas.

#### 4. Building Types

Building types regulate the design of buildings in this district code. Each building type and standards are described below. All buildings must conform to the applicable standards. A building's type is determined by the District Code Administrator. Building types are for zoning purposes only and not linked to the Building Code. Parking structures are not considered a building type. See Part 3C above for parking structure standards.

##### 4A. Townhouse

A building type that accommodates 3 or more dwelling units where each unit is separated by a common side wall. Units cannot be vertically mixed. Not for non-residential use, except live-work. May be located on individual lots or on a single lot.



Site	
Townhouse units per building:	3 min. / 8 max.
Fenestration (See Section 7)	
Ground floor:	15% min.
Upper story:	15% min. / 35% max.
Blank wall area:	20 ft. max. (per story)
Pedestrian Access (See Section 9)	
Entrance facing street:	1 min. required for each unit along street
Walkway width:	3 ft. min. / 5 ft. max.
Parking Location (See Section 12)	
No off-street parking is allowed between the building and the street.	

##### 4B. Multi-family

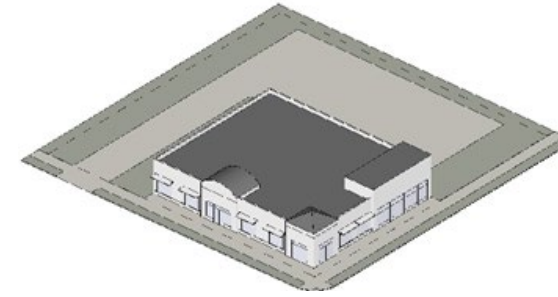
A building type that accommodates 3 or more dwelling units vertically and horizontally integrated, not including the townhouse building type. Not for non-residential use, except live-work.



Site	
Stacked units per building:	3 min.
Building Massing (See Section 6)	
Street-facing façade width:	200 ft. max.
Floor to Ceiling Height	
All stories:	9 ft. min. / 16 ft. max.
Fenestration (See Section 7)	
Ground floor:	20% min.
Upper story:	20% min. / 40% max.
Blank wall area:	20 ft. max. (per story)
Pedestrian Access (See Section 9)	
Entrance facing street:	1 min. required for lobby and 1 min. for each ground floor unit along street
Walkway width:	3 ft. min. / 8 ft. max.
Parking Location (See Section 12)	
No off-street parking is allowed between the building and the street.	

##### 4C. Shopfront

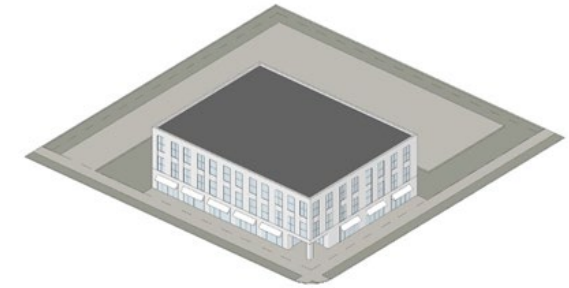
A single-story building type that accommodates retail or other commercial activity. Not for residential uses.



Building Massing (See Section 6)	
Street-facing façade width:	300 ft. max.
Floor to Ceiling Height	
Ground floor:	18 ft. min. / 24 ft. max.
Fenestration (See Section 7)	
Ground floor: Fronting Street	50% min.
Ground floor: Fronting Park	70% min.
Blank wall area:	20 ft. max.
Pedestrian Access (See Section 9)	
Entrance facing street:	1 min. required for businesses along street
Entrance facing park:	1 min. required for businesses fronting park at the intersection of Parklawn Dr. & National Ave.
Walkway width:	6 ft. min.
Parking Location (See Section 12)	
No off-street parking is allowed between the building and the street.	

##### 4D. Mixed-Use Building

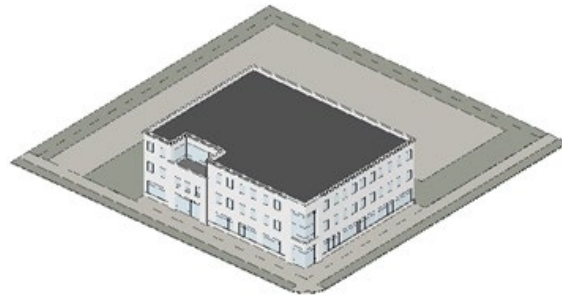
A multi-story building type that accommodates ground floor retail, office, convertible, or commercial uses with upper-story residential or office uses.



Building Massing (See Section 6)	
Street-facing façade width:	300 ft. max.
Floor to Ceiling Height	
Ground floor:	18 ft. min.
Other stories:	9 ft. min.
Fenestration (See Section 7)	
Ground floor:	70% min.
Blank wall area:	20 ft. max.
Upper story:	20% min. / 40% max.
Pedestrian Access (See Section 9)	
Entrance facing street:	Required for businesses along street
Walkway width:	6 ft. min.
Parking Location (See Section 12)	
No off-street parking is allowed between the building and the street.	

#### 4E. General Building

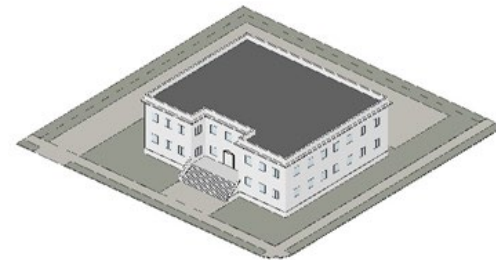
A multi-story building type that typically accommodates non-residential uses, such as hotel, office, or medical uses on all stories.



Building Massing (See Section 6)	
Street-facing façade width:	325 ft. max.
Floor to Ceiling Height	
Ground Floor :	18 ft. min.
Other stories:	9 ft. min.
Fenestration (See Section 7)	
Ground floor::	50% min.
Blank wall area:	20 ft. max.
Upper story	20% min.
Pedestrian Access (See Section 9)	
Entrance facing street:	Required
Walkway width:	6 ft. min.
Parking Location (See Section 12)	
No off-street parking is allowed between the building and the street.	

#### 4F. Civic Building

A building type that typically accommodates civic, institutional, or public uses. Not intended for commercial, retail, office or residential uses.



Fenestration (See Section 7)	
Ground floor:	30% min.
Blank wall area:	50 ft. max.
Upper story:	15% min.
Pedestrian Access (See Section 9)	
Entrance facing street:	Required
Walkway width:	6 ft. min.
Parking Location (See Section 12)	
No off-street parking lot is allowed between the building and the street.	

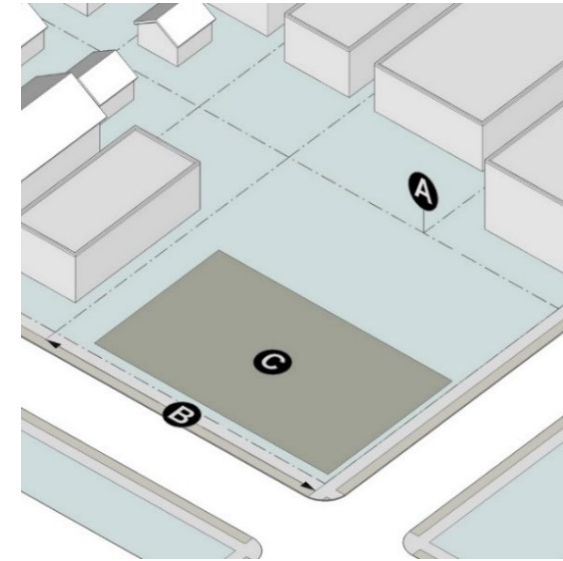
#### 4G. Active Uses

The following applies to all building types:

1. No more than 10% of the total length of any building facade that abuts a street may contain storage or equipment rooms within the first 20 feet of depth along such street.

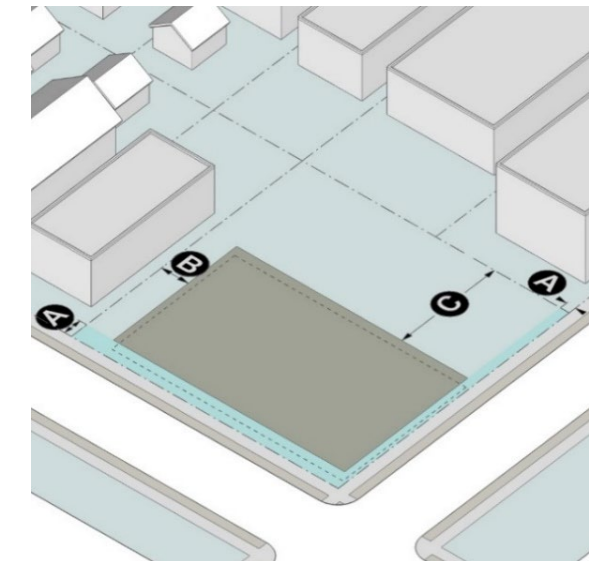
### 5. Dimensional Standards

#### 5A. Site and Lot Standards



Site Standards		
Min. Open Space Requirement (sites less than 1 acre):	10%	of site
Min. Open Space Requirement (sites 1 acre or larger):	20%	of site
Lot Standards		
	Ⓐ Area	Ⓑ Width
All Building Types:	No min.	No min.
Lot Coverage		
Ⓒ All Building Types:	90% max.	
Ⓒ All Townhouses:	95% max.	

#### 5B. Building Placement

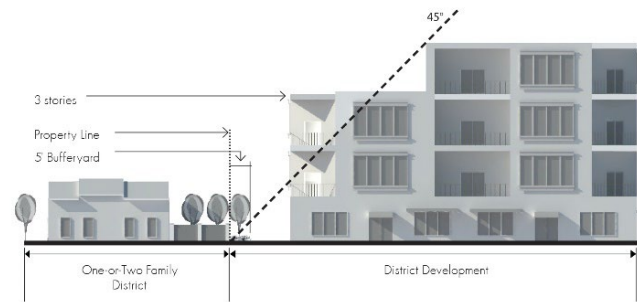


Principal and Accessory Structure Setbacks		
Ⓐ All Front Yards Along Parklawn Dr.	0 ft. min./	10 ft. max.
Ⓐ All Front Yards Along National Ave.	0 ft. min./	10 ft. max.
Ⓐ All Front Yards Along N. Midwest Blvd.	0 ft. min./	20 ft. max.
Ⓑ Side Yard	5 ft. min.	
Ⓑ Mixed Use, Commercial, Office, or Multi-Family Side Yard abutting existing single-family residential:	15 ft. min.	
Ⓒ Rear Yard:	5 ft. min.	
Ⓒ Mixed Use, Commercial, Office, or Multi-Family Rear Yard abutting existing single-family residential:	15 ft. min.	
Note: Greater side setbacks, greater rear setbacks, and greater building separation may be required as established by the applicable Building or Fire Codes.		

**5C. Transitional Height Plane Setback**

This standard is intended to establish an appropriate transition in height between established residential dwellings and new buildings.

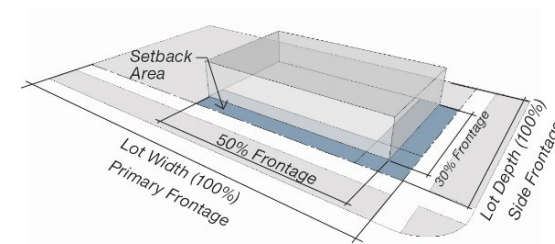
1. A transitional height plane setback is required when District property is abutting an established one-or two-family zoned property.
2. A transitional height plan of 45 degrees shall apply to portions of a building above 3 stories starting from the property line of the one-or-two-family attached district. Any portion of the building above 3 stories shall be set back so that the building does not encroach the transitional height plane.



3. The transitional height plane setback shall not apply to buildings adjacent to one-or-two-family zoned property that serves as public open space, such as parks, streets, and drainage ways.

**5D. Build-to Zone**

The build-to zone is the area on the lot where a certain percentage of the front building facade must be located, measured as a minimum and maximum setback range from the edge of the right-of-way. Build-to zone shall apply only to the ground floor of the building.



**Build-to Percentage**

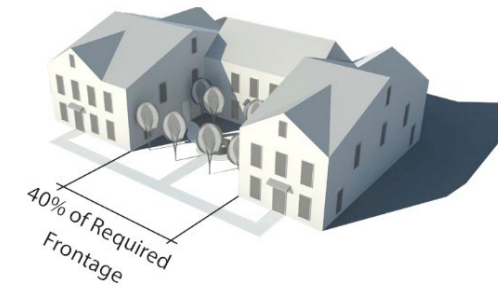
All Primary Frontage Along Park Lawn Dr. & National Ave.	50% min.
*All Side Frontage at the Intersection of Park Lawn Dr. & National Ave.	30% min.

\*Exceptions includes buildings that immediately front the park on the southeast corner of the Park Lawn Dr. & National Ave. intersection.

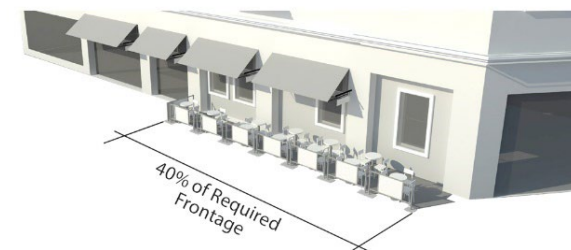
Note: With the exception of parking spaces and outdoor storage, all structures and uses (including outdoor dining) allowed on the lot are allowed in the build-to zone. Vehicle drive-thru lanes or facilities are not permitted within the build-to zone.

**5E. Building Frontage Alternatives**

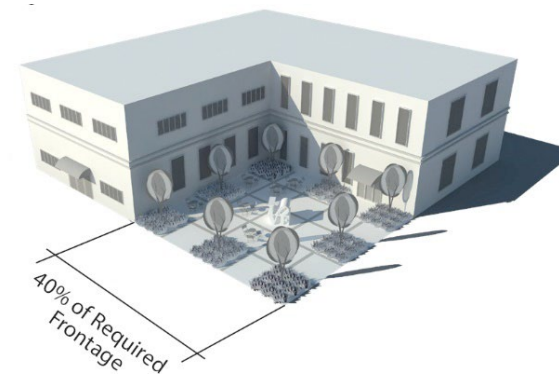
- a. Residential Garden court; 40% of required frontage



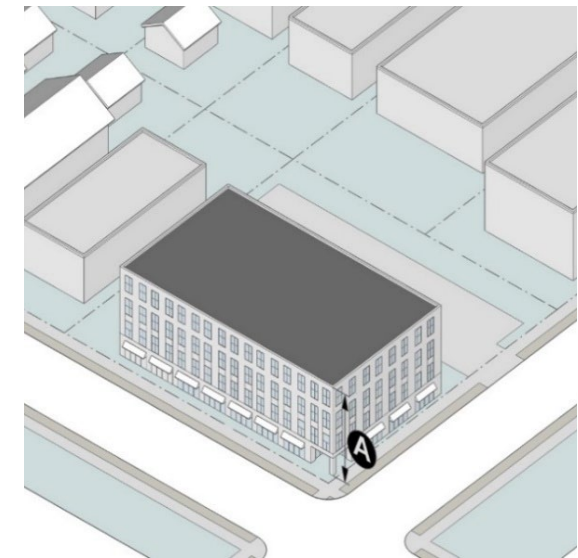
- b. Outdoor Seating: 40% of required frontage



- c. Plaza: 40% of required frontage



**5F. Bulk and Mass**



**Building Height**

Ⓐ Max. Height in Stories (Hotel Use):	5 stories
Max. Height in Stories (all other uses)	3 stories
Ⓐ Max. Height in Feet (Hotel Use):	80 ft.
Max. Height in Feet (all other uses)	50 ft.

The maximum permitted building height is whichever is less.

Note: Building height measurement is defined in the Midwest City Zoning Code.

## 6. Building Massing

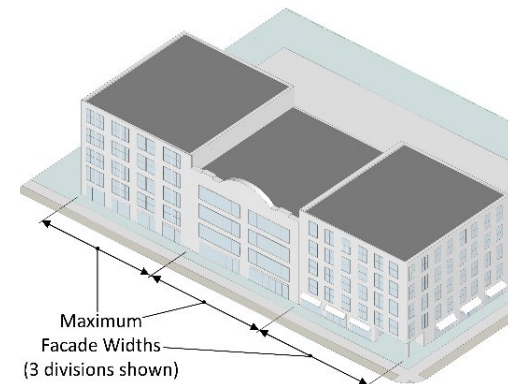
### 6A. General

1. Building massing standards apply to the following building types which include a maximum street-facing façade width:
  - d. Multi-family;
  - e. Shopfront;
  - f. Mixed-use; and
  - g. General

### 6B. Submittal Requirements

1. All building massing standards with calculations verifying that the building elevations meet the requirements shall be submitted with building facade elevation plans and a site plan for review by the District Code Administrator.

### 6C. Standards



1. Street-facing building façades must use one of the following to divide the façade into vertical divisions at increments no greater than the maximum width dimension shown for building type, as measured along the base of the façade:
  - a. A change of façade material and window systems from grade to roof, and change of

building height of at least one story; or

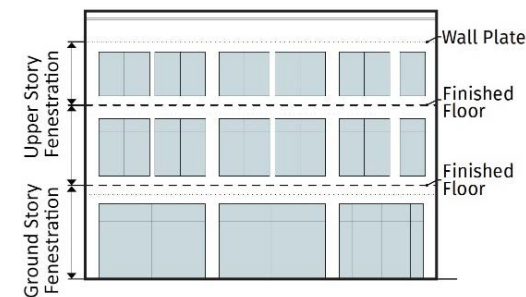
- b. A change in façade composition from grade to the roof; or
- c. Similar means intended to convey the impression of separate buildings.
- d. Change in color alone, setback alone, or any combination of the two may not be used to satisfy this requirement.

## 7. Fenestration

### 7A. General

1. Fenestration shall conform to the requirements for the particular building type established in Section 4: Building Types of these standards.

### 7B. Standards



2. Fenestration is the minimum percentage of window and door glass that must cover a façade. It is calculated based on façade area and by floor.
3. Fenestration requirements apply to façades that abut a street (not including an alley) or the central park at the intersection of Parklawn Dr. & National Ave.
4. Glass used to satisfy fenestration requirements shall

be unpainted, shall have a transparency (visible light transmission) higher than 70%, and shall have an external reflectance of less than 15%. Transparency and external light reflectance shall be established using the manufacturer's specifications.

5. Window frames, sashes, mullions, and similar features that are integral to the window system count towards fenestration requirements. Opaque doors do not.
6. The façade area used to determine fenestration is measured from the top of the finished floor to the top of the finished floor above.
7. When there is no floor above, fenestration is measured from the top of the finished floor to the top of the wall plate.
8. Blank wall area is measured in linear feet applied in both a vertical and horizontal direction.



9. Blank wall area applies to ground and upper story façades that face a street (not including an alley) or the central park at the intersection of Parklawn Dr. & National Ave.

### 7C. Submittal Requirements

2. All fenestration and blank wall standards with calculations

verifying that the building elevations meet the requirements shall be submitted with building facade elevation plans and a site plan for review by the District Code Administrator.

## 8. Building Materials

### 8A. Required

1. Not less than 80% of all new building facades facing publicly accessible streets or open space shall be constructed of the following masonry materials:
  - a. Stone
  - b. Brick
  - c. Terra cotta
  - d. Patterned pre-cast concrete
  - e. Cement plaster stucco
  - f. Cement board siding
  - g. Cast stone or refabricated brick panels
  - h. Architectural metal
  - i. Other staff approved materials. Applicant must provide manufacturers product information to show proof that the alternative material meets the same level and design standard of quality, durability, and longevity as other approved masonry materials.

### 8B. Exceptions

1. Masonry requirements do not apply to trim work such as gables and soffits. The masonry coverage calculation does not include doors, windows, window box outs, eaves, or

bay windows that do not extend to the foundation.

**8C. Temporary Construction Buildings**

1. Temporary building and temporary building material storage areas to be used for construction purposes may be permitted for a specific period of time in accordance with a permit issued by the city and subject to periodic renewal.

**8D. Submittal Requirements**

1. All building material standards with calculations verifying that the building elevations meet the requirements shall be submitted with building facade elevation plans and a site plan for review by the District Code Administrator.

**9. Pedestrian Access**

**9A. Required**

1. An entrance providing both ingress and egress, operable to residents at all times, or customers during business hours, is required to meet the street-facing entrance requirements outline in Section 4: Building Types. Additional entrances off another street, pedestrian area, or internal parking area are permitted and encouraged.
2. When a building type includes a maximum street-facing facade width, the entrance requirements must be met on each required vertical division.
3. Required walkways must be paved surfaces that connect the pedestrian entrance to the closest public sidewalk.

**9B. Submittal Requirements**

2. All pedestrian access standards with access locations verifying that the building elevations meet the requirements shall be submitted with building facade elevation plans and a site plan for review by the District Code Administrator.

**10. Streets**

**10A. Blocks**

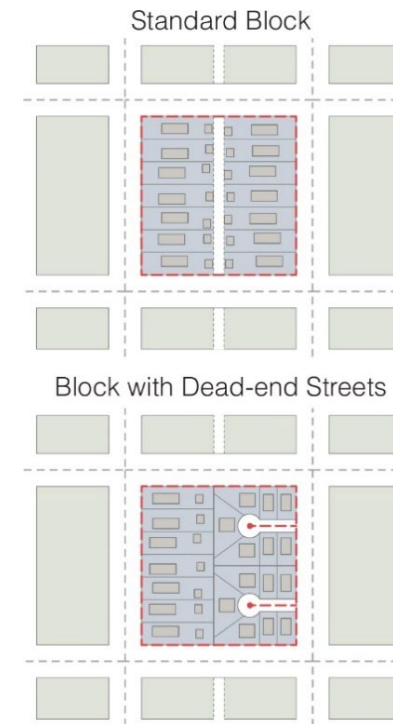
**1. General**

- a. Other than stub-out streets, dead-end streets are not allowed.

**2. Blocks**

- e. In order to create a walkable, pedestrian friendly street grid, proposed new street locations that break up large future blocks are shown on the Regulating Plan on page 69. Where possible, new streets and/or private drives that terminate at other existing streets should connect in order to form an interconnected network
- f. New street locations, or alternatives such as a private street or private drive, are subject to approval by the City Engineer and the District Code Administrator.
- g. If new streets are required, they shall have a maximum block perimeter of 1,600 feet.

- h. A block is bounded by a public street (not including an alley).
- i. Block perimeter is measured along the edge of the property abutting a public street which are measured from intersecting centerlines.



- j. The District Code Administrator may grant an administrative variance to increase the block perimeter when steep slopes in excess of 18%, waterways, tree conservation areas, flood zones, railroads, stream buffers, greenways, open space, or easements would make the provision of a complete block infeasible.

**3. Stub-Out Streets**

- a. Stub-out public streets, private streets, or private

drives required by the City Engineer and the District Code Administrator within a new development must meet the block standards above

- b. The stub-out street right-of-way, pavement, and curbing must extend to the boundary of the abutting parcel to the point where the connection to the anticipated street is expected.
- c. If a stub-out street exists on an abutting parcel, the street system of any new development must connect to the stub-out street to form a through street.
- d. The District Code Administrator may grant an administrative variance to eliminate the requirement for a stub-out street or require pedestrian and bicycle-only access for steep slopes in excess of 18%, waterways, tree conservation areas, flood zones, railroads, stream buffers, greenways, open space, or easements would make the provision of a stub-out street infeasible.

**10B. Streets**

1. New and redeveloped streets shall conform to the standards shown in Chapter 4 & 7 of the master plan & this district code, except when an official City plan or project uses an alternate design.

**10C. Streetscapes**

- Streetscapes with sidewalks on both side of the street must be installed along all existing and new public or private streets.
- Both new and proposed streetscapes identified on the regulatory maps of this district code must conform to said standards, except when an official City plan or project uses an alternate design.
- Streetscapes not identified in "2" above" must conform to The Midwest City Street Engineering requirements, except when an official City plan or project uses an alternate design.

**11. Multi-Use Trail**

**11A. Required**

- The Multi-Purpose Trail shall be installed in the general location shown on the Regulating Plan, except when an official City plan project designates an alternate location. When an alternate location is designated, the Multi-Purpose Trail shall be installed there.
- The Multi-Purpose Trail must conform to the standards shown in Chapter 4 & 7 of the master plan & this district code.

**11B. Conflict with Streetscapes**

- The Multi-Purpose trail shall be incorporated into the streetscape design as shown on the regulating plan and conform to the standards shown in Chapter 4 & 7 of the master plan & this district code, except when an official

City plan or project designates an alternate design.

**12. Parking and Loading**

**12A. Vehicular Parking**

**1. General Requirements**

Off-street parking and loading requirements are subject to Section 5.3 Parking and Loading of the Midwest City Zoning Code unless otherwise stated in this district code.

**2. Minimum Requirement.**

The minimum number of parking spaces required is subject to the Midwest City Zoning Code Section 5.3.2 D: Required Number of Handicap Parking Spaces; E: Specific Parking Requirements; & F: Minimum Parking Standards for Retail, Office, Manufacturing, Warehousing, and Mixed Use.

**3. Shared Parking**

Remote parking and joint parking facilities are allowed and are subject to the Midwest City Zoning Code Section 5.3.2 Off-Street Parking Standards.

**4. Maximum Requirement.**

The maximum number of parking spaces allowed for new hospital development is 4 spaces per 1,000 sf.

**5. Structured Parking, General**

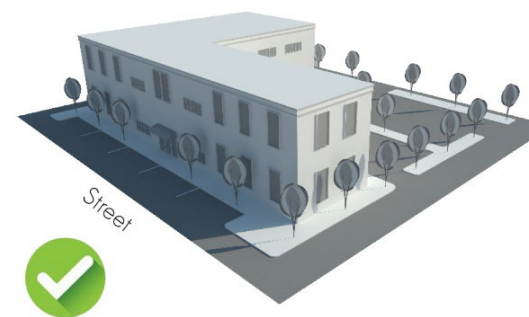
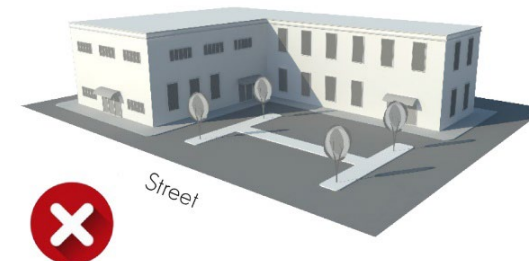
All structured parking, regardless of whether or not it is a principal use, accessory use, freestanding, or part of a building, shall conform to the requirements of Section 3C: Multi-Story Parking Structure Standards.

**6. Townhouses**

Townhouse garages shall only be accessed through an alley or shared driveway and shall not face a public street or public park.

**7. Location of Parking**

- Off-street parking lots, driveways, or drive thru lanes shall not be located between any building and the street.



- Adjacent on-street parking on the same side of the street may count toward the minimum parking requirements.

**12B. Parking Screening**

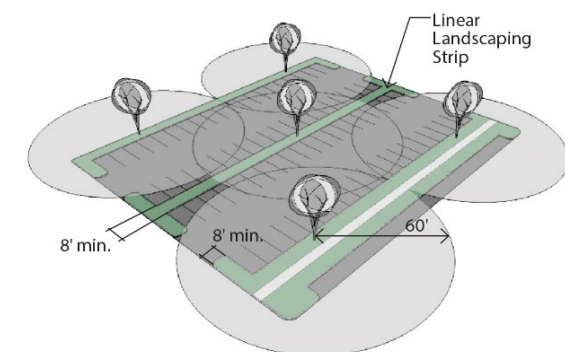
**1. General Requirements**

- Parking lots and driveways that are located adjacent and parallel to a public street shall be screened from the public right-of-way with landscaping,

berms, and/or walls up to 3 feet in height.



- Landscape islands, linear landing strips, bio-swales, or rain gardens shall be required in parking lots with 12 or more spaces.
- Every parking space is required to be not more than 60 feet from a large canopy tree, planted within a median, strip or island, measured from the trunk at planting.



**2. Required Size of Landscape Islands and Linear Landscaping Strips Containing Trees**

- Within parking lots with

impervious surfaces such as asphalt or concrete: 130 square feet; 8 feet minimum width.

- b. Planted in structural soil: 64 square feet; 8 feet minimum width. The use of approved structural soil shall be limited to landscape islands and adjacent walkways and parking area necessary for proper tree growth.
- c. Within parking lots with approved pervious surfaces such as decomposed granite or pavers and for parking areas excluding fire lanes: 16 square feet. Tree trunks should be protected by wheel stops or other physical barriers excluding curbs.
- d. Linear landscaping strips are encouraged in lieu of landscaping islands where possible.

**12C. Bicycle Parking**

**1. Minimum Requirements**

Minimum required bicycle parking ratios are as follows:

	Required
<b>Residential</b>	
Multifamily	1 per 10 units
<b>Non-residential</b>	
Offices	1 per 3,000 sf
Other non-residential	1 per 2,000 sf

**2. Bicycle Parking Location**

- a. Shall be publicly accessible and provided with lighting at all hours.
- b. Shall be spaced to provide clear and

maneuverable access to a public street or the Multi-Purpose Trail without the use of stairs.

- c. Shall be located on-site or in the adjacent streetscape.
- d. Shall include a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.
- e. When located on-site, shall be located at least as close as the closest automobile space serving the building, except for handicapped parking spaces.
- f. When located in the streetscape, shall not impede pedestrian use of the sidewalk and shall be a maximum distance of 100 feet of the building entrance that the rack is intended to serve.

**12D. Loading and Dumpsters**

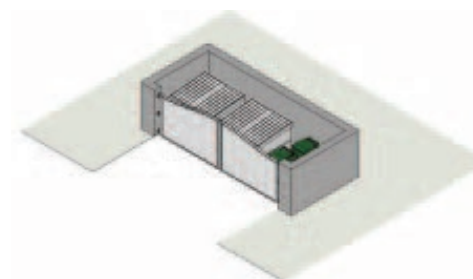
- 1. Minimum loading requirements for non-residential uses are as follows:

Gross floor area	Required loading spaces
0 – 10,000 sf	None
10,000 – 49,000 sf	Min. 1
Over 45,000 sf	Min. 2

- 2. Developments with more than 45,000 square feet of gross floor area, regardless of use, shall provide one on-street loading space adjacent to the development and on the same side of the street. The Community Development

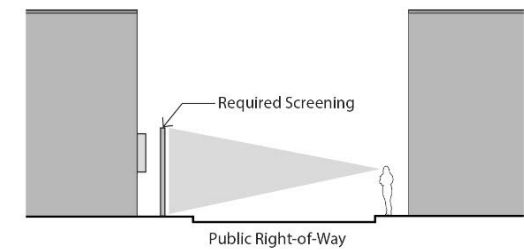
Director may waive this requirement as follows:

- a. When there are existing on-street spaces within 300 feet of the development (measured along the street centerline); or
  - b. When installing on-street loading would harm the public health, safety, and welfare.
3. Loading structures and bays shall not face the street and shall be screened from the Multi-Purpose Trail or any public street.
  4. Dumpsters serving residential and non-residential uses and other similar service areas, must be located to the side or rear of buildings and behind the primary structures on street frontages.
  5. All dumpster and recycling collection containers shall be located on a concrete pad and shall be screened on 3 sides by a fence or wall.
  6. The design, colors, and materials of screening elements shall be architecturally compatible with the character of the building.



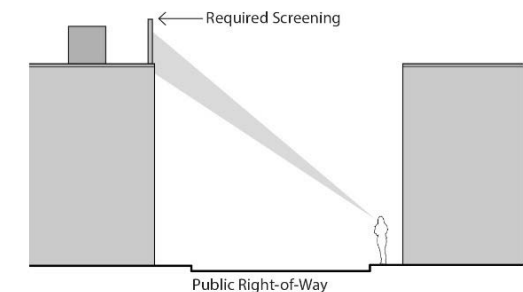
**12E. Wall Mounted Equipment**

- 1. Wall-mounted equipment located on any surface that is visible from a public street (not including an alley) must be fully screened by landscaping or an opaque wall or fence that is compatible with the principle building in terms of texture, quality, material and color.



**12F. Roof Mounted Equipment**

- 1. Architectural screening elements of sufficient height shall conceal roof top mechanical equipment from ground level view from abutting property or abutting public street (not including an alley).



- 2. Ground mounted mechanical equipment that is visible from a public street (not including an alley) must be fully screened by landscaping or an opaque wall or fence that is compatible with the principle



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# 07 **Landscape & Signage Standards**

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Application  
Street Furniture Family Standards  
Plant Material Standards  
Signage Standards

# Introduction

## Application

This chapter applies to all public and private streetscapes, public open space, and publicly accessible private open spaces, as further stated in its specific sections. They do not apply to private open spaces intended for the exclusive use of development occupants.

## Landscape Material Standards

The following walkway, site wall, and hardscape materials are required in public and private streetscapes, public open space, and publicly accessible private open spaces. They do not apply to private open spaces intended for the exclusive use of development occupants.

Material	Site Walls	Sidewalks / Walkways	Plazas / Patios	Other Locations
Wood				X
Concrete Pavers		X	X	X
Decomposed Granite			X	X
Brick	X	X	X	X
Gray Concrete	X	X	X	X
Powder coated black metal				X
Corten Steel				X

X = Style is allowed on the indicated site element

Note: Other color options for concrete pavers and brick material may be submitted for review and approval by the District Code Administrator.



Concrete pavers



Decomposed granite



Brick



Corten steel



Wood



Gray concrete



Powder coated black metal

# Street Furniture Family Standards

When street furniture is installed, it shall conform to the requirements of this chapter. This chapter includes specific products and specific brands for illustrative purposes. The use of specific products and brands is not required, and similar designs may be used when the District Code Administrator determines that they are visually similar.

## Benches

The following benches are required in the specified areas.

### Public and Private Streetscapes



#### Landscape Forms

- Neoliviano Bench
- Multiple lengths available
- Backless, backed, center arm and/or surface mount options
- Cast aluminum frame
- Jarrah hardwood seat or aluminum seat

Landscape Forms  
Patti Redd  
269-337-1327  
pattir@landscapeforms.com

### Optional Specialty Areas: Central Park & Multi-Use Loop Trail



#### Forms + Surfaces

- Duo Bench
- Model # SFT34X2D
- Duo Bench, polished stainless steel frame, FSC 100% Jatoba hardwood seat and end

Forms + Surfaces  
1. 800.451.0410  
sales@forms-surfaces.com

## Litter + Recycling Receptacles

The following litter + recycling receptacles are required in the specified areas.

### Throughout the District



#### Landscape Forms

- Chase Park Litter
- Black or steel
- 30-40 gallon capacity
- Multiple top diameter opening sizes
- Multiple branding/signage options
- Top or side opening options
- Recycling litter available with 5" or 10" diameter openings

Landscape Forms  
Patti Redd  
269-337-1327  
pattir@landscapeforms.com



# Street Furniture Family Standards

## Pedestrian Lighting

The following pedestrian lighting is required in the specified areas.

### Public and Private Streetscapes Throughout the District



#### Landscape Forms

- Ashbery area light
- Cast aluminum material
- Paten-pending glare control
- Multiple pole heights available
- Multiple arm configurations available
- Black or steel color

Landscape Forms  
Patti Redd  
269-337-1327  
pattir@landscapeforms.com

## Bollard + Path Lighting

The following bollard + path lighting is required in the specified areas.

### Specialty Areas: Central Park, Plazas, & Multi-Use Loop Trail



#### Landscape Forms

- Ashbery path light
- Cast aluminum material
- Black or steel color

Landscape Forms  
Patti Redd  
269-337-1327  
pattir@landscapeforms.com

# Street Furniture Family Standards

## Bike Racks

The following bike racks are required in the specified areas. Refer to the District Design Code for bike parking requirements

### Throughout the District



### Landscape Forms

- Ashbery area light
- Cast aluminum material
- Paten-pending glare control
- Multiple pole heights available
- Multiple arm configurations available
- black or steel color

Landscape Forms  
Patti Redd  
269-337-1327  
pattir@landscapeforms.com



## Fencing

The following open-style fencing is required in the specified areas. Refer to the District Design Code for further requirements.

### When Used Along Public and/or Private Streetscapes



### Ameristar

- Echelon Plus
- Style: Majestic, 2-Rail
- In-ground mount
- Finish: Black Powdercoat

Ameristar Region 3  
1-800-321-3422  
AmeristarRegion3@assaabloy.com  
www.ameristarfence.com



# Plant Material Standards

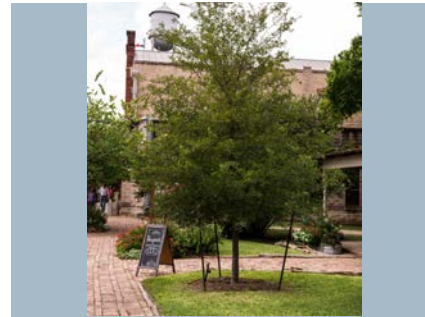
When plant material is installed, it shall conform to the requirements of this chapter. This chapter includes a variety of allowable species that have been chosen based on several attributes such as: cold hardiness zone, proven ability to perform well in the Central Oklahoma region, have a variety of characteristics that provide interest throughout each season, and/or are adapted or native and therefore require less water usage. Landscape plans shall be submitted by a licensed Landscape Architect and are subject to review and approval by the District Code Administrator. The use of specific species is required, however, cultivars and varieties within the species that are of similar size and/or attribute may be substituted and are subject to approval by the District Code Administrator.

## Street Trees

The following species are approved for street tree use along all public and private streetscapes and for parking lot use throughout the District.



Acer buergerianum
Trident Maple
Cultivars to Consider: 'Streetwise', 'Aeryn'
Height: 35-40 ft.
Spread: 25-30 ft.
Shape: Oval, Round
Interest: Fall color, Attractive Bark
Growth rate: Moderate
Tolerance: Occasional drought, Road Salt
Disease/insect: Verticillium wilt potential problem for Maples



Ulmus crassifolia
Cedar Elm
Cultivars to Consider: 'Wildfire', 'Green Gable'
Height: 50 ft.
Spread: 35 ft.
Shape: Upright & rounded crown
Interest: Yellow fall color
Growth rate: Slow growing
Tolerance: Drought. Adaptable to a range of soils
Disease/insect: Susceptible to Dutch Elm disease but more resistance than the American Elm



Platanus acerifolia
London Plane Tree
Cultivars to Consider: 'Yarwood'
Height: 75-100 ft.
Spread: 60-75 ft.
Shape: Single trunk, horizontal branching
Interest: Brown ex-foliating bark
Growth rate: Moderate
Tolerance: Moist to dry soil
Disease/insect: Susceptible to invasive shot hole borer, scales & spider mites



Pistachia chinensis
Chinese Pistache
Cultivars to Consider:
Height: 25-35 ft.
Spread: 25-35 ft.
Shape: Oval, rounded, or umbrella
Interest: Brilliant fall color
Growth rate: moderate
Tolerance: Drought. Needs good drainage
Disease/insect: Resistant to root fungus



Ginkgo biloba
Maidenhair Tree
Cultivars to Consider: 'Autumn Gold'
Height: 50-80 ft.
Spread: 30-40 ft.
Shape: Pyramidal
Interest: Brilliant yellow fall color
Growth rate: Slow, medium as it ages
Tolerance: Air pollution
Disease/insect: No serious insect or disease problems



Carpinus betulus
European Hornbeam
Cultivars to Consider: 'Fastigiata'
Height: 40-60 ft.
Spread: 30-40 ft.
Shape: Narrow, Pyramidal
Interest: smooth, gray rippling bark
Growth rate: Slow
Tolerance: Alkaline soil, Dry sites
Disease/insect: No serious insect or disease problems



Taxodium distichum
Bald Cypress
Cultivars to Consider: 'Milkerson'
Height: 50-70 ft.
Spread: 20-30 ft.
Shape: Pyramidal, flared trunk
Interest: Showy fruit
Growth rate: Fast
Tolerance: Clay soil, wet soil, air pollution
Disease/insect: No serious insect or disease problems



Acer truncatum
Shantung Maple
Cultivars to Consider: 'Main Street', 'Fire Dragon'
Height: 30-35 ft.
Spread: 30 ft.
Shape: Upright
Interest: reds, oranges, & purples fall foliage
Growth rate: moderate
Tolerance: Heat, drought, & leaf scorch
Disease/insect: No serious insect or disease problems



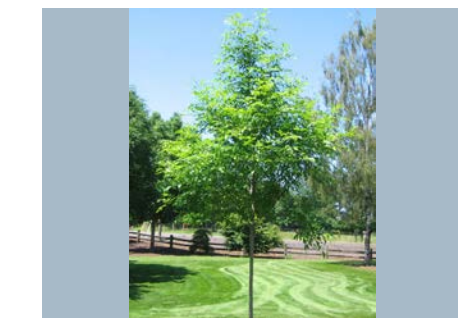
Quercus phellos
Willow Oak
Cultivars to Consider: 'Hightower', 'Kingpin'
Height: 50-55 ft.
Spread: 55 ft.
Shape: Upright, oval form
Interest: Yellow fall color
Growth rate: Fast
Tolerance: Drought
Disease/insect: No serious insect or disease problems



Quercus shumardii
Shumard Oak
Cultivars to Consider:
Height: 40-60 ft.
Spread: 40-60 ft.
Shape: Spreading Crown
Interest: Brilliant red-orange fall color
Growth rate: Moderate
Tolerance: alkaline soils & dry conditions
Disease/insect: No serious insect or disease problems



Zelkova serrata
Japanese Zelkova
Cultivars to Consider: 'Green Vase'
Height: 50-80 ft.
Spread: 50-80 ft.
Shape: Vase-shaped crown
Interest: Fall color
Growth rate: Fast
Tolerance: Air pollution
Disease/insect: Resistance to Dutch Elm



Fraxinus pennsylvanica
Green Ash
Cultivars to Consider: 'Georgia Gem'
Height: 50 ft.
Spread: 30 ft.
Shape: Fat Oval
Interest: Yellow fall color
Growth rate: Fast
Tolerance: range of climate, soil, & moisture levels
Disease/insect: No serious insect or disease problems



# Plant Material Standards

## Flowering Trees

Small flowering or evergreen trees may be used as accents in the landscape. They may be interspersed with street trees along the sides of the streets, within parking lots, along the multi-use loop trail as understory trees, and/or as borders in the landscape. These trees shall be planted a minimum of 4' to 8' from the travel lane. The following species are approved for use throughout the District.



**OKLAHOMA REDBUD**  
*Cercis canadensis var. texensis 'Oklahoma'*

**Recommended use:** as a landscape specimen valued for its profusion of vibrant, petite, purple-red flowers  
**Characteristics:** attractive Fall color; full sun; tolerates clay soils; showy flowers in early Spring



**LITTLE GEM DWARF SOUTHERN MAGNOLIA**  
*Magnolia grandiflora 'Little Gem'*

**Recommended use:** privacy screens; hedges; espaliers; in very wet areas  
**Characteristics:** evergreen with large white flowers during late spring to summer



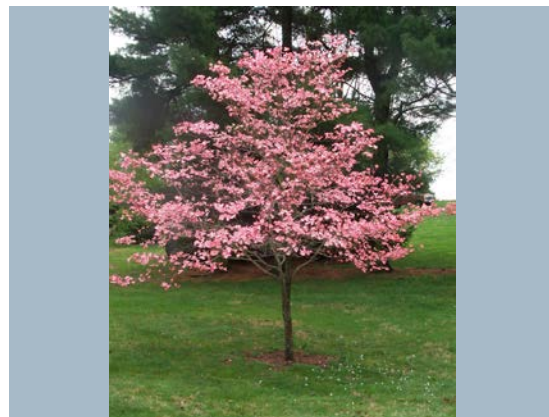
**YOSHINO CHERRY**  
*Prunus x yedoensis*

**Recommended use:** year round color; specimen tree or in groups; not a street or parking tree due to drought-sensitivity  
**Characteristics:** attracts birds/butterflies; likes partial sun; flowers in March-April with bark interest during winter



**YAUPON HOLLY**  
*Ilex vomitoria 'Winter Red'*

**Recommended use:** privacy screens  
**Characteristics:** bright red berries add winter interest; attracts birds; tolerates a variety of soil types; evergreen foliage for year round color



**DOGWOOD**  
*Cornus variety*

**Recommended use:** as a backdrop or specimen; species and can be used under powerlines as single specimen  
**Characteristics:** attracts birds/butterflies; less than full-day sun; tolerates clay soils; showy flowers in April-May



**SWEETBAY MAGNOLIA**  
*Magnolia virginiana (Native)*

**Recommended use:** as a specimen tree in wet soils; for buffer strips around parking lots or for median strip plantings  
**Characteristics:** tolerates clay and wet soils; tolerates air pollution; semi-evergreen with showy flowers in May-June



**FLOWERING CRABAPPLE**  
*Malus 'Prairifire'*

**Recommended use:** as a specimen or in grouping; can be used under powerlines  
**Characteristics:** excellent habitat and food source for wildlife; full sun/part shade; disease resistant; flower buds are red, opening to dark pinkish-red in the spring.



**JAPANESE MAPLE**  
*Acer Palmatum 'Sango Kaku, Coral Bark'; 'Bloodgood'*

**Recommended use:** in front of a dark backdrop; as individual specimens or in groups as mixed shrub borders;  
**Characteristics:** brilliant fall color; prefers filtered sun/part shade; keep soil moist but not soggy

# Plant Material Standards

## Ornamental Shrubs

Shrubs located along the street, within the public right-of-way, or in parking islands, shall not exceed 36” in height. Sight triangles at intersections and mid-block crossings shall be integrally coordinated with the planting plan layout. The following species are approved for use throughout the District.



**DWARF YAUPON HOLLY**

*Ilex vomitoria*

**Recommended use:** foundation plantings; along a fence; as a low hedge; in rain gardens

**Characteristics:** attracts birds; tolerates air pollution and wet soils; evergreen



**GREEN VELVET BOXWOOD**

*Buxus microphylla x 'Green Velvet'*

**Recommended use:** hedge plantings and borders in drought tolerant conditions

**Characteristics:** prefers full sun/part shade; tolerates rabbit and deer; evergreen



**ROSE CREEK ABELIA**

*Abelia x grandiflora 'Rose Creek'*

**Recommended use:** hedge plantings and borders

**Characteristics:** prefers full sun; needs moderate water; fragrant; long bloom season; showy flowers



**AUTUMN SAGE**

*Salvia greggii 'Hot Pink'*

**Recommended use:** as a specimen or in grouping;

**Characteristics:** prefers full sun; is drought resistant; native; provides color in the landscape all summer and fall.



**OTTO LUYKUN CHERRY LAUREL**

*Prunus laurocerasus 'Otto Luyken'*

**Recommended use:** hedges; in mass groupings

**Characteristics:** fast growing; attracts birds; prefers full sun/part shade; can tolerate heavy shade; evergreen with showy flowers April-May



**COMPACT JAPANESE HOLLY**

*Ilex crenata 'Compacta'*

**Recommended use:** as a barrier; hedge; border

**Characteristics:** attracts birds; evergreen color



**SPIREA**

*Spiraea x bumalda 'Anthony Waterer'*

**Recommended use:** as a specimen or in grouping; makes a fine low-growing informal hedge along drives, walkways, or in narrow planting strips.

**Characteristics:** moderate growth rate; full sun/part shade; disease resistant; New spring foliage is an attractive reddish purple



**ADAMS NEEDLE**

*Yucca filamentosa*

**Recommended use:** suited to containers; for year round interest and fast growth rate

**Characteristics:** attracts butterflies; prefers full sun and dry-medium soils; tolerates rabbits, deer, drought, erosion, shallow rocky soils, and air pollution; evergreen

# Plant Material Standards

## Grasses, Perennials, and Groundcovers

The following species of grasses, perennials, and groundcovers are approved for use throughout the District.



**DWARF FOUNTAIN GRASS**  
*Pennisetum alopecuroides 'Hameln'*

**Recommended use:** rain gardens; compact form for borders; massings; containers

**Characteristics:** attracts birds; tolerates drought, erosion, wet soils, and air pollution; golden fall foliage with showy white flowers in August-October



**SWITCH GRASS**  
*Panicum virgatum 'Shenandoah'*

**Recommended use:** mass background plantings; meadows, wild gardens, naturalized areas

**Characteristics:** fast growing; prefers full sun/part shade; tolerates droughts, erosion, wet soils, and air pollution; reddish-pink flowers in the summer and burgundy leaves in the fall



**PINK MUHLY GRASS**  
*Muhlenbergia capillaris*

**Recommended use:** mass grouping planting or container plantings; naturalized areas; partial to full sun/part shade

**Characteristics:** tolerates drought; tolerates air pollution; semi-evergreen with summer-fall pink blooms



**KARL FOERSTER FEATHER REED GRASS**  
*Calamagrostis x acutiflora 'Karl Foerster'*

**Recommended use:** mass background planting

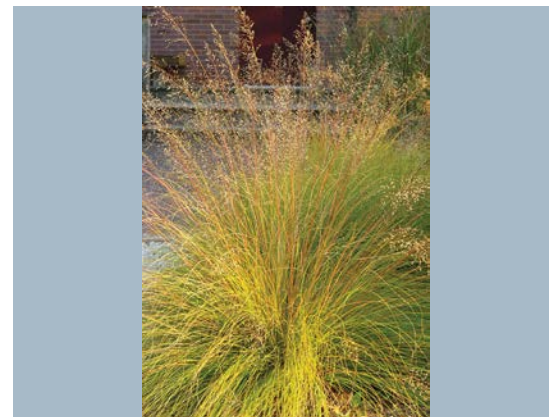
**Characteristics:** upright growth habit; reddish-brown to golden panicles summer through fall; full sun; grows 2-4 feet tall with blooms up to 6 feet tall.



**MAIDEN GRASS**  
*Miscanthus sinensis 'Adagio'*

**Recommended use:** mass background plantings; meadows, wild gardens, naturalized areas

**Characteristics:** compact clump-forming with slender silvery foliage that turns orange, gold, and burgundy in the fall; vigorous grower; full sun; drought tolerant; 4 to 5 feet tall and 3 feet wide.



**PRAIRIE DROPSEED**  
*Sporobolus heterolepis*

**Recommended use:** mass background plantings; meadows, wild gardens, naturalized areas

**Characteristics:** fine-textured, emerald green leaves, with pink and brown tinted fall blooms; fragrant seed head; full sun; drought tolerant; 2 to 4 feet tall and wide.



**LITTLE BLUESTEM**  
*Schizachyrium scoparium 'Prairie Blues'*

**Recommended use:** mass background plantings; meadows, wild gardens, naturalized areas

**Characteristics:** gray-blue foliage turning to orange-red fall color; upright growth habit; full sun; drought tolerant; 3 to 4 feet tall and 1.5 to 2 feet wide.



**BOWLES GOLDEN SEDGE**  
*Carex elata 'Bowles Golden'*

**Recommended use:** borders; edging; in containers; as a groundcover

**Characteristics:** prefers partial to full sun; semi-evergreen

# Plant Material Standards

## Grasses, Perennials, and Groudcovers

The following species of grasses, perennials, and groudcovers are approved for use throughout the District.



**CONEFLOWER**  
*Echinacea (purpurea 'Tiki Torch', purpurea 'Sundown')*  
**Recommended use:** as a vertical element addition to the landscape; best in containers or borders; naturalized area  
**Characteristics:** attracts birds and butterflies; prefers full sun/part shade; tolerates deer, drought, clay soils, and rocky soils; long lasting showy flowers



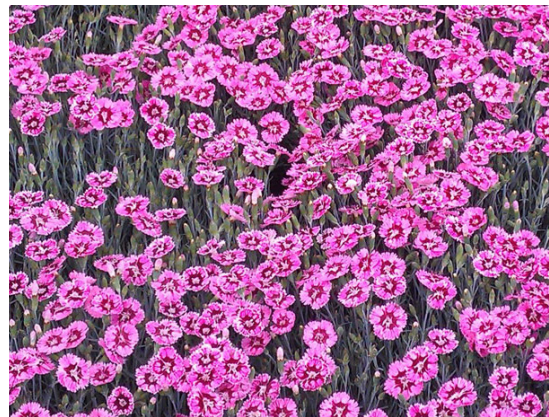
**LANTANA**  
*Lantana camara ('New Gold; Bandana Pink; Orange Sunrise')*  
**Recommended use:** borders; massed; in containers  
**Characteristics:** compact shrub producing a colorful mass of small flowers all summer long; finely toothed, course green foliage; drought tolerant; 3 to 4 feet tall and wide.



**BUTTERFLY WEED**  
*Asclepias tuberosa (Native)*  
**Recommended use:** rain gardens; naturalized areas; specimen plant  
**Characteristics:** attracts several butterfly species; needs full sun; tolerates deer, drought, erosion, and rocky soils; bright orange flowers from summer-fall



**PROVENCE FRENCH LAVENDER**  
*Lavandula x intermedia 'Provence'*  
**Recommended use:** borders; massed; in containers  
**Characteristics:** prefers full sun and well drained soils; tolerates hot, dry slopes, rabbit, deer, drought, rocky soils and air pollution; semi-evergreen with showy/fragrant flowers June-August



**SUPERSTAR DIANTHUS**  
*Dianthus 'Superstar'*  
**Recommended use:** rock gardens; showy border or container groundcover  
**Characteristics:** prefers full sun and well drained soils; tolerates deer; showy flowers May-September



**DAYLILIES**  
*Hemerocallis Recommended Variety: Stella*  
**Recommended use:** borders; mixed borders; in containers; planted in full sun and well drained soil;  
**Characteristics:** yellow is preferred color



**BLANKET FLOWER**  
*Gaillardia x grandiflora 'Goblin'*  
**Recommended use:** borders; mixed borders; in containers; planted in full sun  
**Characteristics:** great for dry, poor soils; clumping perennial wit deep red, daisy-like flowers; matures at 8 to 12 inches tall and wide.



**DAFFODILS**  
*Narcissus*  
*Can be combined with liriop*  
**Recommended use:** to add color in the early spring to a foundation planting if planted in a grouping of twelve or more  
**Characteristics:** prefers full sun/part shade

# Plant Material Standards

## Grasses, Perennials, and Groudcovers

The following species of grasses, perennials, and groudcovers are approved for use throughout the District.



### CATMINT

*Nepeta x faassenii 'Walker's Low'*

**Recommended use:** borders; massed;

**Characteristics:** Blue-purple flower spikes from late spring to early fall; low billowing, aromatic, sun-loving perennial; gray-green foliage with a distinct catmint scent.



### RUSSIAN SAGE

*Perovskia atriplicifolia 'Little Spire'*

**Recommended use:** borders; massed;

**Characteristics:** Shorter and improved upright habit; drought and heat tolerant; grows 2 feet tall and wide; tubular lavender-blue flowers late summer to fall; aromatic



### GOLDEN MONEYWORT

*Lysimachia nummularia 'Aurea'*

**Recommended use:** excellent groundcover for mass plantings and naturalizing due to its creeping nature.

**Characteristics:** fragrant yellow flowers in late spring; bright yellow green foliage; full sun; 2 to 4 inches high and 12 to 18 inches wide; creeping, trailing growth habit.



### VINCA MINOR

*Vinca minor 'Bowles'*

**Recommended use:** outstanding groundcover

**Characteristics:** blue flowers in spring and summer; evergreen; partial shade; 4 to 6 inches tall and may spread 24 to 36 inches wide.



### ROCKSPRAY CONTONEASTER

*Cotoneaster horizontalis var. rockspray*

**Recommended use:** mass plantings or groundcover use

**Characteristics:** prefers partial to full shade; attracts birds; red showy berries in summer-fall



### STONECROP

*Sedum (var. Autumn Joy, Divergens, or Rose Carpet)*

**Recommended use:** rock gardens; mass groundcover plantings; border edging; containers

**Characteristics:** prefers full sun/partial shade; attracts butterflies; tolerates drought and rocky soils; rabbit resistant; showy flowers

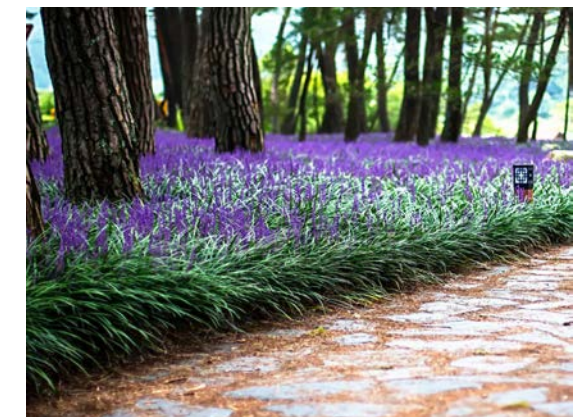


### MONDO GRASS

*Ophiopogon japonicus*

**Recommended use:** groundcover under trees and shrubs; edging and massing

**Characteristics:** dense clumps of dark green grass-like foliage; similar in appearance to Liriope but a finer texture; light lilac to white flowers in summer.



### LIRIOPE MUSCARI

*Liriope muscari 'Big Blue'*

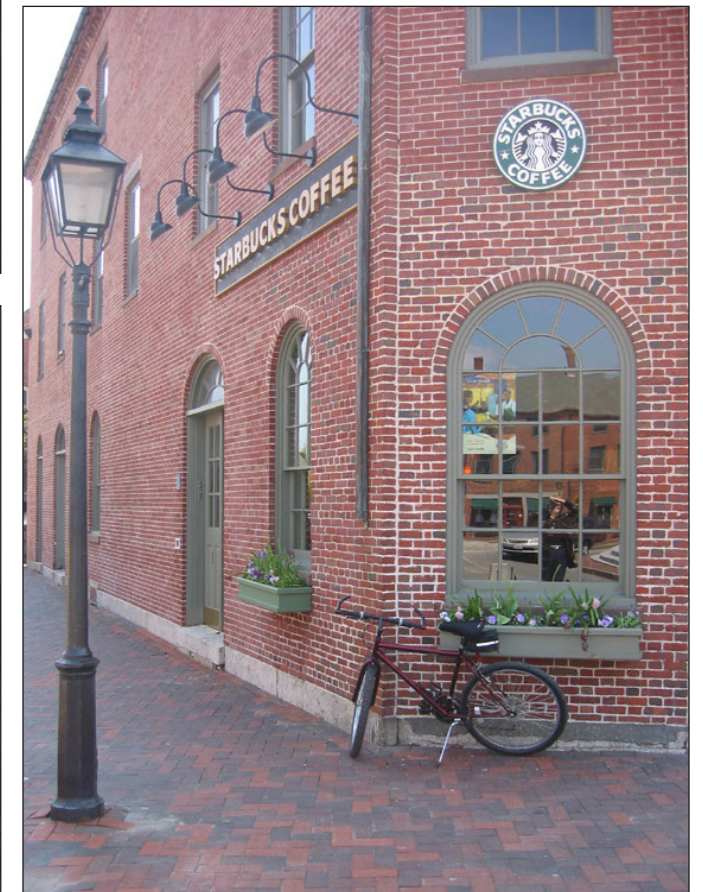
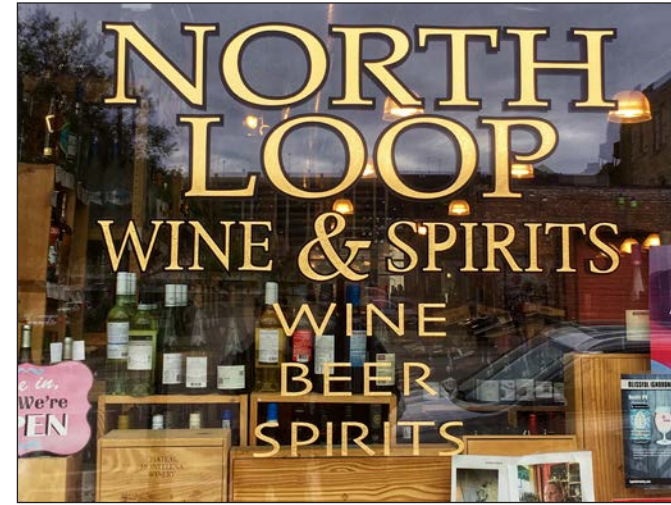
**Recommended use:** groundcover under trees and shrubs; mass planting on slopes; edging and massing

**Characteristics:** prefers full sun/part shade; tolerates drought, erosion, and air pollution; evergreen

## Signage Standards

The identity of the District shall be enhanced through signage that is oriented towards the pedestrian. Sign materials that complement the vision found in this master plan are as follows:

- A. Signs shall conform to Article VII Sign Regulations of the Midwest City Zoning Code.
- B. Ground signs are not allowed:
  - Between a building and the street. Ground signs may be placed to the side of the building.
  - Within 50 feet of the right-of-way of of Parklawn Drive and National Avenue.
- C. Signs shall emphasize and reinforce the architecture of the building and not detract from its overall character. Signs shall not obscure or conflict with defining architectural details on a building. Signs should be used to highlight architectural details and features when possible.
- D. Signs shall not be made of plastic
- E. The following signs are prohibited:
  - Internally-illuminated signs, except neon and back-lit illumination
  - Electronic message boards, moving electronic signs, and video signs
  - Internally-illuminated awnings (awnings may be illuminated by an exterior lighting source)
  - Monopole/pylon signs
  - Illuminated signs that flash



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# 08 **Appendix**

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Full Market Study