



Billy Harless, Director
Tami Anderson, Administrative Assistant
Emily Richey, Current Planning Manager
Petya Stefanoff, Comprehensive Planner

Community Development Department

To make a special assistance request, call 739-1220 or email tanderson@midwestcityok.org no less than 24 hours prior to the start of a meeting.

**AGENDA FOR THE REGULAR MEETING OF THE
MIDWEST CITY
PLANNING COMMISSION
December 6, 2022 – 6:00 p.m.
City Council Chambers
City Hall
100 North Midwest Boulevard**

A. CALL TO ORDER

B. MINUTES

1. Discussion and consideration of adoption, including any possible amendments of the minutes of the October 4, 2022 Planning Commission meeting.

C. DISCUSSION

1. (PC – 2132) Public hearing with discussion and consideration of the Final Plat of The Curve, described as part of the Southwest Quarter (SW/4) of Section Eight (8), Township Eleven North (T11N), Range One West (R1W), of the Indian Meridian (I.M.), Midwest City, Oklahoma County, Oklahoma, located at 11004 SE 28th Street.
2. (PC-2133) Discussion and consideration of an ordinance to redistrict from PUD, Planned Unit Development, governed by C-4, General Commercial District, to PUD, Planned Unit Development, governed by I-1, Light Industrial District, for the property described as part of the Northeast Quarter (NE/4) of Section Eleven (11), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma located at 2113 S. Douglas Boulevard.
3. (PC –2134) Public hearing with discussion and consideration of approval of the proposed Preliminary Plat of the 29th Street Apartments for the property described as part of the Southwest Quarter (SW/4) of Section Twelve (12), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Midwest City, Oklahoma County, Oklahoma, located at 9309 SE 29th Street.
4. Discussion. Consideration and Possible Action, Including Any Possible Amendment to, Accept and Adopt the Air Depot Corridor Plan by Catalyst Commercial.
5. Discussion, consideration and possible action on amendments to the City Ordinances of the City of Midwest City, Chapter 38, Subdivision Regulations.

D. COMMISSION DISCUSSION

E. PUBLIC DISCUSSION

F. FURTHER INFORMATION

G. ADJOURN

MINUTES OF MIDWEST CITY PLANNING COMMISSION MEETING

October 4, 2022 - 6:00 p.m.

This regular meeting of the Midwest City Planning Commission was held in the City Municipal Court, City Hall 100 North Midwest Boulevard, Midwest City, Oklahoma County, Oklahoma, on October 4th, 2022 at 6:00 p.m., with the following members present:

Commissioners present: Russell Smith
 Jess Huskey
 Rick Dawkins
 Dee Collins
 Jim Campbell

Commissioners absent: Jim Smith
 Dean Hinton

Staff present: Billy Harless, Community Development Director
 Emily Richey, Current Planning Manager
 Patrick Menefee, City Engineer
 Petya Stefanoff, Comprehensive Planner
 Tami Anderson, Administrative Assistance

A. CALL TO ORDER

The meeting was called to order by Chairperson R. Smith at 5:58 p.m.

B. MINUTES

1. A motion was made by Russell Smith, seconded by Jim Campbell, to approve the minutes of the September 6th, 2022 Planning Commission meeting as presented. Voting aye: Huskey, R. Smith, Dawkins, Collins, and Campbell. Nay: none. Motion carried.

C. NEW MATTERS

1. (PC -2120)Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from R-6, Single Family Residential to PUD, Planned Unit Development, an overlay governed by the R-6, Single Family Residential for the property described as a part of the SW/4 of Section 25, T-12-N, R-2-W, located at 1612 & 1624 N. Douglas Avenue. ***The application to rezone the property addressed as 1612 and 1624 N. Douglas will not be considered at the October 4, 2022 Planning Commission meeting because of errors in the application.**
2. (PC -2125) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from PUD, Planned Unit Development, to R-HD, High Density Residential District, R-MD, Residential Medium Density, & C-4, General Commercial District. For the property described as a track of land being a part of the North-West Quarter (NW/4) of Section 8, Township 11 North, Range 1 West of the Indian meridian, Oklahoma County, Oklahoma, also addressed 11000 S.E. 15th Street. ***The application to rezone the property addressed as 11000 S.E. 15th Street will not be considered at the October 4, 2022 Planning Commission meeting per applicant's request for continuance until November 1, 2022 Planning Commission meeting.**
****The applicant withdrew this application per email.**

3. (PC –2127) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from R-6, Single Family Detached Residential, to SPUD (O-2), Simplified Planned Unit Development governed by O-2, General Office District for the unplatted property described as Part of the Northwest Quarter (NW/4) of the Southwest Quarter (SW/4) of Section Seven (7), Township Eleven (11) North, Range One (1) West of the Indian Meridian, Oklahoma County, Oklahoma addressed as 2310 S. Post Road.

There was general discussion from the staff and Planning Commission to recommend the driveway to have it off of 23rd St.

The applicant, Max Wilson, of 13276 Choctaw, was present.
He agreed to have the driveway off of 23rd St.

A motion was made by Jim Campbell, seconded by Rick Dawkins to recommend Approval of this item.
Voting aye Husky, R. Smith, Dawkins, Campbell and Dee Collins.
Voting nay: None. Motion Carried.

4. (PC – 2131) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from C-3, Community Commercial District and R-HD, High Density Residential District, to C-3, Community Commercial District for the unplatted property described as a tract of land being a part of the Southwest Quarter (SW/4) of Section Twelve (12), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma City, Oklahoma County, Oklahoma also addresses as 2500 S. Douglas Boulevard.

General discussion amongst the Planning Commission
The applicant, Mr. Box, was present.

A motion was made by Russel Smith, seconded by Rick Dawkins to recommend Approval of this item.
Voting aye Husky, R. Smith, Dawkins, Campbell and Dee Collins.
Voting nay: None. Motion Carried.

D. COMMISSION DISCUSSION:

Review calendar dates for 2023 regularly scheduled Planning Commission meetings.

General discussion to review the Draft calendar- it was proposed to keep Jan. 3rd, 2023 Planning Commission date. Due to the Holiday of July 4th the meeting will be moved to July 5th, 2023.

APA Conference next spring in Philadelphia, April 1-4, 2023. Planning Commission Meeting that is scheduled on April 4th will be moved to April 5th.

E. PUBLIC DISCUSSION:

F. FURTHER INFORMATION:

G. ADJOURNMENT:

A motion to adjourn was made by Russel Smith, Seconded by Jess Husky.
Voting aye: Husky, R. Smith, Dawkins, Campbell and Dee Collins.
Voting nay: None. Motion Carried.
The meeting adjourned at 6:20 p.m.

Chairman Russel Smith

(TA)



Billy Harless, Director
Tami Anderson, Administrative Assistant
Emily Richey, Current Planning Manager
Petya Stefanoff, Comprehensive Planner

Community Development Department

To: Chairman and Planning Commission
From: Billy Harless, Community Development Director
Date: December 6, 2022

Subject: (PC-2132) Public hearing with discussion and consideration of approval of the Final Plat of The Curve, described as part of the Southwest Quarter (SW/4) of Section Eight (8), Township Eleven North (T11N), Range One West (R1W), of the Indian Meridian (I.M.), Midwest City, Oklahoma County, Oklahoma, located at 11004 SE 28th Street.

Executive Summary: This is a request to approve a final plat to subdivide a single parcel into twenty (20) individual parcels for single and two-family residential developments. There will be nineteen (19) two-family residences and one (1) single-family residence. The preliminary plat was approved September of 2016. All public improvements required have been permitted, inspected, and completed by the Engineering and Construction Services Department of the City, and the appropriate dedicated park space and detention have been satisfied as well. To be in compliance with the City's Subdivision Regulations, the final plat will require the following amended verbiage as per City Attorney: "Maintenance of the Common Areas and Islands/Medians in Public Right-of-Ways shall be the responsibility of the Property Owners as long as the property contained in this plat remains rental property. Any sale of the property to new property owners of the entirety of The Curve shall contain the Maintenance of Common Areas and Islands/Medians in Public Right-of-Ways responsibility in the sales contract. The Maintenance of Common Areas and Islands/Medians in Public Right-of-Ways responsibility may be transferred to a Property Owners Association only upon the sale of the individual lots contained in The Curve and the creation of a Property Owners Association. The City of Midwest City shall not be responsible for the maintenance of common areas or maintenance of islands/medians in the public right-of-ways of The Curve, but may issue citations if the failure to maintain the responsibility causes a violation of Midwest City Ordinance. No structures, storage of material, grading, fill or other obstructions, either temporary or permanent shall be placed within the drainage related common areas and/or drainage areas shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks shall be permitted if installed in a manner to meet



structures, storage of material, grading, fill or other obstructions, either temporary or permanent shall be placed within the drainage related common areas and/or drainage areas shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks shall be permitted if installed in a manner to meet

the requirements specified above.” Applicant has agreed to the above modifications. Action is at the discretion of the Planning Commission.

Dates of Hearing: Planning Commission- December 6, 2022 City Council-
January 10, 2023

Council Ward: Ward 6, Rick Favors

Owner: Todd Wiley, 643 Investments LLC

Applicant/Engineer: Danny Williamson, P.E., Crafton, Tull & Associates Inc.

Proposed Use: Duplexes

Size: The area of request has a frontage along SE 28th Street of 610 feet and a depth of approximately 462 feet containing an area of approximately 286,841 square feet, or 6.58 acres, more or less.

Development Proposed by Comprehensive Plan:

Area of Request- Medium Density Residential

North- Single Family Detached Residential

South- Oklahoma City

East- Single Family Detached Residential

West- Commercial

Zoning Districts:

Area of Request- R-2F, Two-family Attached Residential District

North- PUD, Planned Unit Development, R-6, Single-family Detached Residential District

South- Oklahoma City

East- R-6, Single-family Detached Residential District

West- I-2, Moderate Industrial District

Land Use:

Area of Request- Vacant

North- Residential

South- Oklahoma City

East- Residential

West- Utility Services Association Construction Company

Comprehensive Plan Citation:

The current zoning for this case is R-2F (single-family detached or two-family attached). The proposed plat is for two-family attached homes. The comprehensive plan supports Medium Density Residential Land Use by which a variety of home options are offered. It also provides house affordability and walkability by increasing the density.

Municipal Code Citation:

38-19. Final Plat

38-18.1. Purpose

The purpose of a Final Plat is to ensure consistency with standards of the Subdivision Ordinance pertaining to the adequacy of public facilities, provide for public improvements to serve the subdivision and that all other requirements and conditions have been satisfied or provided for to allow the Final Plat be recorded.

History:

1. The area was rezoned from R-MH-1, Manufactured Home Division, to R-2F, Two-family Attached Residential District in May of 2016.
2. September 6, 2016- Planning Commission recommended approval of the Preliminary Plat subject to staff comments.
3. September 27, 2016- Council approved the Preliminary Plat.

Staff Comments:

Engineering Staff Comments

Note: This application is for a final plat of the Curve subdivision located off Westminster Road and S.E. 28th Street.

Public Improvements

The requirements of the public improvements can be found in the subdivision regulations under:

Sec. 38-30.1. Completion prior to final plat approval and recordation

- a) Construction required prior to final plat approval and recordation. Completion of all required public improvements, in accordance with the approved preliminary plat and the approved construction plans, shall occur prior to final plat approval and recordation.
- b) Final plat shall not be accepted. A final plat shall not be accepted for filing, nor shall it be considered for approval, prior to completion of all required public improvements.

Upon application of final plat, this office reviewed all the public improvements for compliance with the subdivision regulations.

Water Supply and Distribution

Water line improvements were permitted through this office and Oklahoma Department of Environmental Quality (ODEQ). Construction of the improvements were inspected by the Construction Inspector and completed.

Sanitary Sewerage Collection and Disposal

Sanitary Sewer improvements were permitted through this office and Oklahoma Department of Environmental Quality (ODEQ). Construction of the improvements were inspected by the Construction Inspector and completed.

Stormwater

Stormwater improvements were permitted through this office. Construction of the improvements were inspected by the Construction Inspector and completed.

Street

The new roadway, Josie Circle and associated improvements along S.E. 28th Street were permitted through this office. Construction of the improvements were inspected by the Construction Inspector and completed.

Sidewalk

The sidewalk has been approved but the developer wants to construct the sidewalks as part of the houses. An approved Sidewalk Plan stating exactly where and whose responsibility it would be to complete has been included in this application. Additionally, a note on the plat stating sidewalk to be built prior to the certificate of occupancy. Both of these were supplied by the developer in a satisfactory manner.

Easements

Subdivision Regulations requires that all existing, dedicated, and proposed rights-of-way and easements are depicted on the final plat. As required, these are reflected on the final plat.

Lighting

Public street lighting is required as part of this development in two locations; at the curves of Josie Circle. The developer has contacted OG&E which supplies the lighting for Midwest City. The lighting has not been installed as of this memo. Because the lighting is not a direct capital expense to the City, the developer should not be held to OG&E's timeline. This requirement has been satisfied by the developer's formal request to OG&E.

Signage

Public signage is required for this development at the intersection of S.E. 28th Street and Josie Circle. The signage is on order for completion per City's specifications.

Record Drawings, Lien Release, and Bonding

Record drawings have been submitted to the city and filed accordingly. Bonds were provided for all the public infrastructure and a lien release has been received.

Fire Marshal's Comments:

PC-2132 is requesting a final plat for the 11004 area located at SE 28th and Westminster. There are currently no plans for development on the residential portion.

The property is required to meet and maintain the requirements of Midwest City Ordinances Section 15.

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26'. Exclusive of shoulder(s).

Fire hydrants are required to be place a distance that does not exceed 400'-0" as the hose lays.

Planning Division:

The area of request is the site previously occupied as the Ponderosa Mobile Home Park. Since then, the site has been vacant for many years.

The purpose of this final plat is to subdivide the property into 20 individual lots that will provide 39 units.

All setback and lot requirements for the R-2F, Residential Two-Family Home District will be required to comply with section 3.2 of the Zoning Ordinance. These regulations include a lot width of 25' per dwelling unit, lot depth of 100', front setback of 25' from the right-of-way, 7' side setback, and 20' rear setback,

The structure must also comply with the exterior construction requirement of a minimum of 85% masonry materials. A minimum of two trees will be required to be planted in the front yard of each lot prior to issuance of a Certificate of Occupancy.

The applicant is required to provide 0.21 acres of parks and open space. The applicant is proposing two areas of park and open space containing a total of 0.34 acres of private park and open space to be maintained by the owner(s) of the property and will be noted on final plat.

A portion of the proposed park land will also serve as detention for the development and must therefore meet the requirements of Section 38-49.4(D) of the Subdivision Regulations.

The section requires that the park land must adhere to the following considerations:

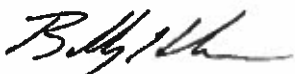
- Be located between a building and street or completely bound by streets.
- Be viewable from public space.
- Any slope of the pond area may not exceed 33%.
- Accessible by patrons.
- Contain a seating area, public area, or fountain.
- One tree or planter at least 16 square feet for every 200 square feet of open space and be located within or adjacent to the open place.

The final plat has the required detention and common areas recorded and are in accordance with the agreed upon guidelines outlined in the preliminary plat.

The final plat must reflect the new verbiage provided by the City Attorney regarding maintenance of the common areas prior to being heard at Council January 10, 2023.

Action is at the discretion of the Planning Commission.

Action Required: Approve or reject the Final Plat of The Curve for the property located at 11004 SE 28th Street, subject to staff comments as found in the December 6, 2022 agenda packet and made a part of PC-2132 file.

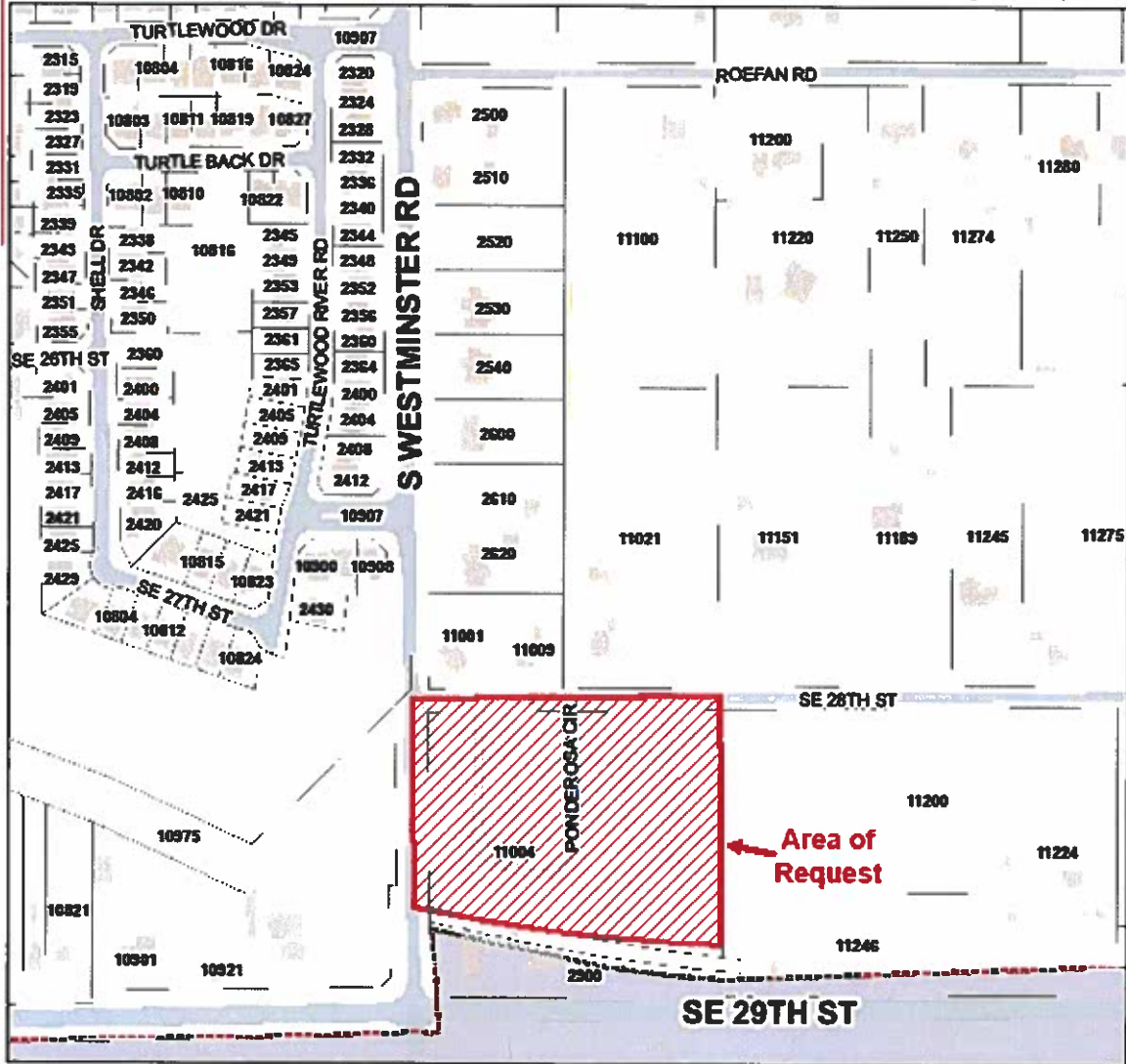


Billy Harless
Community Development Director

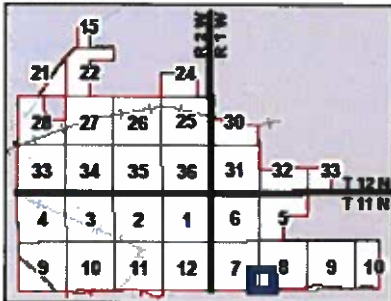
ER



Community Development



Locator Map



General Map Legend

- Area of Request
- Parcels with Addresses
- Buildings
- Edge of Pavement
- MWC City Limits
- Railroads**
- Active
- Inactive / Closed

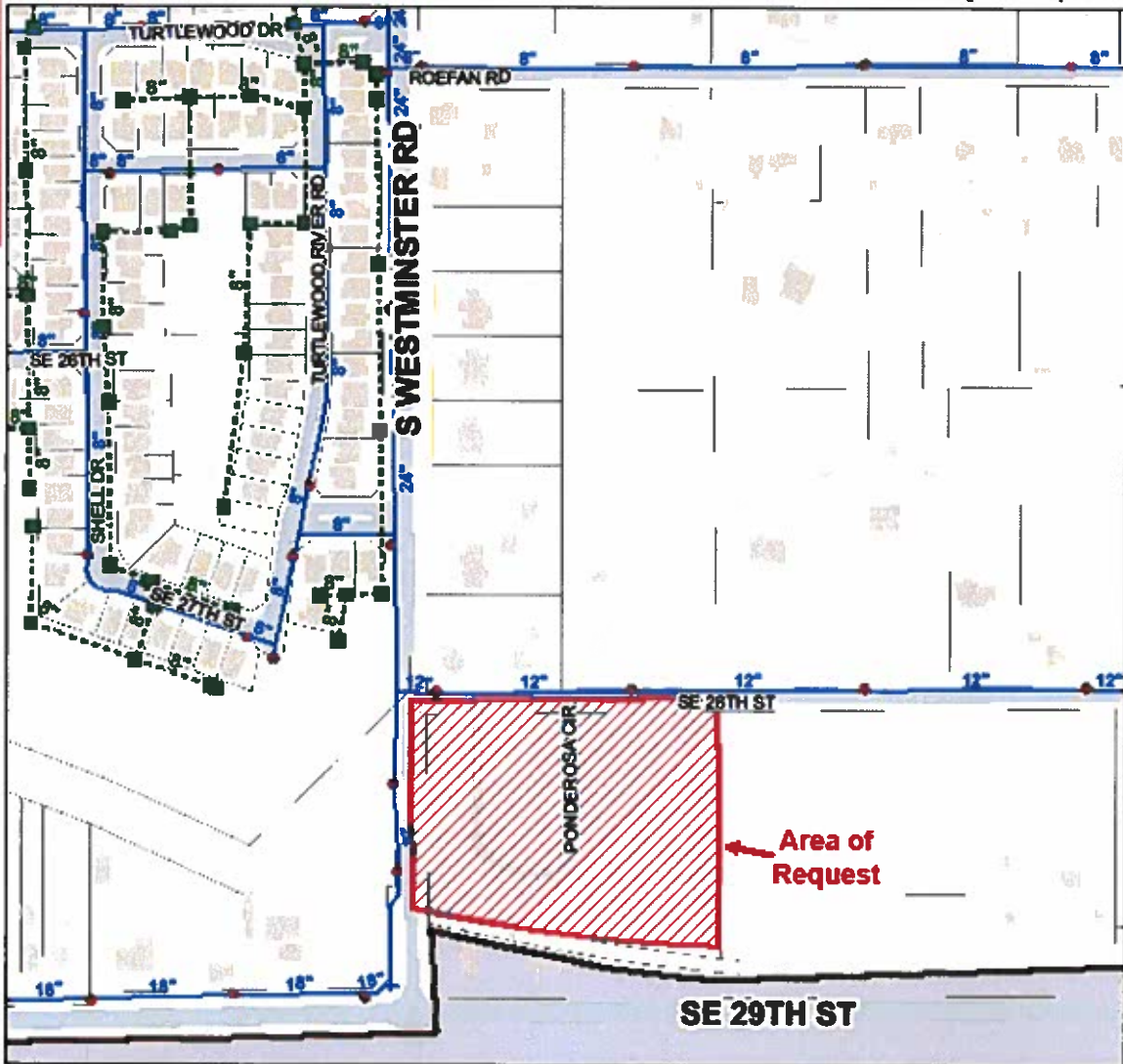
**GENERAL MAP FOR
PC-2132
(SW/4, Sec. 8, T11N, R1W)**



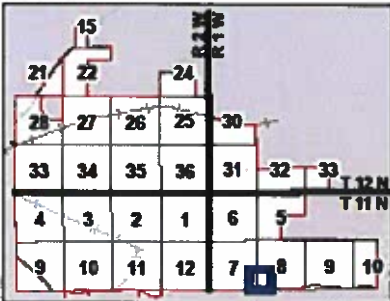
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Community Development



Locator Map

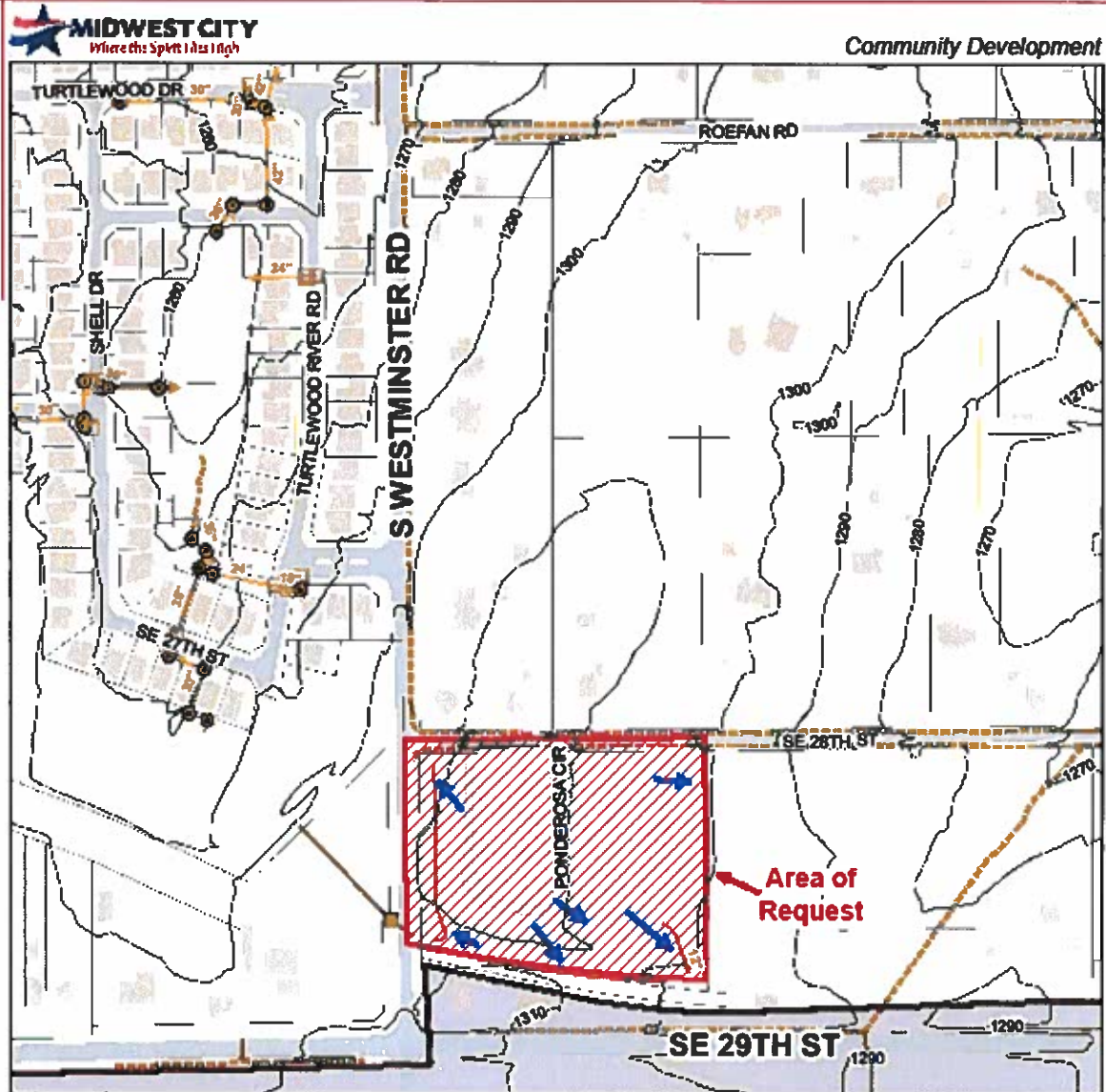


Water/Sewer Legend

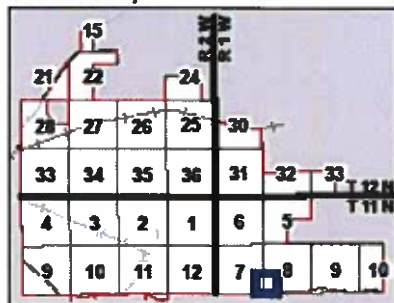
- Fire Hydrants
- Water Lines
 - Distribution
 - Well
 - OKC Cross Country
 - Sooner Utilities
 - Thunderbird
 - Unknown
- Sewer Manholes
- Sewer Lines

**WATER/SEWER LINE
LOCATION MAP FOR
PC-2132
(SW/4, Sec. 8, T11N, R1W)**

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Locator Map



- Drainage Legend**
- Curb Inlets
 - Inlets
 - Junction Box
 - Culverts
 - Flumes
 - Developed Channels
 - Trickle Channels
 - Undeveloped Channels
 - Storm Lines
 - Creeks
- ELEVATION**
- 1166-1204 ft
 - 1204-1226 ft
 - 1226-1250 ft
 - 1250-1278 ft
 - 1278-1324 ft
- 2009 FEMA Floodplains**
- 500-yr Floodplain
 - 100-yr Floodplain
- 2006 FEMA Floodway**
- FLOODWAY

DRAINAGE LOCATION MAP FOR PC-2132 (SW/4, Sec. 8, T11N, R1W)

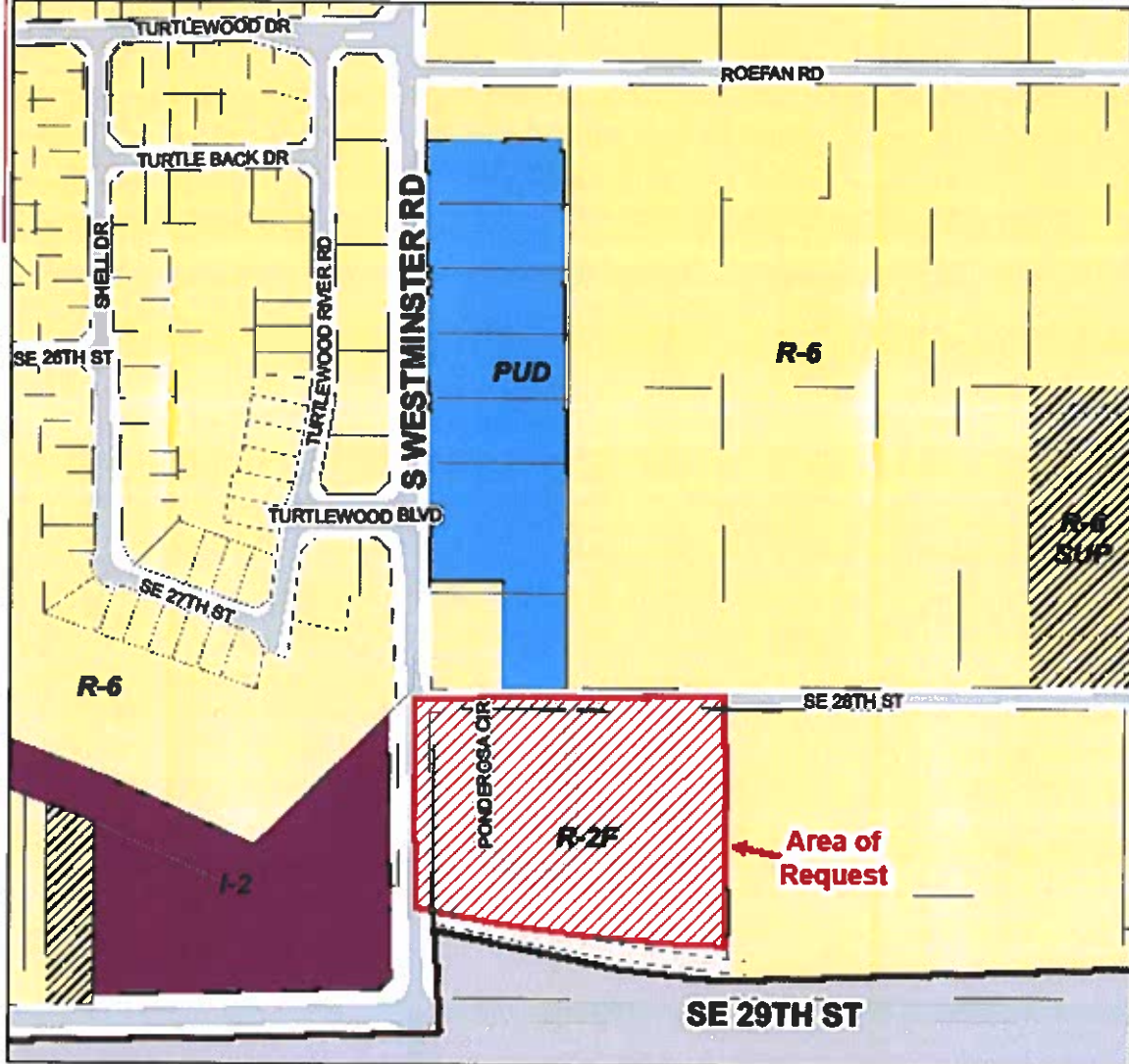
0 300 600 Feet

1 inch = 300 feet

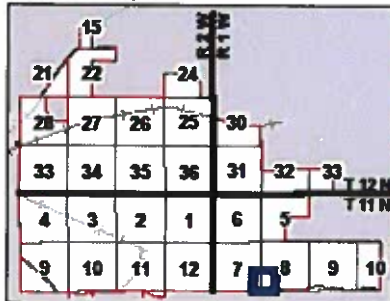
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Community Development



Locator Map



Current Zoning Legend

A-1	I-2 SUP	R-3S
A-1 SUP	I-3	R-2F
C-1	O-1	R-MD
C-1 SUP	O-1 SUP	R-MD SUP
C-2	O-2	R-HD
C-3	O-2 SUP	R-HD SUP
C-3 SUP	R-6	R-MH-1
C-4	R-6 SUP	R-MH-2
C-4 SUP	R-8	PUD
I-1	R-10	SPUD
I-2	R-22	HOS
		HOS SUP

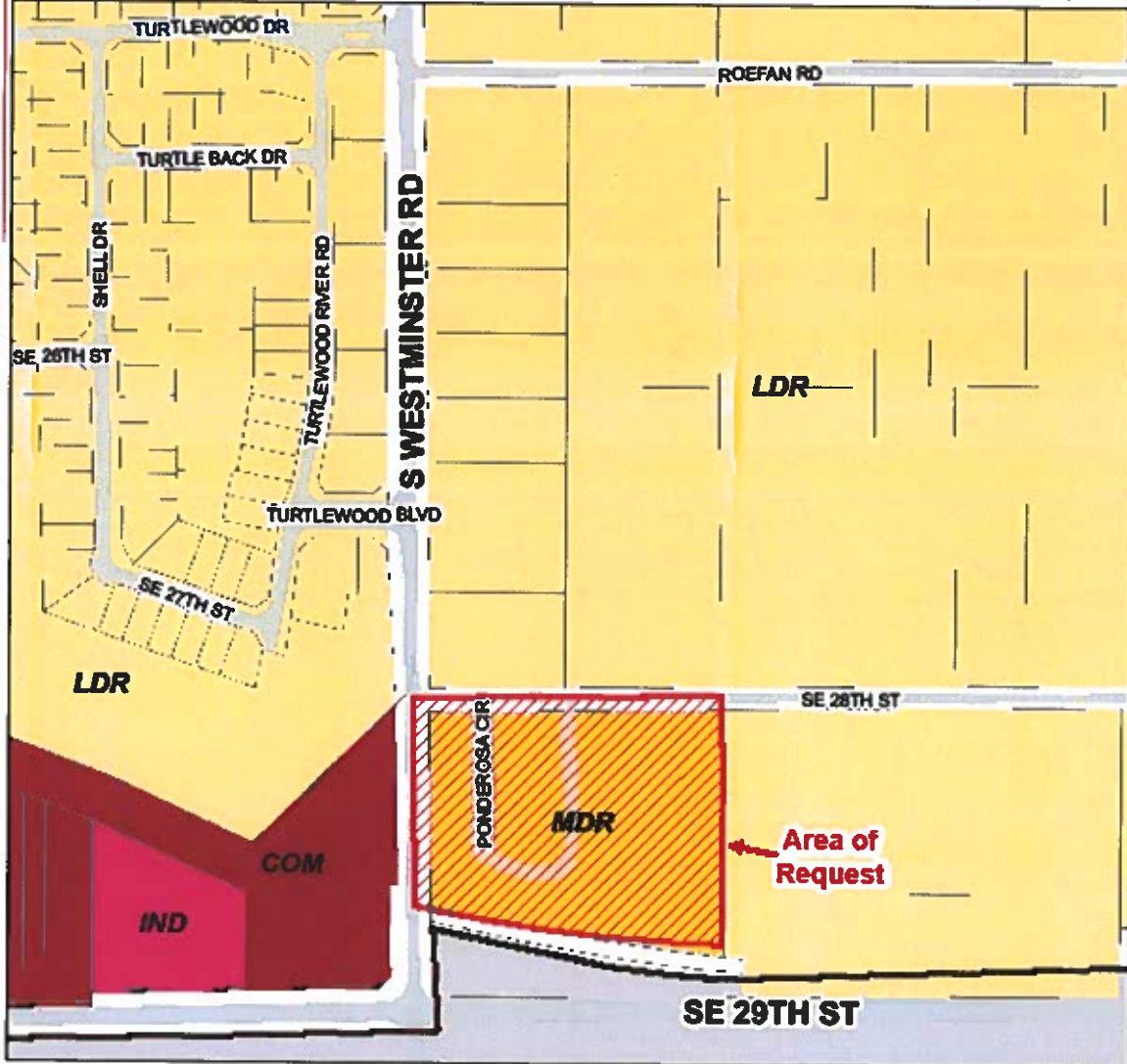
**ZONING MAP FOR
PC-2132
(SW/4, Sec. 8, T11N, R1W)**



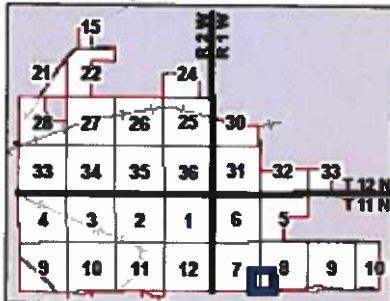
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Community Development



Locator Map



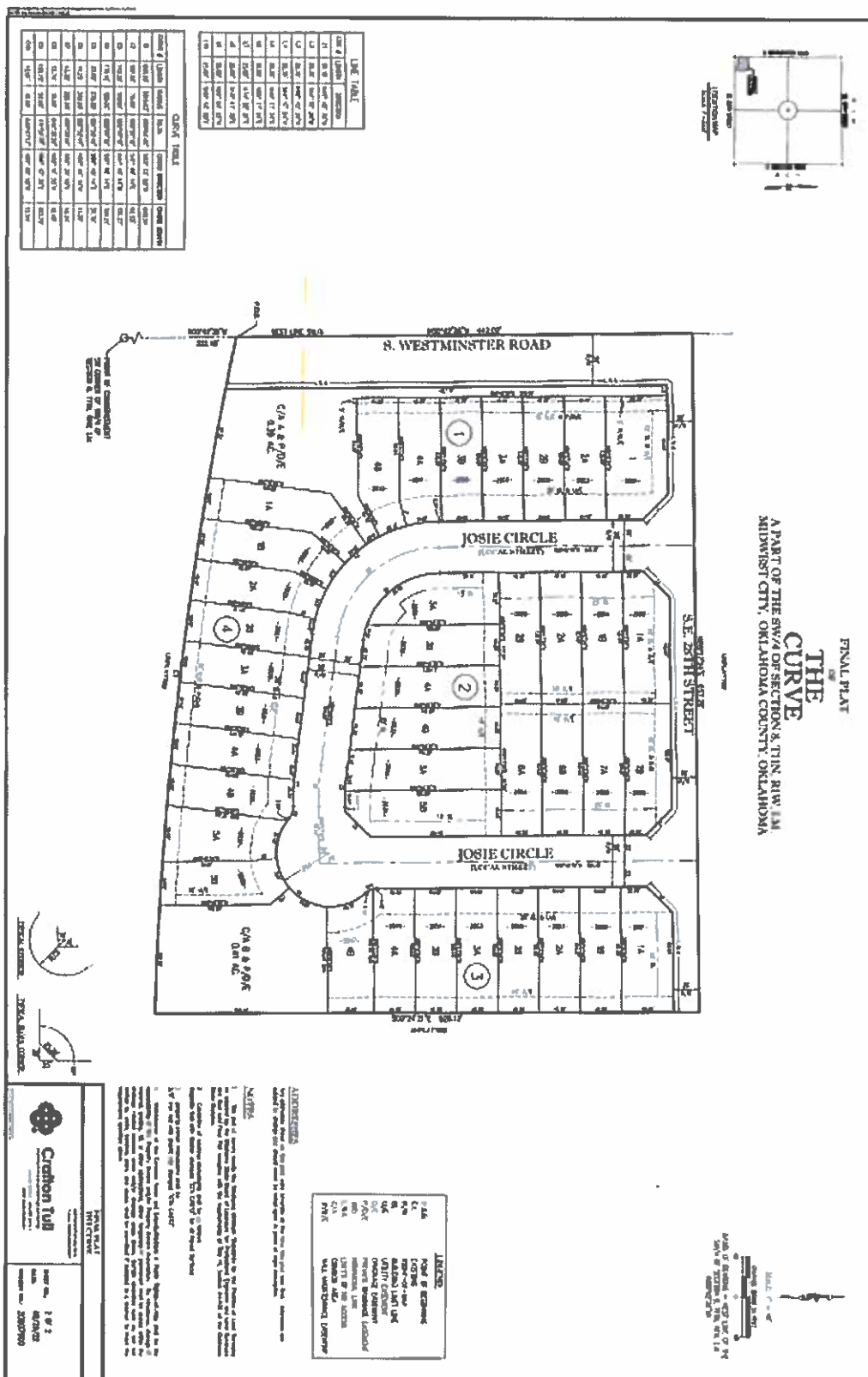
Future Land Use Legend

- Single-Family Detached Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home
- Public/Semi-Public
- Parks/Open Space
- Office/Retail
- Commercial
- Industrial
- Town Center

**FUTURE LAND USE
MAP FOR
PC-2132
(SW/4, Sec. 8, T11N, R1W)**



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The Curve Legal Description

A tract of land situate in the Southwest Quarter (SW/4) of Section Eight (8), Township Eleven North (T11N), Range One West (R1W), of the Indian Meridian (I.M.), Midwest City, Oklahoma County, Oklahoma, said tract being more particularly described as follows:

COMMENCING at the Southwest corner of said SW/4; thence
N 00° 42' 36" W along the West line of said SW/4 a distance of 222.48 feet to the POINT OF BEGINNING;
thence continuing

N 00° 42' 36" W a distance of 442.02 feet; thence
N 89° 17' 24" E a distance of 657.20 feet; thence
S 00° 24' 21" E a distance of 528.12 feet to a point on a non-tangent curve to the right; thence
660.86 feet along the arc of said curve having a radius of 3819.83 feet, subtended by a chord of 660.04
feet which bears N 83° 12' 53" W to the POINT OF BEGINNING.

Said tract contains 324,453 Sq Ft or 7.45 Acres, more or less.

December 6, 2022

PAGE 1 OF 1

**643 INVESTMENTS, LLC
8028 S. SOONER RD
OKLAHOMA CITY OK, 73165
(405) 817-7961**

July 23, 2020

The City of Midwest City
Community Development Department
100 N. Midwest Blvd
Midwest City, OK 73110

RE: Proposed The Curve

To Whom It May Concern:

This letter will provide Crafton Tull & Associates, Inc. authorization to act as agents on our behalf in the matters of platting and planning of The Curve located in the Southwest Quarter SW/4 of Section Eight (8), Township Eleven North (T-11-N) Range One West (R-1-W), of the Indian Meridian (I.M.), Midwest City, Oklahoma County, Oklahoma. Generally located at the corner of SE 28th and Westminster Road.


By: Todd Wiley
Title: Owner

To: Chairman and Planning Commission
From: Billy Harless, Community Development Director
Date: December 6, 2022

Subject: (PC-2133) Discussion and consideration of an ordinance to redistrict from PUD, Planned Unit Development, governed by C-4, General Commercial District, to PUD, Planned Unit Development, governed by I-1, Light Industrial District, for the property described as part of the Northeast Quarter (NE/4) of Section Eleven (11), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma located at 2113 S. Douglas Boulevard.

Executive Summary: Applicant is requesting to rezone the subject property from PUD, Planned Unit Development, governed by C-4, General Commercial District, to PUD, Planned Unit Development, governed by I-1, Light Industrial District, and the only allowed use will be that of Medical Marijuana Processor Grower. It will be a remodel of existing building. The applicant, Mr. Tom Strahorn, is proposing a hydrocarbon extraction facility. This location is currently zoned for a dispensary and grow facility. The questions of air quality concerns arose from staff regarding the filtration process of the hazardous gaseous contaminants. At the time of this writing, staff has received one email in opposition to the proposed rezone that is attached to this report. Action is at the discretion of the Planning Commission.

Dates of Hearing:
Planning Commission- December 6, 2022
City Council- January 10, 2023

Owner: Tom Strahorn

Applicant: Tom Strahorn, TSB, LC

Council Ward: Ward 2, Pat Byrne

Proposed Use: Hydrocarbon Extraction Facility

Size: The subject property has a frontage of 140 feet and a depth of 320 feet, and contains an area of 45,542 square feet, or 1.05 acres, more or less.

Development Proposed by Comprehensive Plan:



North- Commercial
South- Commercial
East- Office/Retail
West- Commercial

Zoning District:

North- I-2, Moderate Industrial District
South- PUD, Planned Unit Development, governed by C-3, Community Commercial District (PC-1781)
East- PUD, Planned Unit Development, governed by C-1, Restricted Commercial District
West- PUD, Planned Unit Development, governed by I-2, Moderate Industrial District (PC-1781)

Land Use:

North- Hair salon
South- Pad site
East- Office
West- Tinker Storage

Comprehensive Plan Citation:

The current zoning for this case is Planned Unit Development (PUD). According to Midwest City Zoning Ordinances, Planned Unit Development (PUD) is considered a special zoning district that facilitates economic arrangements of buildings and encourages diversity of land uses. PUD encourages innovative developments and protects the health, safety, and welfare of the community.

The Comprehensive Plan supports the development of new businesses/industries. It gives the community opportunities for employment increase and expansion of the tax base. The future land use for 2113 S. Douglas Boulevard, MWC is zoned as commercial. According to Midwest City Zoning Ordinances under Use Regulations of Land and Buildings (Section 4.9.2), Commercial zoning (C-4) is not supportive of Light Industrial District (I-1).

Municipal Code Citation:

2.25. PUD, Planned Unit Development

2.25.1. *General Provisions*

The planned unit development, herein referred to as PUD, is a special zoning district category that provides an alternate approach to conventional land use controls to produce unique, creative, progressive, or quality land developments.

The PUD may be used for particular tracts or parcels of land that are under common ownership and are to be developed as one unit according to a master development plan.

The PUD is subject to special review procedures within PUD Application and Review, and once approved by the City Council it becomes a special zoning classification for the property it represents.

2.22. – I-1, Light Industrial District

2.22.1. *General Description*

This industrial district is intended to accommodate low impact industrial development. Noise, odor, dust, and glare produced should be confined within an enclosed building, as well as any manufacturing, assembly, repair or work activity.

These industrial uses may require proper accessibility to air, rail, or street transportation routes, but the size and volume of the raw materials and finished products should not be as great as that produced by uses in the moderate and heavy industrial districts.

Outdoor storage of materials or products not actively offered for sale is permitted, but will require sight proof screening.

History:

1. This area was indicated industrially zoned with the adoption of the 1968 Zoning Map.
2. A Preliminary Plat to divide this area into six (6) parcels was approved in October of 2012 (PC-1774).
3. The area of request was rezoned from I-2, Moderate Industrial District, to a PUD, Planned Unit Development, with the following tracts being governed as such: Tract A governed by C-3, Community Commercial District; Tract B governed by the I-2, Moderate Industrial District; and Tract C governed by the R-MD, Medium Density Residential in February of 2013 (PC-1781).
4. The Red Oak Development Final Plat was approved March 26, 2013 (PC-1783).
5. An amended PUD, Planned Unit Development, to be governed by C-4, General Commercial District, with special regulation to allow for marijuana grow was approved by Council in January of 2021.

Staff Comments-

Engineering Staff Comments:

Note: No engineering improvements are required with this application.

Water Supply and Distribution

There's public water mains bordering the proposed parcel, an eighteen (18) inch line running along the west side of South Douglas Boulevard. Any new building permit will require tying to the public water system as outlined in Municipal Code 48-32.

Sanitary Sewerage Collection and Disposal

There's a public sewer main bordering the proposed parcel, an eight (8) inch line running along the west side boundary. Any new building permit will require tying into the public sewer system as outlined in Municipal Code 43-109.

Streets and Sidewalks

Access to the parcel is from South Douglas Boulevard using existing drives. South Douglas Boulevard is classified as a primary collector road in the 2008 Comprehensive Plan. Public road and sidewalk improvements are not required as part of this application.

Drainage and Flood Control, Wetlands, and Sediment Control

The area of request is shown to be in an Area of Minimal Flood Hazard on Flood Insurance Rate Map (FIRM) number 40109C0330H, dated December 18th, 2009. Public drainage and detention improvements are not required as part of this application,

Easements and Right-of-Way

No further easements of right of way would be required with this application.

Fire Marshal's Comments:

No comments for rezoning. No issues found.

Planning Division:

This request will only allow for the single I-1, Light Industrial District use of Marijuana Processor Grower. No other I-1 uses would be permitted with this application.

The existing building does meet current side and rear yard setback requirements for this use. No additional parking or landscaping is required with this application.

If this application is approved, the applicant will be required to apply for a Certificate of Occupancy through the Construction and Engineering Services office. Prior to issuance of a Certificate of Occupancy, the operation must pass inspections by the Building and Fire Departments. The building must meet all current building and fire codes.

The applicant has their state licenses for grow and processing.

As of this writing, staff has received one email of protest.

Action is at the discretion of the Planning Commission.

Action Required:

Approve or reject the ordinance to redistrict to PUD, Planned Unit Development, governed by I-1, Light Industrial District, for the property noted herein, subject to staff comments as found in the December 6, 2022 agenda packets and made part of PC-2133 file.

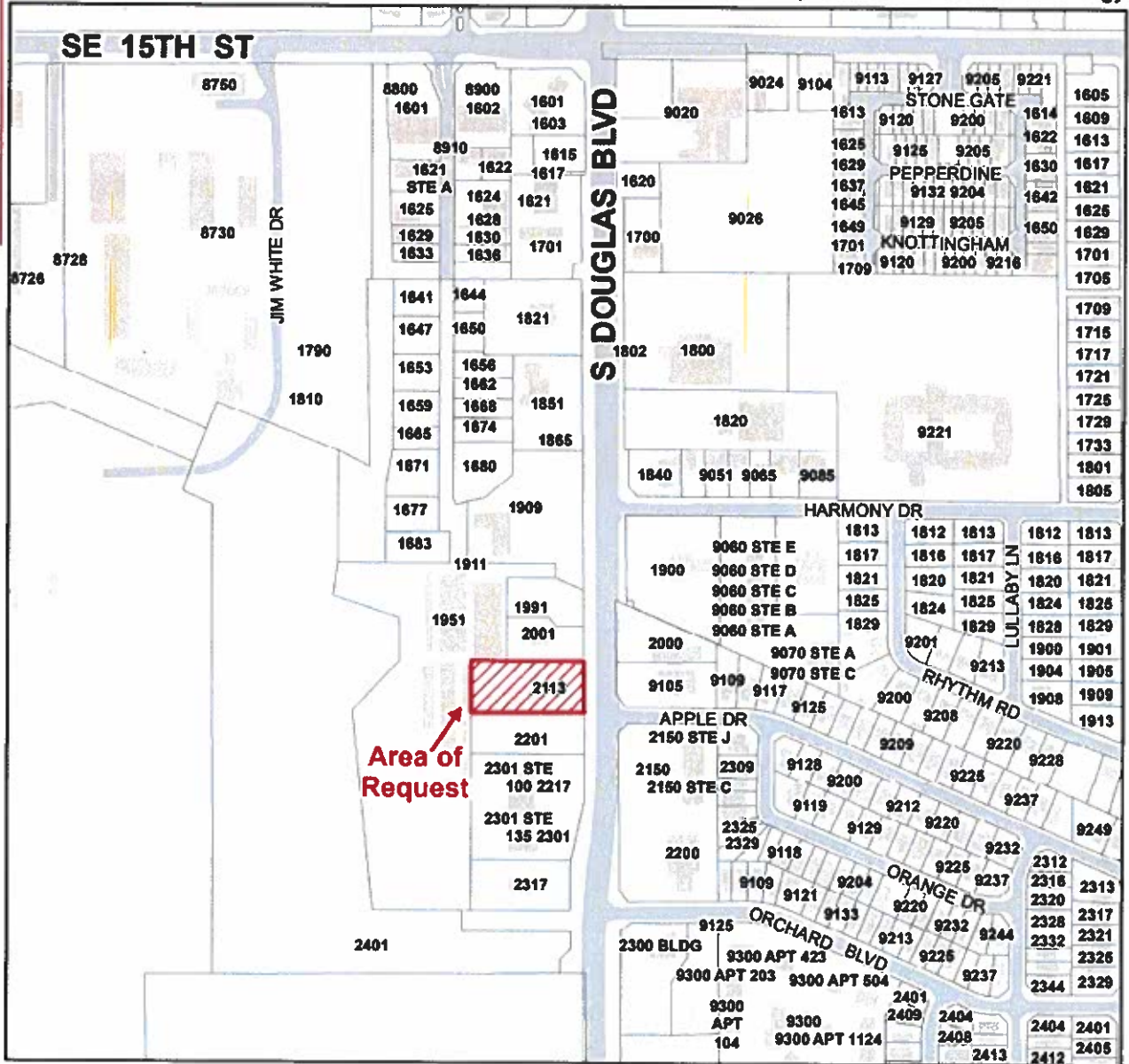


Billy Harless
Community Development Director

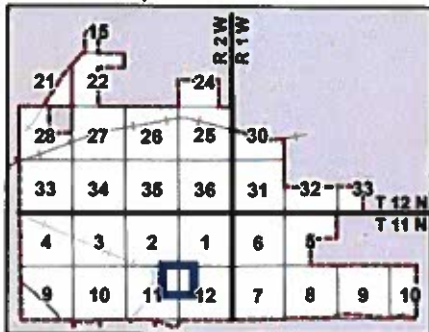
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Community Development / Information Technology



Locator Map



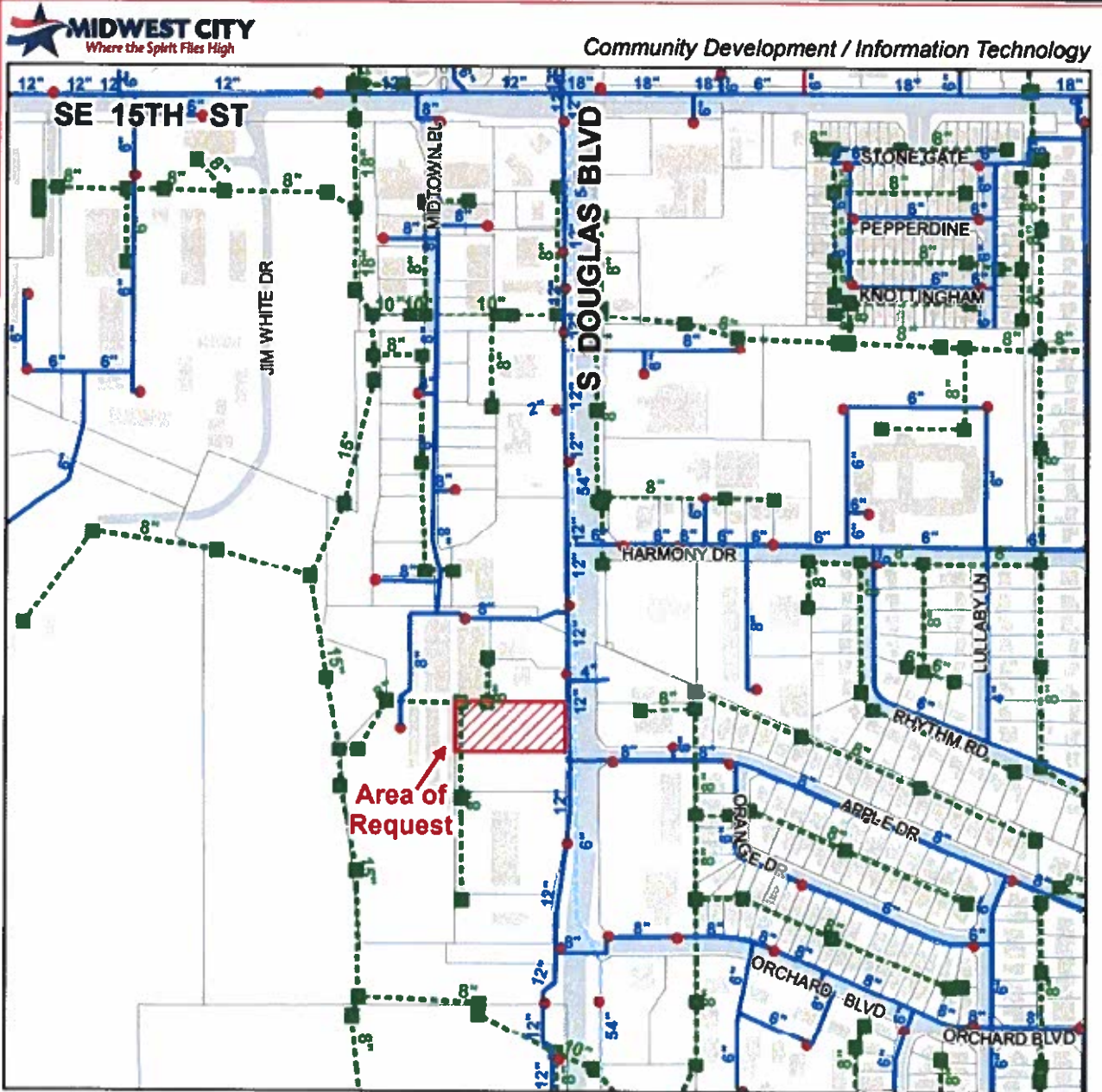
General Map Legend

- Area of Request
- Parcels with Addresses
- Buildings
- Edge of Pavement
- MWC City Limits
- Railroads**
- Active
- Inactive / Closed

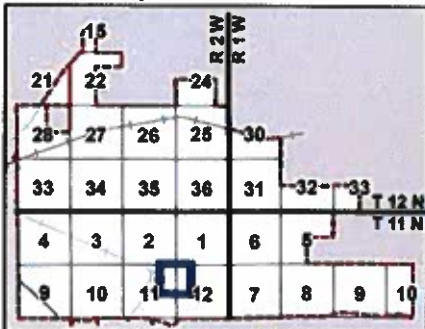
**GENERAL MAP FOR
PC-2133
(NE/4, Sec. 11, T11N, R2W)**



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Locator Map



Water/Sewer Legend

- Fire Hydrants
- Water Lines**
- Distribution
- Well
- OKC Cross Country
- Sooner Utilities
- Thunderbird
- Unknown
- Sewer Manholes
- Sewer Lines

**WATER/SEWER LINE
LOCATION MAP FOR
PC-2133
(NE/4, Sec. 11, T11N, R2W)**



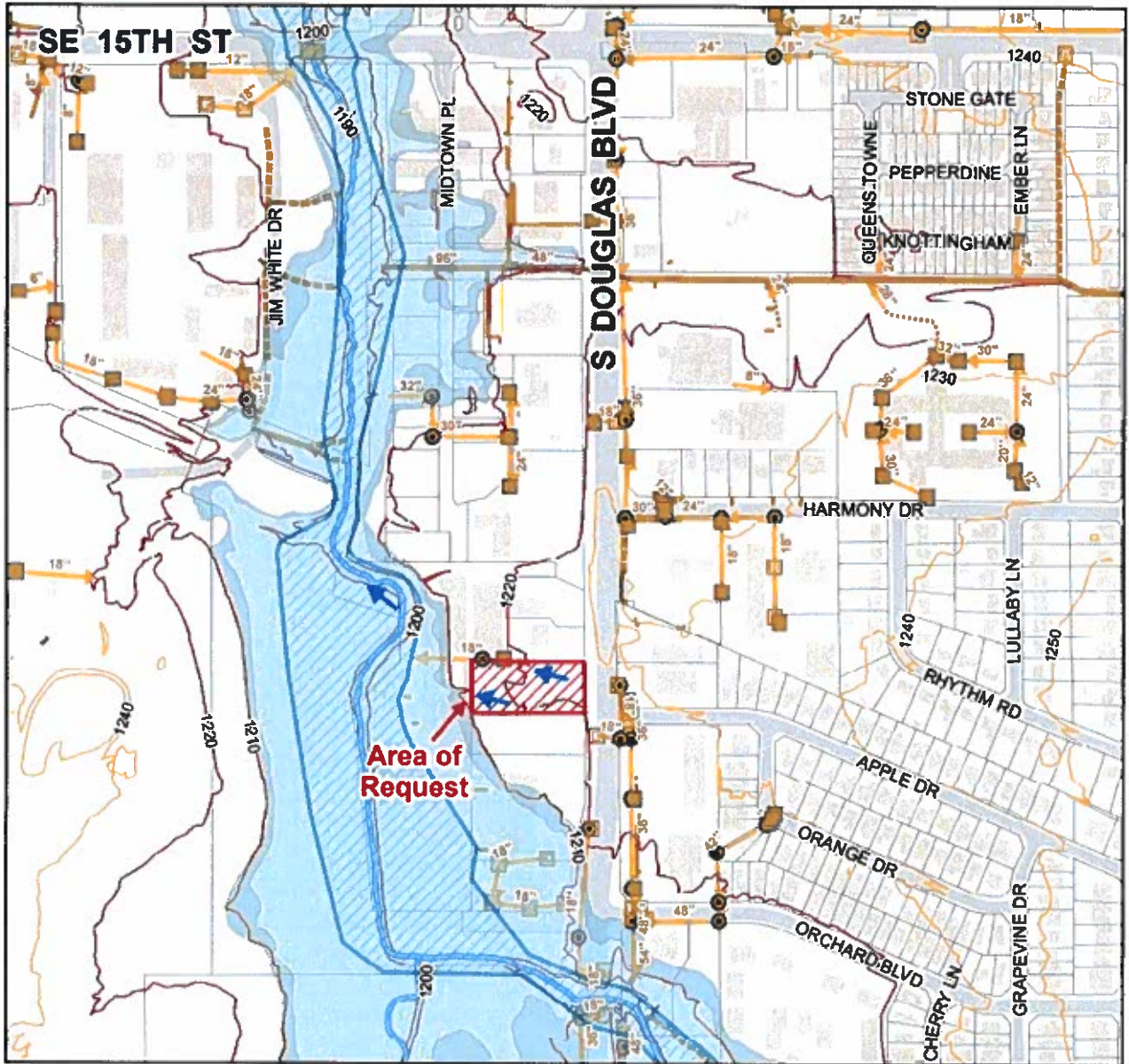
0 400 800 Feet

1 inch = 400 feet

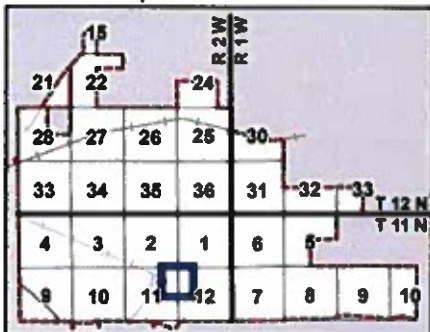
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Community Development / Information Technology



Locator Map



- Drainage Legend**
- Curb Inlets
 - Inlets
 - Junction Box
 - Culverts
 - Flumes
 - Developed Channels
 - Trickle Channels
 - Undeveloped Channels
 - Storm Lines
 - Creeks
- ELEVATION**
- 1165-1204 ft
 - 1204-1228 ft
 - 1228-1250 ft
 - 1250-1276 ft
 - 1276-1324 ft

2009 FEMA Floodplains

- 500-yr Floodplain
- 100-yr Floodplain
- 2008 FEMA Floodway

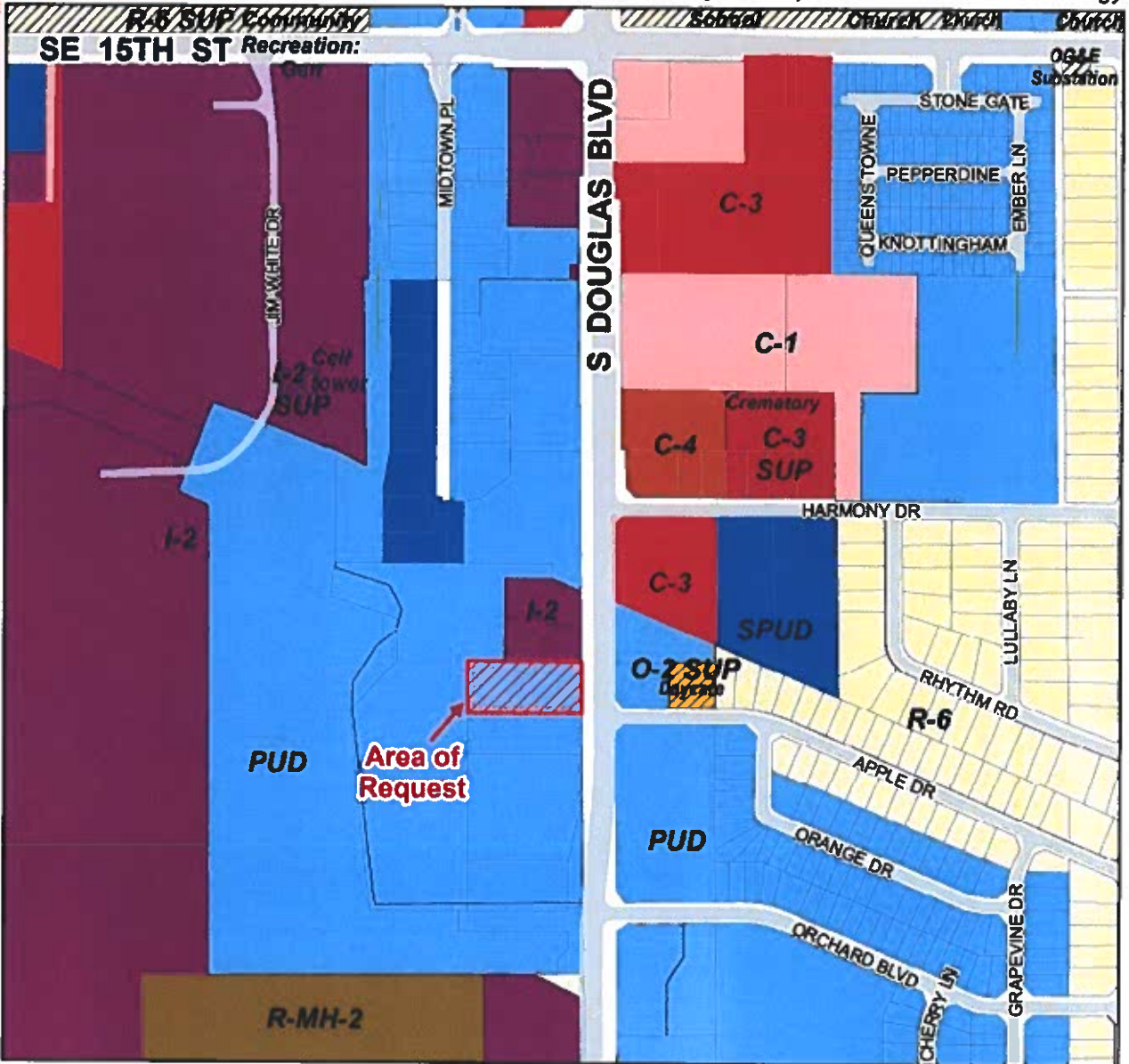
DRAINAGE LOCATION MAP FOR PC-2133 (NE/4, Sec. 11, T11N, R2W)



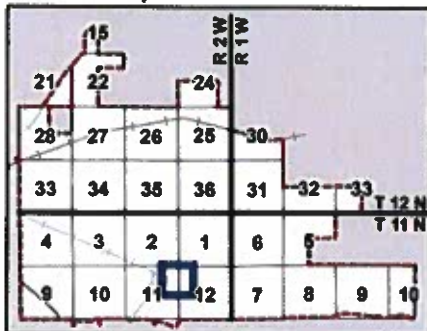
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Community Development / Information Technology



Locator Map



Current Zoning Legend

	A-1		I-2 SUP		R-35
	A-1 SUP		I-3		R-2F
	C-1		O-1		R-MD
	C-1 SUP		O-1 SUP		R-MD SUP
	C-2		O-2		R-HD
	C-3		O-2 SUP		R-HD SUP
	C-3 SUP		R-6		R-MH-1
	C-4		R-6 SUP		R-MH-2
	C-4 SUP		R-8		PUD
	I-1		R-10		SPUD
	I-2		R-22		HOS
					HOS SUP

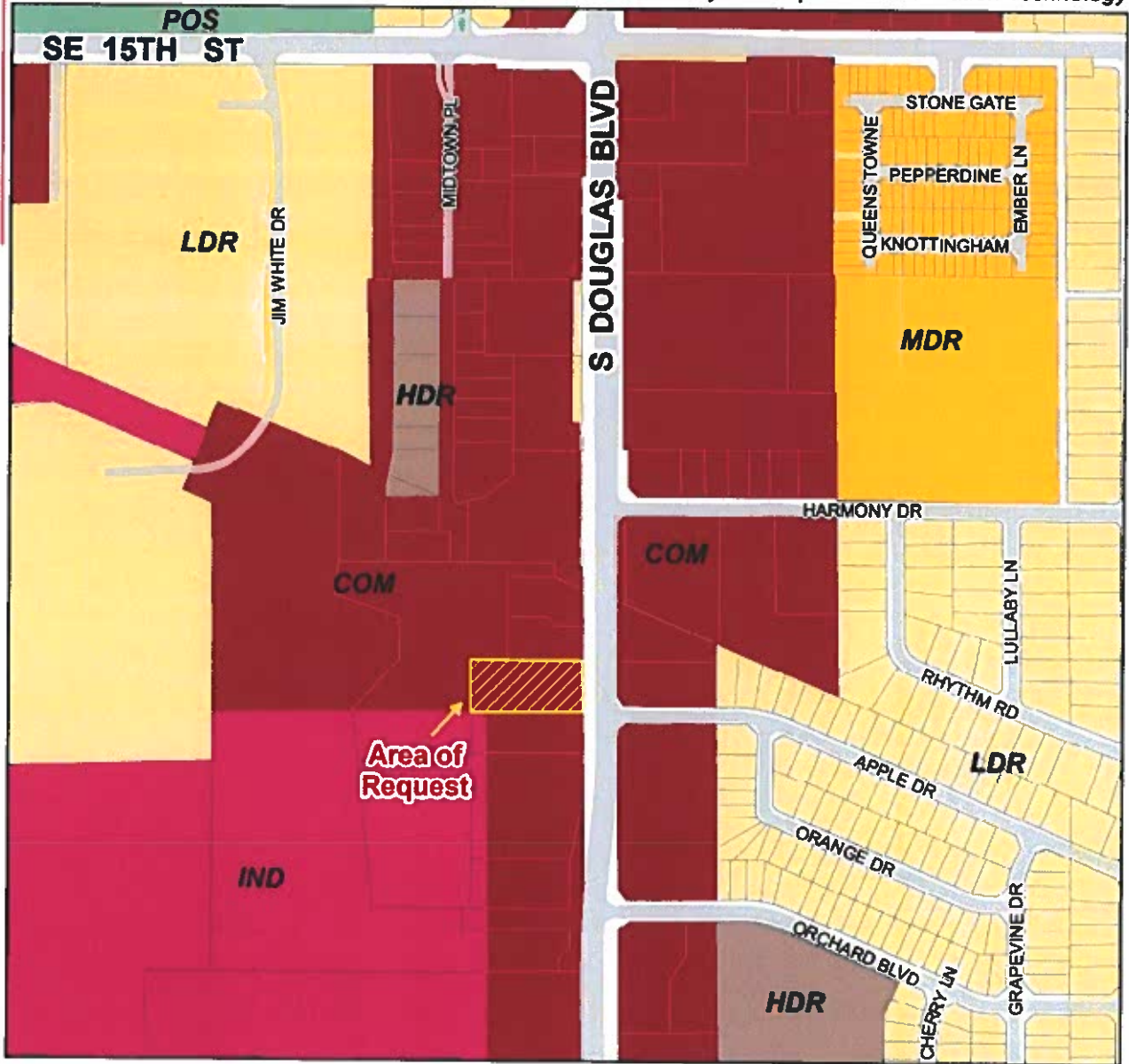
**ZONING MAP FOR
PC-2133
(NE/4, Sec. 11, T11N, R2W)**



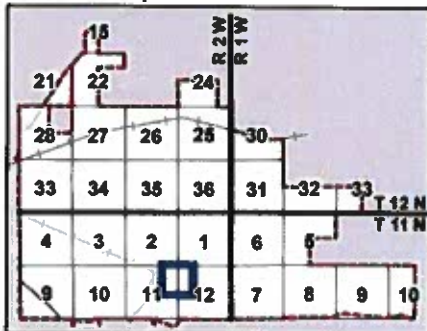
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Community Development / Information Technology



Locator Map



Future Land Use Legend

- Single-Family Detached Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home
- Public/Semi-Public
- Parks/Open Space
- Office/Retail
- Commercial
- Industrial
- Town Center

**FUTURE LAND USE
MAP FOR
PC-2133
(NE/4, Sec. 11, T11N, R2W)**



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December 6, 2022



Midwest City Fire Marshal's Office
8201 E Reno Avenue, Midwest City, OK 73110
dhelmberger@midwestcityok.org Office: 405-739-1355
www.midwestcityok.org



Re: PC - 02133

Date: 11/21/2022

PC-02133 is requesting a rezoning for a hydrocarbon extraction facility located at 2113 S. Douglas Blvd. There are no issues noted for the address listed.

- The property is required to meet and maintain the requirements of Midwest City Ordinances Section 15.

Respectfully,

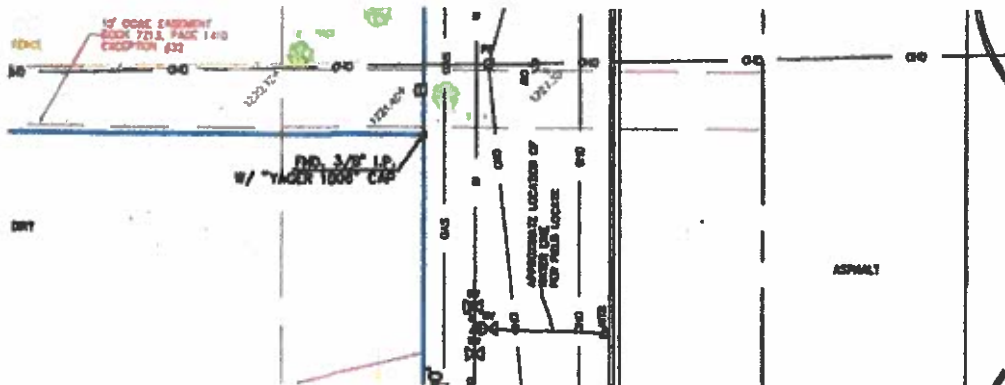
Handwritten signature of Ashley N. Duncan.

Ashley N. Duncan
Fire Prevention Officer
Midwest City Fire Department

Handwritten signature of Duane Helmberger.

Duane Helmberger
Fire Marshal
Midwest City Fire Department

The Midwest City Fire Department is committed to providing the highest level of public safety services for our community and citizens. We protect lives and property through fire suppression, emergency medical response, disaster management, fire prevention and public education.



SURVEYOR'S CERTIFICATE
May 6, 2015

This survey is made for the benefit of:

SOLDIER CREEK INVESTMENTS, LLC
TSB, L.C., AN OKLAHOMA LIMITED LIABILITY COMPANY
SOLDIER CREEK INVESTMENTS, LLC
STEWART ABSTRACT & TITLE OF OKLAHOMA
STEWART TITLE GUARANTY COMPANY

I, Shaun Christopher Aston, a Registered Professional Land Surveyor, do hereby certify to the aforesaid parties, as of the date set forth above that I or others under my direct supervision, have made a careful survey of a tract of land described as follows:

A part of the Northeast Quarter (NE/4) of Section Eleven (11), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma, being more particularly described as follows:

Lot ONE (1), Block 1, RED OAK ADDITION, an addition to the City of Midwest City, Oklahoma County, Oklahoma, according to the recorded plat thereof.

Said tract of land contains an area of 45,541 square feet or 1.0454 acres, more or less.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items of Table A thereof. The work was completed on May 6, 2015.

Shaun Christopher Aston
Shaun Christopher Aston, P.L.S. 1494
Date: 5/8/15

Notes:

- The bearing of South 00°00'00" East as shown on the East line of Section 11 was used as the basis of bearing for this survey.
- This map or plat and the survey on which it is based were made in accordance with the Oklahoma Minimum Standards for the Practice of Land Surveying as adopted by the Oklahoma State Board of Licensure for Professional Engineers and Land Surveyors, and the "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA, ACSM, and NSPS in 2011 and meets the positional tolerance requirements of an Urban Survey, as defined therein, and includes Items 1, 3, 4, 7(a), 8, 9, and 11 in Table A contained therein.

- and Continuation of of Way Contract on interest to Right of does not affect sub
- 13. Airport Zoning contains a blanket described therein.
- 14. Airport Zoning blanket type descrip therein.
- 15. Easement in fc affect subject prop
- 16. Easement in fc affect subject prop
- 17. Easement in fc affect subject prop
- 18. Channel Chang re-recorded at Boo
- 19. Rules and Regs 1947 of Book 906, inasmuch as it is a
- 20. Right of Way C (entry 84); Partial I
- 21. Easement in fc affect subject prop
- 22. Easement in fc affect subject prop
- 23. Catholic Prole 571, does not affec
- 24. Easement in fc therefore could not
- 25. Easement in fc affect subject prop
- 26. Easement in fc does not affect sub
- 27. Oklahoma Note Book 4840, Page 6C therein.
- 28. Channel Easem not affect subject p
- 29. Easement in fc affect subject prop
- 30. Right of Way C does not affect sub.
- 31. Grant of Perm 1359, does not affe
- 32. Easement in fc affects subject prop
- 33. Journal Entry a CJ-2009-1070, was

Lot 1

ALT

□ □ □ □
□ □ □ □ Certfile

Project No: 275
Drawn By: WW
DWG File: 275



Hazardous Area Design

For

TEMPLATE/ NOT FOR CONSTRUCTION

Prepared By
Christopher Ezell, PE
Graceson Engineering, LLC

Date	Name	Cause
7/22/2022	Ezell	Initial Review
7/25/2022	Ezell	Issued

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Overview

This report contains a hazardous area design ("C1D1 Room") that is based on the requirements of NFPA/NEC 70, NFPA 58, IBC, and IFC. This design is to contain equipment for the purpose of extraction of cannabis materials. From a design basis, the main driver of the ventilation design is the volume of the material column. In most cases this volume drives the maximum volume of hydrocarbons that can be emitted at one time.

Location of Facility

A Plus Extract, LLC
13737 NW 5th St.
OKC, OK

The booth is 14FT x 28FT x 10FT.

The HVAC system is designed to have one outside (fresh air) air supply always running (blower 1) with a second supply (blower 2) engaging on an increased level of gaseous contaminants. It is recommended to condition the air supply with blower 1 for operator comfort, but it is required to keep the internal temperature of the room below the design parameters of 90F. This is not expected to occur or to be an issue.

General Notes

- 1) All relief valves shall be routed outdoors. This may not include small thermal pop-off reliefs, but such exception shall be specifically called out.
- 2) Relief valves shall be vented to a safe location per NFPA 58. This means the open end of the tailpipe shall be in a location that is not within 5 feet of an ignition point or near an air inlet.
- 3) Oklahoma requires the booth lights, sensors, and blowers to operate with an emergency backup generator.
- 4) All rooms with butane, pentane, or regulated gasses shall have a gas detection per 2018 IFC 916
- 5) This booth design follows the light-weight construction guidelines of NFPA 58, but we included a blow-out vent path through the roof of the room. Given the proximity of personnel associated with this process, it was deemed worthwhile to provide an overpressure escape path.
- 6) The internal surfaces of the C1D1 room shall be coated with a vapor tight coating, this includes the vent path. This coating meets the requirements to declassify the adjacent area around the booth. This does not account for the door or any penetrations, which are shown on the electrical classification drawings to extend past the room's boundaries.
- 7) Ventilation blowers shall be of an approved explosion proof design, and the ducting shall be sealed to prevent the escape of hazardous gasses.
- 8) Commissioning verification is required to verify the room has adequate ventilation and that the control system properly exhausts hazardous gasses.
- 9) Follow the manufacturers guidelines for the maintenance and calibration schedules for the sensors, system, and controls.

Operations Design

Max Butane Volume: 300 lbs
Cooling: Refrigerated Liquid

This system is a butane/propane solvent cannabis extraction plant. Below is an overview of the process.

1. Butane is loaded into the recovery tank. This tank determines the maximum fill capacity for the unit, and is where all solvent will be stored when not in operation.
2. All portions of the unit other than the material columns and main recovery tank are drawn to a vacuum.
3. The solvent tank is refrigerated to a cold temperature using an explosion proof liquid pump and a heat exchanger which is piped to a chiller.
4. The jackets surrounding the material columns are chilled with circulating chilled fluid supplied by another chiller.
5. At this time, the material columns have no biomass inside them, and they should be valved off and isolated from the rest of the unit. The lid on top of the material column is opened, and a filter bag stuffed with cannabis biomass is loaded into the column, then the lid is replaced.
6. The material column is drawn to a vacuum, and while jackets are maintained at low temperature with circulating chilled fluid.
7. The liquid pump is used to transfer cold butane into the columns.
8. Butane is allowed to soak for 15 minutes before being drained.
9. Nitrogen pressure may be applied as needed to assist drainage from the material columns.
10. Butane is boiled off in the primary evaporation chamber until approximately 80% of the solvent has been recovered.
11. Once 80% of the solvent has been recovered, the butane-extract solution is transferred to a smaller evaporation chamber (called a "honeypot") for the remainder of recovery, and final collection of extract.
12. Once liquid solvent has been fully drained from material columns, these are isolated from the rest of the system and the solvent is recovered out of them via the vapor recovery pump.
13. The recovered solvent is transferred via vapor recovery pump into heat exchangers which condense the solvent back into liquid form.
14. The liquid solvent then drains back into the recovery tank.
15. Once solvent has been sufficiently recovered from material tubes, they may be safely opened, and biomass can be removed for proper disposal.
16. New biomass can be loaded, new solvent may be loaded if necessary, and the process is repeated.

The below values are typical operational ranges. Actual temperatures may vary. This report is for the hazardous area design, and shall not constitute a peer review or a technical report for the equipment.

Ambient Temperature: 0F to 120F

Ambient Pressure: 14.65 psia

Solvent: Butane

Cooling: Mechanical Chilling

Heating: Hot Water

Process Conditions: -40F to 120F

5 PSIA - 250 PSIG

Butane Volume: < 300 lbs (2018 Liquified Flammable Gas Limit, per control area, with exhausted room)

This system uses a blend of n-Butane and Propane as a solvent to dissolve oils from cannabis materials. N-Butane will be referred to as "Butane" through this paper, propane will be referred to as Propane. The mix of propane and n-Butane will be referred to as the "Solvent".

Hazardous Materials Analysis

n-Butane (Data from SDS)

Chemical Formula:	C4H10
Boiling Point:	31.1°F
Flash Point:	-76°F – Closed Cup
LEL:	1.8%
HEL:	8.4%
MW:	58.14
NFPA health rating:	1
NFPA fire rating:	4
NFPA reactivity rating:	0
OSHA PEL (8 HR):	800 ppm
n-Butane Density:	4.868 lbs/gal @60°F (EPA)

- n-Butane is not a flammable liquid, per IFC 202, as the definition of flammable liquids excludes compressed gasses.
- IFC 202-Flammable Liquids: "The category of flammable liquids does not include compressed gases or cryogenic fluids.
- "A compressed gas, per IFC 202 is: "A material, or mixture of materials that:
is a gas at 68°F (20°C) or less at 14.7 psia (101 kPa) of pressure; and has a boiling point of 68°F (20°C) or less at 14.7 psia (101 kPa) which is either liquefied, nonliquefied or in solution, except those gases which have no other health- or physical-hazard properties are not considered to be compressed until the pressure in the packaging exceeds 41 psia (282 kPa) at 68°F (20°C)."

Propane (Data from SDS)

Chemical Formula:	C3H8
Flash Point:	-156°F (gas) (USCG, 1999)
Lower Explosive Limit (LEL):	2.1 % (USCG, 1999)
Upper Explosive Limit (UEL):	9.5 % (USCG, 1999)
Autoignition Temperature:	842°F (USCG, 1999)
Melting Point:	-305.9°F (USCG, 1999)
Vapor Pressure:	9823 mmHg (USCG, 1999)
Vapor Density (Relative to Air):	1.5 (USCG, 1999)
Specific Gravity:	0.59 at -58°F (USCG, 1999)
Boiling Point:	-43.8°F at 760 mmHg (USCG, 1999)
Molecular Weight:	44.09 (USCG, 1999)
Water Solubility:	0.01 % (NIOSH, 2022)
Ionization Energy/Potential:	11.07 eV (NIOSH, 2022)
IDLH:	2100 ppm ; Based on 10% of the lower explosive limit. (NIOSH, 2022)

Maximum allowable quantity- Code Map for International Fire Code (2018)

n-Butane and Propane are both Flammable Liquefied Gases. The maximum allowable quantity is 300 pounds. 150 pounds plus 100% for an exhausted enclosure in a closed loop system.

Flammable Liquefied Gas

Table 5003.1.1(1) Maximum Allowable quantity - 150^{a, e} pounds

- Maximum allowable quantities shall be increased 100 percent in buildings equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1. Where Note e applies, the increase for both notes shall be applied accumulatively.
- Maximum allowable quantities shall be increased 100 percent where stored in approved storage cabinets, day boxes, gas cabinets, gas rooms, exhausted enclosures or in listed safety cans in accordance with Section 5003.9.10. Where Note d applies, the increase for both notes shall be applied accumulatively.

All rooms with Solvent shall be labeled with door placards, a no smoking sign, and posting for electrically classified areas.





1. Preparer of record of the Report.

Christopher Ezell	TX#86761	OK#32486
Graceson Engineering	TX#21844	OK#8801
Phone Number	918-786-0999	
Email Address	chris.ezell@gracesons.com	

1.1 Date and signature of registered design professional of record performing the design or peer review.

X

Christopher Ezell, PE
Engineer

X

Jonathan Strahorn
Peer Review, Code Analysis



2. Design of Ventilation System

Assumptions:

- 1) Room is 14FT X 28FT X 10FT
- 2) Fire Case (Driving Case) Relief Valves are routed outdoors, making operations the driving case for vapor generation.
- 3) Ventilation is based on the vaporization of n-Butane from a solvent laden material sock. This sock is assumed to be the maximum volume of a material column, which is 6-inch X 48-inch.
- 4) To maximize the vaporization rate, an ambient temperature of 90F is assumed.

3. Leak Rate Determination

6-INCH X 48-INCH SOCK OF BUTANE SOAKED MATERIAL

$$\text{SURFACE AREA} = \pi d + 2\pi r^2$$

Surface area = 6.7 ft²

Volume = 0.79 ft³ = 5.87 gal

Air convective heat transfer coefficient = 100 btu/ft²/R

Room Temp = 90F

Fluid Temp = 30.2 (boiling point of butane)

Heat = Surface Area * ΔT * k

Heat = 37573 btu/hr

Latent heat of vaporization for n-Butane = 165.6 btu/lb

Mass rate = Heat / Latent heat of vaporization = 226.9 lb/hr = 3.8 lb/min

Convert to mol for concentrations

Butane Molar Flow Rate = 3.8 lb/min / 58.12 lb/lbmol = 0.065 lbmol/min

Butane LEL = 1.7% X 20% of LEL = 1.7%/5 = .340%

Airflow Required = 0.065 / 0.0034 = 19 lbmol air / min -> 19 * 379.3 = 7259 scfm air

Method 2 (NFPA 58)

1 CFM per SQFT = 14 * 28 = 392 cfm (This is not enough)

Method 3 (API 500 6.3.2.4.2)

Volume of Room 14 * 28 * 10 = 3920 ft³

6 air exchanges/hour = 392 cfm (this is not enough)



CO2 Vaporization

50000 btu/hr estimated
246 btu/lb Latent Heat of Vaporization of Dry Ice
203.3 lbs/hr Max Dry Ice released
3.4 lb/min Max Dry Ice released
0.1 lbmol/min Max Dry Ice released

5000 ppm Max OSHA 8-hr CO2 Level
0.005 percent Max OSHA 8-hr CO2 Level
15.4 lbmol/min air Airflow Required

5526.7 scfm air Required Air Flow

Paint Booth Comparison

75 to 125 linear feet per minute

10FT*14FT*7SFT/Min = 10,500 cuft/min
10FT*14FT*100FT/Min = 14,000 cuft/min
10FT*14FT*12SFT/Min = 17,500 cuft/min

This hazardous room design is not a paint booth. Flammable materials are not being aerosolized during the process. This design information is included for reference purposes only. The cannabis industry has utilized paint booth designs for extraction booth.

Recommend Air flow Rate

For this this hazardous area it is recommended to have 10,000 scfm of airflow to adequately ventilate this space. This is assuming airflow into the 14-foot wall, and out the opposite 14 ft wall. This equates to a 71.42 linear foot per minute rate.



4. Sensors and Controls

Cause and Effects					
Instrument	Units	Alarm Setpoint	Blower 1	Blower 2	Alarm / Lights
LEL Detector	%	18.0	Always On	On with Alarm	On with Alarm
CO2 Detector	ppm	3000	Always On	On with Alarm	On with Alarm

Sensor:

LEL Detector

Manufacturer: RKI
Model: 65-2649RK-HC
Classification: Class 1 Div 1
Temperature: -40F to 122F
Resolution: 1.0%
Accuracy: 2.0% of Scale
Scale: 0-100%

CO2 Detector

Manufacturer: RKI
Model: 65-2661RK-02
Classification: Class 1 Div 1
Temperature: -40F to 122F
Resolution: 20 ppm
Accuracy: 2% of Scale
Scale: 0-5000 ppm





5. HVAC Sizing

The tonnage of HVAC to cool air in the booth is based on:

Temperature of the room around the C1D1 room:	75F
Temperature of the air in the C1D1:	80F
Temperature of the air being pulled from outside:	100F
Humidity of the air being pulled from outside:	60%

Outside Air Inlet Temp:	100F
Outside Air Humidity:	60%
Outlet Air Temp:	80.2F
Airflow:	5173 cfm
BTU Calculated:	121800 btu/hr
	10 Tons of Cooling
	1 Ton of Cooling Capacity = 12,000 btu/hr

Blower (recommended)

Manufacturer:	Dayton
Model:	7C114
Voltage:	230/460 60Hz
HP:	5HP
Rating:	Hazardous Locations / Spark Resistant

6. Lighting

All lighting in the room shall be rated for hazardous area operations in a class 1 division 1 area. The following manufacturers are recommended, but any equivalent is permitted.

Eaton:	HLL-4-5L-D-EM1
Larson:	EPL-48-2L-LED-D-V2

7. Electrical Connections / Outlets / Plugs

There are no outlets or electrical connection in the room.



References

API RP 500
IFC 2018
NFPA/NEC 70
NFPA 58

3.1.5.4 Class I Material Groups

For the purpose of testing, approval, and area classification, various air mixtures (not oxygen enriched) are subdivided into Groups A, B, C, or D for Class I, Division 1 and Class I, Division 2 locations.

Group D—Atmospheres containing butane, gasoline, hexane, methane, natural gas, propane, and many other hydrocarbon gases and vapors encountered in oil and gas production, refining and pipeline operations. Refer to Section 5.5, NEC Article 500.6(A)(4), and NFPA 497:3.3 for a more complete definition.

5.3 Flammable Highly Volatile Liquids

5.3.1 Highly volatile liquids (HVLs) include liquids such as butane, ethane, ethylene, propane, propylene, liquefied natural gas, natural gas liquids, and similar mixtures. Vapor pressures of these liquids exceed 276 kilopascals (40 psia) at 37.8 °C (100 °F).

5.3.2 Highly volatile liquids vaporize at low temperatures (have low flash points). When released to the atmosphere, these liquids vaporize—creating large volumes of cooled gases whose densities exceed that of air. HVLs should be treated very conservatively in considering the extent of the area affected, especially when released at or near ground level. Under such conditions, the heavy gases can travel along the ground for great distances if air currents do not assist dispersion. When HVLs are released at higher elevations, or are directed upward at substantial velocity, diffusion and dilution of the upper-air mixture are faster, and the distance from the point of release where LFL concentrations are present is less.

6.3.2 Adequate Ventilation

6.3.2.1 Adequate ventilation is defined as ventilation (natural or artificial) that is sufficient to prevent the accumulation of significant quantities of vapor-air or gas-air mixtures in concentration above 25 % of their lower flammable (explosive) limit, LFL (LEL).

6.3.2.2 The source of air used for ventilation should not be from an area classified as Division 1. The preferred source of air should be from an unclassified area. Air from a Division 2 area may be used to reduce the classification of a space to Division 2 that would otherwise be Division 1.

6.3.2.3 In determining adequate ventilation, the gas or vapor concentration can be considered to be homogeneous, although it is recognized that there may be small “pockets” of higher concentrations near sources of release.

6.3.2.4 Methods of achieving adequate ventilation:

6.3.2.4.1 Several methods of achieving adequate ventilation are listed below. The list is not intended to be all-inclusive. Any method utilized is required to satisfy both a) and b) below, as applicable.

- a) for flammable liquids with heavier-than-air vapors, ventilation must be arranged to ventilate all areas (particularly floor areas) where flammable vapors might collect (see 7.2.2);
- b) for lighter-than-air gases, roof or wall openings must be arranged to ventilate all areas (particularly ceiling areas) where gases might collect.



6.3.2.4.2 Enclosed areas (rooms, buildings, or spaces) that are provided with at least six (6) air changes per hour, can be considered as adequately ventilated. This ventilation rate can be accomplished by either natural or mechanical means.

6.3.2.4.3 Recirculation of inside air is permitted if:

- a) the recirculated air is monitored continuously with a gas detection system meeting the requirements of 6.5.2 a) through 6.5.2 h), and,
- b) the gas detection system is designed to automatically modify recirculation, introduce additional outside air, provide an alarm (audible or visual, or both, as most appropriate for the area), and provide exhaust (at a minimum rate as described in 6.3.2.4.2) to the outside if vapor-air mixtures in concentration over 20 % of their lower flammable limit (LFL) are detected.

NOTE Sufficient dilution air must be added to the space in question to ensure that the concentration of flammable gas or vapor is maintained below 25 % of the lower flammable limit (LFL) for all but abnormal conditions.

The gas detectors should be calibrated at a frequency in accordance with the manufacturer's recommendations, but at least once every three months. Calibration should be performed by actual exposure of the sensor to a known mixture (nominal 50 % LFL recommended) of diluent and methane, or other gas anticipated, in accordance with the manufacturer's recommendations.

Sensing a gas concentration of 20 % LFL and above should activate a local alarm (audible or visual, or both, as most appropriate for the location).

Sensing a gas concentration of 40 % LFL has different requirements for applications of 6.5.1a) or 6.5.1.b) as follows: For applications of 6.5.1 a) where all equipment is required to be suitable for Division 2, sensing a gas concentration of 40 % LFL (maximum) or a gas detector system malfunction should activate an alarm (audible or visual, or both, as most appropriate for the area)

For applications of 6.5.1 b), sensing a gas concentration of 40 % LFL (maximum) or a gas detector system malfunction should both activate an alarm (audible or visual, or both, as most appropriate for the area) and initiate automatic disconnection of power from all electrical devices in the area that are not suitable for Division 2.

NFPA 58

10.2.1 Construction of Structures or Buildings.

Walls or roofs of heavy construction, such as solid brick masonry, concrete block, or reinforced concrete construction, shall be provided with explosion venting windows that have an explosion venting area of at least 1 ft² (0.1 m²) for each 50 ft³ (1.4 m³) of the enclosed volume.

10.2.2 Structure or Building Ventilation.

The structure shall be ventilated using air inlets and outlets, the bottom of which shall be not more than 6 in. (150 mm) above the floor, and ventilation shall be provided in accordance with the following:

- 1) Where mechanical ventilation is used, the rate of air circulation shall be at least 1 ft³/min-ft² (0.3 m³/min-m²) of floor area.
- 2) Outlets shall discharge at least 5 ft (1.5 m) from any opening into the structure or any other structure.



- 3) Where natural ventilation is used, each exterior wall shall be provided with one opening for each 20 ft (6.1 m) of length.
- 4) Each opening shall have a minimum size of 50 in.2 (32,250 mm2), and the total of all openings shall be at least 1 in.2/ft2 (6900 mm2/m2) of floor area.

10.2.3 Structure or Building Heating. Heating shall be by steam or hot water radiation or other heating transfer medium, with the heat source located outside of the building or structure (see Section 6.25), or by electrical appliances listed for Class I, Group D, Division 2 locations in accordance with NFPA 70.

10.3.2 Construction of Rooms Within Structures.

The principle and requirements for construction of rooms within structures are similar to those for the construction of attached structure. The following reasons apply to the limitation to the first floor location (with no basement):

- 1) There is no possibility of gas migration to a lower floor.
- 2) No lower floor can be affected in case of a gas releasing, igniting, and causing a fire or explosion.
- 3) Emergency responders have direct access.
- 4) Any cylinders brought into or out of the room do not have to be lifted to a higher floor, which
- 5) limits possible physical damage to the cylinders.

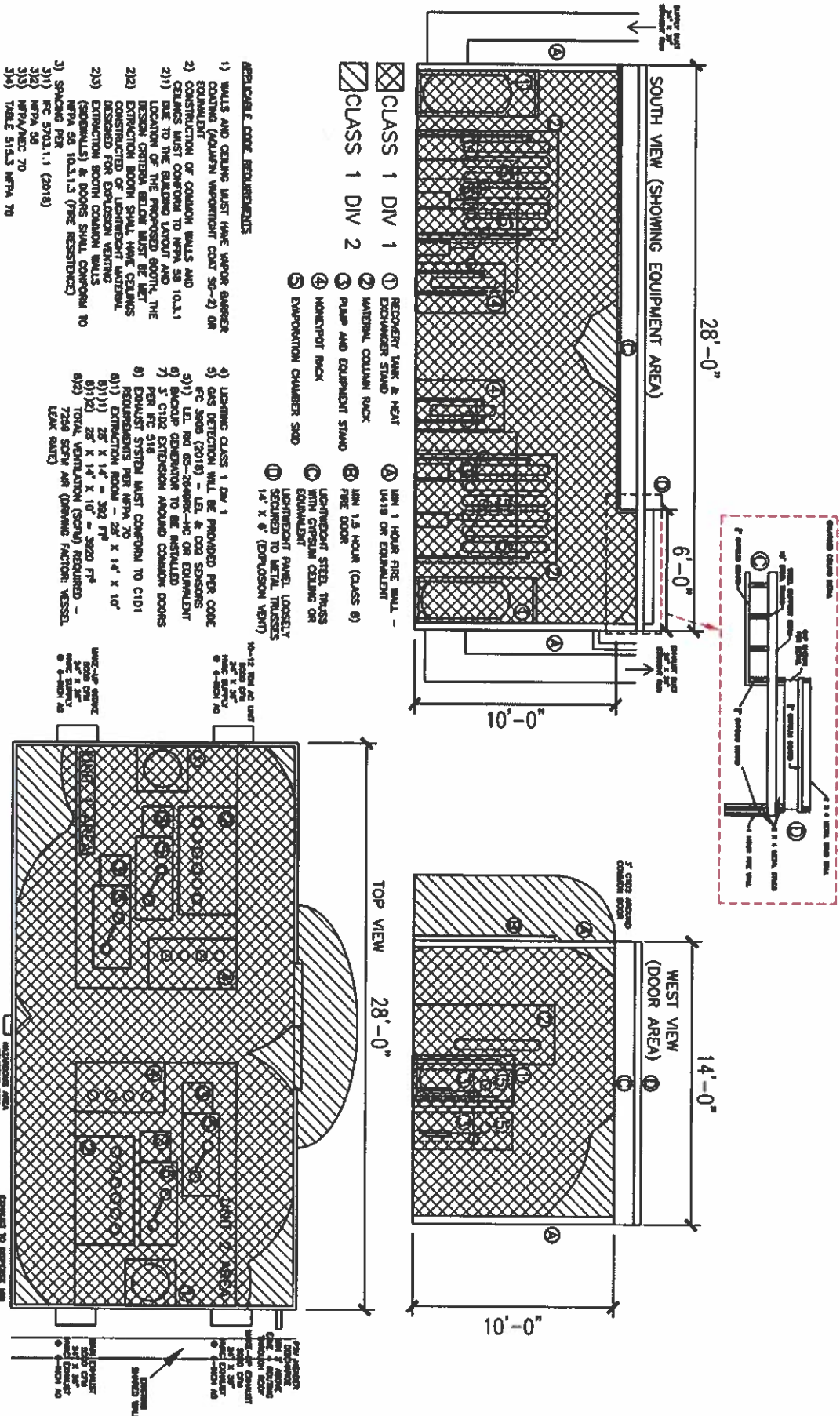
10.3.2.1 Rooms within structures shall be spaces where more than 50 percent of the perimeter of the space enclosed is comprised of common walls.

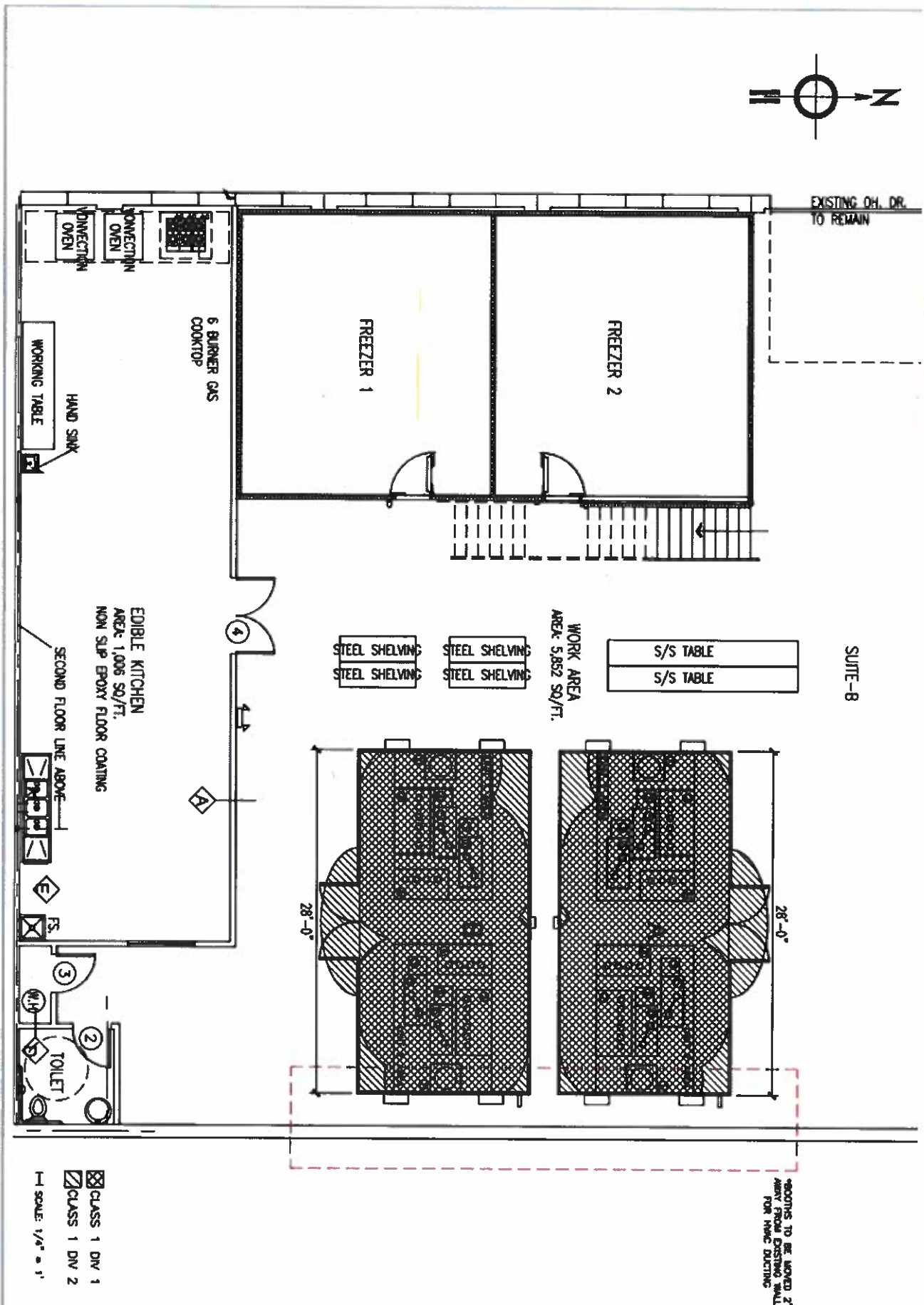
10.3.2.2 Rooms within structures shall be located in the first story and shall have at least one exterior wall with unobstructed free vents for freely relieving explosion pressures.

10.3.2.3 Walls, floors, ceilings, or roofs of the rooms shall be constructed of noncombustible materials.

10.3.2.4 Exterior walls and ceilings shall be of lightweight material designed for explosion venting.

10.3.2.5 Walls and roofs of heavy construction (such as solid brick masonry, concrete block, or reinforced concrete construction) shall be provided with explosion venting windows or panels that have an explosion venting area of at least 1 ft2 (0.1 m2) for each 50 ft3 (1.4 m3) of the enclosed volume.





December 6, 2022

>>> Jeff Johnson <jeff@jlouprop.com> 11/21/2022 2:07 PM >>>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I am writing in opposition of the rezoning of 2113 S Douglas Blvd. this not in keeping with the business of the area. I am sure this is not keeping with the comprehensive plan to be industrial. This type of business can put off bad smells affecting the surrounding business and the residents to the south. I have 100 units of residential under construction and other retail restaurant space under development. By negatively affecting the surrounding businesses this will affect their success and ultimately the taxes they pay. This is a major retail corridor in Midwest City and should be treated as such. Not a Grow/Processor Farm.
Please vote no on this.

Thank you,

Regards,

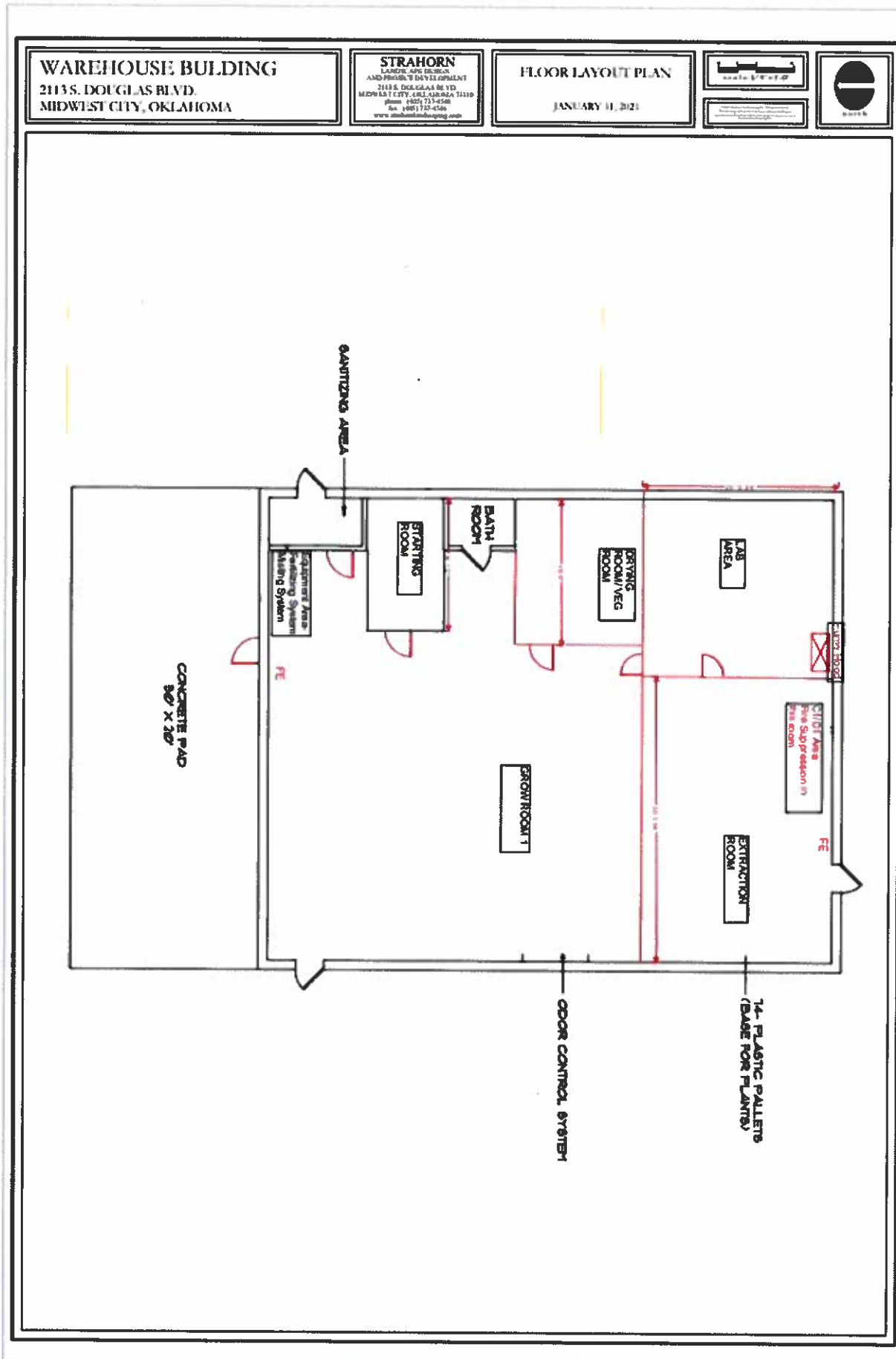
Jeff Johnson
[signature_1400026101]

1 NE 7th St.
Oklahoma City, OK 73104
Office: [405.401.6113](tel:405.401.6113)
Cell: [405.641.4431](tel:405.641.4431)

https://linkprotect.cudasvc.com/?url=https%3a%2f%2fwww.jlouprop.com&c=E.1.4ip8FpxcQtNzrOvl2LmblL7vIMPo0SCxtvoGrzHusNDx3X-kihOc0pTeCLmUqDdRJCbH8xIicc1c2Y7Y5pr7twgog2DdWFr2gr5Ssr_L53RYcw.&typo=1

Please note my email has changed to jeff@JLOUPROP.com

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Billy Harless, Director
 Tami Anderson, Administrative Assistant
 Emily Richey, Current Planning Manager
 Petya Stefanoff, Comprehensive Planner

Community Development Department

To: Chairman and Planning Commission
From: Billy Harless, Community Development Director
Date: December 6, 2022

Subject: (PC-2134) Public hearing with discussion and consideration of approval of the proposed Preliminary Plat of the 29th Street Apartments for the property described as part of the Southwest Quarter (SW/4) of Section Twelve (12), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Midwest City, Oklahoma County, Oklahoma, located at 9309 SE 29th Street.

Executive Summary: This item is a request to a preliminary plat for three (3) parcels for the development of apartments and 1 (one) commercial lot. The property is currently zoned as a PUD, Planned Unit Development, with Tracts “A” & “B” governed by R-HD, High Density Residential District, and Tract “C” governed by C-3, Community Commercial District. The approved PUD allows for apartments and C-3 Community Commercial. The applicant has agreed to all the requirements for the application, however not everything is reflected on the attached drawing (such as trail easements, drainage easements, etc.). Prior to being heard at Council, the applicant must submit completed preliminary plat that reflects the required missing components. This has been discussed with and agreed upon by the applicant. Action is at the discretion of the Planning Commission.

Dates of Hearing:
 Planning Commission- December 6, 2022 City
 Council- January 10, 2023

Council Ward: Ward 2, Pat Byrne

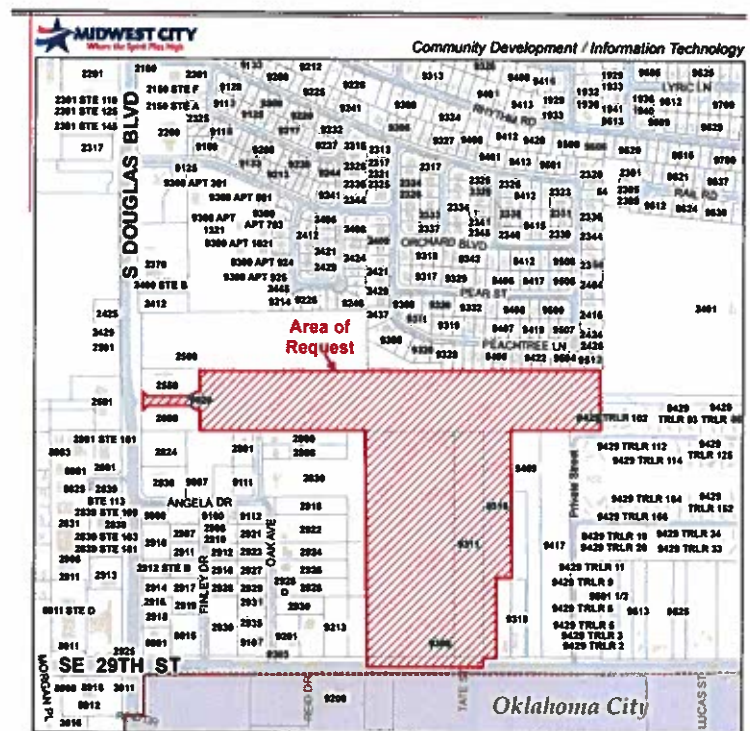
Owner: JLOU Properties, LLC

Applicant/Engineer: Mark Zitzow & Tim Johnson, Johnson & Associates

Proposed Use: Apartments & Commercial Lot

Size: The area of request has frontage along SE 29th Street as well as access off SE 25th Street, a depth of approximately 1600 feet, and an area of approximately 32.3 acres more or less.

Development Proposed by Comprehensive Plan:
 Area of Request- Office/Retail
 North- Parks/Open Space
 South- Oklahoma City



East- Office/Retail
West- Office/Retail

Zoning Districts:

Area of Request- PUD, Planned Unit Development, governed by R-HD, High Density Residential District

North- R-HD, High Density Residential District, R-6, Single-Family Detached Residential District

South- Oklahoma City

East- R-MH-2, Manufactured Home Park District, R-6, Single- Family Detached Residential District

West- R-6, Single-Family Detached Residential District

Land Use:

Area of Request- Vacant

North- Vacant

South- Oklahoma City

East- Residential

West- Residential

Comprehensive Plan Citation:

The current zoning for this case is Planned Unit Development (PUD). The Comprehensive Plan, under chapter 4- Future Land Use, authorizes mixed-use developments with multiple-family units, townhomes, and business activities that service large trade areas immediately surrounding residential neighborhoods. It offers affordable and walkable home choices to residents.

Municipal Code Citation:

38-18. – Preliminary Plat

38-18.1. *Purpose*

The purpose of a preliminary plat shall be to determine the general layout of the subdivision, the adequacy of public facilities needed to serve the intended development, and the overall compliance of the land division with applicable requirements of this Subdivision Ordinance.

38.-18.2. *Accompanying materials.*

(a) Preliminary and other types of plans. An application for a preliminary plat shall be accompanied by the following:

1. Preliminary stormwater management plan;
2. Preliminary drainage plan;
3. Preliminary utility plan;
4. Approved dedication of parks/open space or fees, if necessary;
5. Preliminary site development plan;
6. Street layout plan;
7. Street signage and striping plan;
8. Tree canopy management plan or tree mitigation plan; and
9. Other plans if deemed necessary for thorough review by the director of community development or the city engineer.

(b) *Multiple plans.* Multiple plans may be shown on one (1) sheet per the director of community development's approval.

(c) *Current title commitment.* The applicant shall furnish the application to the city a current commitment issued by a title insurance company authorized to do business in Oklahoma, a title opinion letter from an attorney licensed to practice in Oklahoma, or some other acceptable proof of ownership, identifying all persons having an ownership interest in the property subject to the preliminary plat.

History:

1. Previous business on property was the Frog Pond.
2. May 2022, Council approved an ordinance to redistrict the property from R-6, Single-Family Residential, to PUD, Planned Unit Development, governed by the R-HD, High Density Residential District, as well as a tract governed by C-3, Community Commercial District, and a resolution to amend the Comprehensive Plan from POS, Parks and Open Spaces, and OR, Office Retail, to HDR, High Density Residential with certain contingencies that Johnson has demonstrated in writing as well as has committed to work with staff through the development process.

Staff Comments-

Engineering Staff Comments:

Note: This application is for the preliminary plat of the S.E. 29th Apartments located at 9309 S.E. 29th Street.

Section 38-18 in the Subdivision Regulations requires all existing and proposed utility lines and public improvements be reflected on the preliminary plat or accompanying plan. The proposed public utility line installations required with this application are shown on the plat, must be constructed and will be dedicated to the city prior to the final plat application.

Water Supply and Distribution

There are public water mains adjacent to the proposed parcel, a six (6) inch line running along the south side of S.E. 25th Street and a twelve (12) inch line running along the north side of S.E. 29th Street.

The applicant is proposing public water main extensions throughout the development serving all of the proposed lots. The proposed lots will connect to S.E. 29th Street in the south and will extend to the northeast corner of the property so they can be connected to the Reed Baseball complex at a future date. The lines will be within dedicated utility easements reflected on the final plat.

Connection to the public water supply system for domestic service is a building permit requirement per Municipal Code 43-32 for all new buildings.

Sanitary Sewerage Collection and Disposal

A ten (10) inch public sanitary sewer runs along the west side of the subject parcel following the south to north direction of Soldier Creek.

The applicant is proposing public sewer main extensions throughout the development serving all of the proposed lots. The proposed lines will extend to the northwest corner of the property connecting to the existing ten (10) inch public sanitary sewer. The lines will be within dedicated utility easements reflected on the final plat.

Connection to the public sewer system for domestic service is a building permit requirement per Municipal Code 43-109 for all new buildings.

Streets and Sidewalks

Access to the area of request exists off S.E. 25th Street and S.E. 29th Street.

All of the lots located in the proposed development will front onto either S.E. 25th Street or S.E. 29th Street.

The applicant proposes to construct private drives within the development to provide access to every proposed unit. A private drive will connect to the adjacent property east of the site to help provide secondary emergency access to the site.

Traffic access is proposed to be exclusively from North Glenhaven Drive. The applicant is proposing a Limits of No Access declaration along Marlow Drive denying access to the west side of the parcel. The applicant is petitioning to close Marlow Drive as a public roadway. Half street improvements along Marlow Drive will be required if the petition to close the road is denied.

There are currently no sidewalks along S.E. 25th Street and S.E. 29th Street. Sidewalks will be constructed along both existing frontages.

Improvement plans for the sidewalks must be prepared by a registered professional engineer and be submitted to staff for plan review and approval.

Drainage and Flood Control, Wetlands, and Sediment Control

The area of request is shown to be in a Special Flood Hazard Area impacted by the 100 year floodplain and floodway on Flood Insurance Rate Map (FIRM) number 40109C0330H, dated December 18th, 2009. Any new building permit must meet the minimum design standards outlined in the floodplain development regulations.

All of the existing drainage eventually flows into Soldier Creek as it crosses the site. Currently, the proposed tract is undeveloped except with a small commercial structure that will soon be demolished. The parcel is in a low area and the adjacent property do drain across it.

The applicant has proposed to construct a common detention pond to collect most of the on-site runoff. The design engineer has factored in both the Soldier Creek watershed and all of the adjacent watershed into the drainage plans.

The detention pond outlet will discharge on site into Soldier Creek. The proposed detention pond discharge combined with the existing Soldier Creek runoff creates a net decrease in the flow rate of the water leaving the site.

All future development on the proposed tracts must conform to the applicable requirements of Municipal Code Chapter 13, "Drainage and Flood Control." Resolution 84-20 requires that developers install and maintain sediment and/or erosion controls in conjunction with their construction activities.

Any proposed development must conform to the applicable requirements of Municipal Code Chapter 43, "Erosion Control." Sediment control plans must be submitted to and approved by the city before any

land disturbance is done on-site. The developer is responsible for the cleanup of sediment and other debris from drainage pipes, ditches, streets and abutting properties as a result of his activities.

Easements and Right-of-Way

The required easements and existing right of way for the area of request are illustrated on the preliminary plat and will be dedicated to the city when the final plat is filed.

All easements and right of way dedications rare to comply with Municipal Code Sections 38-43, 38-44, 38-45.

Fire Marshal's Comments:

- Fire apparatus access roads a minimum of 26 feet in width shall be required if the apartment buildings in the planned complex exceed 30 feet from the grade plane to the highest roof surface. This measurement shall come from the eave of a pitched roof, the intersection of the roof to the exterior wall of the top of parapet walls, whichever is greater.
- Fire hydrant spacing shall be no further than 400 feet.
- A fire hydrant is required to be located within 500 feet of all fire department connections for fire suppression systems in each apartment building.
- The property is required to meet and maintain the requirements of Midwest City Ordinances Section 15.

Planning Division:

The purpose of this preliminary plat is to determine the preliminary layout of the subdivision and ensure that the development plans are following the City of Midwest City's subdivision regulations.

The applicant is proposing create two hundred ninety-six (296) apartment units on Lot One. Future phases include commercial development on Lot Two, and apartments units on Lot Three. The area of request is zoned as a Planned Unit Development with Tracts "A" (Lot 1) & "B" (Lot 3) governed by R-HD, High Density Residential District, and Tract "C" (Lot 2) governed by C-3, Community Commercial District.

If this proposed subdivision is approved, all development will be required to meet the requirements and the following special conditions part of the PUD approved May 2022:

- Exterior building wall finish shall consist of a minimum of 85% brick, brick veneer, rock, concrete, stucco, concrete-board, architectural metal or stone masonry. No more than 15% EIFS or wood shall be permitted.
- A minimum of 10% of the PUD shall be dedicated to landscaping and/or open space.
- Shall preserve a minimum of 20% of the tree canopy on the subject site. The trees preserved within the floodplain shall count toward this requirement.

December 6, 2022

- To minimize light spillover on residential uses, outdoor lights within the development will be directed away from any adjacent residential properties. To accomplish this, lights shall utilize shields, shades, or other appropriate methods of directing light beams.

- A buffer of not less than 20' containing existing vegetation shall be maintained along the PUD boundaries adjacent to residential uses and shall satisfy any sight proof screening requirements. Additional fencing may be installed as necessary.

- Dumpsters shall be consolidated where practical and located within an area screened by a fence or masonry wall of sufficient height that screens the dumpster from the view of primary vehicle and pedestrian circulation systems. Said enclosure shall be a minimum of 50 feet away from any residential use.

- Vehicular access into this PUD shall be via a maximum of three (3) drives from SE 29th Street and via the one (1) existing drive on SE 25th Street.

Applicant submitted building plans through Engineering and Construction Services prior to being platted. The building plans have been sent to third party for Building review, but Planning will not begin its review process until the final plat has been approved by Council.

Action is at the discretion of the Planning Commission.

Action Required: Approve or reject the Preliminary Plat of the 29th Street Apartments for the property located at 9309 SE 29th Street, subject to staff comments as found in the December 6, 2022, agenda packet, and as noted in PC-2134 file.

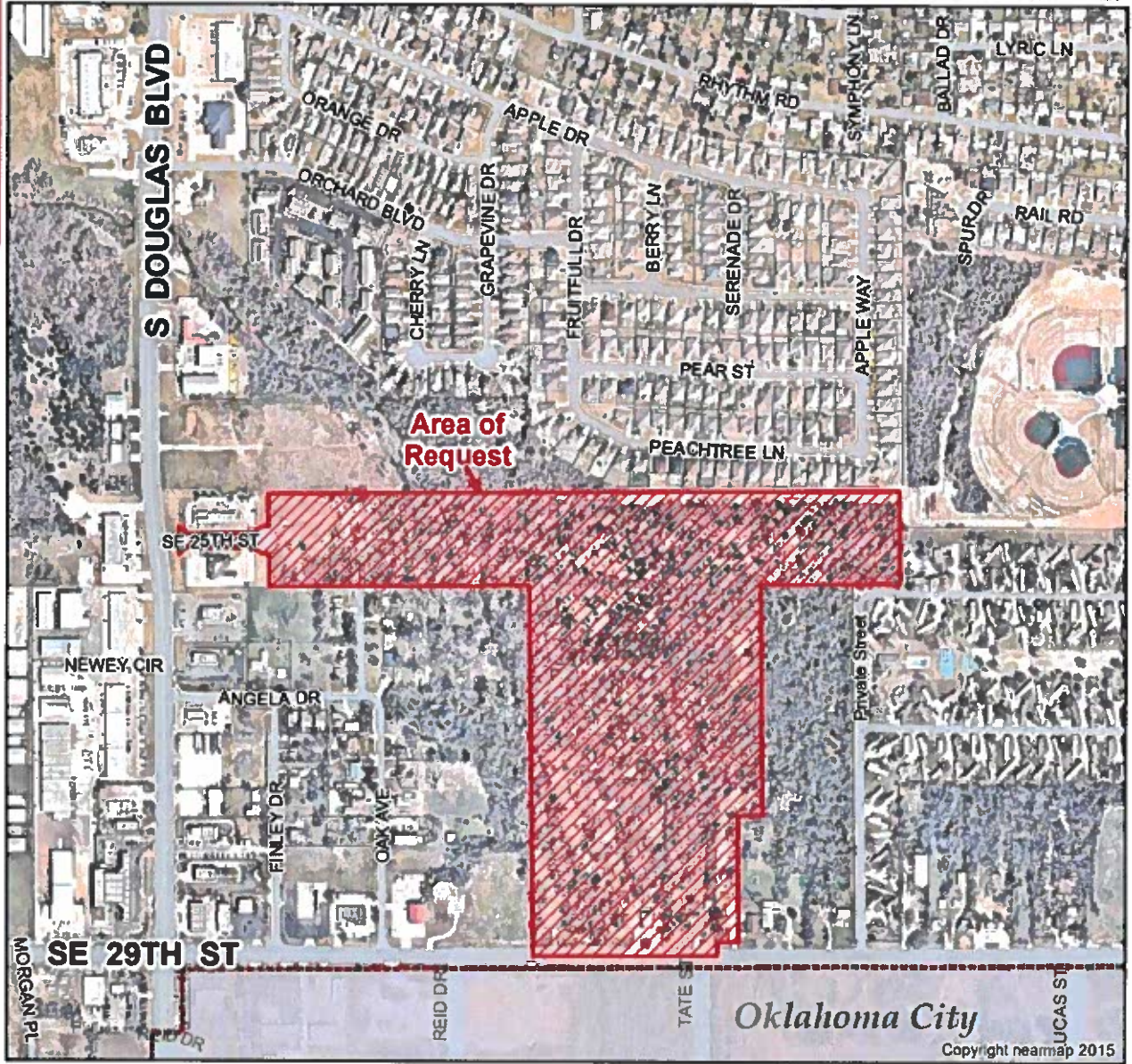


Billy Harless
Community Development Director

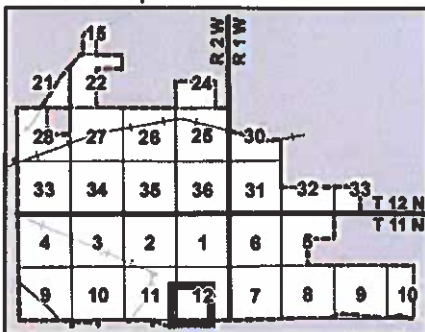
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Community Development / Information Technology



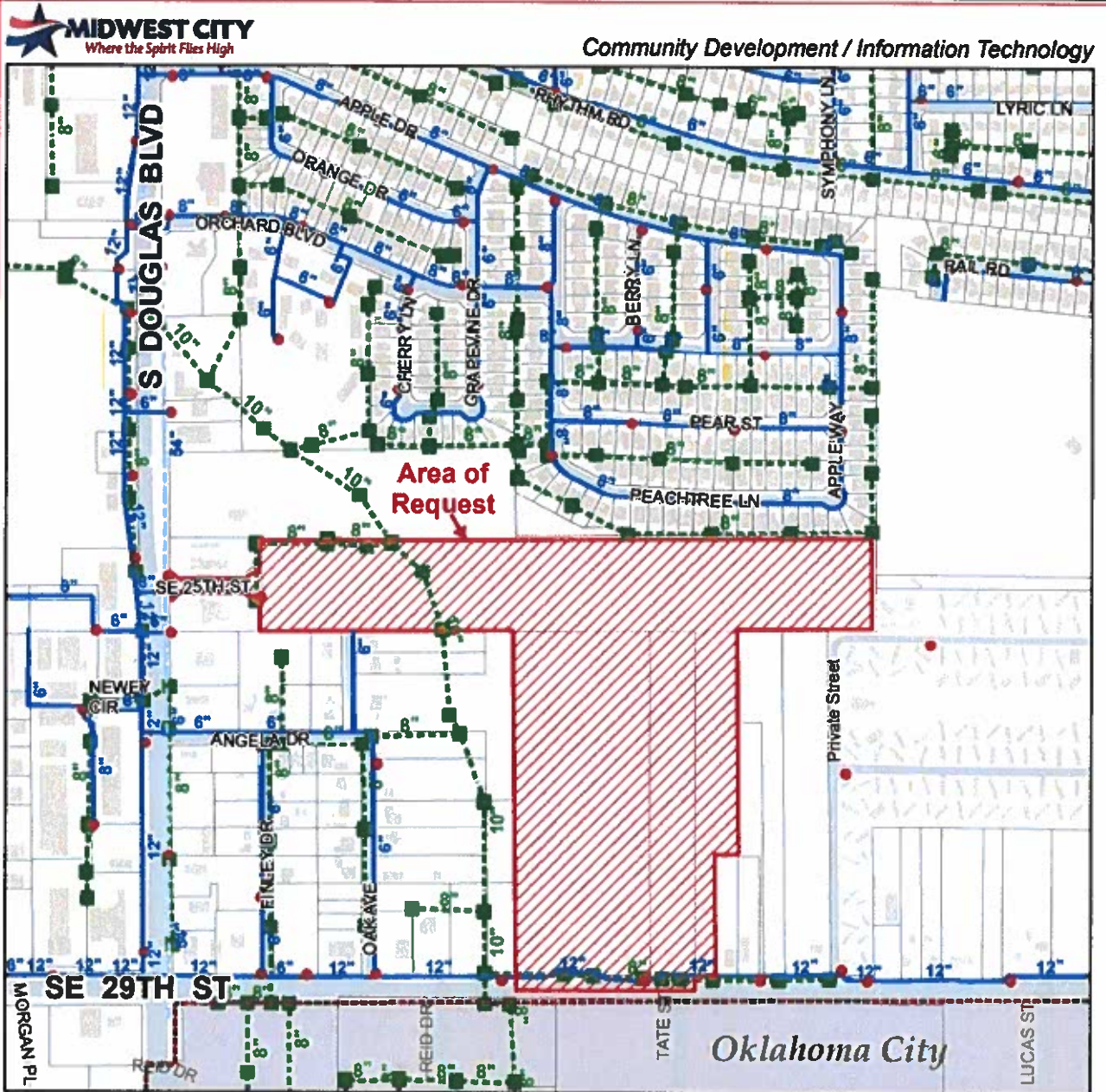
Locator Map



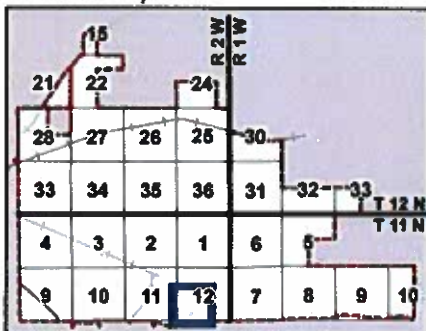
**4/2022 NEARMAP AERIAL VIEW FOR
PC-2134
(SW/4, Sec. 12, T11N, R2W)**



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Locator Map



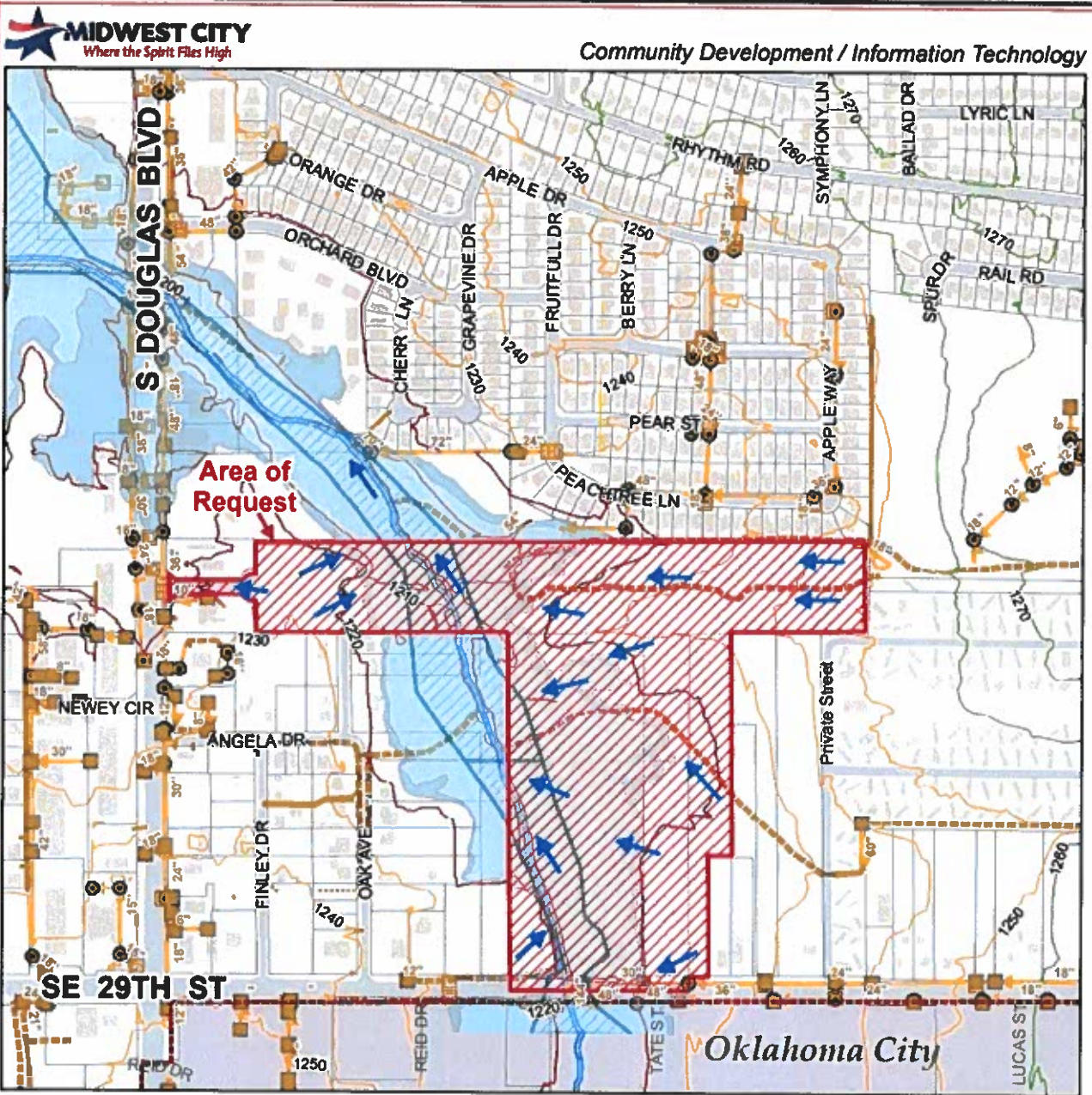
Water/Sewer Legend

- Fire Hydrants
- Water Lines
 - Distribution
 - Well
 - OKC Cross Country
 - Sooner Utilities
 - Thunderbird
 - Unknown
- Sewer Manholes
- Sewer Lines

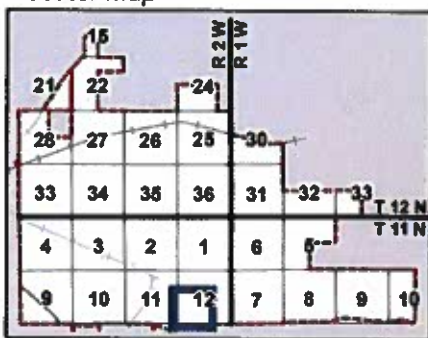
**WATER/SEWER LINE
LOCATION MAP FOR
PC-2134
(SW/4, Sec. 12, T11N, R2W)**



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Locator Map



- Drainage Legend**
- Curb Inlets
 - Inlets
 - Junction Box
 - Culverts
 - Flumes
 - Developed Channels
 - Trickle Channels
 - Undeveloped Channels
 - Storm Lines
 - Creeks
- ELEVATION**
- 1166-1204 ft
 - 1204-1226 ft
 - 1226-1250 ft
 - 1250-1278 ft
 - 1278-1324 ft

- 2009 FEMA Floodplains**
- 500-yr floodplain
 - 100-yr floodplain
 - 2008 FEMA Floodway
 - FLOODWAY

DRAINAGE LOCATION MAP FOR PC-2134 (SW/4, Sec. 12, T11N, R2W)

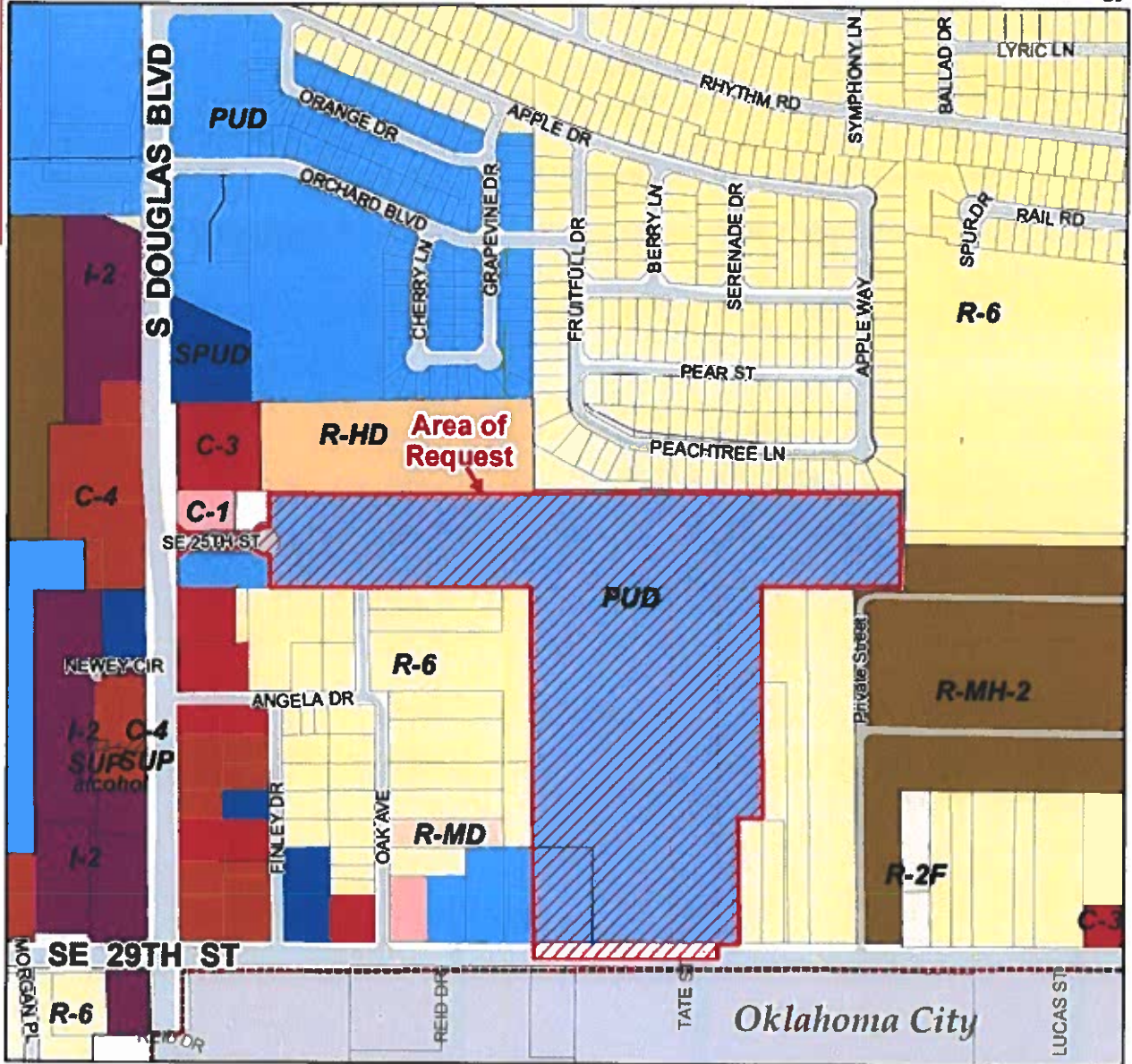
0 500 1,000 Feet

1 inch = 500 feet

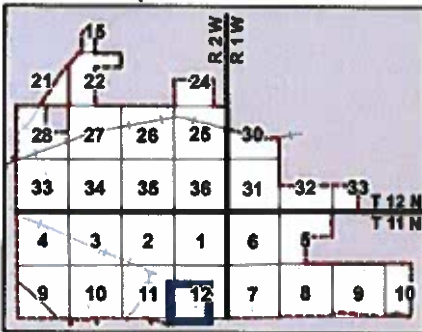
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Community Development / Information Technology



Locator Map



Current Zoning Legend

A-1	I-2 SUP	R-35
A-1 SUP	I-3	R-2F
C-1	O-1	R-MD
C-1 SUP	O-1 SUP	R-MD SUP
C-2	O-2	R-HD
C-2 SUP	O-2 SUP	R-HD SUP
C-3	R-6	R-MH-1
C-3 SUP	R-6 SUP	R-MH-2
C-4	R-8	PUD
C-4 SUP	R-10	SPUD
I-1	R-22	HOS
I-2		HOS SUP

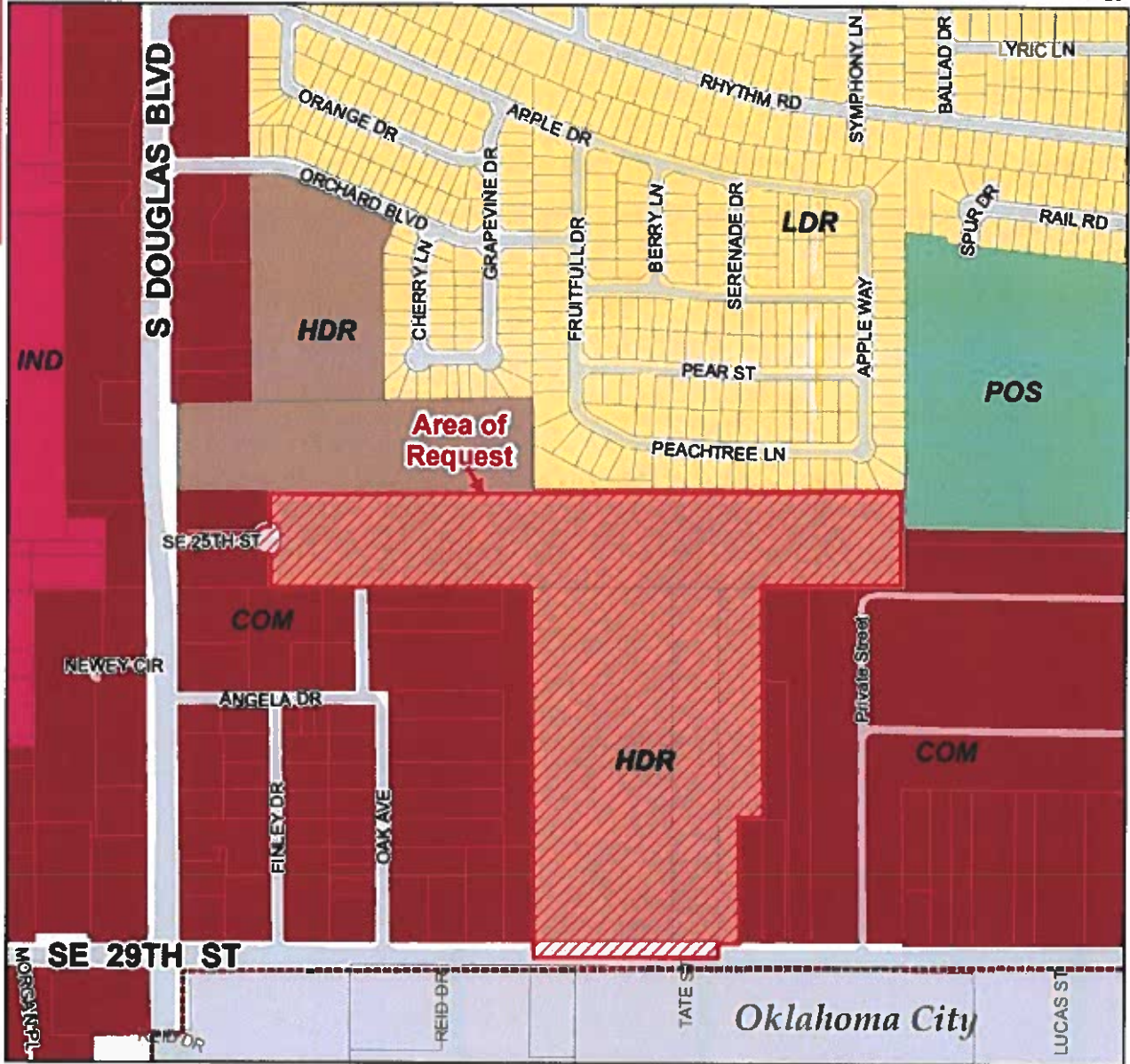
**ZONING MAP FOR
PC-2134
(SW/4, Sec. 12, T11N, R2W)**



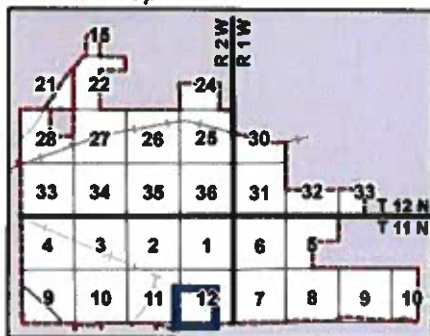
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Community Development / Information Technology



Locator Map



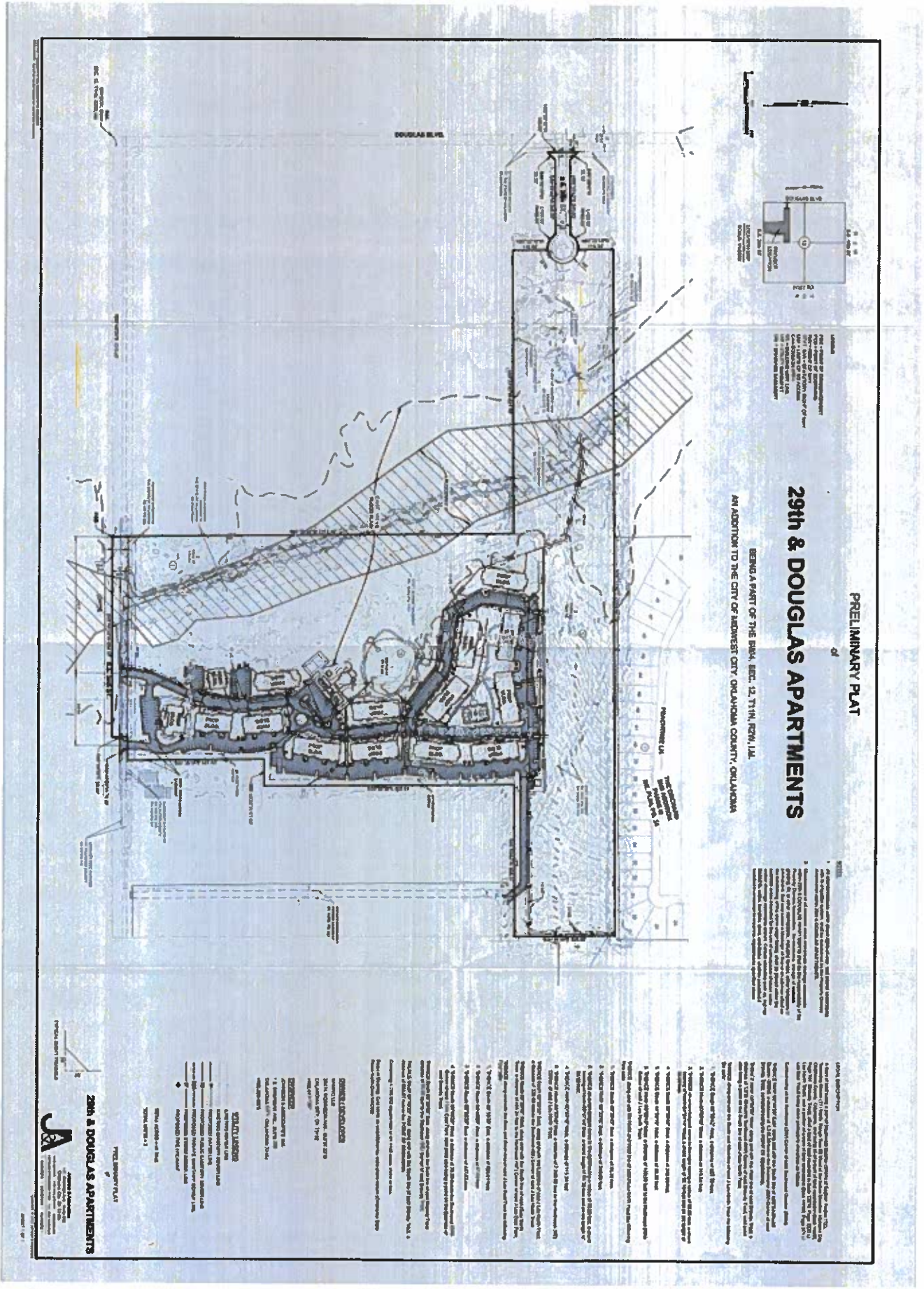
Future Land Use Legend

- Single-Family Detached Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home
- Public/Semi-Public
- Parks/Open Space
- Office/Retail
- Commercial
- Industrial
- Town Center

**FUTURE LAND USE
MAP FOR
PC-2134
(SW/4, Sec. 12, T11N, R2W)**



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PRELIMINARY PLAT OF 29th & DOUGLAS APARTMENTS

BEING A PART OF THE BIRM, EDC. 12, 17TH, 20TH, 11A,
AN ADDITION TO THE CITY OF REDWATER CITY, OKLAHOMA COUNTY, OKLAHOMA

NOTES:

1. THIS PLAT IS PREPARED IN ACCORDANCE WITH THE PROVISIONS OF THE OKLAHOMA PLAT ACT, TITLE 101, SECTION 101-1-1 THROUGH 101-1-10, AND THE OKLAHOMA PLAT ACT REGULATIONS, TITLE 101, SECTION 101-2-1 THROUGH 101-2-10.
2. THE PLAT IS SUBJECT TO THE APPROVAL OF THE CITY OF REDWATER CITY, OKLAHOMA COUNTY, OKLAHOMA, AND THE OKLAHOMA DEPARTMENT OF REVENUE, OKLAHOMA CITY, OKLAHOMA.
3. THE PLAT IS SUBJECT TO THE APPROVAL OF THE OKLAHOMA DEPARTMENT OF REVENUE, OKLAHOMA CITY, OKLAHOMA.
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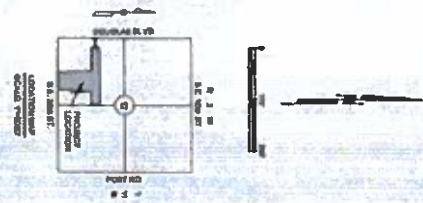
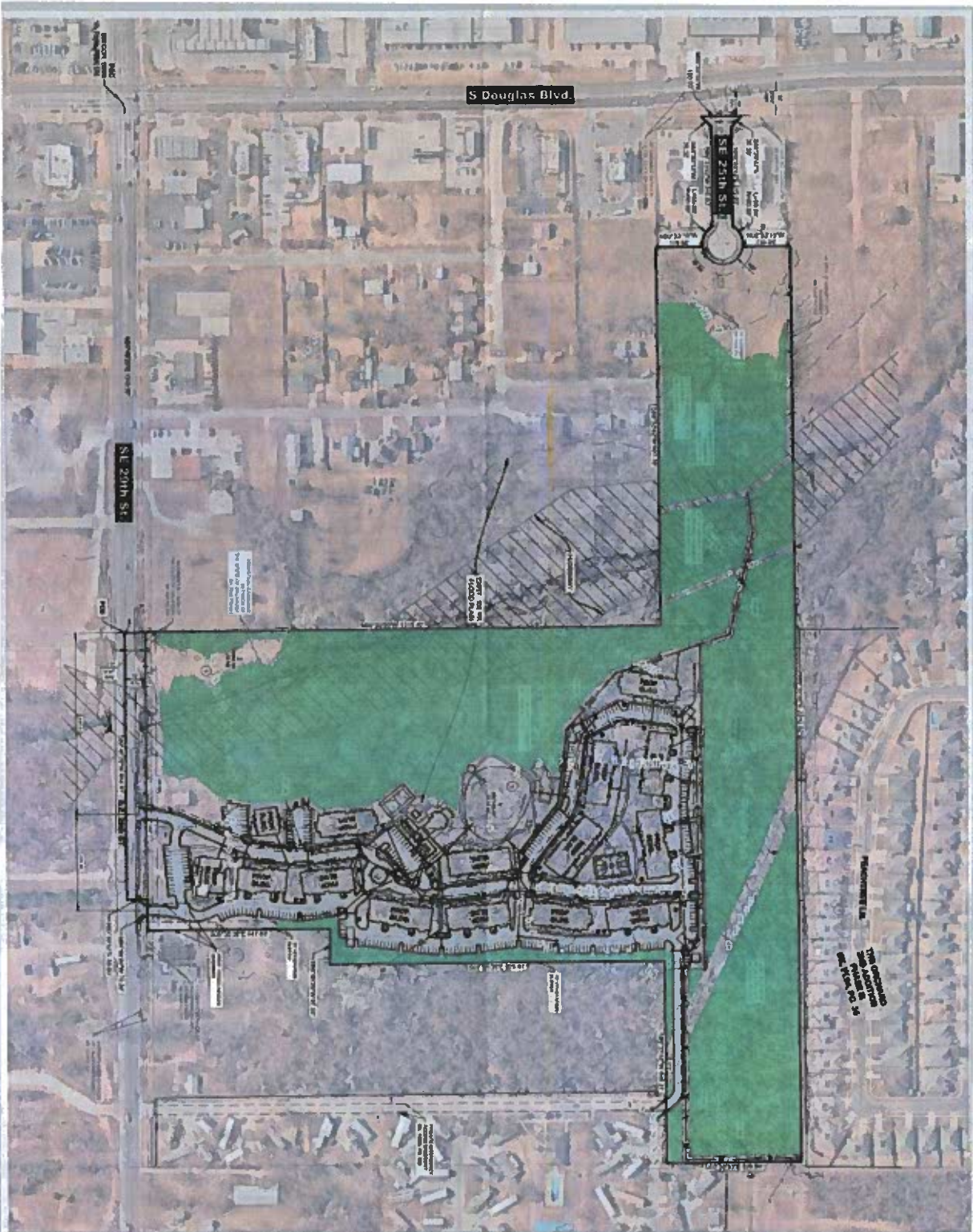
29th & DOUGLAS APARTMENTS

PRELIMINARY PLAT

PREPARED BY:

OKLAHOMA DEPARTMENT OF REVENUE

OKLAHOMA CITY, OKLAHOMA



**29th & Douglas
Apartments**
9309 SE 29th St.
Tree Canopy Management Plan

 Areas to be Preserved



December 6, 2022

**Fred E. Brawdy
Russell & Amy Linn
9601 SE 29th St
Midwest City, OK 73130
PH: (405) 732-1175**

March 18, 2022

**City of Midwest City
Community Development Department
Current Planning Division
100 N Midwest Blvd.
Midwest City, OK 73110**


Attn: Mr. Billy Harless, Community Development Director

RE: Letter of Authorization for Submittal to the City

Dear Billy:

As owner/representative of the subject property, I hereby authorize Johnson & Associates to act as agents on our behalf in the submittal and processing of this Planned Unit Development Rezone application and all subsequent applications to the City of Midwest City. If you have any questions or comments, please feel free to contact me at the number listed above.

Respectfully Submitted,

Fred Brawdy
Amy Linn


cc. **Mark W. Zitzow, AICP, Johnson & Associates
File: 6223 000 / PUD**

December 6, 2022

**JLOU Properties, LLC
1 NE 7th St. Suite D
Oklahoma City, OK 73104
PH: (405) 401-6113**

March 18, 2022

**City of Midwest City
Community Development Department
Current Planning Division
100 N Midwest Blvd.
Midwest City, OK 73110**

Attn: Mr. Billy Harless, Community Development Director

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Respectfully Submitted,



**cc: Mark W. Zizow, AICP, Johnson & Associates
File: 6223 000 / PUD**

LEGAL DESCRIPTION

**28th & Douglas Apartments
Overall Tract**

October 24, 2022

A tract of land being a part of Southwest Quarter (SW/4) of Section Twelve (12), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Midwest City, Oklahoma County, Oklahoma, and being all of a tract of land recorded in Book 14005, Page 741 (Brawdy Tract), all of a tract of land recorded in Book 13574, Page 1223 (J Lou North Tract), and a portion of a tract of land recorded in Book 11100, Page 971 (J Lou East Tract) being more particularly described as follows:

Commencing at the Southwest (SW) Corner of said Southwest Quarter (SW/4);

THENCE North 89°46'29" East, along and with the South line of said Southwest Quarter (SW/4), a distance of 1,310.30 feet to the Southwest (SW) Corner of said Brawdy Tract, said point being the POINT OF BEGINNING;

THENCE North 00°39'58" West, along and with the West line of said Brawdy Tract, a distance of 1,315.40 feet to Northwest (NW) Corner of said Brawdy Tract, said point also being a point on the South line of said J Lou North Tract;

THENCE along and with the South and West line of said J Lou North Tract the following Six calls:

1. THENCE South 89°33'42" West, a distance of 927.70 feet;
2. THENCE North 00°33'15" West, a distance of 115.54 feet;
3. THENCE on a non-tangent curve to the right having a radius of 50.00 feet, a chord bearing of North 64°24'14" West, a chord length of 55.70 feet and an arc length of 59.08 feet;
4. THENCE South 89°33'42" West, a distance of 245.00 feet;
5. THENCE South 44°30'13" West, a distance of 35.32 feet;
6. THENCE North 00°33'15" West, a distance of 100.00 feet to the Northwest (NW) Corner of said J Lou North Tract;

THENCE along and with the North and West line of said J Lou North Tract the following Five calls:

1. THENCE South 45°29'47" East, a distance of 35.39 feet;
2. THENCE North 89°33'42" East, a distance of 245.00 feet;

Page 1 of 2

3. THENCE on a non-tangent curve to the right having a radius of 50.00 feet, a chord bearing of North 63°17'44" East, a chord length of 55.70 feet and an arc length of 59.08 feet;
4. THENCE North 00°33'15" West, a distance of 115.34 feet
5. THENCE North 89°33'42" East, a distance of 2,243.82 feet to the Northeast (NE) Corner of said J Lou North Tract;

THENCE South 00°39'30" East, along and with the East line of said J Lou North Tract, a distance of 329.98 feet to the Southeast (SE) Corner of said J Lou North Tract;

THENCE South 89°33'42" West, along and with the South line of said J Lou North Tract, a distance of 496.31 feet to the Northeast (NE) Corner of said J Lou East Tract;

THENCE along and with the East and South line of said J Lou East Tract the following Four calls:

1. THENCE South 00°35'36" East, a distance of 820.61 feet;
2. THENCE South 89°46'29" West, a distance of 87.50 feet;
3. THENCE South 00°35'36" East, a distance of 447.83 feet;
4. THENCE South 89°46'29" West, a distance of 76.36 feet to the Southwest (SW) Corner of said J Lou East Tract, said point also being a point on the East line of said Brawdy Tract;

THENCE South 00°39'53" East, along and with the East line of said Brawdy Tract, distance of 50.00 feet to the Southeast (SE) Corner of said Brawdy Tract;

THENCE South 89°46'29" West, along and with the South line of said Brawdy Tract, a distance of 654.97 feet to the POINT OF BEGINNING;

Containing 1,790,952 square feet or 41.1146 acres, more or less.

Basis of Bearing: Grid North as established by state plane datum (Oklahoma State Plane North Zone NAD83)



Memorandum

To: Chairman and Midwest City Planning Commissioners

From: Robert Coleman, Director of Economic Development

Date: December 6, 2022

Re: Discussion. Consideration and Possible Action, Including Any Possible Amendment, to Accept and Adopt the Air Depot Corridor Plan by Catalyst Commercial.

Dear Chairman Smith and Commissioners:

In 2019, the Midwest City Economic Development Authority applied for Midwest City Memorial Hospital Authority Board of Grantors funding for a study of the Air Depot Boulevard corridor from Silver Meadow Drive southward to SE 15th Street. The application was suggested by Vice-Mayor Byrne, Ward Two, who was concerned about the number of vacant buildings along the corridor as well as its overall appearance.

Funding was approved in early 2020 but work was delayed for over a year due to the COVID-19 pandemic. In November 2021, staff chose to expedite the project by entering into a contract with Catalyst Commercial, Dallas, TX. Catalyst was very familiar with the area having completed the '*Heritage Park Mall Redevelopment Scenarios*' plan in 2017.

Catalyst's Air Depot Corridor team included Chris Benham, Reid Cleeter, Jason Claunch, Sam Jones and Julie Schultz. Catalyst also partnered with Luke Schmidt, P.E, Traffic Engineer at Kimley-Horn & Associates Engineering and with Brian Keith, AIA/AICP, Director of Urban Design and Planning with JHP Architects for additional expertise. The City's team included Community Development Director Billy Harless, Comprehensive Planning Manager Petya Stefanoff, and Economic Development Director Robert Coleman.

Public input was gathered through limited in person-meetings and targeted online polling. On January 12, 2022, the Harroz Community Center hosted a kickoff meeting that was attended by representatives from homeowners associations, businesses, realtors and many others having interest in the Air Depot Boulevard corridor. We followed up the meeting with an online survey directed at those who live and/or work within ½-mile of the corridor. In April 2022, Catalyst conducted a planning workshop as it began finalizing the public participation necessary for the plan.

The attached '*Air Depot Corridor Plan*' addresses four key points in our efforts to reinvigorate the Air Depot Boulevard: 1) Identifies strengths, weaknesses, opportunities and threats; 2) Outlines physical and economic challenges; 3) Highlights opportunities for public-private partnership; and 4) Pinpoints reinvestment possibilities.

Representatives from Catalyst Commercial will be present at the meeting to provide a brief presentation on the research and findings of the plan. In the meantime, please contact my office at (405) 739-1218 or via e-mail (rcoleman@MidwestCityOK.org) with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Coleman". The signature is fluid and cursive, with the first letter "R" being particularly large and stylized.

Robert Coleman
Director of Economic Development

Attachment: Air Depot Corridor Plan



AIR DEPOT CORRIDOR PLAN

2022

Midwest City, Oklahoma

catalyst

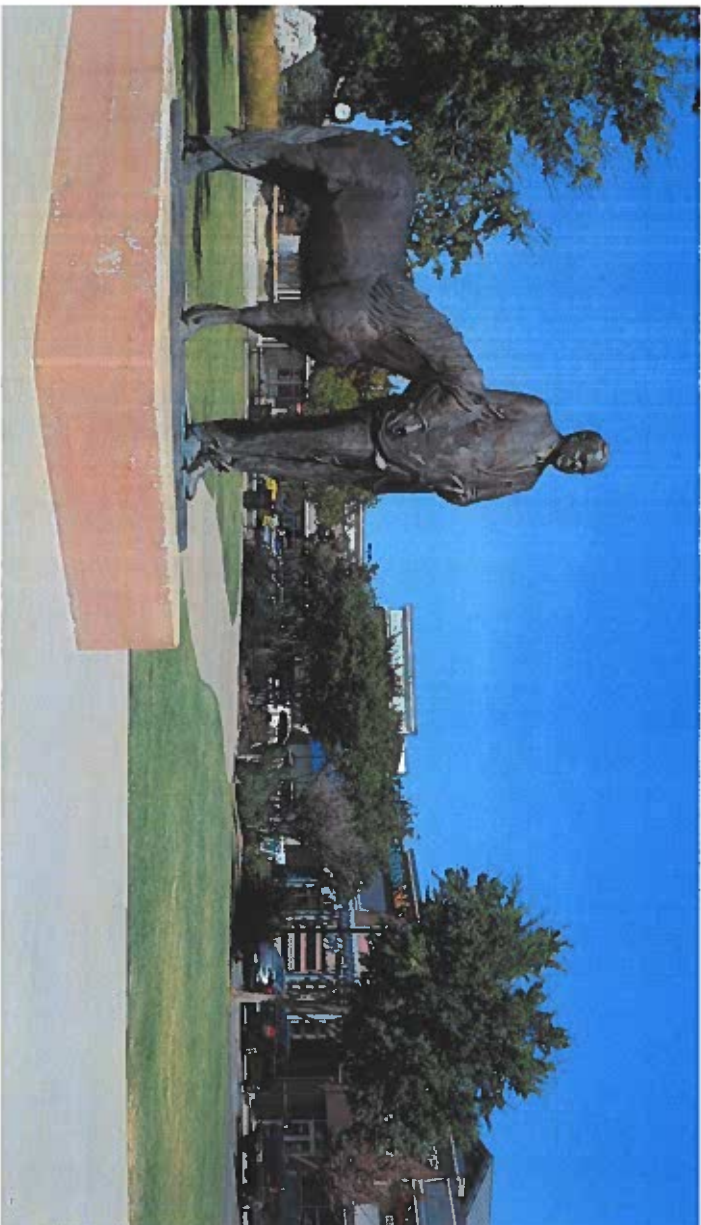




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INTRODUCTION



In 2019, the EDA successfully obtained Midwest City Memorial Hospital Authority Board of Grantors funding to conduct an evaluation of the Air Depot Corridor and implement changes that would revitalize the district. Funds were awarded in the spring of 2020 but the pandemic put work on hold shortly thereafter. We picked the project up again in late 2021.

This analysis builds off Catalyst's 2017 Midwest City Study for Heritage Park Mall. This process included research and analysis, public engagement, surveys, and an implementation plan to explore options to stimulate reinvestment in the area. In addition to the implementation plan, the end results include the following objectives:

1. Identify Corridor strengths, weaknesses, opportunities, and threats.
2. Address physical and economic problems within the Corridor.
3. Explore public/private partnership opportunities.
4. Identify opportunities in need of reinvestment/improvement.

Overview

The Midwest City Economic Development Authority ("EDA") in conjunction with the Community Development Department, initiated a corridor study with Catalyst Commercial, Inc. (Catalyst) to reinvigorate the parts of the Air Depot Blvd. Corridor that is roughly bounded by SE 15th Street and Silver Meadow Drive. This action comes due to an escalation in the number of vacant structures and spaces in the area and the need to improve the overall business climate through public improvements and policy revisions.

Executive Summary

Purpose

The purpose of the Air Depot Corridor Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel as well as encourage investment and economic development in the Corridor. It would explore all options for moving people, including pedestrians, cyclists, drivers, and other multi-modal options. This Plan will serve as a guide to improve safety, mobility, and quality of life for residents, visitors, and commuters. This study shall coordinate improvements between a roadway and adjacent land uses.

Key Findings

The retail space in the Air Depot Corridor was developed over a period from the late 1940s until present day with development peaking between 1970 and 1979, representing 56% of the 1.9 million square feet of retail space. The three decade period from 1960 to 1989 represent 86% of the retail development in this Corridor. A large portion of the retail in the Corridor has had little capital reinvestment over the years and as those structures age, the aesthetics of the corridor decrease and it becomes more difficult for property owners to locate class A retail in their buildings.

Development along the Corridor has happened intermittently and caused a fragmented pattern of development with little cross access resulting in a high number of private drives accessing Air Depot Blvd. This lack of access management creates a number of safety issues for pedestrians and motorists.

Key Recommendations

The creation of an overlay district for the Air Depot Corridor would enable the City to set up the regulatory environment to guide and direct future development and redevelopment. The City will then need to take action on the safety and infrastructure by creating an overlay district to set up regulatory environment. The City can then follow the creation of the overlay district with safety and infrastructure improvements that will increase the experience of Midwest City residents and visitors while shopping and recreating in the Corridor.

Implementation recommendations for the Air Depot Corridor are found at the end of this document and includes recommendations such as the following:

- Develop a recruitment strategy to improve Corridor merchandising.
- Reduce auto dependency to mitigate pedestrian vs car competition for the same travel space.
- Encourage alternative signage (ex. monument signs) along the Corridor to increase visibility for drivers and pedestrians entering or exiting private drives.
- Identify vacant or underused buildings or commercial land. Work with property owners to establish goals and a strategy for inclusion of these properties in the City economy.

Existing Conditions

Aesthetic Enhancements

- Development along the Corridor has been intermittent. Aging structures and lack of development standards creates irregular patterns in building form, setbacks, signage, greenspace, parking, and general uniformity.
- A lack of maintenance and lack of investment has decreased the aesthetics of the Corridor.

Redevelopment and Reinvestment Challenges

- Redevelopment and reinvestment opportunities are challenged by fragmented ownership and lack of uniform design regulations.
- There is no consistency in open space requirements and other standards, which limits open space and activation opportunities.

Traffic Operations & Safety

- A lack of access management creates numerous safety issues, including, Corridor-wide center turn lanes, poorly marked intersections, and numerous curb cuts.



Pedestrian/Bicycle Improvements

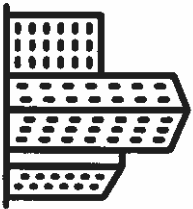
- Multimodal transportation opportunities along Air Depot lack efficient facilities to service riders.
- Pedestrian activity and bicycles are almost non-existent along the Corridor today.
- High-volume and high-speed traffic reduces alternative transportation modes (walking, biking, etc).
- The Air Depot Corridor lacks bicycle facilities. Expanding trails to future regional trail connections could improve bicycle use and create trail-oriented development opportunities.
- Sidewalks are narrow, poorly maintained, and disconnected.

Approach

The Corridor was analyzed and characterized by three distinct character zones:

Commercial Zone

The commercial zone addresses transportation operation, streetscape, character, and area connectivity to accommodate greater economic development opportunity and quality of life. The transportation element of the Corridor concept will minimize traffic conflicts, improve pedestrian access at intersections, and increase connectivity. Land use strategies will include parking management, setbacks, and design standards to create greater adjacency predictability and stronger character within the commercial zone.



Neighborhood Zone

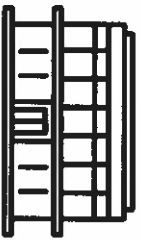
The neighborhood zone provides a more detailed strategy for transition between the higher intensity commercial areas and smaller neighborhood-oriented commercial. This zone focuses on connectivity to local and regional assets and networks. It also focuses on optimization of shallower tracts and associated challenges with fragmented ownership, aging uses, and disconnected infrastructure.



From a land use and market perspective, the neighborhood zone will address building form and character, open space, trails, and enhancing transportation. This will also address uses.

Mall Redevelopment Zone

This zone addresses the various scenarios with the potential mall redevelopment and relationship to the Air Depot Corridor. It will include a mix of uses, access, key gateways, parking, and connectivity.



The Mall Redevelopment Zone is inclusive of the intersection of a number of local assets including key intersections, continuation of regional trail networks, and public transportation facilities. It offers the greatest area of catalyst development potential due to the size of the tract and key location.

AIR DEPOT CORRIDOR PROCESS

The creation of this Air Depot plan followed a defined process. This plan documents each of the steps taken to create the plan to create a safer, more vibrant, and functional Corridor.



Evaluate Market Demand

Determine market needs and capacity for increased commercial uses that can satisfy gaps in the market.



Establish Vision and Goals

Create a unified plan that resolves conflicts and creates greater value and improves quality of life.



Document Conditions

Document existing conditions, including assets and opportunities within the Study Area.



Develop Strategy

Create a land use strategy that includes design recommendations and documented interventions.



Gather Community Input

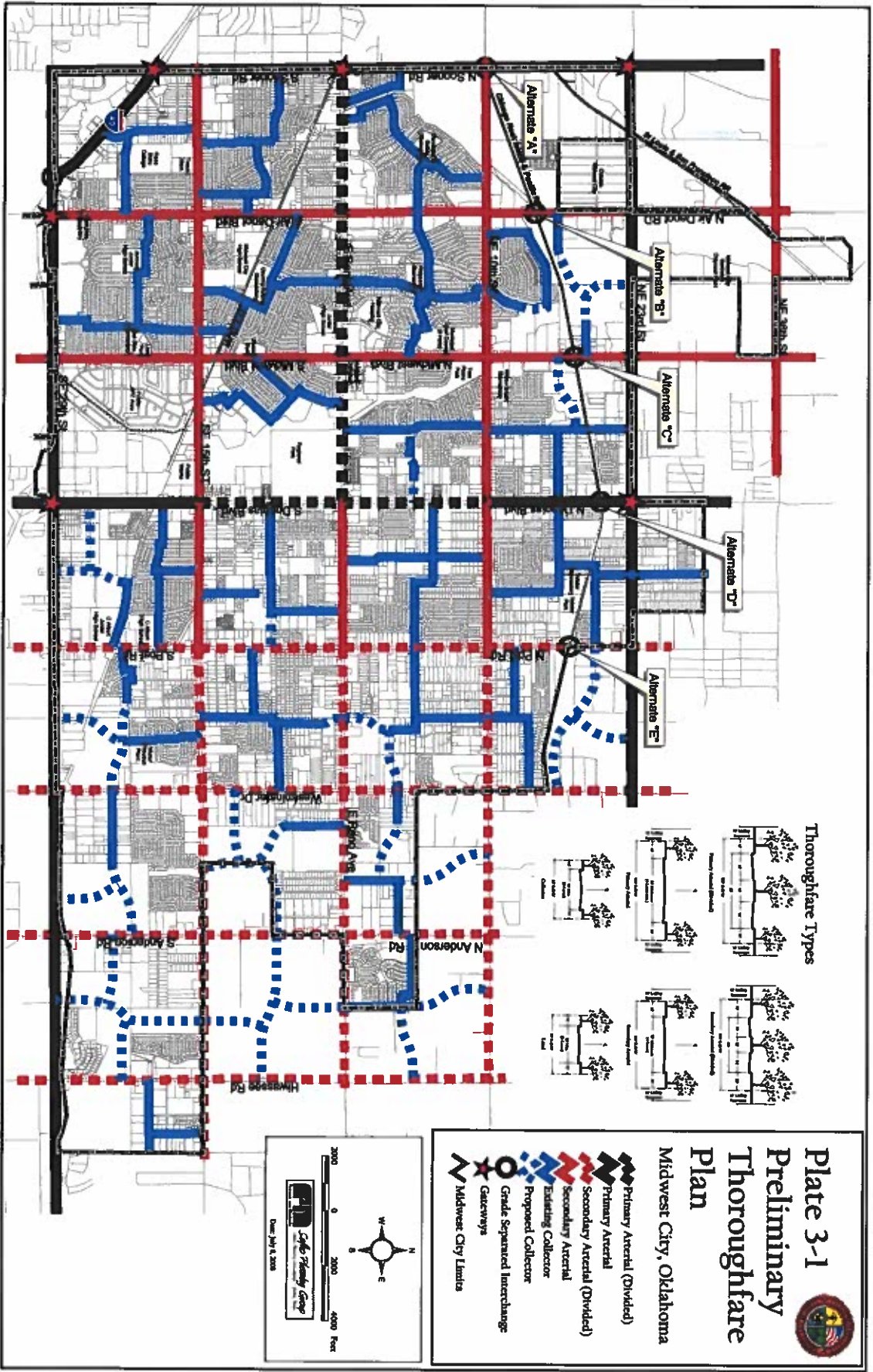
Engage local residents and businesses to understand priorities, issues, and local needs.



Implementation

Provide a roadmap for implementation

Existing Thoroughfare Plan

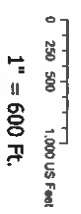


STUDY AREA

The Air Depot Corridor stretches roughly 1.5 miles from Silver Meadow Drive on the north end, south to Southeast 15th Street. Traffic in the Corridor has remained consistent and walkability has never been utilized. Vacant buildings can be found along the Corridor, including the former Heritage Park Mall on the northwestern end.



Air Depot Corridor
Midwest City, OK



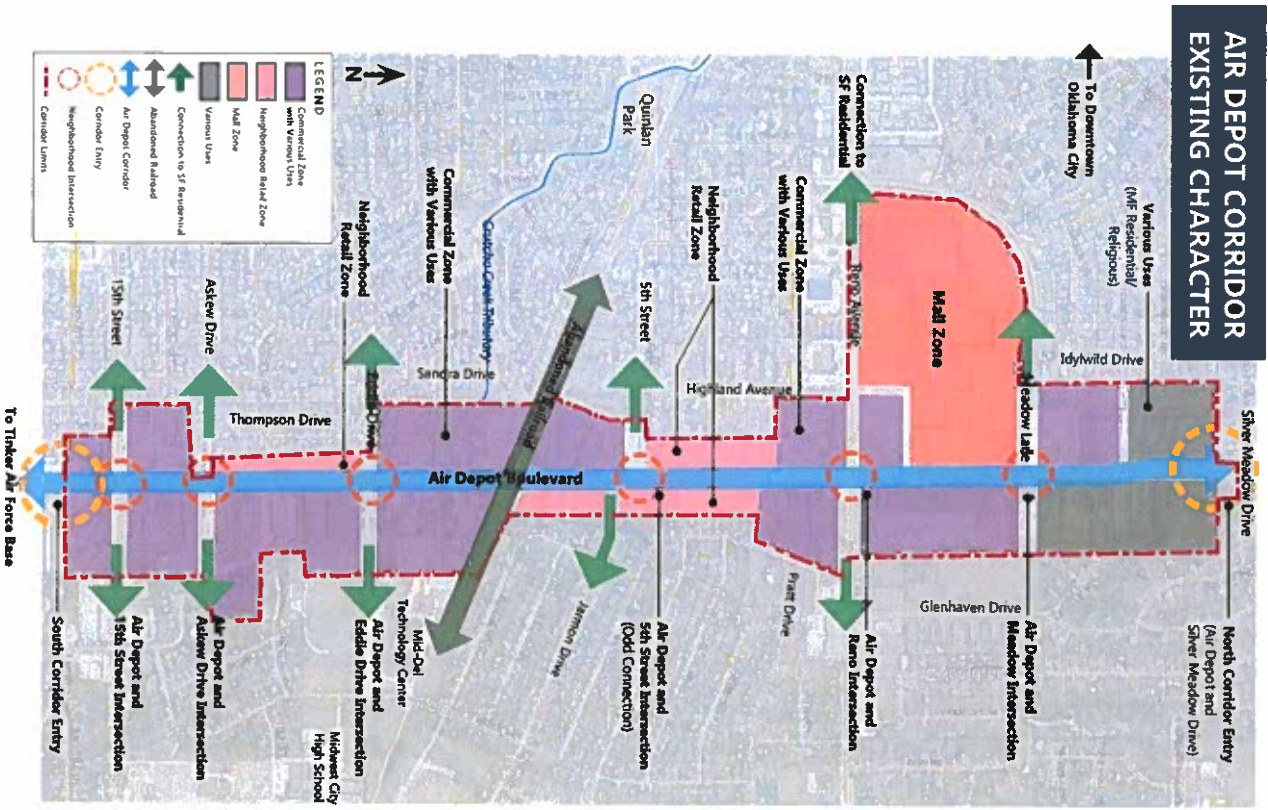
Existing Character

The character of the Air Depot Corridor is divisible into three distinct zones:

NORTH - From Silver Meadow Drive to Reno Avenue there are large commercial lots and wide thoroughfares with a multifamily complex, retail, churches, and the former Heritage Park Mall which was declared as "blighted" by the City on August 23, 2022 which will begin the Urban Renewal process to redevelop the property. Traffic in this area is comparably light and there is rarely any congestion. A landscaped median divides the road and a contiguous sidewalk is found only along the east side of North Air Depot Boulevard.

MIDDLE - From Reno Avenue to the railroad easement, mostly retail is offered with residential entrances on both sides. The thoroughfare is much tighter than the northern section with no existing medians, and walkability is constrained by limited lighting or limited sidewalks on the east side of the street. There are several vacant commercial buildings in this vicinity. There is approximately 125' of sidewalk found in front of one (1) address on the east side of the street, while the entire length of the west side has sidewalks.

SOUTH - From the railroad easement to Southeast 15th Street, South Air Depot Boulevard offers both neighborhood retail and commercial mixed uses. The thoroughfare is sometimes congested and there are no existing medians. Sidewalks are found all along the west side of the right-of-way, but only about 10% of the addresses on the east side of the block have some semblance of a sidewalk.



Traffic Conditions

Travel Patterns

The Air Depot Corridor serves as a major north/south arterial through Midwest City. This Corridor serves both the major commercial attractions along the Corridor as well as a critical connection serving the City and Tinker Air Force Base. As the use and character of the Corridor continues to change and evolve, the average traffic volumes along the Corridor have, on average, slightly fallen. The scatter plot shown (Figure 1) documents historic traffic counts along the Corridor at two locations over the last decade. Research indicates peak traffic has decreased from nearly 27,000 vehicles per day (VPD) in 2012 to 23,000-24,000 VPD most recently.

When examining the daily distribution of traffic (Figure 2) it is clear that this Corridor serves many drivers. A typical commuter corridor would experience a similar magnitude of the peak traffic

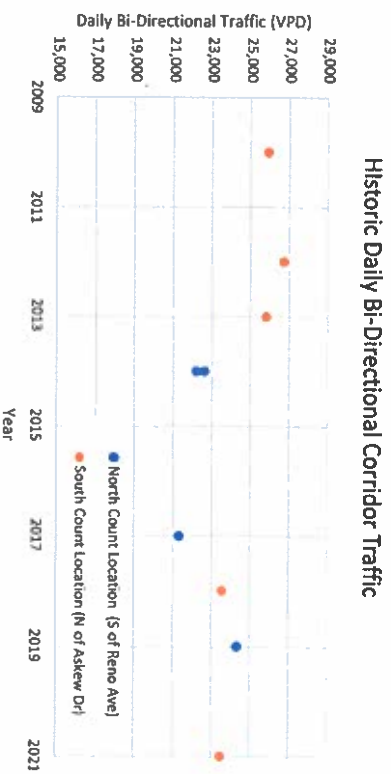


Figure 1 - Historic Traffic Counts

in the morning and evening peak hours. However, the major increase in evening traffic indicates this Corridor also serves as a significant evening stop/destination. This pattern is consistent with those found in many vibrant business districts. Traffic is elevated from noon until 8:00pm along the Corridor, and the consistent, existing, and historic traffic provides the engine for continued development/redevelopment of the Corridor.

Historic data shows peak traffic volumes ranging from 1,500 vehicles per hour to 2,500 vehicles per hour. A typically five lane roadway with a center two-way left-turn lane typically has a peak capacity of around 2,600 vehicles per hour. Based on this data, this Corridor should maintain at least the four (4) travel lanes of capacity as the existing traffic approaches the capacity of the existing roadway.

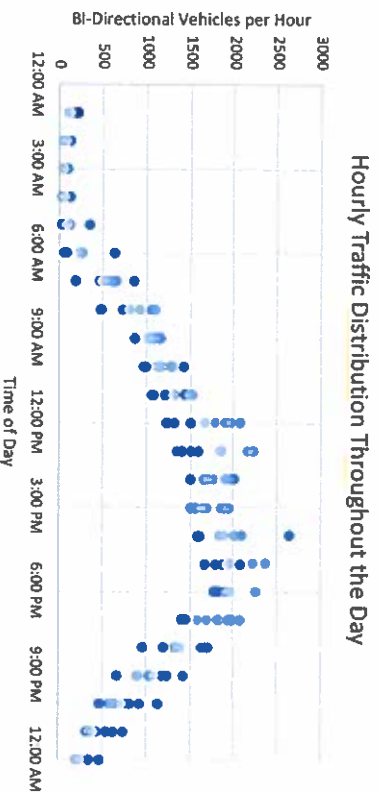
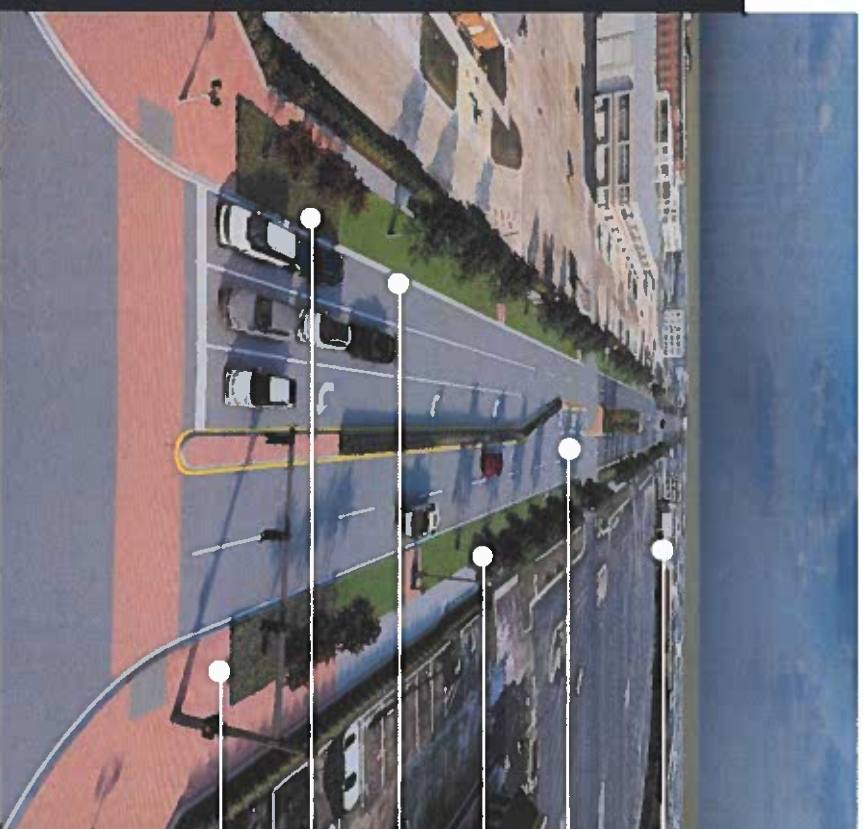


Figure 2 - Hourly Traffic Distribution

Street Layout

A safely designed roadway corridor incorporates many elements designed to work in harmony within the right-of-way. Each corridor is unique in the way space is allocated based on priorities, but the most successful examples develop a context sensitive approach to provide a foundation to simultaneously accommodate walking, biking, transit, and motor vehicles. For the Air Depot Corridor, the vision is a Corridor with a satisfactory vehicle experience while also accommodating other modes of travel via a safe, ADA compliant, and walkable/ bikeable experience for all users.

The primary elements of a complete street design are shown below:



Corridor Parking

Median for access Control

Landscape Buffer

Sidewalk

10' Min Trail

ADA Intersections

Example Context Sensitive Suburban Corridor

Sidewalks

Sidewalks play a critical role in a context sensitive corridor design. They connect businesses, create a means for activity, and provide connectivity to other modes of travel like the Embark transit service. An ADA compliant sidewalk should have a minimum width of 5', or 6' if the sidewalk is along the back of curb. Sidewalk alignments should be offset from the roadway to provide more distance from traffic, creating a more comfortable environment for walking.

The existing Corridor currently has sidewalks along a majority of its west side between Reno Ave and Southeast 15th Street. The existing sidewalk is ADA compliant in some locations, and is in poor condition in a few areas. This is mainly due to non-compliant curb ramps, damages, improper cross slope, lack of traffic signal accommodations, conflicts with utilities and improper driveway interfaces.

These photographs represent a sampling of the deficiencies found in the Corridor:



Landscape Buffers

Landscape buffers between a roadway and sidewalk alignment significantly enhance the walking experience for pedestrians along a corridor. The buffer area also provides an opportunity for shade trees for the sidewalk, landscape/hardscape elements/accents, lighting, transit shelters, and other amenities that improve the overall pedestrian experience. Landscape buffers are often constrained by the available right-of-way, but are recommended to be constructed at minimum of 6' to accommodate shade tree plantings.



Travel Lanes

Adequately sized road lanes provide for a safe and efficient vehicle travel along the Corridor. The existing travel lanes and two-way left-turn lane is 12' in width, which appear adequate in light of the fact that heavy truck traffic is primarily confined to local deliveries. Recommended travel lanes widths range from 11' to 14', depending on the types and volumes of traffic. Narrow lanes control speed and increase walkability due to shortened pedestrian crossing distances. Wider lanes are often necessary for moving oversized vehicles. For the Air Depot Blvd., an 11'-12' travel lane is appropriate.



Parking

Parking along a corridor is dependent on the intended use and context of the corridor. Air Depot Blvd. has no public parking, which is consistent with the existing context, character, and traffic volumes along the Corridor. An example of the typical head-in 90 degree parking along the Corridor adjacent to the existing sidewalk is shown in Figure 3.



Figure 3 - Head In Parking

Medians

Medians are a great tool to focus the private access and traffic turning movements along a corridor. The existing Air Depot Corridor utilizes two-way left-turn lanes along its length. This approach maximizes access to the developments, but can negatively impact the safety, aesthetics, and traffic capacity. A raised median would allow significant access while improving safety, providing a canvas for beautification/branding, and increase traffic flow. A vehicle utilizing the existing two-way left-turn lane to navigate a left turn movement is shown in Figure 4.

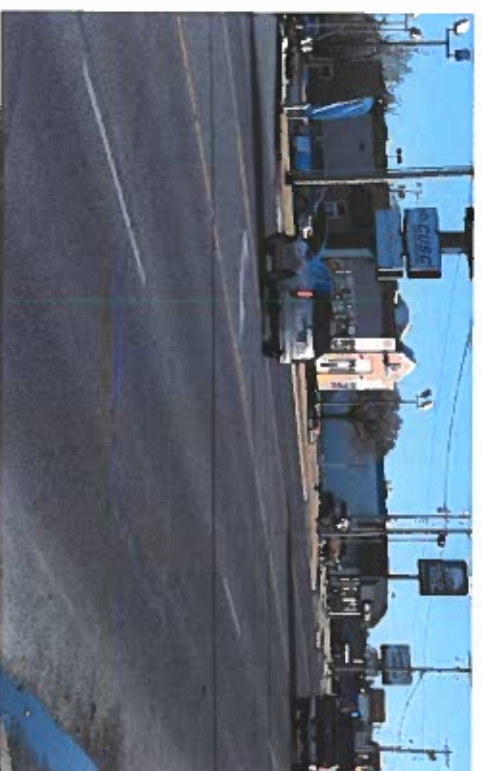


Figure 4 - Vehicle Shown Using Left Turn

Intersections

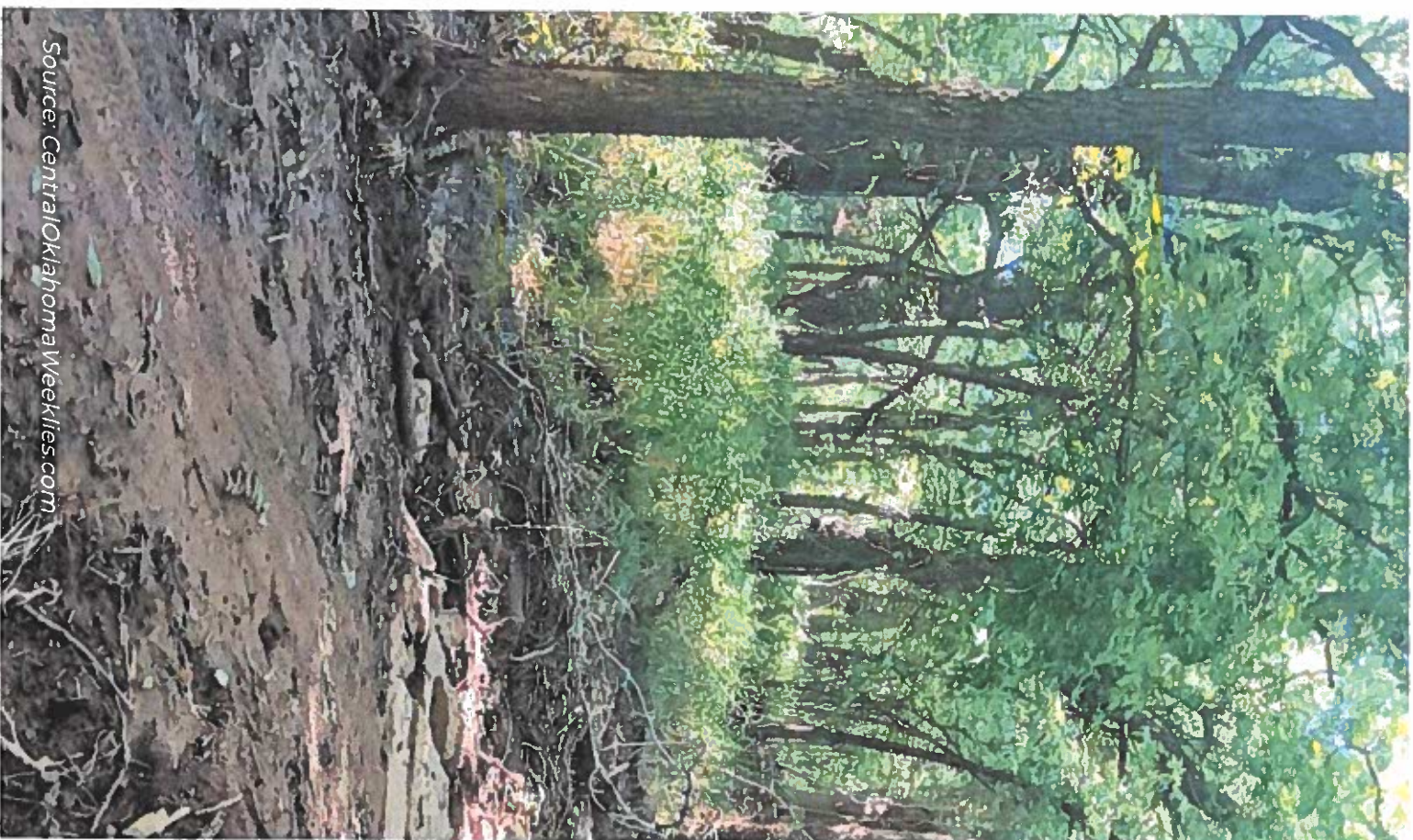
Within the study area along Air Depot Blvd., there are five (5) signalized intersections/Corridor crossing locations. These intersections provide a significant role in both vehicle cross access and safe pedestrian crossing locations. As previously mentioned, some of the intersections are in need of ADA upgrades to be safe/compliant crossings, but a majority of the existing traffic signal infrastructure is already in place. It would be virtually impossible for pedestrians to cross the intersection of E Reno Avenue and Air Depot Boulevard if it weren't for the existing facilities. (Figure 5)



Figure 5 - S Air Depot Blvd. Crosswalk at E Reno Ave.



Figure 6 - Future Bomber Rail Trail Crossing Near the 700 Block of S Air Depot Blvd.



Source: CentralOklahomaWeeklies.com

Trails and Sidewalks

The Bomber Rail Trail crossing is a future trail connection proposed along the abandoned railroad right-of-way through the City. When the trail is complete to Air Depot Blvd., this intersection near the 700 block of S Air Depot Blvd. (Figure 6). It will create a critical crossing in addition to providing a connection for pedestrians and bicycles to access the Midwest City Spirit Trail System.

Taken from the Trail Master Plan, the image below illustrates the future location of the Bomber Rail Trail. (Figure 7)

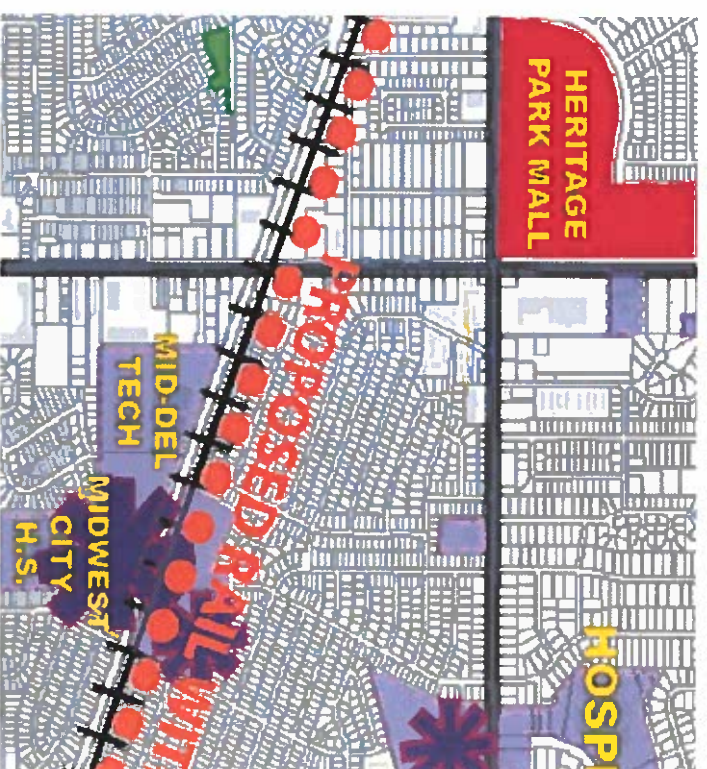
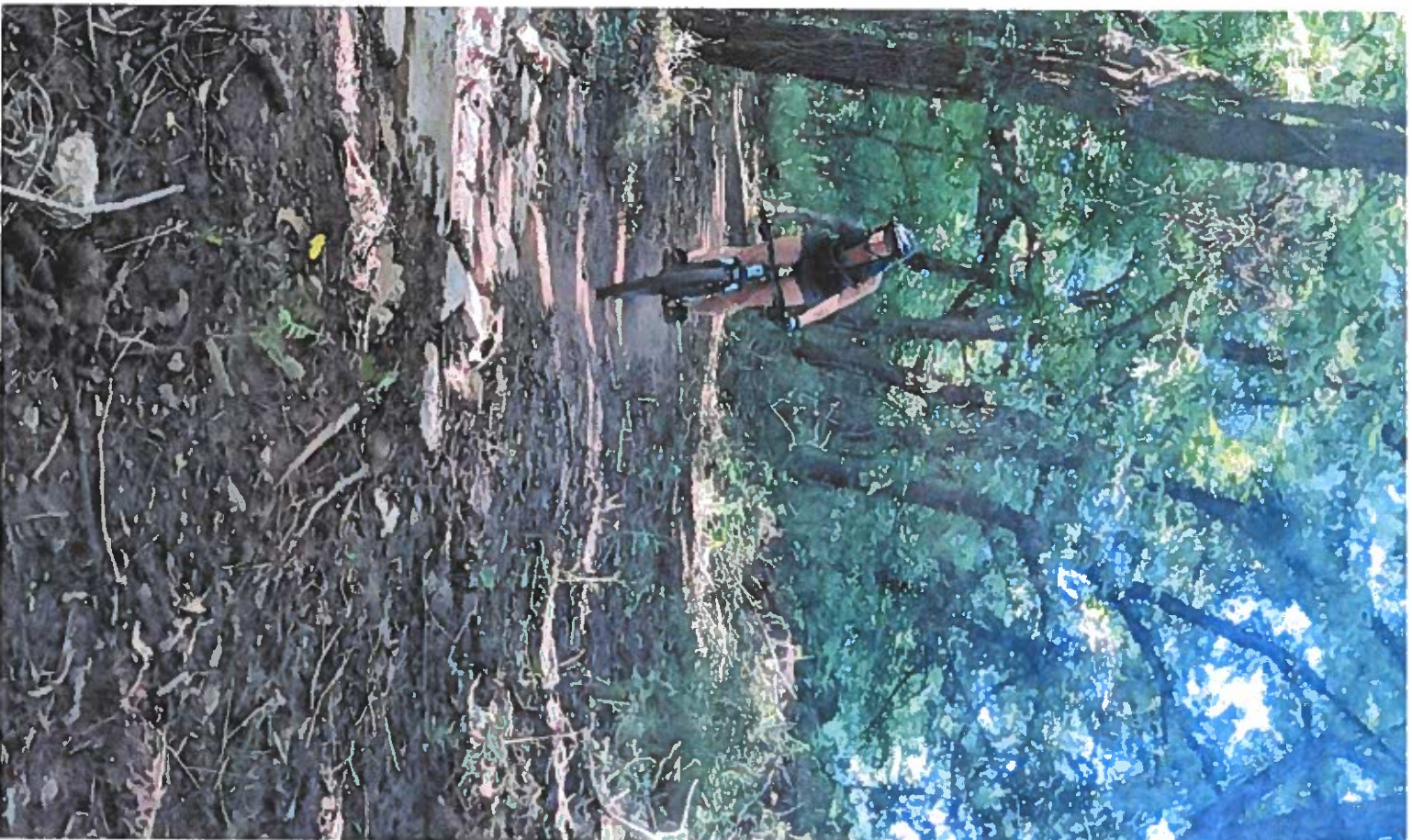


Figure 7 - Trail Crossing Location



Bicycle Lanes and Shared Paths

Bicycle lanes make for a healthier community, help curb air pollution and improve traffic flow as seen in this example in another community (Figure 8). The Air Depot Corridor currently has no dedicated or enhanced bicycle accommodations. While dedicated lanes are not suggested on a major arterial, an off-street, dedicated trail will be much more inviting to local riders.

Air Depot Today

While the Air Depot Corridor may be inviting to motorists, it has limited appeal to the occasional pedestrian and transit users. Shoppers who may be tempted to walk to their destinations may be discouraged by incomplete sidewalks, lack of ADA compliance, and the overall uncomfortable feeling one might get walking in close proximity to a two-ton vehicle traveling 40 miles per hour. The following modes of travel were reviewed along the Corridor for ease of access and potential opportunities.

An assessment of sidewalks within the study area found the following conditions:

1. **Incomplete** - The existing sidewalks along the Corridor only encompass approximately half of the study area. Sidewalks were prevalent on the west side of S Air Depot Blvd. but were lacking on the east side. For a corridor to feel walkable the sidewalk needs to be complete on both sides of the roadway and interconnected via ADA compliant and safe connections.

Even though portions of sidewalk are missing, there are signs of



Figure 8 - Dedicated Bicycle Lane

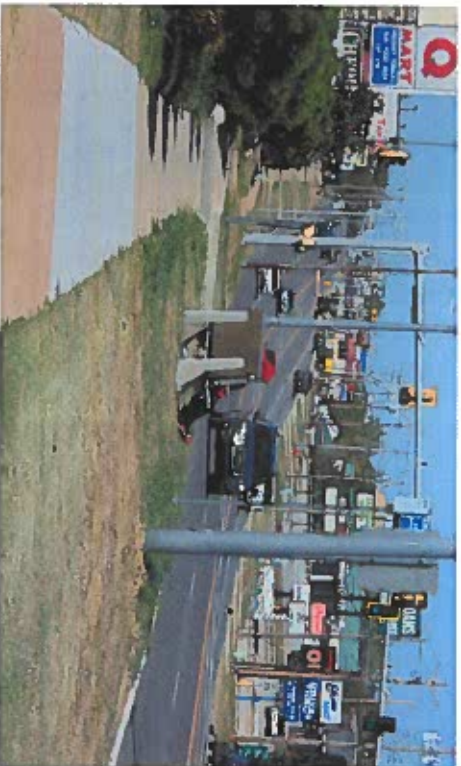


Figure 9 - Path near the 800 block of S Air Depot Blvd.

existing use. Figure 9 shows those existing “cattle paths” through the grass on the east side of the Corridor.

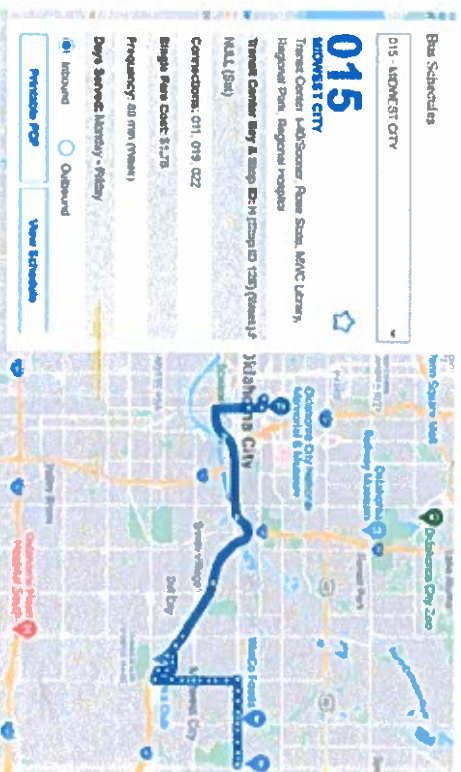
II. ADA Compliance – A majority of the existing sidewalks are not ADA compliant, making them a potential hazard for people with a mobility issue. Portions of the sidewalk are cracked/crumbling, other portions exceed allowable running and cross slope, and other sections inadequately connect to existing driveways/cross streets. Providing ADA compliant sidewalks is paramount to connectivity of a walkable network for all users.

III. Comfort – Portions of the sidewalk along the Corridor exist but are not comfortable to use for many reasons including narrow width, lack of shade, the significant number of driveway crossings along the Corridor, and proximity to the street. “Cattle paths” observed on the unpaved portions of the study area provided valuable insight as to the preferred walking offset along the Corridor: most were between 4’ and 6’ behind the existing curb line



IV. Bicycling – It appears cyclists may be avoiding the Corridor for many reasons. Traffic frequency and speed is likely discouraging riders from utilizing a travel lane during peak hours. The existing sidewalk is narrow, incomplete and unsafe due to condition/cross slope as well as the number of driveways. The future trail along the existing abandoned railroad right-of-way is incomplete at the Air Depot Blvd. crossing, which is the prime location to connect the Air Depot Corridor with an all-ages and all-abilities trail facility to bring bike traffic to the Corridor.

V. Transit – Midwest City is served by EMBARK via Route 15 along the Air Depot Corridor. Its stops include a mix of improved bus stops with shelters and lower cost stops with a sign and potentially a bench. The bus stops with benches and concrete pads are typically not ADA compliant and are not connected to the sidewalk or the street. It is recommended to upgrade these locations to at least ADA compliance and to potentially add shade structures to protect users from the elements.

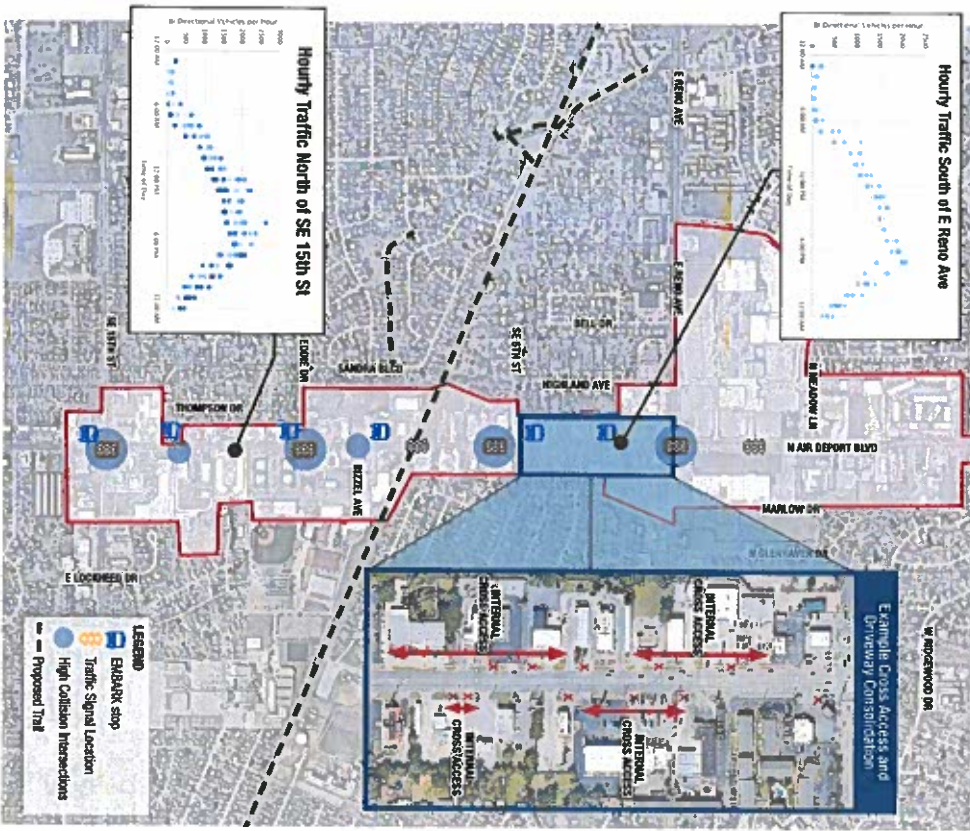


VI. Driving – The Corridor is auto-centric, but not an ideal design given the high traffic volumes and high turning maneuvers to the numerous private driveways along the Corridor. The posted speed along the Corridor of 35 mph does provide the foundation for an auto-centric corridor that can accommodate other modes of travel. However, based on observations, the average vehicle speed along the Corridor is not consistent with the posted speed limit and often 40-45 MPH or greater.

The two-way left turn lane provides almost limitless access but creates inherent safety challenges by increasing the probability for turning collisions and rear end collisions. At the intersection of Reno Ave and SE 15th Ave there have been over 400 collisions within the study area since 2015. Of the total number of collisions, over 150 were documented as accidents resulting in injury. A majority of the collisions were documented as either rear end collisions (168) or turning collisions (159). The proliferation of the private driveways and existing two-way left turn lane could potentially be a mitigating factor for historic crash rates along the Corridor. Consolidating curb cuts and enhancements to turning lanes could significantly decrease the number and/or severity of future accidents.



AIR DEPOT CORRIDOR – TRANSPORTATION REVIEW



MARKET CONDITIONS

Midwest City lies in far eastern Oklahoma County and is bordered by Del City on the west, Oklahoma City on the south, Spencer on the north and Choctaw and Nicoma Park on the east. Interstate 40 runs east/west along the south border of the city and U.S. Route 62 comprises most of its northern border. Midwest City encompasses 24.4 square miles in area with an estimated population of 58,070 residents.

Tinker Air Force Base sits adjacent to the southern border of Midwest City just as it has for 80 years. It is the home to a workforce of nearly 30,000, making it the largest U.S. Military installation in the world and Oklahoma's largest single-site employer. Midwest City's economy has traditionally been built around Tinker, its private contractors and suppliers, as well as other ancillary aerospace companies.



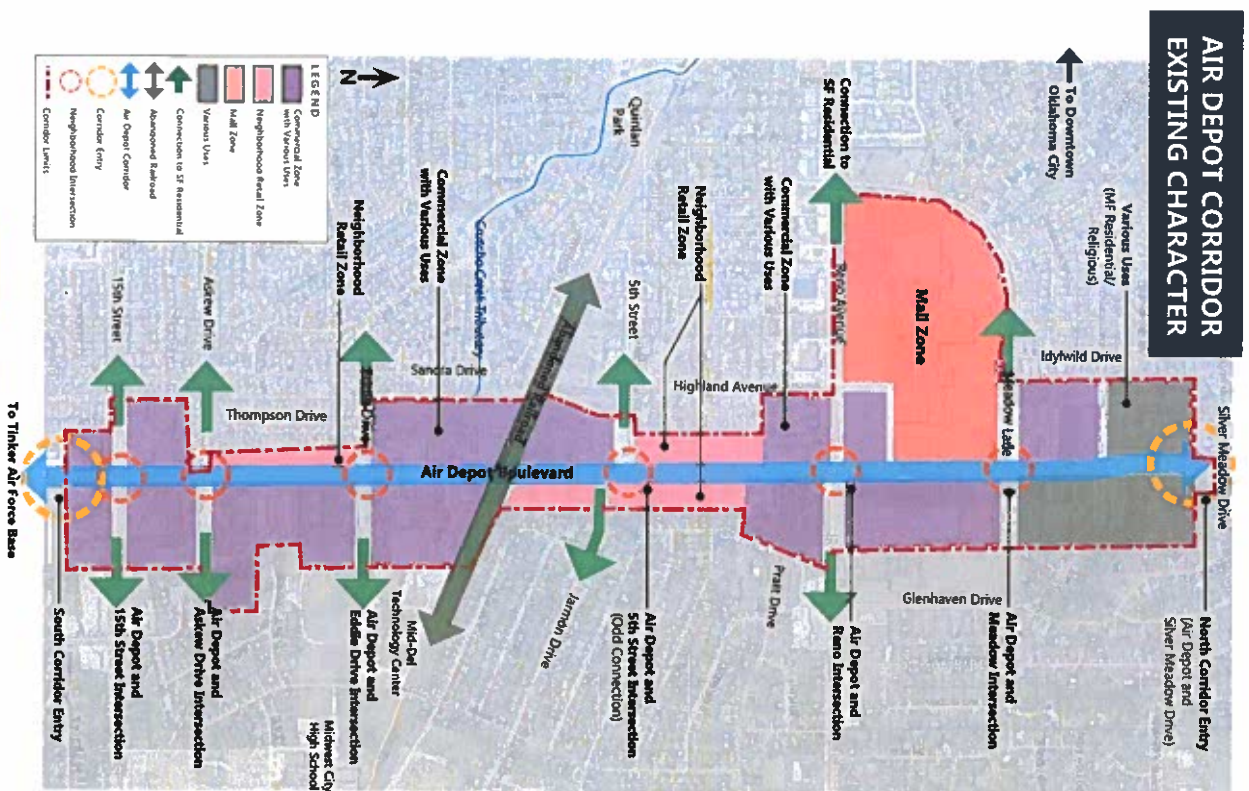
Air Depot Corridor Study Area

The Air Depot Corridor extends along Air Depot Blvd. from Silver Meadow Drive in the north to just south of 15th Street in the south; a distance of approximately 1.5 miles.

DEMOGRAPHICS

Population

Midwest City has experienced a significantly smaller percentage of growth over the last two decades when compared to Oklahoma County and the Oklahoma City Metropolitan Statistical Area (OKC MSA). However, as Oklahoma City continues to develop and build out, momentum is projected to steer development and population outwards from the urban core, resulting in increased population growth for Midwest City. As Midwest City continues to develop its remaining land, it will become increasingly important to ensure that residential and commercial development have a symbiotic relationship that enhances and utilizes assets and benefits from each development typology. This includes improving transitions and access between commercial and residential typologies, positioning, and developing contextually sensitive infill sites, and maximizing existing infrastructure investments.



Air Depot Corridor Population

The Air Depot Corridor's median age of 34.8 years old is slightly younger than that of the community (37.5), Oklahoma County (36.4) and the entire Oklahoma City MSA (36.8).

Generation distribution (i.e., Baby Boomers, Millennials, etc.) is a critical demographic factor to understand, as these generational differences tend to manifest themselves in several facets of an individual's life, including their purchasing power and preferences. Higher median ages suggest that residents are aging in place and have a higher likelihood of staying in the same housing as they age. Higher median ages also serve as an indicator for increased public amenities and services needed for aging populations.

Population	Air Depot Corridor	Midwest City	Oklahoma City	Oklahoma MSA
2000 Population	821	54,565	661,244	1,098,206
2000-2010 Population Growth (Annual)	0.50%	0.02%	0.85%	1.35%
2010 Population	863	54,674	719,649	1,255,802
2021 Population	835	57,647	799,462	1,421,923
2021-2026 Population Growth (Annual)	-0.12%	0.55%	0.93%	1.10%
2026 Population	830	59,249	837,496	1,502,031
2021 Total Households	376	23,867	315,629	551,467
2021 Average HH Size	2.22	2.40	2.48	2.52
Total Daytime Population	1,326	54,416	875,551	1,416,917
Daytime Workers	873	24,821	481,267	713,084
Daytime Residents	453	29,595	394,284	703,833

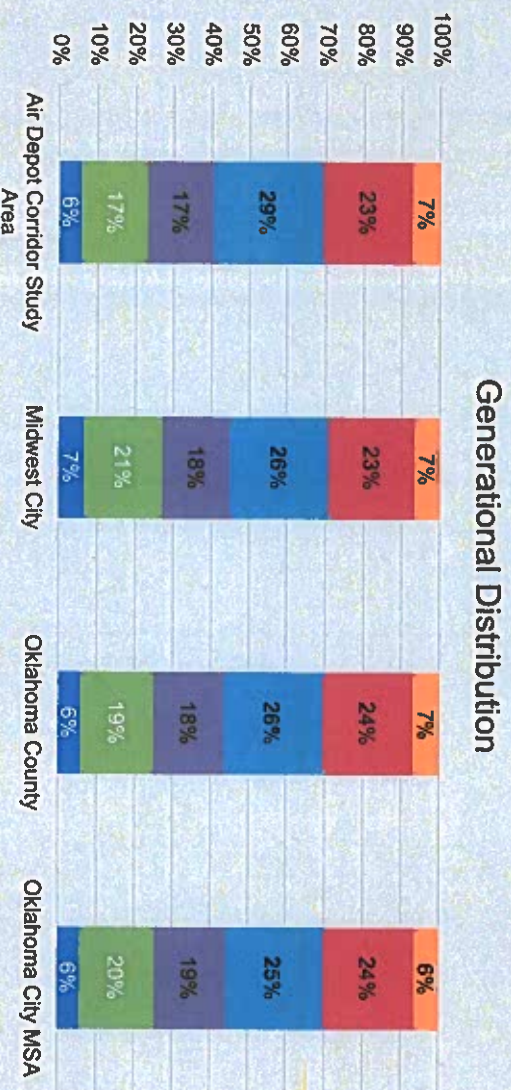
Education

Residents of Midwest City and the Air Depot Corridor have similar, albeit slightly lesser, levels of educational attainment when compared to the Oklahoma County and the MSA. Throughout the MSA, nearly 32% of residents ages 25 and older have received a bachelor's degree or higher, while just under 22% of residents within Midwest City have achieved the same feat. Similarly, there is a slightly greater proportion of residents in Midwest City and the Air Depot Corridor that have a high school diploma or GED as their highest level of educational attainment. An educated workforce is important to support and provide the necessary labor pool for economic development efforts and growth, as talented and educated workers generally hold higher-paying jobs. Ancillary to that fact comes increased disposable income, which provides the means for additional development of retail goods and services. Access to this educated labor force is also important for companies located within the city and the surrounding region.

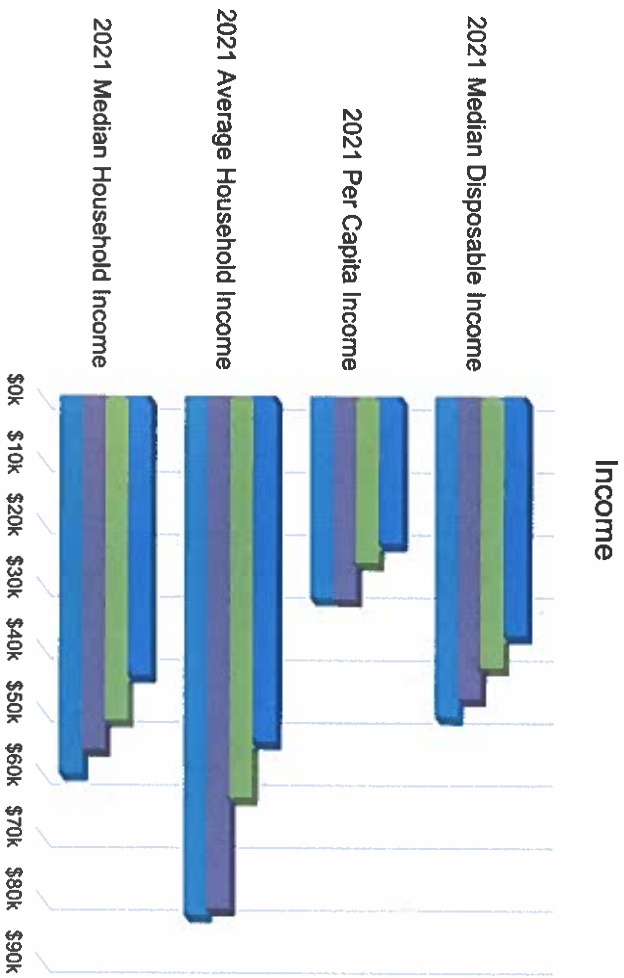
Income

Households earning between \$50,000 to \$74,999 make up the largest share within the Air Depot Corridor (22.6%), which is consistent with the income distribution observed throughout Midwest City. However, there is a notably smaller percentage of households earning more than \$100,000 within the City and Corridor when compared to the MSA.

Midwest City has a median household income of \$51,915, which lags slightly behind the median household income of \$60,428 observed throughout the MSA. The Air Depot Corridor has a median household income of \$44,742, which registers significantly below the MSA and city income level. Similarly, average household incomes within the Air Depot Corridor register lower than Midwest City and the larger MSA.

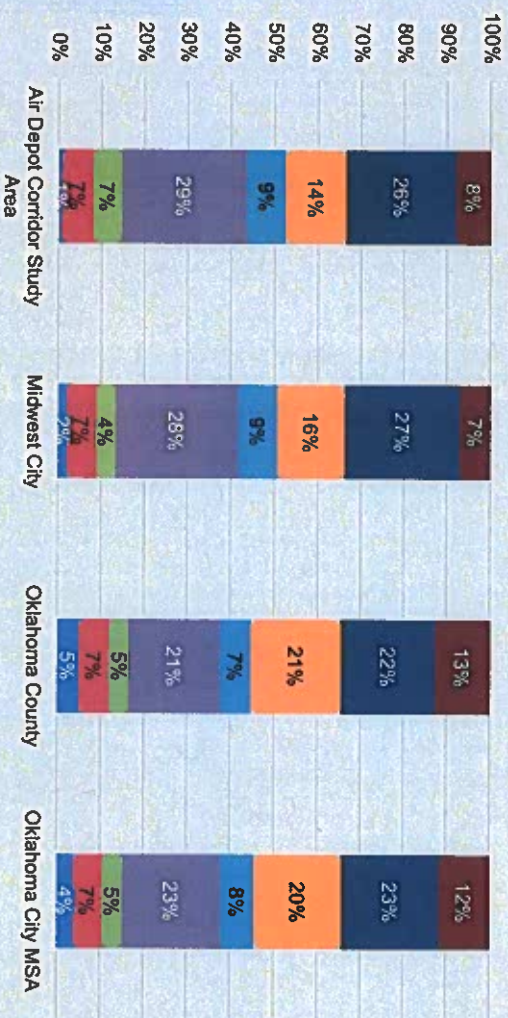


- Generation Alpha (2017 or Later)
- Generation Z (1999 to 2016)
- Millennials (1981 to 1998)
- Generation X (1965 to 1980)
- Baby Boomers (1946 to 1964)
- Silent & Greatest Generations (1945 or Earlier)



- Air Depot Corridor Study Area
- Oklahoma County
- Midwest City
- Oklahoma City MSA

Educational Attainment (Ages 25+)



- Less than 9th Grade
- GED/Alternative Credential
- Associate's Degree
- Some College/No Degree
- 9-12th Grade/No Diploma
- High School Diploma
- Bachelor's Degree
- Graduate/Professional Degree

Housing

The housing stock that currently exists in Midwest City is made up primarily of single family detached residential units (76%), while the remainder of the housing units are spread across 1-unit attached unit or 2+ units, which remains consistent with the greater Oklahoma City MSA. However, the Air Depot Corridor has a more diverse mix of housing stock, as only 56% of units register as single family detached, while approximately 30% of units are characterized by 3 to 19 unit structures.

When comparing owner-occupied vs renter-occupied housing units, Midwest City along with the greater Oklahoma City MSA has remained consistent without much change between 2010 and 2021 with 35%-41% owner-occupied units versus 59-65% renter-occupied units.

Median home values in the Air Depot Corridor Study Area (\$153k) and Midwest City (\$140k) are slightly lower than the surrounding Oklahoma County (\$185k) and Oklahoma City MSA (\$186k). Approximately 46% of the Air Depot Corridor Study Area and 50% of Midwest City housing units had median values of \$50k to \$150k.



Source: Realtor.com

Occupancy	Air Depot Corridor	Midwest City	Oklahoma County	Oklahoma City MSA
2010 Owner-Occupied Units	47%	60%	60%	65%
2010 Renter-Occupied Units	53%	40%	40%	35%
2021 Owner-Occupied Units	46%	60%	59%	65%
2021 Renter-Occupied Units	54%	40%	41%	35%

Housing Type	Air Depot Corridor	Midwest City	Oklahoma County	Oklahoma City MSA
1 Detached Unit	56%	76%	70%	72%
1 Attached Unit	3%	4%	3%	2%
2 Units	2%	1%	2%	2%
3 or 4 Units	9%	3%	4%	3%
5 to 9 Units	9%	5%	7%	6%
10 to 19 Units	11%	4%	5%	4%
20 to 49 Units	5%	2%	2%	2%
50 or More Units	3%	3%	4%	3%
Mobile Homes	3%	2%	3%	5%

Employment Composition

As part of the analysis, a comparison of industry composition within the Air Depot Corridor and city limits was conducted. This comparison allows us to assess the character of the Air Depot Corridor in contrast to a more wide-ranging geography. The analysis underscores several key similarities, as well as differences. Retail Trade is the primary business type in the Air Depot Corridor (14.3%) as well as Midwest City as a whole (17.1%). Other Services and Real Estate, Rental & Leasing each constitute 11.8% of employment within the Corridor, while a similar percentage of "Other Services" businesses are represented throughout the city. An observation gleaned from the analysis illustrates that the proportion of Real Estate, Rental & Leasing in the Air Depot Corridor is nearly double the proportion present throughout the city. Similarly, Health Care related businesses and Professional, Scientific, and Tech Services make up less than 10% of businesses each.

Industries by NAICS Codes	Air Depot Corridor		Midwest City		Air Depot Corridor		Midwest City	
	Businesses		Employees		Businesses		Employees	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	0	0.0%	5	0.3%	0	0.0%	13	0.1%
Mining	0	0.0%	2	0.1%	0	0.0%	17	0.1%
Utilities	0	0.0%	3	0.2%	0	0.0%	91	0.4%
Construction	6	3.7%	62	3.6%	18	0.9%	424	1.9%
Manufacturing	1	0.6%	30	1.7%	0	0.0%	228	1.0%
Wholesale Trade	1	0.6%	19	1.1%	4	0.2%	198	0.9%
Retail Trade	23	14.3%	294	17.1%	319	15.6%	5,173	23.3%
Motor Vehicle & Parts Dealers	1	0.6%	52	3.0%	52	2.5%	1,203	5.4%
Furniture & Home Furnishings Stores	1	0.6%	3	0.2%	4	0.2%	8	0.0%

Industries by NAICS Codes	Air Depot Corridor		Midwest City		Air Depot Corridor		Midwest City	
	Businesses				Employees			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Electronics & Appliance Stores	0	0.0%	6	0.3%	0	0.0%	121	0.5%
Bldg Material & Garden Equipment & Supplies Dealers	2	1.2%	15	0.9%	10	0.5%	346	1.6%
Food & Beverage Stores	3	1.9%	37	2.2%	155	7.6%	971	4.4%
Health & Personal Care Stores	6	3.7%	45	2.6%	42	2.1%	444	2.0%
Gasoline Stations	0	0.0%	12	0.7%	0	0.0%	40	0.2%
Clothing & Clothing Accessories Stores	3	1.9%	20	1.2%	9	0.4%	134	0.6%
Sport Goods, Hobby, Book, & Music Stores	1	0.6%	18	1.0%	2	0.1%	745	3.4%
General Merchandise Stores	4	2.5%	25	1.5%	33	1.6%	905	4.1%
Miscellaneous Store Retailers	2	1.2%	33	1.9%	12	0.6%	256	1.2%
Nonstore Retailers	1	0.6%	28	1.6%	0	0.0%	0	0.0%
Transportation & Warehousing	1	0.6%	17	1.0%	3	0.1%	192	0.9%
Information	3	1.9%	29	1.7%	14	0.7%	276	1.2%
Finance & Insurance	13	8.1%	116	6.8%	55	2.7%	705	3.2%
Central Bank/Credit Intermediation & Related Activities	10	6.2%	57	3.3%	49	2.4%	520	2.3%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	0	0.0%	19	1.1%	1	0.0%	63	0.3%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	2	1.2%	40	2.3%	5	0.2%	122	0.6%

Industries by NAICS Codes	Air Depot Corridor		Midwest City		Air Depot Corridor		Midwest City	
	Businesses				Employees			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Real Estate, Rental & Leasing	19	11.8%	117	6.8%	87	4.3%	982	4.4%
Professional, Scientific & Tech Services	17	10.6%	120	7.0%	142	7.0%	807	3.6%
Legal Services	3	1.9%	31	1.8%	13	0.6%	129	0.6%
Management of Companies & Enterprises	2	1.2%	6	0.3%	5	0.2%	44	0.2%
Administrative & Support & Waste Management & Remediation Services	4	2.5%	41	2.4%	15	0.7%	428	1.9%
Educational Services	5	3.1%	40	2.3%	849	41.6%	3,126	14.1%
Health Care & Social Assistance	15	9.3%	228	13.3%	126	6.2%	3,429	15.5%
Arts, Entertainment & Recreation	1	0.6%	25	1.5%	10	0.5%	219	1.0%
Accommodation & Food Services	13	8.1%	142	8.3%	283	13.9%	2,817	12.7%
Accommodation	0	0.0%	12	0.7%	0	0.0%	232	1.0%
Food Services & Drinking Places	13	8.1%	130	7.6%	283	13.9%	2,585	11.7%
Other Services (except Public Administration)	19	11.8%	237	13.8%	99	4.8%	1,171	5.3%
Automotive Repair & Maintenance	4	2.5%	43	2.5%	34	1.7%	211	1.0%
Public Administration	2	1.2%	59	3.4%	12	0.6%	1,720	7.8%
Unclassified Establishments	17	10.6%	125	7.3%	1	0.0%	99	0.4%
Total	161	100.0%	1,717	100.0%	2,042	100.0%	22,159	100.0%

RESIDENTIAL DEMAND

Owner-Occupied Demand

To estimate the Corridor's potential to absorb additional residential development, residential demand was calculated for Oklahoma County and calibrated to gauge the potential demand for Air Depot Boulevard. The capture rate was calculated using historical building permit data from Midwest City, in light of physical opportunities within the Corridor and future household projections. The demand for residential units is ultimately a function of projected growth across the greater region, subject to suitable land and the ability to obtain entitlements. Though regional demand may be strong, the amount of available land and existing context throughout the Corridor may limit future residential growth.

To configure and better understand the potential demand, it was analyzed by corresponding income range, age groups, and product type (owner and renter-occupied). This level of analysis allows for a significantly greater understanding of the potential product types in demand as the associated groupings represent different preferences in terms of home typologies. The tables below represent the qualifying income associated with the affordable range of home values/rental rates for owner and renter-occupied households.



Qualifying Incomes for Owner-Occupied Housing

Home Value	Less than	\$100,000	\$150,000	\$200,000	\$250,000	\$350,000	\$450,000
	\$100,000	\$150,000	\$200,000	\$250,000	\$350,000	\$450,000	And above
Qualifying Income	Less than	\$35,000	\$50,000	\$75,000	\$100,000	\$150,000	\$200,000
	\$35,000	\$50,000	\$75,000	\$99,999	\$149,000	\$200,000	And above

Qualifying Incomes for Renter-Occupied Housing

Monthly Rent	\$500	\$750	\$1,000	\$1,500	\$2,000
	\$750	\$1,000	\$1,500	\$2,000	And above
Qualifying Income	Less than \$35,000	\$35,000	\$50,000	\$75,000	\$100,000
		\$50,000	\$75,000	\$100,000	And above

Our analysis revealed that Oklahoma County is projected to gain roughly 2,815 total new households on an annual basis over the next five years (Esri) due to net migration and natural increase (residents entering the homebuying life stage). The projected annual household growth is anticipated to generate potential demand for 1,458 new households based on the number of households that meet the criteria of qualified earners. However, potential demand for new owner-occupied households is also significantly influenced by the potential capture of existing renter and owner-occupied households in turnover; represented by both existing owner (6,171) and renter-occupied (11,973) households. The total potential demand for new households in the region is anticipated to exceed 19,500 on an annual basis for the region. Those existing households who anticipate purchasing a new house upon moving, coupled with net new qualified earner households, total a potential regional demand of 7,629 on an annual basis.

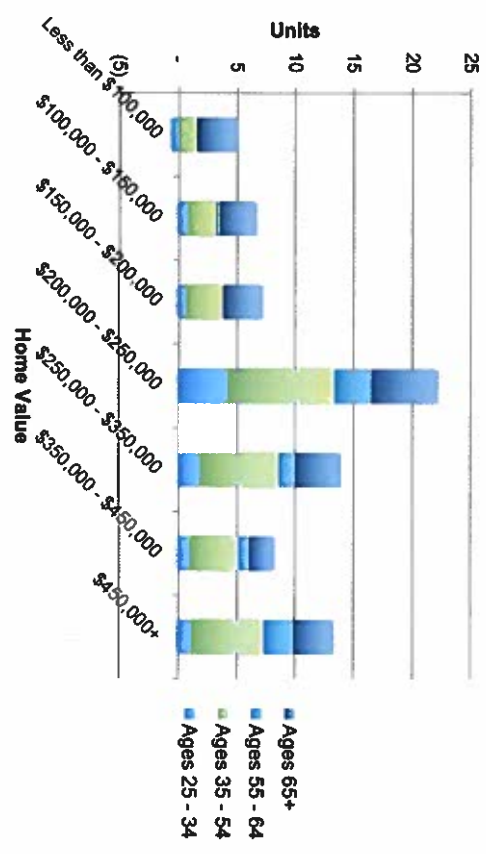
As a result, across all income categories, our projections show that the Air Depot Corridor has the potential to capture 76 new owner-occupied units annually based on a conservative capture rate, of which, there is demand for over 47% of total new homes valued above \$250,000 (36).

To better understand the owner-occupied residential demand, the analysis broke down demand not only by income categories, but also by age groups, and ultimately translated into a variety of owner-occupied product types. The consumer preferences between age groups illustrate a desire and ability for the Corridor to offer a variety of home typologies and product types, based on context and location, among other factors. The chart below illustrates the potential annual demand for owner-occupied housing by age group within the Air Depot Corridor.

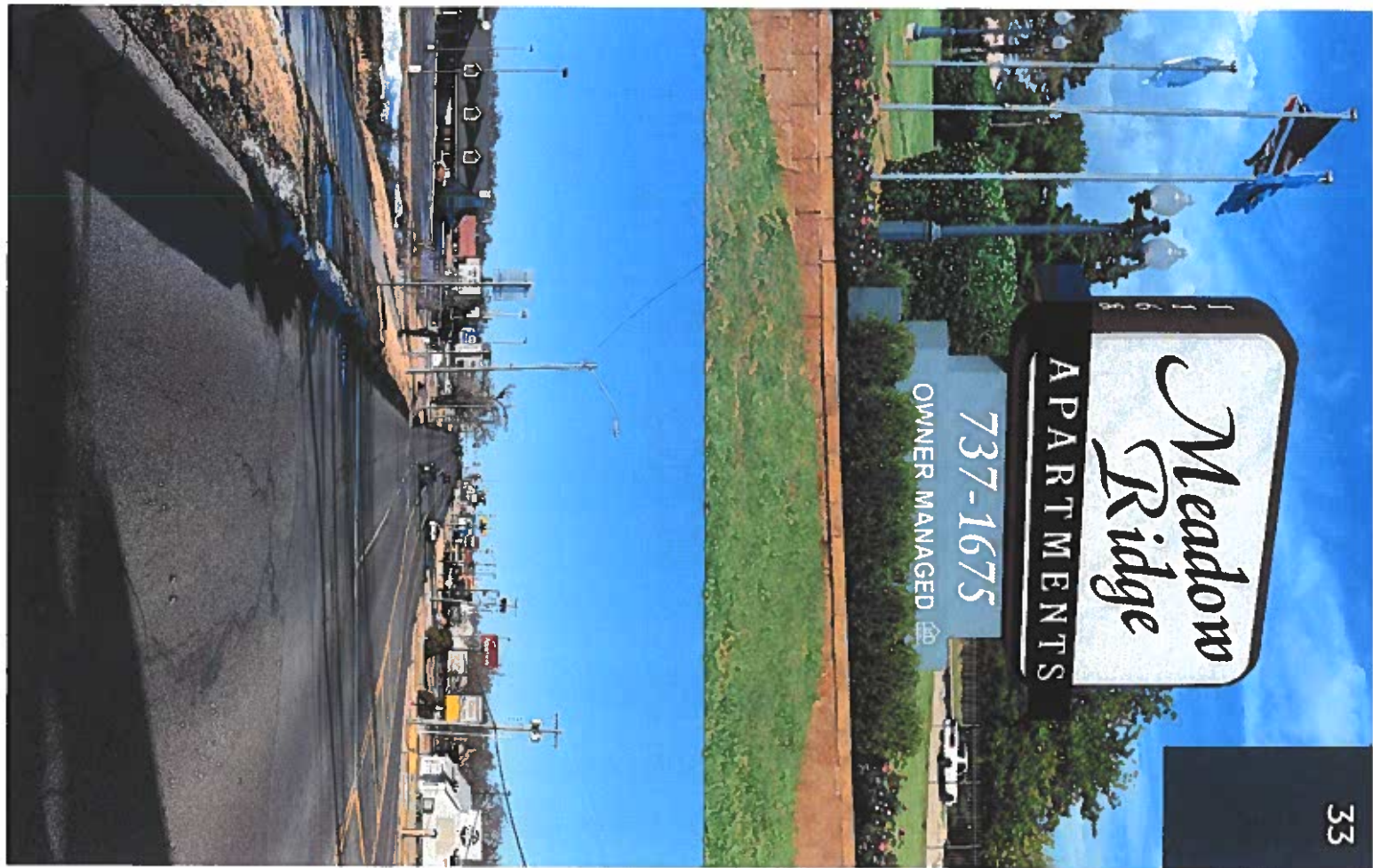
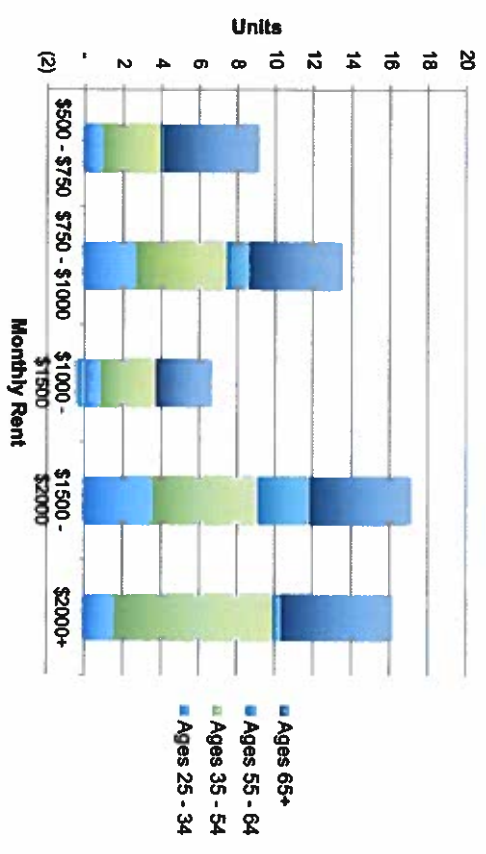
Renter-Occupied Demand

The analysis of renter-occupied housing demand was conducted in the same manner. As a result, it was revealed that there is potential demand for 62 units of renter-occupied housing that the Corridor could absorb on an annualized basis. More than 53% of the total potential renter-occupied demand is anticipated to accommodate units that support market rate rents of over \$1,500 per month. As with the owner-occupied demand analysis, the 35 - 54, and 65+ age groups are anticipated to constitute more than 75% of the total renter-occupied demand.

Air Depot Corridor Annual Owner-Occupied Demand



Air Depot Corridor Annual Renter-Occupied Demand





Source: MidwestCity.org

Retail Demand

To calculate potential retail demand in square footage, Catalyst analyzed “retail gap” (potential demand in dollars less the existing supply in dollars) within the market. The resulting retail gap or “leakage” represents the amount of dollars being spent on retail categories outside of the identified geography (Air Depot Corridor). This demand is then converted from retail spend (\$) into square feet of retail space demand using annual retail sales assumptions by category.

Catalyst analyzed retail leakage from residential households within 8-minutes of the intersection of Air Depot Blvd. and Reno Ave. This geography establishes the Primary Trade Area (PTA), which defines the area from which most customers are willing to travel to acquire goods and services. Additional drivers of retail demand can include the regional student population, local workforce, commuter traffic, and event visitors. Most often, the residential component of the community provides up to 80% of total retail demand in each market; while other drivers constitute a smaller portion of the overall demand. In the case of Air Depot Corridor, local households and the associated spending generate unmet demand for nearly 75,000 square feet of retail development.

Commuter demand is a result of demand generated through the potential capture of a small percentage of total commuter traffic passing by a given location. According to the Oklahoma Department of Transportation (ODOT), there was an average of 20,700 daily vehicles traveling along Air Depot Blvd. north of SE 15th St, while SE 15th St saw an average of 16,800 daily vehicles to the east of Air Depot Blvd. Currently, commuter demand is responsible for generating more than 4,500 square feet of retail demand alone.

Workforce-generated demand represents another strong component of the overall retail demand, especially with regards to daytime population and goods and services that facilitate the workers' lives. The Air Depot Corridor has a current employment of 2,042 employees, which results in the generation of more than 28,000 square feet of unmet demand. Typical goods and services that are driven by workforce and commuters generally include: Grocery stores, Health and Beauty stores, Gas stations, General Merchandise stores, Office Supply stores, Sporting Goods stores, and Restaurants and Eating establishments.

The following categories have the largest amount of unmet demand, accounting for a large portion of the total unmet demand of 106,618 square feet: Department Stores, Automobile Dealers, Furniture and Home Furnishings Stores, General Merchandise Stores, and Restaurants/Eating Places.

Potential Supportable Retail Square Footage by Retail Category

Category	NAICS	Workforce	Commuter	Residential	Total
Automobile Dealers	4411	-	-	10,596	10,596
Other Motor Vehicle Dealers	4412	-	-	6,492	6,492
Auto Parts, Accessories & Tire Stores	4413	-	135	-	135
Furniture & Home Furnishings Stores	442	-	-	8,483	8,483
Furniture Stores	4421	-	-	6,358	6,358
Home Furnishings Stores	4422	-	-	2,436	2,436
Bldg. Material & Supplies Dealers	4441	-	-	4,425	4,425
Lawn & Garden Equip & Supply Stores	4442	-	-	1,458	1,458
Grocery Stores	4451	3,186	483	1,769	5,438
Specialty Food Stores	4452	-	-	2,093	2,093
Beer, Wine & Liquor Stores	4453	-	-	211	211

Potential Supportable Retail Square Footage by Retail Category

Category	NAICS	Workforce	Commuter	Residential	Total
Health & Personal Care Stores	446,4461	3,882	185	906	4,974
Gasoline Stations	447,4471	7,267	2,250	-	9,517
Clothing Stores	4481	724	185	2,619	3,528
Shoe Stores	4482	498	170	528	1,196
Jewelry, Luggage & Leather Goods Stores	4483	796	170	714	1,680
Sporting Goods/Hobby/Musical Instr. Stores	4511	431	170	-	601
Book, Periodical & Music Stores	4512	-	-	1,504	1,504
Department Stores Excluding Leased Depts.	4521	1,412	170	14,552	16,134
Other General Merchandise Stores	4529	3,982	170	2,932	7,084
Florists	4531	-	-	-	-
Office Supplies, Stationery & Gift Stores	4532	1,460	170	816	2,446
Used Merchandise Stores	4533	-	-	-	-
Other Miscellaneous Store Retailers	4539	-	-	3,853	3,853
Special Food Services	7223	-	-	272	272
Drinking Places - Alcoholic Beverages	7224	-	-	470	470
Restaurants/Other Eating Places	7225	4,977	256	-	5,233
		28,615	4,515	73,487	106,618

OPEN HOUSE FEEDBACK

Public input is an important part of the planning process. Feedback provides valuable insight that City officials and planners can use while developing goals and recommendations for the transportation network. Community outreach began at the outset of the planning process for the Air Depot Corridor. On January 22, 2022, Catalyst conducted an open house with staff and local stakeholders to gather input on key challenges, visioning, priorities, and core values.



Key Takeaways:

- Limited recreation
- Desire for new businesses
- High traffic volumes
- 29th street conditions
- Homelessness
- Physical attributes don't represent the spirit of the residents
- Signage - cluttered & hard to navigate business
- Aesthetics
- Desire more viable long-term quality developments
- Too many curb cuts, traffic patterns
- Lower household incomes
- Increased vacancy
- Repetition of uses
- Poor lighting
- Railroad tracks create barrier
- Perception of crime
- Too many driveways
- Low quality/discount uses
- Desire for improved traffic safety
- Remove visual clutter
- Business beautification/road beautification
- Fragmented ownership creates disconnect
- Disrupted pedestrian flow
- Auto dependency
- Aging buildings



Source: Trip101.com

What does success look like? What is the vision for the Corridor?

- Unique Lighting
- Street Signs
- Help from City
- Cohesive planning
- Supportive zoning & planning
- Gateway that supports the patriotic spirit
- Unique small boutiques
- More sidewalk, trails,
- Stronger business partnerships
- More mixed use
- Active rail

What is one word to describe Midwest City?

- Crossroads
- Tinker Air Force Base
- Unique
- Patriotic
- Young
- Dilapidated
- Diverse
- Deliberate
- Friendly
- Stable
- Home
- Historic

What are the strengths of the Air Depot Corridor?

- Traffic easy to get around easy to find anything you want
- Variety + volume of business
- Proximity to OKC (15-20 mins)
- History + Tradition
- Moves well
- Good traffic counts
- All utilities
- Location to base
- Good start to revitalization
- Everyone knows Air Depot
- Pride in being MWC
- Proximity to Rose State
- Good variety
- Accessible to I-40
- Affordable housing
- Main gate access to Tinker
- Working with the City

What is the top priority for Air Depot Corridor?

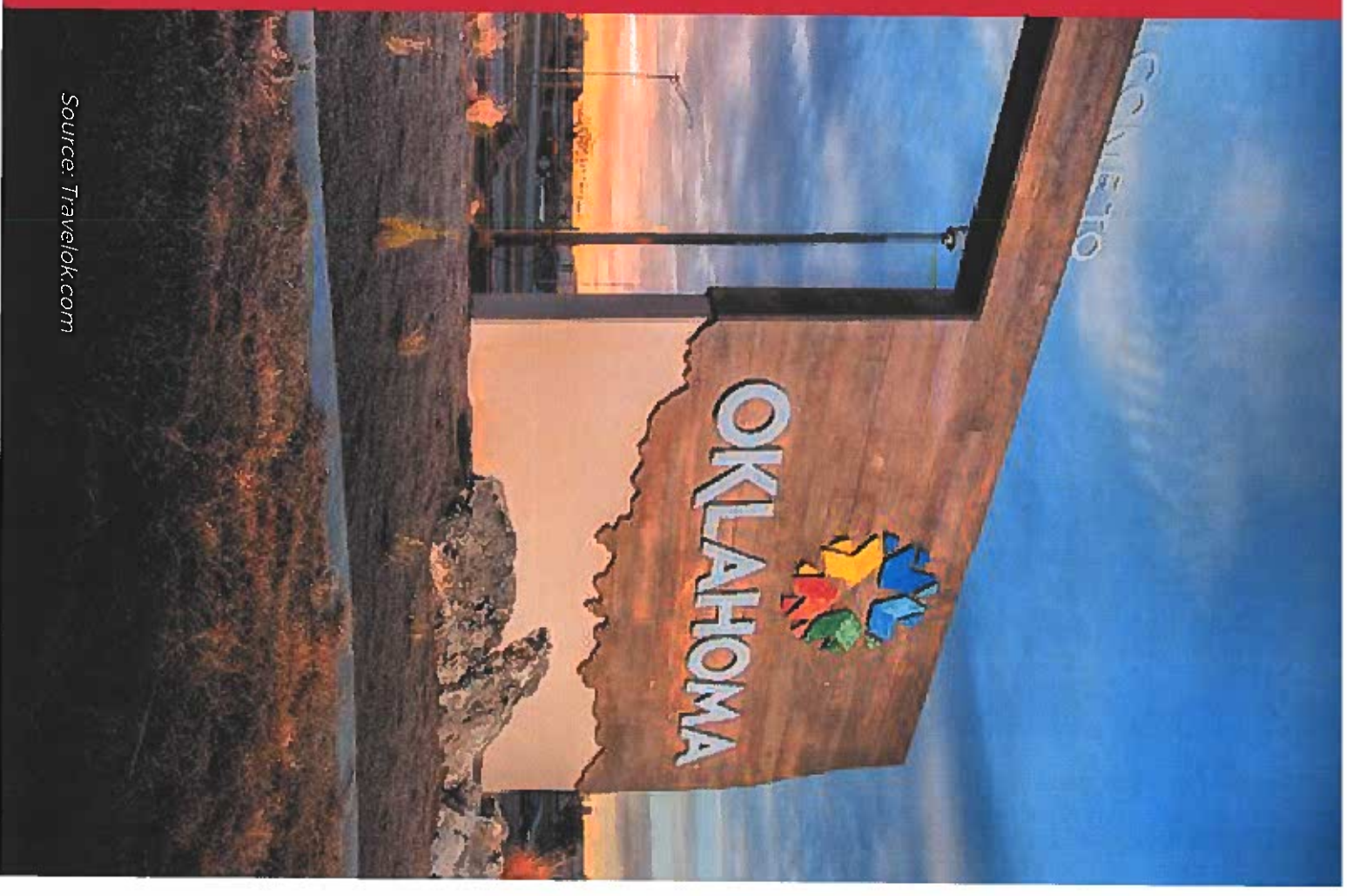
- Divide tax money evenly
- A plan w/rendering supported with cohesive ordinances and financial support for the upgrades
- Face lift of buildings to approval curb appeal
- Aesthetics improvement
- Lighting & appearance
- Beautification
- Safety

What are the desired uses for the Air Depot Corridor?

- Specialty Grocery Store
- Business to attract younger ages
- Unique Boutiques
- Patio concepts with outdoor dining
- Public art
- Health food store
- Trails, pocket parks,
- Stronger policies and codes to protect the Corridor
- Mixed use development
- Higher end restaurant options
- Indoor recreation opportunity
- Increased parks and open space

DESIGN WORKSHOP FEEDBACK

On April 25, 2022, a design workshop was held that included representatives from the Midwest City Staff, Corridor Stakeholders, Catalyst Commercial, JHP, and Kimley-Horn to discuss key challenges, visioning, priorities, and core values. Below are the notes from that workshop.



Source: [Travelok.com](https://www.travelok.com)

Community Concerns

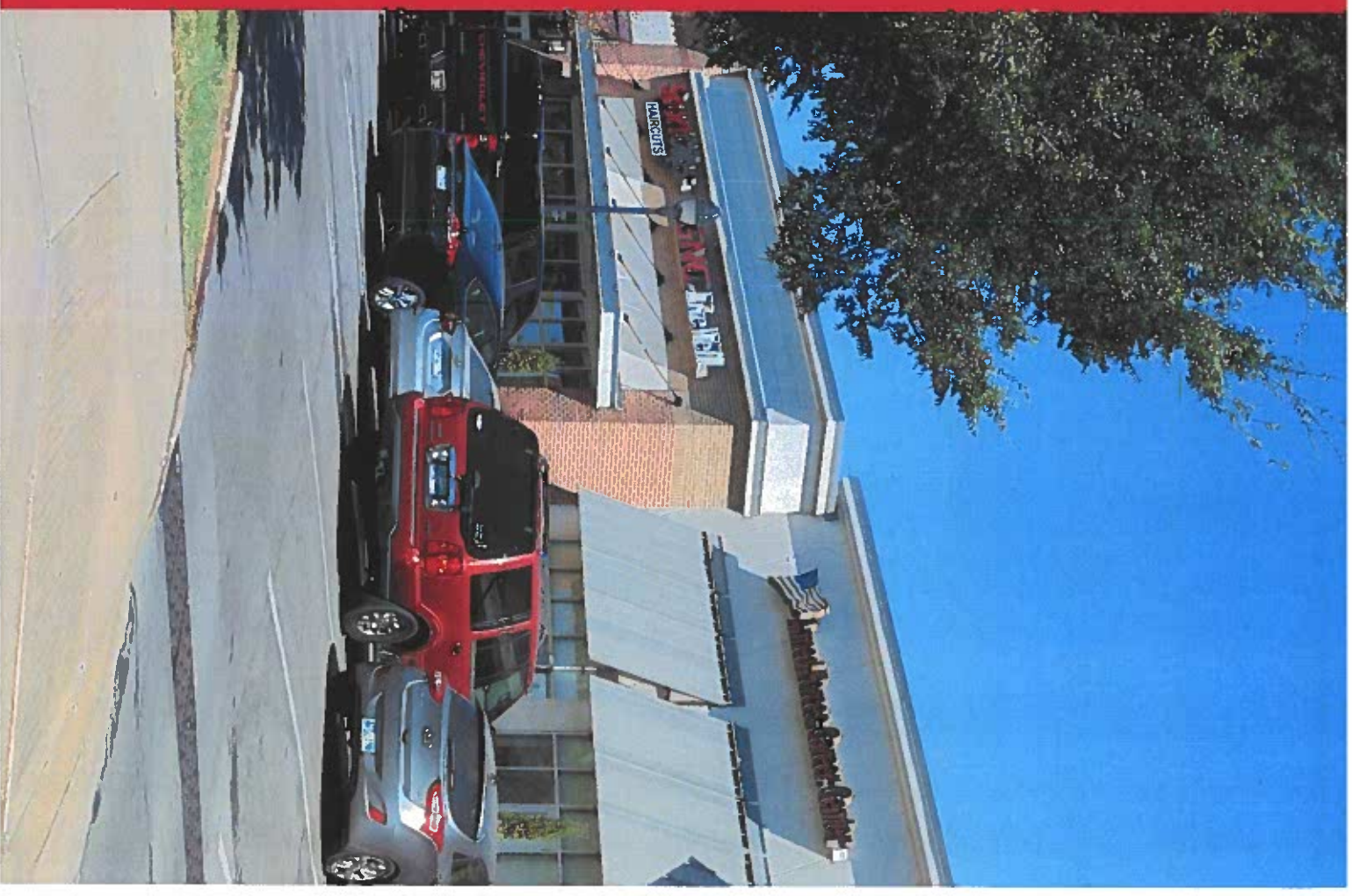
- Incentivize alternate roadways to reduce traffic on Air Depot Blvd.
- No street parking
- Decrease the number of driveways
- Slow traffic
- City incentive strategy
- Timeline
- South Gate on Air Depot Blvd. and related pedestrian traffic from high school
- Continue the use of aircraft names to highlight the city's history and character

Workshop Recap

- Location of parking for different uses
- Standardize or improve setback design – east side has more setback, continue to use this setback standard
- Golden Corral - great trail head, vacant land behind
- Clean up continuing turn lanes
- Curb cut consolidation - policy connecting different lots through cross access.
- Public investment
- Proposed connection on Eddy for better connection to the school
- Vacant land behind the Golden Palace - shopping center needs investment, could add secondary pedestrian paths, needs intersection improvements, needs improved trail
- Add landscaping at 15th and Air Depot Blvd for CVS beautification
- Apartment complex Reno and Air Depot in need of sidewalk
- Bus stops, look at loading off street or reducing service
- Demo Funds - \$100,000 fund, used towards economic development
- Use of aircraft names

IMPLEMENTATION RECOMMENDATIONS

The following pages show the proposed character, the proposed streetscape, overall implementation recommendations, and phased implementation recommendations. These recommendations took into account the feedback from the resident and staff workshops. The phased implementation recommendations work generally from north to south. A phased approach is recommended in order to reduce the timeline of implementing those recommendations and to increase the ability to secure funding for those projects that Midwest City wishes to begin.





ECONOMIC DEVELOPMENT

- ED1.** Create Corridor specific incentives to attract quality uses, increase jobs, and improve economic viability and sustainability of the Corridor (timing in year 1).
- ED2.** Create a unified marketing and branding strategy, possibly with the inclusion of an aircraft theme (timing in year 2 at an estimated cost of \$35k).
- ED3.** Work with nonprofits to mitigate homelessness and the associated issues related to homelessness (timing in year 1).
- ED4.** Align targeted uses with household incomes that these uses will serve (timing in year 1).
- ED5.** Increase use of mixed-use developments to improve land efficiency (timing in year 1).
- ED6.** Accommodate recreational uses to support health of residents (timing in year 1).
- ED7.** Develop a recruitment strategy to improve Corridor merchandising (timing in year 1).



MOBILITY & SAFETY

- MS1.** Reduce auto dependency by improving sidewalks, increasing trails, and linking to local assets. This will mitigate pedestrian vs car competition to use the same space to travel (timing in year 2).
- MS2.** Continue the Traffic and Safety Commission and consider expanding their purview to continuously review traffic issues, particularly related to pedestrian vs car traffic crashes. Involve other city staff/stakeholders (timing in year 1).
- MS3.** Work with and provide input to local bus system on bus stop locations. Consider loading/unloading locations, scheduling/timing, efficiency, and service area (timing in year 1).
- MS4.** Work with local health and sport clubs to identify gaps in mobility within the City. Consider sport social media heat maps to identify locations where expansion of the multimodal trail system could serve a greater number of users. Connection of these protected multimodal trails to commercial areas will reduce vehicle traffic and increase mobility for the community as a whole (timing in year 1).
- MSS.** Encourage alternative signage (ex. monument signs) along the Corridor to increase visibility for drivers and pedestrians entering or exiting private drives.



REVITALIZATION

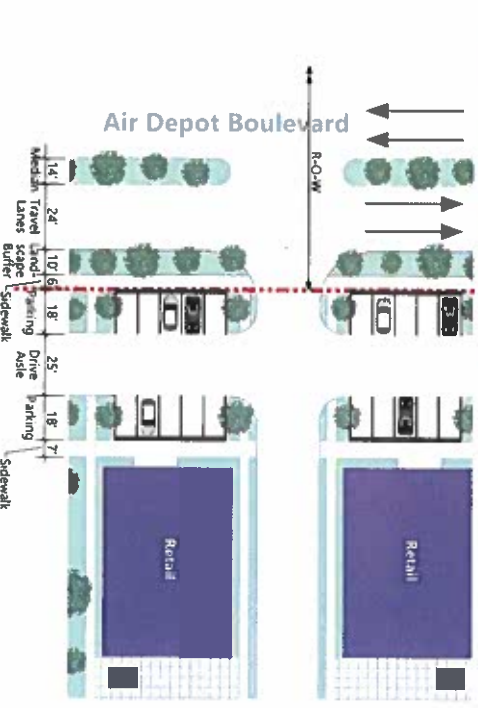
- R1.** Establish Demo-Rebuild program to demolish, acquire, or renovate uses. This program could be used for the City to purchase strategic lots and bid the lots out for redevelopment with City-controlled design standards (timing in year 3).
- R2.** Identify vacant or underused buildings or commercial land. Work with property owners to establish goals and a strategy for inclusion of these properties in the City economy (timing in year 1).
- R3.** Identify repeat code offenses of commercial properties and establish a strategy to bring these businesses into compliance (timing in year 2).

AIR DEPOT CORRIDOR PROPOSED STREETSCAPE



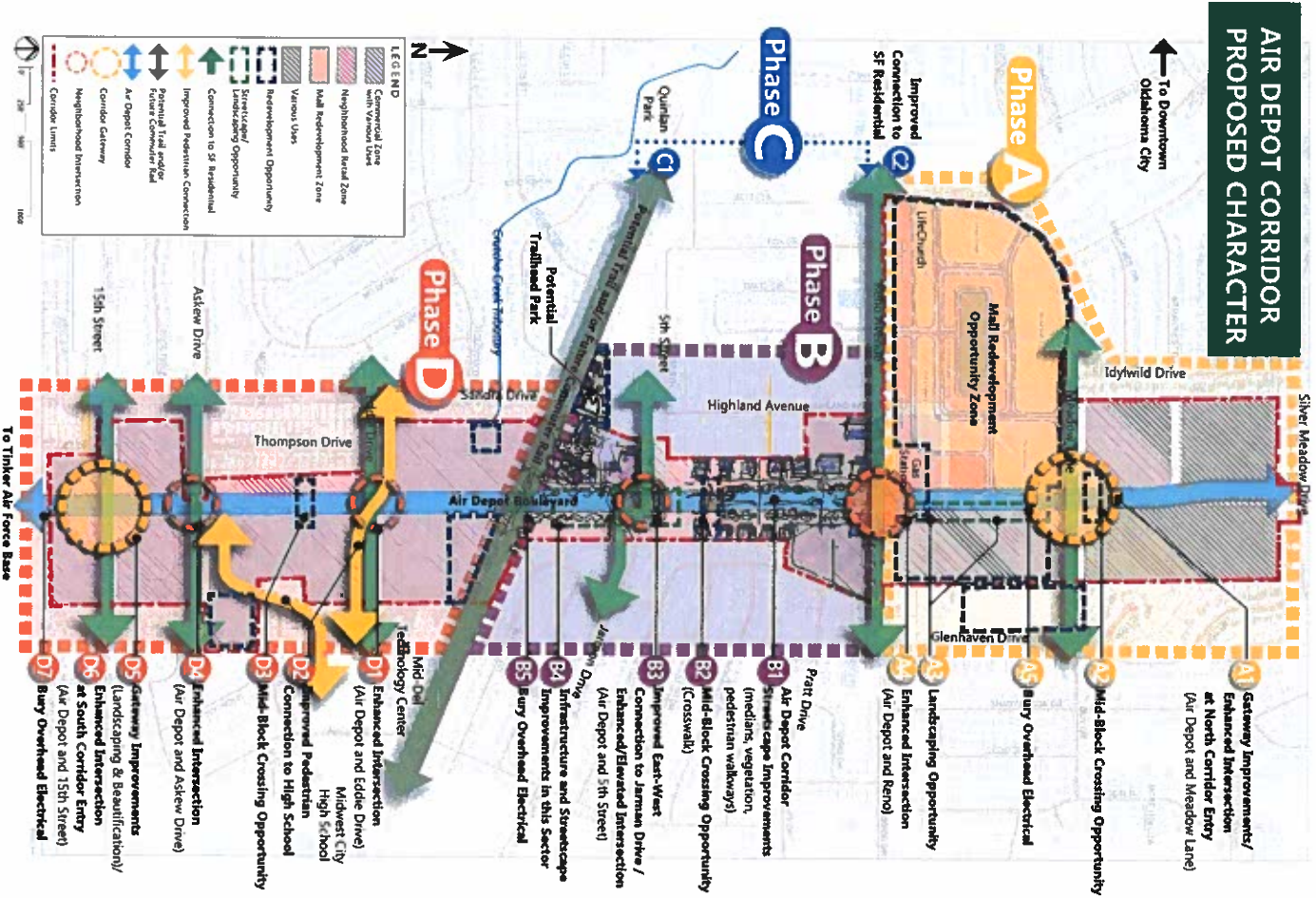
Redevelopment Scenario (Building Closer to Curb and Parking Behind and Between)

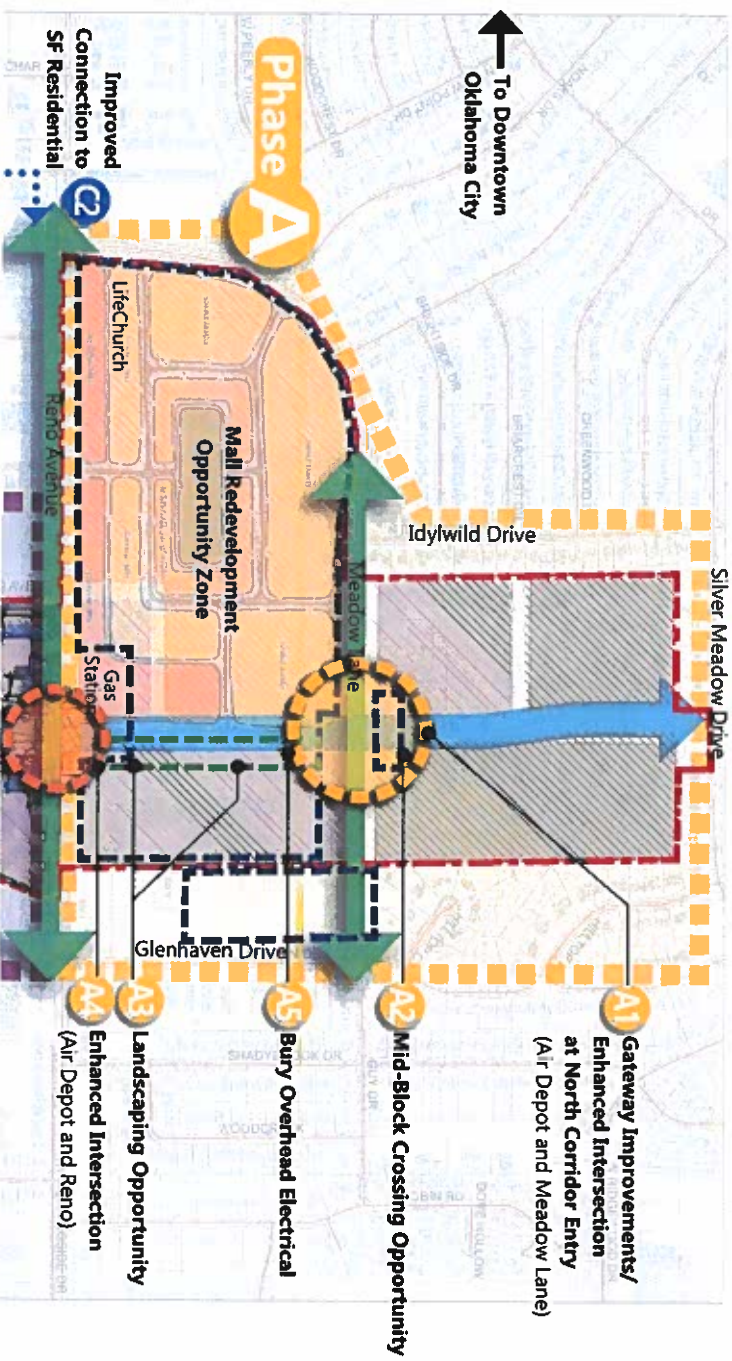
AIR DEPOT CORRIDOR PROPOSED STREETSCAPE



Existing Scenario (Parking in Front with Reduced Curb Cuts)

AIR DEPOT CORRIDOR PROPOSED CHARACTER

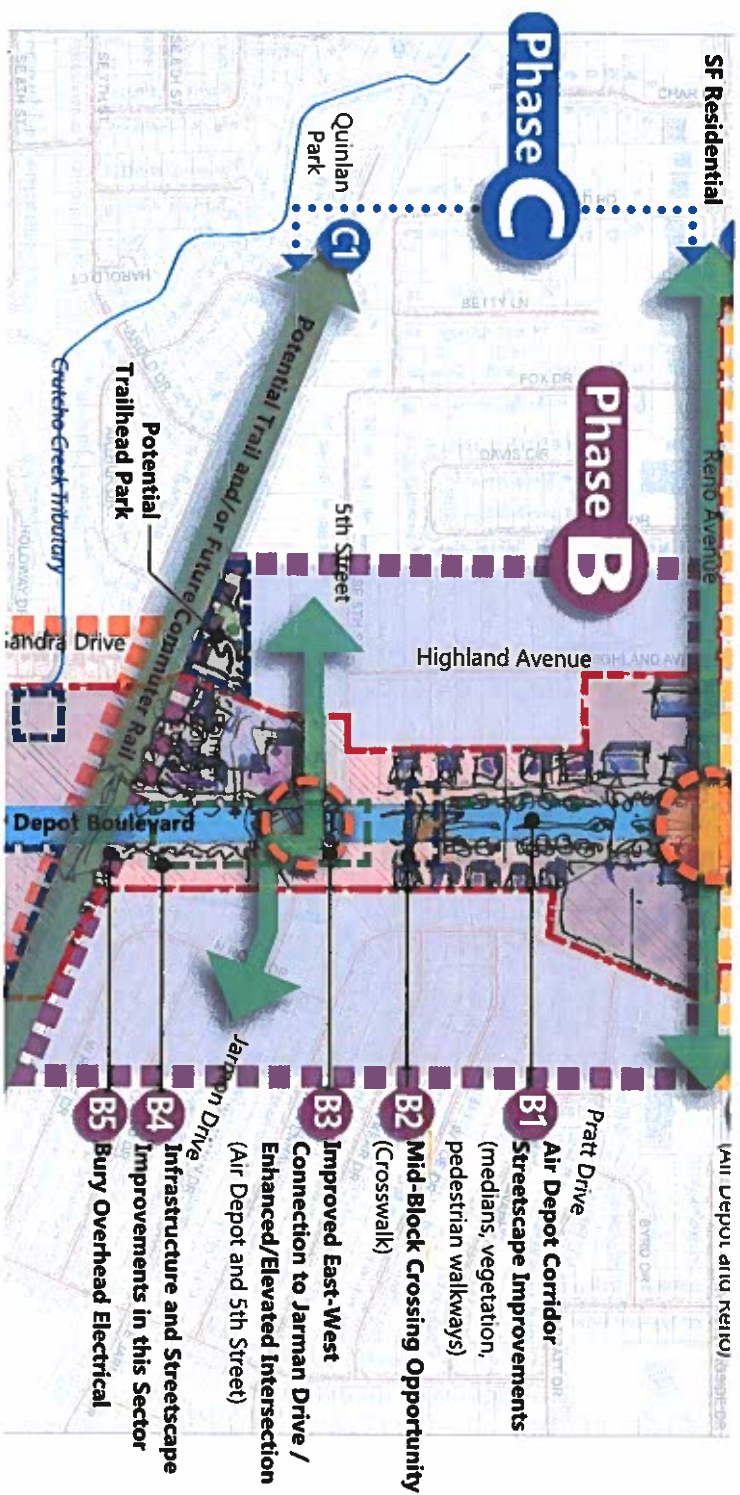




Phase A

Estimated Cost

A1	Gateway Improvements/enhanced intersection at north Corridor entry (Air Depot Boulevard and Meadow Lane)	\$40,000 - \$150,000
A2	Mid-block crossing opportunity north of Meadow Lane	\$50,000-\$250,000
A3	Landscaping opportunities between Meadow Lane and Reno Avenue	\$100,000-\$500,000
A4	Enhanced intersection (Air Depot Boulevard and Reno Avenue)	\$250,000-\$1,500,000
A5	Bury overhead electrical between Silver Meadow Drive and Reno Avenue	\$2,000,000 (\$2,000,000/mile)



Phase B

Estimated Cost

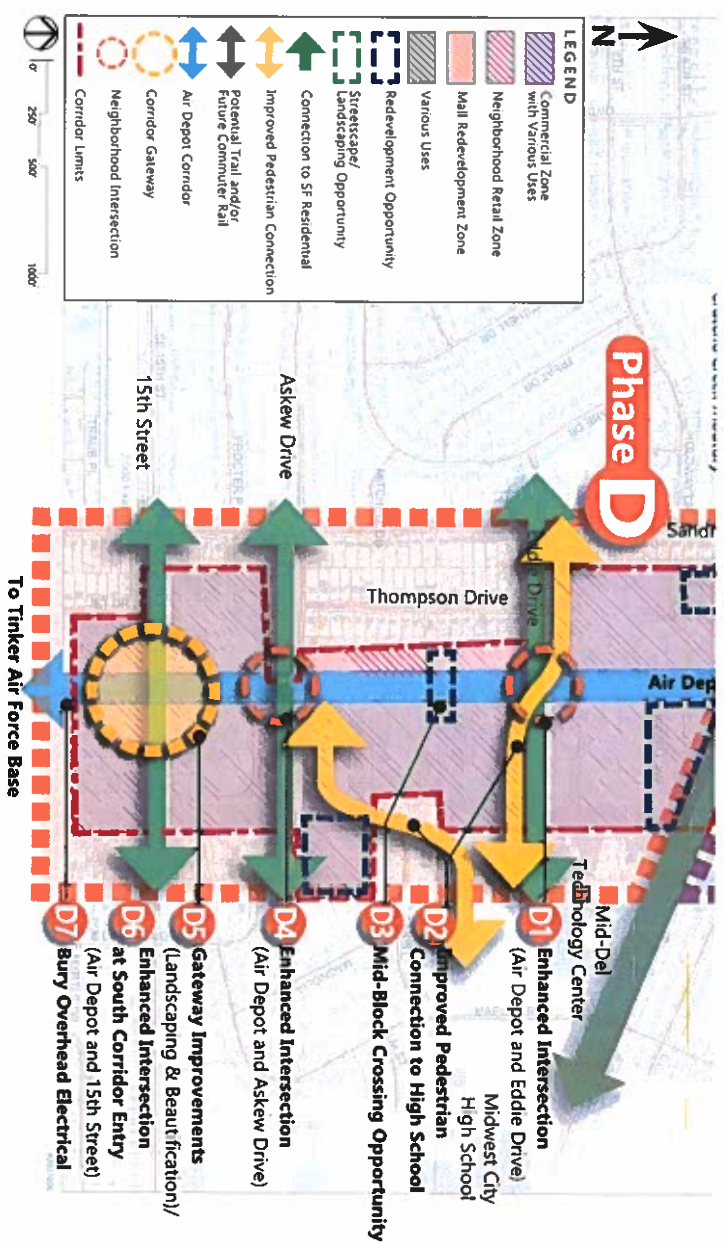
B1	Air Depot Corridor streetscape improvements (medians, vegetation, pedestrian walkways)	\$1,000,000-\$5,000,000+/mile
B2	Mid-block crossing opportunity (crosswalk) north of 5th Street	\$50,000-\$250,000
B3	Improved east-west connection to Jarman Drive, enhanced/elevated intersection - Air Depot Boulevard and 5th Street	\$100,000-\$500,000
B4	Infrastructure and streetscape improvements between 5th Street and rail easement	\$1,000,000-\$5,000,000+/mile
B5	Bury overhead electrical between Reno Avenue and rail easement	\$1,000,000 (\$2,000,000/mile)



Phase C

Estimated Cost

C1	Potential trail and/or future commuter rail	\$100,000 - \$500,000 (trailhead and amenities)
C2	Improved connection to SF residential	\$250,000 - \$500,000



Phase D

Estimated Cost

D1	Enhanced intersection - Air Depot and Eddie Drive	\$250,000-\$1,500,000
D2	Improved pedestrian connection to high school	\$250,000 - \$400,000
D3	Mid-block crossing opportunity south of Eddie Drive	\$50,000-\$250,000
D4	Enhanced intersection - Air Depot and Askew Drive	\$250,000-\$1,500,000
D5	Gateway improvements around 15th Street (landscaping and beautification)	\$40,000 - \$150,000
D6	Enhanced intersection at south Corridor entry (Air Depot and 15th Street)	\$250,000-\$1,500,000
D7	Bury overhead electrical between rail easement and Peach Street	\$1,500,000 (\$2,000,000/mile)





The City of
MIDWEST CITY
COMMUNITY DEVELOPMENT DEPARTMENT

CURRENT PLANNING DIVISION
Emily Richey, Manager
COMPREHENSIVE PLANNING
Petya Stefanoff, Comprehensive Planner
Administrative Secretary
Tami Anderson

Billy Harless, Community Development Director

To: Honorable Chairman and Commissioners
From: Billy Harless, Community Development Director
Date: December 6, 2022
Subject: Discussion Item 5 – Discussion, consideration and possible action on amendments to the City Ordinances of the City of Midwest City, Chapter 38, Subdivision Regulations.

As Commissioners may be aware, Council has instructed staff to evaluate and propose changes to the Subdivision Regulations to address or eliminate waivers to infrastructure improvements during smaller lot development including “lot splits”, replats and minor plats. Staff contracted with Johnson & Associates to help with this process. Johnson and Associates was selected due to their familiarity with the subdivision processes of Midwest City and the Oklahoma City metro area communities along with their experience in subdivision design.

A taskforce worked with Johnson & Associates through this process and was chaired by Vice Mayor Byrne which include representation from Planning Commissioner Dawkins, developer Joel Bryant and city staff from Public Works, Engineering and Construction Services, Community Development and City Management. The attached ordinance was approved by the task force and was also approved by the Ordinance Review Committee.

The attached power point was part of this process and will be presented by Tim Johnson from Johnson & Associates at tonight’s meeting.

A handwritten signature in black ink, appearing to read "Billy Harless".

Billy Harless, AICP
Community Development Director

ORDINANCE

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MIDWEST CITY:

SECTION 1. That Chapter 38, Article I, Section 38-8 of the City Code of Midwest City, is hereby amended to read as follows:

Chapter 38 - SUBDIVISION REGULATIONS

ARTICLE I. - GENERAL PROVISIONS

Sec. 38-8. - Fees.

The following fees for filing plats with the city shall be paid to the city clerk at the time of submission:

Table 1: Fee Schedule

Type of Plat	Fee
Preliminary Plat	(1) Less than 10 acres—\$300.00 plus \$2.00 per lot (2) 10 through 40 acres—\$400.00 plus \$2.00 per lot (3) More than 40 acres—\$500.00 plus \$2.00 per lot
Final Plat	\$300.00
Minor Plat	\$100.00
Replat	\$300.00
Amending Plat	\$150.00

SECTION 2. That Chapter 38, Article II, Section 38-13 of the City Code of Midwest City, is hereby amended to read as follows:

Chapter 38 - SUBDIVISION REGULATIONS

ARTICLE II. – DECISION-MAKER AUTHORITY

Table 2: Applications and Decisions

Article/Section	Application/Decision	City Engineer	Director of Community Development	Planning Commission	City Council
Article II. Sec. 38-11.4(a)	Interpretation of Conflicting Provisions		Approve		
Article II. Sec. 38-11.4(b)	Appeal of an Interpretation of Conflicting Provision				Approve

Article V. Sec. 38-35.3(b)	Date and Notification for the Pre-Application Meeting		Approve		
Article V. Sec. 38-37.4	Waiver of Right to 60-Day Action		Approve		
Article III. Sec. 38-17	Sketch Plat		Review		
Article III. Sec. 38-18	Preliminary Plat		Review	Approve (Dual Approval Required)	Approve (Dual Approval Required)
Article III. Sec. 38-18.9(a)	Preliminary Plat Extension		Approve		
Article III. Sec. 38-18.9(d)(1)	Appeal of the Director's Preliminary Plat Extension Decision			Approve	
Article III. Sec. 38-18.9(d)(2)	Appeal of the Commission's Preliminary Plat Extension Decision				Approve
Article III. Sec. 38-18.10(c)	Determination between Minor and Major Amendments to Preliminary Plats		Approve		
Article III. Sec. 38-19	Final Plat		Review	Approve (Dual Approval Required)	Approve (Dual Approval Required)
Article III. Sec. 38-20.5	Minor Plat		Review	Approve (Dual Approval Required)	Approve (Dual Approval Required)
Article III. Sec. 38-24.4	Replat		Review	Approve (Dual Approval Required)	Approve (Dual Approval Required)
Article III. Sec. 38-22.6	Amending Plat		Approve		
Article III. Sec. 38-22.7(a)	Deferral to the Planning Commission of an Amending Plat Decision			Approve	
Article III. Sec. 38-22.8(a)	Appeal to City Council of an Amending Plat Decision made by the Planning Commission				Approve
Article III. Sec. 38-23(b)(3)	Plat Correction Certificate				Approve
Article III. Sec. 38-24.1(b)	Plat Vacation Prior to Recordation			Recommend	Approve
Article IV. Sec. 38-27.3	Construction Plans	Approve			
Article IV. Sec. 38-27.8	Extension of Construction Plans	Approve			
Article IV. Sec. 38-28	Pre-Construction Meeting	Approve			
Article IV. Sec. 38-29	Construction Release	Approve			
Article IV. Sec. 38-31.4(c)	Letter of Final Acceptance	Approve			

Article V. Sec. 38-35.3(b)	Date and Notification for the Pre-Application Meeting		Approve		
Article V. Sec. 38-37.4	Waiver of Right to 60-Day Action		Approve		
Article VI. Sec. 38-53.5(d)	Tree Canopy Management Plan		Review	Approve (Dual Approval Required)	Approve (Dual Approval Required)
Article VI. Sec. 38-53.7(b)	Tree Mitigation Plan		Review	Approve (Dual Approval Required)	Approve (Dual Approval Required)
Article VII. Sec. 38-59.3(b)	Minor Subdivision Waiver	Approve	Approve		
Article VII. Sec. 38-59.3(a){1}	Appeal to the Planning Commission/City Council of a Minor Subdivision Waiver Decision			Approve (First Appeal)	Approve (Second Appeal)
Article VII. Sec. 38-59.3(b)	Major Subdivision Waiver			Approve	
Article VII. Sec. 38-59.3(b){1}	Appeal to the City Council of a Major Subdivision Waiver Decision				Approve
Article VII. Sec. 38-60	Subdivision Proportionality Appeal	Review		Recommend	Approve
Article VII. Sec. 38-61.7(b)	Decision by the Responsible Official on a Vested Rights Petition	Approve	Approve		
Article VII. Sec. 38-61.7(c)	Decision by the Commission on a Vested Rights Petition			Approve	
Article VII. Sec. 38-61.7(d)	Decision by the City Council on a Vested Rights Petition				Approve
Article VII. Sec. 38-61.7(e)	Appeal to the City Council of a Decision on a Vested Rights Petition				Approve

SECTION 3. That Chapter 38, Article III, Section 38-16 of the City Code of Midwest City, is hereby amended to read as follows:

Chapter 38 - SUBDIVISION REGULATIONS

ARTICLE III. – PLATS

Table 3: Types of Plats

Section	Plat	Purpose
Section 38-17	Sketch Plat	As the prerequisite to the submission of any and all Plat Applications, the purpose of a Sketch Plat is to serve as a visual aid to the Applicant and Director of Community Development during the Pre-Application Meeting (Section 38-35). The Sketch Plat shall be used to identify major development considerations such as utilities, roadways, drainage concerns, comprehensive plan elements, specific neighborhood characteristics, and historic information.
Section 38-18	Preliminary Plat	As the first stage in the platting approval process, the purpose of a Preliminary Plat is to determine the general layout of the subdivision, the adequacy of public facilities needed to serve the intended development, and the overall compliance of the land division with applicable requirements of this Subdivision Ordinance.
Section 38-19	Final Plat	As the second stage in the platting approval process, the purpose of a Final Plat is to ensure that the proposed Subdivision and development of the land is consistent with all standards of this Subdivision Ordinance pertaining to the adequacy of public facilities; that Public Improvements to serve the Subdivision or development have been installed and accepted by the City or that provision for such installation has been made; and that all other requirements and conditions have been satisfied or provided for to allow the Final Plat to be recorded.
Section 38-20	Minor Plat	<p>The purpose of a Minor Plat is to provide a limited means for simple land division under certain circumstances, which result in minimal lot creation.</p> <p>In circumstances where adequate infrastructure, easements, and Right-of-Way already exist <u>no new interior public or private roads are created to serve the Subdivision and the extension of any City facilities to serve any lot within the Subdivision is not required</u>, then a Minor Plat may be suitable as an instrument to subdivide one (1) lot into three five <u>five (5)</u> or fewer lots.</p> <p>In agreement with the intent of this Subdivision Ordinance, Minor Plats are intended to ensure that public facilities are available and will have sufficient capacity to serve the proposed Subdivision. Additionally, Minor Plats are intended to ensure the future growth and development of the entire City by ensuring new development does not hinder the provision of public facilities and services to neighboring and nearby properties.</p>
Section 38-21	Replat	The purpose of a Replat is to resubdivide all or any part of a previously platted subdivision, that is beyond the definition of an Amending Plat and which does not require the vacation of the entire preceding Plat.
Section 38-22	Amending Plat	The purpose of an Amending Plat shall be to provide an expeditious means of making minor revisions to a recorded Plat. The Amending Plat allows these minor revisions without the need of filing a Plat Correction Certificate. Furthermore, the Amending Plat goes beyond the scope of a Plat Correction Certificate and provides a means to relocate any lot line or to combine lots. An Amending Plat does not allow for the creation of new lots and is designed only to modify existing recorded Plats.

Sec. 38-16.3. Amending plats.

In the case of minor revisions to recorded plats or lots, an amending plat may also be utilized if in accordance with section 38-22, Amending plat.

Sec. 38-16.6. Plat approval process and staff review.

(a) *Two-stage process.*

- (2) Exceptions to the requirement of a preliminary plat. A preliminary plat is not required when a minor plat is submitted (section 38-20 minor plat), though the city engineer and community development director retain the right to require any preliminary plans normally required during the preliminary plat process of minor plats to adequately assess the proposed development's impacts to surrounding properties or public infrastructure.

Sec. 38-19.13. Final plat revisions following recording/recordation.

Revisions may only be processed and approved as an amending plat (section 38-22), as applicable.

Sec. 38-20. - Minor plat.

Sec. 38-20.1. Purpose.

The purpose of a minor plat is to provide a limited means for simple land division under certain circumstances, which result in minimal lot creation.

In circumstances where no new interior public or private roads are created to serve the Subdivision, then a minor plat may be suitable as an instrument to subdivide one (1) lot into five (5) or fewer lots.

Minor plats are intended to ensure the future growth and development of the entire city by ensuring new development does not hinder the provision of public facilities and services to neighboring and nearby properties.

Sec. 38-20.2. Applicability.

An application for approval of a minor plat may be filed when all of the following circumstances apply.

(a) Minor plat circumstances.

(1) The proposed division results in five (5) or fewer lots;

(4) The plat does not require new interior public or private roads to serve the Subdivision.

Sec. 38-20.3. Minor plat requirements.

(a) Minor plat requirements.

(1) The proposed plat shall be for the subdivision of one (1) lot into five (5) or fewer lots.

(4) The proposed plat shall meet all subdivision ordinance requirements (e.g., improvement of substandard streets, per subsection 38-42.3(b)(2)), or the applicant shall pay fee in-lieu.

(5) Private wells and private wastewater treatment facilities that meet the current city health standards shall be considered adequate when existing public water and sewer lines are not within the required area for utility extension and connection as specified in the city Code of Ordinances, and at the discretion of the city engineer.

Sec. 38-20.5. Review and approval process.

(b) *Minor plat review criteria.* The following criteria shall be used to determine whether the application for a minor plat shall be approved, approved with conditions, or denied:

(4) The plat does not require new interior public or private roads to serve the Subdivision.

Sec. 38-20.7. Revisions to a minor plat following approval.

Revisions may only be processed and approved as an amending plat, as applicable.

Secs. 38-21, - Deleted

Sec. 38-22. – Correction of errors in plats, without amending plats.

Sec. 38-23. - Plat vacation.

Sec. 38-23.1. Plat vacation prior to recordation.

Sec. 38-23.2. Plat vacation prior to recordation – Per state law.

Secs. 38-24, 38-25, 38-26. - Reserved.

SECTION 4. That Chapter 38, Article VI, Section 38-43 of the City Code of Midwest City, is hereby amended to read as follows:

Chapter 38 - SUBDIVISION REGULATIONS

ARTICLE VI. – SUBDIVISION STANDARDS

Sec. 38-43.3. Preliminary utility plan.

(a) *Purpose and applicability.*

(1) Water and wastewater mains. Concurrent with the submission of a preliminary plat or minor plat not previously served by public utilities the developer shall submit a preliminary utility plan showing the location and size of water and wastewater mains,

approval of a plat application, a fee in lieu may be accepted subject to the approval of the city engineer or community development director.

Sec. 38-51. - Parks and open space dedication.

Sec. 38-51.4. Reservation of future park/open space or the contribution of money.

(a) Contribution of land or money determination. The determination as to whether the subdivider will contribute land or money will be made by the park land review committee after submission of the sketch plat and the pre-application meeting (section 38-35) and before the preliminary plat or minor plat approval.

Sec. 38-52. - Parks and open space design and trails.

Sec. 38-52.7. Completion of land dedication and improvements.

(a) *Timing of park land dedication.* Park land shall be dedicated to the city concurrently with the filing of an approved final plat or minor plat, if applicable.

(b) *Timing of improvements.* All improvements, if applicable, shall be completed prior to approval of the final plat or minor plat, if applicable.

SECTION 5. That Chapter 38, Article VII, Section 38-59 of the City Code of Midwest City, is hereby amended to read as follows:

Chapter 38 - SUBDIVISION REGULATIONS

ARTICLE VII. – RELIEF FROM SUBDIVISION STANDARDS

Sec. 38-59. - Petition for subdivision waivers.

Sec. 38-59.1. Purpose and Intent.

The purpose of a petition for a subdivision waiver to a specific standard or requirement of this Subdivision Ordinance, as such are applicable to plats or construction plans, is to determine whether or not such specific standard or requirement should be applied to an application.

A subdivision waiver may be granted only when in harmony with the general purpose and intent of this Subdivision Ordinance so that the public health, safety and welfare may be secured and substantial justice done.

Sec. 38-59.3. Decision-maker.

- (a) *Minor subdivision waiver.* Minor subdivision waivers are acted upon by the director of community development or city engineer, as specified in Table 7: Minor Subdivision Waivers.

Table 7: Minor Subdivision Waivers

Article/Section	Standard	Director of Community Development	City Engineer
Article VI. Sec. 38-43.5(b)(3)	Waiver for Water Line Extension Requirement	Approve	Approve
Article VI. Sec. 38-43.6(a)(2)	Waiver for Wastewater System Extension Requirement	Approve	Approve
Article VI. Sec. 38-45.4(d)(3)b	Waiver of the Alignment with Median Opening Requirement	Approve	Approve
Article VI. Sec. 38-46.9(3)	Waiver of the Permit Required for a Screening Fence or Wall	Approve	
Article VI. Sec. 38-48.5(a)(2)	Waiver of the Side Lot Line Requirement	Approve	
Article VI. Sec. 38-48.5(b)(2)	Waiver of the Lot Line Jurisdictional Requirement	Approve	
Article VI. Sec. 38-48.14(b)	Waiver of the Subdivision Name Requirement	Approve	
Article VI. Sec. 38-50.2(b)	Waiver to the HOA Establishment Requirement	Approve	
Article VI. Sec. 38-52.3(d)(3)	Waiver of the Screening Requirement between a Nonresidential Use and Park and Open Space	Approve	
Article VI. Sec. 38-53.4	Waiver to Tree Canopy Management Plan Requirement	Approve	

Sec. 38-59.4. Subdivision waiver applicability.

- (a) *Waiver of standard or requirement.*

(1) An applicant may request a subdivision waiver to a specific standard or requirement applicable to a preliminary plat, to construction plans, or to a final plat or a minor plat. Except that, waivers to the substandard road and sidewalk requirements shall not be granted. If an applicant cannot meet the Street requirements (Sec.38-45) or Sidewalks (Sec.38-47) a fee in-lieu must be paid as outlined in Sec.38-62; or a proportionality appeal sought as outlined in Sec.38-60.

Sec. 38-59.5. Submission procedures.

a) *Written waiver request with application.*

- (1) A request for a subdivision waiver shall be submitted in writing by the applicant with the filing of a preliminary plat, construction plans, final plat or minor plat, as applicable.

(b) *Grounds for waiver.*

- (1) The applicant's request shall state the grounds for the subdivision waiver request and all of the facts relied upon by the applicant in writing.
- (2) The grounds for the request shall not rely on financial considerations and shall materially demonstrate no adverse impacts to the existing conditions.
- (3) Failure to do so will result in denial of the application unless the applicant submits a waiver of right to sixty-day action in accordance with section 38-37.4., Waiver of right to sixty-day action.

Sec. 38-59.6. Criteria.

- (a) *Consideration factors.* The decision-maker (see section 38-59.3., Decision-maker) shall take into account the following factors:

- (1) The effect such subdivision waiver might have upon traffic conditions, infrastructure conditions and longevity, and upon the public health, safety, convenience, and welfare in the vicinity.
- (2) The effect such subdivision waiver might have upon the Purpose and Intent of the ordinance (Sec. 38-59.1).

- (b) *Minimum degree of variation.* No subdivision waiver shall be granted unless it represents the minimum degree of variation of requirements necessary to meet the needs of the applicant.
- (c) *Violations and conflicts.* The decision-maker (see section 38-59.3., Decision-maker) shall not authorize a subdivision waiver that would constitute a violation of, or conflict

with, any other valid ordinance, code, regulation, master plan, or comprehensive plan of the city.

- (d) *Falsification of information.*

Sec. 38-59.10. Subdivision waiver appeal.

- (b) *Appeal to planning commission.*

- (2) New information may be presented at the time of filing an appeal and considered by Planning Commission.

Sec. 38-62. – Fee In-Lieu.

Sec. 38-62.1. Purpose and Intent.

This section is meant to provide an alternate means for those subdividing land to meet the requirements of substandard street improvements, the provision of sidewalks to city standards.

Sec. 38-62.2. Definitions.

- (a) The following phrases and words, when used in this article shall have the meanings associated to them in this section, except where the context clearly indicates a different meaning.
- (1) Capital improvement includes transportation system planning, facility engineering, design study, land surveys, land acquisition, permitting, and construction of facilities.
 - (2) Fee payer is a person commencing a land development activity, including, but not limited to the subdivision of land, which generates construction or placement of residential dwelling unit subject to a building permit.
 - (3) Traffic impact study is a study conducted by a licensed professional engineer which quantifies the traffic impacts of a development and identifies needed on-site, and off-site transportation improvements.

Sec. 38-62.3. Fund Established.

A fund is hereby established for the collection and expenditure of all fees provided herein. A separate fund shall be maintained for both sidewalk and roads fee in-lieu collections.

Sec. 38-62.4. Computation of fees.

(a) Roads

- (1) The amount of fee in-lieu shall be determined by linear foot of entire frontage for each lot. Lots with multiple frontages, despite access limitations, must be charged for all frontages along a public or private road. The following formula shall be used for calculating roads fee in-lieu amount:

Linear foot of entire frontage(s) for each lot x \$104 = fee in-lieu for roads per lot

(b) Sidewalks.

- (1) The amount of fee in-lieu shall be according to the following formula: Linear foot of entire frontage(s) for each new lot x \$18= fee in-lieu for sidewalks.

Sec. 38-62.5. Assessment of fees.

The developer or applicant must pay and the City will collect the fee in-lieu at the time of filing a final plat or minor plat.

Sec. 38-62.5. Use of funds.

Funds collected from fee in-lieu shall be used to pay for capital improvements to the transportation system, including sidewalks, within the corporate limits of the city. These funds may also be used as matching funds in pursuit of federal or state transportation program funding. No funds shall be used to pay for operating or maintenance costs.

Sec. 38-62.6. Annual Rate Adjustment.

- (a) To keep pace with inflation and increasing construction costs the fees outlined in this section shall be automatically increased, annually on July 1, by the following formula.
- (b) Fee = (R) (X) (Y / Z)
- (c) Where: R = the rate per linear feet of frontage. X = the linear feet of frontage for each lot. Y = "Engineering News Record": Twenty City Average Construction Cost Index as published the last week of July of the most current year. Z = "Engineering News Record": Twenty City Average Construction Cost Index as published the last week of July of 2022.

Sec. 38-62.6. Appeals.

- (a) If a fee payer disagrees with the fee in-lieu amount they shall have the option of appeal to the Community Development Director.
- (b) All appeals shall be made in writing to the Director.
- (c) The Appellant shall provide an independent fee calculation prepared by qualified professionals and follow best practices and methodologies. In the case of traffic impacts, a traffic impact study shall be prepared by a professional traffic engineer (PTOE) licensed by the State of Oklahoma.

Secs. 38-63. - Reserved.

SECTION 6. That Chapter 38, Article VIII, Section 38-65 of the City Code of Midwest City, is hereby amended to read as follows:

Chapter 38 - SUBDIVISION REGULATIONS

ARTICLE VIII. – DEFINITIONS

Sec. 38-65.128. Plat, minor.

A plat dividing land into no more than five (5) lots and that meets the submission and approval requirements of section 38-20, Minor plat. A minor plat is also considered a final plat.

Sec. 38-65.153 – Reserved.



SUBDIVISION REGULATIONS UPDATE

City of Midwest City

December 6, 2022

EXECUTIVE SUMMARY

UNIQUE DEVELOPMENT PATTERN

Larger lots, zoned for smaller lots, and served or servable with utilities

DEVELOPMENT PRESSURE

Pressure from incremental lot splits, replats and minor plats in urbanizing areas and previous waivers

WAIVERS

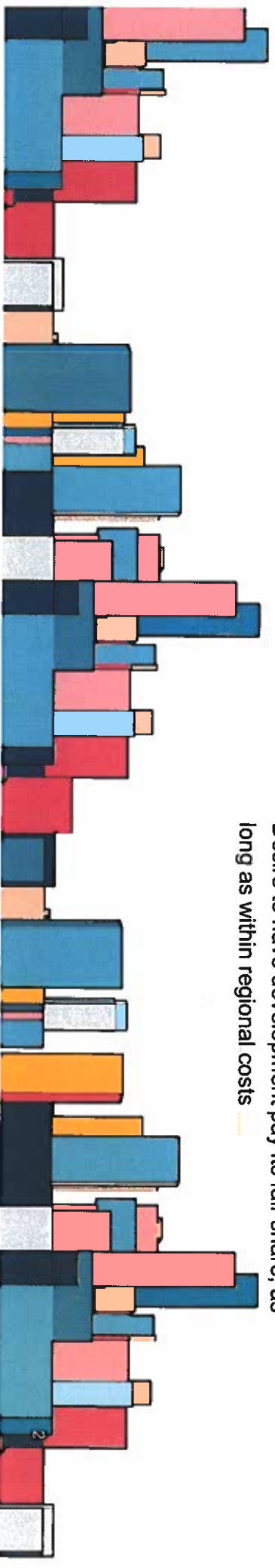
Desire by City Council and Staff to eliminate waivers for roads and sidewalks

INFRASTRUCTURE

Impacts to roads, sidewalks, drainage, etc. from the increase in density of infill developments

COST OF INCREASING DENSITY

Desire to have development pay its fair share, as long as within regional costs



CURRENT SITUATION

REPLATS

Most of the infill, incremental development has been done through the replat process which does not require drainage, street, or improvement plans.

Staff and Council have little leverage to address problems created by increased density.

WAIVERS

Historically have been granted

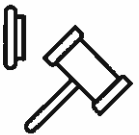
- No conditions for granting waivers are explicitly defined in the current regulations

FEEES

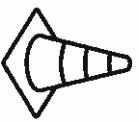
Sidewalk fee-in-lieu

- 115% of 'estimated construction costs'
- Up to engineers to argue the 'estimated construction costs'

MAJOR SUBDIVISION WAIVERS



Planning
Commission has
power to grant



No improvements
are made



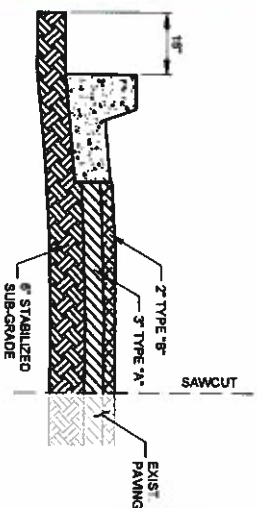
No fees are
collected for
needed
improvements



Substandard roads
persist, now with
increase density

HALF STREET IMPROVEMENTS

Curb and Gutter

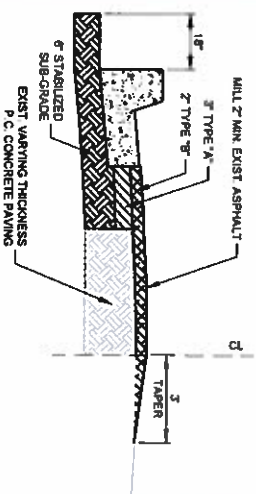


CURB & GUTTER DETAIL

SCALE N.T.S.

This situation is rare. The road surface would have to be in excellent condition, and adequate width.

Widening



2" MILL & OVERLAY STREET WIDENING DETAIL

SCALE N.T.S.

Often existing substandard roads are less than 24 feet wide

Resurfacing

Vertical joints can cause early deterioration of improvements

Rebuild

This is the most costly option.



Public Improvement Waivers

Short Form Plats in Section 6-11N-1W

Community Development | Draft



Short Form Plat 116

Harold Powers

Filed 8-5-1974



Short Form Plat 119

Winfred Stevens

Filed 9-5-1974



Short Form Plat 317

Carl & Jo Ann Williard

Filed 5-14-1979



Short Form Plat 604

Gerald Brakhage

Approved 6-13-1988



Short Form Plat 611

Henry & Letha Slemp

Approved 10-10-1988



Short Form Plat 635

Terry & Idonna Fox

Filed 12-10-1990



Short Form Plat 647

Terry & Idonna Fox

Filed 5-11-1992



Short Form Plat 685

Jeff Moore

Filed 10-2-1995



Short Form Plat 689

Wilford Forsee

Filed 12-5-1995



Short Form Plat 714

Jeff Moore

Filed 2-17-1998



Short Form Plat 715

Jeff Moore

Filed 2-17-1998



Short Form Plat 724

Jeff Moore

Filed 2-23-1999



Short Form Plat 735

Jeff Moore

Filed 6-1-2000



Short Form Plat 740

Dawn Faust

Filed 1-2-2001



Short Form Plat 742

Dawn Faust

Filed 7-11-2001



Short Form Plat 746

Dawn Faust

Filed 1-30-2002



Short Form Plat 773

Dawn Faust

Filed 1-13-2004



Overall summary of lot splits from 1974 - 2004 for
Section 6 of Township 11 N Range 1W



Ryan's Ridge Development

- Going to Planning Commission 11/5/2019
- Going to City Council 11/26/2019

CIP Requests

William Hartness
Community Development Director
100 N Midwest Blvd.
Midwest City, OK 73110

Max & Carol Campbell
10309 SE 12th St.
Midwest City, OK 73130

RE: CIP Application
Mr. Hartness:

June 14, 2019

When we bought this lot from Jeff Moore and he built our house in 1999, the drainage ditch or creek was graded and sodded and was by no means an eyesore.

Over the years, the flow has increased and now the water flows to the east and north of our house, from the north and east (twice) and from the south under the street. The waterway has filled in, especially at the northeast corner of our property, and now the flow does not turn that corner.

A developer is clearing land and preparing to build to the east of us, which will mean more water. That developer took down many trees, some of which were holding the dirt and now are not.

We talked to the city engineer several years ago and were told it's our property. The city did come and do a little grading and threw some gravel down, but shortly after that a new addition went in just north of SE 10th Street and the problem got worse.

We are at our wits' end trying to solve this problem. We cannot afford to pay to have it rodged or concreted.

Thank you for your time and attention. We look forward to hearing from you.

Max Campbell
Max and Carol Campbell

CC: Patrick Menefee, City Engineer

June 20, 2013

To Whom It May Concern:

I live at 10305 SE 12th, MWCC, OK 73130. I am the original owner and have lived here since the house was built in 1998.

There is a ditch that runs behind my property and use to carry water across Avery when we had rain. Over the years, the run of coming down the street (SE 12th) has accumulated dirt and the ditch no longer drains as it was intended. The culverts are full and the slope that use to be there is no longer there. When it rains, the ditch fills up collects on the East side of 10309 SE 12th and overflows on the back of the property at 1104 S. Avery Ave where they can not even mow their back yard. The ditch never totally drains. The houses on the South side of SE 12th now have standing water after it rains and never have before.

The lots to the East of the ditch have recently been excavated and that has even worsened the problem as all the vegetation that was there holding the soil is now gone. That dirt is seeping in the ditch and building the ditch up even higher.

I'm not sure what the resolution is but we have complained before and nothing has been done. The street curb is full of dirt and debris on the North side of SE 12th. You can tell the ditches just keeps filling up with more and more dirt. It used to be a ditch that we were able to easily maintain but now it's extremely hard. Feel free to call me with any suggestions or comments.

Shelly Moore



(405) 643 1553

Approved Developments



Cassidy Cove Sec. III

- The Preliminary Plat for this subdivision was approved April 2019.
- The applicant requested a major subdivision waiver to section 38-48.6(B) of the Subdivision Regulations which prohibits lots from backing local streets.

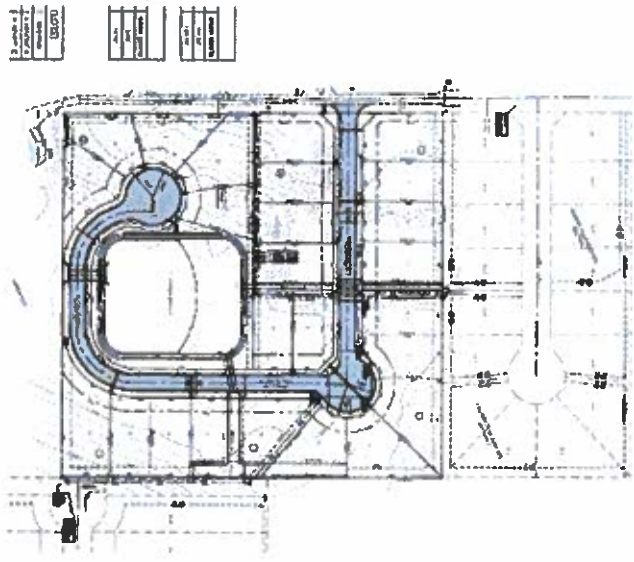
- The design of this subdivision shows three (3) lots backing onto Davidson Rd.
- A major subdivision waiver to this requirement was granted.

How Proposed Ordinance Amendment Would Apply

- Amendment options 1 and 2 would not allow this subdivision design as the option for a major subdivision waiver is eliminated. Staff has discussed requiring a PUD if the design of the subdivision does not meet the subdivision regulations – in this case, having lots backing to a local road.
- Amendment option 3 would allow the applicant to request from the Council, a subdivision waiver to the requirement that prohibits lots from backing onto a local road. This waiver must be granted by the Council prior to the applicant submitting a preliminary plat application.

Preliminary Final layout:

**PRELIMINARY PLAT
OF
CASSIDY COVE SECTION 3
A PART OF THE LAND OF SECTION 07, T11N, R09W, L14,
HARRIS COUNTY, TEXAS**



NO.	DATE	BY	REVISION
1			
2			
3			

NO.	DATE	BY	REVISION
1			
2			
3			



Harper Addition

Water line CIP

- CIP request approved by City Council 4/24/2018
- Cost estimated at \$20,000

The applicant proposed to construct a public water line extension along the north side of the area of request in the N.E. 7th Street right of way. The applicant applied for CIP funds to install this water line. This was approved by Council

on April 24, 2018 and those funds were used to pay for the necessary water line extension.

To: Capital Improvement Program Members

I would like to take the time to request assistance from the City through the Capital Improvement Program. I have a 1/2 acre lot on the southeast corner of NE 7th and Pine in Multnomah City. There is an existing sewer line across the frontage on NE 7th. I would like City assistance to run water across the frontage to my east boundary. I am proposing that if the City will allow this expense, I can install two low buildable house lots. The proposed lot on the corner, west of the existing house, I have sold if I can get this done. The middle lot with existing house would remain as an existing house where there have already been more improvement, ready I would sit the house onto city water. The east lot would be available for sale and would be an attractive home site.

This proposed water line would also serve an existing house across the street and would potentially attract a couple of new home sites there. The benefiting property to the east would also be more attractive for 3 - 6 new potential new homes.

Please take this into consideration

Sincerely,


Jeff Moore

CIP Request submitted for 4-24-2018 City Council meeting



Harper Addition

- PC-1957 approved July, 2018



NE 7th St & N Pine St

- Pre-application meeting held 7/3/2019
- Planning Commission reviewed 9/6/2019
- City Council reviewed 9/24/2019
- There is currently one (1) single family home on one (1) lot
- Lot has approximately 330' of frontage on NE 7th and approximately 150' of frontage on N Pine St
- This corner lot was originally platted as part of Lot 5, Block 1 of the Harper Addition



Proposed Development of NE 7th & N Pine St

- NE 7th and N Pine are both substandard roads and do not meet current requirements.
- Curbs & gutters are not present along the length of either street.
- No sidewalks are present along NE 7th or N Pine
- All lots meet the minimum required frontage of 50'

- Water & sewer services are available to serve all proposed lots, no extensions would be required.

How Proposed Ordinance Amendments Would Apply to this Subdivision

Option 1

- Option 1 would not apply to this subdivision.
- Option 1 requires that for replats, all streets must meet current codes and all infrastructure such as sidewalks, water, & sewer must be present and available at time of application.
- As the existing streets are substandard and no sidewalks exist, the applicant would be required to go through the preliminary and final plat process.
- Half street & sidewalk improvements would be required or a fee in lieu of the improvements may be paid.

Option 2

- Option 2 allows for an exemption to the half street & sidewalk improvement requirements for a replat when an existing platted lot is proposed to be subdivided into four (4) lots or less where half street and/or sidewalk

Improvements are not present immediately adjacent to the lot being replatted.

Option 3

- Option 3 would allow the applicant to request from the Council, a subdivision waiver to the requirements for sidewalks and half street improvements. This waiver must be approved prior to the applicant submitting a replat application. If the waiver is denied, the applicant must apply for a preliminary and final plat and be required to install the required public improvements or pay a fee in lieu.

Major Subdivision Waiver

The opportunity to apply for a major subdivision waiver has been removed from Options 1 & 2 of the proposed ordinance amendment. This means that required public improvements such as half streets and sidewalks must be installed or a fee must be paid in lieu of the required improvements.

Proportionality Appeal

This remains available under Options 1, 2, & 3. Purpose is to prevent disproportionate burden to the owner. The purpose of

the petition for relief from the dedication or construction requirement is to ensure that the imposition of uniform dedication and construction standards to a proposed development does not result in a disproportionate burden on the property owner, taking into consideration the nature and extent of the demands created by the proposed development on the City's roadways and public facilities systems.



8628 NE 17th St

- Pre-application meeting held 9/3/2019
- There are currently three (3) single family homes on one (1) lot.
- Lot has approximately 165' of frontage on NE 17th St and approximately 165' of frontage on NE 16th St.



8628 NE 17th St Proposed Subdivision

- NE 16th St & NE 17th St are both substandard roads and do not meet current requirements.
- No sidewalks are present along NE 16th St or NE 17th St.

- With the proposed subdivision, all lots would have the minimum required frontage of 50'.
- Two lots would front onto NE 17th st and lot would front onto NE 16th St.



8628 NE 17th St Proposed Subdivision Sewer Needs

A sewer main extension would be required to provide services to the two lots on NE 17th St



How Proposed Ordinance Amendment Would Apply to this Subdivision

Options 1 & 2 differ with respect to replats. This area has never been platted and would be required to go through the preliminary & final plat processes.

Streets: When a proposed development abuts a substandard street, the developer shall choose one of the following options:

- Improve the substandard street (both NE 16th St & NE 17th

St)

- File a proportionality appeal
- Request to pay a fee in lieu of the street improvements - fee is determined by the City Engineer based on quantity of materials and work required, including incidentals such as drainage, using current market prices.

Sidewalks:

- The developer shall install sidewalks within the development along street rights-of-way and along the existing streets fronting the development.
- Community Development Director may approve a fee in lieu of construction of sidewalks. Fee is 115% of the estimated total construction cost (labor included).

Sewer:

- A sewer main extension would be required to serve the lots on NE 17th St.
- Current code allows a developer to request a minor subdivision waiver (approved by Community Development Director and City Engineer) however, due to proximity of the sewer main and the size of the lot, an extension would be required.

Major Subdivision Waiver

- Option 3 would allow the applicant to request from the Council, a subdivision waiver to the requirements for sidewalks and half street improvements. This waiver must be approved prior to the applicant submitting a replat application. If the waiver is denied, the applicant must apply for a preliminary and final plat and be required to install the required public improvements or pay a fee in lieu.

Proportionality Appeal

This remains available under Options 1, 2, & 3. Purpose is to prevent disproportionate burden to the owner. The purpose of the petition for relief from the dedication or construction requirement is to ensure that the imposition of uniform dedication and construction standards to a proposed development does not result in a disproportionate burden on the property owner, taking into consideration the nature and extent of the demands created by the proposed development on the City's roadways and public facilities systems.



10304 Morrison Ln

- Pre-application meeting held 9/10/2019
- There is currently one (1) single family home on one (1) lot.
- Lot has approximately 315' of frontage on Morrison Ln & approximately 115' of frontage on Oak Park Dr.
- This is a corner lot and has never been platted.



10304 Morrison Ln Proposed Subdivision

- Morrison Ln & Oak Park Dr are both substandard roads and do not meet current requirements.
- Curb and gutter are not present along the length of either street.
- No sidewalks are present on either Morrison Ln or Oak Park Dr.
- With the proposed subdivision, all lots would have the minimum required frontage of 50'.



10304 Morrison Ln Proposed Water Extension

- A water main extension would be required to provide access to the northern lot



How Proposed Ordinance Amendment Would Apply to this Subdivision

Options 1 & 2 differ with respect to replats. This area has never been platted and would be required to go through the preliminary & final plat processes.

Streets: When a proposed development abuts a substandard street, the developer shall choose one of the following options:

- Improve the substandard street (both Morrison Ln & Oak

Park Dr)

- **File a proportionality appeal**
- **Request to pay a fee in lieu of the street improvements - fee is determined by the City Engineer based on quantity of materials and work required, including incidentals such as drainage, using current market prices.**

Sidewalks:

- **The developer shall install sidewalks within the development along street rights-of-way and along the existing streets fronting the development.**
- **Community Development Director may approve a fee in lieu of construction of sidewalks. Fee is 115% of the estimated total construction cost (labor included).**

Water:

- **A water main extension would be required to serve the northern lot.**
- **Current code allows a developer to request a minor subdivision waiver (approved by Community Development Director and City Engineer) however, due to proximity of the sewer main and the size of the lot, an extension would be required.**

Major Subdivision Waiver

Option 3 would allow the applicant to request from the Council, a subdivision waiver to the requirements for sidewalks and half street improvements. This waiver must be approved prior to the applicant submitting a replat application. If the waiver is denied, the applicant must apply for a preliminary and final plat and be required to install the required public improvements or pay a fee in lieu.

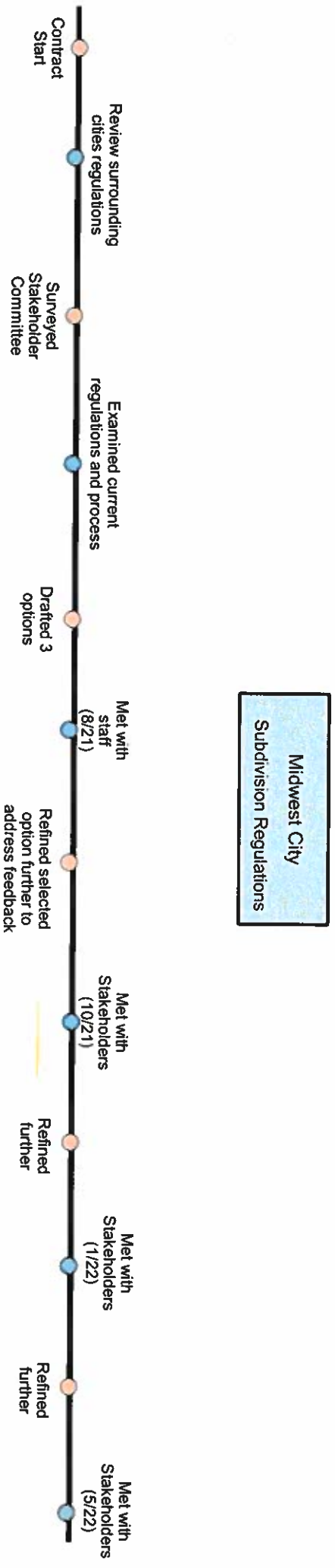
Proportionality Appeal

This remains available under Options 1, 2, & 3. Purpose is to prevent disproportionate burden to the owner. The purpose of the petition for relief from the dedication or construction requirement is to ensure that the imposition of uniform dedication and construction standards to a proposed development does not result in a disproportionate burden on the property owner, taking into consideration the nature and extent of the demands created by the proposed development on the City's roadways and public facilities systems.



Powered by ArcGIS StoryMaps

PROJECT APPROACH & TIMELINE



OPTIONS

1

NO WAIVERS

Improvements must be made

2

IMPACT FEE

Flat fee charged for new development

3

FEE IN-LIEU

% of construction costs

PROPOSED CHANGES

Eliminate major subdivision waivers for substandard roads and sidewalk improvements

Drainage and utilities plans required

Establish fee in-lieu option for roads

Change fee amount for sidewalks to flat amount

Tie fees to inflation

PLATTING PROCESS

EXISTING REGULATIONS

- Replat → replat of all or a portion of a recorded plat may be approved without vacation
 - If construction is required, must submit construction plans for approval by City Engineer
- 3 or less lots → Minor Plat, if no utilities extensions are needed
- More than 3 lots, not a replat → Preliminary and Final
 - Preliminary stormwater management plan
 - Preliminary drainage plan
 - Preliminary utility plan
 - Approved dedication of parks/open space or fees
 - Preliminary site development plan
 - Street layout plan
 - Street signage and striping plan
 - Tree canopy management plan or tree mitigation plan
 - Other plans if deemed necessary for thorough review by the director of community development or the city engineer

AFTER PROPOSED CHANGES

- Eliminate Replats
- 5 or less lots → Minor plat (functions as Final Plat), allowed even if utilities extension are needed
 - Right for the City to request any item required during the preliminary plat stage, ensuring Staff and Council have the ability to review drainage or other areas of concern
 - Required construction plans for any and all improvements
- More than 5 lots → Preliminary and Final plats
 - Preliminary stormwater management plan
 - Preliminary drainage plan
 - Preliminary utility plan
 - Approved dedication of parks/open space or fees
 - Preliminary site development plan
 - Street layout plan
 - Street signage and striping plan
 - Tree canopy management plan or tree mitigation plan
 - Other plans if deemed necessary for thorough review by the director of community development or the city engineer

PROPOSED FEES & REQUIREMENTS

Sidewalk fee in-lieu
70% construction cost (\$5/sf) =
\$3.50/sf
[currently 115%]

Road fee in-lieu
70% construction cost (\$142) =
\$99.40 per linear foot of all
frontages
[originally proposed as 80%]

- Utilities extensions required
- Fees in-lieu paid at platting, by developer
- If paying road fee-in-lieu, must also pay sidewalk fee-in-lieu
- Fees automatically tied to inflation
- Funds collected shall be used to pay for capital improvements to the transportation system, including sidewalks, within the corporate limits of the city
 - May also be used as matching funds in pursuit of federal or state transportation program funding
 - May NOT be used for operating or maintenance costs

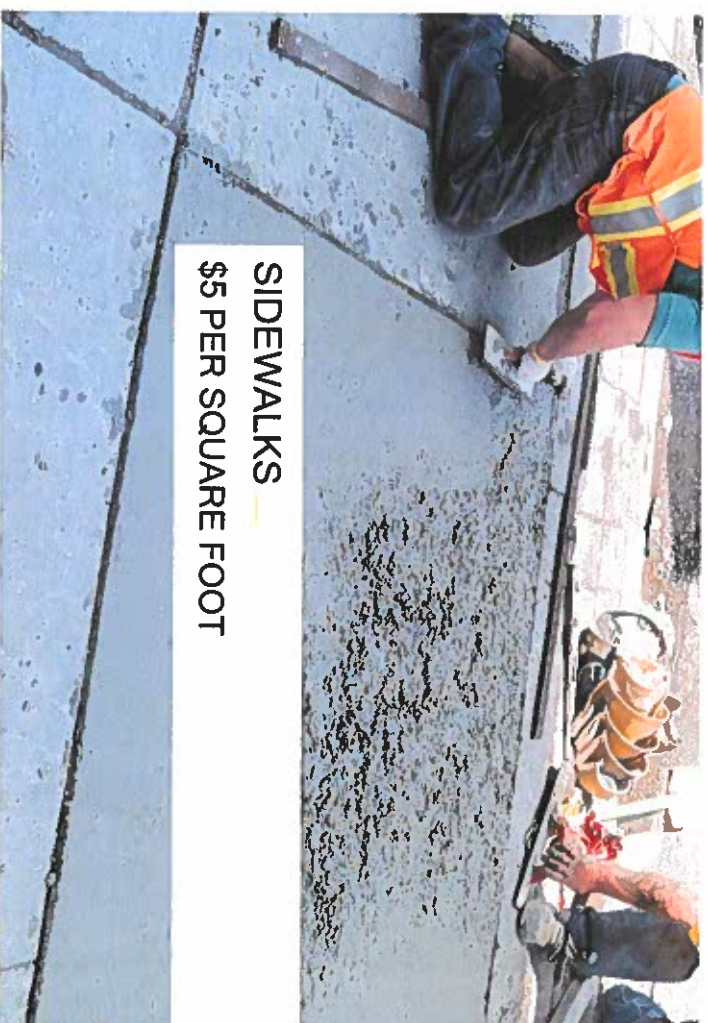
COSTS OF IMPROVEMENTS

Based on Private Development Costs* for 200 Linear Feet

HALF STREET IMPROVEMENTS

245 SY OF HALF STREET PAVING	\$45	11,025	
200 LF OF CURB AND GUTTER	\$30	6,000	
335 SY OF STABILIZED SUB-GRADE	\$8	5,000	
GRADING		\$5,000	
CONTINGENCY	15%	\$3,705.75	
		\$28,410.75	
		DIVIDED BY 200	\$142/LF

*based on December 2021 costs



SIDEWALKS
\$5 PER SQUARE FOOT

EXAMPLE 1

NE 7TH AND PINE (SOUTH)

	FEE IN-LIEU			REQUIRED IMPROVEMENTS			frontage
	Roads	Sidewalks	TOTAL	Roads	Sidewalks	TOTAL	
NE 7th and Pine (South)							
LOT 1	\$ 24,353	\$ 4,288	\$ 28,641	\$ 34,790	\$ 6,125	\$ 40,915	245
LOT 2	\$ 9,940	\$ 1,750	\$ 11,690	\$ 14,200	\$ 2,500	\$ 16,700	100
LOT 3	\$ 9,443	\$ 1,663	\$ 11,106	\$ 13,490	\$ 2,375	\$ 15,865	95
	\$ 43,736	\$ 7,700	\$ 51,436	\$ 62,480	\$ 11,000	\$ 73,480	440

Works out to an
average cost of
\$25,718 per new lot



EXAMPLE 2

NE 7TH AND PINE (NORTH)

	FEE IN-LIEU			REQUIRED IMPROVEMENTS			frontage
	Roads	Sidewalks	TOTAL	Roads	Sidewalks	TOTAL	
	NE 7th and Pine (North)						
LOT 1	\$ 25,049	\$ 4,410	\$ 29,459	\$ 35,784	\$ 6,300	\$ 42,084	252
LOT 2	\$ 7,753	\$ 1,365	\$ 9,118	\$ 11,076	\$ 1,950	\$ 13,026	78
LOT 3	\$ 6,908	\$ 1,216	\$ 8,125	\$ 9,869	\$ 1,738	\$ 11,607	69.5
LOT 4	\$ 6,908	\$ 1,216	\$ 8,125	\$ 9,869	\$ 1,738	\$ 11,607	69.5
	\$ 46,619	\$ 8,208	\$ 54,826	\$ 66,598	\$ 11,725	\$ 78,323	469

Works out to an average cost of \$18,275 per new lot



EXAMPLE 3

NE 17TH AND NE 16TH

	FEE IN-LIEU		REQUIRED IMPROVEMENTS		frontage		
	Roads	Sidewalks TOTAL	Roads	Sidewalks TOTAL			
	NE 17th / NE 16th						
LOT 1	\$ 5,964	\$ 1,050	\$ 7,014	\$ 8,520	\$ 1,500	\$ 10,020	60
LOT 2	\$ 10,139	\$ 1,785	\$ 11,924	\$ 14,484	\$ 2,550	\$ 17,034	102
LOT 3	\$ 16,103	\$ 2,835	\$ 18,938	\$ 23,004	\$ 4,050	\$ 27,054	162
	\$ 32,206	\$ 5,670	\$ 37,876	\$ 46,008	\$ 8,100	\$ 54,108	324

Works out to an average cost of \$18,938 per new lot



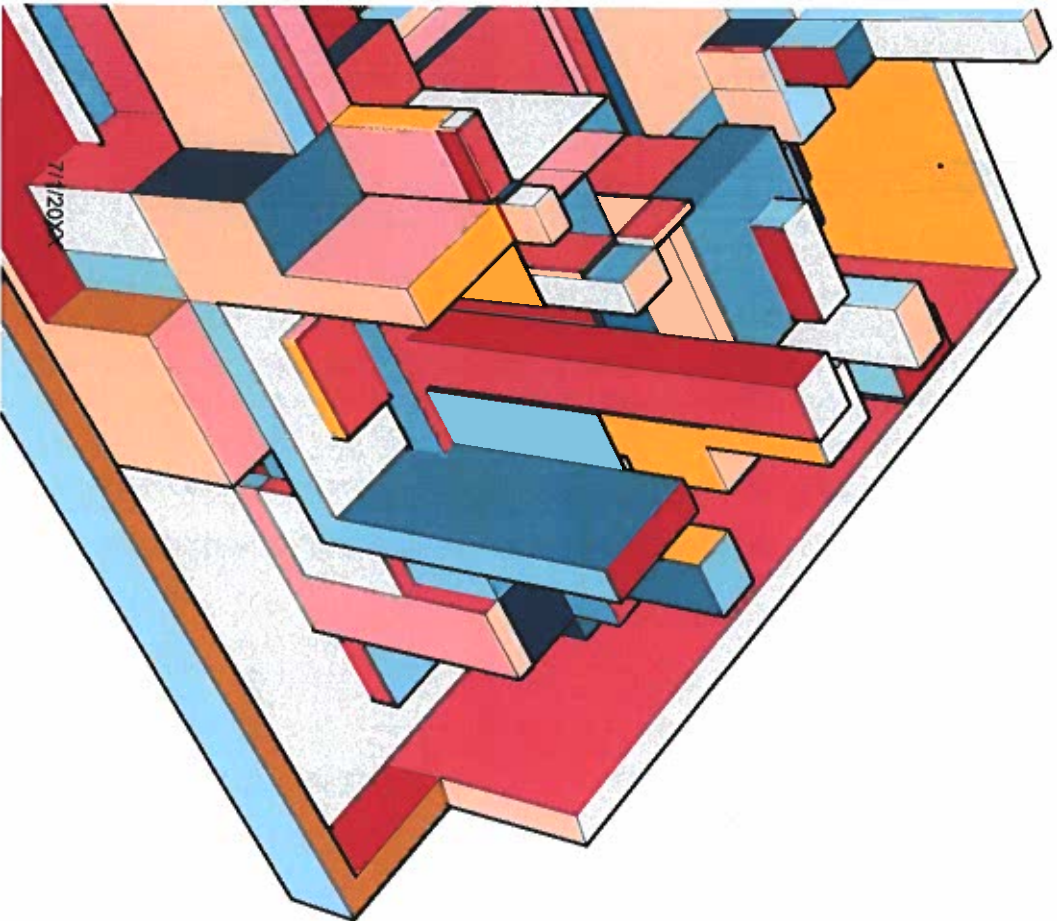
EXAMPLE 4

Morrison

	FEE IN-LIEU			REQUIRED IMPROVEMENTS			frontage
	Roads	Sidewalks	TOTAL	Roads	Sidewalks	TOTAL	
LOT 1	\$ 22,564	\$ 3,973	\$ 26,536	\$ 32,234	\$ 5,675	\$ 37,909	227
LOT 2	\$ 20,775	\$ 3,658	\$ 24,432	\$ 29,678	\$ 5,225	\$ 34,903	209
	\$ 43,338	\$ 7,630	\$ 50,968	\$ 61,912	\$ 10,900	\$ 72,812	436
	Morrison Total						

Works out to cost of \$50,968 per new lot





SUMMARY

Consensus that waivers are undesirable

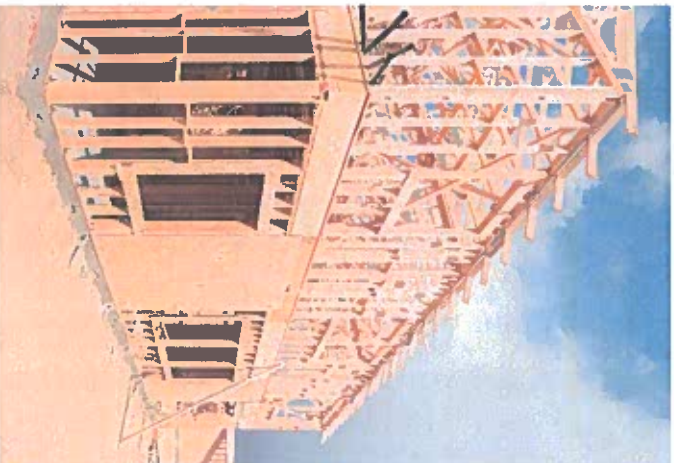
Forcing developers to install improvements is unpalatable and may limit development

City is willing to subsidize costs in order to encourage infill development

- 30% savings for developers
- 70% of construction cost to City

- RESEARCH & ENGAGEMENT

NEXT STEPS



DRAFTING

- Staff feedback
- Stakeholder feedback

- CITY COUNCIL STRATEGIC MEETING



- ADOPTION PROCESS

DISCUSSION

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