



MINUTES

Development Codes Update

Stakeholder Advisory Team Special Meeting

Date: March 30, 2023

Time: 1 p.m.

Location: Oklahoma City Community Foundation, 1000 N Broadway and via Zoom

The agenda was filed with the City Clerk of The City of Oklahoma City at 9:24 a.m. on March 27, 2023. The meeting presentation and the meeting video recording are available at okc.gov/codeupdate.

1. CALL TO ORDER

Geoff Butler called the meeting to order at 1 p.m.

2. ROLL CALL

Members Present: Todd Booze, Ofelia Cancio, Jorge Charneco, Nate Clair, James Cooper, Dan Govin, AJ Kirkpatrick, Jim Parrack, Janis Powers, Marcus Ude.

Members Absent: Santiago Arazate, Allison Barta-Bailey, Jessica Black, Gary Brooks, Andy Burnett, Nathan Cao, Scott Cravens, Joel Dixon, Clay Farha, Jonathan Dodson, Chris Fleming, Asa Highsmith, Julie Hornbeek, Andrew Hwang, Mark Livingston, David Lloyd, Ricardo Montoya, Nikki Nice, Kenyon Morgan, Emily Pomeroy, Todd Stone, Deemah Ramadan, Tim Strange, Bryce Thompson, Mark Zitzow.

Staff Present: Geoff Butler, Planning Director; Lisa Chronister, Assistant Planning Director; Katie Friddle, Principal Planner; Marilyn Lamensdorf Allen, Program Planner; Banery Mujica-ortiz, Program Planner; Jonathan Land, Senior Planner; Cameron Conyers, Associate Planner.

Consultants Present: Mark White, White & Smith, LLC, Planning and Law Group

3. INTRODUCTIONS

Geoff Butler, Planning Director, welcomed the Team and introduced Nate Clair and Dan Govin as new members of the SAT representing the Planning Commission. Geoff explained that the November 2022 meeting focused on one proposed zone for the Urban Medium LUTA, the UM-Single Dwelling zone. This meeting would focus on the remaining zones for the UM LUTA, including commercial and mixed zones.

4. PRESENT URBAN MEDIUM ZONE APPROACH

Staff gave a presentation explaining the proposal for new multi-dwelling and commercial zones in the area known as the "Urban Medium LUTA" (Land Use Typology Area) as assigned in the City's Comprehensive Plan, [planokc](#). Staff presented single-dwelling zones in November/December of 2022. Like the proposed single-dwelling zones that were presented in November, the multi-dwelling and commercial zones are designed to have multiple options for development depending on where a parcel is located. The

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multi-dwelling and commercial zones are designed based on whether a property is located on an Arterial Street type, as designated in the Comprehensive Plan, and proximity to Arterial Streets. According to the Comprehensive Plan, the Urban Medium LUTA is to achieve a density of 10 to 40 dwelling units per acre. A challenge in designing the zones has been determining where the 10 dwelling units per acre is appropriate and where the 40 dwelling units per acre is appropriate. For comparison, Urban High and Downtown development intensities were envisioned in plan **okc** as having much more intense development of 100 du/acre and higher.

Staff presented concepts for three proposed mixed zones and an office and light industrial zone. The presentation included pictures showing examples of the form intended for each zone. The mixed zones include Urban Medium Mixed Use (UM-MX); Urban Medium Mixed Commercial (UM-MC); and Urban Medium Multi-Dwelling (UM-MD). The concept for the three zones is that development intensity increases as development moves from the single-dwelling neighborhoods toward the Arterials. Most of the UM development intensity would be allowed in the block adjacent to Arterial Street types if the block is a “short” block”, that is, it was platted at less than 600 feet in length. (The intent of providing more intense development on the “shorter” blocks is that they are considered more walkable.)

The UM-MX and UM-MC zones would collapse several current zones, including O-1, O-2, NB, C-1, C-3 and C-CBD plus allowing R-3 and R-4 residential with the office and commercial in one development. Currently, this form usually requires a special zoning called a Planned Unit Development to accomplish, except in Downtown zones. The guiding principles the code update consultants and Planning Department used to draft the zones include encouraging mixed use at appropriate locations, where transit and commercial services can be best accessed and in areas where the short blocks make walking easier; building in urban design guidelines that encourage preservation and rehabilitation of historic buildings; and effective landscaping and streetscapes to create areas where walking is encouraged. At the same time, a second guiding principle is to incorporate compatibility standards that protect the neighborhoods that back up to the Arterial Streets. The highlights of the mixed zones include:

UM-MX: *A place to be*; a place to stay awhile and live:

- Main Street pattern. This pattern provides a zone for streets designated as “Main” streets in plan **okc**. This includes the primary retail/restaurant areas of Paseo, Capitol Hill, Plaza District (along a central part of NW 16th), Stockyards, and N Western Avenue. In this zone, development patterns would respect the traditional main street character of the areas, including angled parking along the street, wide sidewalks with pedestrian amenities, and parking provided behind the buildings, on-street, and in shared parking lots.
- Transit Oriented pattern. This pattern is shown in plan **okc** as purple circles. The circles represent major stops on the city’s Bus Rapid Transit system that is currently under construction along N Classen Blvd and Northwest Expressway. The purple circles shown in plan **okc** reflect where the stations were being

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considered at the time the plan was adopted in 2015. Stations for the system in the southwest and northeast portion of the city are currently under study and **planokc** will be updated when the exact routes are determined in the coming months. Where the purple circles are located, the MX Transit Oriented pattern would include higher heights of around 10 stories and a walkable street pattern, with buildings up to the sidewalks and higher heights for more uses and intensity at one location. Heights may be higher in exchange for certain incentives such as affordable housing and increased amenity spaces. However, the code would include “sensitive edge” limits near single-dwelling residential that would cap height at 3 stories where development abuts single-dwelling neighborhoods. One example of this type of development is currently being constructed at NW 50th and N Pennsylvania.

UM-MC: *A place to go*; along an Arterial Street:

- Arterial Commercial pattern. This pattern is located along Arterial Streets and is intended to allow a mix of uses and single uses. The pattern is similar to what is allowed now in existing C-3 zoning along Arterial Streets and is more auto-oriented than other patterns. It also limits heights to 4 stories to limit development intensity and increased traffic near neighborhoods. Heights may be even lower if adjacent to single-dwelling zones. If parcels are platted to face the Neighborhood Street, instead of the Arterial Street; and are currently single-dwellings platted as part of the neighborhood, these would remain single-dwelling (UM-SD zone). If parcels are platted to face the Arterial instead of the adjoining neighborhood, they would have the criteria to become a UM-MC zone or a Multi-Dwelling zone, even if they are currently residential. The principle with this limitation is to keep commercial development from happening at every intersection, thereby impeding traffic on the Arterial Street. Instead, this would allow commercial development at nodes and maintain commercial on Arterial Streets where it already exists. (Example: May and Pennsylvania Avenues within the UM LUTA area.)
- Urban Commercial pattern. This pattern is required for new development in areas depicted in Urban Commercial areas in **planokc** that received special consideration for their ability to generate sales taxes and support retail and entertainment areas. They generally have historic value and/or portray cultural uniqueness of an area by their built form. These include Uptown 23rd, NE 23rd, the Asian District, parts of N Western Avenue that are not Main Street, and SW 29th Street. All of these designations are within the Urban Medium LUTA. The zone allows for up to 8 stories of heights, with sensitive edges limiting heights to 4 stories adjacent to single-dwelling residential. Unlike the Arterial Commercial pattern, parking would be at the rear of sites and this pattern would incorporate the urban design standards currently used in many of these areas in which development applications must be reviewed by the Urban Design Commission. Proposals for what areas may continue to be reviewed by or that will be added to the current Urban Design overlay have not been drafted yet.

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UM-MD: *A place to live*; with more dwellings than UM-SD.

Guiding principles in developing the UM-MD zone included providing more density for a variety of housing types such as townhomes, small apartments and cottage courts. These are re-emerging development types across the country and current residential zones make it difficult to construct these types in Oklahoma City. The other guiding principle was, again, protecting neighborhood character and ensuring transition of higher-density housing types between the commercial and single-dwelling zones. The zone would collapse existing R-3 and R-4 zones into one zone. Heights are intentionally limited to 2 ½ and 3 stories to provide a transition between the UM-MC/MX zones and the single-dwelling zones. Existing multi-dwelling buildings less than 40 du/acre would receive this zone, regardless of their location.

The City completed a survey in 2022 asking about desired housing product types. The survey was completed by about 800 residents across the City. Staff presented a summation of the responses for neighbors who said they lived in Urban Medium zip codes. The survey asked residents to check all of the housing types listed that they would be interested in living in the future. More than three-quarters of UM residents checked “single-home” as one response but they also checked a variety of types including accessory dwellings, patio homes, multi-plex buildings and townhomes.

- Pattern 1: This type is allowed on Connector Street types in plan **okc**. Connector Street types carry more traffic than Neighborhood Streets but not as much as Arterial Streets. Their role is to provide secondary access to the Arterial Streets. Their slower speeds and design create more opportunity for pedestrian and bicycle connectivity in areas. Connector Street types assigned in plan **okc** varied by right of way width, transit accessibility and traffic signalization. Pattern 1 was designed to create nodes of multi-dwelling development on Connectors within proximity to signalized intersections, bus transit, and multi-use trails in the City’s off-street trail system. Pattern 1 is limited to 30 dwellings per acre. (i.e. about 9 dwellings on a typical UM multi-dwelling 14,000 square foot lot). The zone allows for residential uses only.
- Pattern 2: This type is allowed within the same block as UM-MX and MC, but not on a block that is 600 feet or greater in length unless multi-dwelling building types are already constructed. If the block is 600 feet or greater in length, the parcels would remain UM-SD. This pattern would allow up to 40 dwellings per acre (i.e. about 13 dwellings on a typical UM multi-dwelling 14,000 square foot lot). This pattern allows up to 3 stories in height, and parking is preferred at the rear of buildings. The zone allows for residential uses only.

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- Pattern 3: This pattern is similar in style and height allowances to Pattern 2 but would allow limited commercial services on the bottom floor at a size no larger than 5,000 square feet for the commercial portion. This pattern would be allowed directly adjacent to UM-MX and UM-MC zones. Again, parking would be encouraged at the rear of the building. This pattern is also allowed for multi-dwelling buildings within a Transit Oriented (TO) LUTA.

Staff explained that the UM would also include zones for Professional Office (UM-PO) and for Light Industrial (UM-LI) which would be appropriate along Arterial and Industrial Street types.

The presentation then returned to the UM-SD zones and changes that had been made to the proposed concepts after public input meetings that occurred between November 2022 and February 2023. Staff explained more responses from Urban Medium residents in the 2022 survey that supported accessory dwellings in the backyards; uniform setbacks in the neighborhoods, and a variety of housing types in neighborhoods. Fewer residents were in favor of houses next to them that were two or more stories taller than their own, although they did support new structures that were only one story taller than their own. See slides 45 and 46 in the Presentation.

Changes to the UM-SD initial proposal include:

- Maintaining heights of 35' in the SD zone, similar to the current R-1 zone; but lowering heights to 28' for flat roof structures in order for more modern home styles to fit better into existing neighborhoods.
- Allowing more flexibility in the front setback. Currently front setbacks are 25 feet from the street. The minimum setback would be maintained at 15'. Setbacks between 15 and 30' minimum could be established by assessing the range of setbacks on a block. In this way, infill development would not be impeded if existing homes on a block were traditionally constructed with a setback less than 25'.
- Maintaining lot coverage at 50% of the lot as is currently required for R-1 and R-2 zones. This is to maintain the ratio of green space to covered space for continuity and to assist with infiltration of stormwater into green spaces so that the stormwater system is not overwhelmed. In addition, a metric for building coverage is proposed in the new code to maintain the existing neighborhood character.

A portion of the presentation covered the proposed approach to existing Urban Conservation Districts (UCDs), overlays created in the 1990s and 2000s to address neighborhood concerns about maintaining neighborhood character in the existing code. Staff explained that all of the UCDs would remain in place, but that staff suggests updating some of the regulations that are duplicative in other parts of the code and strengthening the UCD overlay, including processes for demolition requests and design review by staff or another body.

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The presentation pointed out that neighborhoods are still eligible to apply to rezone into the UCD overlay. If neighbors apply for a UCD a majority of the property owners in the proposed boundary must agree to the overlay zoning. The zoning request can be brought by the property owners or a Planning Commissioner or a City Council member. Staff explained that because the revised UCD overlay may have more protections for maintaining neighborhood character and delaying demolitions than it does now, and new applicants should wait until the new code is adopted before applying for the overlay rezoning.

Staff also explained that there would be metrics for Accessory Dwellings. They would be limited in height to 24 feet, require one parking space and would be part of building and lot coverage calculations. The buildings are meant to be accessory to the principal dwelling and so could not be sold separately.

Staff then explained the timeline for UM drafts to be released to the public. Comments will be received first from the Mayor's Stakeholder Advisory Team. Afterwards, the drafts would be released for public comment.

5. DISCUSSION

The SAT members discussed the concepts being presented during the presentation and after the presentation. The following points for consideration were raised:

- Do we need an office zone for the UM? Flexibility in uses is desirable for development and if the UM-MC zone allows for single-use office, do we need a separate office zone? Is there a reason to protect traditionally office areas, such as the northern part of N Classen Boulevard? Staff explained that the zone had been included to allow for a lower intensity zone adjacent to residential if the surrounding neighborhood desired less intensity adjacent to them in places. Other SAT members commented that, perhaps, mixed use and commercial was better situated at intersections with more access points and something like an office zone in the middle of the block. No consensus was reached on whether to propose a UM-PO zone. Some of the current office areas around Classen, for example, would be in the Transit Oriented Mixed zone anyway.
- Councilman Cooper pointed out that in Seattle, an area around Broadway Street between Roy Street and Pike Street provides a great example of the potential for N Classen Blvd.
<https://www.google.com/maps/place/Broadway,+Seattle,+WA/@47.6193814,-122.3208712,390m/data=!3m1!1e3!4m6!3m5!1s0x54906ac90e16a689:0xd1d56daa8ca83102!8m2!3d47.6102536!4d-122.3208175!16s%2Fg%2F1tmpk6mj>
- Can accessory dwellings be given a street address that is separate from the primary dwelling, so that the individuals who live there feel like it is their home? *Staff received information after the meeting from the Subdivision and Zoning division that there is a methodology for assigning addresses in between homes, using an A and B system or, since many of the home addresses are 4 numbers apart the extra house could receive the number in the middle. There could be exceptions where the numbers have been all used.*

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- Other discussion related to parking requirements for accessory dwellings, and whether on-street parking could fulfill some of the parking requirements. In some older areas, there is not enough room in the back of the lot for an extra parking space. One member pointed out that parking requirements increase costs of projects. For example, if a duplex project required even one parking space, it has to be large enough to meet ADA requirements. In that case, two parking spaces may need to be built to cover the ADA requirement. If parking is not required, ADA spaces are not required.
- Other discussion about parking related to transit-oriented zones and whether parking requirements near transit could be eliminated altogether as they currently are downtown, and in Neighborhood Business (NB) zones. Staff responded that the intention of grouping MX/MC and MD zones together was for shared parking and for reducing parking standards and eliminating them where possible. Projects could still build parking. They would just build what they believe they need to serve their market.
- Another question related to how accessory dwellings and other housing types would be addressed in HP neighborhoods? Staff replied that a proposal is for the HP base zone (used in some areas of the city) and the HL overlay, used in other parts of the city, be combined so that all those areas are now an overlay called HP. Development would still be approved by staff or the Historic Preservation Commission and all the same historic design guidelines followed that exist now. In the current HP base zone, the only allowed use is single-family even though other forms exist throughout. In the HL overlay, another base zone underneath dictates some of the form, but HP design guidelines still would affect building design, lot width and height metrics because they must be similar to the historic development patterns present.

6. PUBLIC COMMENT

There were no requests for public comment.

Staff explained that the Urban Medium zone drafts would be released soon for Team comment in the consultants' Encode software product. The Team will receive notice when the zones are ready for SAT comment. Prior to the draft release to the SAT, staff and consultants will meet with the Policy Committee, SAT members who are council members and planning commissioners, to gauge support for the concepts.

After the SAT commenting period ends and any adjustments have been made to zone metrics, the UM zones will be released for public comment.

The next SAT meeting may be in the early fall of 2023 and will cover the next section of code chapters related to Uses and Development standards, including building design and compatibility standards. Consultants also are drafting new Subdivision regulations while Urban Medium zone comments are being received.

7. ADJOURN

The meeting was **adjourned at 2:45 p.m.**