

Planning Commission Minutes
October 27, 2022

(The agenda was filed with the City Clerk of The City of Oklahoma City at 11:18 a.m. on October 24, 2022)

7. (CE-1081) Application by Midtown REHCO, LLC and B.D. Eddie Enterprises, to close a portion of Classen Boulevard (as recorded per plat) between Block Ten (10) of the Classen's Marquette Addition and Block Eleven (11) of the Amended Classen's Marquette Addition located south of Northwest 11th Street and east of Dewey Avenue at 1111 Classen Drive. Ward 6.

Applicant was present. No protestors were present.

Technical Evaluation:

1. Prior to City Council consideration, applicant must provide a topographic survey showing the location of all utilities, with dimensions, within the proposed closure area.
2. A bike and pedestrian easement at least 20 feet in width shall be provided along existing street alignment.

RECOMMENDED APPROVAL SUBJECT TO TECHNICAL EVALUATION.

MOVED BY GOVIN, SECONDED BY PRIVETT

AYES: POWERS, FRALEY, PRIVETT, HINKLE, GOVIN, PENNINGTON,

LAFORGE, NOBLE

ABSENT: CLAIR



STAFF REPORT
The City of Oklahoma City
Planning Commission
October 27, 2022

Item No. IV. 7.

(CE-1081) Application by Midtown REHCO, LLC and B.D. Eddie Enterprises, to close a portion of Classen Boulevard (as recorded per plat) between Block Ten (10) of the Classen's Marquette Addition and Block Eleven (11) of the Amended Classen's Marquette Addition located south of Northwest 11th Street and east of Dewey Avenue at 1111 Classen Drive. Ward 6.

I. GENERAL INFORMATION

A. Contacts

Applicant's Representative

Mark W. Zitzow, Johnson & Associates
(405) 235-8075
mzitzow@jaokc.com

B. Case History

This is a new application.

C. Reason for Request

The purpose of this request is to close the public right of way to vehicular traffic to facilitate development of a pedestrian plaza.

D. Existing Conditions

1. Comprehensive Plan Land Use Typology Area (*south/west*): Downtown (DT)

DT applies to the city center, Oklahoma City's most intense development area, envisioned as a regional center for commerce and tourism. Urban experience, interaction, creativity and knowledge exchange, and economic dynamism are guiding objectives that necessitate high intensity and extremely close proximity among businesses, residents, destinations, and amenities.

Comprehensive Plan Land Use Typology Area (*north/east*): Urban – High (UH)

UH applies to densely built urban areas, including regional attractors with major employment concentrations, high density residential living, and related commercial and service uses. UH areas have the highest mixture and intensity of land uses and development activity outside of the Downtown core.

The development intensity of UH supports various types of mass transit, from bus to rail, and is an ideal setting for large and small office buildings due to close proximity to other businesses and transportation networks.

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	DTD-1	DTD-1	DTD-1	DTD-1	DTD-1
Land Use	R.O.W.	Restaurant	Restaurant	Office	Office

II. REVIEW COMMENTS

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk indicates that the agency, department, and/or division responded with no adverse comments.

A. Outside Agencies

- 1. Oklahoma City-County Health Department (OCCHD)**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Water Resources Board (OWRB)**
- 5. Oklahoma City School District**
- 6. Oklahoma Department of Transportation (ODOT)**
- 7. Oklahoma Natural Gas (ONG)**
- 8. Oklahoma Electric Cooperative (OEC)**

B. City Departments

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire**
- 4. Information Technology/Geographic Support**

5. Parks and Recreation

6. Police

7. Public Works

a. Engineering

A perpetual easement for water and wastewater, drainage, storm water, sidewalks, and traffic controls systems (collectively “City Systems”) are hereby expressly reserved until such time as plans have been approved by the Public Works and Utilities departments respectively, which may include provision of new easements, as necessary, and/or individual easements being released.

Storm Sewer Availability

- 1) Any existing utility easements within the vacated public right of way to be reserved until such time as any existing utilities are relocated.

8. Streets, Traffic and Drainage Maintenance

9. Stormwater Quality Management

10. Traffic Management

11. Utilities

a. Wastewater Comments

- 1) 10-Inch main in right of way. Will need to relocate or maintain access. Other Comments

b. Water Comments *

c. Solid Waste Management

No Solid Waste Management services needed.

12. Planning

a. Comprehensive Plan Considerations

- 1) **LUTA Development Policies:**

Site Design, Building Form, and Location

- Provide parking in structured garages or decks. (DT)
- Provide parking in structured garages, decks, or parking lots set to the side or rear of a property. (UH)
- Maintain historical lot and block sizes where possible and appropriate. (UH)
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape. (DT & UH)
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest. (DT & UH)

Automobile Connectivity

- Protect existing traditional street grid and reconnect it where possible.
- Maintain and enhance the connectivity of the street network.

Pedestrian Connectivity

- Preserve and expand the pedestrian and bicycle networks.
- Provide public connectivity through blocks via alley or internal access for large-scale, block sized developments.

2) Other Development Related Policies

- Maintain existing alleys or construct new alleys where feasible to provide trash collection service and parking behind primary buildings and minimize curb cuts along the primary street frontage. (C-8)
- Maintain the traditional grid street pattern where it currently exists, reconnect it where possible, and keep alleys open and functioning. (C-10)

b. Plan Conformance Considerations

The application seeks to close a portion of Classen Drive from the roundabout on N Walker Ave to NW 11th and N Dewey Ave. The street is open, used by the public and improved with on-street parallel parking spaces.

The comprehensive plan calls for protecting the traditional street grid. Within the Downtown area it calls for public connectivity through blocks, maintaining alleys to provide trash collection service and parking behind primary buildings, and minimizing curb cuts along the primary street frontage.

This closure is requested to close the street to vehicles and create a pedestrian plaza in the Midtown District. The comprehensive plan supports placemaking efforts and strengthening special districts' senses of place by encouraging and investing in more public plazas, public art, parks, and arts and cultural facilities.

The former EMSA building on the south/west side of Classen Drive has been demolished and future plans include a new multi-story building fronting Classen Drive with parking behind it. Conceptual plans for the closure indicate that the entrance from the roundabout to Classen Drive will be redesigned as an exit-only to serve the private parking lot on the north side of the street. The conceptual plan will also require curbing and signal changes to the intersection on the north end of the site. The applicant will be responsible for facilitating the improvements. Additionally, bikewalkokc identifies Classen Drive as a bike facility. The project should preserve public access for bicyclists and pedestrians.

The subject site is zoned DTD-1 (Downtown Transitional District - Limited). If the street is closed and vacated, development within the closure area will be subject to the regulations and guidelines of the Downtown Design District and require certificates of approval by the Downtown Design Review Committee (DDRC).

This easement closure application is subject to review and recommendation by the DDRC. The DDRC is expected to make a recommendation at a Special Meeting on October 26, 2022.

IV. STAFF RECOMMENDATION

Staff recommendations are advisory only and do not constitute Planning Commission decisions. Staff recommendations are based on a technical evaluation of information submitted at the time of review. Determination of conformance with policies contained in the comprehensive plan is the purview of the Planning Commission. Planning Commission decisions require a vote of five members to approve or deny an item. The Planning Commission may consider in its decision-making process any additional relevant information presented at the public hearing by the public, applicant, and/or City departments.

Approval of the application subject to the following Technical Evaluations:

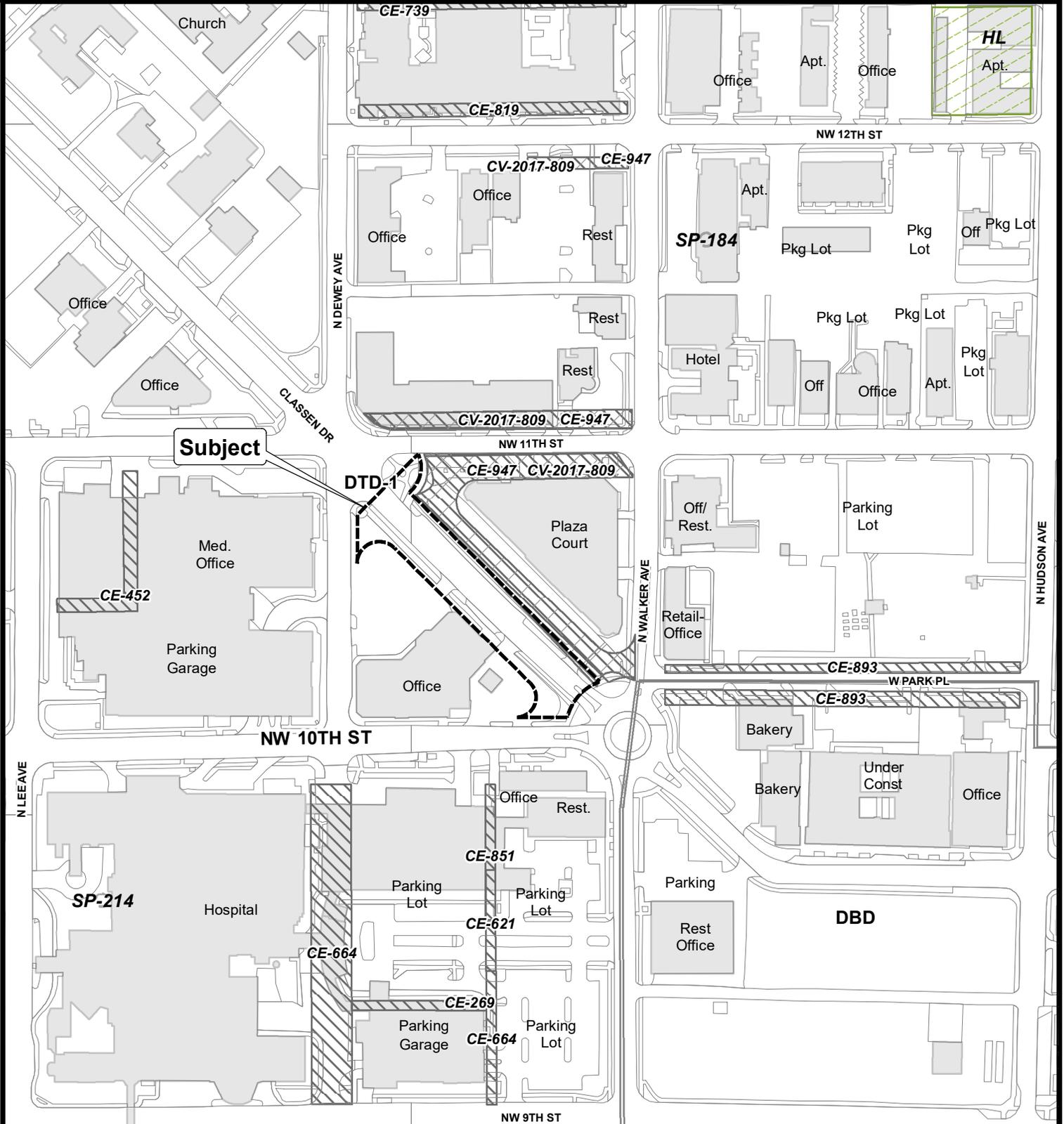
- 1.** Prior to City Council consideration, applicant must provide a topographic survey showing the location of all utilities, with dimensions, within the proposed closure area.
- 2.** A bike and pedestrian easement at least 20 feet in width shall be provided along existing street alignment.

taj

Case No: CE-1081

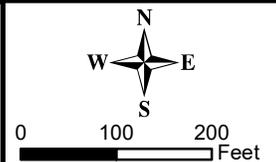
Applicant: Midtown REHCO, LLC and B.D. Eddie Enterprises

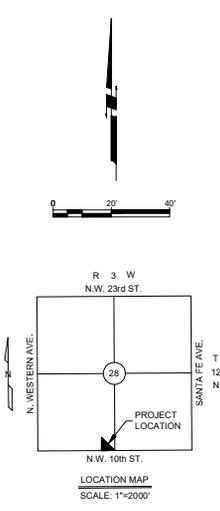
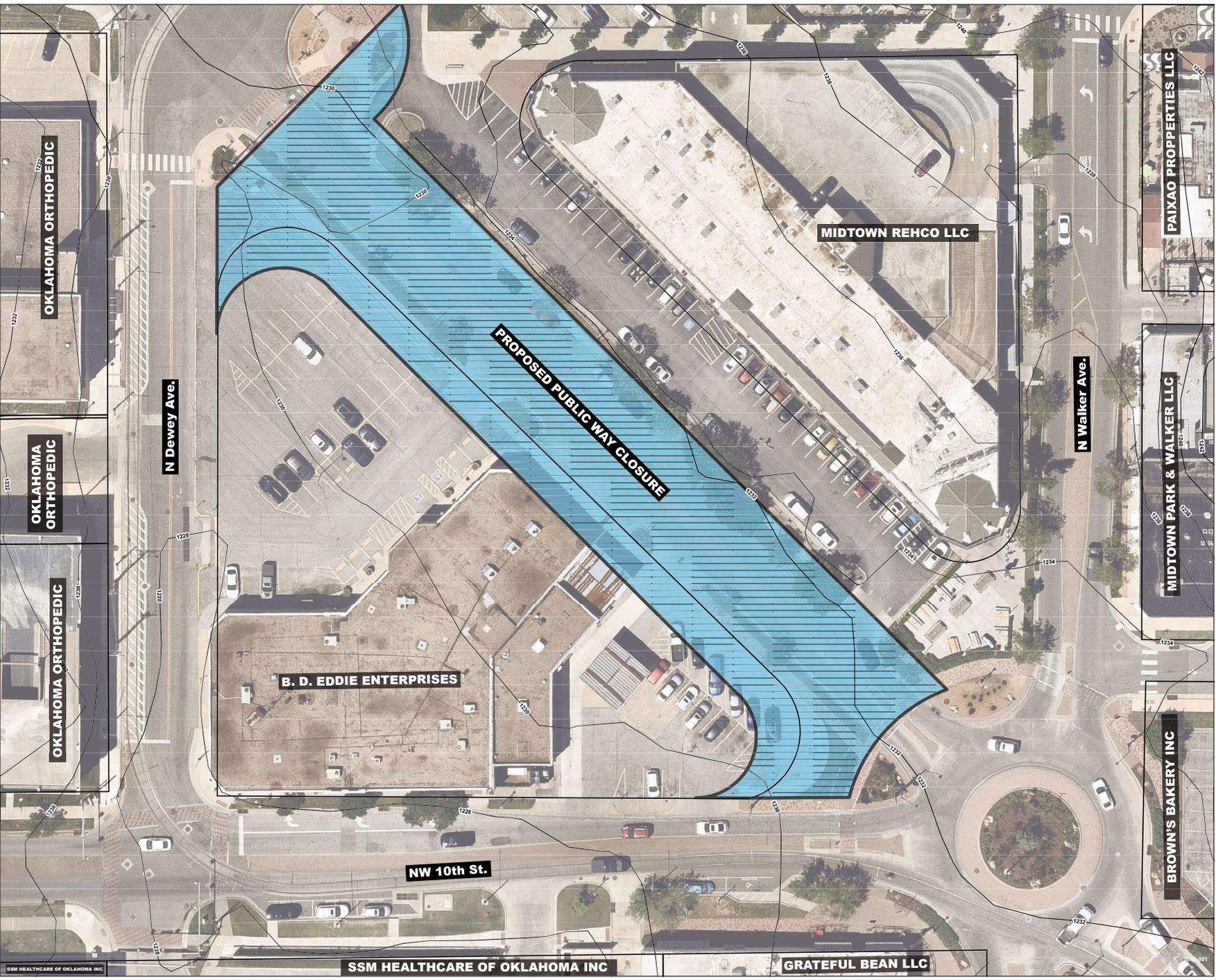
Location: 1111 Classen Dr.



The City of
OKLAHOMA CITY

Application for Closing Public Way or Easement





NW 10th St. & Classen Dr.

Public Way Closure
Sketch Exhibit

+/- 0.868 acres

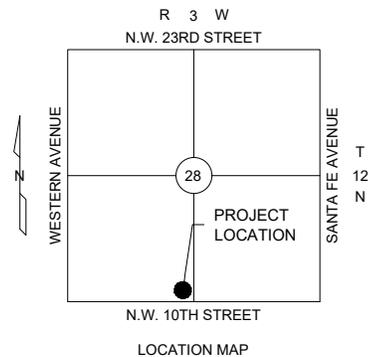
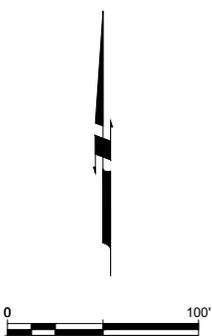
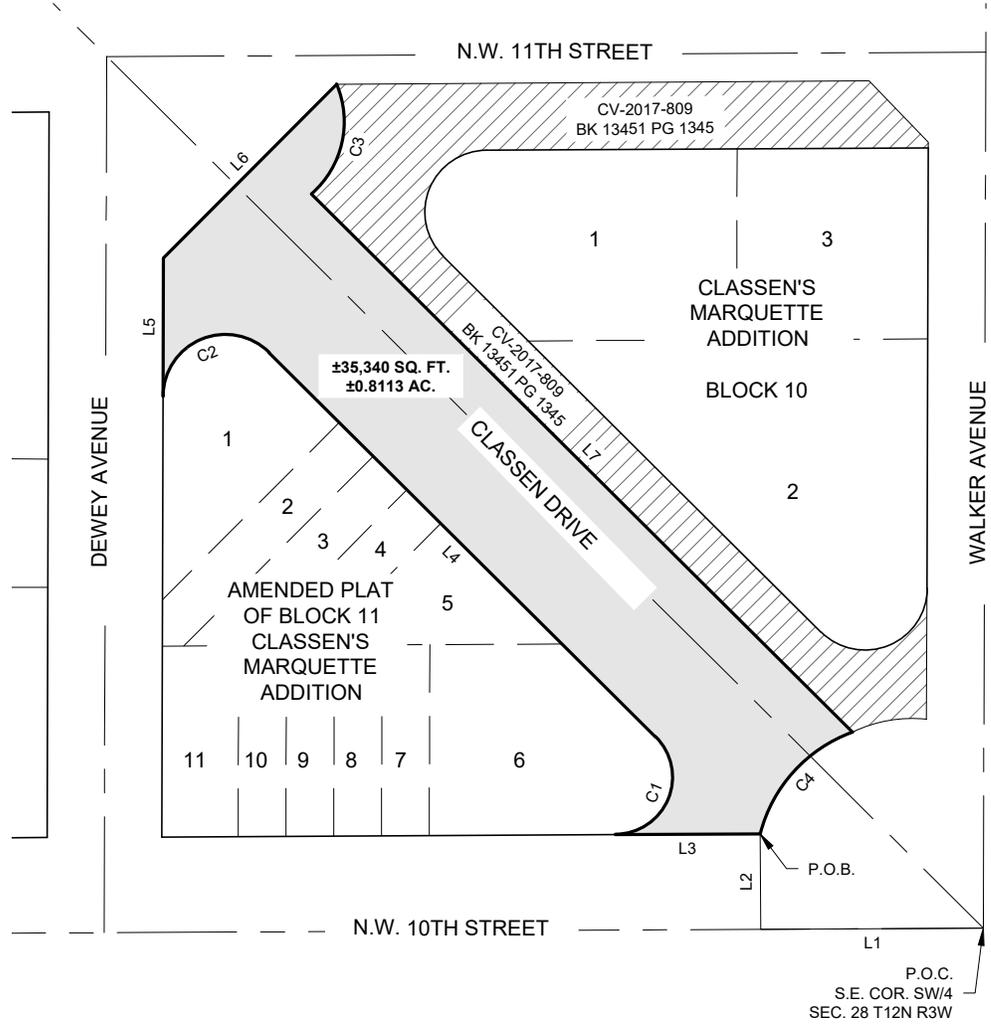


Johnson & Associates
1 E. Sheridan Ave., Suite 200
Oklahoma City, OK 73104
405.232.8975 FAX 405.232.8976

ENGINEERS SURVIVORS PLANNERS
06/17/22

Conceptual site plan showing feasible option permitted under proposed rezoning

Line Table		
Line #	Direction	Length
L1	S89°42'06"W	116.43'
L2	N00°17'54"W	50.00'
L3	S89°42'06"W	75.91'
L4	N45°07'29"W	285.27'
L5	N00°10'08"E	72.48'
L6	N44°52'31"E	128.35'
L7	S45°07'29"E (M) S45°45'16"E (R)	399.43'



Curve Table				
Curve #	Radius	Length	Chord Bearing	Chord Length
C1	30.00'	70.59'	N22°17'19"E	55.40'
C2	32.50'	76.41'	S67°31'20"W	59.99'
C3	50.24'	63.04'	S12°50'02"W (M) S12°12'15"W (R)	58.98'
C4	77.00'	74.80'	S42°08'38"W	71.90'

ACAD FILE: H:\5008\Exhibit\5008-vacation.dwg, 7/6/2022 7:16 AM, Matt Johnson
 XREFS LOADED: 5008-bdy.dwg

Copyright © 2022 Johnson & Associates

Proj. No.: 5008
 Date: 6-17-22
 Scale: 1"=100'

CLASSEN DRIVE
 OKLAHOMA CITY, OKLAHOMA COUNTY, OKLAHOMA
PARTIAL VACATION

Johnson & Associates
 1 E. Sheridan Ave., Suite 200
 Oklahoma City, OK 73104
 (405) 235-8075 FAX (405) 235-8078 www.jaokc.com
 Certificate of Authorization #1484 Exp. Date: 06-30-2023
 • ENGINEERS • SURVEYORS • PLANNERS •



STAFF REPORT

Downtown Design Review Committee – Special Meeting 10/26/2022

Agenda Item VII.A.
Case No. CE-01081
Property Address 1111 Classen Dr
Applicant Name Mark W Zitzow, Johnson & Associates
for B.D. Eddie Enterprises
1 E Sheridan Ave, Suite 200
Oklahoma City, OK 73104
District DTD-1

A. ITEMS FOR CONSIDERATION

Request to close the right-of-way for Classen Dr, from NW 11th St to NW 10th St.

B. BACKGROUND

1. Location/Existing Conditions

This street right-of-way is located between NW 11th St and NW 10th St. This public street is currently paved and used by vehicles.

2. Site History

This public street right-of-way is located between blocks 10 and 11 of Classen's Marquette Addition to Oklahoma City subdivision plat, which was approved on May 20, 1902.

Plaza Court, located on the east side of the street, was constructed in 1927, and was shown on the Sanborn Maps to contain a drug store, a grocery store and other various stores. The 1952 Sanborn Maps shows two restaurants and two filling stations on the west side of the street. In 1966 the former EMSA facility was constructed on the west side of the street. This building was demolished a few months ago.

3. Surrounding Environment

Adjacent to the west is a vacant lot where the EMSA facility was previously located. Further to the west, across Dewey, is the St. Anthony Medical complex. To the south and southwest, across NW 10th, are restaurants, parking lots and the St. Anthony Medical complex. To the east and southeast are restaurants, retail and office uses. To the north are restaurants, retail, office and residential uses.

4. Intended Use

The applicant has advised that the owners intend to vacate the right-of-way, totally close this area to vehicular traffic, and create/construct a pedestrian streetscape/plaza. Easements will be put in place for pedestrian and bicycle access. The applicant has provided data to the Public Works Department showing that the traffic volumes for this street are extremely low, and that all surrounding streets have the capacity to handle any diverted traffic that may occur.

5. Previous Actions / Other

According to Section 59-3250.2. C., the Downtown Design Review Committee shall have the power to “comment upon and provide recommendations on actions proposed to other City boards, committees, and commissions with respect to the effect of such actions upon the District.”

This case is scheduled to be heard at Planning Commission on October 27, 2022.

C. ITEMS IN COMPLIANCE

1. Unless noted below in Section D. Issues and Considerations, all other case items of this proposal comply with the Development Regulations and Guidelines of the Downtown Design District zoning ordinance as referenced below:

None

Note: All other Regulations and Guidelines of the Downtown Design District zoning ordinance not listed above are either not applicable to this case or apply to elements of this project to be considered as a separate case at a later date.

D. ISSUES AND CONSIDERATIONS**1. Development Guidelines**

This proposal may not comply with the Development Guidelines of the Downtown Design District zoning ordinance as follows:

a. RE: Request to close the alleyway, Case Item A.

- 1) Description: The applicant proposes to close the platted street right-of-way for this block.
- 2) Reference: §7200.1. Downtown Design Districts (DBD, DTD-1, DTD-2).

“A. *Purpose and Intent. This commercial district is intended to support diverse forms of business and residential activity, including mixed-uses in a single building, within the central area of the City. Development regulations and guidelines in this district are intended to:*

- (1) *promote the development and redevelopment of the downtown area in a manner consistent with the unique and diverse design elements and urban character of the downtown districts;*
- (2) *ensure that a proposed use is compatible with the commercial, cultural, historic, and governmental significance of the downtown districts;*
- (3) *promote the downtown area as a vital mixed-use area;*
- (4) *create a network of pleasant, safe, and connected public spaces and pedestrian amenities in the downtown area;”*

Reference: §7200.1.G. Development Guidelines

“These guidelines are intended to promote the development and redevelopment of the downtown area in a manner that is consistent and compatible with existing unique and diverse design elements of downtown Oklahoma City and that also encourages economic development commerce. These guidelines are also intended to promote downtown as a vibrant, active destination with a variety of land uses, designed in context with the area in which they are located. The Downtown Design Review Committee and staff shall consider these guidelines as appropriate to the specific site and district, taking into account the character and context of the urban environment, and providing flexibility to incorporate new technology and techniques.”

Reference: §7200.1.G.(4) Development Pattern

“(a) New development should incorporate the approximate scale and proportions of the traditional block pattern, concentrating mass and height at key intersections and along major pedestrian corridors.”

Reference: §7200.3. Downtown Transitional District, Limited (DTD-1).

A. *Purpose and Intent.*

“The DTD-1 District is intended to promote a high quality mix of commercial, office, and residential uses, including mixed-uses in a single building, for areas adjacent to the DBD District. Development regulations are intended to promote the development and redevelopment of areas adjacent to the DBD District in a manner consistent with the unique and diverse design elements of the area, ensure compatible with commercial and residential uses, create a network of pleasant public spaces and pedestrian amenities, enhance existing structures and circulation patterns, encourage preservation and restoration of historic features, encourage preservation of the cultural significance of the central city, and promote the areas adjacent to the downtown business district as dense, urban and mixed-use neighborhoods.”

Reference: Downtown Development Framework, 2019

Section 2. Transportation Framework

2.1 Street Typologies High Intensity

“Purpose: High activity urban street, balancing cars and pedestrians.

Priority (Traffic): Pedestrians, Cars (Local/Through), Transit, Cycling

Adjacent Uses: High Density, high intensity uses like office, multifamily, hotel and retail.

Pedestrian zone design priorities: Expanded sidewalk clear zone when possible and full amenity zone with landscaping. Opportunities for outdoor seating and signage.”

2.4 Parking Priority

“On-street parking serves two essential functions in a downtown environment: 1) it provides a renewable supply of easily accessible, doorstep parking for customers; and 2) it provides a “barrier of steel” between pedestrians and moving traffic in high intensity urban environments. Though it fulfills only a fraction of total downtown parking demand, the “promise” of on-street parking is essential to nurturing development of a lively pedestrian environment, particularly along High Intensity, Storefront and Neighborhood Streets. The Framework divides the downtown street network into two levels of priority: primary parking and secondary parking streets. In most cases, on street, parallel parking will occur on both sides of the street. Secondary parking streets may include parallel parking on one or both sides. In some locations on street parking may be angled to make more effective use of limited space. Any new streets should be designated as secondary parking.”

Primary Parking

“High priority to maximize the supply of on-street parking to the greatest extent possible through the creation and/or retention of on-street spaces. Accommodations that remove parking only to be allowed when no other options are available to provide functionality important to adjacent land uses.”

- 3) Considerations: At the April 2022 DDRC meeting, DTCA-22-00029 was approved to allow the demolition of the former EMSA site, located on the west side of Classen Dr in this block. Information was provided at that time about a proposed mixed use building proposed at that location, Classen Marquette. Included in the attached “Classen Marquette: Street Closure Design Inspiration” is a conceptual Site Plan that illustrates one possible scenario for the redevelopment of this site and the creation of a plaza area between the new development Classen Marquette and Plaza Court, which is located on the east side of Classen Dr in this block.

The applicant has advised that the owners of the adjacent properties intend to go to District Court to vacate this right-of-way if the closure is approved by the City. The ultimate goal is to totally close this area to vehicular traffic and create a plaza.

Easements will be put in place for both pedestrian and bicycle access. Additional easements will also be required for any utility located within the current right-of-way.

The proposed pedestrian plaza would require the following changes: the access into the Plaza Court parking lot would be changed to be one way in from 11th St and one way out to the traffic circle; the northern access drive from the Plaza Court parking lot to Classen Dr would be eliminated; the 14 on-street parking spaces on Classen Dr would be eliminated; and the capacity of the Plaza Court parking lot would be changed from the current 47 spaces to 19.

The usability of the current intersection of Classen Dr, NW 11th and Dewey is anticipated to improve with the removal of vehicular traffic from this “spoke” of the intersection.

The on-street parking spaces largely serve the property owners that are pursuing the closure and they will presumably ensure that their businesses have enough parking. The new development on the EMSA site is anticipated to include parking for tenants and/or customers.

The unusual nature of the street bisecting a block at an angle within what is otherwise a grid sets it up as a bonus space, a unique space that is not part of the regular, predictable circulation and creates an opportunity to close the street without disrupting the overall circulation and character. Additionally, the closure and anticipated pedestrian plaza will enhance the pedestrian environment.

Design Review authority exists from the curb inward, and does not apply from curb to curb. However, if this street right-of-way is subsequently vacated, this area will become private property (the right-of-way is divided down the middle and the adjacent property owners would become the owner of their “half”. This “new” private property would be subject to Design Review/Approval. A Certificate of Approval would be required for any development proposed/changes made to the former street right-of-way.

As previously stated, the applicant has advised that the Traffic volumes for this street are extremely low, and all surrounding streets have the capacity to handle any diverted traffic that may occur. The proposed plaza would enhance pedestrian amenities in this area.

E. **STAFF RECOMMENDATION**

1. Provide a recommendation of **approval** to the Planning Commission for the request to close the right-of-way for Classen Dr, from NW 11th St to NW 10th St with the **conditions** that:
 - a. The property owner will be responsible for providing easements for pedestrian and bicycle access, and for utilities.

STAFF REPORT

Downtown Design Review Committee – Special Meeting

CE-01081

10/26/2022

Note: Staff recommendations do not constitute Committee decisions.

Attachments: Zoning Map, Application, Design Statement, Drawings, Photos.

Case No: CE-1081

Applicant: Midtown REHCO, LLC and B.D. Eddie Enterprises

Location: 1111 Classen Dr.



Aerial Photo from 2/2020



The City of
OKLAHOMA CITY

Application for Closing Public Way or Easement

