



The City of OKLAHOMA CITY

Development Codes Update Stakeholder Advisory Team Special Meeting

AGENDA 1:30 p.m. May 29, 2020

During the state of emergency in place during the COVID-19 pandemic, and in compliance with state and local stay at home orders, no physical location will be provided for this meeting. The meeting will instead be live streamed from remote locations. Instructions on how to join the meeting can be found on the second page of this agenda.

TEAM MEMBERS

Aimee Ahpeatone, Allison Barta-Bailey, Jessica Black, Todd Booze, Gary Brooks, Andy Burnett, Ofelia Cancio, Nathan Cao, Jorge Charneco, James Cooper, Scott Cravens, Jonathan Dodson, Carl Edwards, Clay Farha, Chris Fleming, Chip Fudge, Asa Highsmith, Julie Hornbeek, Andrew Hwang, A.J. Kirkpatrick, Mark Livingston, Ricardo Montoya, Nikki Nice, Jim Parrack, Emily Pomeroy, Janis Powers, Deemah Ramadan, Mark Ruffin, Todd Stone, Tim Strange, Bryce Thompson, Marcus Ude, Mark Zitzow

Geoff Butler, Planning Director
Lisa Chronister, Assistant Director
Sarah Welch, Program Planner
Marilyn Lamensdorf, Associate Planner
Mark Mishoe, Admin Coordinator
Laura McDevitt, Municipal Counselor

ALL MEMBERS ATTENDING THE MEETING BY VIDEO CONFERENCE

**PHONE 1(346)248-7799 cell phone
Toll Free: 1(877)853-5257 or 1(888)475-4499 landline only
Meeting ID: 926 1542 3167
Join Zoom Meeting: <https://okc.zoom.us/j/92615423167>**

PARTICIPANT INSTRUCTIONS

VIDEO TELECONFERENCE MEETING

The City encourages participation in the public meeting from the residents of Oklahoma City. The City Council Chamber will be closed and the only alternative to participate in the meeting will be by video teleconference. Below are instructions on how to access the meeting and how to request to speak on certain agenda items.

- To participate in the meeting via ZOOM, go to **Meeting URL:** <https://okc.zoom.us/j/92615423167>
When prompted, enter Meeting ID: **926 1542 3167**
- To participate in the meeting by cell phone, call **1(346)248-7799**
- To participate by land line toll free, call **1(877)853-5257 or 1(888)475-4499**
- To speak on a certain agenda item, place a call in advance of the meeting to (405)297-2406 or e-mail mark.mishoe@okc.gov. Include your name, the agenda item number and the reason you would like to speak (protest, representing applicant, request continuance, i.e.). **Please submit your request prior to the beginning of the meeting to avoid receiving your request after your item has been considered.** City staff will attempt to submit requests received during the meeting to the Chair. Please press *6 to speak when recognized by the Chair.

The Chair will announce at the beginning of the meeting that if connections are lost, the City will attempt to restore communications for a maximum of 30 minutes and if communications cannot be restored, the meeting will reconvene at a certain date, time and place. If you are disconnected from the video conference, please try again before calling 405-297-2406.

It is the policy of the City to ensure that communications with participants and members of the public with disabilities are as effective as communications with others. Anyone with a disability who requires an accommodation, a modification of policies or procedures, or an auxiliary aid or service, or alternate format of the agenda in order to participate in this meeting should contact the ADA Coordinator of the Planning Department at 405-297-2406 or TDD (405) 297-2020 as soon as possible but not later than 48 hours (not including weekends or holidays) before the scheduled meeting. The Planning Department will give primary consideration to the choice of auxiliary aid or service requested by the individual with disability.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PROJECT PURPOSE AND GUIDING PRINCIPLES**
4. **REVIEW TEAM ROLES AND RESPONSIBILITIES**
5. **TEAM MEMBER INTRODUCTIONS**
6. **OVERVIEW OF planOKC AND PHASE 1 REPORT**
7. **OVERVIEW OF PROCESS**
8. **OVERVIEW OF SIGNS**
9. **SCHEDULE & NEXT STEPS**
10. **QUESTIONS AND DISCUSSION**
11. **PUBLIC COMMENT**
12. **ADJOURN**

Development Codes Update Phase 2

Stakeholder Advisory Team

Orientation Meeting

May 29, 2020

Agenda

1. Call to order
2. Roll call
3. Project purpose and guiding principles
4. Review team roles and responsibilities
5. Team member introductions
6. Overview of plan **okc** and Phase 1 report
7. Overview of process
8. Overview of signs
9. Schedule & next steps
10. Questions and discussion
11. Public comment
12. Adjourn

Project Purpose

- Implement **planokc** recommendations
- Improve the efficiency and outcomes of development
- Make the development process easier to navigate and administer
- Areas of focus:
 - Chapter 59 Planning and Zoning Code
 - Subdivision Regulations
 - Sign Code
 - Coordination with Drainage Code and Nuisance Codes

Guiding Principles

1. Comprehensive framework
2. User-friendly
3. Community support
4. Make the right things easy
5. Updated with best practices
6. Right-size
7. Integrated
8. Clear processes
9. Avoid nonconformities
10. Effective enforcement

Team roles and responsibilities

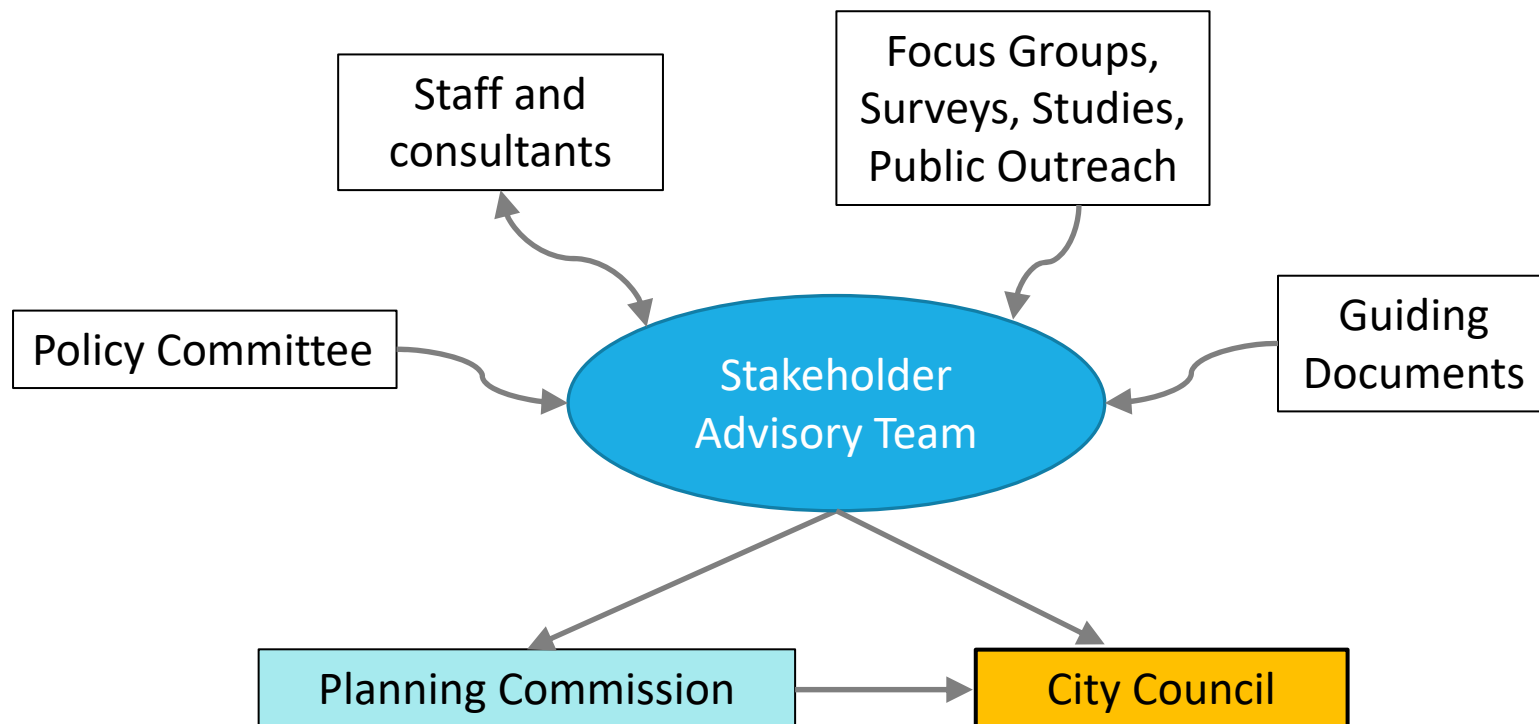
Role

- Assist in the development of the code
- Refine and provide input into code drafts
- Assist in testing the code

Guiding Documents

- plan**okc**
- Phase 1 code diagnosis
- Existing development-related ordinances
- Stakeholder input

Team role and responsibilities



Team roles and responsibilities

Responsibilities

- Bound by the Oklahoma Open Records and Open Meeting Acts
- Regular meeting attendance and active participation
- Examine key elements and technical aspects of the project; review & comment on drafts:
 - Consultant team's assessment of the current code
 - Structure and components of the proposed code, including development standards, administrative procedures, graphics, and maps;
 - Alignment with the comprehensive plan; and
 - Public input
- Identify additional data or information needs
- Ask questions
- Build support

Team member introductions

- Who you are
- Industry/area of expertise
- What's the most important thing for the development codes update to accomplish?

.

Overview of planokc and Phase 1 Report



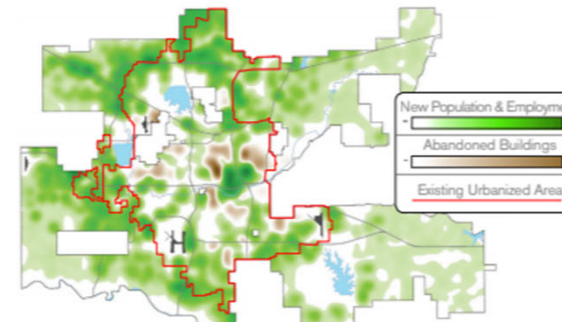
planokc.org

Growth Scenarios

SCENARIO A (Past Trends Continued)

This scenario assumes that development patterns over the past 20 years will continue. The city would continue to spread out in a somewhat casual, spontaneous way, with most new housing (75%) located in single-family-detached subdivisions on medium or large lots.

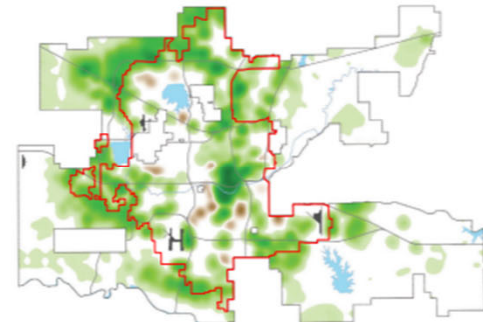
Workplaces would be located relatively far from homes, meaning commute times would be a little longer than they are now. New commercial development would most often be located at the corners of busy streets, and would not be easily accessible from nearby neighborhoods except by car. City services and infrastructure would have to be extended farther into undeveloped areas. Only a small amount of redevelopment and infill would occur in existing neighborhoods, and decline and abandonment will continue in areas currently experiencing these challenges.



SCENARIO B (Trends+Market+Efficiency)

This scenario is influenced by past development patterns, but it assumes that new development is located near existing infrastructure and services like streets, water, police, and fire. It is also shaped by expected housing needs based on changing demographics. Single family lot sizes would be a little smaller on average so that they more closely match what residents say they want according to the 2013 Housing Demand Study.

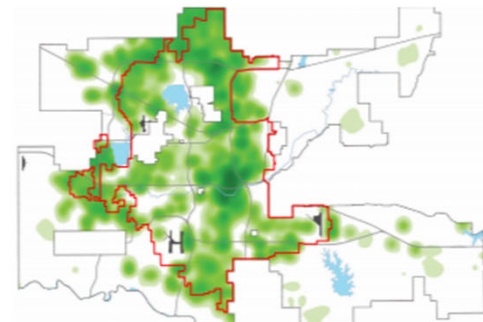
Mixed-use nodes and corridors that integrate commercial and residential development are more prevalent, making it possible to bike, walk, or ride transit to multiple destinations. A more compact development pattern means workplaces and homes would be closer, allowing for shorter commutes. There will be some redevelopment in urban neighborhoods; however, some decline and abandonment would continue to occur.



SCENARIO C (Market+Efficiency+Revitalization)

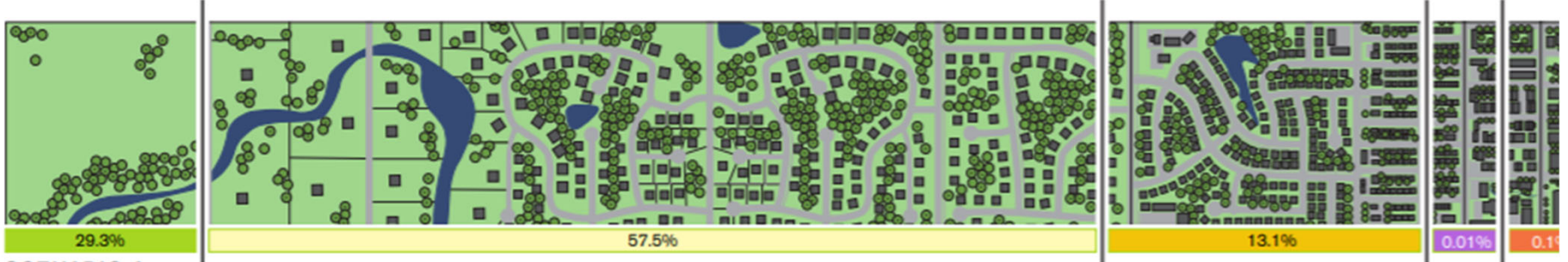
This scenario illustrates efficiency and high performance for residents, public services and infrastructure. It does not reflect past land development trends but instead optimizes the location and density of new development to reduce cost and negative impacts of growth. It accomplishes this while reflecting citizens' desires for adequate housing of all types, including medium- and large-lot single-family-detached homes. This scenario still assumes that most (67%) new homes would be single-family-detached, but lot sizes would be a little smaller on average.

More new development would be concentrated into and around mixed-use nodes and corridors. Workplaces, homes, parks, and stores would be closer to each other, and streets and sidewalks would be more connected, allowing for even shorter commutes and more walkable neighborhoods. High amounts of rehabilitation and redevelopment would be expected to occur in existing neighborhoods, leading to a turnaround in currently challenged areas.

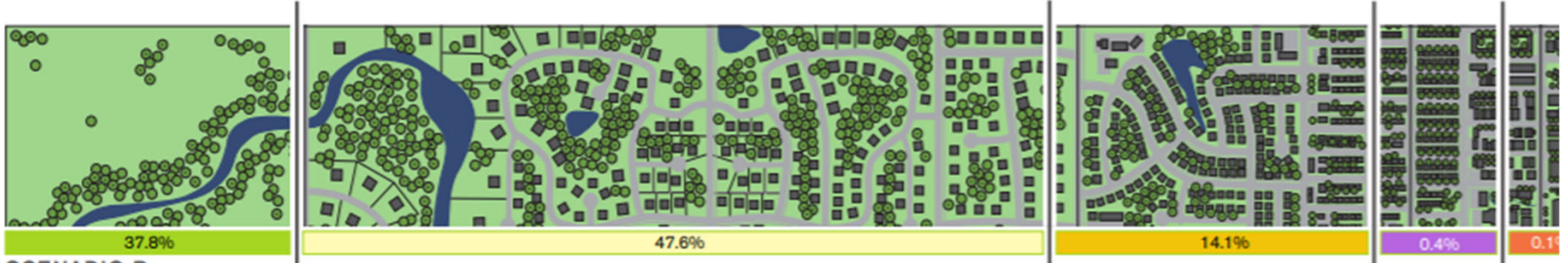




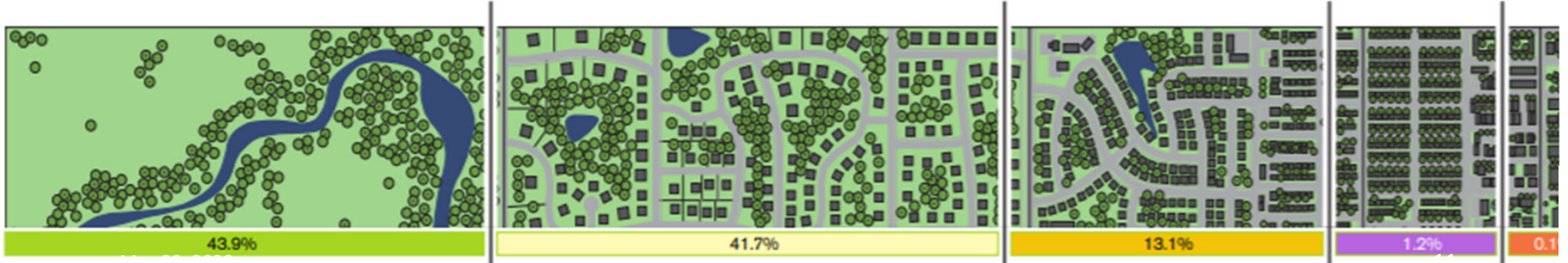
DEVELOPMENT PATTERNS



SCENARIO A



SCENARIO B



SCENARIO C

Key Findings of Growth Scenarios Workshops

- 86% of participants would live on a slightly smaller lot or in a higher density area in order to live within walking or biking distance to a park.
- 83% of participants voiced support for more housing type choices, such as small-lot single family, townhomes, condominiums.
- 90% of participants felt that growth should occur more densely or in existing neighborhoods in order to free up more money for street maintenance.
- 89% of participants supported guiding growth into existing areas in order to generate more opportunities for people to walk, bike, or take transit to a variety of destinations.
- 78% of participants preferred to increase density and mixed-use development in some areas in order to reduce the amount of time spent traveling in cars in the future.
- 67% of participants preferred to increase density and mixed-use development in some areas in order to reduce future transportation costs.

SCENARIO PERFORMANCE

	A	B	C
 CITY SERVICES AND INFRASTRUCTURE (ANNUAL IN MILLIONS)	353	305	271
 MORE/LESS AUTOMOBILE EXPENSE (PER HOUSEHOLD PER MONTH)	+36	6	-53
 MORE/LESS TIME SPENT IN VEHICLE (HOURS PER PERSON PER MONTH)	+7.5	-2	-5.5
 NEW DEVELOPED SQUARE MILES	195	139	76
 % OF NEW HOMES THAT ARE SINGLE-FAMILY	78	70	67
 NEW ROADS BUILT (THOUSANDS OF LANE MILES)	4	3	2
 NEW (INFILL) HOMES IN EXISTING NEIGHBORHOODS (THOUSANDS)	15	31	64
 INCREASE IN ABANDONED HOMES (THOUSANDS)	8.9	3.9	0
 PERCENT CHANGE IN DAILY PHYSICAL ACTIVITY (AS PART OF DAILY ROUTINE)	-9	60	139
 WALKING, BICYCLING, OR TRANSIT USAGE (PERCENT CHANGE FROM 2010)	3	5.5	8
 WATER USE FOR LANDSCAPING (GAL/DAY PER HOUSEHOLD)	348	178	158
 PERCENT INCREASE IN CARBON EMISSIONS (OVER TODAY)	57	46	34

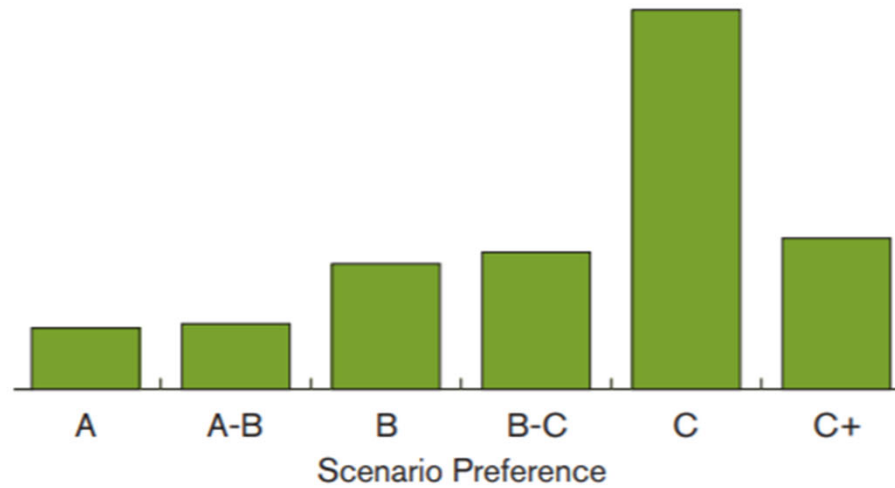
QUANTITATIVE SUMMARY COMPARISON OF THE THREE GROWTH SCENARIOS

The scenario performance evaluation helped Growth Scenario workshop participants decide which scenario they preferred. The numbers in the above summary were the output of a rigorous modeling process using Envision Tomorrow software as well as a custom-built fiscal model.

CITIZEN FEEDBACK

Citizens were given the opportunity to express their opinion about the scenarios through a series of workshops held in numerous locations throughout the city. In addition to the in-person workshops, many citizens took advantage of the online workshop and survey, which duplicated the in-person experience to the extent possible.

Participants took a survey which had a series of questions designed so that respondents could have an understanding of the benefits and trade-offs for each choice they were asked to make. Each question described a range of possible outcomes, how the City could arrive at each outcome, what would have to be done, and what possible trade-offs would be involved. Questions were answered by selecting option A, which corresponded to Scenario A, or option B, which corresponded to Scenario B, and so on. Respondents were also able to answer "somewhere between A and B". The chart below summarizes the responses of all participants (both in-person and on-line). The results can be interpreted simply by saying the participants prefer to have a future city that has the characteristics of Scenario C. Respondents to the citizen survey also generally preferred policies consistent with Scenario C.



CITIZEN RESPONSE TO GROWTH SCENARIO WORKSHOP QUESTIONNAIRE

Citizens were presented with a series of benefits and trade-offs about quality of life characteristics available in each scenario. The chart above shows their combined responses indicating a strong preference for the benefits and costs associated with the development pattern described as Scenario C.

GROWTH SCENARIO WORKSHOP

At right citizens study the growth scenarios, ask questions, and provide their feedback on the benefits and trade-offs associated with each. Thirteen such workshops were held throughout Oklahoma City in early 2014.



Major themes

TRANSPORTATION CHOICE & MOBILITY



Develop a transportation system that works for everyone.

HOUSING CHOICE



Increase housing choice and diversity for all lifestyles.

HEALTHY CITIZENS



Build an urban environment that facilitates health and wellness.

COMMUNITY ATTRACTIVENESS



Develop great places that attract people and catalyze development and innovation.

THRIVING NEIGHBORHOODS



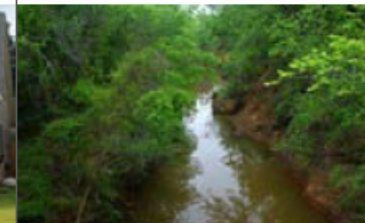
Ensure stable, safe, attractive, and vibrant neighborhoods.

EFFICIENT DEVELOPMENT



Develop efficiently to achieve fiscal sustainability and improve our quality of life.

NATURAL CHARACTER



Preserve rural character and natural resources.

Land Use Typology Areas (LUTAs)

Open Space



Rural

- Low Intensity
- Medium Intensity

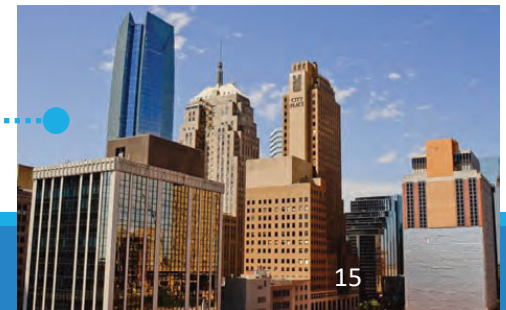


Urban

- Low Intensity
- Medium Intensity
- High Intensity



Downtown



Land Use Typology Areas (LUTAs)

Regional District



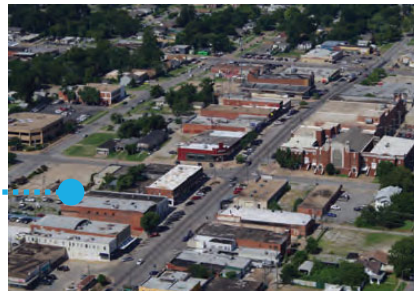
Heavy Industrial



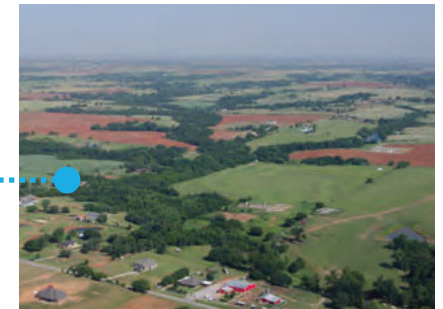
Employment Reserve



Urban Commercial



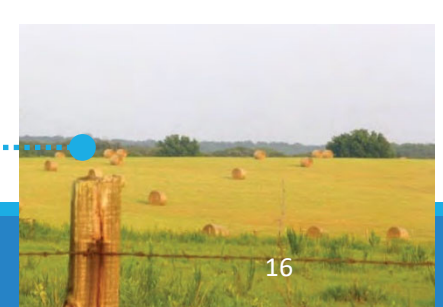
Urban Reserve



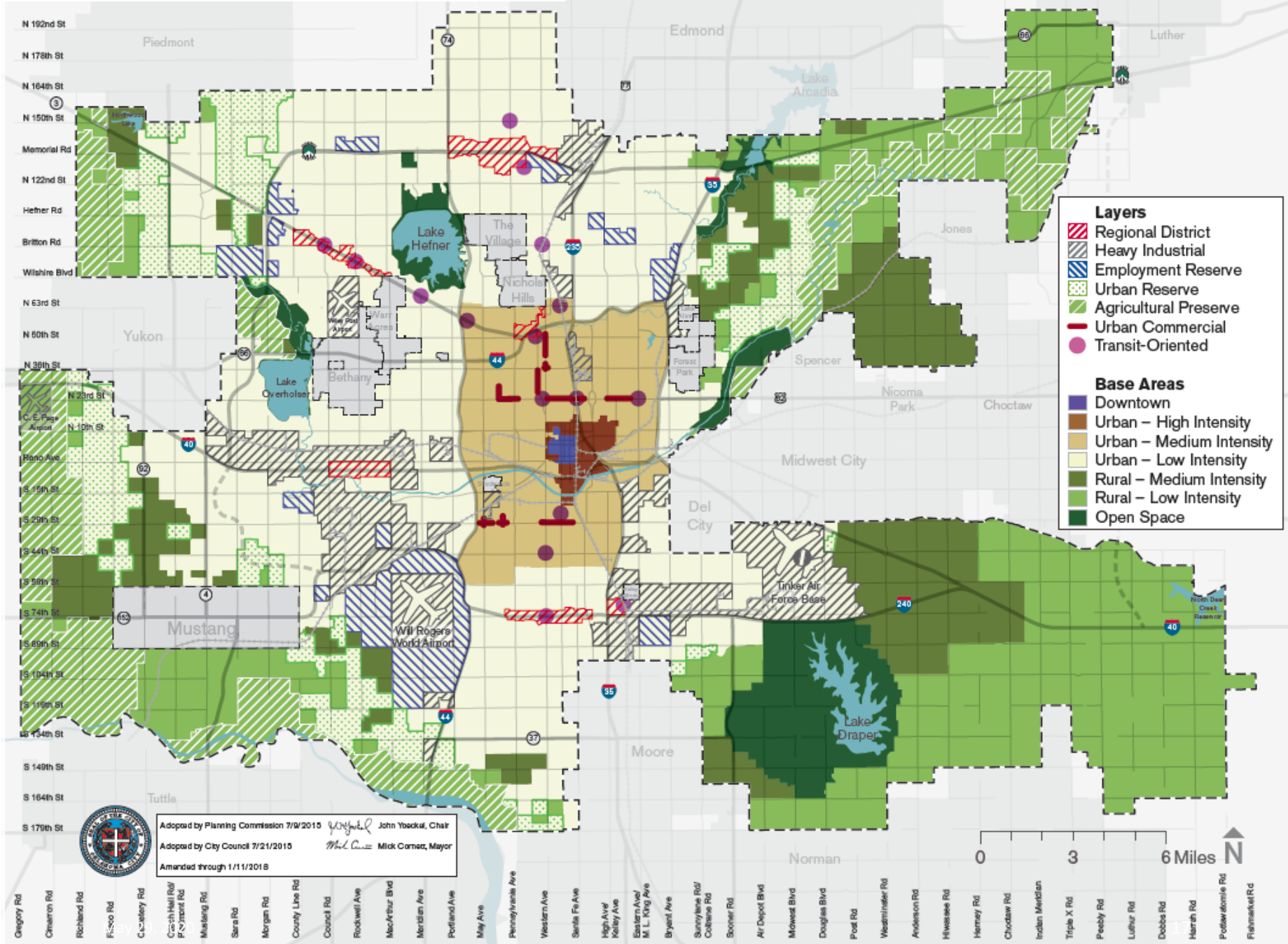
Transit-Oriented



Agricultural Preserve



LAND USE TYPOLOGY AREAS (LUTAs)



Street Typologies

Describes the character of the street, recognizing the relationship between the street and surrounding land uses.

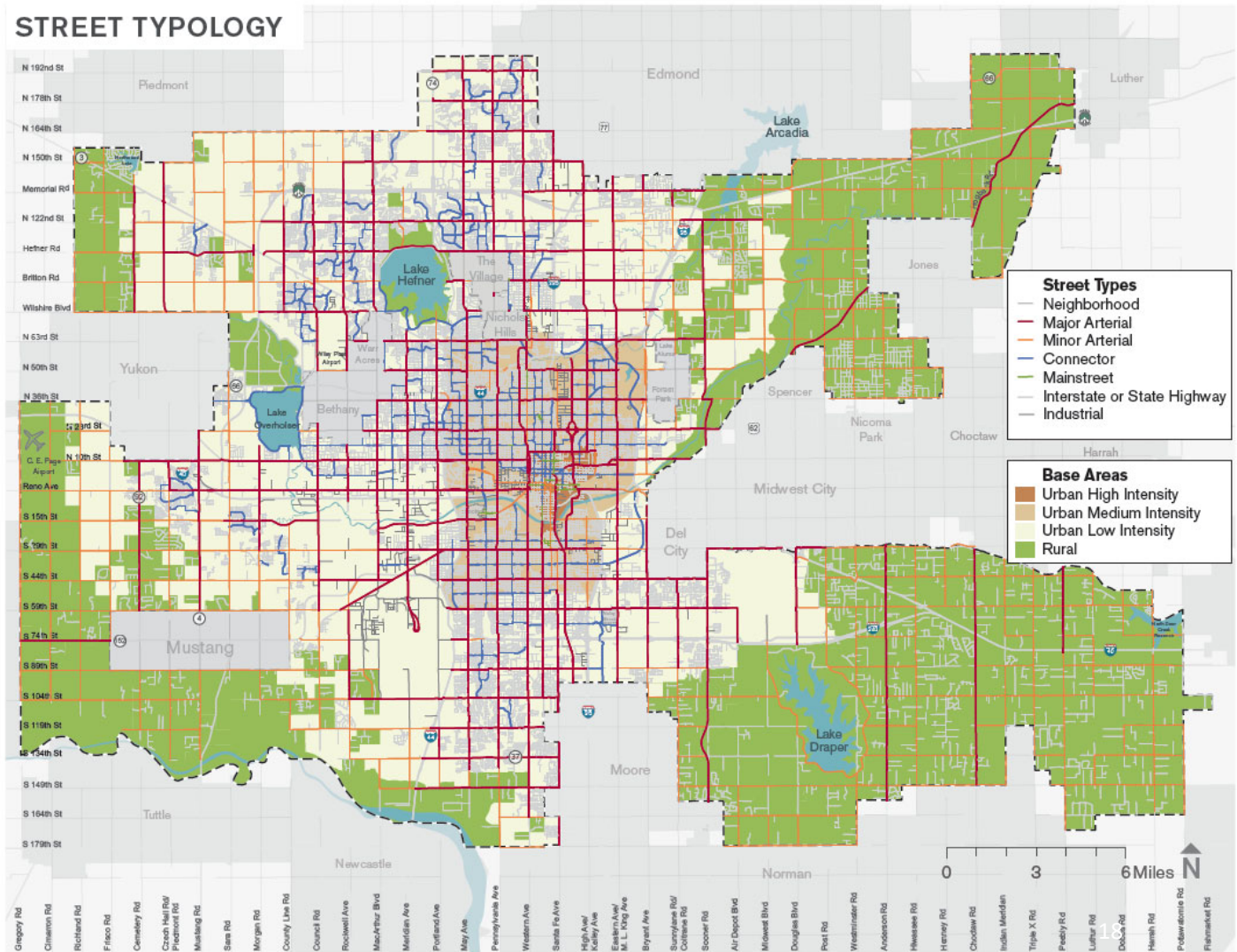
Arterial

- Major
- Minor

Connector

Main Street

Industrial



Elements

sustainokc Future Land Use

connectokc Transportation

greenokc Environmental & Natural Resources

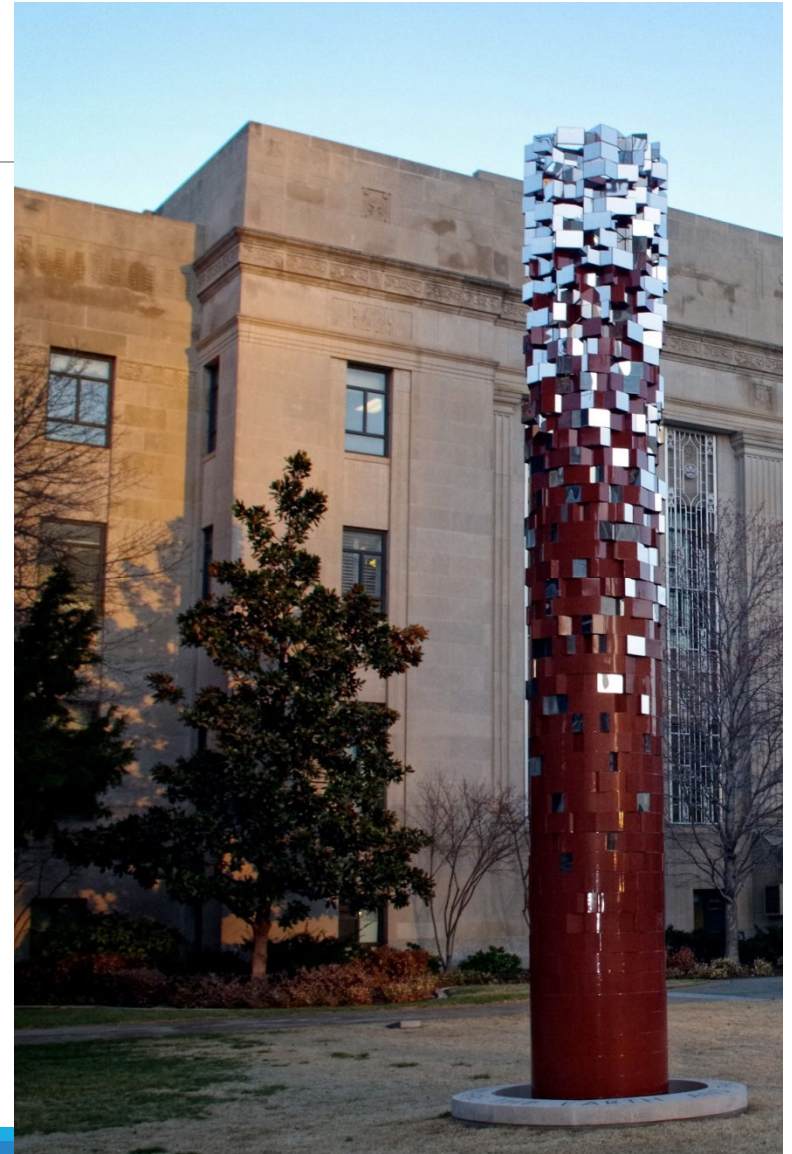
liveokc Communities

enrichokc Preservation, Appearance & Culture

playokc Parks and Recreation

strengthenokc Economic Development

serveokc Public Services



Compatibility

PRINCIPLES OF THE LAND USE PLAN

The concept of the Land Use Typology is to encourage a **mixture of uses** that work in harmony with each other within a particular area. It focuses on the relationship between **land use and the nearby transportation network**, considering the appropriate scale of existing and future development. The land use plan follows four key principles:

COMPATIBILITY

A key objective of land use planning is to create a land use pattern that prevents conflict between adjacent uses. We recognize that all land uses are not inherently compatible with others, but steps can be taken to ensure or improve compatibility between them. Successful integration of different land uses connects people to services and improves walkability and access to jobs, recreation, and other needs and amenities.



TRANSPORTATION SYSTEM & LAND USE RELATIONSHIP

Land use must be planned with transportation and the adjacent street network in mind, and vice versa. **planokc's** Land Use Plan is intricately connected with the Street Typology that guides how land use functions on certain streets, and how the City should invest in street infrastructure in the future.



INTENSITY OF USE

A central component of land use compatibility is the intensity of each use and how different uses relate to each other, whether it be building scale, the amount of traffic generated, or operational impacts. The LUTAs in the Land Use Plan are distinguished from each other based on intensity of land uses.



SERVICE EFFICIENCY

The delivery of high quality, cost effective services is a high priority for the City and its citizens. Our analysis shows that some land use patterns are more costly to serve than others. The Land Use Plan, therefore, reflects a land use pattern that is intended to maximize the City's ability to provide high quality, cost effective services such as water, sewer, and public safety to its residents and businesses.

Phase 1 Code Diagnosis: Key Findings

Ineffective Base Zoning Districts

Narrowly Defined Land Uses

Overuse of PUDs and Site-Specific
Plan Approvals

Too Many Layers of Regulation

Outdated Parking Regulations

Out of Date Subdivision Standards

Ineffective Regulations for Rural
Environments

Weak Document Structure /
Organization and Format

Complex Procedures

Complex Administration

Phase 1: Recommendations

Highly Graphic and User-Friendly
Layout

Unified Development Code

- Form-Based Zoning
- Updated Conventional Zoning
- Subdivision Regulations

Context-sensitive Civic and Open
Spaces

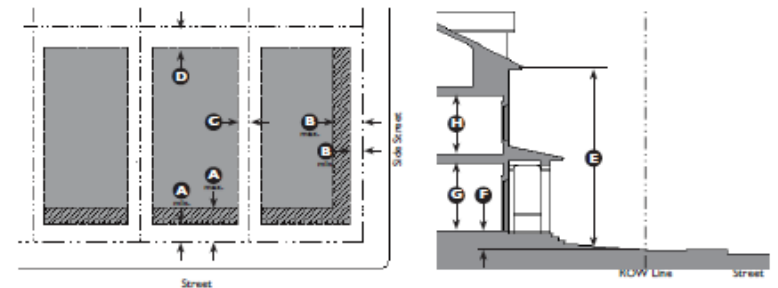
Content-neutral Sign Standards

Clear procedures for administration
and review

Consolidated Nuisance Standards

10-40.40.080

T4 Neighborhood 2 (T4N.2) Standards



Key

- ROW/Property Line
- Building Setback Line
- Building Area
- ▨ Facade Area

D. Building Placement

Setback (Distance from ROW/Property Line)

Principal Building	
Front ¹	5' min.; 12' max. A
Front facade within area	50% min.
Side Street/Civic Space	10' min.; 15' max. B
Side ²	3' min. C
Rear	3' min. D
Outbuilding	
Front	20' min.
Side	0' min.; 3' max.
Rear	3' min.

¹Setback may match an existing adjacent building as follows. The building may be set to align with the facade of the frontmost immediately adjacent property, for a width no greater than that of the adjacent property's facade that encroaches into the minimum setback.

²No side setback required between townhouse and/or live/work building types.

Miscellaneous

Upper-floor units must have a primary entrance along a street or courtyard facade.

Ground-floor residential units along a street must have individual entries.

E. Building Form³

Principal Building	
Stories	4 Stories max.
To Eave/Parapet	40' max. E
Overall	52' max.
Outbuilding	
To Eave/Parapet	18' max.
Overall	28' max.
Ground Floor Finish Level	18" min. above sidewalk F
Ground Floor Ceiling	9' min. clear G
Upper Floor(s) Ceiling	8' min. clear H

³ See Division 10-50.100 (Specific to Building Types) for additional building form regulations.

Footprint

Depth, ground-floor residential space along primary street frontage	30' min.
Lot Coverage	80% max.

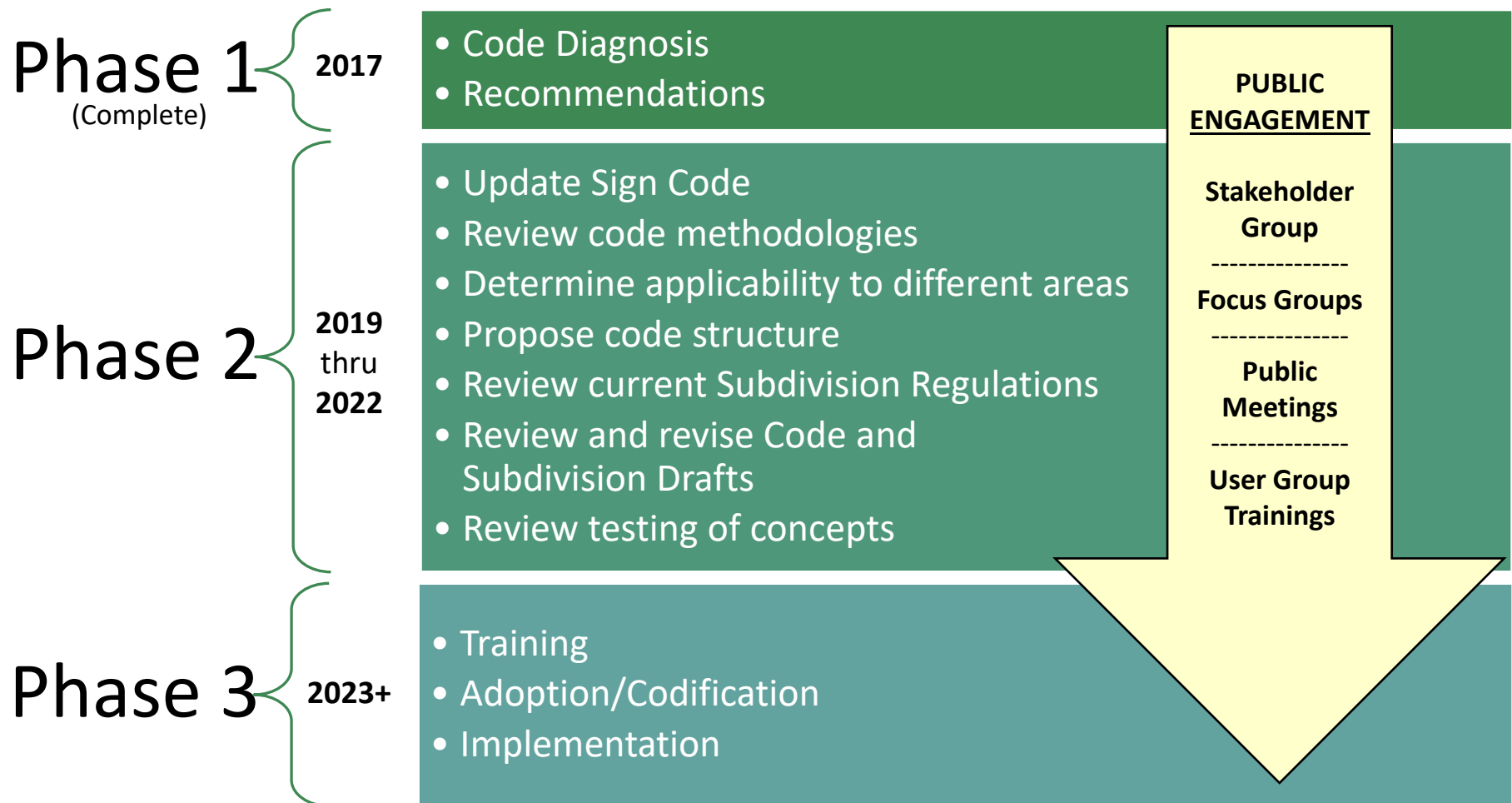
Miscellaneous

Mansard roof forms are not allowed.

10-74

Flagstaff Zoning Code

Process



Process



Discussion Topics

- Kick-off / Introduction to the Development Code
- Signs
- Districts, Design Standards, and Billboards
- Processes
- Development Standards (in two halves)
- Use Regulations (in two halves)
- Training (Layperson's Guide)
- Overview of full Development Code Update

Signs – Why Now?



Specific planokc policies



Community Appearance Survey



Recent applications



Moratorium



Industry/business concerns

Background (planokc)

POLICY ST-17

Adopt new citywide **site design and building** regulations that ensure new developments meet basic **functional** and **aesthetic** minimums related to:

- Walkability and bike-ability
- Internal and external street connectivity
- Integration of uses
- **Signage**
- Building location
- Building appearance
- Open space (passive and active)

POLICY E-14

Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification by the following potential measures:

- Restrict new billboards and eliminate or reduce the number of existing billboards.
- Require non-conforming signs to be removed or be brought into compliance with existing regulations within a specific timeframe.
- Consider new standards in the Sign Ordinance to improve limits on the size, height, and number of signs.
- Improve proactive enforcement of the City's sign regulations to curtail the placement of illegal signs and ensure adequate maintenance of signs.



What can we regulate?

Dimensions (area, height, etc.)

Number (e.g., per frontage)

Location (District, Street, Freestanding v. Attached)

Type (e.g., pole v. monument)

Materials

Illumination / Digital / Electronic

Copy Type (e.g., integrated v channel letters)

Moving parts

Portability

Public property

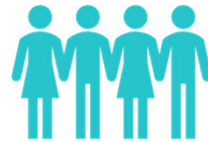
Temporary time restrictions
May 29, 2020



Summary of signs focus group discussion



More than 7 Focus Group Sessions

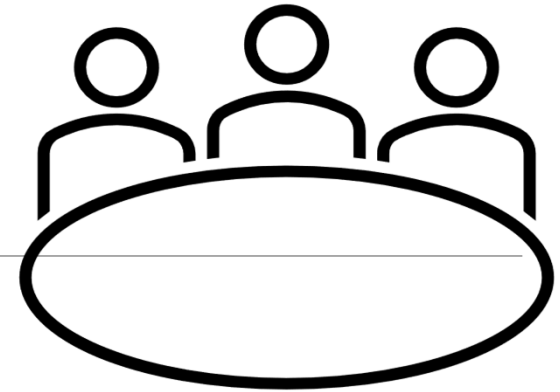


Comprised of industry leaders, staff, architects, planners, developers, realtors, and City Council/Planning Commission members



≥ 80 participants

Focus Groups



Avoid unintended consequences (e.g., sign quality, added business cost)



Need more efficient permitting process



Make the standards predictable



Allow for administrative modification



Improve enforcement



Landscaping and electrical inspections create delays and burden businesses/contractors



PUDs/SPUDs are inefficient and not the right tool for sign approval



Source: <https://commons.wikimedia.org/wiki/File:Bradybunchphoto02.jpg>

Schedule & Next Steps

- Next SAT meeting **Friday, June 19, 1:30 p.m. – 3:30 p.m.**
(present sign code recommendation)
- SAT regular meeting schedule: Fridays?
- Sign code draft: late summer
- Public meeting with design review committees/commissions: late summer
- Sign code final draft: early fall
- Adoption: end of 2020



Questions and discussion

Public comment

Adjourn