

Yukon Economic Development Authority Agenda

Centennial Building - 12 South 5th Street

April 16, 2015 – 4:00 p.m.

The City of Yukon strives to accommodate the needs of all citizens, including those who may be disabled. If you would like to attend this Council meeting but find it difficult to do so because of a disability or architectural barrier, please contact City Hall at 354-1895. We will make a sincere attempt to resolve the problem. If you require a sign-language interpreter at the meeting, please notify City Hall, 500 West Main, by noon, April 15, 2015.

Call to Order: Ray Wright, Chairman

Roll Call: Ray Wright, Chairman
John Nail, Vice-Chairman
John Alberts
Mike Geers
Rena Holland
Ken Smith
Tara Peters

1. Consider approving the minutes of the February 19, 2015 Regular meeting.

ACTION

2. Report from Executive Director with Related Discussion/Questions:

- A. Newly adopted SmartCode Ordinance and support memorandum from Jeff Sabin covering major revisions and amendments**
- B. Third Quarter Status Report**
- C. Updated Community Analysis – April 2015 (handout)**
- D. YEDA Departmental Expense Summary (handout)**
- E. FY 2014-2015 TIF Revenue Collections (handout)**
- F. FY 2014-2015 Hotel/Motel Tax Collections Updated Report (handout)**

3. Setting the date for the next Regular Economic Development Meeting for May 21, 2015 at 4:00 p.m., in the Council Chambers of the Centennial Building, 12 S. Fifth St.

4. Adjournment

Yukon Economic Development Authority February 19, 2015

The Yukon Economic Development Authority met in regular session on February 19, 2015 at 4:00 p.m. in the Council Chambers of the Centennial Building, 12 South Fifth Street, Yukon, Oklahoma.

ROLL CALL: (Present) Ray Wright, Chairman
 John Nail, Vice-Chairman
 Rena Holland
 Ken Smith
 Mike Geers

(Absent) John Alberts
 Tara Peters

OTHERS PRESENT:

| | |
|----------------------------------|--|
| Grayson Bottom, City Manager | Larry Mitchell, Executive Director |
| Doug Shivers, City Clerk | Sara Hancock, Deputy City Clerk |
| Gary Cooper, Technology Director | Amy Phillips, Administrative Assistant |
| Philip Merry, Deputy Treasurer | |

1. Consider approving the minutes of the January 15, 2015 Regular meeting

The motion to approve the minutes of the January 15, 2015 Regular meeting, was made by Ken Smith and seconded by John Geers.

The vote:

AYES: Nail, Holland, Wright, Smith, Geers

NAYS: None

VOTE: 5-0

MOTION CARRIED

2. Report from Executive Director with Related Discussion/Questions:

- A. Public Hearing Schedule for Yukon Planning Commission/City Council
- B. Yukon High School Youth Outreach Endeavor Update
- C. YEDA Departmental Expense Summary
- D. FY 2014-2015 TIF Revenue Collections
- E. FY 2014-2015 Hotel/Motel Tax Collections Updated Report; December 2014 and January 2015 (handouts)

Mr. Mitchell stated we have had two Study Sessions and a Public Hearing. There was one citizen in attendance, Rick Opitz. Mr. Opitz voiced positivity. John Nail was there representing YEDA. We will have another Public Hearing at the Planning Commission

meeting on March 9. Letters have been mailed to property owners. YEDA has received an inquiry and it has been answered. They have also placed notification signs for Public Hearing. Ordinances are ready for approval and will be sent to Council on March 17, which will also include a Public Hearing. Mr. Wright encouraged attendance for the Public Hearing meetings.

Mr. Mitchell updated us on the Yukon High School Youth Outreach Endeavor. They recently spoke to approximately 60 students about demographics, city information and the competitive nature of economic development. Amy Phillips has provided a schedule of the outreach program. Mr. Mitchell encouraged the Trustees to volunteer, if they saw a topic they were interested in.

Mr. Mitchell informed us the YEDA Departmental Expenses were mostly on track. The consulting fees are slightly more due to the SmartCode development.

Mr. Mitchell stated TIF Revenue Collections for month were at \$28,000 and \$132,000 year to date. The monthly collections should start averaging at \$25,000. Sales Tax is at 4% for the month. This could be due to late reporting.

Mr. Mitchell stated the Hotel/Motel Collections were down, but tracking above last year. They are \$224,000 year to date vs. last year's total of \$245,000. Everything is looking good.

3. Informational Material

- A. Discussion of preliminary development agreement for Prairie West, Phase I**
- B. Oklahoma Department of Commerce Request for Information; Project Sam Leads and Locates; Greater Oklahoma City Partnership; February 02, 2015**
- C. Proposed Sun Holdings, LLC Economic Development Project**
- D. Economic Development Administration Grant Application Overview of FY 2015 Economic Development Program (ACOG)**

Mr. Mitchell stated there has been discussion about the Prairie West, Phase I. He has attached information. Mr. Mitchell and Leslie Batchelor are working to draft development agreement. They sent materials to Cliff with a request to engage engineers and get on track in the next eight weeks with grading and utility plans. There is a lot to do in the next 90 days. There have been more meetings to discuss development. They have been positive and encouraging. It is hard to know who people are in regards to developers vs. property managers. We won't know, until money is on the table and the document(s) have been signed.

Mr. Mitchell said the Oklahoma Department of Commerce requested information. Project Sam is a company wanting to move from Nebraska. Mr. Mitchell will be meeting with them this weekend. They want to build and hire 40-50 employees. He has also included other leads, as well as information being circulated.

Mr. Mitchell gave information about the Development Project. A fast food company from Florida is asking for \$100,000 incentive. He hates to say no and is willing to converse. He believes emphasis should focus on Main Street. Mr. Wright stated we should decide what we want and who we want to work with. Mr. Geers stated businesses are coming whether there are incentives or not. Mr. Bottom stated the company has low paying jobs, hard to justify incentives. Mr. Mitchell stated he could work on and present a draft letter for review. Mr. Smith stated you could counter offer. Mr. Nail likes Main St. idea. Mr. Wright stated we have to determine our interest. He is not sure a draft letter is appropriate. It should be case by case. He does not want to de-motivate existing businesses. Mr. Mitchell stated we are getting inquiries more and more.

Mr. Mitchell stated they are presently working on grant and trying to develop relationship with Oklahoma City to develop the Route 66 corridor (Frisco Rd/ Route 66/Banner Rd). Intent is to use existing transportation infrastructure to support light industrial. The grant could lead to future endeavors. Mr. Wright asked if Oklahoma City was interested. Mr. Mitchell stated he thinks so. Mr. Wright stated it would be a bonus for them.

4. Setting the date for the next Regular Economic Development Meeting for March 19, 2015 at 4:00 p.m., in the Council Chambers of the Centennial Building, 12 S. Fifth St.

Mr. Wright stated March 9 is the Public Hearing for Planning Commission and March 17 for the City Council. It is an important time and a big step for the City. He stated this years before when changes were happening on Garth Brooks. Mr. Mitchell stated very challenging, but exciting. He is not sure there will be any items for the next YEDA meeting. There may be amendments for SmartCode.

5. Adjournment



CENTER FOR ECONOMIC DEVELOPMENT LAW

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MEMORANDUM

To: Trustees of the Yukon Economic Development Authority
From: Jeff Sabin, Center for Economic Development Law
Date: April 8, 2015
Subject: Substantive changes to the Urban Gateway SmartCode since draft of 12/12/14

URBAN GATEWAY SMARTCODE ADOPTED

The Yukon City Council formally adopted the Urban Gateway SmartCode regulations ("SmartCode") at its meeting on March 17, 2015, following a series of workshops with the Yukon Planning Commission and meetings with property owners in the Frisco Road TIF district. As a result of these workshops, the SmartCode adopted by Council has some (though not many) significant substantive differences from the SmartCode draft dated December 12, 2014 ("December 12 Draft") that the Trustees recommended for approval. This memo highlights the major substantive changes and provides attachments that provide: (1) a list of all substantive changes made to the SmartCode since the December 12 Draft, and (2) a list of all changes of any nature made to the SmartCode since the December 12 Draft.

MAJOR SUBSTANTIVE CHANGES SINCE DECEMBER 12 DRAFT

- 1. Review and adoption process now mirrors that of standard rezoning applications.

In Section 1.4 of the December 12 Draft, the process for adopting a SmartCode regulating plan consisted of a consolidated internal review by City staff—only administrative approval was required. The rationale behind this provision was twofold. First, sufficient consideration was to be given the design standards put in place in the SmartCode so that the City would have been comfortable with any development proposal that met those standards. By having the primary design considerations take place at the code adoption-level, SmartCode projects would be subject to a permitting process similar to the conventional projects whose designs are approved by right. This leads to the second rationale: making SmartCode applications subject to the same, if not more favorable, permitting process as an incentive by itself. By contrast, the adopted SmartCode requires all development applications to go through the City's standard rezoning application process, including a public hearing, Planning Commission recommendation, and City Council approval, before the development's regulating plan is adopted. This requirement was included to comply with state statutes requiring a public hearing when zoning districts change and to ensure that the SmartCode transects are reflected on the City's zoning map upon adoption of a regulating plan instead of a placeholder "SmartCode" zone that would require interested persons to reference the regulating plan to determine a parcel's specific zoning designation under the plan.

2. *Instructions and phasing of new community scale plans now incorporated.*

The December 12 Draft did not include provisions indicating when new community scale plans may be available to landowners, nor how such plans are to be organized from a design perspective. Sections 3.1 and 3.2 of the adopted SmartCode were added to provide some guidance in these areas. Basically, new community scale plans are permitted by right for any Greenfield area in the City limits, and the plans require a specific set of illustrations, maps, or text to be submitted for review with the rezoning application to the City's Development Services Department. Those illustrations and text need to show a design paradigm centered on one or more Pedestrian Sheds (a term defined in Article 7 of the SmartCode roughly corresponding to an area ¼ mile in radius—the radius in which people are generally more inclined to walk for transport rather than get in a vehicle). The allocation of transect zones within the development (the percentages listed in Table 14) are then required to meet those percentages within each Pedestrian Shed. Essentially, a Pedestrian Shed defines the neighborhood boundaries within a SmartCode development, and each neighborhood must be assured of an adequate mixture of uses and intensity of uses to be walkable. Once the Pedestrian Sheds are established and transects allocated, all of the other design standards can be laid out.

3. *New parking standards in Tables 11A, 11B, and 11C.*

Tables 10B and 11 in the December 12 Draft created a relatively simple means of calculating the required parking spaces—a minimum amount based on general use categories for a building, lowered by the amount of shared parking available. Bicycle parking requirements were similar, only without the provision for shared parking credits. These two tables have been completely reworked into Tables 11A and 11B, which restrict parking to certain maximums. That maximum is the sum of the “Gross Reserved Parking Maximum” (“GPM”) and the “Shared Parking Bonus” for a given building. GPM is the maximum amount of parking reserved for a single building, and is calculated by a set formula in Table 11A plus any environmental bonuses from Table 11B.1. In addition to reserved parking for a particular building, developers may increase the allowed parking if they initiate shared parking arrangements. The amount of shared parking allowed under such arrangements is determined by applying the factors in Table 11B.2 to each building intending to share parking's GPM, with the caveat/limitation that the functions used to calculate the shared parking for each participant in the shared parking arrangement must contribute at least 30% of the allowed shared parking. Table 11C provides two examples on how these parking maximums are calculated and how the shared parking allowances work.

MINOR SUBSTANTIVE AND PROOFREADING CHANGES

In addition to the three major substantive changes to the SmartCode discussed in detail above, there were several smaller substantive changes made to the document. A list and brief description of these changes is included in Attachment “A” to this memo. Through the course of review, a great deal of non-substantive changes were made to the SmartCode, as well. A list of *all* changes made to the SmartCode since the December 12, 2014 Draft is included in Attachment “B.”

ATTACHMENT “A”

City of Yukon Urban Gateway Smart Code

List of Substantive Changes Made Since 12/12/14 Draft

| PAGE(S) | SECTION(S) | DESCRIPTION(S) OF SUBSTANTIVE CHANGE(S) |
|---------|------------|---|
| 8 | 1.2.3 | References to existing City of Yukon Zoning and Subdivision Ordinances expanded to include entire City of Yukon Code of Ordinances |
| 10 | 1.4.2 | Administrative approval of regulating plans altered to require regulating plans to go through regular City of Yukon rezoning processes (i.e., Planning Commission and City Council approval) |
| | 1.5.2 | Deviations from SmartCode regulations eligible for Warrant review expanded to include deviations from area and percentage standards |
| | 1.5.5 | Subsections “b.”, “c.”, and “d.” removed, lessening the types of standards that are not able to seek deviation through Warrant or Variance review |
| 12 | 3.1–3.2 | Entire sections reincorporated into text after erroneously being left out; these sections create basic instructions/procedure for new community scale plans and how to phase the design development of new community scale plans |
| 13 | 3.3.4 | The community unit type, “Transit Oriented Development,” which allowed greater density for areas adjacent to transit stops, was removed |
| 14 | 3.5.3.e | Playground minimum size of 1,500 square feet added |
| | 3.5.4.a | The requirement for public frontages in front of main civic spaces no longer require shelter and benches for transit stops |
| 16 | 3.7.2.b–d | Subsection outlining bicycle lane requirements removed (Table 4C now addresses these requirements); subsequent subsections 3.7.2.c–d renumbered accordingly |
| | 3.7.2.c | Renumbered as 3.7.2.b (as per previous change above); the phrase “with the exception of limited access highways” removed because limited access highways are not an allowable street type within a new community scale plan |
| 17 | 3.9.1.h | “City of Yukon Historic Preservation Laws” changed to “applicable local, state, or national historic preservation regulations” because City currently lacks historic preservation regulations; if the City adopts in future, this phrase will cover those regulations in addition to covering state or national regulations |
| 18 | 4.1.5 | The minimum land size necessary to be eligible for creation of a special area plan has been decreased from 10 acres to 5 acres |

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| 19 | 4.2.3.a | Infill TOD community unit type removed |
| | 4.3.1 | Infill regulating plans no longer require separate calibration of transect zone standards (“should” changed to “may” in subsection 4.3.1.a) |
| 20 | 4.6.5 | “Local Preservation Organization” changed to “any local, state, or national historic preservation organization” (part of consistent set of changes to provide for currently applicable state and national historic preservation laws, while encompassing any future City preservation laws, as well) |
| | 4.6.6 | Last sentence changed to “Parking requirements are dictated by Table 10, Table 11A, Table 11B, and Table 11C.” |
| 21 | 4.7.1.h | Last sentence changed to require approval of “applicable local, state, or national historic preservation regulations” (again, part of set of changes to provide for varying applicable preservation laws) |
| 22 | 5.2.5 | Preservation offices and officers expanded (changes made as part of consistent set of changes to provide for varying applicable preservation laws) |
| 23 | 5.3.1.h | “Municipal Preservation Standards and Protocols” changed to “preservation standards and protocols adopted by the official local, state, or national preservation organization responsible for such designation” (again, set of changes to provide for varying applicable preservation laws) |
| | 5.5.1 | Variance procedure language amended to be consistent with existing City procedures |
| 26 | 5.9.1.a–g | Density and parking calculations changed to reflect Table 14 and Tables 10–11C |
| | 5.9.1.b-g | Broken up into new subsections 5.9.2 and 5.9.3 |
| 27 | 5.11.3.d | Subsection removed so that lawns don’t require Warrant review in T3 |
| | 5.11.4.c | Subsection removed so that lawns aren’t regulated as landscaping in T4 |
| 31 | ST-40-19 | Extra traffic lane added to ST-40-19 street type, and appropriately renamed “ST-40-24” to reflect new dimensions |
| 34 | CS-50-22 | Street types removed; following pages renumbered accordingly (numbers below in this document outlining changes reflect new numbering) |
| | CS-55-29 | |
| 35 | CS-100-64 | Center turn lane added and sidewalk width shortened, name of thoroughfare assembly changed to “CS-100-66” to reflect to dimensions |
| 36 | AV-75-40 | Name changed to “AV-75-50” to reflect following changes: <ul style="list-style-type: none"> • Added “+ 1 Turn Lane at intersections (Optional)” to Traffic Lanes • Sidewalk changed to 8 feet • Planter Type changed to “4’ x 7’ tree well and continuous median Planter” |

| | | |
|-------|--------------------------|---|
| | | <ul style="list-style-type: none"> • Removed “or Swale” from Curb Type • Changed Landscape type to “Trees between parking spots and at 30’ o.c. Avg. in median” • Bike lanes added |
| | AV-90-66 | Street type altered as follows: <ul style="list-style-type: none"> • Sidewalk changed to 8 feet • Planter changed to 8 feet • Removed Swale from Curb Type • Changed Landscape type to “Trees between parking spots and at 30’ o.c. Avg. in median” • Bike lanes added |
| | Bottom | “Permitted by Warrant Only” removed |
| 39 | Description | Substitution of alternative designs approved by local electric utility now allowed by Warrant |
| 40 | Description | Last sentence replaced with two new sentences describing the caliper required to be considered “street trees” vs. “parking environment requirements” |
| 43 | All | Removed several charts that were not reflective of calibrated standards |
| 45 | 10.a–b | The parking limitations on density/building function have generally been lowered to reflect the new parking maximums in the new Tables 11A, 11B, and 11C |
| | 10.d | Increased “Restricted Retail” limits for food service from seating no more than 20 to no more than 30 |
| N/A | Table 10B | Table removed; bicycle requirements now addressed in Table 4C |
| 46–47 | Tables 11A, 11B, and 11C | Tables added, creating a scheme where there are base parking maximums that may be increased through use of share parking or parking lot design elements that allow for a prescribed bonus; Table 11C illustrates how the system works |
| 50 | Table 14.b | Base residential densities adjusted for T3–T6 to allow for higher densities |
| | Table 14.c | Maximum block perimeter lengths lowered overall for T3–T6 |
| | Table 14.f | Lot Widths decreased in size for T3 (from 72 feet to 50 feet) |
| | Table 14.g | 50-foot maximum front setback added for T3 |
| | | Side setback for T3 changed from 12 feet to 6 feet |
| 57–67 | Article 7. Definitions | Following Definitions removed: <ul style="list-style-type: none"> • “BRT” • “Bus Rapid Transit” • “DDC” • “GIS” • “Rural Boundary Line” |

ATTACHMENT “B”

City of Yukon Urban Gateway Smart Code

List of All Changes Made Since 12/12/14 Draft

| PAGE(S) | SECTION(S) | DESCRIPTION(S) OF CHANGE(S) |
|------------|-------------------------------|---|
| Throughout | All | Style changes to add color; updated footer |
| 2 | 2 nd bullet point | “Transit-Oriented Development (TOD)” removed |
| | 12 th bullet point | “parametrically” removed |
| | n/a | Logos and authorship statement added |
| 3 | n/a | Under “Community Unit – Open Lands,” removed second “none” |
| 4 | n/a | “Urban Gateway” added to second line |
| | n/a | “Regional Center” removed from parentheses in description of “RCD” |
| | n/a | “(they are parametric)” removed from description of “C. Transect Zones” |
| 5 | n/a | Graphic depiction of transect zones added |
| 8 | 1.1.2 | Extra period removed at end of section |
| | 1.2.2 | Hyphens removed from “development- and building-related” |
| | 1.2.3 | “Zoning” and “City of Yukon, Oklahoma Subdivision Ordinances” removed |
| | 1.3 | Oxford comma added |
| 9 | 1.3.2.a | Oxford comma added |
| 10 | 1.4.1 | “process administratively” reworded as “administratively process” |
| | 1.4.2 | Sentence beginning with “New Community Scale Plans” added |
| | 1.5.2 | “, area, or percentage” added to types of deviation in last sentence |
| | 1.5.5 | “b.”, “c.”, and “d.” removed |
| 12 | 3.1 | Entire sections added |
| | 3.2 | |
| 13 | 3.3.2.a | Indentation fixed |
| | | “Infill RCD acreage” changed “Infill TND acreage” |
| | 3.3.2.d | Extra space at beginning of section removed |
| | 3.3.3.b | Period inserted after “b” |
| | 3.3.3.c | Indentation fixed |
| | 3.3.4 | Entire section removed |
| | 3.5.1.e | Oxford comma added |
| | 3.5.2 | Page break inserted before section |
| 14 | 3.5.3.b | Period inserted at end of last sentence |
| | 3.5.3.e | “and be at least 1,500 sq. ft. in size” added |

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| | 3.5.4.a | Sentence requiring shelter and transit stop removed |
| | | Indentation fixed |
| | 3.5.4.d | Indentation fixed |
| 16 | 3.7.2.b | Subsection removed; subsequent subsections renumbered accordingly |
| | 3.7.2.c | Renumbered as “b”; “with the exception of limited access highways” removed |
| | 3.7.3.a | References to Tables 4A and 4B changed to Table 4C |
| 17 | 3.8.4.c | Spacing fixed |
| 17 (cont.) | 3.8.5 | References expanded to include Tables 11A, 11B, and 11C |
| | 3.9.1.e | Reference to Table 4A changed to Table 4C |
| | 3.9.1.h | “City of Yukon Historic Preservation Laws” changed to “applicable local, state, or national historic preservation regulations” |
| 18 | 4.1 | Extra space removed from “4. 1” |
| | 4.1.1 | “areas designated as Infill” changed to “Infill areas” |
| | 4.1.3.c | References to Tables 3A, 3B, 4A, and 4B removed |
| | 4.1.5 | “30 acres” changed to “5 acres” in first line |
| 19 | 4.2.3.a | Infill TOD removed |
| | 4.3.1 | “should” changed to “may” |
| 20 | 4.6.5 | “Local Preservation Organization” changed to “any local, state, or national historic preservation organization”; “the” before word “any” removed |
| | 4.6.6 | Last sentence changed to “Parking requirements are dictated by Table 10, Table 11A, Table 11B, and Table 11C.” |
| | 4.6.7.e | Reference to Table 4A changed to Table 4C |
| 21 | 4.7.1.h | Last sentence changed to require approval of “applicable local, state, or national historic preservation regulations” |
| 22 | 5.2.5 | “Oklahoma State Preservation Office” changed to “any official local, state, or national historic preservation organization “approval by the Oklahoma State Historic Preservation Office” changed to “approval by the preservation organization responsible for such designation” |
| | 5.2.6 | Reference to Table 11 expanded to include Tables 11A, 11B, and 11C |
| 23 | 5.3.1.h | “Municipal Preservation Standards and Protocols” changed to “preservation standards and protocols adopted by the official local, state, or national preservation organization responsible for such designation” |
| | 5.5.1 | “, in public hearing of the City Council” changed to “pursuant to the Existing Local Codes.” |
| 25 | 5.7.4.a | Oxford comma added |
| | 5.8.2.a | Indentation fixed |
| | 5.8.3.a | Sentence reworded to “The first story of all Frontage Facades shall be no less than 30% glazed with clear glass.” |

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| | 5.8.5.c | Sentence reworded to “The first story of all Frontage Facades shall be no less than 60% glazed with clear glass.” |
| 26 | 5.9.1.a | Subsection reworded |
| | 5.9.1.b-g | Broken up into 5.9.2 and 5.9.3 |
| | 5.9.2 | Comma after “T4” removed |
| | 5.10.2 | Completely rewritten |
| | 5.10.3 | Reference to Table 3B.f removed |
| 27 | All | Indentation fixed |
| | 5.10.5.d–5.11 | Extra period between sections removed |
| | 5.11.3.d | Subsections removed |
| | 5.11.4.c | |
| 28 | T-3 | “that” changed to “with” |
| | | “Type of Civic Space” made boldface font |
| | T-5 | “building” changed to plural “buildings” |
| | T-6 | Extra spaces before “Medium,” “Shallow,” and “Stoops” removed in right column |
| 29 | Description | Sentence starting with “They replicate closely the thoroughfare standards” removed |
| | Table 4C | Row borders made to match stylistically |
| 31 | ST-40-19 | Extra lane added to thoroughfare assembly, and renamed “ST-40-24” |
| 34 | CS-50-22 | Thoroughfare assemblies removed; following pages renumbered accordingly (numbers below in this document outlining changes reflect new numbering) |
| | CS-55-29 | |
| 35 | CS-100-64 | Road slightly widened, name of thoroughfare assembly changed to “CS-100-66” |
| 36 | AV-75-40 | <p>Changed to AV-75-50</p> <ul style="list-style-type: none"> • Added “+ 1 Turn Lane at intersections (Optional)” to Traffic Lanes • Sidewalk changed to 8 feet • Planter Type changed to “4’ x 7’ tree well and continuous median Planter” • Removed “or Swale” from Curb Type • Changed Landscape type to “Trees between parking spots and at 30’ o.c. Avg. in median” • Bike lanes added |
| | AV-90-66 | <ul style="list-style-type: none"> • Sidewalk changed to 8 feet • Planter changed to 8 feet • Removed Swale from Curb Type • Changed Landscape type to “Trees between parking spots and at 30’ o.c. Avg. in median” • Bike lanes added |
| | Bottom | “Permitted by Warrant Only” removed |
| 39 | Description | Substitution of alternative designs now allowed by Warrant |
| 40 | Title | “Public Planting” now “Landscape Standards” |

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| | Description | Last sentence replaced with two new sentences about measuring caliper |
| 41 | a, b, c | Indentation fixed |
| | 2 nd column | Spacing made uniform |
| | b | “from and awning” now “from an awning”; Oxford comma added in first sentence |
| | e | Reworded to: “e. Max Size: must not obscure more than 20% of required first floor windows on any façade.” |
| | g | “fixed” now capitalized and spacing fixed |
| 43 | Description | “N = Maximum height as specified in Table 14k” removed Removed second and third sentences, replaced with adding “as specified in Table 14k and Article 5, Section 5.7.1” to end of first sentence |
| | All | Added reference to § 5.7.1.d; added minimum building height call out on diagrams; removed several charts |
| 45 | Title | Changed to “Table 10” |
| | 10.a | T2 and T3—Changed “2.0” to “1.0” |
| | | T4—Removed second part of sentence, added reference to Table 11A; changed “1.5” to “1.0” |
| | | T5 and T6—End of sentences changed to “Lot is limited by the Base Residential Density specified by Table 14b” |
| | 10.b | T2 and T3—parking changed from 1.0 to 0.75 |
| | | T4—Reference to Tables 11A and 11B added |
| | 10.d | Changed Restricted Retail limits for food service from seating no more than 20 to no more than 30 |
| N/A | Table 10B | Table removed |
| 46 | Table 11A | Table added |
| | Table 11B | Table added |
| 47 | Table 11C | Table added; third calculation under apartment example “52.25” changed to “52.5”; extra quotation mark at end of page removed |
| 48 | Description | Second sentence removed |
| 49 | e | Space inserted between “A” and “playground” in second subsection |
| 50 | All | Borders cleaned up |
| | | Asterisks removed |
| | b | Base residential densities adjusted for T3, T4, and T6 |
| | | “By TDR” row removed |
| | c | Block Perimeters changed |
| | d | “HW” row removed |
| | f | Lot Widths decreased in size |
| Max front setback added for T3 Side setback changed for T3 | | |
| 51 | Right column | Random hyphen removed from end of #3 in “Building Configuration” |

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| 55 | All | <ul style="list-style-type: none"> • random bold lines in sections d., e., and g. fixed • Maxes added to several sections • Removed “By TDR” from section b. • “6” changed to “24” in section b. By Right • Section b. Other Functions changed from “0%-100%” to “10% - 90%” • Section c changed “No Maximum” to “3500 ft.” • Section d. “By Variance” changed to “By Warrant” • Added Secondary Setback to section g • “No Max” changed to “8 stories max” in section j • Section k. blank lines fixed, and all changed to “Open Use” |
| Article 7 | Definitions | <p>Following Definitions removed:</p> <ul style="list-style-type: none"> • “BRT” • “Bus Rapid Transit” • “DDC” • “GIS” • “Rural Boundary Line” <p>Other changes:</p> <ul style="list-style-type: none"> • Indentation fixed on Page 58 • Table references removed from “Curb” definition • “Design Speed” reference changed to Table 4C • “Driveway” reference to Section 3B-f removed |



YUKON ECONOMIC
DEVELOPMENT AUTHORITY

DATE: April 13, 2015
FROM: Larry Mitchell, YEDA Executive Director
TO: Yukon City Council
RE: Yukon Economic Development Authority – Quarterly Report; No. 3

MEMORANDUM

The Memorandum of Understanding (MOU) between the City of Yukon and the Yukon Economic Development Authority requires the Authority to keep the City Council well informed about all major implementation projects or activities by providing a quarterly report. During the third quarter of the FY 2014-2015 fiscal year, the following narrative summary covers the Authority's financial report and project activities;

A. Financial Report:

The Authority has received sales tax collections in the amount of \$74,223.61 for the third quarter and revenues of \$150,391.49 for the fiscal year beginning July 01, 2014 (Exhibit 1). With nine months of the fiscal year in the books, we are confident that total sales tax revenues for the T.I.F. District will reach the \$200,000 mark by June 30, 2015. In addition, the opening of four new retail businesses will generate over \$225,000 in dedicated sales tax dollars for the City of Yukon.

B. Adoption of Urban Gateway SmartCode Ordinance and Supplemental Overlay District:

On January 15, the Authority unanimously passed a resolution approving the SmartCode Ordinance and Overlay District for the Frisco Road Economic Development Project Area. The resolution included a recommendation that the Yukon Planning Commission and City Council consider and approve the proposed amendments to the Yukon Zoning Ordinance. Subsequently, the Planning Commission held two public hearings to provide community residents with an opportunity to discuss, comment, and question the merit/benefits of the SmartCode Ordinance. A part of this public comment period included the mailing of over seventy (70) property owner notice letters, posting of the notice in the Frisco Road TIF District, and placing a legal ad in the Yukon Review.

The two ordinances calling for the creation of an Urban Gateway Smart Code and Overlay District were unanimously approved by the Planning Commission on March 9th. The City Council agreed with the recommendation and passed the new mixed-use development ordinances at their March 17th City Council Meeting.

C. Submission of EDA Economic Adjustment Grant Application:

The Economic Development Authority recently formed a working partnership with Oklahoma City and Canadian County (Exhibit 2) to submit an EDA Economic Adjustment Grant through ACOG (Association of Central Oklahoma Governments). The technical assistance grant will help the Authority evaluate potential industrial, warehousing, and business park locations between Frisco Road and the C.E. Page Airport. The property assessment will include a comprehensive utility survey, infrastructure capacities, and development potential along the Route 66/I-40 transportation corridor. The City of Yukon and the City of Oklahoma City will partner on the study and provide the required fifty (50) percent local match.

If the grant application is approved by EDA, the technical assistance project should start in the fourth quarter of 2015.

D. Yukon Economic Development Authority Youth Outreach Endeavor:

On November 13, 2014, the Economic Development Authority approved a recommendation to participate in the Yukon High School Junior Achievement program, taught in conjunction with the Economics class, in the form of guest speaking/community advising. This outreach endeavor was developed due to a request made by the Authority Trustees last October in an effort to help promote business education and guide our future business leaders and entrepreneurs. Since the endeavors inception, we have presented five segments, consisting of 6 speakers, who shared presentations on the following topics: how to start a business/decide what business is right for you, the Federal Reserve's local presence in Oklahoma, fact's about Yukon's market and competition, small business loans offered by the Small Business Administration, and personal testimonials from two local business owners about starting their operations.

E. Yukon Community Analysis – April 2015:

The Authority has continuously updated community marketplace demographics and economic data every six months beginning in December, 2013 (Exhibit 3). The community analysis is compiled from U.S. Census data collected for the Yukon zip code rather than just the Yukon City limits. The result is a more comprehensive "snap-shot" of the economic activity taking place in eastern Canadian County. For example, total population for the Yukon zip code is estimated to be 68,000 versus a city population of 27,000. The newest report reflects a population growth rate of 18.31% with the area growing by nearly 700 persons per quarter.

The most important economic data in the April 2015 report shows median household income at \$65,242 which is nearly \$20,000 above the state average. The second most important demographic is the drive-

time/population number that estimates a market population of 182,774 within 15 minutes of Yukon and having an average household income of \$66,582.

The final piece of the report includes a new Market Outlook-GAP Analysis that summarizes demand, supply, and the resulting market gap for various goods and services. The report shows, for example, that demand for grocery stores is nearly 50% higher than the current supply (\$110,943,008-\$57,701,447=\$53,241,561). Several other businesses including; Department stores, Health and personal care, Clothing stores, Full-service restaurants, Home Furnishings, and Jewelry goods show similar market gaps.

A complete Yukon Community Analysis report will be delivered to the City Council on April 21, 2015.

F. Appointment of new Trustee:

The results of the recent City Council election will mean that the Authority will soon be losing Ken Smith, Trustee #1, as one of the two City Council representatives to the Authority. Under the Trust Indenture, Trustee #1 was appointed to an initial four (4) year term that expires or ends on June 30, 2017. The successor Trustee, once nominated by the Mayor and approved by the City Council, shall serve the remaining two (2) years of the initial term. All subsequent terms shall be for a term of six (6) years ending on June 30th of the sixth year.

**YUKON ECONOMIC DEVELOPMENT AUTHORITY
FRISCO ROAD TIF PROJECTED BUDGET FY14-15**

Exhibit 1

Financial Activity Report - March 2015

TIF DISTRICT REVENUES

| Account Number | Tax Revenue | 2013-2014 Actual | 2014-2015 Estimated | Actual Monthly Collection | 2014-2015 Total |
|----------------|------------------------|------------------|---------------------|---------------------------|-------------------|
| | Sales Tax | 0 | 350,000.00 | 18,393.36 | 150,391.49 |
| | Use Tax | 0 | 30,000.00 | 0 | 0 |
| | Hotel/Motel Tax | 0 | 0 | 0 | 0 |
| | Total | 0 | 380,000.00 | 18,393.36 | 150,391.49 |

TIF DISTRICT EXPENDITURE

| Account Number | Expenditure | 2013-2014 Actual | 2014-2015 Estimated | 2014-2015 YTD Actual | Project Balance |
|----------------|------------------------------------|------------------|---------------------|----------------------|----------------------|
| | Public Improvements | 0 | | | |
| | Extension of Health Center Parkway | | 300,000.00 | | |
| | Total | | | | 25,000,000.00 |

| | | | | | |
|--|-------------------------------|---|--|--|----------------------|
| | Development Assistance | 0 | | | |
| | NA | | | | |
| | Total | | | | 10,000,000.00 |

| | | | | | |
|--|--|---|-----------|--|---------------------|
| | Project Implementation | 0 | | | |
| | *Professional Services - Review Prairie West Master Plan | | 30,000.00 | | |
| | Total | | | | 1,000,000.00 |

| | | | | | |
|--|----------------------------|---|--|--|---------------------|
| | Program Contingency | 0 | | | |
| | NA | | | | |
| | Total | | | | 1,000,000.00 |

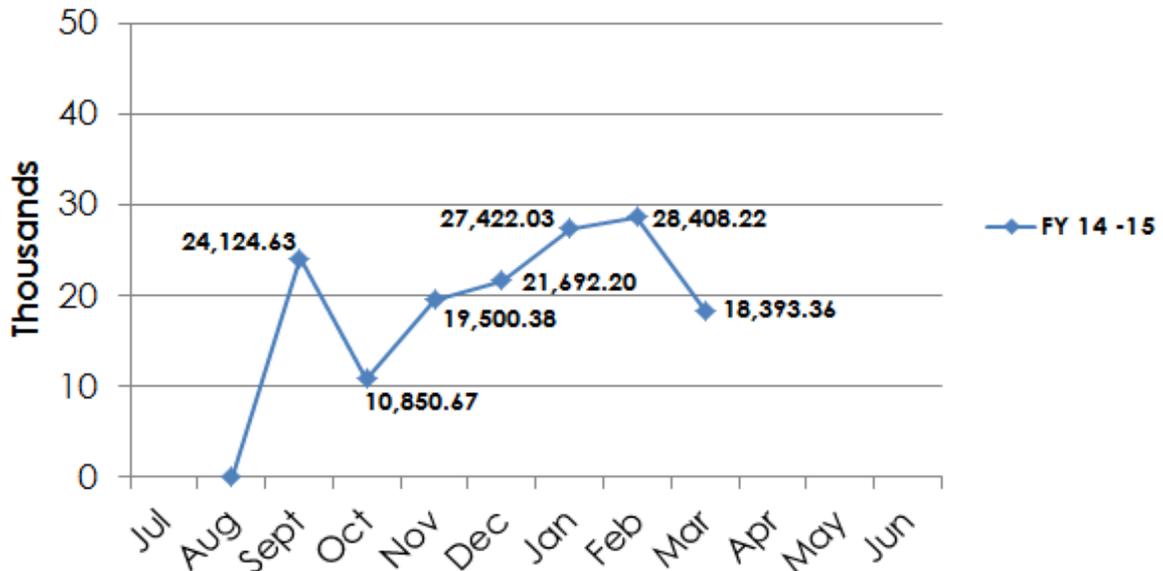
| | | |
|--------------|-------------------|----------------------|
| Total | 330,000.00 | 37,000,000.00 |
|--------------|-------------------|----------------------|

**YUKON ECONOMIC DEVELOPMENT AUTHORITY
FRISCO ROAD TIF PROJECTED BUDGET FY14-15**

Eligible Expenses

| Project Number | Pending Obligation | 2013-2014 Actual | 2014-2015 Proposed | 2014-2015 YTD Actual | Remaining Balance |
|-------------------------|---|------------------|---------------------|----------------------|-------------------|
| 30715(04) (ODOT) | Phase 1 design - I40/Frisco | 0 | 750,000.00 | 0 | 0 |
| 30715(04) (ODOT) | Phase 2 design - I40/Frisco | 0 | 965,000.00 | 0 | 0 |
| 30715(04) (ODOT) | Construction of I40/Frisco Road | 0 | 5,600,000.00 | 0 | 0 |
| E232.00 (City/Triad) | Engineering for Health Center Parkway/Prairie West Boulevard | 0 | 124,560.00 | 0 | 0 |
| Total | | | 7,439,560.00 | | |

**TIF District Revenues
FY 2014-2015**





The City of
OKLAHOMA CITY
MAYOR MICK CORNETT

March 10, 2015

Mr. Larry Mitchell
Executive Director
Yukon Economic Development Authority
458 Main Street
Yukon, OK 73099

Dear Mr. Mitchell:

Please regard this letter as the City of Oklahoma City's formal commitment to provide \$30,000 of cash and in-kind financial support for the I-40/U.S. 66 Corridor Industrial Site Evaluation Study. It is anticipated the City will provide \$20,000 in cash as well as the cost of personnel time worth \$10,000. If less staff time is required, the City will provide additional cash up to a maximum of \$30,000. It is the City's intent to support this project with in-kind services as required to complete the project.

Thank you for your efforts on this project.

Sincerely,

A handwritten signature in black ink that reads "Mick Cornett".

Mick Cornett
Mayor

OFFICE OF

County Commissioners

201 N. CHOCTAW
CANADIAN COUNTY, OKLAHOMA
EL RENO, OKLAHOMA 73036

Phil Carson, District No. 1
David Anderson, District No. 2
Jack Stewart, District No. 3

County Commissioners Office Phone
(405) 262-1070, Ext. 6200
(405) 422-2429 FAX

March 16, 2015

Camille Nellans, Action Director
Economic Development Administration
U.S. Department of Commerce
903 San Jacinto Blvd., Suite 206
Austin, Texas 78701

Dear Ms. Nellans:

Canadian County is the fastest growing county in the State of Oklahoma. It is located immediately west and adjacent to Oklahoma County. Approximately 1/3 of its citizens are also citizens of Oklahoma City. The proposed corridor of study is currently rural and only ½ mile west of a heavily populated urban area.

There is oil related development presently occurring between 3 & 4 miles west of this corridor on S.H. 66. It is therefore logical to believe that this corridor will be the next to fill in and to have it studied via an EDA Economic Development Technical Assistance Grant would be a huge bang for the buck.

Canadian County is supportive of an I-40/S.H.66 Corridor analysis being performed.

Sincerely,



Jack Stewart, PE, CFM
Chairman, Board of Canadian County Commissioners



An Equal Opportunity Employer



Yukon, Oklahoma

The City of Yukon is a suburb on the western boundary of Oklahoma City. It is located on Interstate 40 and is a quick 15 minute drive from downtown Oklahoma City. The western loop of the Kilpatrick Turnpike is nearby. Yukon is located in Canadian County, which is the fastest growing area in the state of Oklahoma.

Yukon's potential 200+ acre commercial site is adjacent to I-40 and offers many attributes. It benefits directly from the increasing Oklahoma City metro area traffic counts and the growing volume of traffic from the western Oklahoma communities into the metro area. The site is also convenient to several expanding residential neighborhoods located in Yukon, western Oklahoma City, Mustang, and El Reno.

FRISCO ROAD RETAIL TIF DISTRICT



CANADIAN COUNTY ECONOMIC DATA

| | |
|-------------------------------------|----------|
| Median Household Income: | \$63,629 |
| State Median Household Income | \$45,339 |
| Households making \$200,000 or more | 3.3% |
| 2013 County Unemployment Rate | 4.6% |
| 2014 County Unemployment Rate | 3.9% |

METRO GROWTH FORECAST

Recent Growth (2005-2010)

- Added 66,080 Residents

Projected Growth (2010-2040)

- Add 450,000 residents

- Add 270,000 jobs

FOR MORE INFORMATION CONTACT:

Grayson Bottom
City Manager
gbottom@cityofyukonok.gov

City of Yukon, Oklahoma
405.350.4700
www.cityofyukonok.gov

Tammy Kretchmar DeSpain
Assistant City Manager
tdeSpain@cityofyukonok.gov

Larry Mitchell
YEDA Executive Director
lmitchell@cityofyukonok.gov





Yukon is thriving.

YUKON PRIMARY TRADE AREA

April 2014

65% of Closest Customers
2013 Census Estimate (14 Minute Drive Time)

| | |
|---------------------------------------|----------|
| 2013 Population: | 105,440 |
| 2013 Median Household Income: | \$57,041 |
| 2013 Employees: | 50,133 |
| 2011 Traffic Count: VPD (Mustang Rd.) | 59,500 |

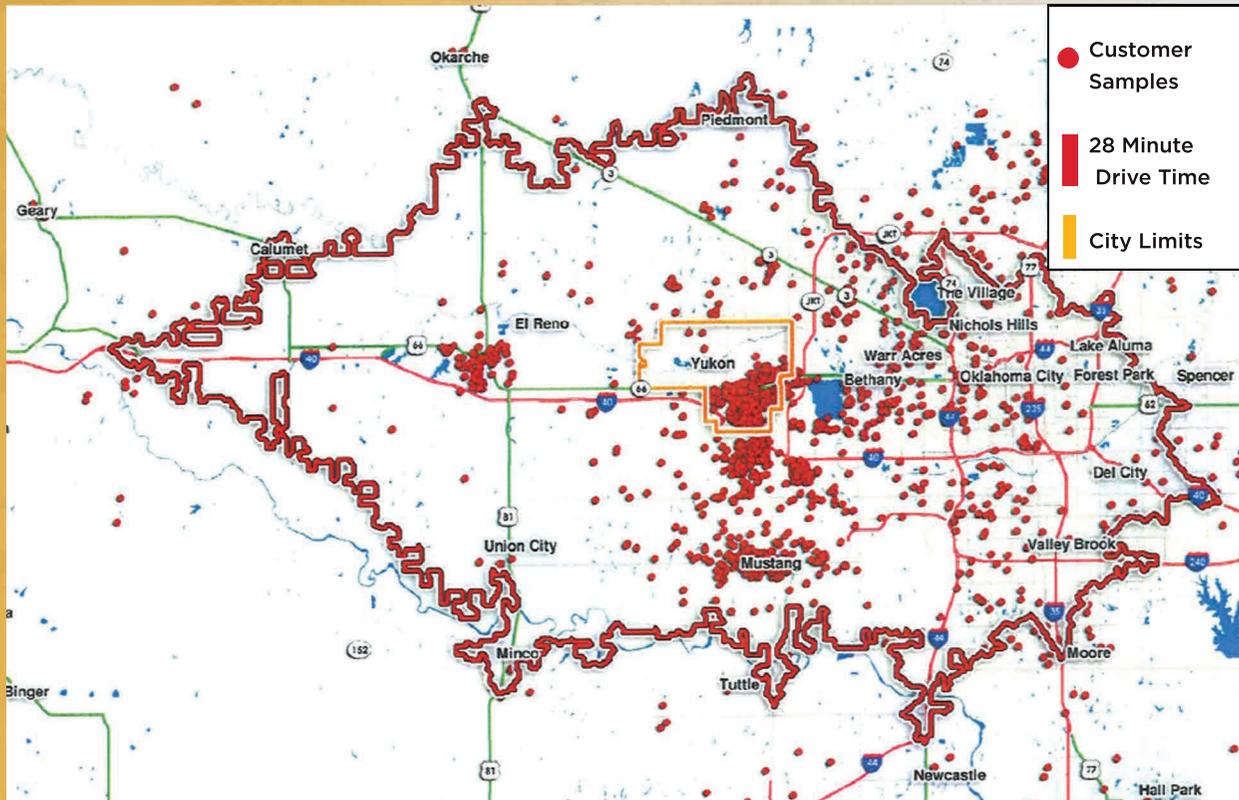
YUKON SECONDARY TRADE AREA

April 2014

85% of Closest Customers
2013 Census Estimate (28 Minute Drive Time)

| | |
|---------------------------------------|----------|
| 2013 Population: | 611,933 |
| 2013 Median Household Income: | \$48,368 |
| 2013 Employees: | 396,919 |
| 2011 Traffic Count: VPD (Mustang Rd.) | 59,500 |

YUKON, OKLAHOMA SECONDARY RETAIL TRADE AREA



Yukon is within the defined Oklahoma City metropolitan area, which experts say is:

- Yukon ranked No. 3 "Best Places to Live in the State" according to Movoto Blog, February 2014.
- CNN Money ranked Canadian County as the 25th fastest growing county in America for job growth.
- Ranked 7th as "Best Metros for Small Business" according to The Business Journals, April 2014.
- 9th among America's most affordable cities according to Forbes, March 2014.
- Listed 7th on CNN Money's "10 Fastest Growing Cities" list, March 2014.
- Ranked No. 9 on NerdWallet.com's "10 Best U.S. Cities for Job Seekers" list, January 2014.
- Yukon ranked #42 in the top 50 U.S. Suburbs by Caldwell Banker, 2014.

