MIDWEST CITY

Where the Spirit Flies High

CITY COUNCIL AGENDA

CITY COUNCIL AGENDA

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

February 24, 2026 - 6:00 PM

Presiding members: Mayor Matthew Dukes

Ward 1 Vacant (Brian Triger)	Ward 2 Pat Byrne	City Staff:
Ward 3 Rita Maxwell	Ward 4 Marc Thompson	City Manager Tim Lyon
Ward 5 Sara Bana	Ward 6 Rick Favors	City Clerk Sara Hancock
		City Attorney Don Maisch

A. CALL TO ORDER.

B. OPENING BUSINESS.

1. Invocation by Assistant City Manager Vaughn Sullivan
2. Pledge of Allegiance
3. Community-related announcements and comments

C. DISCUSSION ITEM.

1. Discussion, consideration and possible action of appointing Brian Triger as the Ward 1 City Council Member replacing former Ward 1 City Council Member, Susan Eads who resigned from office, until Brian Triger can be sworn in as the new City Council Member on April 20, 2026, and appointing Mukesh Patel, Library Commissioner, Metropolitan Library Commission to administer the oath. (D. Maisch – City Attorney).

D. CONSENT AGENDA. These items are placed on the Consent Agenda so the Council members, by unanimous consent, can approve routine agenda items by one motion. If any Council member requests to discuss an item(s) or if there is not unanimous consent, then the item(s) will be removed and heard in regular order.

1. Discussion, consideration and possible action to approve the meeting minutes for January 27, 2026. (City Clerk - S. Hancock)
2. Discussion, consideration, and possible action declaring a Market Forge Deep Fryer, a Garland oven/cook top, a Larkin Industries Ansel vent hood and a Manitowoc Ice Maker as surplus and authorizing disposal by public auction, sealed bid or other means as necessary. (City Manager's Office - V. Sullivan)
3. Discussion, consideration, and possible action to declare (1) GMC Terrain and its contents as surplus and authorizing disposal by public auction, sealed bid, or other necessary means. (Police Chief - G. Wipfli)
4. Discussion, consideration, and possible action of 1) declaring various computer

equipment and other miscellaneous items of City property as obsolete, defective, or replaced; and 2) authorizing their disposal by public auction, sealed bid or other means as necessary. (Information Technology - A. Stephenson)

5. Discussion, consideration, and possible action to declare (9) LifePak 1000 Defibrillators as surplus and authorizing disposal by public auction, sealed bid, or other means as necessary. (Fire - D. Beabout)

6. Discussion, consideration and possible action of approving supplemental budget adjustments to the following funds for FY 2025-2026 increase: Park & Recreation fund, expenditures/Capital Outlay Remodel (06) $82,224. (Finance- T. Cromar)

7. Discussion, consideration, and possible action of approving a project agreement for State Job Number 36953(04), with the Oklahoma Department of Transportation (ODOT) to receive $614,800 in federal funds for Citywide Pavement Marking/Striping Project 7. (Public Works - R. Paul Streets)

8. Discussion, consideration, and possible action of declaring miscellaneous equipment from the Public Works Department as surplus and authorizing their disposal by sealed bid, public auction or by other means as necessary. (Public Works - R. Paul Streets)

9. Discussion, consideration, and possible action of nominating City Manager, Tim Lyon, to continue serving on the Oklahoma Municipal Assurance Group Board of Trustees. (Risk Manager - L. Smithson)

C2. DISCUSSION ITEMS CONTINUED.

1. (MP-00029) Public hearing, discussion, consideration, and possible action of approval of a Minor Plat for a tract of land described as BLK 001 LOT 003 of the 29th and Douglas Apartments, located in Midwest City, Oklahoma. (Community Development - M. Summers)

2. (PC-2237) Public hearing, discussion, consideration, and possible action for a Special Use Permit to allow the use of a church (*Low Impact Institutional: Neighborhood Related)* in the R-6, Single-Family Detached Residential district for the property located at 9201 SE 15th Street, Midwest City, Oklahoma 73110. (Community Development - M. Summers)

3. Public hearing, discussion, consideration, and possible action to adopt the Midwest City Comprehensive Plan 2045 (Community Development - M. Summers)

E. NEW BUSINESS/PUBLIC DISCUSSION. "In accordance with State Statue Title 25 Section 311. Public bodies - Notice. A-9, the purpose of the "New Business" section is for action to be taken at any Council/Authority/Commission meeting for any matter not known about or which could not have been reasonably foreseen 24 hours prior to the public meeting. The purpose of the "Public Discussion" section of the agenda is for members of the public to speak to the Council on any subject not scheduled on the regular agenda. The Council shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Council will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. THOSE ADDRESSING THE COUNCIL ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE COUNCIL."

F. EXECUTIVE SESSION.

1. Discussion, consideration, and possible action of, 1) entering into executive session, as allowed under 25 O.S. § 307 (B) (7) to discuss a matter where disclosure of the information would violate confidentiality requirements of state and/or federal law concerning who is participating in the City's Health Benefits Program; and 2) in open session, voting on a Resolution to adopt the City Council's policy on participation if certain requirements are met. (City Manager - T. Lyon)

C3. DISCUSSION ITEM CONTINUED.

1. Discussion, consideration and possible action of approving a Resolution concerning City Council Members, both current and past, access to the City's Health Benefits Program and elimination of subsidies to City Council Members. (T. Lyon – City Manager).

G. FURTHER INFORMATION.

1. Review of the City Manager's Report for the month of January 2026. (Finance - T. Cromar)

2. Review of the January 6, 2026 Planning Commission Meeting Minutes. (Community Development - M. Summers)

3. Monthly report on the City of Midwest City Employees' Health Benefits Plan by the City Manager. (Human Resources Director - T. Bradley)

4. Monthly Building report for January 2026 (Community Development - M. Summers)

H. ADJOURNMENT.

MIDWEST CITY
Where the Spirit Flies High

DISCUSSION ITEMS

City Attorney, Donald D. Maisch
100 N. Midwest Boulevard
Midwest City, OK 73110
DMaisch@midwestcityok.org
Office: 405.739.1203
www.midwestcityok.org

MEMORANDUM

To: Mayor and Members of the City Council

From: Don Maisch
City Attorney

RE: Discussion, consideration and possible action of appointing Brian Triger as the Ward 1 City Council Member replacing former Ward 1 City Council Member, Susan Eads who resigned from office, until Brian Triger can be sworn in as the new City Council Member on April 20, 2026, and appointing Mukesh Patel, Library Commissioner, Metropolitan Library Commission to administer the oath. (D. Maisch – City Attorney).

Date: February 24, 2026

On or about September 30, 2025, Ward 1, City Council Member, Susan Eads resigned her position. The City Council position is up for election in 2026 (February, primary and April, general elections). During the October 28, 2025, City Council Meeting, the City Council members determined to not immediately appoint someone to the position, but wait until the filing period passed for 2026 elections, so that a determination can be made concerning who will run for the position. If only one (1) person filed, then that person would be appointed. If two (2) or more people filed, then the City Council would wait until the primary election in February to determine if the voters would decide who would represent them.

Two (2) individuals filed for the office, Frank Young and Brian Triger. The results of the February election have been certified by the Oklahoma Election Board and the winner of the election was Brian Triger.

Therefore, it is hereby requested that Brian Triger's name be placed in nomination to be appointed and sworn in as the Ward 1, City Council Member to finish out the term of Ms. Eads. Mr. Triger will be sworn in as Ward 1, City Council Member to fulfill their four (4) year term from which he was elected on April 20, 2026.

Article VII, Section 9 of the Midwest City Charter states that "other officers as the council may authorize", can administer oaths in Midwest City. Mr. Mukesh Patel is a Oklahoma County Officer, as a Commissioner of the Metropolitan Library Commission. Mr. Triger has requested that Mr. Patel administer the oath of office to him.

Appointment is at the discretion of the City Council.

City Attorney, Donald D. Maisch
100 N. Midwest Boulevard
Midwest City, OK 73110
DMaisch@midwestcityok.org
Office: 405.739.1203
www.midwestcityok.org

Respectfully submitted,



Donald D. Maisch
City Attorney

MIDWEST CITY

Where the Spirit Flies High

CONSENT AGENDA

Notice for the Midwest City Council meetings were filed for the calendar year with the City Clerk of Midwest. Public notice of this agenda was accessible at least 24 hours before the meeting at City Hall and on the Midwest City website (www.midwestcityok.org).

City of Midwest City Council Minutes

January 27, 2026

This meeting was held in the City Hall Council Chambers at City Hall, 100 N. Midwest Boulevard, Midwest City, County of Oklahoma, State of Oklahoma.

Mayor Matt Dukes called the meeting to order at 6:00 PM with the following members present:

Ward 1 Vacant	Ward 2 Pat Byrne	City Manager Tim Lyon
Ward 3 Rita Maxwell	Ward 4 Marc Thompson	City Clerk Sara Hancock
Ward 5 Sara Bana	Ward 6 Rick Favors	City Attorney Don Maisch

OPENING BUSINESS. The Invocation was given by Assistant City Manager Sullivan. The Pledge of Allegiance was led by Mayor Dukes. City Manager Lyon gave community-related announcements and comments.

CONSENT AGENDA. Bana made a motion to approve the consent agenda with exception of pulling Items 17 and 18, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

1. Discussion, consideration and possible action to approve the meeting minutes for December 9, 2025.

2. Discussion, consideration and possible action of approving supplemental budget adjustments to the following funds for FY 2025-2026 increase: Grant Fund, revenue/OWRB (42) $219,000; expenditures/Transfers Out (42) $219,000. Capital Improvements Fund, expenditures/Infrastructure (57) $315,000.

3. Discussion, consideration, and possible action of accepting grants of Temporary Easement from grantor, at certain parcels of land located within the corporate boundaries of Midwest City in Section 34, Township 12N, Range 2W of the Indian Meridian, Oklahoma County, Oklahoma; known as 600 National Avenue.

4. Discussion, consideration, and possible action of making a matter of record Permit No. WL000055250986 from the Oklahoma Department of Environmental Quality for the construction of the Carl Albert High School Athletics Upgrades project, Midwest City, Oklahoma.

5. Discussion, consideration, and possible action of making a matter of record Permit No. SL000055250924 from the Oklahoma Department of Environmental Quality for the construction of the Element Office Park Sewer project, Midwest City, Oklahoma.

6. Discussion, consideration, and possible action of making a matter of record Permit No. WL000055250925 from the Oklahoma Department of Environmental Quality for the construction of the Element Office Park Water project, Midwest City, Oklahoma.

7. Discussion, consideration, and possible action of making a matter of record Permit No. SL000055250969 from the Oklahoma Department of Environmental Quality for the construction of the Hiwassee Lift Station Improvements project, Midwest City, Oklahoma.

8. Discussion, consideration, and possible action of making a matter of record Permit No. SL000055250956 from the Oklahoma Department of Environmental Quality for the construction of the Midwest City High School Fine Arts Addition project, Midwest City, Oklahoma.

9. Discussion, consideration, and possible action of amending a contract with Holland Backhoe, Inc., to include Change Order No. 1 to the agreement to provide all necessary services to complete the Reed Ball Park Waterline Extension Project in an increased amount of $192,299.00.

10. Discussion, consideration, and possible action of amending a contract with Garver, LLC, for the design of the Timber Ridge Elevated Storage Tank and High Service Pump Station project.

11. Discussion, consideration, and possible action of approving a project agreement for State Job Number 36856(04), with the Oklahoma Department of Transportation (ODOT) to receive $1,277,200.00 in federal funds for Signal Improvements Project 7.

12. Discussion, consideration, and possible action of approving a project agreement for State Job Number 36949(04), with the Oklahoma Department of Transportation (ODOT) to receive $1,187,200.00 in federal funds for Signal Improvements Project 8.

13. Discussion, consideration, and possible action of approving a project agreement for State Job Number 37943(04), with the Oklahoma Department of Transportation (ODOT) to receive $1,193,424.00 in federal funds for Signal Improvements Project 9.

14. Discussion, consideration, and possible action of approving a project agreement for State Job Number 38041(04), with the Oklahoma Department of Transportation (ODOT) to receive $2,537,920.00 in federal funds for sidewalk improvements at various locations across Midwest City.

15. Discussion, consideration, and possible action of approving a project agreement for State Job Number 36950(04), with the Oklahoma Department of Transportation (ODOT) to receive $6,063,200.00 in federal funds for a future project to resurface SE 29th Street from Douglas Boulevard to Westminster Road.

16. Discussion, consideration, and possible action of approving a project agreement for State Job Number 38102(04), with the Oklahoma Department of Transportation (ODOT) to receive $7,500,000.00 in federal funds for a future project to resurface Air Depot Boulevard from SE 29th Street to SE 15th Street including reconstruction of the signalized intersections.

19. Discussion, consideration, and possible action declaring various items of City property as surplus property and authorizing their disposal through sealed bid, public auction, or by other means as necessary.

20. Discussion, consideration, and possible action of declaring (1) file cabinet, (1) adding machine and (4) office chairs as surplus and authorizing their disposal by public auction, sealed bid or other means as necessary.

21. Discussion, consideration, and possible action of declaring miscellaneous equipment from the Public Works Department as surplus and authorizing their disposal by sealed bid, public auction or by other means as necessary.

22. Discussion, consideration, and possible action of declaring 17-03-05, a 1997 Ford Club Wagon 15 Passenger Van, VIN # 1FBJS31L9VHB35967 and 17-03-02, a 2009 Ford E350 Van, VIN # 1FBSS31L09DA09790 from the Neighborhoods in Action Division as surplus and authorizing disposal by sealed bid, public auction or by other means as necessary.

23. Discussion, consideration, and possible action declaring a mechanical letter opener, a cash box and an intercom system for drive thru as surplus and authorizing disposal by public auction, sealed bid or other means as necessary.

24. Discussion, consideration, and possible action to declare the miscellaneous items attached as surplus and authorizing disposal by public auction, sealed bid, or other necessary means.

25. Discussion, consideration, and possible action to declare (2) Chevrolet Caprice' and (1) Dodge Challenger and their contents as surplus and authorizing disposal by public auction, sealed bid, or other necessary means.

17. Discussion, consideration and possible action of appointing Ward 5, City Council Member Sara Bana to the Ordinance Oversite Council Committee (OOCC).

After Council discussion, Byrne made a motion to approve the appointment, seconded by Thompson. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

18. Discussion, consideration, and possible action of appointing Brittany Hussain (Ward 4), Taiseka Adams (Ward 5), and John Manning (Ward 6) to the Midwest City Park & Recreation Board. Hussain would be serving her first full term, Adams would be serving her third term, Manning would be serving his fourth term.

Bana addressed Council. Bana made a motion to approve the appointments, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

DISCUSSION ITEMS.

1. **Discussion, consideration and possible action approving a Resolution establishing the Records Management, Retention, and Destruction Policy for the City and its Authorities, in accordance with State Statute.**

Maisch addressed Council. Byrne made a motion to approve Resolution 2026-01, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

2**. Discussion, consideration and possible action of accepting and approving the financial audit of the City of Midwest City for the year ended June 30, 2025.**

Jake Winkler with Alridge & Associates addressed Council. After discussion, Byrne made a motion to approve the audit, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

3**. (MP-00028) Public hearing, discussion, consideration, and possible action to approve a Minor Plat for the property described as a Subdivision of Lot Seventeen (17), in Block Ten (10), of the Pointon City Addition, City of Midwest City, Oklahoma County, Oklahoma.**

Summers addressed Council. After Council and Staff discussion, Favors made a motion to approve the Minor Plat, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

4. **(PC-2229) Public hearing, discussion, consideration, and possible action to approve a Special Use Permit to allow for the use of a Group Care Facility as defined in Section 4.3.14 of the Zoning Regulations for the development located at 9077 NE 13th Street, Midwest City, Oklahoma 73110**. No Action Needed

5. **(PC-2230) Public hearing, discussion, consideration, and possible action on an ordinance to rezone the subject property from Community Commercial District ("C3") to Simplified Planned Unit Development ("SPUD") with Community Commercial District ("C-3") as the underlying zoning under Section 7.4.4. (a) of Appendix A of the Midwest City Municipal Code, for the property located at 2001 S. Air Depot Blvd., Midwest City, Oklahoma.**

Summers and Race McDoulett of 805 Jet Dr. addressed Council. After Council and Staff discussion, Thompson made a motion to approve Ordinance 3616, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

6. **(PC-2233) Public hearing, discussion, consideration, and possible action on a resolution to rename Glendale Ave to S Glendale Rd, described as a part of the Northeast Quarter (NE/4) of Section Six (6), Township Eleven (11) North, Range One (1) West of the Indian Meridian, Oklahoma County, Oklahoma.**

Summers addressed Council. Bana made a motion to approve Resolution 2026-02, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

7. **(PC-2234) Public hearing, discussion, consideration, and possible action on an ordinance to redistrict from Planned Unit Development ("PUD") to Single-Family Detached Residential ("R-6") for the property located at 9017 Nawassa Drive, Midwest City, OK.**

Summers addressed Council. After Council and Staff discussion, Thompson made a motion to approve Ordinance 3617, seconded by Bana. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

*At 6:47 PM Byrne left the meeting and returned at 6:49 PM.

8. **(PC-2235) Public hearing, discussion, consideration, and possible action to approve an Ordinance to redistrict from a Simplified Planned Unit Development ("SPUD") to Single-Family Detached Residential District ("R-6"), for the property located at 2606 & 2608 S. Post Road, Midwest City, Oklahoma.**

Summers and Maisch addressed Council. After Council and Staff discussion, Favors made a motion to approve Ordinance 3618, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

9. **(PC-2236) Public hearing, discussion, consideration, and possible action on a preliminary plat, for the property described as a tract of land lying in the Northeast Quarter (NE/4) of Section Fourteen (14), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County Oklahoma.**

Summers and Evenson addressed Council. After Council and staff discussion, Thompson made a motion to approve the preliminary plat, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

10. **Discussion, consideration and possible action of approving the purchase of 2813 Parklawn Drive in Midwest City (a/k/a the North 65 feet of lot 4, Parklawn Addition to Midwest City) for the amount of three hundred and fifteen thousand dollars ($315,000.00), plus any closing costs and delegating to the City Manager the authority to execute all necessary documents to make the purchase effective.**

Maisch addressed the council. After Council and Staff discussion, Bana made a motion to approve the purchase, seconded by Maxwell. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

11. **Discussion, consideration and possible action to approve a resolution declaring the intent of the City Council of the City of Midwest City, Oklahoma, to consider designating of a portion of the city for a "Statutory Reinvestment Area", and to consider the creation of a related "Tax Increment Finance District" pursuant to Oklahoma law; creating the Midwest City Local Development Act Review Committee (the "Review Committee"); determining membership of the Review Committee; designating the manner and term of appointment of Committee Members; providing for meetings of the Review Committee; establishing officers; determining voting rights and quorum; directing the Review Committee to consider proposed project plans and to make any findings and the recommendations required by law; directing the Midwest City Planning Commission to consider the proposed project plan(s) and make any recommendations required by law; and containing other provisions related thereto.**

Coleman addressed Council. After Council and Staff discussion, Favors made a motion to approve Resolution 2026-03, seconded by Thompson. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

12. **Discussion, consideration, and possible action to approve a resolution formally appointing representation to the Midwest City Local Development Act Review Committee from the Planning Commission in addition to all entities that receive ad valorem tax collections from the vicinity of Southeast 29th Street and S Douglas Boulevard.**

Byrne made a motion to approve Resolution 2026-04, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson Bana, Favors and Dukes. Nay: none. Motion carried.

13. **Discussion, consideration, and possible action of approving a Guaranteed Maximum Price (GMP) construction management contract with AC Owen Construction, Inc. (ACO) for the renovation of the Midwest City Senior Center, in an amount not to exceed $1,164,383.00.**

Sullivan addressed Council. After Council and Staff discussion, Maxwell made a motion to approve the contract, seconded by Thompson. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

14. **Discussion concerning the proposed five-eights (5/8ths) of one percent sales tax increase by Oklahoma County to assist in funding public safety operations and improvements for Oklahoma County.**

Discussion was had; no action was needed.

15. **Presentation of the new MidwestCityOK.org website by the Communications & Marketing Department.**

Ryan presented information to the council. Council had some discussion on the matter.

NEW BUSINESS/PUBLIC DISCUSSION.

Glenn Godschlager of 1409 Evergreen Cir addressed Council concerning code enforcement.

Kyra Boyd of 613 Country Club Cir addressed Council concerning safety.

Favors made motion to recess at 7:44 PM, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

Favors made motion to reconvene at 7:53 PM, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

EXECUTIVE SESSION.

1. **Discussion, consideration, and possible action to 1) entering into executive session, as allowed under Title 25 Section 307 (B)(4) to discuss confidential communications between a public body and its attorney concerning a pending investigation, claim, or action of the public body with the advice of its attorney, determines that disclosure will seriously impair the ability of the public body to process the claim or conduct a pending investigation, litigation, or proceeding in the public interest regarding review of litigated settlements, concerning – Heritage Park Mall; and 2) authorizing the City Manager to take action as appropriate based on discussion.**

At 7:54 PM Byrne made a motion to enter Executive Session, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

At 8:19 PM Favors made a motion to return to Open Session, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Motion carried.

Byrne made a motion to authorize the City Manager to take action as appropriate per discussion, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson Bana, Favors and Dukes. Nay: none. Motion carried.

FURTHER INFORMATION.

1. Review of the November 4, 2025 Planning Commission Meeting Minutes.
2. Review of the December 2, 2025 Planning Commission Meeting Minutes.
3. Review of the November 18, 2025 Board of Adjustment Meeting Minutes.
4. Monthly Residential and Commercial Building Report for November & December 2025
5. Review of the City Manager's Report for the month of November 2025.

6. Review of the City Manager's Report for the month of December 2025.
7. Review of the September 22, 2025 Citizens' Advisory Committee on Housing and Community Development Meeting Minutes.
8. Monthly report on the City of Midwest City Employees' Health Benefits Plan by the City Manager.
9. Monthly report on the City of Midwest City Employees' Health Benefits Plan by the City Manager.
10. Review of the monthly report of the Delta Hotel at the Reed Center.

ADJOURNMENT. There being no further business, Mayor Dukes adjourned the meeting at 8:20 PM.

ATTEST:

_____
MATTHEW D. DUKES II, Mayor

_____
SARA HANCOCK, City Clerk

City Manager's Office
Vaughn Sullivan,
Assistant City Manager
vsullivan@midwestcityok.org
100 N. Midwest Blvd,
Midwest City, Oklahoma 73110
O: 405-739-1207 /Fax: 405-739-1208

TO: Honorable Mayor and Council

FROM: Vaughn K. Sullivan, Assistant City Manager

DATE: February 24, 2026

SUBJECT: Discussion, consideration, and possible action declaring a Market Forge Deep Fryer, a Garland oven/cook top, a Larkin Industries Ansel vent hood and a Manitowoc Ice Maker as surplus and authorizing disposal by public auction, sealed bid or other means as necessary.

The following items will be removed during the Senior Center renovations and have no other useful applications within the city.

Deep Fryer:
Market Forge Industries Inc.
Serial # 197911
Model # 30-STEL
MFD DATE- 7/1998
206 Volts, 33 amps, 12k. W., 3 p.h., 60Hrz.

Larkin Ansel Vent/Exhaust Hood System
Larkin Industries
Model # 5C19248
NSF - D027717

Garland Oven/ Cook Top
NSF D-025840
Serial # 9808 RF030R
Model # 9808RF030R

Ice Maker
Manitowoc Self Cleaning System
Serial # 981022716
Model # S320
Capacity: 24 hr. Ice yield, 470 lbs.

This agenda item will declare the items as surplus.

Vaughn K. Sullivan, Assistant City Manager

City of Midwest City Police Department
100 N. Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1320
Fax 405.739.1398

Memorandum

TO: Honorable Mayor and City Council

FROM: Greg Wipfli, Chief of Police

DATE: February 24, 2026

SUBJECT: Discussion, consideration, and possible action to declare (1) GMC Terrain and its contents as surplus and authorizing disposal by public auction, sealed bid, or other necessary means. (G. Wipfli-Police Chief)

The item identified is property that the Midwest City Police Department no longer needs or uses and has been removed from service. Staff recommend this item be declared surplus.

- 060251 2018 GMC Terrain VIN# 3GKALMEV0JL302775

Greg Wipfli

Greg Wipfli, Chief of Police

Information Technology
100 N. Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1374
Fax 405.869.8602

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Allen Stephenson, Information Technology Director

DATE: February 24, 2026

SUBJECT: Discussion, consideration, and possible action of 1) declaring various computer equipment and other miscellaneous items of City property as obsolete, defective, or replaced; and 2) authorizing their disposal by public auction, sealed bid or other means as necessary

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The following computer equipment and miscellaneous items are obsolete, defective, or have been replaced.

CPU			
Inventory #	**Manufacturer**	**Serial Number**	**Department**
2363	Dell Latitude 5414 Rugged	DQ1WS	
2942	Dell Latitude 5414 Rugged	58BQG92	
3196	Dell Optiplex 3080	85KF2G3	
2965	Dell Optiplex 3070	CHX3F33	
2669	Dell Optiplex 3070	3XYXNY2	
MISCELLANEOUS			
Quantity	**Hardware Type**	**Serial Number**	**Department**
2	Dell Monitor		
1	APC UPS		
1	Dell Anatel S6010-ON	02494-16-02723	
1	Brother HL-L3290CDW	U65177A3N244626	PD Records

Midwest City Fire Department
8201 E. Reno Avenue
Midwest City, OK 73110
Office 405.739.1340
Fax 405.739.1384

MEMO

To: Honorable Mayor and City Council

From: Doug Beabout, Fire Chief

Date: February 24, 2026

Subject: Discussion, consideration, and possible action to declare surplus (9) LifePak 1000 Defibrillators and authorizing disposal by public auction or other means necessary. (Fire - D. Beabout)

The items identified are property that the Midwest City Fire Department no longer need or use and have been removed from service. Staff recommends that these items be declared surplus.

Items for surplus:

LifePak 100 Defibrillator	S/N#48998407
LifePak 100 Defibrillator	S/N#48998408
LifePak 100 Defibrillator	S/N#48998389
LifePak 100 Defibrillator	S/N#48998390
LifePak 100 Defibrillator	S/N#48988270
LifePak 100 Defibrillator	S/N#48988277
LifePak 100 Defibrillator	S/N#48998396
LifePak 100 Defibrillator	S/N#48998394
LifePak 100 Defibrillator	S/N#48998391

Staff recommends approval.

Doug Beabout
Fire Chief

Finance Department
100 N. Midwest Boulevard
Midwest City, OK 73110
tcromar@midwestcity.org
Office: 405-739-1245
www.midwestcityok.org

TO: Honorable Mayor and City Council

FROM: Tiatia Cromar, Finance Director

DATE: February 24, 2026

SUBJECT: Discussion, consideration and possible action of approving supplemental budget adjustments to the following funds for FY 2025-2026 increase: Park & Recreation fund, expenditures/Capital Outlay Remodel (06) $82,224.

The first supplement is needed to budget for the remaining balance of the contract for the Senior Center Remodel.

Tiatia Cromar
Tiatia Cromar
Finance Director

SUPPLEMENTS

February 24, 2026

Fund PARK & RECREATION (123)		BUDGET AMENDMENT FORM Fiscal Year 2025-2026			
		Estimated Revenue		Budget Appropriations	
Dept Number	Department Name	Increase	Decrease	Increase	Decrease
6	CAPITAL OUTLAY/REMODEL (552503)			82,224	
		0	0	82,224	0

Explanation:

To budget for the remaining balance of the contract for the Senior Center Remodel (552503). Funding to come from fund balance.

Public Works Administration
8730 S.E. 15th Street,
Midwest City, Oklahoma 73110
Public Works Director
pstreets@midwestcityok.org
(405) 739-1061
Assistant Public Works Director
cevenson@midwestcityok.org
(405) 739-1062
www.midwestcityok.org

To: Honorable Mayor and Council

From: R. Paul Streets, Public Works Director

Date: February 24, 2026

Subject: Discussion, consideration, and possible action of approving a project agreement for State Job Number 36953(04), with the Oklahoma Department of Transportation (ODOT) to receive $614,800 in federal funds for Citywide Pavement Marking/Striping Project 7.

This agreement allows for collaboration with ODOT on a future federal project. Federal funds were granted through the ACOG STP-UZA funding program for a project to restripe several streets citywide. Locations marked in green on the attached map are included in Citywide Pavement Marking/Striping Project 7.

This project funds both design and construction of the project. The $614,800.00 federal funds represent 100% of the construction cost. A local match for construction is not required.

Approval is at the discretion of the Council.

Respectfully,

R. Paul Streets
Public Works Director

Attachment

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
PROJECT MAINTENANCE, FINANCING, AND RIGHT-OF-WAY AGREEMENT

CITY-WIDE PAVEMENT MARKING / STRIPING

Project No.: J3-6953(004)AG

State Job No.: 36953(04)(05)(06)(07)

This Agreement, made the day and year last written below, by and between the City of **Midwest City**, hereinafter referred to as the Sponsor, and the Department of Transportation of the State of Oklahoma, hereinafter referred to as the Department, for the following intents and purposes and subject to the following terms and conditions, to wit:

WITNESSETH

WHEREAS, The Sponsor requested that certain street improvements be approved by the Oklahoma Transportation Commission, as were previously programmed by the Sponsor and described as follows:

Project Type	Div.	County	JP No	Project No.	Work Type	Description
ACOG-STP	4	OKLAHOMA	36953(04)	J3-6953(004)AG	PAVEMENT MARKING	MIDWEST CITY: CITY-WIDE PAVEMENT MARKING / STRIPING

WHEREAS, the Department is charged under the laws of the State of Oklahoma with construction and maintenance of State Highways; and,

WHEREAS, the Department is, by terms of agreements with the Federal Highway Administration, responsible for the management and construction of certain federally funded projects within the corporate limits of cities within the State of Oklahoma; and,

WHEREAS, the Sponsor has been identified as the beneficiary and sub-recipient of such federally funded project; and,

WHEREAS, receipt of the benefits of this project will require that the Sponsor assume certain financial responsibilities; and,

WHEREAS, the Sponsor is a municipal corporation created and existing under the constitution and laws of the State of Oklahoma; and

WHEREAS, the laws and constitution of the State of Oklahoma impose financial restrictions on the Sponsor and its ability to ensure financial obligations; and,

WHEREAS, the Parties hereto recognize those financial limitations and agree that the financial obligations assumed by the Sponsor, by the terms of this Agreement, are enforceable only to the extent as may be allowed by law or as may be determined by a court of competent jurisdiction; and,

WHEREAS, it is understood that, by virtue of the Article 10, Section 26 of the Oklahoma Constitution, the payment of Sponsor funds in the future will be limited to appropriations and available funds in the then current Sponsor fiscal year.

NOW, THEREFORE: the Department and the Sponsor, in consideration of the mutual covenants and stipulations as set forth herein, do mutually promise and agree as follows:

SECTION 1: PROJECT AGREEMENT

1.1 If applicable, the Department will recommend approval of the project by the Federal Highway Administration.

1.2 The Sponsor agrees to comply with Title VI of the Civil Rights Act of 1964, 78 Stat. § 252, 42 U.S.C. § 2000d et seq., and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Part 21 - “Nondiscrimination in federally assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act 1964".

1.3 The DEPARTMENT and SPONSOR mutually recognize that each party is a governmental entity subject to the provisions of the Governmental Tort Claims Act (51 O.S. § 151 et seq.). The DEPARTMENT and SPONSOR hereby mutually agree that each is and may be held severally liable for any and all claims, demands, and suits in law or equity, of any nature whatsoever, paying for damages or otherwise, arising from any negligent act or omission of any of their respective employees, agents or contractors which may occur during the prosecution or performance of this Agreement to the extent provided in the Governmental Tort Claims Act. Each party agrees to severally bear all costs of investigation and defense of claims arising under the Governmental Tort Claims Act and any judgments which may be rendered in such cause to the limits provided by law. Nothing in this section shall be interpreted or construed to waive any legal defense which may be available to a party or any exemption, limitation or exception which may be provided by the Governmental Tort Claims Act.

1.4 The Sponsor understands that should it fail to fulfill its responsibilities under this Agreement, such a failure will disqualify the Sponsor from future Federal-aid funding participation on any proposed project. Federal-aid funds are to be withheld until such a time as an engineering staff, satisfactory to the Department has been properly established and functioning, the deficiencies in regulations have been corrected or the improvements

to be constructed under this Agreement are brought to a satisfactory condition of maintenance.

SECTION 2: ENGINEERING RESPONSIBILITIES

2.1 The Sponsor shall provide professional engineering services for the development of the Plans, Specifications and Estimates (PS&E) for this project. Design engineering for this project will be performed under the supervision of the Sponsor. Sponsor warrants to the Department that they will review the plans and will certify that the plans are acceptable to the Sponsor and are in full compliance with current standards and specifications.

2.2 Progress payments will be made to the consultant by the DEPARTMENT upon receipt of a properly executed claim form, approved by the SPONSOR, accompanied by suitable evidence of the completion of the work claimed, as detailed in the engineering contract.

2.3 The Department and Sponsor mutually recognize that each party is a governmental entity subject to the provisions of the Governmental Tort Claims Act (51 O.S. § 151 et seq.). The Department and Sponsor hereby mutually agree that each is and may be held severally liable for any and all claims, demands, and suits in law or equity, of any nature whatsoever, paying for damages or otherwise, arising from any negligent act or omission of any of their respective employees, agents or officers which may occur during the prosecution or performance of this Agreement to the extent provided in the Governmental Tort Claims Act. Each party agrees to severally bear all costs of investigation and defense of claims arising under the Governmental Tort Claims Act and any judgments which may be rendered in such cause to the limits provided by law. Nothing in this section shall be interpreted or construed to waive any legal defense which may be available to a party or any exemption, limitation or exception which may be provided by the Governmental Tort Claims Act.

2.4 The Sponsor agrees to the location of the subject project and agrees to adopt the final plans for said project as the official plans of the Sponsor for the streets, boulevards, arterial highways and/or other improvements contained therein; and further, the Sponsor affirmatively states that it has or shall fully and completely examine the plans and shall hereby warrant to the Department, the Sponsor's complete satisfaction with these plans and the fitness of the plans to construct aforesaid project.

2.5 The Sponsor certifies that the project design plans shall comply, and the project when completed will comply, with the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. §§ 12101 – 12213), 49 CFR Parts 27, 37 and 38 and 28 CFR parts 35 and 36. The Sponsor shall be exclusively responsible for integrated ADA compliance

planning for all Sponsor streets, sidewalks and other facilities provided for public administration, use and accommodation, which is required of recipients and sub-recipients by 49 CFR § 27.11. State highways continued through corporate limits of the Sponsor shall be included in the Sponsor's comprehensive compliance plans.

2.6 To the extent permitted by law, all data prepared under this Agreement shall be made available to the Department without restriction or limitation on their further use, with exception of any documents or information that would be considered attorney/client privileged by the Sponsor.

2.7 The Department will conduct the environmental studies and prepare the National Environmental Protection Act documents as required for federally funded projects.

2.8 The Department will forward the environmental documents to FHWA for approval if applicable.

SECTION 3: LAND ACQUISITION AND UTILITY RELOCATION

3.1 The Sponsor warrants to the Department that, they have or will acquire all land, property, or rights-of-way needed for complete implementation of said project, free and clear of all obstructions and encumbrances and in full accordance with the Department's guidelines for Right-of-Way Acquisition on Federal-Aid Projects, the Uniform Relocation Act, the National Environmental Protection Act and all other applicable local, state and federal regulations.

3.2 The Sponsor shall be responsible for ensuring all proper tax documentation is filed and issued to recipients of funds paid on behalf of the Sponsor for Right-of-Way acquisition for this project.

3.3 The Sponsor warrants to the Department that it is knowledgeable of and will comply with the provisions of 42 U.S.C.A., Section 4601-4655 and 23 U.S.C.A., Section 323 (as amended) and 49 C.F.R. Part 24 in the acquisition of all right-of-way and the relocation of any displacees.

3.4 The Sponsor shall remove, at its own expense, or cause the removal of, all encroachments on existing streets as shown on said plans, including all buildings, porches, fences, gasoline pumps, islands, and tanks, and any other such private installations and shall further remove or remediate any existing environmental contamination of soil and water from any source, known or unknown.

3.5 If the acquisition of right-of-way for this project causes the displacement of any person, business or non-profit organization, the Sponsor warrants it will provide and be responsible for the Relocation Assistance Program and all costs associated with the Relocation Assistance Program. The Department, upon request, will provide a list of service providers who have been prequalified to administer the Relocation Assistance Program. The Sponsor agrees to employ a service provider from the prequalified list provided by the Department. Prior to any relocation assistance payments to the Sponsor, all files with parcels requiring relocation assistance shall be submitted to the Department for audit and compliance review. The Sponsor shall notify the Department within seven (7) days of the date of an offer to acquire being provided to a property owner(s) on any parcel which will require relocation assistance. Written notifications regarding service providers, in-house personnel, appeals, offers to acquire or other related correspondence shall be properly addressed and remitted as follows:

Oklahoma Department of Transportation
Local Government Division
200 N.E. 21st Street
Edmond, Oklahoma 73105-3204

3.6 The Sponsor warrants that any procurement, using federal funds, of property, goods or professional and personal services required for this project will be acquired by the Sponsor in compliance with the federal procurement Regulations at 40 USC 1101-1104 (Brooks Act) and the Regulations for Administration of Engineering and Design Related Service Contracts at 23 C.F.R. Part 172, as well as provisions of State purchasing laws applicable to the Sponsor.

3.7 The Sponsor will certify to the Department prior to establishing a letting date that all existing utility facilities (if any) have been properly adjusted in full accordance with the Department's Right-of-Way and Utilities Division policies and procedures to accommodate the construction of said project; and will be solely responsible for payment of any and all contractor expenses, claims, suits and/or judgments directly resultant from any actual utility relocation delays.

3.8 The Sponsor shall have the authority pursuant to 69 O.S. § 1001 and 69 O.S. § 1004 to sell any lands, or interest therein, which were acquired for highway purposes as long as such sale is conducted in accordance with the above cited statutes.

3.9 The Sponsor agrees that if any property acquired utilizing Federal funding is disposed of or is no longer used in the public interest the Sponsor shall reimburse the Department at the current fair market value.

3.10 The Sponsor agrees to;

- Transmit copies of the instruments, including all deeds and easements, to the Department prior to the advertisement of bids for construction.

- Comply with the provisions of 42 U.S.C.A. § 4601-4655 and 23 U.S.C.A. § 323 (as amended) and, further comply with 49 C.F.R. Part 24 in the acquisition of all necessary right-of-way and relocation of all displacees.

- Convey title to the State of Oklahoma on all tracts of land acquired in the name of the Sponsor if the project is located on the State Highway System.

SECTION 4: FUNDING SUMMARY

4.1 The Department and the Sponsor agree that the project will be financed at a ***not-to-exceed***, Funding Source ACOG-STP total estimated cost of **$614,800**, as described below:

FUNDING SOURCE =>			ACOG-STP		SPONSOR	
STATE JOB PIECE NO.	**DESCRIPTION**	**TOTAL *ESTIMATED* COST**	**SHARE (%)**	**AMOUNT**	**SHARE (%)**	**AMOUNT**
36953(05)	Design -	$0	0%	$0	0%	$0
36953(06)	Right-of-Way -	$0	0%	$0	0%	$0
36953(07)	Utilities -	$0	0%	$0	0%	$0
36953(04)	Construction - (With 6% Inspection)	$614,800	100% up to a limit of	$614,800	Remainder	$0
Total		**$614,800**	**Total=>**	**$614,800**	**Total=>**	**$0**

4.2 Furthermore, the Department and the Sponsor agree that actual ACOG-STP costs incurred by project phases **(JP36953(04,05,06,07)** may exceed initial estimates. Costs between these project phases will be administratively adjusted based on actual cost of each phase, within the total cost of this Agreement, without formal supplemental Agreement, in so far as the total project agreement is not exceeded.

4.3 It is understood by the Sponsor and the Department that the funding participation stipulated herein may be altered due to bid prices, actual construction supervision costs and non-participating costs incurred during construction. The Sponsor will be responsible for payment of any estimated local funding prior to advertising the project for bid. Upon final acceptance of this project, the total project cost will be determined, and the final

amount of local funds (if any) will be determined by the Department's Comptroller per the terms of this Agreement. A refund will then be made by the Department to the Sponsor or additional funding will be requested. The Sponsor agrees to make arrangements for payment of any Department invoice within 45 days of receipt.

SECTION 5: CONSTRUCTION RESPONSIBILITIES

5.1 The Sponsor agrees to comply with all applicable laws and regulations necessary to meet the Oklahoma Department of Environmental Quality (ODEQ) requirements for pollution prevention including discharges from storm water runoff during the planning and design of this project. Further, the Sponsor agrees and stipulates as stated in the ODEQ's *General Permit OKR10*, dated September 13, 2017 or latest revision, to secure a storm water permit with the ODEQ for utility relocations, when required. It is also agreed that the storm water management plan for the project previously described in the document includes project plans and specifications, required schedules for accomplishing the temporary and permanent erosion control work, the site specific storm water pollution prevention plan and the appropriate location map contained in the utility relocation plans.

5.2 The Sponsor's responsibility for environmental cleanup will be a continuing responsibility to remediate any and all known and unknown environmental damage throughout the duration of this agreement with the Department in compliance with State and federal regulations.

5.3 The roadway improvements and all devices specified herein shall not be altered, removed, or cease to be operative without mutual written consent of the Department and the Sponsor.

5.4 Upon approval of this agreement and the plans, specifications, and estimates by the Sponsor, the Department, and the Federal Highway Administration (if applicable), the Department will advertise and let the construction contract for this project in the usual and customary legal manner. It is agreed that the projects herein contemplated are proposed to be financed as previously described, and that this Agreement, all plans, specifications, estimate of costs, acceptance of work, payments, and procedure in general hereunder are subject in all things at all times to all local, state and federal laws, regulations, orders, approvals as may be applicable hereto.

5.5 The Department shall provide a copy of the executed construction contract to the Sponsor, upon receipt of a written request.

5.6 The Department will notify the Sponsor of pre-bid dates, bid opening dates, and Transportation Commission award dates in writing upon receipt of a written request.

5.7 The Sponsor agrees that prior to the Department's advertising of the project for bids (as to that part of the project lying within the present corporate limits) it will:

- Grant to the Department and its contractors, the right-of-entry to all existing streets, alleys, and Sponsor owned property when required, and other rights-of-way shown on said plans.

- Remove at its own expense, or cause the removal of, all encroachments on existing streets as shown on said plans, including all signs, buildings, porches, awnings, porticos, fences, gasoline pumps and islands, and any other such private installations.

- Prohibit parking on that portion of the project within the corporate limits of the Sponsor, except as may be indicated in the plans or hereafter approved by agreement with the Department. The Sponsor further agrees not to install, or permit to be installed, any signs, signals or markings not in conformance with the standards approved by the Federal Highway Administration and Manual on Uniform Traffic Control Devices (MUTCD).

- Comply with the Department's standards for construction of driveway entrances from private property to the highway, in accordance with the Department's manual entitled "Policy on Driveway Regulation for Oklahoma Highways", Rev. 5/96, 69 O.S. (2001) § 1210.

- Maintain all right-of-way acquired for the construction of this project, as shown on said plans, in a manner consistent with applicable statutes, codes, ordinances and regulations of the Department and the State of Oklahoma.

- Have the authority pursuant to 69 O.S. 2001 § 1001 and 69 O.S. 2001 § 1004 to sell any lands, or interest therein, which were acquired for highway purposes as long as such sale is conducted in accordance with the above cited statutes. Prior written approval by the Chief, Right-of-Way Division for the Department shall be required before any sale is made.

5.8 The Sponsor further agrees and warrants to the Department that, subsequent to the construction of said project, the Sponsor will:

1) Erect, maintain and operate traffic control devices, including signals, signs and pavement markings only in accordance with 47 O.S. 2011 §§ 15-104- 15-106, and subject to agreement of the Department:

a) In the event that any traffic signal installed hereunder is no longer needed for the purposes designated herein, then the traffic signal installed hereunder shall not be moved by the Sponsor to any other point other than that which is approved by the Department prior to such removal.

b) In the event there is no mutually agreed location for the reinstallation, the Sponsor will assume complete ownership of the equipment following removal, if the installation is ten (10) years old or older. If the installation is less than ten (10) years old and:

1) In the event the Sponsor desires total ownership of the equipment, the Sponsor shall reimburse the Department the original federal funding percentage share for the original equipment cost only, amortized for a ten(10) year service life, interest ignored, and assuming straight line depreciation.

2) In the event the Sponsor does not desire total ownership of the equipment, the Sponsor shall sell the equipment at public auction to the highest bidder. The Sponsor shall reimburse the Department the original federal funding percentage share of the proceeds of such sale.

2) Subject to agreement with the Department, regulate and control traffic on said project, including but not limited to, the speed of vehicles, parking, stopping and turns only in accordance with 47 O.S. 2011 §§ 15-104- 15-106, and to make no changes in the provisions thereof without the approval of the Department. It shall be the responsibility of the Sponsor to notify the Department of any changes necessary to ensure safety to the traveling public.

3) Maintain all drainage systems and facilities constructed, installed, modified or repaired in conjunction with this project or as may be otherwise necessary to ensure proper drainage for road surfaces constructed under the terms of this agreement.

4) Maintain all curbs and driveways abutting road surfaces constructed under the terms of this Agreement and all sidewalks adjacent thereto.

5) Maintain all right-of-way areas adjacent to road surfaces, including erosion control and periodic mowing of vegetation, in a manner consistent with applicable codes, ordinances and regulations.

6) For any portion of the project encompassed under this Agreement that is part of the State Highway System, the Sponsor shall maintain all that part of said project within the corporate limits of the Sponsor between the gutter lines and the right-of-way lines, and if no gutter exists, between the shoulder lines and the right-of-way lines, including storm sewers, all underground facilities, curbs and mowing, all in accordance with 69 O.S. Supp. 1994 §901 and all other applicable law.

7) On limited access highways where county roads or city streets extend over or under the highway or public roads are constructed on state rights-of-way but there is no immediate ingress and egress from the highway, responsibility shall be as follows:

    a. The public roads as defined in OAC 730:35-1-2 shall be maintained by the city or county and shall be included in their roadway mileage inventory.

    b. Where county roads or city streets extend over the highway, the roadway, approaches and bridge surfaces, including the deck, shall be maintained by the city or county. The approach guardrail, bridge structure, and highest clearance posting on the structure shall be maintained by the Department.

    c. Where county roads or city streets extend under the highway, the roadway approaches and advance signing shall be maintained by the city or county. The Department shall maintain the approach guardrail, bridge structure and surface, and the height clearance posting on the structure.

5.9 The Sponsor further agrees and warrants to the Department concerning any sign and highway facility lighting included as part of this project:

1) The Sponsor will, upon notice from the Department Engineer, provide at its own expense all required electrical energy necessary for all preliminary and operational tests of the highway lighting facilities.

2) Upon completion of the construction of said project, the Sponsor will be responsible for the maintenance and cost of operation of these highway lighting facilities, including all appurtenances thereto and including the sign lighting facilities.

3) It is specifically understood and agreed that the highway lighting and sign lighting facilities specified hereunder shall be continuously operated during the hours of darkness, between sunset and sunrise, and shall not be altered, removed or be

allowed to cease operation without the mutual written consent of the Department and the Sponsor.

4) The Sponsor agrees to provide, on a periodic schedule, an inspection, cleaning and re-lamping maintenance program to assure the maximum efficiency of the highway lighting facilities.

5) In the event that the highway lighting facilities installed hereunder are no longer needed for the purposes designated herein, then the highway lighting facilities installed hereunder shall not be moved by the Sponsor to any point other than which is approved by the Department prior to such removal.

6) In the event there is no mutually agreed location for reinstallation, the Sponsor will assume complete ownership of the equipment following removal if the installation is twenty (20) years old or older. If the installation is less than twenty years old and:

   a) In the event the Sponsor desires total ownership of the equipment, the Sponsor shall reimburse the Department the original federal funding percentage share of the original equipment costs only, amortized for a twenty (20) year service life, interest ignored, and assuming straight line depreciation.

   b) In the event the Sponsor does not desire total ownership of the equipment, the Sponsor shall sell the equipment at public auction to the highest bidder. The Sponsor shall reimburse the Department the original federal funding percentage share of the proceeds of such sale.

5.10 The Department will appoint competent supervision and inspection of the construction work performed by the construction contractor and will provide such engineering, inspection and testing services as may be required to ensure that the construction of the project is accomplished in accordance with the approved Plans, Specifications and Estimates. The Department reserves the right to make such changes in said plans as may be necessary for the proper construction of said project.

1) The Sponsor agrees to provide such competent supervision as the Sponsor deems necessary during times that the work is in progress to ensure the completion of the project to the Sponsor’s satisfaction and the Sponsor’s representatives and the Department’s representatives will cooperate fully to the end of obtaining work strictly in accordance with the plans and specifications.

2) The Sponsor will make ample provisions annually for the proper maintenance of said project, including the provision of competent personnel and adequate equipment,

specifically, to provide all required maintenance of the project during the critical period immediately following construction and to keep the facility in good and safe condition for the benefit of the traveling public.

3) The Sponsor warrants to the Department that it will periodically review the adequacy of the aforesaid project to ensure the safety of the traveling public and should the Sponsor determine that further modifications or improvements be required, the Sponsor shall take such actions as are necessary to make such modifications or improvement. When operation modifications are required which in the opinion of the Department exceed the capability of the Sponsor's staff, the Sponsor agrees to retain, at the sole expense of the Sponsor, competent personnel for the purpose of bringing the improvement up to the proper standard of operation.

4) The Sponsor warrants and agrees that upon completion of the aforesaid project, the Sponsor assumes any and all financial obligations for the operation, use, and maintenance of the aforesaid project.

SECTION 6: NON-DISCRIMINATION CLAUSE

1. During the performance of this agreement, the Sponsor, for itself, its assignees and successors in interest, agrees as follows:

1) **Compliance with Regulations:**
The Sponsor shall comply with the regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

2) **Nondiscrimination:**
The Sponsor, with regard to the work performed by it during the agreement, shall not discriminate on the grounds of race, color, sex, age, national origin, disability/handicap, or income status, in the selection and retention of contractors or subcontractors, including procurements of materials and leases of equipment. The Sponsor shall not participate either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in appendix B of the Regulations.

3) **Solicitations for Subcontracts, Including Procurement of Materials and Equipment:**

In all solicitations, either by competitive bidding or negotiation, made by the Sponsor for work to be performed under a contract or subcontract, including procurements of materials or leases of equipment, each potential contractor or subcontractor or supplier shall be notified by the Sponsor of the Sponsor's obligations under this agreement and the Regulations relative to nondiscrimination on the grounds of race, color, sex, age, national origin, disability/handicap, or income status.

4) **Information and Reports:**
The Sponsor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the State Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a Sponsor is in the exclusive possession of another who fails or refuses to furnish this information, the Sponsor shall so certify to the State Department of Transportation, or the Federal Highway Administration, as appropriate, and shall set forth what efforts it has made to obtain the information.

5) **Sanctions for Noncompliance:**
In the event of the Sponsor's noncompliance with the nondiscrimination provisions of this agreement, the State Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including but not limited to:

a. Withholding of payments to the Sponsor under the agreement until the Sponsor complies and/or
b. Cancellation, termination, or suspension of the agreement in whole or in part.

6) **Incorporation of Provisions:**
The Sponsor shall include the provisions of sub paragraphs 1) through 5) in every contract or subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Sponsor shall take such action with respect to any contract or subcontract or procurement as the State Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions, including sanctions for noncompliance provided, however, that in the event a Sponsor becomes involved in, or is threatened with, litigation by a subcontractor or supplier as a result of such direction, the Sponsor may request the State Department of Transportation to enter into such litigation to protect the

interests of the State; and, in addition, the Sponsor may request the United States to enter into such litigation to protect the interests of the United States.

SECTION 7: TERMINATION

7.1 This Agreement may be terminated by any of the following conditions:

a) By mutual agreement and consent, in writing of both parties.

b) By the Department by written notice to the Sponsor as a consequence of failure by the Sponsor to perform the services set forth herein in a satisfactory manner.

c) By either party, upon the failure of the other party to fulfill its obligations as set forth herein.

d) By the Department for reasons of its own and not subject to the mutual consent of the Sponsor upon five (5) days written notice to the Sponsor.

e) By satisfactory completion of all services and obligations described herein.

7.2 The termination of this Agreement shall extinguish all rights, duties, obligations and liabilities of the Department and the Sponsor under this agreement. If the potential termination of this Agreement is due to the failure of either the Department or the Sponsor to fulfill their obligation as set forth herein, the non-breaching party will notify the party alleged to be in breach that possible breach of agreement has occurred. The party alleged to be in breach should make a good faith effort to remedy that breach as outlined by non-breaching party within a period mutually agreed by each party.

SECTION 8: GOVERNING LAW AND VENUE

8.1 Any claims, disputes or litigation relating to the solicitation, execution, interpretation, performance, or enforcement of this Agreement shall be governed by the laws of the State of Oklahoma and the applicable rules, regulations, policies and procedures of the Oklahoma Transportation Commission. Venue for any action, claim, dispute or litigation, mediation or arbitration shall be in Oklahoma County, Oklahoma.

SECTION 9: DISPUTE RESOLUTION

9.1 The parties hereto have entered into this agreement in the State of Oklahoma and the laws of the State of Oklahoma shall apply. The parties agree to bargain in

good faith in direct negotiation to achieve resolutions of any dispute and, if such efforts are unsuccessful, to retain a neutral mediation service to mediate the dispute prior to the filing of any court action. Mediation shall be conducted in the Edmond area and the costs of such mediation shall be borne equally by the parties. If mediation is not successful, venue for any action brought to enforce the terms of this agreement shall be in Oklahoma County, State of Oklahoma. Each party shall bear any cost and attorney fees incurred by the party in such litigation.

SECTION 10: PRIOR UNDERSTANDINGS

10.1 This agreement incorporates and reduces to writing all prior understandings, promises, agreements, commitments, covenants or conditions and constitutes the full and complete understanding and contractual relationship of the parties.

SECTION 11: AMENDMENTS OR MODIFICATIONS OF AGREEMENT

11.1 No changes, revisions, amendments or alterations in the manner, scope of type of work or compensation to be paid by the DEPARTMENT shall be effective unless reduced to writing and executed by the parties with the same formalities as are observed in the execution of this Agreement.

SECTION 12: RECORDS

12.1 The Sponsor is to maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred and to make such materials available at its respective offices at all reasonable times, during the agreement period and for three (3) years from the date of final payment under the agreement for inspection by the DEPARTMENT and the State Auditor and Inspector, and copies thereof shall be furnished to the DEPARTMENT, if requested.

SECTION 13: HEADINGS

13.1 Article headings used in this Agreement are inserted for convenience of reference only and shall not be deemed a part of this agreement for any purpose.

SECTION 14: BINDING EFFECTS

14.1 This Agreement shall be binding upon and inure to the benefit of the ODOT and the Sponsor and shall be binding upon their successors and assigns subject to the limitations of Oklahoma law.

SECTION 15: SEVERABILITY

15.1 If any provision, clause or paragraph of this Agreement or any document incorporated by reference shall be determined invalid by a court of competent jurisdiction, such determination shall not affect the other provisions, clauses or paragraphs of this Agreement which are not affected by the determination. The provisions, clauses or paragraphs of this Agreement and any documents incorporated by reference are declared severable.

SECTION 16: EFFECTIVE DATE

16.1 This Agreement shall become effective on the date of execution by the Department's Director or his designee.

IN WITNESS WHEREOF, the Director of the Department of Transportation, pursuant to authority vested in him by the State Transportation Commission, has hereunto subscribed his name as Director of the Department of Transportation and the Sponsor has executed same pursuant to authority prescribed by law for the Sponsor.

The Sponsor, _____ on this _____ of _____, 20____, and the Department on the _____.

THE CITY OF MIDWEST CITY

APPROVED AS TO FORM
AND LEGALITY

By _____
City Attorney

By _____
Mayor

By _____
Attest: City Clerk

(SEAL): Approved – THE CITY OF MIDWEST CITY

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

Recommended for Approval

_____
Local Government Division DATE

_____
Director of Project Delivery DATE

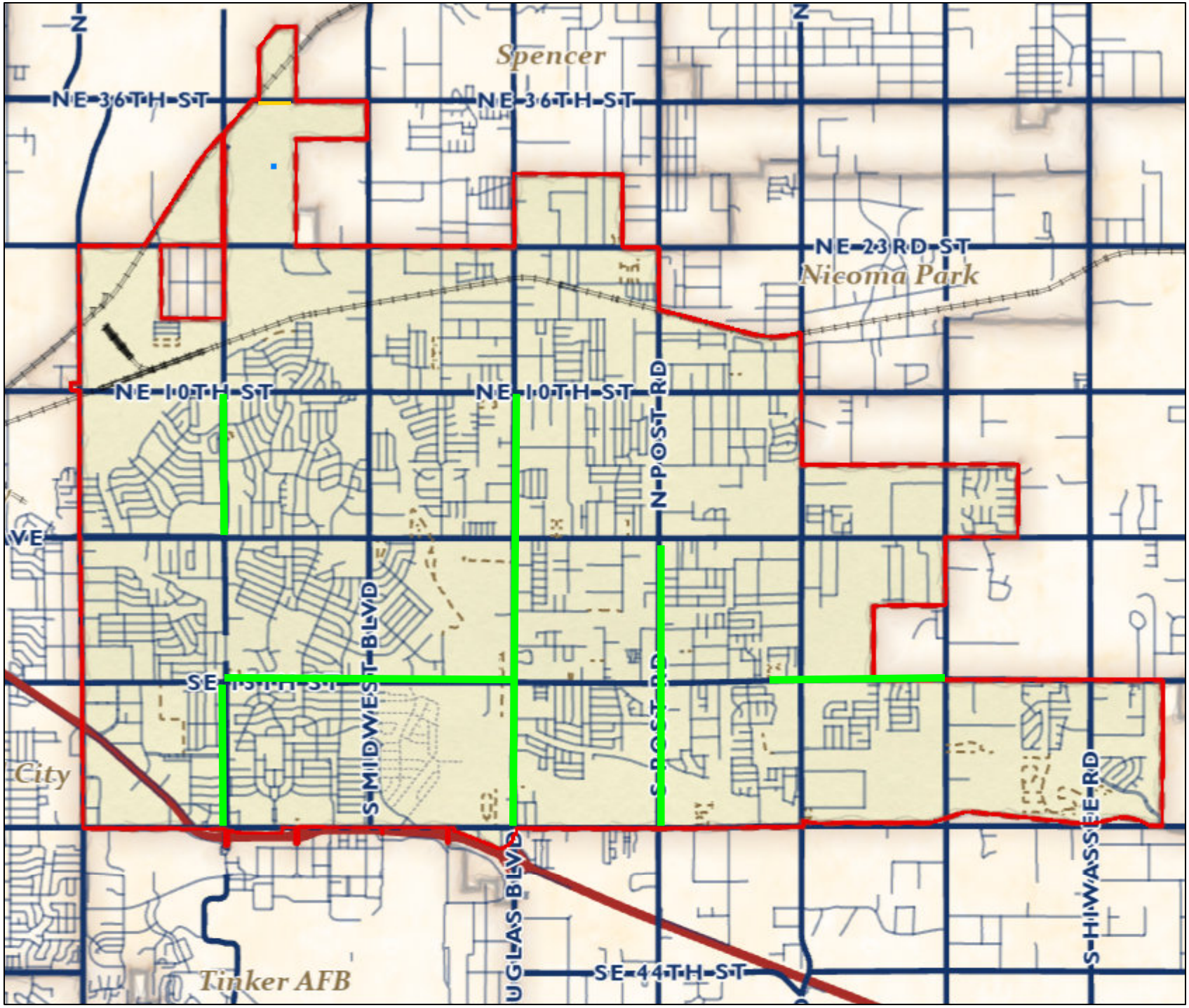
APPROVED AS TO FORM
AND LEGALITY

_____
General Counsel DATE

APPROVED

_____
Deputy Director DATE

MIDWEST CITY
Where the Spirit Flies High



Legend

1 in = 6,019 ft
when printed actual size
on 8-1/2"x11" paper

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Public Works Administration
8730 S.E. 15th Street,
Midwest City, Oklahoma 73110
Public Works Director
pstreets@midwestcityok.org
(405) 739-1061
Assistant Public Works Director
cevenson@midwestcityok.org
(405) 739-1062
www.midwestcityok.org

To: Honorable Mayor and Council

From: R. Paul Streets, Public Works Director

Date: February 24, 2026

Subject: Discussion, consideration, and possible action of declaring miscellaneous equipment from the Public Works Department as surplus and authorizing their disposal by sealed bid, public auction or by other means as necessary.

The Public Works Department has various equipment as described below that have been replaced, removed from service, and/or have no other operational value or application. As such, we recommend declaring these items surplus property and authorizing disposal by sealed bid, public auction, or other means, as necessary.

- 20-02-01, 2004 Chevrolet Trailblazer, VIN # 1GNES16S646187866
- 09-07-44, 2018 Stihl Blower BR430, Serial # 515561849
- 09-07-10, 2024 Stihl Blower BG50, Serial # 536727197
- 09-07-07, 2022 Stihl Weedeater FS91R, Serial # 533401805
- 09-07-25, 2023 Stihl Weedeater FS91R, Serial # 533398986
- 09-07-34, 2021 Stihl Edger FC91, Serial # 530523325
- 09-07-39, 2019 Stihl Blower BG86, Serial # 518539366
- 09-07-42, 2023 Stihl Weedeater FS91R, Serial # 533398955
- 09-07-47, 2019 Stihl Weedeater FS91R, Serial # 515259518
- 09-07-118, 2014 Stihl Weedeater FS90R, Serial # 297944460
- 09-07-149, 2022 Stihl Blower BR430, Serial # 532862589
- 09-07-157, 2024 Stihl Weedeater FS91R, Serial # 542677564
- 09-07-141, 2017 Stihl Weedeater FS91R, Serial # 511739381
- 09-07-69, 2020 Stihl Weedeater FS91R, Serial # 520978945
- 09-07-96, 2017 Stihl Weedeater FS90R, Serial # 511483899
- 09-07-107, 2021 Stihl Weedeater FS91R, Serial # 529960670
- 09-07-27, 2016 Stihl Blower BR350, Serial # 506698908
- 09-07-147, 2022 Stihl Blower BR430, Serial # 532862262
- 09-07-29, 2018 Stihl Blower BR430, Serial # 515561847
- 09-07-37, 2014 Stihl Blower BG55, Serial # 501696117
- 09-07-146, 2021 Stihl Blower BG50, Serial # 527279779
- 09-07-128, 2021 Stihl Blower BR600, Serial # 530695346
- 09-07-63, 2020 Stihl Blower BG26, Serial # 521580490

- 09-07-98, 2017 Stihl Edger FC91, Serial # 509417192
- 09-07-26, 2021 Stihl Edger FC91, Serial # 530523325
- 09-07-115, 2013 Toro MTD Push Mower, Serial # 1BR09K71230
- 09-07-55, 2013 Toro Mower GXV160, Serial # 313001248
- Incandescent C7 Light Bulbs, 1 pallet

Action is at the discretion of the Council.

Respectfully,



R. Paul Streets
Public Works Director

Risk Management Manager
100 N. Midwest Boulevard
Midwest City, OK 73110
lsmithson@midwestcityok.org
www.midwestcityok.org
office: 405.739.1237

MEMORANDUM

To: Honorable Mayor and Council

From: Lynn Smithson, Risk Management

Date: Manager February 24, 2026

Subject: Discussion, consideration, and possible action of nominating City Manager, Tim Lyon, to continue serving on the Oklahoma Municipal Assurance Group Board of Trustees.

Midwest City is a member of the Oklahoma Municipal Assurance Group (OMAG) and participates in the Municipal Liability Protection Plan and the Municipal Property Protection Plan; therefore, we would like to nominate Tim to continue serving as a Trustee. As you may know, Tim has over 38 years of local government experience and specializes in Risk Management.

Lynn Smithson, Risk Management Manager

OMAG

3650 S. Boulevard • Edmond, OK 73013 • omag.org
405.657.1400 • 800.234.9461 • FAX 405.657.1401

TO: Clerk of Member Cities and Towns of the Oklahoma Municipal Assurance Group (OMAG)

FROM: Suzie Paulson, OMAG Executive Director

DATE: January 2026

SUBJECT: 2026 Notice of Trustees Election

Notice is hereby given that three (3) positions on the Board of Trustees of the Oklahoma Municipal Assurance Group are to be filled by election to three-year terms commencing on July 1, 2026. The present office holders whose positions will expire are:

Mr. Justin Battles, Assistant City Manager of the City of Mustang
Mr. Tim Lyon, City Manager of the City of Midwest City
Ms. Pam Polk, City Manager of the City of Durant

The remaining members on the Board of Trustees are:

Mr. Michael Bailey, City Manager of the City of Bartlesville
Mr. Craig Stephenson, City Manager of the City of Ponca City
Ms. Lindsey Grigg-Moak, City Clerk of the City of El Reno
Ms. Vickie Patterson, City Manager of the City of Broken Bow

Each municipality that has adopted the *Agreement Establishing the Oklahoma Municipal Assurance Group* may nominate up to two candidates using the attached nomination form. **Nominations must be received by OMAG no later than March 15, 2026.**

Each nominee must be an elected or appointed official of an OMAG-member municipality.

The election will be conducted by mail ballot in May. Only those candidates nominated by this process will appear on the election ballot.

Your nomination must be:

1. *Submitted on the attached form; and*
2. *Signed by the Mayor; and*
3. *Attested to by the City Clerk; and*
4. *Returned to OMAG no later than March 15, 2026, by: (a) faxing to OMAG at (405) 657-1401; (b) emailing to* elections@omag.org *or (c) sending the form by mail.*

If you have any questions about this election process, please contact Brian Holland at bholland@omag.org or visit www.omag.org/election-nominations

2026 NOMINATION TO THE OMAG BOARD OF TRUSTEES

Nominee's Name: Tim Lyon

Check One: ☐ Nominee is an Official of This Municipality

☐ Nominee is an Official of the City/Town of: _____

Nominee's Office: **Position Title**: City Manager

Position Type: ☐ Elected Official ☒ Employee ☐ Other

Rules Regarding the Biographical Sketch:

- Maximum of 50 words. If longer, only the first 50 words will be published on the ballot.
- Biography will be published as written and without corrections.

Nominee's Biographical Sketch: _____

Tim Lyon has over 40 years of local government experience specializing in Risk Management, a Master's Degree, and is an accredited City Manager. For the past 26 years, he has served the City of Midwest City in various management functions. He has served on the OMAG Board for two terms.

The City/Town of Midwest City hereby nominates the above-named person as a Candidate for a three-year term on the OMAG (Oklahoma Municipal Assurance Group) Board of Trustees for the term commencing on July 1, 2026.

Signed: _____
Mayor

Attest: _____ Date: _____
Clerk

MIDWEST CITY
Where the Spirit Flies High

DISCUSSION ITEMS

To: Honorable Mayor and Council

From: Matt Summers, Community Development Director

Date: February 24, 2026

Subject: (MP-00029) Public hearing, discussion, consideration, and possible action of approval of a Minor Plat for a tract of land described as BLK 001 LOT 003 of the 29th and Douglas Apartments, located in Midwest City, Oklahoma.

Executive Summary: The Applicant is requesting approval of a minor plat to divide the 14.56-acre parcel into two (2) lots. The subject property spans both sides of Soldier Creek and part of the subject property is located within the 2009 Federal Emergency Management Agency Floodway and 1% Annual Chance Flood Area.



As approved in the PUD (PC-2113), the eastern portion of the property is planned as part of the 29th & Douglas Apartments, providing high-density residential units with access from SE 29th Street. The western portion of the subject property, fronting the SE 25th Street cul-de-sac, is proposed for residential development.

Staff conducted their standard review of the minor plat and found it to be consistent with all applicable zoning regulations and other applicable requirements of the Subdivision Ordinance.

Both state and local notification requirements were met. At the time of writing, staff received one phone call from a nearby resident asking about the proposed trail near Soldier Creek.

The applicant was present and addressed the Planning Commission, expressing no objections to the staff report. During the public hearing, one adjacent property owner asked about trail easements and the planned trail along the east side of Soldier Creek. The Planning Commission unanimously recommended approval of the application.

Action is at the discretion of the City Council.

Dates of Hearing:
Planning Commission- February 3, 2026
City Council- February 24, 2026

Date of Pre-Application Meeting: October 29, 2025

Date of Site Plan Review Team Meeting: December 30, 2025

Council Ward: Ward 2, Pat Byrne

Owner: JLou Properties, LLC & RAMWC, LLC

Applicant: Mark Zitzow

Size: Contains an area of 14.56 acres MOL

Zoning Districts:

Area of Request:	PUD
North:	C-3, R-HD, & R-6
South:	R-6 & PUD
East:	R-MH-2
West:	PUD

Land Use:

Area of Request:	Vacant
North:	Vacant & Residential Subdivision
South:	Single-Family Residential & Vacant
East:	Manufactured Homes
West:	Sonic Drive-In & Sovereign Bank

Municipal Code Citation:
Sec. 38-20 – Minor Plat

Sec. 38-20.1. Purpose.
The purpose of a minor plat is to provide a limited means for simple land division under certain circumstances, which result in minimal lot creation.

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

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

Sec. 38-20.2. Applicability.
An application for approval of a minor plat may be filed when all of the following circumstances apply.
Minor plat circumstances.

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

(2) All lots in the proposed subdivision front onto an existing public or approved private street and the construction or extension of a street or alley is not required to meet these Subdivision Ordinance requirements;
(3) All lots meet the zoning ordinance area regulations and standards (minimum frontage, etc.); and
(4) The plat does not require new interior public or private roads to serve the subdivision.

Sec. 38-20.5. Review and approval process.

(a) Review action and approval action—Same as final plat. The review and approval processes for a minor plat shall be the same as the review and approval processes for a final plat per section 38-19.
(b) Minor plat review criteria. The following criteria shall be used to determine whether the application for a minor plat shall be approved, approved with conditions, or denied:
(1) The minor plat is consistent with all zoning requirements for the property (if applicable), and all other requirements of this Subdivision Ordinance that apply to the minor plat;
(2) All lots to be created by the minor plat already are adequately served by improved public street access and by all required city utilities and services and by alleys, if applicable;
(3) The ownership, maintenance and allowed uses of all designated easements have been stated on the minor plat; and
(4) The plat does not require new interior public or private roads to serve the subdivision.

History:

1. The property was zoned R-6 with the adoption of the 2010 Zoning Map.
2. On May 24, 2022, City Council approved the Planned Unit Development (PUD) for the subject property, which is governed by the High Density Residential (R-HD) and Community Commercial (C-3) zoning districts (PC-2113).
3. The Preliminary Plat for the subject property was approved by City Council on February 28, 2023 (PC-2134).
4. City Council approved the Final Plat for the subject property on July 5, 2023, contingent upon meeting DEQ requirements (PC-2148).
5. In 2025, the Community Development Director administratively approved the Amended Plat for the subject property (PC-2115).
6. The Board of Adjustment approved a variance on November 18, 2025, to reduce the front building setback on the western portion of the property from 30 feet to 15 feet (BOA-422).

Next Steps:

If Council approves this rezone, the applicant will need to file the plat with all required signatures with Oklahoma County, then provide the City a copy of the filed plat (digital).

Staff Comments-

There are construction requirement references made in the Engineering, Fire Marshal, and Public Works portions of this report. The intent of the Municipal Code is to directly involve the applicant in continued community development activities such as extending public sewer and water and making street improvements, for examples. This is a minor plat application and the construction references are provided to make the

applicant and subsequent developers of this property aware of their applicability as they relate to the future development or redevelopment of this property.

Engineering Staff Comments:

Water Supply and Distribution

There are public water mains bordering and bisecting the proposed area of request. A twelve (12) inch line extends along the north side of S.E. 29th Street Avenue across the frontage of the south side of the proposed plat. An eight (8) inch line extends along the south side of S.E. 25th Street Avenue adjacent to the west side of the proposed plat. A new public water main extension bisects the proposed plat from the south to the north looping it to the existing water system. Any new building permit will require tying to the public water system as outlined in Municipal Code 43-32.

Sanitary Sewerage Collection and Disposal

There are public sewer mains bordering and bisecting the proposed area of request. A ten (10) inch line bisects the proposed plat from the south to the north side of the proposed plat. An eight (8) inch line extends from S.E. 25th Street Avenue adjacent to the west side of the proposed plat extends east. Any new building permit will require tying into the public sewer system as outlined in Municipal Code 43-109.

Streets and Sidewalks

Access to the area of request exists off S.E. 29th Street and S.E. 25th Street. Public road and sidewalk improvements are not required as part of this application. Sidewalk is being constructed as part of all new building permits.

Drainage and Flood Control, Wetlands, and Sediment Control

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

Soldier Creek crosses the site. Currently, the applicant is constructing a common detention pond to collect most of the on site runoff. The design engineer has factored in both the Soldier Creek watershed and all of the adjacent watershed into the drainage plans and the detention pond design.

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

Easements and Right-of-Way

No easement or right of way is required with this application.

Fire Marshal's Comments:

No further comments at this time.

Planning Division:

Staff met with the applicant on October 29, 2025, for a pre-application meeting. On December 30, 2025, a Site Plan Review Team meeting was held, and representatives from the following departments were present: Community Development, Engineering, Sanitation, and Fire Marshal's Office.

This request meets the criteria to qualify as a minor plat as outlined in the Midwest City Municipal Code.

The Planning Commission unanimously recommended approval of this item.

Action is at the discretion of the City Council.

Action Required:
Approve or reject the Minor Plat of 29th & Douglas Apartments for the property noted herein, subject to staff comments as found in February 24, 2026, City Council agenda packet and made part of the MP-29 file.

Suggested Motion:
"To approve the Minor Plat of 29th & Douglas Apartments subject to staff comments found in the February 24, 2026, City Council agenda packet and made part of the MP-29 file."

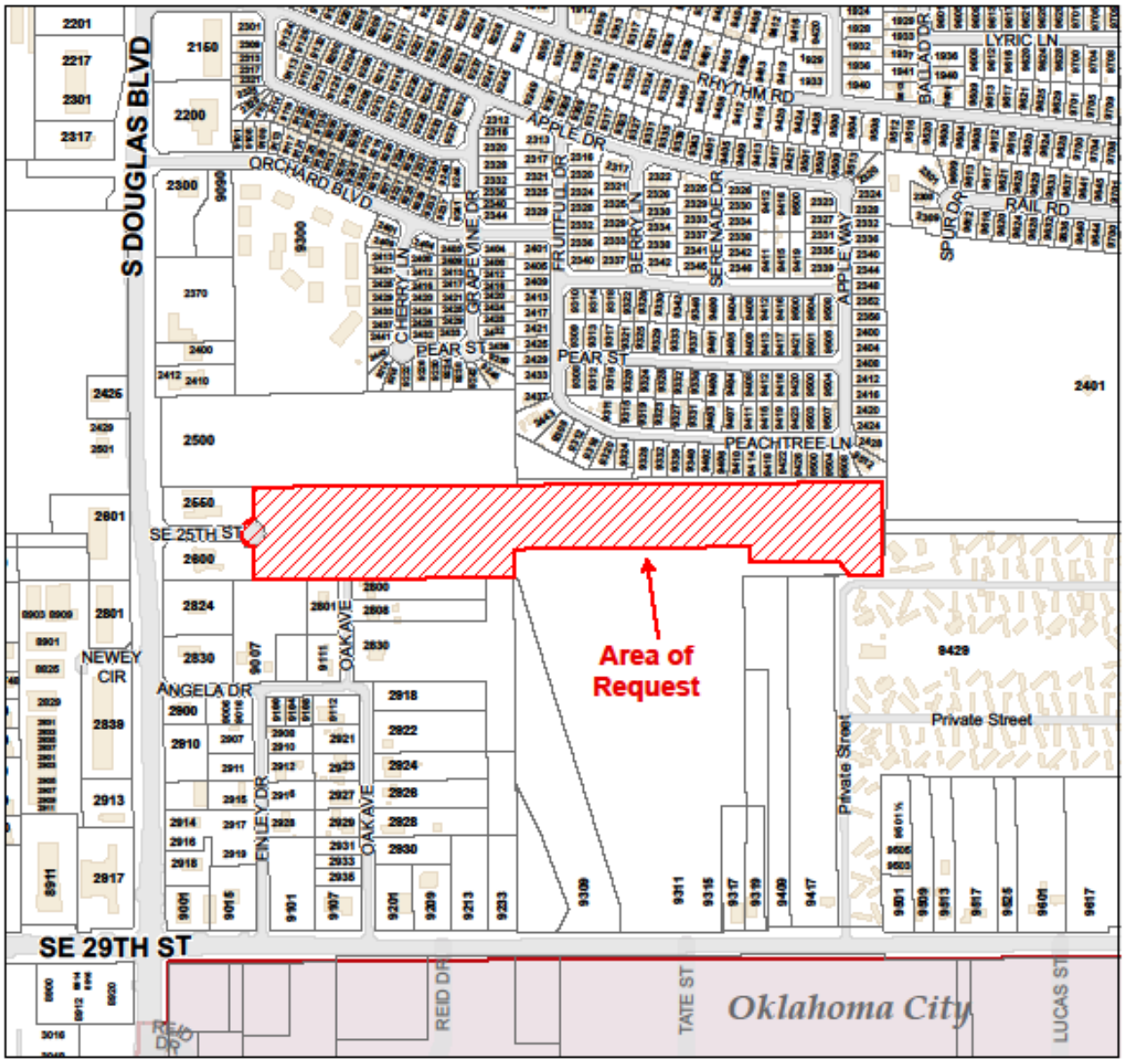
Please feel free to contact my office at (405) 739-1228 with any questions.

Matt Summers, AICP

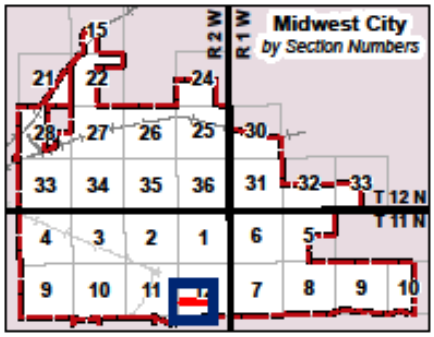
Community Development Director

MIDWEST CITY
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Locator Map



Created on January 20, 2026 using ArcPY script - MP-29

General Map Legend

- Area of Request
- Parcels with Addresses
- Buildings
- Edge of Pavement
- MWC City Limits

Railroads

- Active
- Inactive / Closed

GENERAL MAP FOR MP-29 (SW/4, Sec. 12, T11N, R2W)

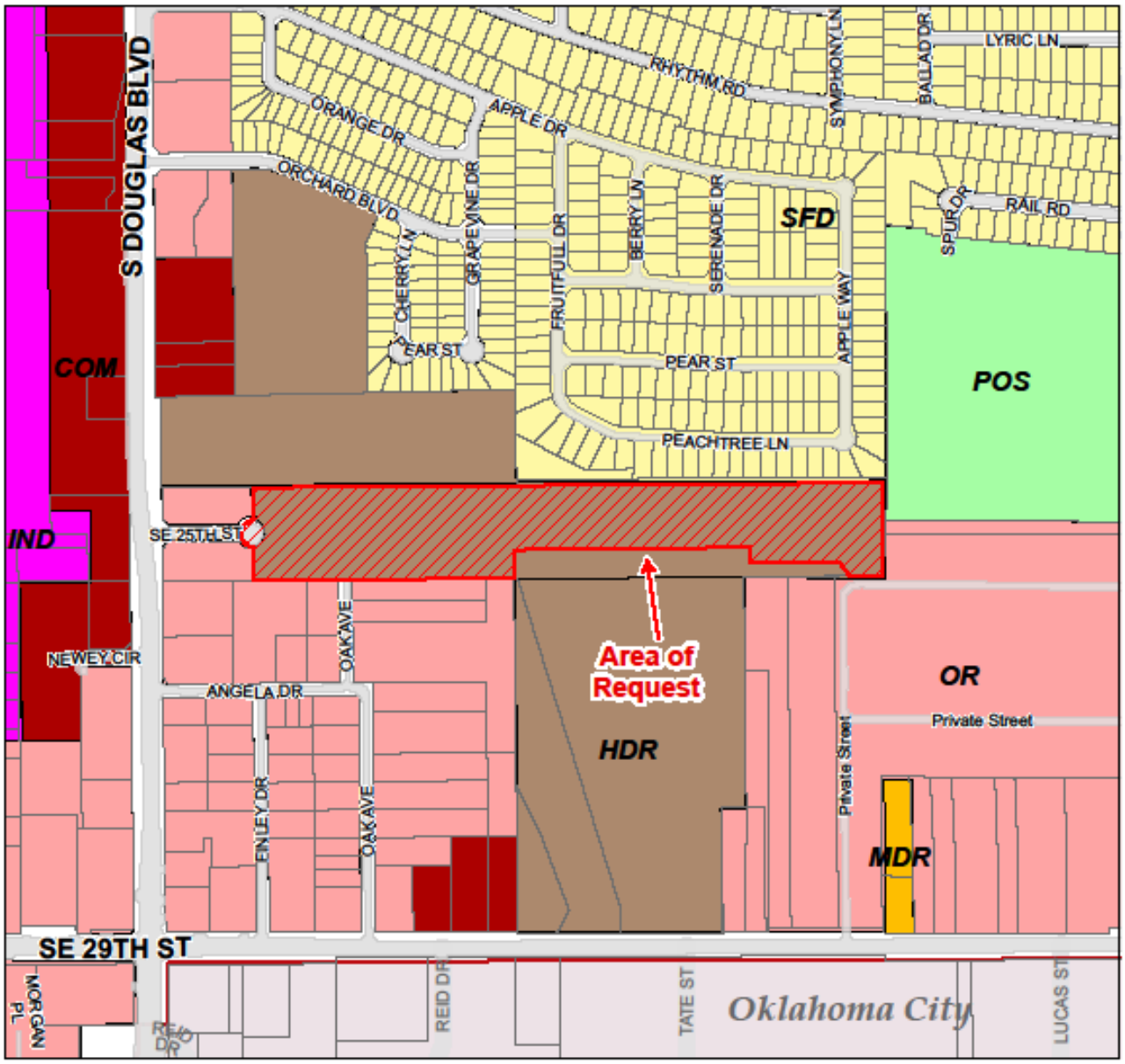
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On 8.5" x 11" paper 1 inch equals 500 feet

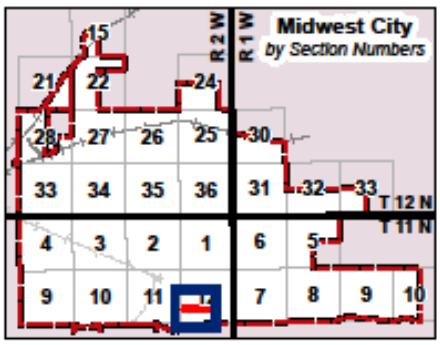
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Locator Map



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Future Land Use Legend

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

FUTURE LAND USE MAP FOR MP-29 (SW/4, Sec. 12, T11N, R2W)

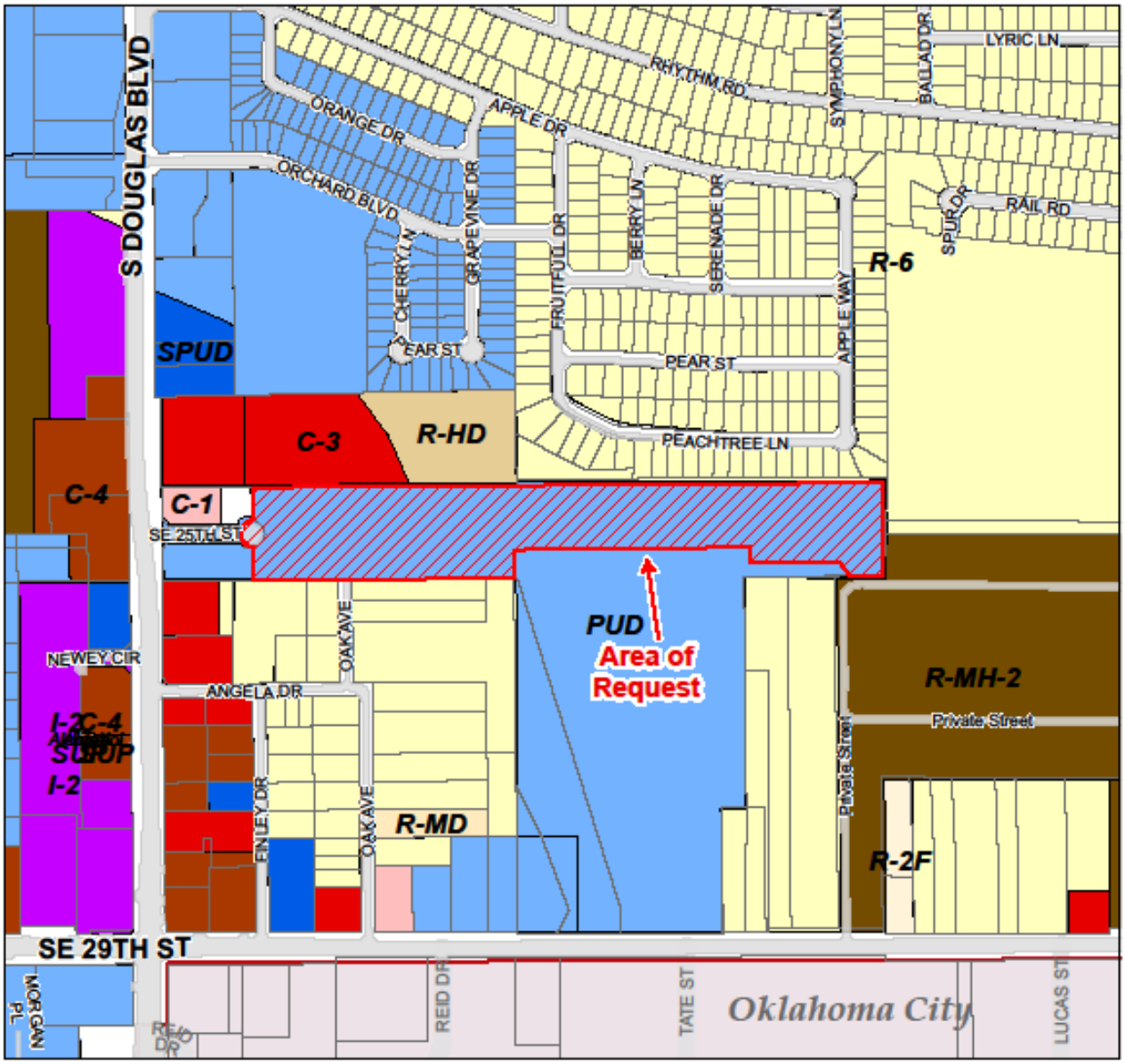
N 0 490 980 Feet

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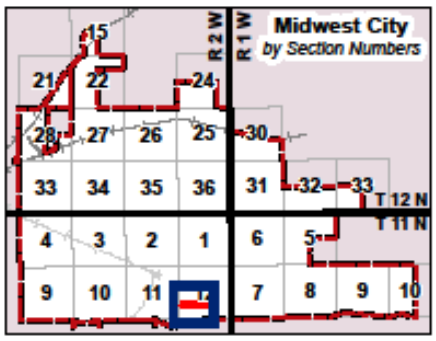
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Locator Map



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Current Zoning Legend

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

ZONING MAP FOR MP-29 (SW/4, Sec. 12, T11N, R2W)

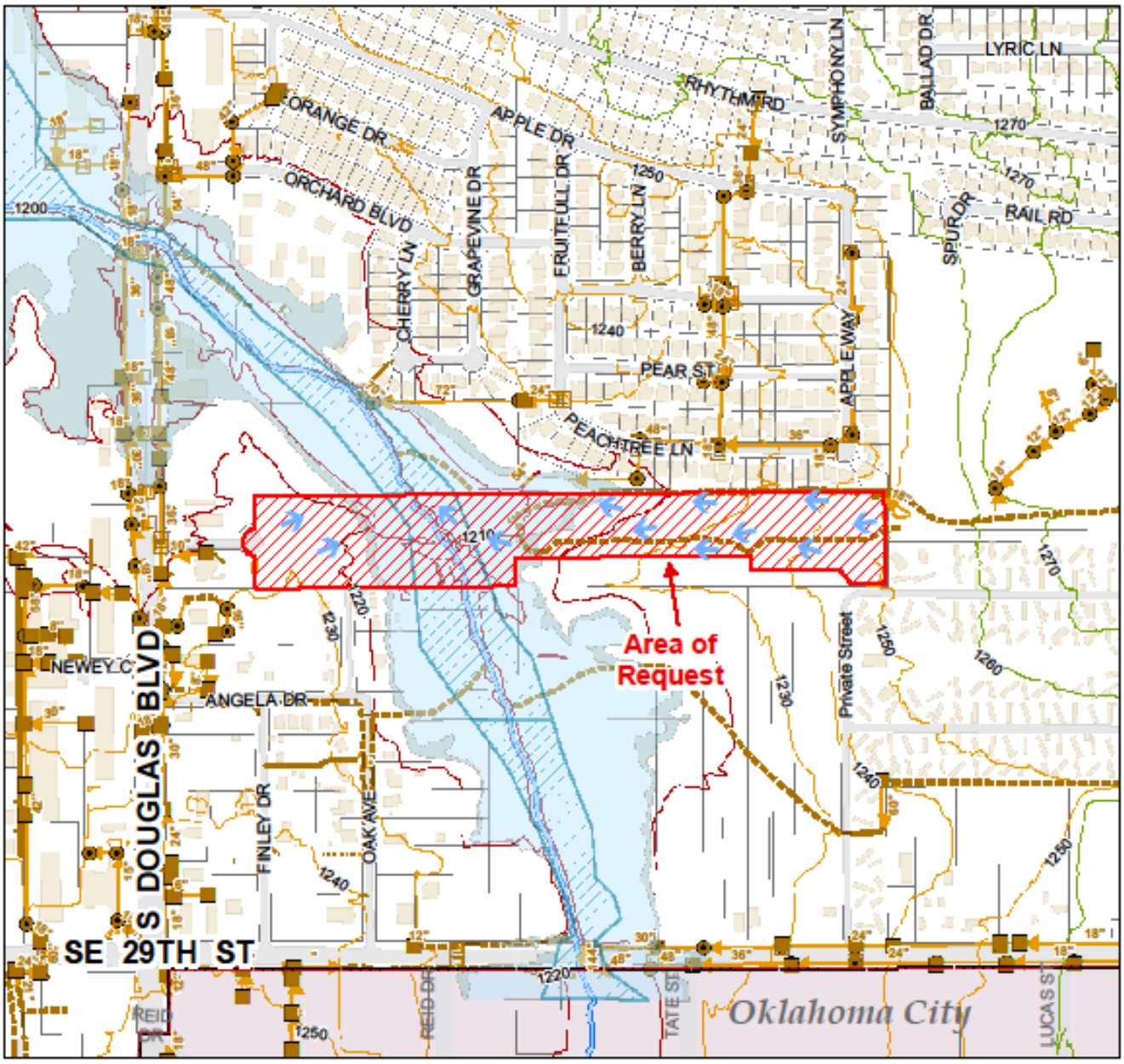
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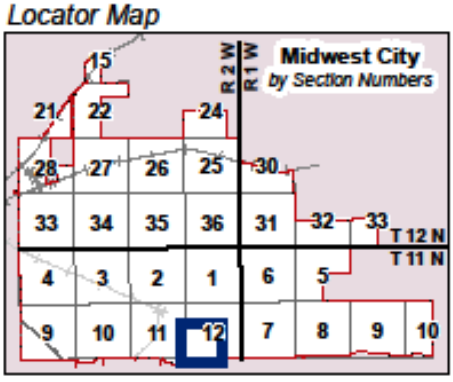
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Locator Map



Drainage Legend

Curb Inlets
- Curb Inlets
- Inlets
- Junction Box
- Culverts
- Flumes
- Developed Channels
- Trickle Channels
- Undeveloped Channels
- Storm Lines
- Creeks

ELEVATION
- 1166-1204 ft
- 1204-1228 ft
- 1228-1250 ft
- 1250-1278 ft
- 1278-1324 ft

2009 FEMA Floodplains
- 500-yr floodplain
- 100-yr floodplain

2009 FEMA Floodway
- FLOODWAY
- Drainage

DRAINAGE LOCATION MAP FOR MP-29 (SE/4, Sec 6, T11N, R1W)

N

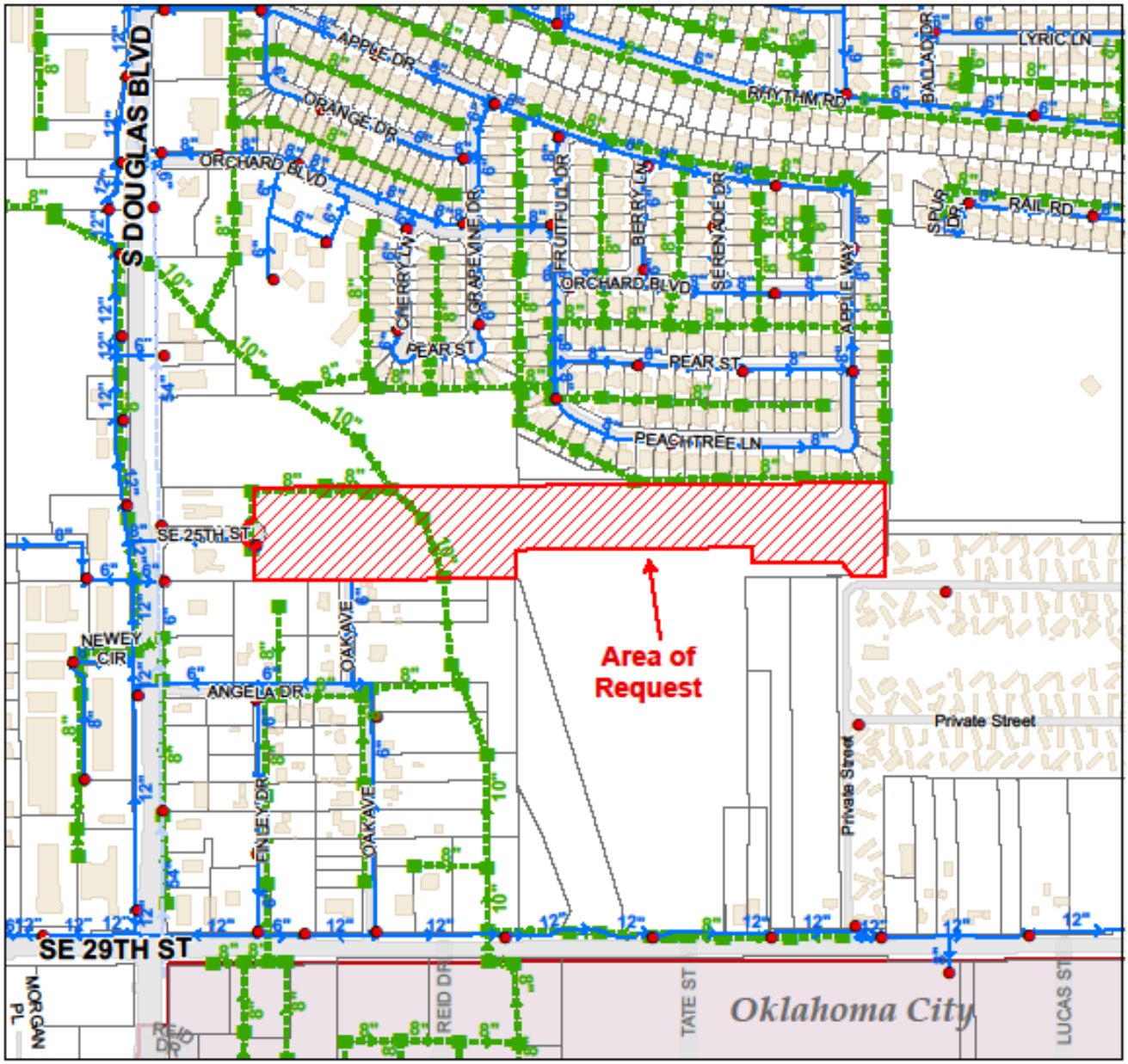
0 500 1,000 Feet

On 8.5" x 11" paper 1 inch = 500 feet

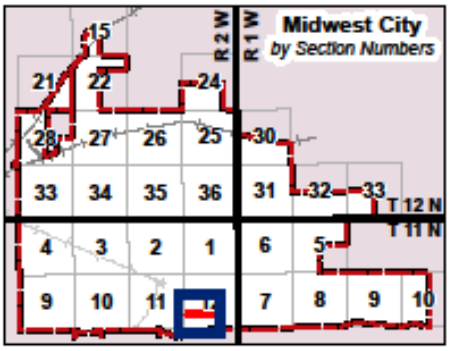
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Locator Map



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Water/Sewer Legend

- Fire Hydrants

Water Lines

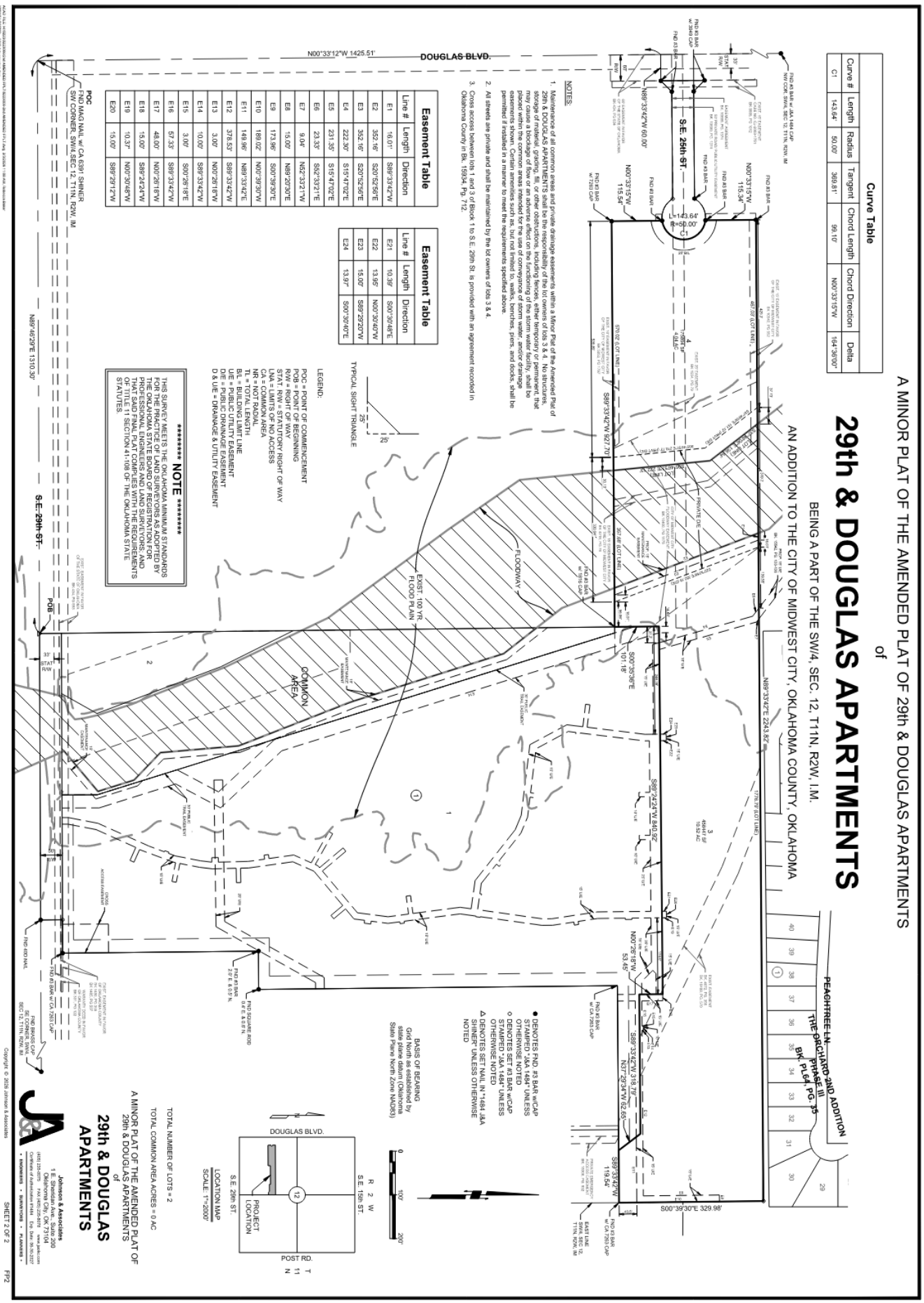
- Distribution
- Well
- OKC Cross Country
- Sooner Utilities
- Thunderbird
- Unknown
- Sewer Manholes
- Sewer Lines

WATER SEWER MAP FOR MP-29 (SW/4, Sec. 12, T11N, R2W)

N 0 490 980 Feet

On 8.5" x 11" paper 1 inch equals 500 feet

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A MINOR PLAT OF THE AMENDED PLAT OF 29th & DOUGLAS APARTMENTS
of
29th & DOUGLAS APARTMENTS
AN ADDITION TO THE CITY OF MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA
BEING A PART OF THE SW/4, SEC. 12, T11N, R2W, I.M.
Curve Table
Curve # | Length | Radius | Tangent | Chord Length | Chord Direction | Delta
C1 | 143.64' | 50.00' | 369.81' | 99.10' | N00°33'15"W | 164°36'00"
Easement Table
Line # | Length | Direction
E1 | 16.01' | S89°33'42"W
E2 | 352.16' | S20°52'56"E
E3 | 352.16' | S20°52'56"E
E4 | 222.30' | S15°47'02"E
E5 | 231.35' | S15°47'02"E
E6 | 23.33' | S52°33'21"E
E7 | 9.04' | N52°33'21"W
E8 | 15.00' | N89°20'30"E
E9 | 173.96' | S00°39'30"E
E10 | 188.02' | N00°39'30"W
E11 | 149.96' | N89°33'42"E
E12 | 378.53' | S89°33'42"W
E13 | 3.00' | N00°26'18"W
E14 | 10.00' | S89°33'42"W
E15 | 3.00' | S00°26'18"E
E16 | 97.33' | S89°33'42"W
E17 | 48.00' | N00°26'18"W
E18 | 15.00' | S89°24'24"W
E19 | 10.37' | N00°30'48"W
E20 | 15.00' | S89°29'12"W
Easement Table
Line # | Length | Direction
E21 | 10.39' | S00°39'48"E
E22 | 13.95' | N00°30'40"W
E23 | 15.00' | S89°29'20"W
E24 | 13.97' | S00°30'40"E
NOTES:
1. Maintenance of all common areas and private drainage easements within a Minor Plat of the Amended Plat of 29th & DOUGLAS APARTMENTS shall be the responsibility of the lot owners of lots 3 & 4. No structure, that may cause a blockage of flow or an adverse effect on the functioning of the storm water facility, shall be placed within the common areas intended for the use of conveyance of storm water, and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner to meet the requirements specified above.
2. All streets are private and shall be maintained by the lot owners of lots 3 & 4.
3. Cross access between lots 1 and 3 of Block 1 to S.E. 29th St. is provided with an agreement recorded in Oklahoma County in Bk. 15934, Pg. 712.
******** NOTE ********
THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYORS AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THAT SAID FINAL PLAT COMPLIES WITH THE REQUIREMENTS OF TITLE 11 SECTION 41-108 OF THE OKLAHOMA STATE STATUTES
LEGEND:
POC = POINT OF COMMENCEMENT
POB = POINT OF BEGINNING
ROW = RIGHT OF WAY
SSWR = SANITARY SEWER
LNA = LIMITS OF NO ACCESS
CA = COMMON AREA
NR = NOT RADIAL
TL = TOTAL LENGTH
BL = BUILDING LIMIT LINE
UE = UTILITY EASEMENT
D/E = PUBLIC DRAINAGE EASEMENT
D & UE = DRAINAGE & UTILITY EASEMENT
TYPICAL SIGHT TRIANGLE
FLOODWAY
EXIST. 100 YR. FLOOD PLAIN
COMMON AREA
DOUGLAS BLVD.
S.E. 29th ST.
POC
FND MAG NAIL w/ CA 6391 SHINER
SW CORNER, SW/4, SEC. 12, T11N, R2W, IM
POB
N89°46'29"E 1310.30'
N00°33'12"W 1425.51'
FND #3 BAR w/ CA 1484 CAP
NW CORR, SW/4, SEC. 12, T11N, R2W, IM
FND #3 BAR w/ CA 7283 CAP
FND #3 BAR w/ CA 1484 CAP
FND #3 BAR w/ CA 6391 CAP
FND #3 BAR w/ CA 1858 CAP
FND #3 BAR w/ CA 3048 CAP
FND #3 BAR w/ CA 7280 CAP
FND #3 BAR w/ CA 5942 CAP
FND #3 BAR w/ CA 7281 CAP
FND #3 BAR w/ CA 7283 CAP
FND #3 BAR 2'E & 0.5'N.
FND SQUARE ROD 0.8'E & 0.8'N.
FND IRON PIPE
N00°33'15"W 115.54'
N89°33'42"W 60.00'
N00°33'15"W 115.54'
L=143.64'
R=50.00'
S89°33'42"W 927.70'
S00°39'30"E 101.18'
N89°33'42"E 2243.82'
S89°24'24"W 840.92'
N00°26'18"W 53.45'
S89°33'42"W 318.79'
N37°29'34"W 62.65'
S89°33'42"W 119.54'
S00°39'30"E 329.98'
PEACHTREE LN.
THE ORCHARD 2ND ADDITION
PHASE III
BK. PL64, PG. 75
1776.78' (LOT LINE)
497.69' (LOT LINE)
676.69' (LOT LINE)
397.66' (LOT LINE)
459417 SF
10.52 AC
3
4
1
2
● DENOTES FND. #3 BAR w/CAP STAMPED "1484" UNLESS OTHERWISE NOTED
○ DENOTES SET #3 BAR w/CAP STAMPED "1484" UNLESS OTHERWISE NOTED
Δ DENOTES SET NAIL IN "1484 J&A SHINER" UNLESS OTHERWISE NOTED
BASIS OF BEARING
Grid North as established by state plane datum (Oklahoma State Plane North Zone NAD83)
0
100'
200'
DOUGLAS BLVD.
S.E. 15th ST.
S.E. 29th ST.
POST RD.
PROJECT LOCATION
R 2 W
T 11 N
12
LOCATION MAP
SCALE: 1"=2000'
TOTAL NUMBER OF LOTS = 2
TOTAL COMMON AREA ACRES = 0 AC
A MINOR PLAT OF THE AMENDED PLAT OF
29th & DOUGLAS APARTMENTS
of
29th & DOUGLAS APARTMENTS
Johnson & Associates
1 E. Sheridan Ave., Suite 200
Oklahoma City, OK 73104
(405) 235-0075 FAX (405) 235-0078 www.jaokc.com
Certificate of Authorization #1484 Exp. Date: 06/30/2027
• ENGINEERING • SURVEYING • PLANNING •
SHEET 2 OF 2
FP2
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To: Honorable Mayor and City Council

From: Matt Summers, Community Development Director

Date: February 24, 2026

Subject: (PC-2237) Public hearing, discussion, consideration, and possible action for a Special Use Permit to allow the use of a church (*Low Impact Institutional: Neighborhood Related)* in the R-6, Single-Family Detached Residential district for the property located at 9201 SE 15th Street, Midwest City, Oklahoma 73110.

Executive Summary:

The Applicant is requesting approval of a Special Use Permit (SUP) for the subject property to allow uses permitted under Section 4.3.6. *Low Impact Institutional: Neighborhood Related.* More specifically, the Applicant is seeking approval to operate a church.

The subject property was previously occupied by a church until 2024 when a Special Use Permit was approved allowing operation of a school. Approval of this Special Use Permit would allow the operation of a church at the subject property.



Staff and the applicant have engaged in discussions regarding parking mitigation measures; however, the number of parking spaces currently provided on site is substantially less than what is required to accommodate the maximum occupancy load.

As of the date of this report, no public comments have been received concerning the application.

All applicable state and local notification requirements were met.

The applicant was present at the Planning Commission meeting, and stated they have proposed parking agreements with Soldier Creek Elementary School and the adjacent church under review. Commissioners raised concerns with obtaining these agreements and the intent to construct an additional parking lot on the north side of the existing building. The applicant confirmed that the agreements are currently in progress. The Planning Commission recommended approval of the application with a reduction in the parking to 252 spaces, contingent upon receiving the joint parking agreements and subject to all staff's comments.

Action is at the discretion of the City Council.

Dates of Hearing:
Planning Commission- February 3, 2026
City Council- February 24, 2026

Date of Pre-Application Meeting: December 9, 2025

Date of Site Plan Review Team Meeting: December 30, 2025

Council Ward: Ward 2, Pat Byrne

Owner: Tracy Williams

Applicant: Cory Fahrenkamp

Size: Contains an area of 1.93 acres MOL

Zoning Districts:

Area of Request:	R-6 with a SUP for School Occupancy
North:	R-6
South:	PUD
East:	PUD
West:	R-6

Land Use:

Area of Request:	Single-Family District and Existing Structure for Proposed Church
North:	Single-Family Detached Residential
South:	Planned Unit Development Governed by Medium Density Residential
East:	Planned Unit Development Governed by General Office District Regulations
West:	Single-Family District and Existing Structure for Proposed Church

Municipal Code Citation:

2.7 – R-6, Single Family Detached Residential District

2.7.1 *General Description*. The R-6, Single-Family Detached Residential District is intended for single-family residences on lots of not less than 6,000 square feet in size. This district is estimated to yield a maximum density of 5.1 gross dwelling units per acre (DUA).

7.6. – Special Use Permit

7.6.1. *General Description and Authorization.* The uses listed under the various districts as special use permits are so classified because they more intensely dominate the area in which they are located than do other uses permitted in the district.

(A) *Consideration for compatibility*. With consideration given to setting, physical features, compatibility with surrounding land uses, traffic, and aesthetics, certain uses may located in an area where they will be compatible with existing or planned land uses.

(B) *Review and approval.* The Planning Commission shall review each case on its own merit, apply the criteria established herein, and recommend either approval or denial of the special use permit to the City Council. Following the Planning Commission's recommendation, the City Council shall review each case on its own merit, apply the criteria established herein, and, if appropriate, authorize said use by granting a special use permit.

(C) Use identified by individual zoning district. If a special use permit is granted it shall be for all the uses permitted in the specified district plus the special use permit requested.

7.6.2. *Application*. Application and public hearing procedures for a special permit shall be completed in the same manner as an application for rezoning. A site plan shall be included with the application as outlined in 7.5 Site Plan (Page 183).

7.6.3. *Criteria for* Special Permit *Approval.*

(A) Special use permit *criteria.* The City Council shall use the following criteria to evaluate a special use permit:

(1) Whether the proposed use shall be in harmony with the policies of the comprehensive plan.

(2) Whether the proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.

(3) Whether the proposed use shall not adversely affect the use of neighboring properties.

(4) Whether the proposed use shall not generate pedestrian and vehicular traffic that is hazardous or in conflict with the existing and anticipated traffic in the neighborhood.

(5) Whether utility, drainage, parking, loading, signs, lighting access and other necessary public facilities to serve the proposed use shall meet the adopted codes of the city.

(B) *Specific conditions.* The City Council may impose specific conditions regarding:

(1) the duration of the permit,

(2) the location, design, operation, and screening to assure safety,

(3) to prevent a nuisance, and

(4) to control the noxious effects of excessive sound, light, odor, dust or similar conditions.

7.6.4. *Status of Special Use Permits.* Once a special use permit has been granted for a lot, said special use permit may not be expanded to another lot without application for a new special use permit. Provided, however, churches may expand if the property on which said church will be located is owned, as reflected by official records kept by the Registrar of Deeds for Oklahoma County, Oklahoma, on or prior to June 22, 1982.

7.6.5. *Expiration of Special Use Permits.* All special use permits shall expire by default:

(A) *Non-establishment.*

(1) If the use is not established within twelve (12) months and no extension is approved.

(2) When a building permit has not been issued for construction within twelve (12) months of City Council approval the applicant or owner may request a hearing for an extension of the initial special use permit approval.

(3) Good cause for an extension shall mean that the owner shows evidence that he has contractors or applications for continual development within the next year following the original approval.

(B) *Discontinuance.* If the use once established has been discontinued for a period of twelve (12) months or abandoned.

(C) *Lack of substantial compliance.* Whenever the Community Development Director finds that any proposed construction or occupancy will not, in his opinion, substantially comply with the special use permit, he shall refer the question to the City Council for its review.

(D) *Amendment.* When the holder of a special use permit determines that an extension of time or modification of the use is necessary, he may apply for amendment in the same manner as the original application. The amendment shall be processed in the same manner as an original application.

History:

1. At the time of the 1985 zoning map, the subject property was zoned R-1-D with a Special Use Permit.
2. July 2024, City Council approved a Special Use Permit (PC-2180) for the subject property, allowing the operation of a school.

Next Steps:

If approved by City Council, the Special Use Permit would authorize the applicant to operate Frontline Church, contingent upon connection to the public sewer system and construction of 107 paved parking spaces on the north side of the property.

Staff Comments-

There are construction requirement references made in the Engineering, Fire Marshal, and Public Works portions of this report. The intent of the Municipal Code is to directly involve the applicant in continued community development activities such as extending public sewer and water and making street improvements, for examples. This is a special use permit application and the construction references are provided to make the applicant and subsequent developers of this property aware of their applicability as they relate to the future development or redevelopment of this property.

Engineering Staff Comments:

Water Supply and Distribution

There is a public water main bordering the proposed parcels, an eighteen (18) inch line runs along the north side of 9125 and 9201 S.E. 15th Street. Any new building permit will require tying to the public water system as outlined in Municipal Code 43-32.

Sanitary Sewerage Collection and Disposal

There is a public sewer main bordering the proposed west parcel, but not the east, an eight (8) inch line runs to and ends at 9125 S.E. 15th Street. An extension of the system will be completed to provide service to the east lot, 9201 S.E. 15th Street, prior to the filing of the minor plat. Any new building permit will require tying into the public sewer system as outlined in Municipal Code 43-109.

Streets and Sidewalks

Access to the area of request exists off of S.E. 15th Street. Public road and sidewalk improvements are not required as part of this application. Sidewalk will be required as part of any new building permit.

Drainage and Flood Control, Wetlands, and Sediment Control

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

Easements and Right-of-Way

Right of way is not required with this application.

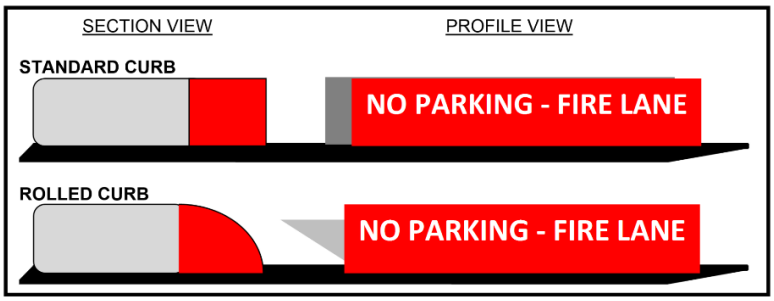
Fire Marshal's Comments:

New and existing construction shall comply with all Midwest City Fire Codes and Ordinances, the 2018 International Fire Code (IFC), the 2018 International Building Code (IBC), and the National Fire Codes.

Fire extinguishers are required to be installed in accordance with Section 906 of the International Fire Code, as well as NFPA 10.
Address shall be identified on the front side of the facility in contrasting colors and shall be legible from the public access road. IFC Section 505.

Fire / panic hardware is required on all egress doors that are not main entrance doors.

A fire lane is required in accordance with IFC Section 503 and the Midwest City Ordinances Section 15-15. Fire lane to be a 6" continuous red stripe with "Fire Lane – No Parking" in 4" white lettering spaced every 60'-0" O.C. Face of curbs shall be painted when applicable and the fire lane shall begin at the street access / egress point of the road and wrap around into the parking lot.



Fire Alarm and Fire Suppression plans (including but not limited to hood suppression systems if cooking equipment is to be installed/utilized in this facility). These plans shall be submitted to the Midwest City Fire Marshal's Office for review as applicable by the appropriate licensed sub-contractor. NOTE: Fire Suppression and Fire Alarm System(s) are currently installed on-site; these systems are required to be current on all required inspection, testing, and maintenance (and in normal operating condition) prior to the issuance/approval of a Certificate of Occupancy.

Paint striping is required on the floors in front of all electrical panels indicating "No Storage" areas. (IFC 605.3)

Planning Division:

Staff met with the applicant on December 9, 2025, for a pre-application meeting. On December 30, 2025, a Site Plan Review Team meeting was held, and representatives from the following departments were present: Community Development, and Engineering, Fire, and Sanitation.

The subject property currently provides a total of ten (10) parking spaces, eight (8) standard spaces and two (2) handicap accessible spaces. The major assembly space contains roughly 6,089 square feet of usable floor area, and the use of non-fixed seating results in a maximum occupancy load of 870 occupants. Based on the applicable parking standard of one (1) parking space per three (3) seats for *4.3.6 Low Impact Institutional: Neighborhood Related* uses, as outlined in Table 5.3-2, a total of 290 parking spaces is required. In addition, Table 5.3-1 requires a minimum of seven (7) handicap accessible parking spaces.

The applicant has indicated an intent to enter into written shared parking agreements with the adjacent property owner and Soldier Creek Elementary School to allow use of 134 parking spaces. These agreements have been presented to both parties and are currently under review. The applicant has engaged an engineer to design a parking lot just north of the existing structure and the current design indicates that it can only accommodate up

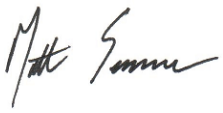
to 107 spaces. Even with the shared parking agreements and construction of the proposed parking lot, the site would be short of the required total by forty-nine (49) spaces.

The commissioners recommend approval of the application with a reduction in the parking to 252 spaces, contingent upon receiving the joint parking agreements and subject to all staff comments.

Action is at the discretion of the City Council.

Action Required:
Approve or reject a Special Use Permit as noted herein, subject to staff comments as found in the February 4, 2026, City Council agenda packet and made part of the PC-2237 file.

Please feel free to contact my office at (405) 739-1228 with any questions.

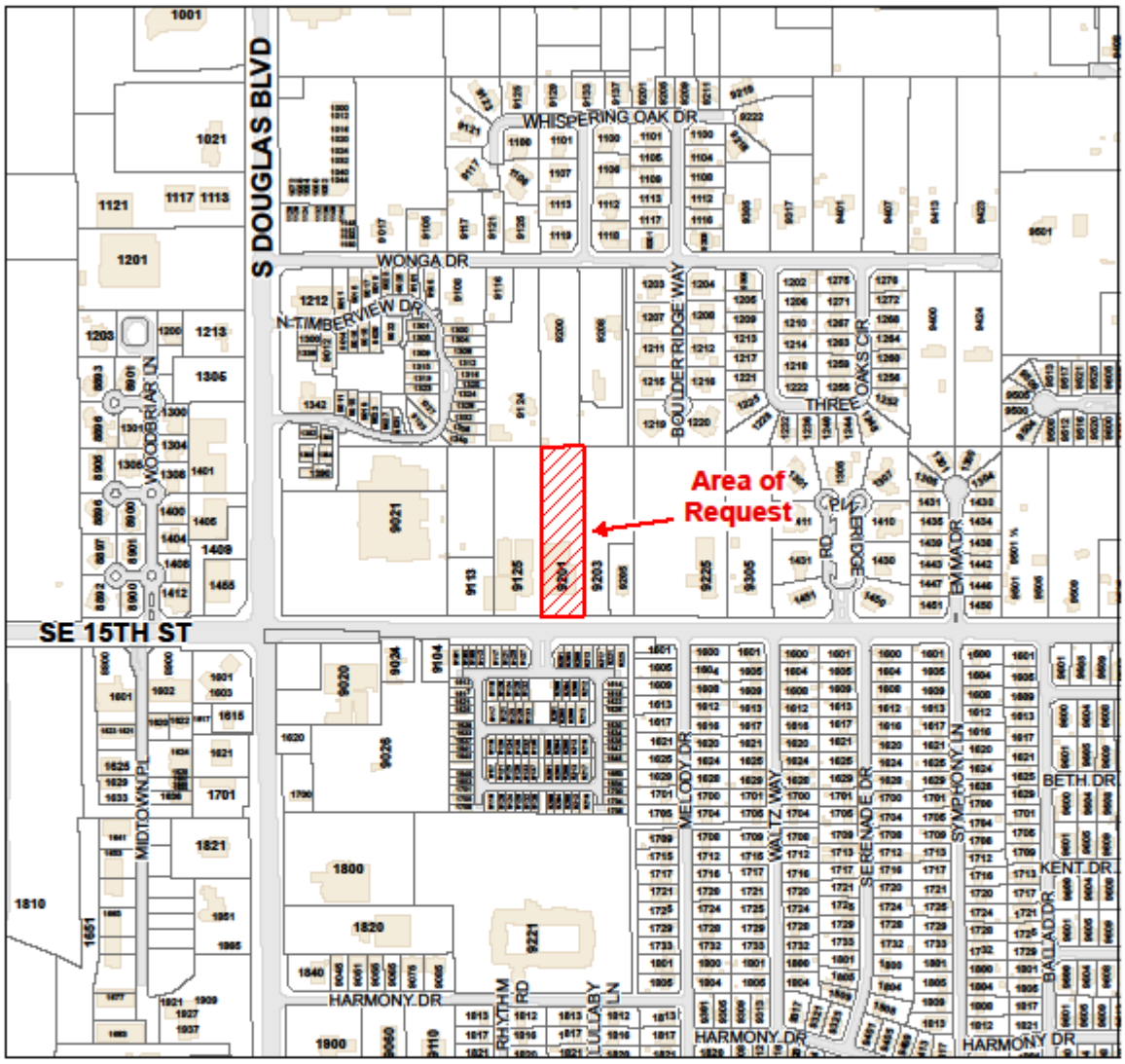


Matt Summers, AICP

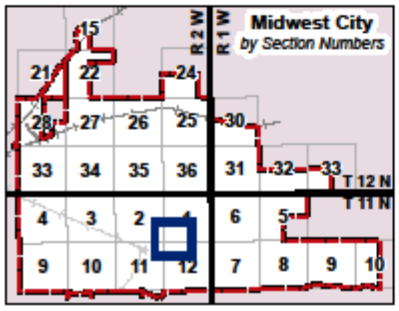
Community Development Director

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Locator Map



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General Map Legend

- Area of Request
- Parcels with Addresses
- Buildings
- Edge of Pavement
- MWC City Limits

Railroads

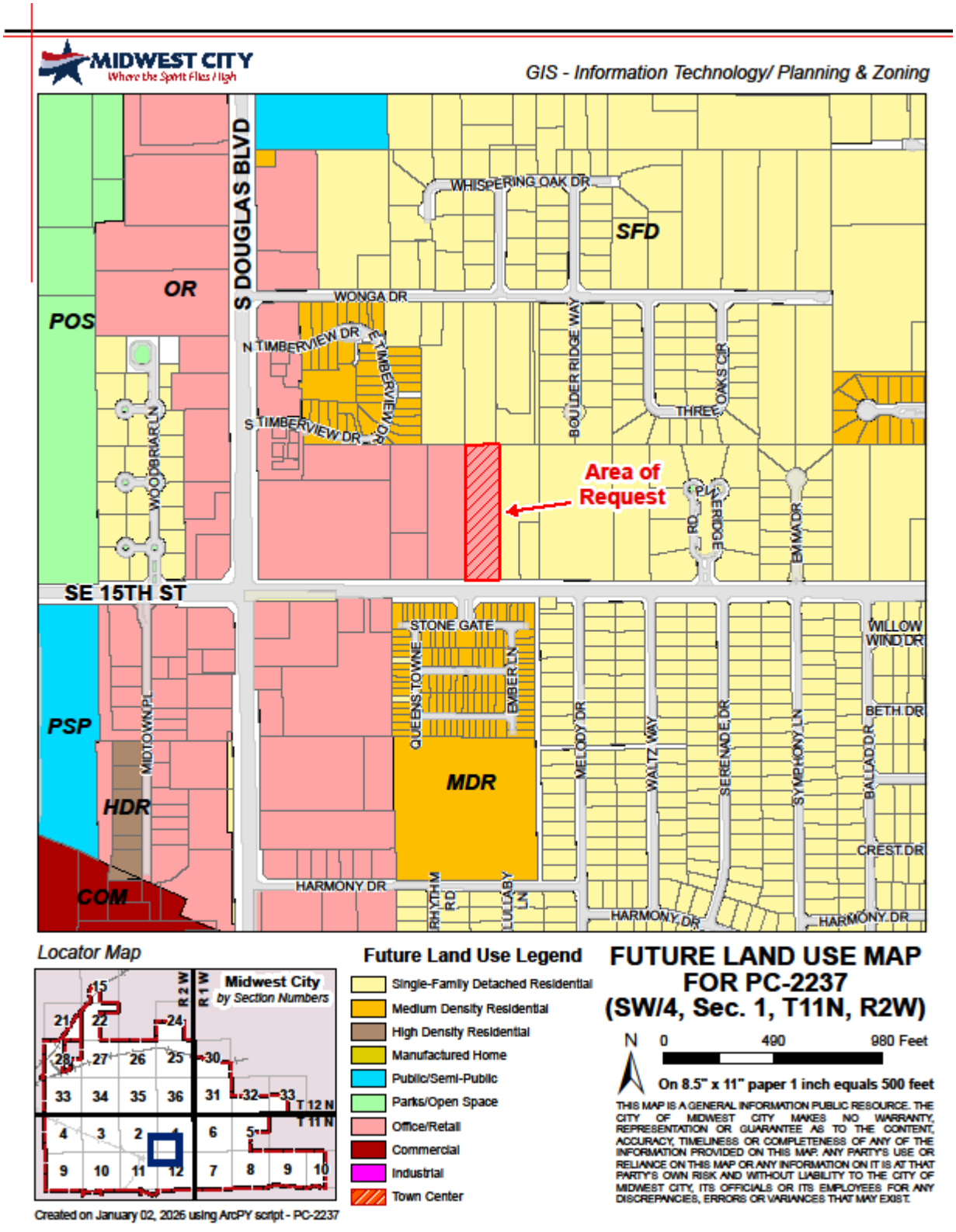
- Active
- Inactive / Closed

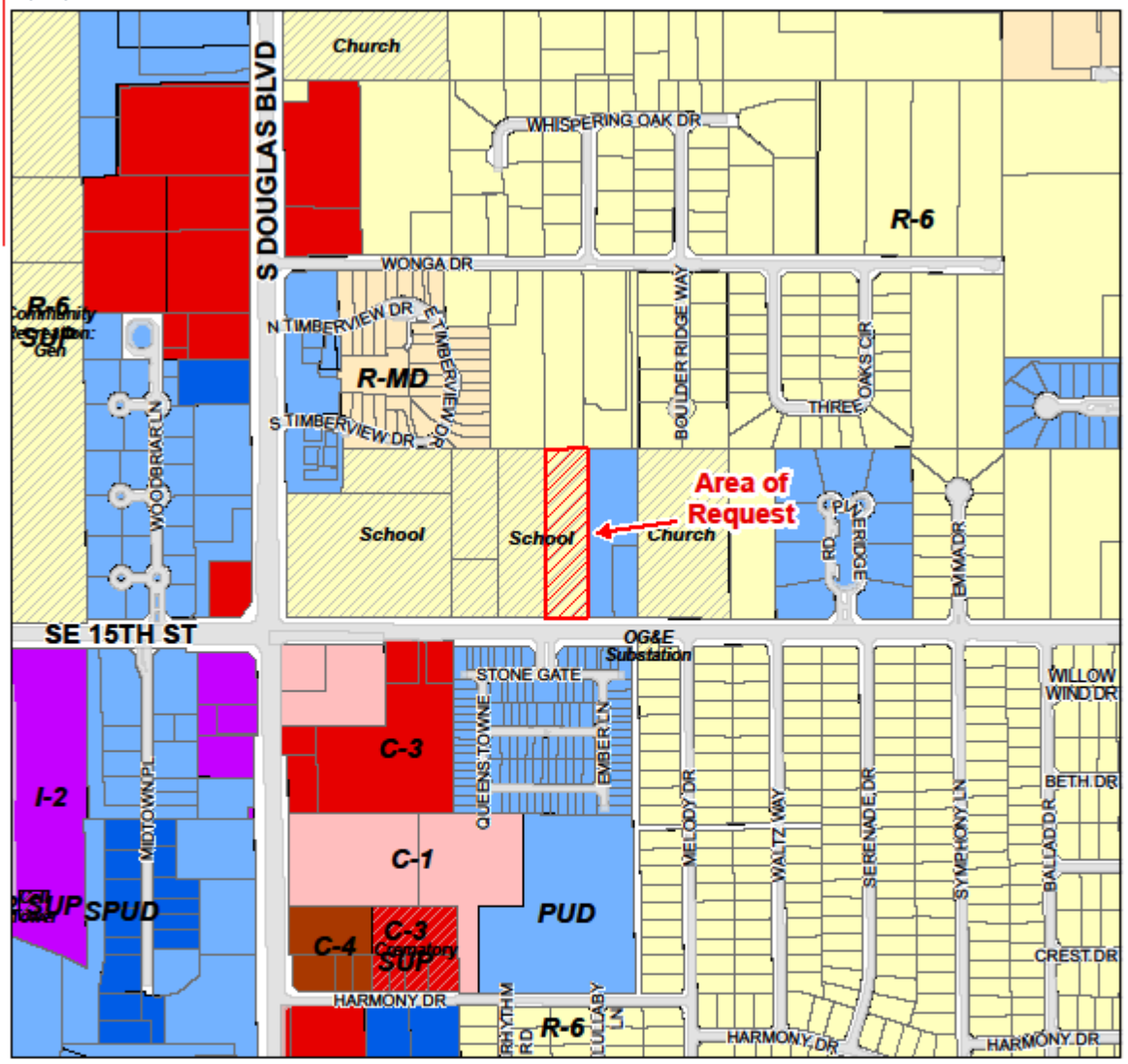
GENERAL MAP FOR PC-2237 (SW/4, Sec. 1, T11N, R2W)

N 0 490 980 Feet

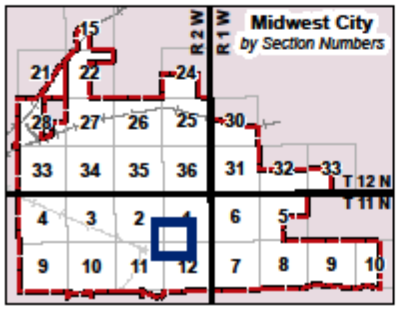
On 8.5" x 11" paper 1 inch equals 500 feet

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S DOUGLAS BLVD
WHISPERING OAK DR
WONGA DR
N TIMBERVIEW DR
E TIMBERVIEW DR
S TIMBERVIEW DR
BOULDER RIDGE WAY
THREE OAKS CIR
WOODBRIAR LN
SFD
OR
POS
Area of Request
SE 15TH ST
STONE GATE
QUEENS TOWNE
EMBER LN
MIDTOWN PL
MDR
HDR
PSP
COM
MELODY DR
WALTZ WAY
SERENADE DR
SYMPHONY LN
WILLOW WIND DR
BETH DR
BALLAD DR
CREST DR
HARMONY DR
RHYTHM RD
LULLABY LN
EMMA DR
Locator Map
Midwest City
by Section Numbers
R 2 W
R 1 W
T 12 N
T 11 N
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Future Land Use Legend
Single-Family Detached Residential
Medium Density Residential
High Density Residential
Manufactured Home
Public/Semi-Public
Parks/Open Space
Office/Retail
Commercial
Industrial
Town Center
FUTURE LAND USE MAP
FOR PC-2237
(SW/4, Sec. 1, T11N, R2W)
N
0
490
980 Feet
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Current Zoning Legend

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

ZONING MAP FOR PC-2237 (SW/4, Sec. 1, T11N, R2W)

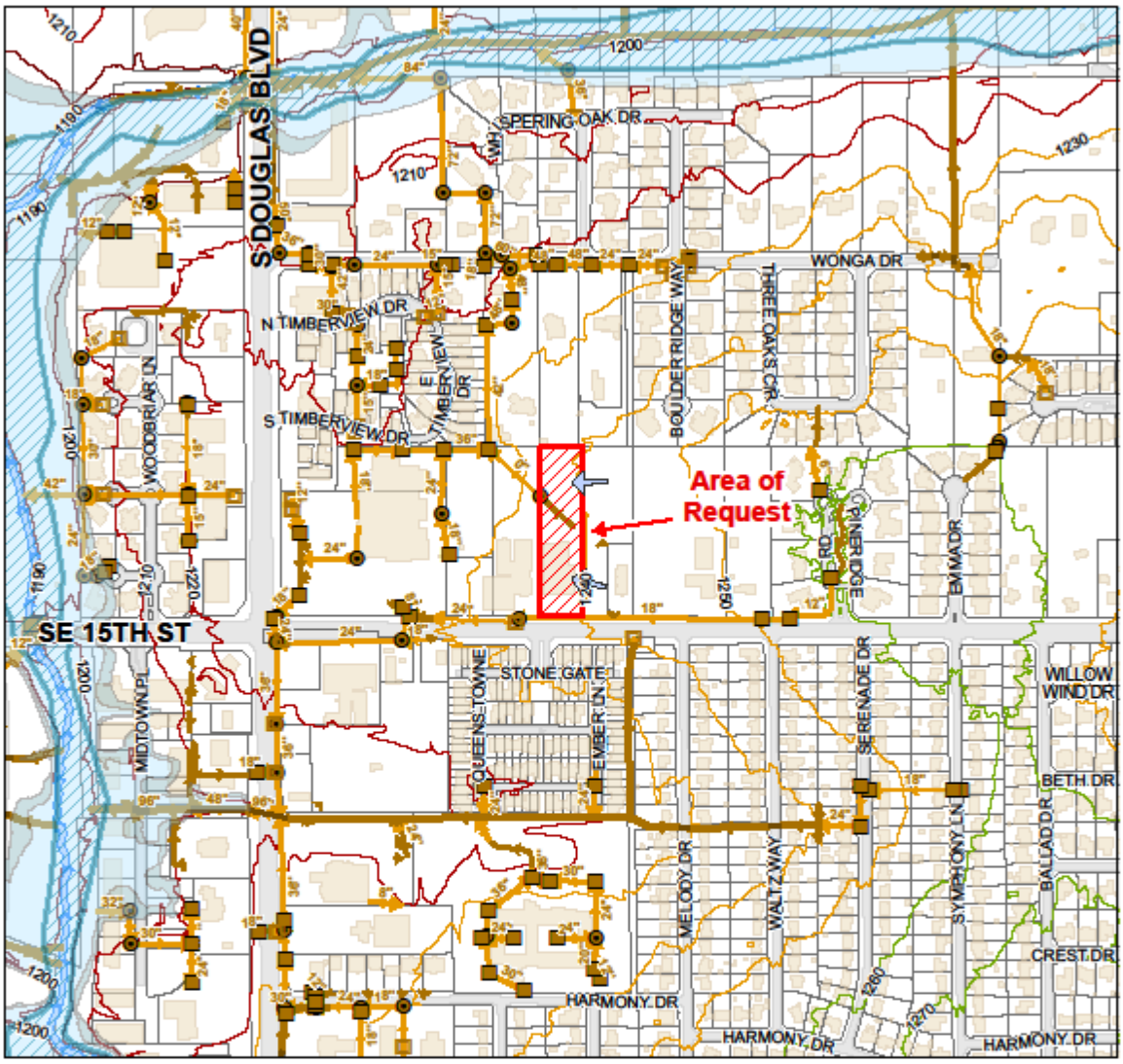
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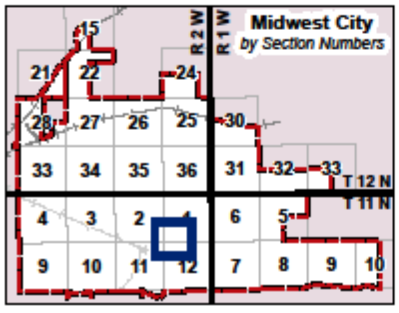
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Drainage Legend

- Curb Inlets
- Inlets
- Junction Box
- Culverts
- Flumes
- Developed Channels
- Trickle Channels
- Undeveloped Channels
- Storm Lines
- Creeks

2009 FEMA Floodplains

- 500-yr floodplain
- 100-yr floodplain
- Floodway

Contours

- 1166-1204 ft
- 1204-1228 ft
- 1228-1250 ft
- 1250-1278 ft
- 1278-1324 ft

Magnitude

- <2"
- 3-5"
- 6-10"
- 11-20"

DRAINAGE MAP FOR PC-2237 (SE/4, Sec 6, T11N, R1W)

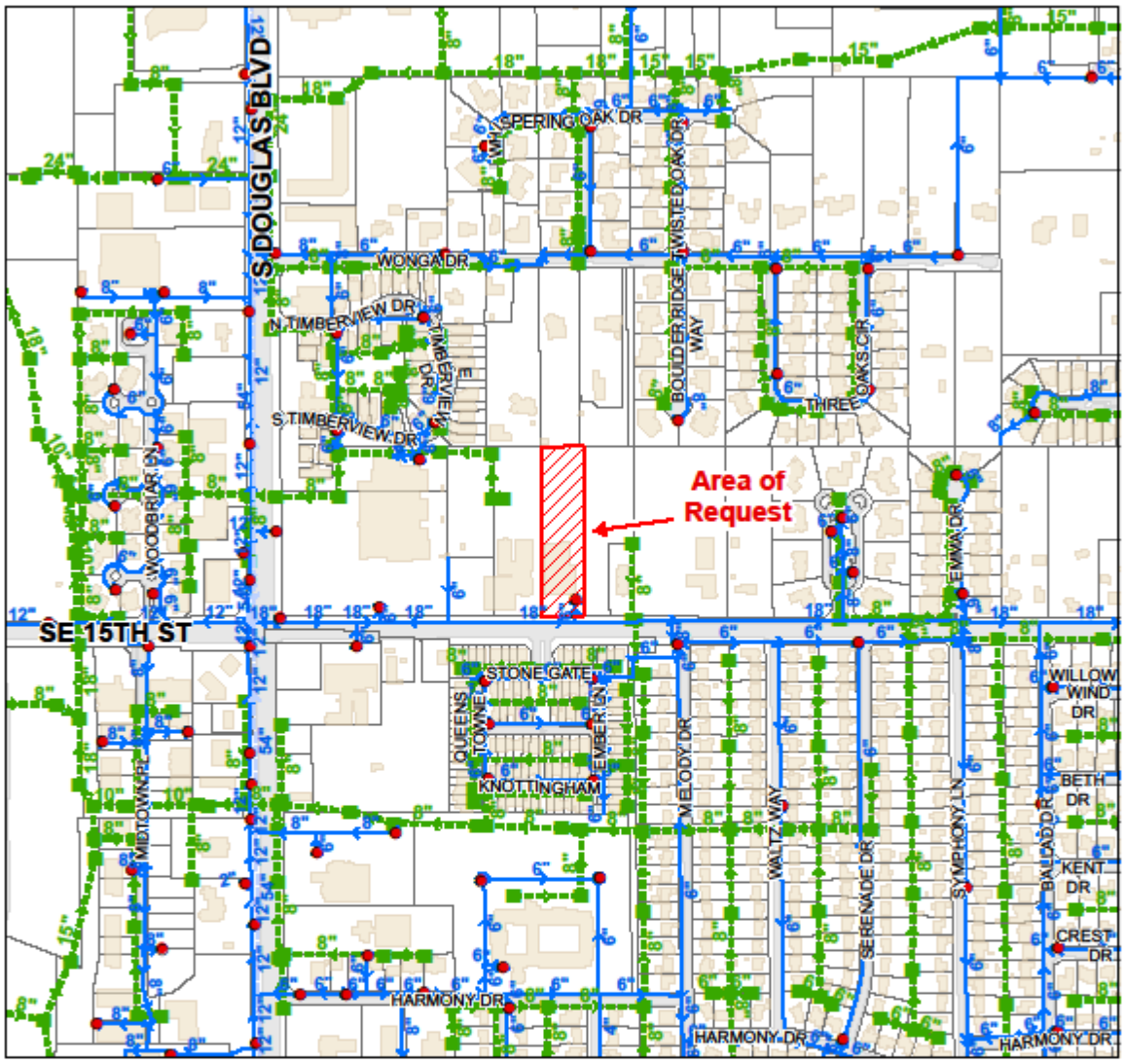
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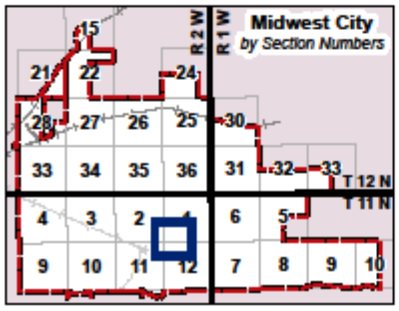
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Locator Map



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Water/Sewer Legend

- Fire Hydrants

Water Lines

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

WATER SEWER MAP FOR PC-2237 (SW/4, Sec. 1, T11N, R2W)

N 0 490 980 Feet

On 8.5" x 11" paper 1 inch equals 500 feet

THIS MAP IS A GENERAL INFORMATION PUBLIC RESOURCE. THE CITY OF MIDWEST CITY MAKES NO WARRANTY, REPRESENTATION OR GUARANTEE AS TO THE CONTENT, ACCURACY, TIMELINESS OR COMPLETENESS OF ANY OF THE INFORMATION PROVIDED ON THIS MAP. ANY PARTY'S USE OR RELIANCE ON THIS MAP OR ANY INFORMATION ON IT IS AT THAT PARTY'S OWN RISK AND WITHOUT LIABILITY TO THE CITY OF MIDWEST CITY, ITS OFFICIALS OR ITS EMPLOYEES FOR ANY DISCREPANCIES, ERRORS OR VARIANCES THAT MAY EXIST.

MEMORANDUM OF UNDERSTANDING REGARDING A SHARED PARKING

This MEMORANDUM OF UNDERSTANDING REGARDING A SHARED PARKING is between **Frontline Fellowship Inc. ("Frontline")** and **Soldier Creek Elementary School** ("SCES").

Whereas, Frontline is under contract to purchase property located at 9201 SE 15th St. Midwest City 73130 ("Frontline Property").

Whereas, SCES is the owner of the property located at 9021 SE 15th St. Midwest City, OK 73130 ("SCES Property").

Whereas, when Frontline becomes the owner of the Frontline Property, the parites will enter into a formal agreement ("Agreement") which will contain the following terms:

1. Frontline Use. Frontline will be granted permission to use the parking lot owned and operated by SCES each **Sunday** from **12:00 a.m. to 11:59 p.m.**, unless otherwise mutually agreed in writing.

2. Ownership and Control. Each party retains full ownership and operational control of its own parking lot at all times. Nothing in this Agreement shall be construed as transferring ownership, easement rights, or long-term tenancy rights.

3. Maintenance. Each party shall remain responsible for the general upkeep, repair, and maintenance of its own parking lot.

4. Liability. Each party agrees to hold harmless and indemnify the other from any liability, injury, damage, or claims arising from the use of the other party's parking lot by its congregation, staff, volunteers, guests, or contractors. Users must comply with posted signage and standard safety expectations.

5. Security. Each party is responsible for any security measures it wishes to implement during its use period. Neither party is required to provide additional security unless mutually agreed in writing.

6. Special Events. If either party wishes to use the other's parking lot for a special event occurring outside the regular days listed in Sections 1 and 2, written permission must be requested and granted in advance. Approval is not guaranteed and may depend on scheduling or operational needs.

7. Term and Termination. The Agreement shall remain in effect until terminated by either party. Either party may terminate this Agreement with 30 days' written notice.

8. Insurance. Each party shall maintain general liability insurance in customary amounts for a facility of its type. Proof of insurance shall be provided to the other party upon request.

9. Miscellaneous

- **No Rental Fees:** Neither party shall charge the other for the use of parking facilities unless otherwise agreed in writing.
- **Good Faith Use:** Each party agrees to use the other's property respectfully and to avoid damage, litter, or misuse.
- **Dispute Resolution:** In the event of any disagreement, the parties agree to meet in good faith to resolve the issue prior to taking any formal action.

Frontline Fellowship Inc.

By: _____

Name: _____

Title: _____

Date: _____

Soldier Creek Elementary School

By: _____

Name: _____

Title: _____

Date: _____

MEMORANDUM OF UNDERSTANDING REGARDING A SHARED PARKING

This MEMORANDUM OF UNDERSTANDING REGARDING A SHARED PARKING is between **Frontline Fellowship Inc. ("Frontline")** and **Oklahoma Conference Corporation Of Seventh Day Adventists** ("SDA").

Whereas, Frontline is under contract to purchase property located at 9201 SE 15th St. Midwest City 73130 ("Frontline Property").

Whereas, SDA is the owner of the property located at 9125 SE 15th St. Midwest City, OK 73130 ("SDA Property").

Whereas, when Frontline becomes the owner of the Frontline Property, the parites will enter into a formal agreement ("Agreement") which will contain the following terms:

1. Frontline Use. Frontline will be granted permission to use the parking lot owned and operated by the SDA each **Sunday** from **12:00 a.m. to 11:59 p.m.**, unless otherwise mutually agreed in writing.

2. SDA Use. SDA is granted permission to use the parking lot owned and operated by Frontline each **Saturday** from **12:00 a.m. to 11:59 p.m.**, unless otherwise mutually agreed in writing.

3. Ownership and Control. Each party retains full ownership and operational control of its own parking lot at all times. Nothing in this Agreement shall be construed as transferring ownership, easement rights, or long-term tenancy rights.

4. Maintenance. Each party shall remain responsible for the general upkeep, repair, and maintenance of its own parking lot.

5. Liability. Each party agrees to hold harmless and indemnify the other from any liability, injury, damage, or claims arising from the use of the other party's parking lot by its congregation, staff, volunteers, guests, or contractors. Users must comply with posted signage and standard safety expectations.

6. Security. Each party is responsible for any security measures it wishes to implement during its use period. Neither party is required to provide additional security unless mutually agreed in writing.

7. Special Events. If either party wishes to use the other's parking lot for a special event occurring outside the regular days listed in Sections 1 and 2 , written permission must be requested and granted in advance. Approval is not guaranteed and may depend on scheduling or operational needs.

8. Term and Termination. The Agreement shall remain in effect until terminated by either party. Either party may terminate this Agreement with 30 days' written notice.

9. Insurance. Each party shall maintain general liability insurance in customary amounts for a facility of its type. Proof of insurance shall be provided to the other party upon request.

10. Miscellaneous

- **No Rental Fees:** Neither party shall charge the other for the use of parking facilities unless otherwise agreed in writing.
- **Good Faith Use:** Each party agrees to use the other's property respectfully and to avoid damage, litter, or misuse.
- **Dispute Resolution:** In the event of any disagreement, the parties agree to meet in good faith to resolve the issue prior to taking any formal action.

Frontline Fellowship Inc.

By: _____

Name: _____

Title: _____

Date: _____

Oklahoma Conference Corporation Of Seventh Day Adventists

By: _____

Name: _____

Title: _____

Date: _____

https://50mbmlegal.sharepoint.com/sites/Shared/Shared Documents/clients/CEB/Frontline Fellowship-Corp/Midwest City Parking Agreement/MOU01132026.docx

Community Development Department
100 N. Midwest Blvd, Midwest City, OK

To:	Honorable Mayor and Council
From:	Matt Summers, Community Development Director
Date:	February 24, 2026
Subject:	Public hearing, discussion, consideration, and possible action to adopt the Midwest City Comprehensive Plan 2045

On August 27, 2024, the City of Midwest City and Freese and Nichols entered into a Professional Services Agreement to create a new Comprehensive Plan for the city.

The update process involved 5 Steering Committee meetings, 24 Stakeholder & Focus Group Conversations, 3 Public Outreach Events, and 3 Community Surveys to gather public input. After a robust public input process, and collaboration between Freese & Nichols and the City, the Comprehensive Plan is now ready for adoption. A copy of the executive summary is included in your packet.

The Planning Commission unanimously recommended approval of the Comprehensive Plan at the public hearing on December 2, 2025.

Sincerely,

Matt Summers, AICP
Community Development Director



MIDWEST CITY

COMPREHENSIVE PLAN 2045

Executive summary

Acknowledgments

City Council

Matt Dukes, Mayor

Susan Eads, Past Ward 1 Councilmember

Pat Byrne, Ward 2

Rita Maxwell, Ward 3

Marc Thompson, Ward 4

Sara Bana, Ward 5

Rick Flavors, Ward 6

Planning Commission

Russell Smith, Chair

Jess Huskey, Vice Chair

Jay Dee Collins

Rick Dawkins

Dean P. Hinton

Rick Rice

Jim Smith

City Staff

Tim Lyon, City Manager

Vaughn Sullivan, Assistant City Manager

Robert Coleman, Economic Development

Matt Summers, Community Development Director

Julie Shannon, Planner III

Zamya Darthard, Planner II

Brylee Hester, Planner I

Steering Committee

Sherry Beaird, Urban Renewal

Shaina Bennett, MWC Chamber of Commerce

Stacey Boyer, Mid-Del Schools

David Clampitt, Park Board

Kathy Gain, Dept. of Commerce

Marcus Hayes, Neighborhood Association

Jacob Hussain, Local Business

Jeff Johnson, Developer

Dr. Kent Lashley, Rose State College

Sarah Lingenfelter, OML

Shay Mechling, Neighborhood Association

Erinn Oller, SSM Hospital

Russell Smith, Planning Commission

Technical Committee

Brandon Bundy, Engineering

Carrie Evenson, Public Works

Josh Ryan, Parks and Marketing

Barbara Kelton, Neighborhood Services

Duane Helmberger, Fire Department

Debi Wagner, Emergency Management

Terri Craft, Grants Management

Cole Davis, Information Technology

Chip Nolan, EMBARK

Steve Rhodes, Tinker Air Force Base Planning

Consultants

Freese and Nichols, Inc.

Catalyst





EXECUTIVE SUMMARY

Introduction

The Midwest City Comprehensive Plan provides a long-range framework to guide growth, investment, and decision-making over the next 20 years. It reflects extensive community engagement, technical analysis, and collaboration among City Council, Planning Commission, City staff, stakeholders, and partner agencies. This plan is intended to be a practical, policy-focused document that supports day-to-day decisions while advancing a shared community vision. It is written for a broad audience, including elected officials, City staff, residents, businesses, and partner organizations.

The plan is organized into thematic chapters that address land use, transportation, housing, infrastructure, economic resiliency, and community character. Together, these chapters establish clear goals, policies, and strategies to help Midwest City remain a desirable, resilient, and well-managed community.



Community Snapshot

The Community Snapshot establishes a baseline understanding of Midwest City today. It summarizes demographic trends, economic conditions, housing characteristics, and existing development patterns. This chapter highlights key opportunities and challenges, such as population change, household composition, employment trends, and the City's role within the regional context. The snapshot provides the factual foundation that informs policy direction throughout the plan.



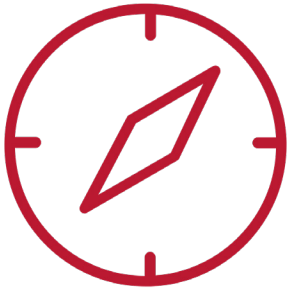
Foundations of Midwest City

Our past: key moments that shaped the City's identity and growth



Midwest City Today

A snapshot of current demographic, social, and physical conditions



A Plan for the Future

Opportunities and direction for the City's future development

Vision and Guiding Principles

The Vision and Guiding Principles articulate the community's shared aspirations for the future. Developed through public engagement and stakeholder input, this chapter defines what success looks like for Midwest City. The guiding principles serve as a touchstone for decision-making, ensuring that policies and investments align with community values such as quality of life, economic opportunity, stewardship of resources, and neighborhood stability.

Plan Vision

"In 2045, Midwest City is a thriving and well-connected community, offering a high quality of life for people of all ages. With its strong sense of place, diverse opportunities, and unique experiences, it is both a desirable place to call home and a destination that attracts visitors from near and far."

Guiding Principles

Midwest City is...

Connected

Neighborhoods, public services, and facilities are conveniently and safely accessible to pedestrians, cyclists, and motorists of all ages and abilities. Connectivity supports economic vitality, fosters social interaction, and links Midwest City's neighborhoods to one another and the region.

Vibrant

Curating a unique identity and strong social connection through arts, culture, activities in the public realm, local business, and aesthetically pleasing urban design.

Home

A community that offers a variety of housing types and price points to meet the needs of residents at every stage of life. Quality neighborhoods are supported by strong community amenities, safe streets, and access to services.

Efficient

Providing first-class municipal services and programs, ensuring policy and governance are fiscally sound, maintaining effective decision-making processes, and being responsive to community input. Efficiency is achieved through careful stewardship of resources and proactive planning.



Land Use and Development

The Land Use and Development chapter provides policy guidance for how land should be used and developed over time. It addresses future land use patterns, redevelopment opportunities, and compatibility between different uses. This chapter emphasizes efficient use of land, reinvestment in existing areas, and development patterns that support walkability, access to services, and fiscal sustainability. The Future Land Use Map serves as a key implementation tool for evaluating rezoning and development proposals.

Leading with Community Input

Support Economic Development

Non-residential land uses should advance the City's economic development priorities, provide commercial services that the community desires, and create employment opportunities in diverse industries.

"Encourage neighborhood shops within 15min walking distance of neighborhoods..."
- Online Respondent

"Midwest City needs to attract more businesses. We need more restaurants varieties, entertainment venues, and grocery shopping opportunities..."
- Online Respondent

Create Iconic Destinations

Support key districts and unique destinations with appropriate uses and amenities and focus efforts on key redevelopment sites.

60% of survey respondents

Desired a well-connected sidewalk network and enhanced streetscapes (street furnishings, lighting, landscaping).

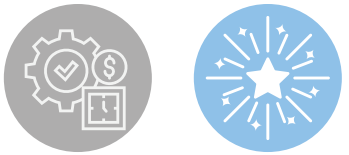
Modernize Development Regulations

Allow for appropriate mixed-use development, provide for a wider variety of residential development (e.g. Missing Middle Housing), and incorporate complete street design strategies to support all modes of transportation.

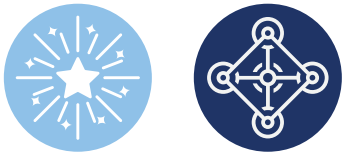
Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

LU.1 *Support a balanced mix of land uses that foster economic growth and diverse employment opportunities.*



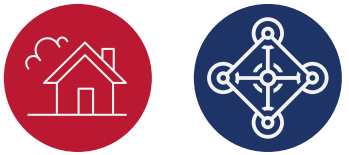
LU.2 *Develop and enhance distinctive districts and destinations that reflect Midwest City's identity.*



LU.3 *Maintain modern, flexible land use regulations that encourage high-quality development.*



LU.4 *Plan at the neighborhood scale to support community needs and character.*



LU.5 *Preserve and revitalize the Original Mile as a historic and vibrant community core.*



Future Land Use Map

The FLUM is created through an iterative process of analysis, idea generation, and revision to come up with a preferred land use scenario that most closely aligns with the community vision and goals presented previously in this Plan. In this Plan, the FLUM illustrates the desired growth pattern expressed by Midwest City's residents, business owners, civic organizations, and stakeholders.

It is important to note that the FLUM is not a regulatory document but rather an additional guide when facing site-specific development inquiries. The official Zoning Map of the City governs land uses on a parcel-by-parcel basis, not the FLUM. The map is a long-range vision and may not reflect today's land uses.

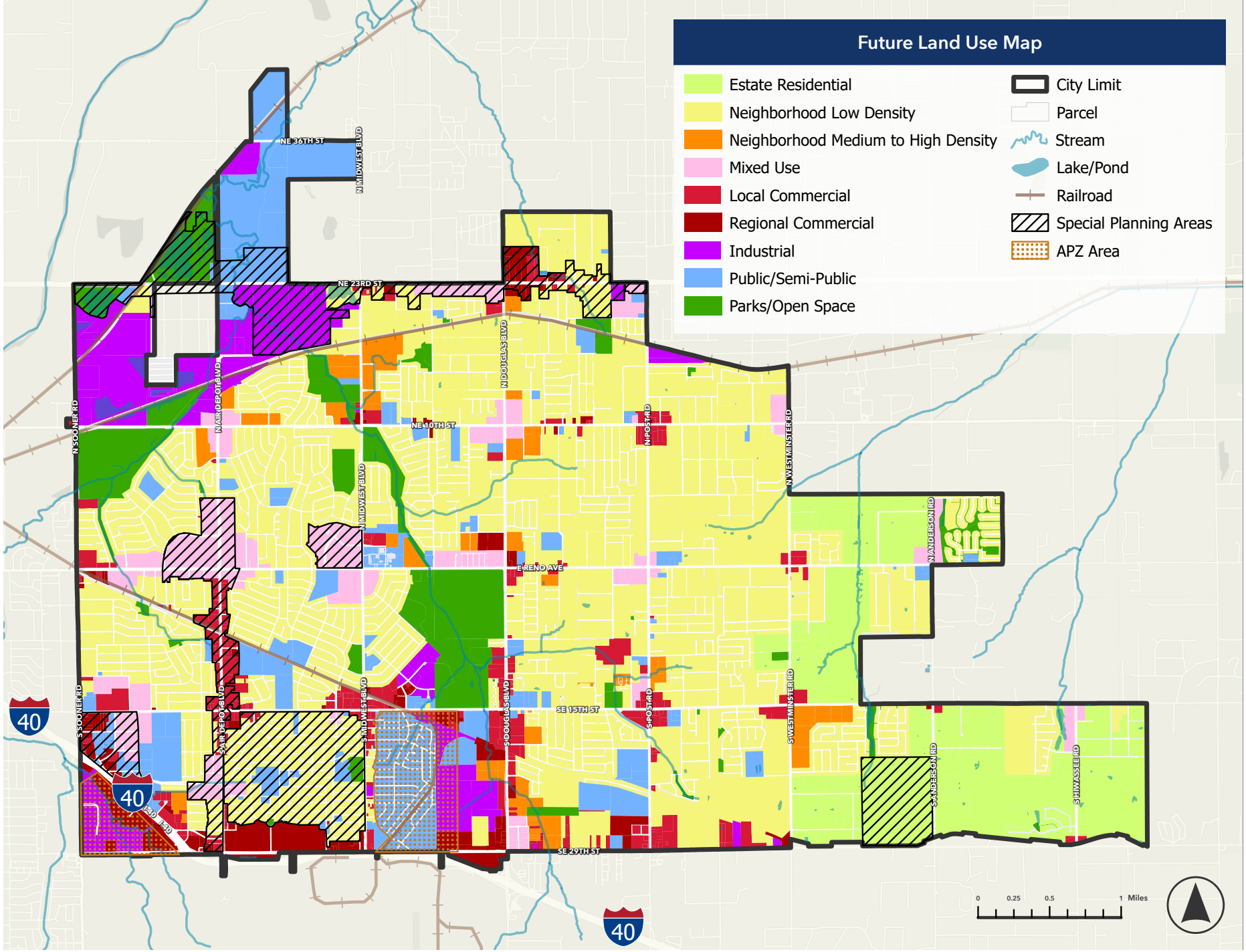
Future Land Use Categories

The Future Land Use Plan identifies eight land use categories ranging from low-intensity single-family to high-intensity industrial uses. Descriptions of each land use, the corresponding FLUM color and the intent for each type are further described in a dashboard format in the Plan chapter.

Future Land Use Category	Acres	%
Estate Residential	1606	11.8
Neighborhood Low Density	905	6.7
Neighborhood Medium to High Density	607	4.5
Local Commercial	690	5.1
Regional Commercial	6680	49.1
Industrial	377	2.8
Public & Semi-Public	956	7.0
Mixed Use	1349	9.9
Parks & Open Space	423	3.1
Total	**13,593**	**100.0**

Note: Total FLUM acreages may be less than total city limit acreage. FLUM categories are assigned by parcel, and gaps in the parcel dataset result in some areas not being captured.

Figure 1. Future Land Use Distribution



Map 1. Future Land Use Map

Development Patterns

Here, a conceptual development pattern is provided to demonstrate how different development types present within a land use could be implemented. There are three primary development patterns presented here:

- **Nodes** are central areas of commercial or mixed use development that generally happen at major intersections.
- **Corridors** are linear commercial or mixed use development that happen along roadways and connect the nodes.
- **Supporting Areas** are the neighborhoods and general development in between and around nodes and corridors, and make up the bulk of the City's development.

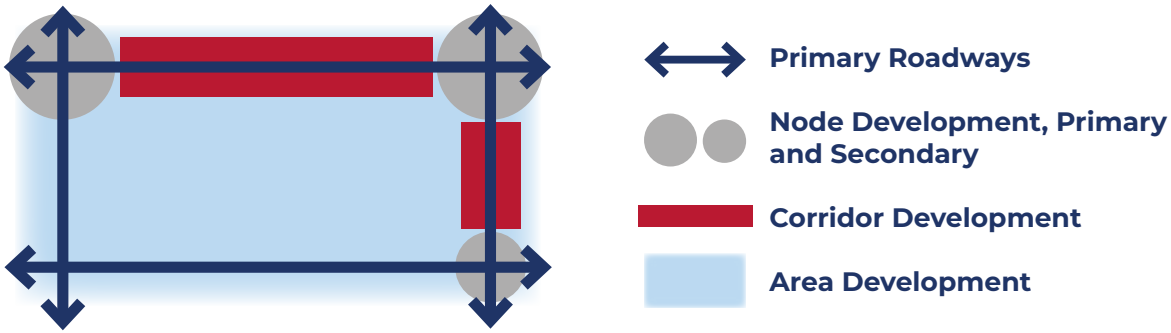


Figure 2. Spatial organization of typical land use development patterns.

Land Use Compatability

In residential areas, intensity is measured through density, or the number of dwelling units per acre. For non-residential and mixed-use areas, intensity is measured by multiple indicators. Generally speaking, the more intense an area is, the stronger the impacts will be.



Figure 3. Intensity Spectrum

Mixture of Land Uses

Uses may be integrated in two ways: horizontally and/or vertically. Horizontal mixing keeps individual uses separate between buildings, but relates structures together in a harmonious way. Vertical mixing provides space for multiple uses to occur within the same building.

In this plan, only one land use is identified as mixed-use.

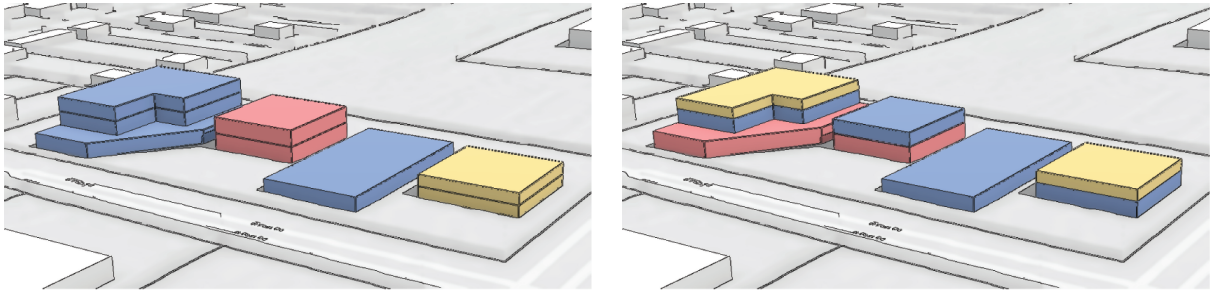


Figure 5. Mixed-Use Approaches

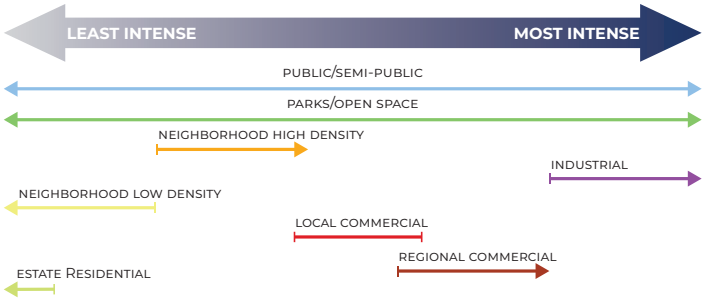
Compatibility

Compatibility is the relationship between two different land uses and how they do or do not fit together. Land use compatibility is an important consideration for quality of life.

As an area transitions from lower intensity, single-use development to higher intensity, mixed-use development, regulation should reflect this change in focus.

Conflicts between adjacent land uses should be minimized. For cases where uses are not inherently incompatible, but a difference in density or intensity exists, screening, buffering, landscaping or other urban design techniques can be implemented through zoning and subdivision regulation to reduce incompatibility.

Note that land uses such as Parks and Open Space and Public/Semi-Public uses are generally considered compatible with all land use types at appropriate scales.



	ER	NLD	NHD	MU	LC	RC	I	PUB	PRK
ER	-	H	M	L	L	L	N	M	H
NLD	H	-	H	M	M	L	N	M	H
NHD	M	H	-	H	H	M	L	H	H
MU	L	M	H	-	H	M	L	M	H
LC	L	M	H	H	-	H	L	H	H
RC	L	L	M	M	H	-	M	H	H
I	N	N	L	L	L	M	-	M	N
PUB	M	M	H	M	H	H	M	-	H
PRK	H	H	H	H	H	H	N	H	-

H / - = High Compatibility, no design considerations

M = Medium Compatibility, some design considerations

L = Low Compatibility, adjacencies not recommended

N = No compatibility, inherently incompatible

Figure 4. Land Use Compatibility Scale and Matrix (Full size pg. 61 of Plan)

Transportation and Mobility

The Transportation and Mobility chapter focuses on creating a safe, connected, and multimodal transportation system. It addresses roadway function, transit, pedestrian and bicycle networks, and emerging mobility needs. Policies in this chapter prioritize safety, system maintenance, and improved connectivity between neighborhoods, employment centers, schools, and community destinations. The chapter supports coordination with regional partners and alignment with broader transportation plans.

Leading with Community Input

Vehicles First

The primary way of getting around Midwest City is by personal vehicle. Walking is the second most common way of moving through neighborhoods.

80% of survey respondents — Prefer to use a car to get around their neighborhood.

Multi-Modal Motions

While cars are the most common form of transportation in the city, many people would like to see better, safer options for pedestrians.

60% of survey respondents — Desired a well-connected sidewalk network and enhanced streetscapes (street furnishings, lighting, landscaping).

Safety as Foundation

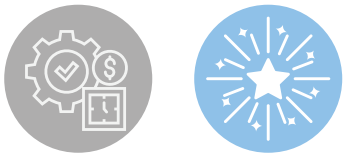
The community called attention to the safety aspect of transportation in various capacities. People are interested in safety options for both drivers and pedestrians.



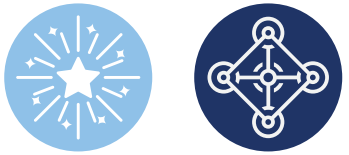
Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

TN.1 *Expand and connect active transportation networks for safe and accessible travel.*



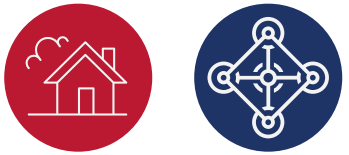
TN.2 *Enhance public transit to connect people to jobs, services, and destinations*



TN.3 *Proactively manage transportation infrastructure for long-term efficiency*



TN.4 *Design streets that safely serve all users and modes of transportation*



Thoroughfare Design Standards

Versatility in a policy document is a strength as it gives the City flexibility to address known future needs or unforeseen issues. To support this, new thoroughfare design standards, shown in Figure 27, were created to accommodate a range of land uses in both urban and rural settings. Key updates to the design standards include:

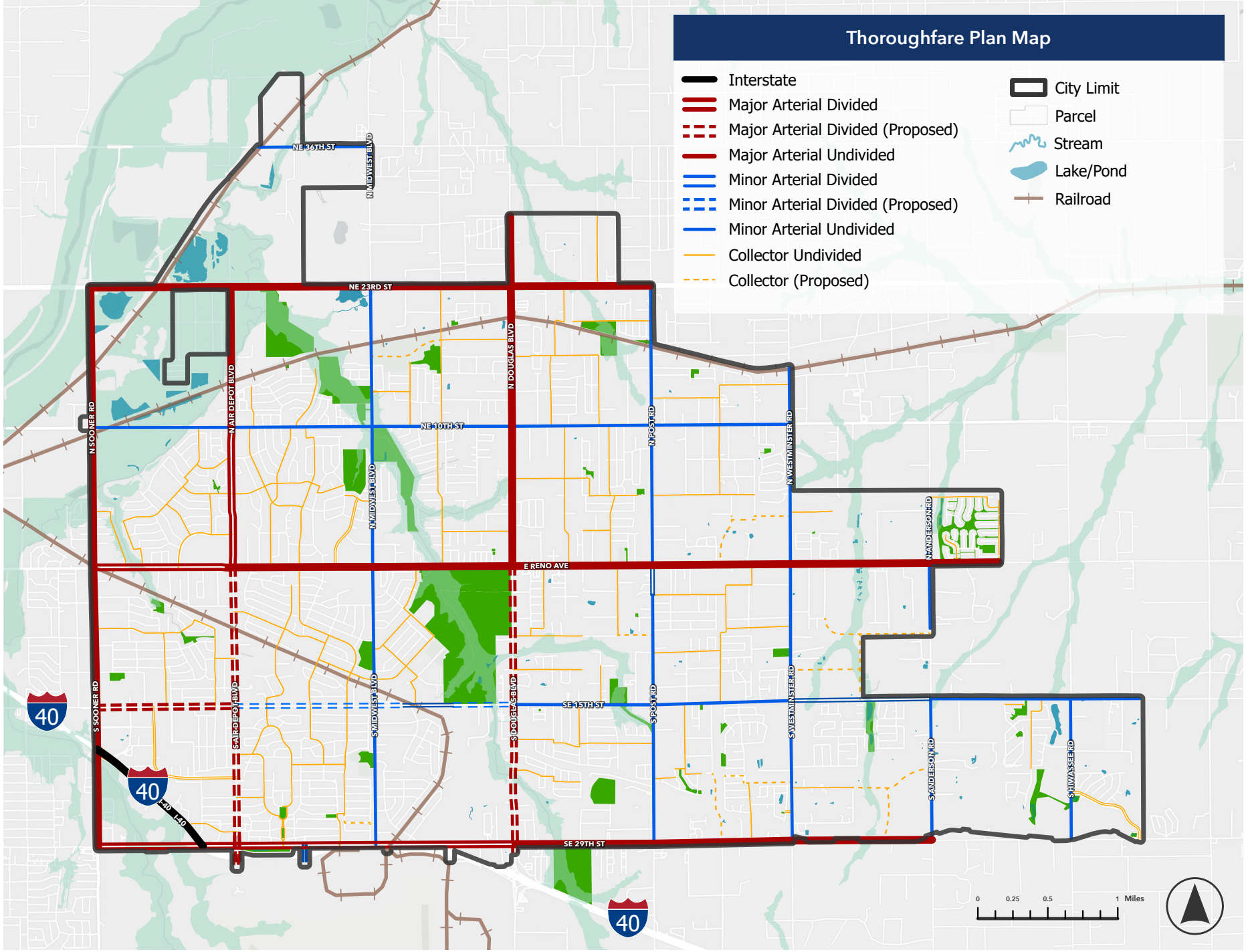
- Adding roadway cross-sections with two-way center turn lanes to reflect existing conditions and provide formal design guidance.
- Expanding arterial options to give the City flexibility to respond to development needs and roadway context.
- Establishing minimum requirements to support a safe and functional pedestrian and bicycle realm along all roadway types.
- Including on-street parking considerations to ensure compatibility with surrounding land uses.

These updates provide a more adaptable set of standards that can guide development and infrastructure while supporting safe, multimodal travel. It is recommended that new design standards from the 2025 Thoroughfare Plan be incorporated into City codes to ensure consistent roadway construction throughout Midwest City.

Functional Classification	Min. Right-of-Way	Travel Lanes	Typical Pavement Width[1]	Median	Bike/Ped Facility	On-Street Parking (P)
Major Arterial - Divided	120’	6 @ 12'	76'	16' (Raised)	10' SUP[3]/10' SUP	None
	100’	6 @ 12'	90'	TWCTL[2] (14')	10' SUP/10' SUP	None
Major Arterial - Undivided	120’	4 @ 12'	56'	16' (Raised)	10' SUP/10' SUP	None
	100’	4 @ 12'	66'	TWCTL (14')	10' SUP/10' SUP	None
Minor Arterial - Divided	100’	4 @ 12'	56'	12' (Raised)	10' SUP/10' SUP	None
Minor Arterial - Undivided	80’	4 @ 12'	66'	None	10' SUP/10' SUP	None
	70’	2 @ 12'	28'	None	10' SUP/10' SUP	None
Major Collector	70’	2 @ 11'	38'	TWCTL (12')	10' SUP/6' SW[4]	None
	70’	2 @ 11'	26' (+ P)	None	10' SUP/6' SW	Optional (7')
Minor Collector	60’	2 @ 10'	38'	None	6' SW/6' SW[5]	7'
Local Street	50’	2 @ 10'	24'	None	5' SW/5' SW[5]	7'

[1] Includes 2'+2' of curb and gutter considerations | [2] Two-Way Center Turn-Lane | [3] Shared-Use Path - can accommodate bicycle users and pedestrians | [4] Sidewalk | [5] Sharrow facility - bicycle users can share the road with vehicles

Figure 6. 2025 Thoroughfare Design Standards



Map 2. 2025 Midwest City Thoroughfare Plan Map

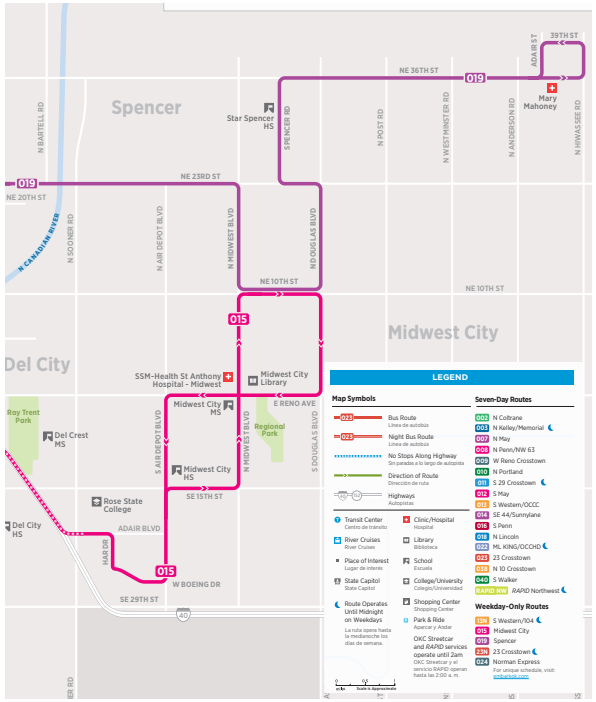


Figure 7. Existing Transit Network

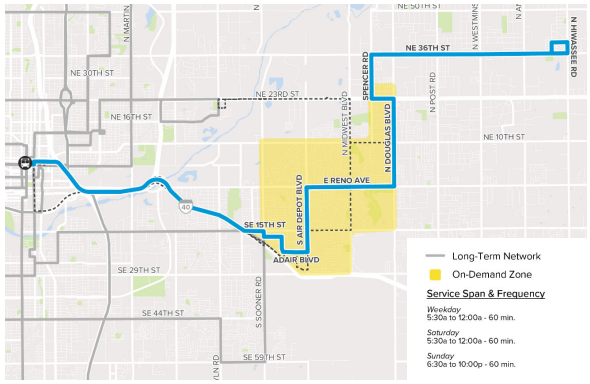


Figure 8. EMBARK 2022 OKC Moves Bus Study Recommendations for Midwest City

Transit Network

Public transit is a vital component of the transportation system, and serves a diverse demographic including students, commuters, elderly persons, and persons with disabilities.

Midwest City is currently served by two fixed bus routes operated by EMBARK: Route 15 and Route 19 (Figure 7).

Transit Feasibility Study

To prepare for future transit investment and to ensure services meet community needs, the City should consider conducting a transit feasibility study to provide data-driven insight into where transit service is most effective and how to expand access through cost-neutral strategies.

Regional Initiatives and Agency Coordination

Transit agencies and organizations are planning for future improvements in the Oklahoma City metropolitan area, and Midwest City will benefit by aligning its own efforts with these broader strategies.

On-Demand and Microtransit Options

On-demand transit uses smaller vehicles that riders can request by app or phone. These services are especially effective in suburban areas where traditional bus ridership is low or where destinations are spread out.

Bus Rapid Transit (BRT)

BRT is a type of high-quality bus service designed to be faster and more reliable than traditional routes. In the Oklahoma City metro, BRT already operates along NW Expressway and Classen Boulevard, providing faster and more reliable transit with modern stations. The RTA's regional plans include expanding the BRT network to Midwest City by connecting the Oklahoma City downtown area to Tinker Air Force Base.

Bicycle and Trail Network

Bicycles and trails play an important role in creating a complete and balanced transportation system. They provide affordable and healthy travel options while also connecting neighborhoods, parks, schools and commercial areas. A well-planned bicycle and trail network not only supports recreation but also expands mobility choices for residents and visitors.

Existing Network and Future Opportunities

Midwest City already has a good foundation of trails that follow the Soldier and Crutcho creeks, Bomber Rail to Trail, and S Post Road and NE 29th Street corridors. In addition, ACOG's regional plan identifies proposed trail connections that extend through Midwest City.

Figure 9 shows a conceptual plan that illustrates both existing trails and potential future connections, with the goal of forming a continuous active transportation network.

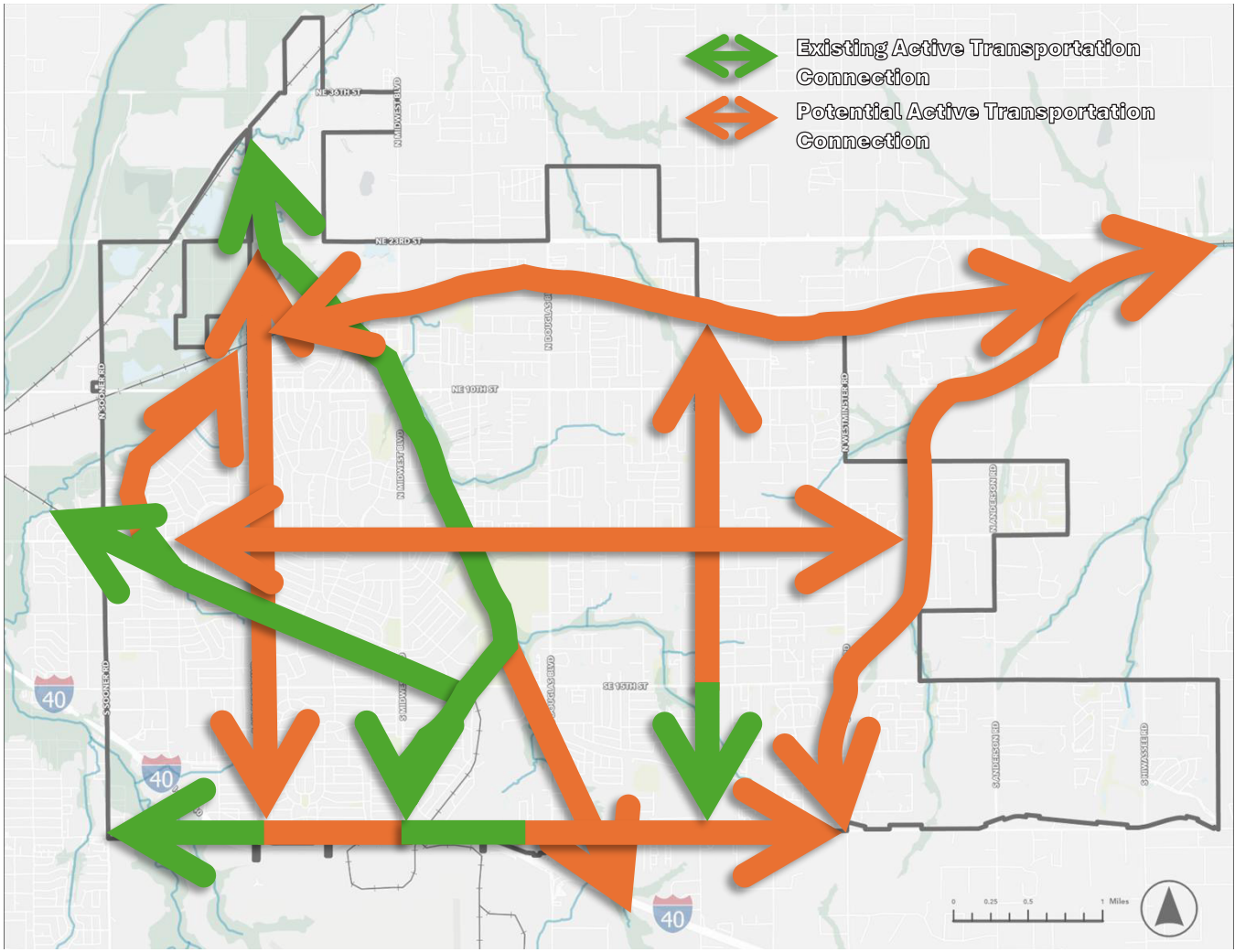


Figure 9. Conceptual Active Transportation Network

Housing Analysis

The Housing Analysis chapter evaluates Midwest City's housing supply, affordability, and market conditions. It identifies gaps between existing housing and the needs of current and future residents, including workforce, senior, and family housing. Policies encourage a diverse mix of housing types, reinvestment in existing neighborhoods, and strategies to maintain housing quality and affordability. This chapter supports stable neighborhoods and expanded housing choice.

Leading with Community Input

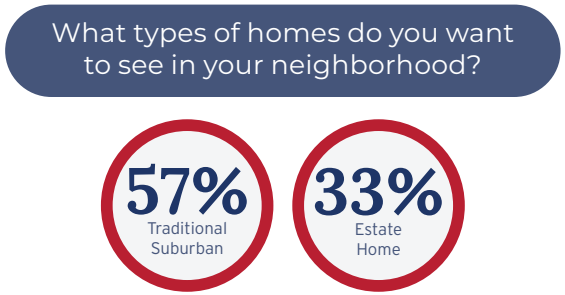
Many Missing Options

The community sees many gaps in the housing market, with a focus on lifestyle and affordability as important considerations.



Large Lot Living

Midwest City residents enjoy having space to stretch out, and would like to see more large lot housing options within the City.



Context-Sensitive Solutions

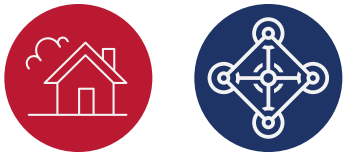
The location of housing typologies should be thoughtfully considered, especially when adding density.



Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

NH.1 *Empower neighborhoods to take an active role in shaping their future.*



NH.2 *Support a diverse housing market that meets the needs of all residents.*



NH.3 *Offer a range of housing options in type, size, and price.*



NH.4 *Continue to ensure efficient, transparent, and fair development review processes.*



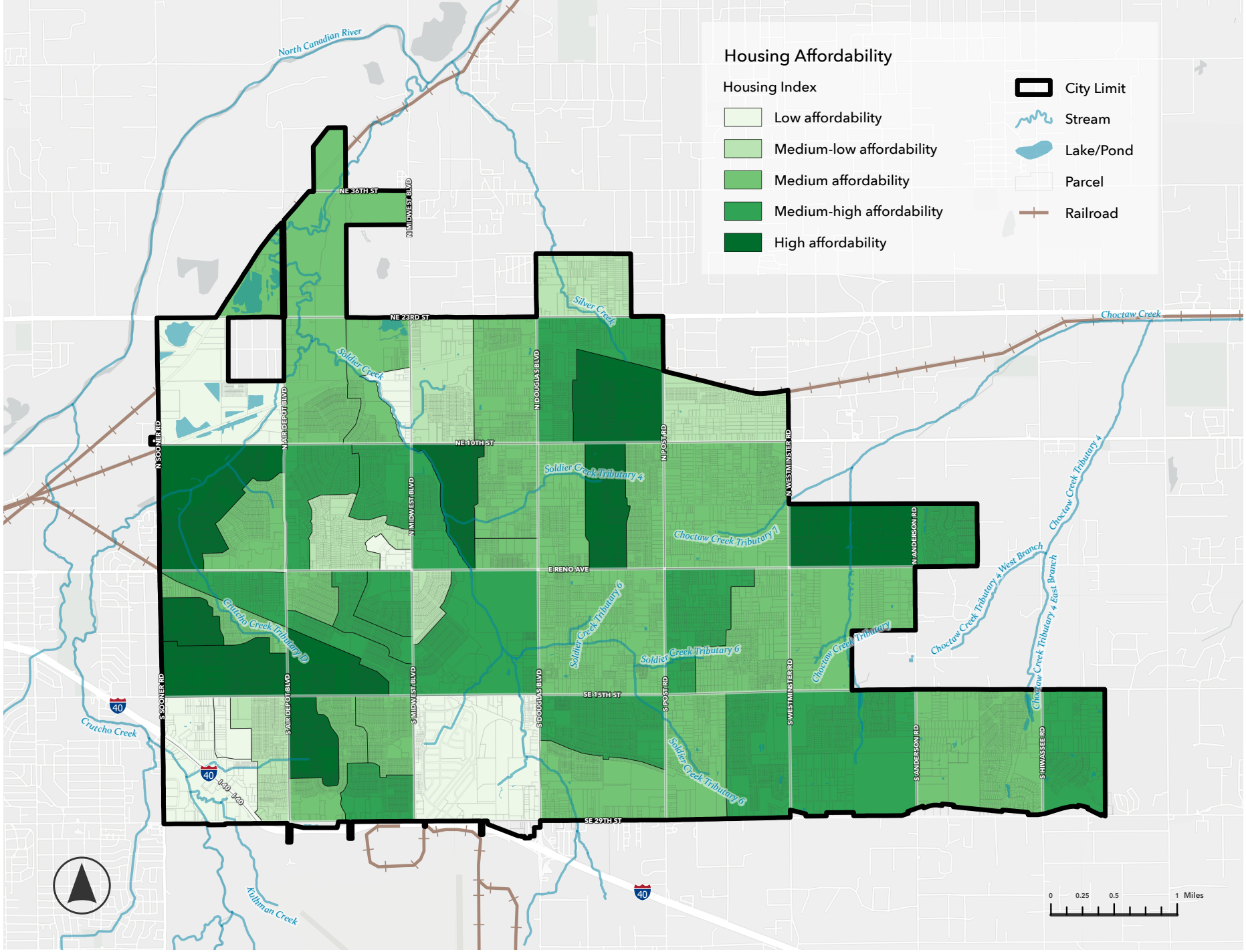
Source: FNI, ESRI, 2025

Identified Gaps in the Housing Market

A consistent sentiment with community members during the engagement process for this plan was that there were limited opportunities for households categorized as "professional" desiring "higher-end" housing. A basic housing gap analysis was conducted to better understand this issue. The gap analysis confirms the comments made during the engagement process of this plan. There is a housing shortage in the upper end of the housing market.

Figure 10. Housing Gap Analysis

	2024 Households by Income Categories		Ownership Potential Home Cost Categories Rule of Thumb: 3X of Household Income			Rental Potential Rental Cost Categories Rule of Thumb: 30% of Household Income				
	Estimates	Percentage	Lower	Upper	Estimated 2024 House holds	Lower	Upper	Estimated 2024 House holds	Estimated Total House holds	Gap Analysis
<$15,000	2,685	10.9%	$-	$45,000	680	$-	$400	667	1,347	SHORTAGE -658
$15,000-24,999	2,437	9.9%	$45,000	$75,000	900	$400	$600	676	1,575	Surplus 38
$25,000-34,999	2,242	9.1%	$75,000	$100,000	1,919	$600	$750	2,113	4,032	Surplus 3,709
$35,000-49,999	3,892	15.8%	$100,000	$150,000	3,397	$750	$1,250	6,442	9,838	Surplus 9,343
$50,000-74,999	4,125	16.7%	$150,000	$225,000	3,510	$1,250	$1,750	993	4,502	Surplus 3,887
$75,000-99,999	3,049	12.3%	$225,000	$300,000	1,976	$1,750	$2,500	168	2,143	Surplus 1,070
$100,000-149,999	3,798	15.4%	$300,000	$450,000	692	$2,500	$3,500	5	696	SHORTAGE -3,102
$150,000+	2,480	10.0%	$450,000+	$-	487	$3,500+	$-	83	569	SHORTAGE -1,911
Total	**24,708**				**13,561**			**11,147**	**24,708**	



Source: FNI, ESRI, 2025

Map 3. Midwest City Housing Affordability Index

Strategic Housing Recommendations

Key Recommendations

- Detailed Housing Market Analysis
- Recruit Developers and Builders
- Create Housing Rehabilitation and Remodeling Incentives

Recommended Financial and Policy Tools

- Land Bank
- Redevelopment Tax Abatement Program
- Revolving Loan Fund Program
- Gap Financing
- Predevelopment Support
- Request for Proposals (RFP) for Underutilized Parcels
- Community Reinvestment
- Oklahoma Neighborhood Initiative Program
- Leverage Federal Programs
- Partner with OHFA
- Philanthropic Partnerships

Additional Policy Recommendations

- Vacant Property Program
- Zoning Code Updates

Vibrant Neighborhoods

Neighborhood Initiative Division

Since 1994, Midwest City's Neighborhood Initiative Division has connected City Hall with over 30 active neighborhood associations. These groups — including Homeowners Associations (HOAs) and Neighborhood Watch Associations (NWAs) — play a vital role in fostering communication, identifying needs, and partnering on neighborhood improvements.

Expanding the Effort

- Community Outreach and Engagement
- Neighborhood Grant Program
- Volunteerism
- Community Hub
- Neighborhood Planning

Complete Neighborhoods

Daily Community Framework

Since its inception, Midwest City has developed as primarily single-family residential neighborhoods anchored by strip style retail and commercial centers. While there are several existing centers, there is a desire to strengthen or reimagine some of these locations to better serve community needs.

A complete neighborhood means within a quarter-mile of most residences in a neighborhood people have to option to live, work, study, and play within that distance.

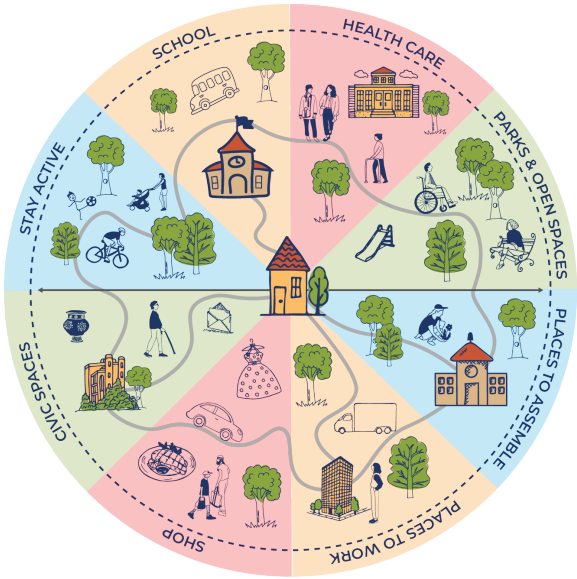
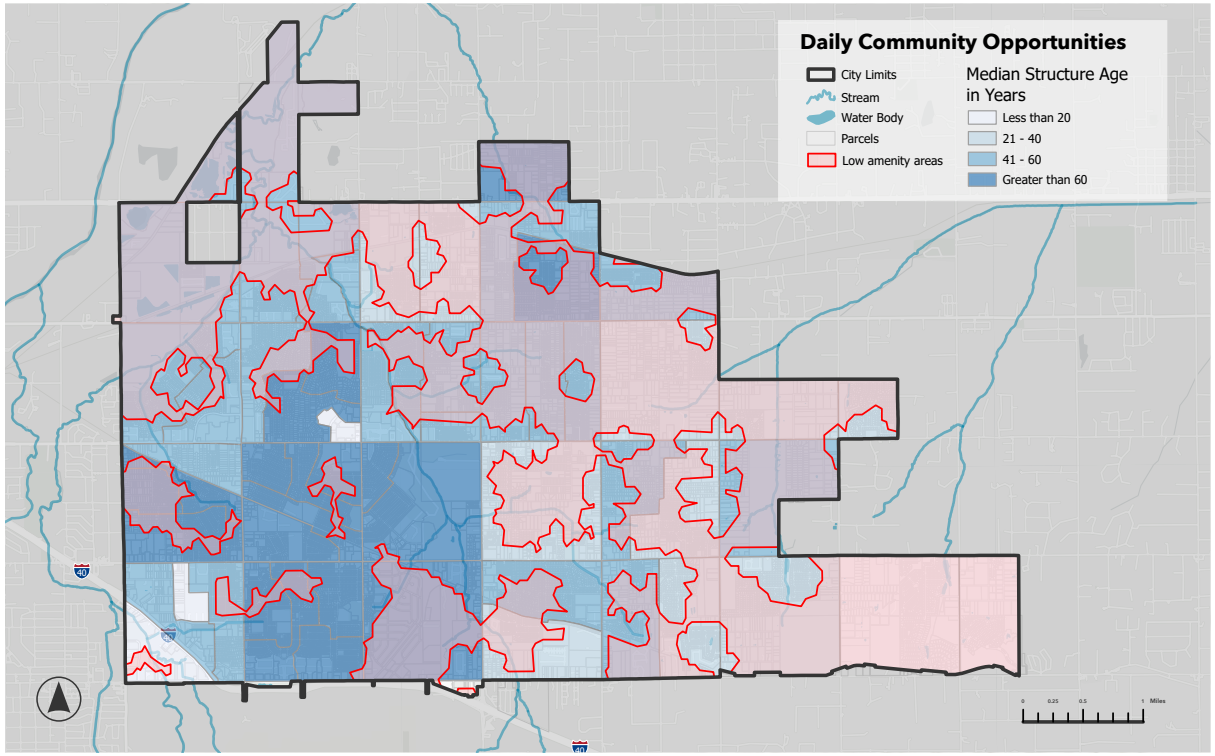


Figure 11. The Daily Community

Midwest City's Daily Community Opportunities

Some locations within Midwest City have a higher number of unmet daily needs than other locations. These areas should be seen as opportunities for expanding daily services, especially near areas that have higher potential for development or redevelopment.



Map 4. Midwest City Daily Community Opportunities

Prioritizing Opportunities

Neighborhood planning priorities are based primarily on completeness, defined as walkable access to a range of daily needs—such as grocery stores, schools, parks, healthcare, and neighborhood-serving retail—without heavy reliance on an automobile.

Mile sections with limited walking access and larger concentrations of unmet daily needs are identified as the City's least complete neighborhoods.

Priority Locations

These areas were selected based on a combination of limited walkable access to daily needs and the presence of low-amenity areas, and are intended to help inform the prioritization and sequencing of future neighborhood planning efforts.

- S Anderson Rd to S Hiwassee Rd and SE 15th to SE 29th
- S Hiwassee Rd to end of City limits and SE 15th to SE 29th
- S Westminster Rd to S Anderson and SE 15th to SE 29th
- S Air Depot Blvd to S Midwest Blvd and SE 15th to SE 29th
- S Midwest Blvd to S Douglas and SE 15th to SE 29th
- S Westminster Rd to S Anderson and NE 10th to E Reno Ave
- S Air Depot Blvd to S Midwest Blvd and Hwy 62 to NE 10th
- S Post Rd to S Westminster Rd and NE 10th to E Reno Ave
- S Douglas Blvd to S Post Rd and SE 15th to SE 29th
- S Post Rd to S Westminster Rd and SE 15th to SE 29th

Community Character and Urban Design

The Community Character and Urban Design chapter focuses on the physical qualities that shape how Midwest City looks and feels. It addresses neighborhood identity, corridors, gateways, and public spaces. Design-oriented policies promote attractive, functional, and context-sensitive development that reinforces community character while allowing flexibility for reinvestment and redevelopment. This chapter supports placemaking and enhancement of key activity areas.

Leading with Community Input

Make Midwest City Iconic

Attract residents, visitors and businesses from everywhere. The City should set the standard.

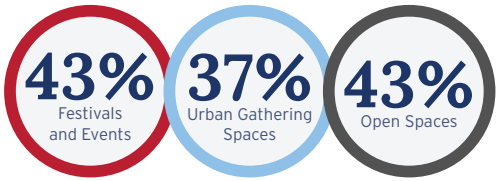
"We started out as America's Model City so let's do things to make it stand out." – Open House Attendee

"Midwest City is a diverse community with a high quality of life and a diverse array of economic opportunity for all its citizens." - Online Respondent

Focus on Community

The built environment should support community events and features in a way that cultivates living, working, staying and playing.

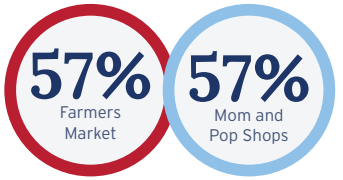
What community elements would you like to see?



Support Local Businesses

The local economy is essential to Midwest City's success. Attention should be paid to cultivating and supporting locally owned businesses.

What kinds of businesses and entertainment does Midwest City need?

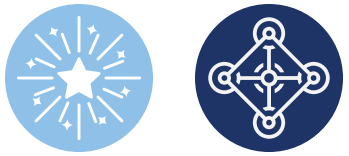


Note: Answers add to more than 100% as multiple selections were allowed in survey responses.

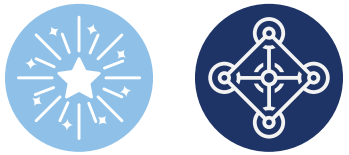
Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

CC.1 *Provide quality recreational opportunities that enhance community life and attract visitors.*



CC.2 *Promote a unified community identity that reflects Midwest City's strengths.*



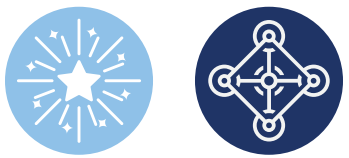
CC.3 *Create welcoming and attractive gateways into the City.*



CC.4 *Maintain community standards through fair and effective code enforcement.*



CC.5 *Support local businesses through design and placemaking.*



Quality of Life and Neighborhood Stability

As neighborhoods undergo constant change, it is easy for housing to become fixed in a vicious or virtuous cycle. The vicious cycle involves declining neighborhoods; resulting in a diminished quality of life, residents and businesses deserting, a shrinking tax base, disinvestment, and a stagnant community that further exacerbates the decline in quality of life - a downward spiral that may commence at any point and persist unless interrupted. Conversely, thriving neighborhoods are associated with a virtuous cycle which has more favorable results of improved quality of life, investment and reinvestment from residents and businesses, increased tax base, and increased public investment, which then enhances quality of life further, and the cycle spirals upward. The optimal outcome is a balanced, sustainable growth cycle that benefits both existing and new residents and businesses.





Enhancing Midwest City's Character

Gateways

Gateways are features, landmarks or other streetscape elements that help to initiate an identity, orient visitors to an area and signify entrance to the City.

Wayfinding

Wayfinding signage helps motorists, cyclists, and pedestrians better navigate the City.

Signage

Signage is an important element of the public realm, both functionally and aesthetically.

Street Design & Pedestrian Enhancements

For decades, the design of city streets has centered around the automobile. Streets are an integral part of the public realm and often make up a large portion of public lands. As such, they should be designed to accommodate a range of users, including pedestrians, cyclists and cars.

Examples of Urban Design Elements



















Building Form and Site Design

The form of the surrounding buildings and the context they create for the public realm have an immense impact on the character of the space and its success in a community.

Massing, Height & Scale

The height, massing and scale of a building should be reasonably proportional to surrounding buildings and the streetscape so that they do not overpower the public realm.

Building Placement

For mixed use, retail, and commercial buildings in pedestrianized areas, the building should be located at or near the primary frontage property line, to reinforce the streetscape and create a quality pedestrian experience.

For residential uses, the building placement will depend on the type of residential building being proposed and the desired character of the neighborhood.

Building Facade

In conjunction with building massing, scale and placement, the building facade can be adorned with features that are inviting and contribute to the experience and scale of the buildings.

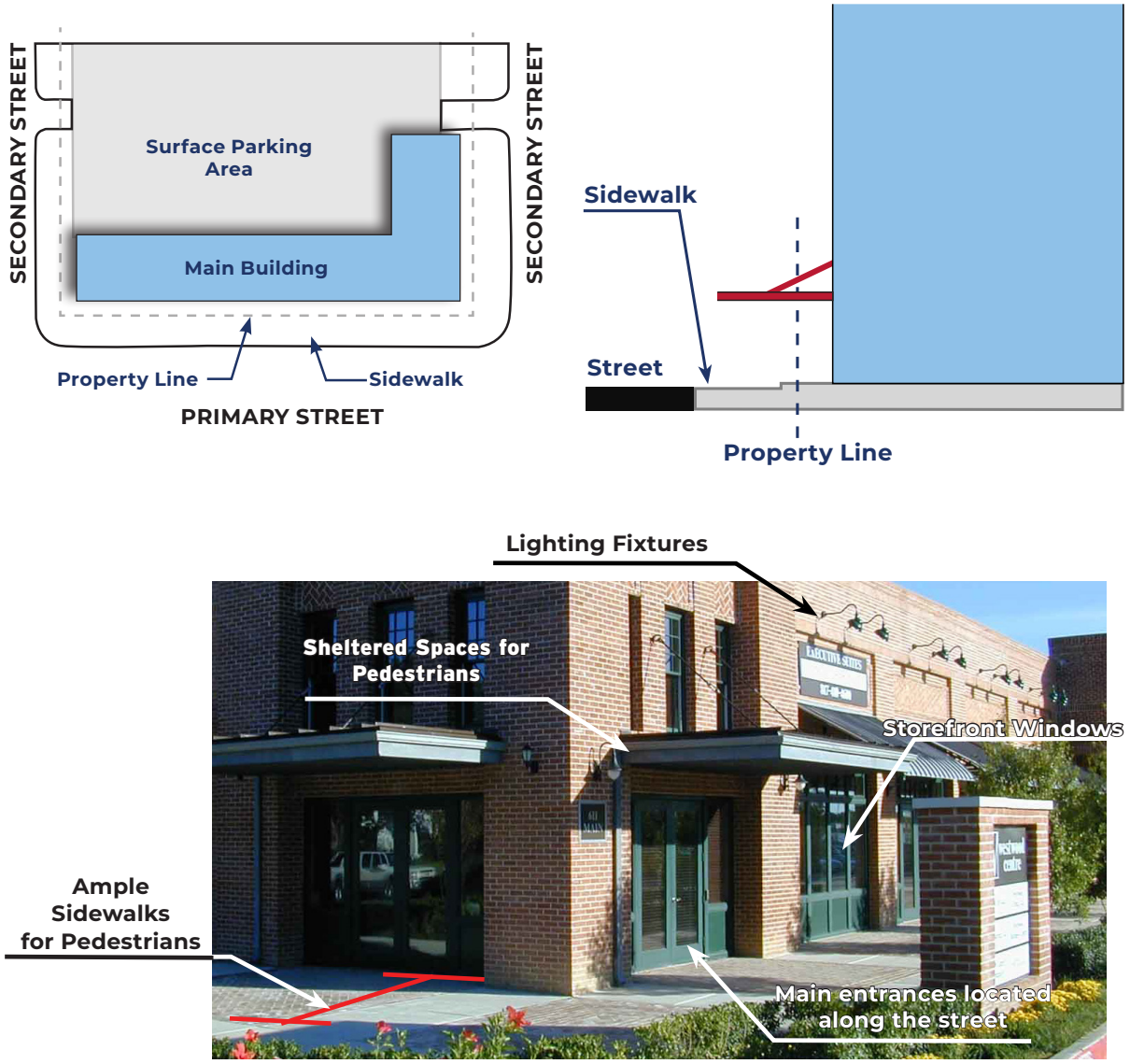


Figure 12. Strategies to address urban design using building form.

Districts and Nodes

The future land use map identifies many existing and new Mixed Use and Commercial nodes within Midwest City. These areas present unique opportunities for development that can benefit the City economically and socially. The purpose of introducing these areas as part of the future land use map is to ensure specialized development efforts in these areas can spur change. The Districts and Nodes may utilize zoning overlays to focus efforts and create a sense of place for each area. The City may consider special standards, processes, and expectations for implementation.

Possible Districts and Nodes include the mixed use development at Air Depot and Reno, and the commercial node at Westminster and 15th Street, as well as the Special Planning Areas designated on the FLUM.

Strategies to Implement Special Planning Areas and Mixed Use Developments

Mixed-use developments may be a new product for many smaller but growing cities, and are becoming an increasingly popular project type with both developers and communities. The following recommendations are intended to assist the City in making the inclusion of mixed-use developments in Midwest City be as smooth and successful as possible.

Analyze Mixed-Use Standards and Expectations

The City's regulatory tools will be used to execute the Plan vision for mixed use developments and Special Planning Areas. Following adoption of this Comprehensive Plan, the City should analyze existing guidelines and processes for mixed-use projects. The City's current mixed-use zoning overlay has not created the type of development envisioned by the regulations. Building consensus around the City's expectations for mixed-use developments can help build support for this type of development within the community and will set clear and consistent expectations for the development community on what the City wants to see for a mixed use development.

Support Public and Private Partnerships

Public-private partnerships (P3s) are an increasingly popular model where a developer partners with a City or other public entity. Some of the most successful projects are built with trusting public-private partnerships.

In these projects, the City may play a major role in the planning and financing of a mixed-use project. The City can implement economic incentives to alleviate financial burden on the project, especially where utility relocation, construction of a public parking garage, sidewalk reconstruction, and/or the construction of other public amenities are required to leverage private capital. Economic development tools, such as Tax Increment Financing (TIF) districts, can also be utilized to increase funding and reinvestment in a particular area of the City. Public and private partnerships are also critical in establishing new transit initiatives, such as micro-transit options.

Complete Streets Study

Establishing a comprehensive shared street network for pedestrians, cyclists and vehicles can enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete streets are context sensitive and there is no singular design prescription for complete streets. A complete street initiative should be implemented to redesign roadways in residential neighborhoods, mixed-use centers and commercial centers. Complete streets help bridge land use and mobility strategies, as land use and transportation significantly impact one another. In addition to the physical design of the streets, an important consideration is the context of development along the street frontages, as the activity (or lack thereof) can drastically alter the experience of users, most especially pedestrians. Studying where and how Complete Streets are appropriate for Midwest City can pave the way to a Complete Streets Policy.

Public Facilities and Infrastructure

The Public Facilities and Infrastructure chapter provides guidance for maintaining and expanding essential City services. It addresses utilities, parks, public safety facilities, and other critical infrastructure. Policies emphasize coordinated planning, asset management, and alignment of capital investments with growth and redevelopment priorities. This chapter ensures that infrastructure supports both current needs and long-term resilience.

Leading with Community Input

Lead with Recreation

Community members appreciate the existing services offered by the City, specifically those that provide recreational activities.

> What I love about Midwest City is " [the] library, senior center, and pickleball courts."
> - Online Respondent

> "I love that [Midwest City] has nice parks and a good trail system." – Online Respondent

Focus on the Outdoors

Residents showed interest in community spaces and improvements that promote gathering.



Maintain & Enhance

The community prefers to maintain and enhance existing assets around the community, rather than curate new experiences.

37% of survey respondents

Desired allocating public funds/resources to infrastructure improvements (sewer, water, etc.) and quality of life improvements (parks, public art, placemaking, etc.).

Goals

PS.1 *Optimize existing infrastructure.*



PS.2 *Ensure access to comprehensive, high-quality healthcare within the City.*





PS.3 *Plan for public services that meet current and future community needs.*





PS.4 *Strengthen resilience to Hazards.*



The "One Water" Approach

The idea of an integrated systems approach to water is not new. Its full-scale implementation, however, has yet to be realized. There are increasing examples of integrated and inclusive approaches to water resource management all around the country, particularly within areas that frequently encounter drought and flood risks. These approaches exemplify the view that all water has value and should be managed sustainably in an inclusive and integrated way. There is just one water cycle from nature to tap, from farms to food, from toilet back to river. While nature provides water, it takes pipes, pumps, reservoirs, treatment plants, and people working around the clock to deliver clean water to homes and businesses and to remove and treat wastewater so it can safely be reused or returned to the environment. Public projects serve as opportunities to demonstrate design that aligns with the framework and community education.



ALL WATER HAS VALUE

All water can and must be managed carefully to maximize its benefit.



SYSTEMS APPROACH

Water is complex and interdependent. Problems accounting for the complete life cycle of water, rather than pieces of it, allows for identification and implementation of lasting, effective solutions.



ACHIEVING MULTIPLE BENEFITS

Available resources do not meet the level of investment needed to achieve a sustainable water future. Projects should seek balance among programmatic costs, benefits and priorities, and consider economic, social and ecosystem needs.



PARTNERSHIPS ARE ESSENTIAL FOR PROGRESS

All sectors are part of the solution, not just public entities and utility providers. No individual stakeholder can single-handedly manage issues like pollution, climate impacts or water consumption rates.



RIGHT-SIZED SOLUTIONS

Interventions should be proportional to the desired outcome. A particular water quality issue can be addressed at a hyperlocal scale, but the root of the problem may require watershed-wide action.



INCLUSION AND ENGAGEMENT OF ALL

Low-income people and communities of color are often disproportionately impacted by environmental justice and equity issues. When all people have a voice in clean, safe, and reliable water, we can work to ensure a water-secure future.



WATERSHED-SCALE THINKING

Within the context of a watershed, communities have either too much or too little water, or poor quality water. Watershed-level management brings together regional partners for collaborative action.

Water System Capital Improvements Plan

Significant investments will be needed to proactively rehabilitate and replace water system infrastructure. As these improvements are made, the system can be modernized and expanded to support future growth and improve performance and operations.

Figure 13. 20-Year CIP Cost by Project Category (pgs. 13-14 *WMP*)

Annual Program Improvements		
▪ SCADA Maintenance ▪ Dead-End Loops	▪ Existing Pipe Rehabilitation Program ▪ Meter Replacement Program	▪ Pump Houses - Pump and Valve Maintenance
		WTP Anticipated Cost: $3.28 M
Water Treatment Improvements		
▪ Treatability Study ▪ New Flash Mix and Splitter Box ▪ TOC Analyzer Upgrades ▪ Filters 1-4 Pipe Gallery Repairs ▪ Site Security Upgrades	▪ Solids Contact Units Rehabilitation ▪ New Chemical Building ▪ Clearwell Improvements ▪ Admin Building Improvements ▪ Residuals Pond Improvements	▪ Top-end SCADA System Installation ▪ Filters Rehabilitation ▪ Residual Management Study ▪ Regulating Tank Repairs ▪ Pump House Electrical, Security, and Backup Power
		WTP Anticipated Cost: $40.3 M
Groundwater Improvements		
▪ ODEQ-Mandated Rehabilitation of Existing Wells	▪ Rehabilitation of Remaining Existing Wells	▪ Additional/Replacement Wells (6)
		Groundwater Anticipated Cost: $18.8 M
Distribution		
▪ 23rd Street Water Main Extension ▪ Timber Ridge EST (0.5 MG) & HSPS ▪ 1.75 MG GST (Felix) ▪ Reno Ave Water Main Upsize ▪ SE 15th Street Loop	▪ Felix Place Water Main Upsize ▪ NE 10th Street & Air Depot Connection ▪ Midwest Blvd Water Main Extension ▪ 1.0 MG EST (Felix)	▪ Residential Fire Flow Improvements ▪ Westminster Loop ▪ Timber Ridge Loop ▪ NE 10th Street Water Main Extension
		Distribution Anticipated Cost: $48.8 M
		Total Anticipated Cost (Excluding Annual Programs): $107.9 M

Wastewater System Capital Improvements Plan

A wastewater CIP was developed for the City to address existing deficiencies and provide capacity for future loading. These projects were analyzed and phased based on the timeframe during which they will be required to address capacity or maintenance needs. In total, 25 capacity related CIP projects were recommended. The projects are shown in Figure 13 predict more than $107.6 million in investments.

Stormwater Master Plan

In addition to the Water and Wastewater Plans, Midwest City will develop a Stormwater Master Plan (SWMP). The City's SWMP establishes a proactive, long-term strategy for managing stormwater infrastructure, mitigating flooding risks, and ensuring compliance with water quality regulations. This plan will serve as both a technical guide and a decision-making framework, helping the City allocate resources effectively, plan for future growth, and protect its residents and assets. It will integrate current needs with a forward-looking vision, ensuring that the City's stormwater program remains resilient, financially sustainable, and responsive to evolving challenges.

Short-Term | 0-2 Years	
▪ Rehabilitation of Edgewood Lift Station ▪ Hiwassee Lift Station Interim Improvements ▪ Shadynook Lift Station Generator ▪ Expansion and Rehabilitation of Shadynook Lift Station to 2.05 MGD	▪ 10-inch Sewer Line along Dorchester Road ▪ 10- and 12-inch Sewer Lines along Timber Ridge Boulevard ▪ East 1-5 12-inch Sewer Line ▪ Annual Wastewater Collection System Improvement Program
0-2 Year Anticipated Cost: $18,515,600	
Mid-Term | 2-5 Years	
▪ New 2.0 MGD Hiwassee Lift Station; 10-inch Force Main ▪ 15-inch Sewer Line near Bomber Rail Trail ▪ 18-, 21-, and 24-inch Sewer Lines	▪ 8-, 15-, 18-, and 21-inch Sewer Lines ▪ Replace Compa Lift Station ▪ Annual Wastewater Collection System Improvement Program
2-5 Year Anticipated Cost: $30,706,600	
Mid- to Long-Term | 5-10 Years	
▪ 12- and 15-inch Sewer Lines ▪ 24-, 27-, 30-, and 36-inch Sewer Lines ▪ 12-inch Sewer Line along West Curtis Drive ▪ 15- and 18-inch Sewer Lines along West Jacobs Drive	▪ 12-inch Sewer Line along Soldier Creek Trail ▪ 12-inch Sewer Line near Southeast 15th Street ▪ Annual Wastewater Collection System Improvement Program
5-10 Year Anticipated Cost: $33,861,500	
Long-Term | 10-20 Years	
▪ New 5.75 MGD Edgewood Lift Station ▪ Decommission East 1-5 Lift Station ▪ 48-inch Sewer Line ▪ Soldier Creek 42-inch Sewer Line Part 1 ▪ Soldier Creek 42-inch Sewer Line Part 2	▪ 36-inch Sewer Line along Soldier Creek ▪ 12-inch Sewer Line near Eddie Drive ▪ 15-inch Sewer Line along Sandra Drive ▪ Annual Wastewater Collection System Improvement Program
10-20 Anticipated Cost: $88,521,400	

Figure 14. CIP Plan (pg. ES-11, *Wastewater Collection System Master Plan*)

Public and Community Facilities

Approach to Facilities Planning

- **Smart Facility Design and Siting**
  Moving beyond short-term fixes to focus on long-term investments, emphasizing the total cost of ownership over the lifespan of facilities, rather than just initial construction costs. This shift guarantees that facilities remain functional and cost-effective over time.
- **Flexible Spaces and Sites**
  Planning for future expansions and natural service breaks for facilities.
- **Technology & Digital Creativity**
  Support the technology of the future with additional conduits, accessible tracks and drops and other low-cost design methods.
- **Shared Spaces**
  Co-locating uses, especially those with alternating hours, allows for the shared use of common spaces and parking. This means less redundancy in facilities and increased space and fiscal efficiency.
- **Public Buildings as Catalysts**
  Thoughtful design and placement can serve as a catalyst for development in key locations, such as a Downtown.

Facility and Community Resilience

When the City plans public facilities, hazard mitigation and resiliency considerations should become paramount in ensuring the safety and functionality of these spaces amidst various environmental and human-made risks. Hazard mitigation involves identifying potential hazards such as natural disasters (e.g., floods, wildfires, droughts) or human-induced threats (e.g., terrorism, train derailments) and implementing strategies to minimize their impact.

Safety & Security

In addition to extreme weather events, changes in culture and risk have introduced a need to prioritize safety and security in facility design. While some security measures, such as emergency routes from public meeting spaces, have been standard practice for years, there's a growing recognition that security doesn't always have to be overt to feel safe. Passive security, which integrates protective features seamlessly into architectural design, is gaining prominence. This approach focuses on invisible yet effective design elements that enhance privacy, security, and protection without imposing on the building's aesthetics or functionality.

Parks and Recreation

Assortment of Amenities

Offering more diverse amenities at parks is one major way of increasing their attractiveness. Ensuring equal access to the parks and amenities throughout the City is also important. This may require the creation of more parks or recreation facilities, particularly in the eastern portions of the City as it grows.

Placemaking Opportunities

Parks and open spaces can be wonderful placemaking opportunities and catalysts or support for economic development goals.

New Parks & Trail Connections

Even with Midwest City's existing park system, there are opportunities to increase access to green spaces and park amenities. This is the biggest opportunity in Midwest City to add new usable green space and potentially park facilities that could be a regional draw.

Economic Resiliency

The Economic Resiliency chapter outlines strategies to strengthen and diversify the local economy. It focuses on supporting existing businesses, attracting new investment, workforce development, and leveraging regional assets. Policies emphasize redevelopment, employment centers, and partnerships that enhance Midwest City's competitiveness and fiscal health. This chapter positions economic development as a key component of community stability and quality of life.

Leading with Community Input

Meeting Everyday Needs

Most residents don't feel they need to leave the City to meet thier everyday needs.

65% of survey respondents — Do most of their shopping in Midwest City.

Needs, but Not Wants

While everyday needs may be met, the community is interested in curating additional options.

"I like that I don't HAVE to go outside of the city for my NEEDS. I do have to go outside the city for a lot of WANTS."

70% of survey respondents — Are neutral or do not think Midwest City is a vibrant place.

Adding Vibrancy

Opportunities for adding more variation to shopping and activity options, especially for groceries and restaurants, should be actively sought out.

What is your vision for Midwest City?

- "We need more restaurants varieties, entertainment venues, and grocery shopping opportunities."
- "Revitalize business and economy."
- "Increase in businesses for younger adults."
- "Add healthier options for food, Sprouts, Cava."
- "Attract small businesses."
- "More shopping and restaurants."
- "Encourage neighborhood shops..."

Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

ER.1 *Expand and diversify the City's retail offerings to meet community needs.*

ER.2 *Foster vibrant mixed-use and entertainment districts.*

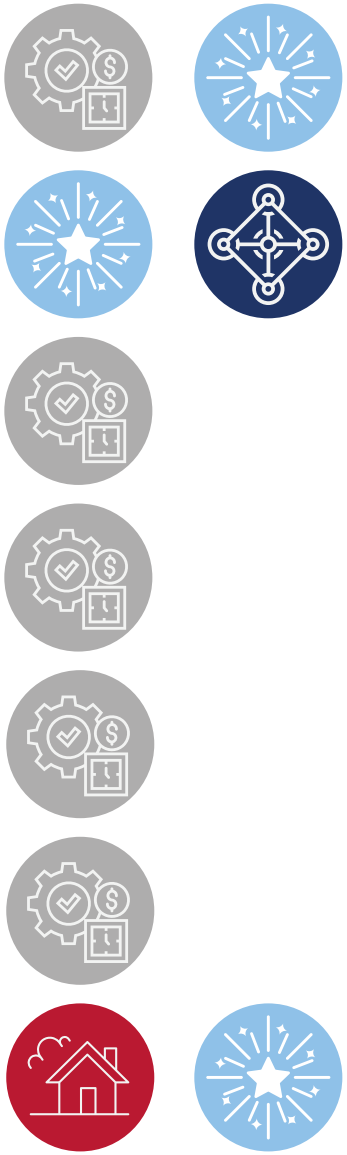
ER.3 *Attract and grow high-wage employment sectors.*

ER.4 *Support the success and growth of existing businesses.*

ER.5 *Develop a skilled local workforce to meet current and future economic needs.*

ER.6 *Increase availability of high-quality office space.*

ER.7 *Encourage reinvestment in aging neighborhoods to maintain vitality.*



Midwest City's Market

In Midwest City, lifestyle patterns have been analyzed using Esri's Tapestry Segmentation, a tool that classifies neighborhoods based on shared behaviors and characteristics. These insights help paint a fuller picture of the community, how residents shop, what they look for in a home, how they use technology, and the kinds of experiences they value.

Housing and Economics

Recent analysis shows Midwest City faces housing shortages across the spectrum, from entry-level rentals to executive housing. Vacancy and underutilized housing units present an opportunity for reinvestment. Rehabilitation of aging homes, strategic infill, and revitalization of existing neighborhoods can help expand housing access while improving community appearance and tax base.

Traditional Living

26.4% of households

Average Household Size: **2.5**

Median Age: **35.5**

Median Household Income: **$39,300**

Typical Housing: **Single Family**

Who they are:

The largest psychographic segment in Midwest City, Traditional Living, represents a stable, middle-income demographic that prioritizes routine, practicality, and familiarity. These residents typically work in manufacturing, retail, and service industries, with many being long-term homeowners in modest, older homes. Their spending habits focus on affordability and necessity, shopping at discount retailers, and investing in home maintenance.

Market Profile:

- Shop for groceries at discount stores such as Walmart Supercenters.
- Convenience stores are commonly used for fuel or picking up incidentals.
- Tend to carry credit card balances, have personal loans, and pay bills in person.
- Half of households have abandoned landlines for cell phones only.
- Fast-food devotees.
- Enjoy outdoor activities such as fishing and taking trips to the zoo.

Comfortable Empty Nesters

17.2% of households

Average Household Size: **2.5**

Median Age: **48.0**

Median Household Income: **$75,000**

Typical Housing: **Single Family**

Who they are:

This group consists of older, financially secure households nearing or retiring. These residents have accumulated wealth through professional careers and now prioritize leisure, home improvement, and travel. They frequently dine out, attend cultural events, and participate in civic activities. Many long-term homeowners maintain their properties and seek convenience in their purchases.

Market Profile:

- Residents enjoy listening to sports radio or watching sports on television.
- Physically active, they play golf, ride bicycles, and work out regularly.
- Spending a lot of time online isn't a priority, so most own older home computers.
- Financial portfolio includes stocks, certificates of deposit, mutual funds, and real estate.

Rust Belt Traditions

10.6% of households

Average Household Size: **2.5**

Median Age: **39.0**

Median Household Income: **$51,800**

Typical Housing: **Single Family**

Who they are:

This group consists of working-class households with strong community ties and traditional values. Many are employed in skilled trades, construction, and manufacturing, reflecting the region's industrial heritage. Their spending is practical, focusing on home improvement, family-oriented entertainment, and value-based purchases.

Market Profile:

- Residents take advantage of convenience stores for fueling up and picking up incidentals.
- Watching television is a common pastime; many households have more than four TVs.
- Residents are connected; entertainment activities like online gaming dominate their internet usage.
- Favorite family restaurants include Applebee's, Arby's, and Texas Roadhouse.
- Radio dials are typically tuned to classic rock stations.

Midlife Constants

9.8% of households

Average Household Size: **2.3**

Median Age: **47.0**

Median Household Income: **$53,200**

Typical Housing: **Single Family**

Who they are:

The Midlife Constants group includes older adults leading stable, predictable lifestyles. Many long-time homeowners in suburban or semi-rural areas value a quiet, community-oriented life. They are active in local organizations, veterans' groups, and religious communities. Their spending habits are focused on home maintenance, local dining, and traditional entertainment.

Market Profile:

- Prefer practical vehicles like SUVs and trucks (domestic, of course).
- Sociable, church-going residents belonging to fraternal orders, veterans' clubs, and charitable organizations and do volunteer work and fundraising.
- Contribute to arts/cultural, educational, health, and social services organizations.
- DIY homebodies that spend on home improvement and gardening.
- Leisure activities include movies at home, reading, fishing, and golf.

Young and Restless

6.7% of households

Average Household Size: **2.0**

Median Age: **29.8**

Median Household Income: **$40,500**

Typical Housing: **Multifamily**

Who they are:

This group comprises younger mobile professionals who value convenience, technology, and social experiences. Many live in rental housing and prefer urban-style developments with walkable access to work, entertainment, and shopping. They spend money on fitness, technology, and travel.

Market Profile:

- Use their cell phone to text, listen to music, pay bills, redeem coupons, look up directions, and access financial information.
- Enjoy dancing, playing pool, watching VH1 and Comedy Central programs, and playing basketball and ping pong.
- Purchase natural and organic food, but frequent fast-food restaurants.
- Residents like to read magazines, especially digital, covering topics ranging from news, fashion to music.

Target Industries

Midwest City has the potential to diversify and strengthen its economy by leveraging Tinker Air Force Base, the Oklahoma City Metropolitan Statistical Area, and its strategic location along Interstate 40. Midwest City can establish itself as a regional business destination by focusing on industries that align with existing strengths while also pursuing higher-wage opportunities.

The five key industries identified for targeted growth and investment- Professional and Technical Services, Health Care and Social Assistance, Manufacturing, Retail Trade, and Public Administration-are essential to the City's long-term economic sustainability. These industries not only provide stable employment but also have high growth potential that can attract businesses, investors, and a skilled workforce.

Each industry represents a unique opportunity to increase wages, improve economic resilience, and create a more dynamic business environment. Below is an in-depth analysis of each sector, its significance, and the specific types of businesses that Midwest City should target for growth.

Rank	Industry Sector	Midwest City Employment	OKC MSA Employment	Average Annual Wage	Location Quotient	Annual Growth Rate
1	Professional, Scientific, and Technical Services	1,382	54,692	$70,000	0.7	3.4%
2	Health Care and Social Assistance	4,197	99,923	$57,200	1.1	3.30%
3	Manufacturing	1,431	49,960	$55,000	0.8	2.4%
4	Retail Trade	3,497	90,889	$36,400	1	2.3%
5	Public Administration	4,133	63,288	$62,400	1.5	2.7%
6	Finance and Insurance	1,418	37,852	$75,000	1.05	2.9%
7	Construction	1,435	56,183	$52,000	0.75	2.7%
8	Educational Services	2,250	64,517	$46,800	0.95	2.4%
9	Accommodation and Food Services	1,524	50,927	$26,000	0.85	2.7%
10	Other Services (except Public Administration)	1,352	38,947	$33,000	0.9	2.9%

Source: Catalyst Commercial, Bureau of Labor Statistics, Esri

Figure 15. Target Industry Table

1. Professional, Scientific, and Technical Services

Aerospace engineering, cybersecurity, and IT services represent a high-growth, high-wage opportunity for Midwest City.

Midwest City's proximity to Tinker Air Force Base positions it to support contractors in aircraft maintenance, defense software, and logistics. Incentives and space for small-to-mid-sized tech firms can further position the City as a regional innovation hub. Broader opportunities include business consulting, fintech, and data analytics, especially as Oklahoma City's tech sector expands.

2. Health Care and Social Assistance

The Health Care and Social Assistance sector encompasses a range of businesses, including hospitals, outpatient care centers, physician offices, mental health facilities, and elder care services. It is one of the fastest-growing industries in the Oklahoma City Metro Area and represents a high-wage, recession-resistant employment base.

St. Anthony Hospital Midwest anchors local healthcare services, but many residents still travel to Oklahoma City for specialty providers. Attracting outpatient centers, mental health services, and telehealth companies would fill local gaps and support economic diversification.

3. Manufacturing

Aerospace-adjacent and advanced manufacturing are key targets for growth and workforce alignment.

With access to Tinker AFB, major highways, and a technical workforce, Midwest City is well-positioned for clean manufacturing, robotics, and electric vehicle components. Strategic recruitment of innovation-driven manufacturers will support long-term resilience and job creation. By positioning itself as a center for innovation-driven manufacturing, Midwest City can attract national and international investment, ensuring long-term economic resilience.

4. Retail Trade

Retail supports jobs, tax base, and placemaking, especially through experiential and mixed-use development.

Midwest City's older retail corridors offer space for reinvestment. Entertainment, boutique, and dining destinations can complement Oklahoma City's tourism and create regional draw.

5. Public Administration

Stable employment and federal presence offer a foundation for regional coordination and public-sector growth.

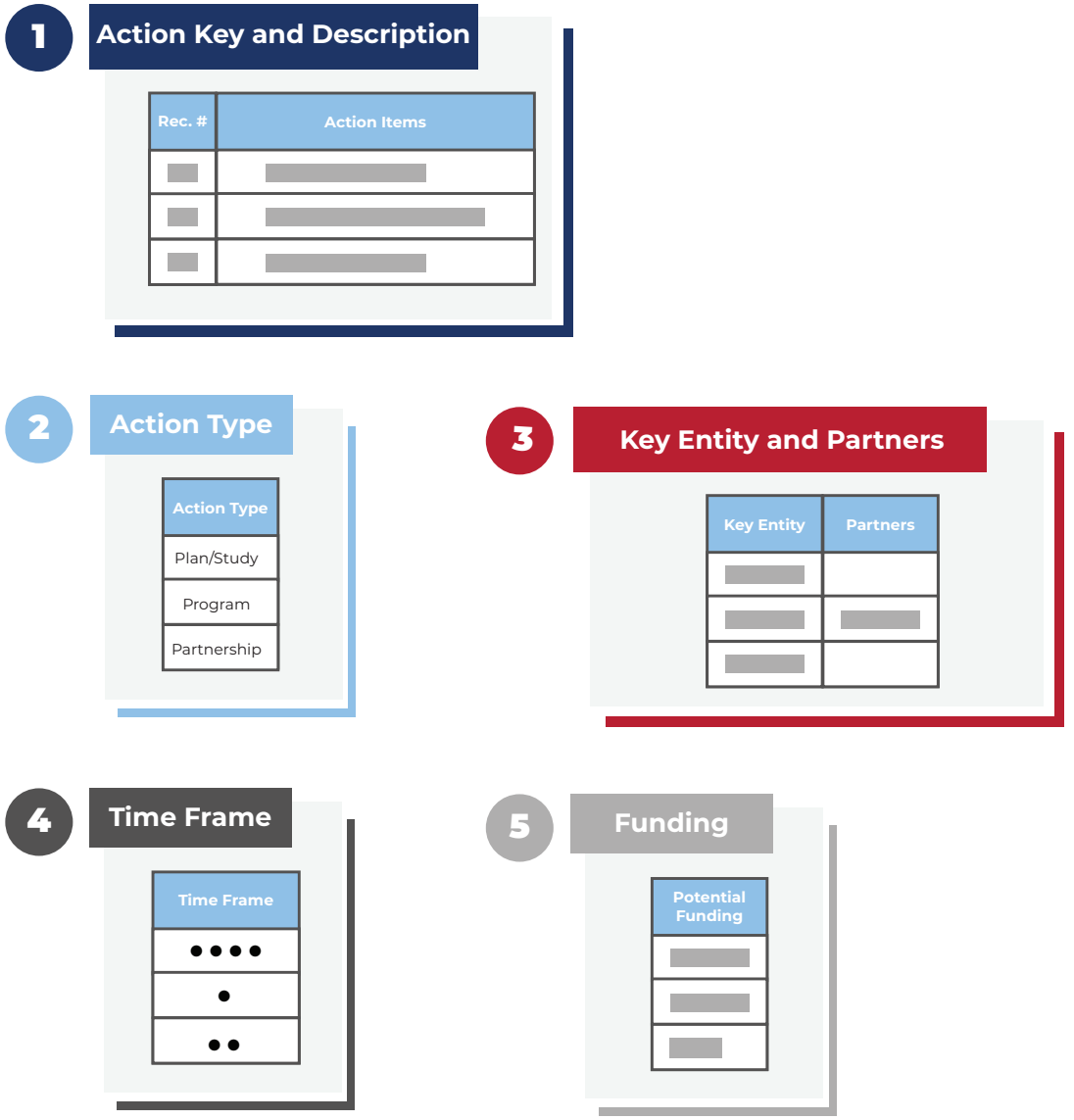
Tinker AFB and municipal government are core employers. Opportunities exist to attract regional agencies, logistics support services, and training facilities.

Metrics and Implementation

The Metrics and Implementation chapter translates the plan's vision and policies into action. It identifies implementation tools, responsible parties, and performance metrics to track progress over time. This chapter emphasizes accountability, adaptability, and regular evaluation to ensure the plan remains relevant. It provides City Council and staff with a clear framework for prioritizing projects, allocating resources, and measuring success.

Implementation Table Elements

1. **Action Key and Description:** A number relating to the chapter and goal the item addresses, and a description of the action item.
2. **Action Type:** Categorizes the type of action needed (i.e. Plan/Study or Program)
3. **Key Entity and Partners:** Who leads the charge on meeting this action item.
4. **Time Frame:** When the action item should be completed.
5. **Funding:** Where funds for the action item may come from.



Potential Funding Sources

This section provides a list of potential funding sources for the recommendations outlined in this chapter. When project funding, smaller projects can often be grouped with larger, more complex projects that may require a mix of funding sources. Public-private partnerships can help close the gap on projects and drive positive project outcomes.

Performance Metrics and Data

How will the City know that the Comprehensive Plan is being implemented successfully? Specific action items and performance metrics have been developed to support implementation of the recommendations laid out in this Comprehensive Plan. Metrics demonstrate progress towards achieving the vision and guiding principles set forth at the beginning of the process, while the action items outline the steps and resources needed to see progress within the performance metrics. Utilizing benchmarks offers a quantifiable approach when tracking implementation progress during the review cycles discussed in this chapter. The City will need to track and analyze certain data points in order to accurately track the progress of each defined metric.

Topic	Metric	Indicating	Data Source	Baseline	Target
Land Use	% of developed area (excluding Agriculture, Agriculture with SF, Vacant, Waterbody, and Industrial) zoned to allow mixed use and/or nonresidential land uses.	More accessibility to goods and services within the City; reducing the need for residents to visit other cities for goods and services, keeping sales tax dollar in the City; greater potential for third places that connect residents to the City identity.	City GIS Analysis	Set from plan adoption, forward	7%
Land Use	% of land uses, tracked to a granularity beyond basic land use categories (e.g., track retail and office uses separately vs. general commercial.	Knowing the ratio of different land uses can allow the City to track trends and determine if there is a lack of a certain land use or if any land use is getting over-built.	City GIS Analysis	EXLU	FLUM

Figure 16. Metrics Table Excerpt (Full table pgs. 236-239 of Plan.)

Together, these chapters form a cohesive and actionable Comprehensive Plan that guides Midwest City toward a sustainable, inclusive, and resilient future. The plan is intended to be a living document, used regularly to inform policy decisions, development review, and capital investment planning.



MIDWEST CITY

COMPREHENSIVE PLAN 2045

A Plan for the Future

Letter Placeholder

Acknowledgments

City Council

Matt Dukes, Mayor

Susan Eads, Past Ward 1 Councilmember

Pat Byrne, Ward 2

Rita Maxwell, Ward 3

Marc Thompson, Ward 4

Sara Bana, Ward 5

Rick Flavors, Ward 6

Planning Commission

Russell Smith, Chair

Jess Huskey, Vice Chair

Jay Dee Collins

Rick Dawkins

Dean P. Hinton

Rick Rice

Jim Smith

City Staff

Tim Lyon, City Manager

Vaughn Sullivan, Assistant City Manager

Robert Coleman, Economic Development

Matt Summers, Community Development Director

Julie Shannon, Planner III

Zamya Darthard, Planner II

Brylee Hester, Planner I

Steering Committee

Sherry Beaird, Urban Renewal

Shaina Bennett, MWC Chamber of Commerce

Stacey Boyer, Mid-Del Schools

David Clampitt, Park Board

Kathy Gain, Dept. of Commerce

Marcus Hayes, Neighborhood Association

Jacob Hussain, Local Business

Jeff Johnson, Developer

Dr. Kent Lashley, Rose State College

Sarah Lingenfelter, OML

Shay Mechling, Neighborhood Association

Erinn Oller, SSM Hospital

Russell Smith, Planning Commission

Technical Committee

Brandon Bundy, Engineering

Carrie Evenson, Public Works

Josh Ryan, Parks and Marketing

Barbara Kelton, Neighborhood Services

Duane Helmberger, Fire Department

Debi Wagner, Emergency Management

Terri Craft, Grants Management

Cole Davis, Information Technology

Chip Nolan, EMBARK

Steve Rhodes, Tinker Air Force Base Planning

Consultants

Freese and Nichols, Inc.

Catalyst

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Oscar
ARMY



CHAPTER 1

COMMUNITY SNAPSHOT

Introduction

To understand where Midwest City is headed, we must first understand where it has been and where it stands today. From its early roots as a military and civic hub to the suburban build-out that shaped its neighborhoods, Midwest City's story is one of resilience, service, and transformation.

This Community Snapshot offers a narrative of the City's evolution through three lenses: its foundations, its current conditions, and the opportunities ahead. Together, these insights lay the groundwork for the vision, goals, and strategies that will shape a forward-looking future.



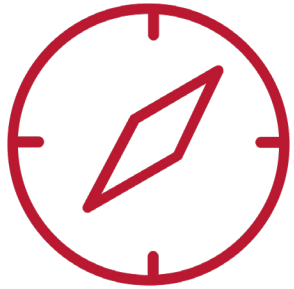
Foundations of Midwest City

Our past: key moments that shaped the City's identity and growth



Midwest City Today

A snapshot of current demographic, social, and physical conditions



A Plan for the Future

Opportunities and direction for the City's future development

Foundations of Midwest City

Midwest City's beginnings are tied to both its place and its purpose. Long before it was a city, this part of eastern Oklahoma County was home to tribal communities, rural homesteads, and small schools scattered across the prairie. That quiet landscape changed quickly with the arrival of World War II and the construction of Tinker Air Force Base, an event that would reshape the region and spark the creation of a new kind of community.

This section looks back at the key events and decisions that shaped the City's early identity, from its founding in the 1940s to its rapid postwar growth. These moments continue to influence how the City functions today, from how land is used to how neighborhoods are connected, and provide important context for the planning work ahead.

Key Moments in Midwest City's History

1942
Midwest City established

1957
First Comprehensive Plan Adopted

1952
Midwest City area annexed

1968
Junior College is established in City



Source: Rose State College Foundation

Early History and Identity

Pre-Midwest City

The land that would eventually become Midwest City is part of a region with deep Indigenous roots. For centuries, Plains Tribes including the Wichita, Caddo, and Comanche lived across central Oklahoma, sustaining themselves through farming, hunting, and trade. In the 1830s and 1840s, following the Indian Removal Act of 1830, the U.S. government relocated several Southeastern tribes to this area, among them the Creek and Seminole Nations, creating what was then known as Indian Territory.

Within present-day Oklahoma County, the Creek Nation established farms, schools, and thriving communities, while the nearby Seminole Nation built its own institutions and governance structures. Although some areas were later designated as "Unassigned Lands" by the federal government, they remained actively used for grazing, farming, and cultural purposes by neighboring tribal communities.

Over time, growing interest from settlers and policymakers led to increased pressure to open these lands for non-Native settlement. This culminated in the 1889 Land Run, during which parts of central Oklahoma, including land that would become Midwest City, were made available for homesteading.

While this marked the beginning of formal municipal development in the region, it's important to recognize that these lands were part of an ongoing Indigenous landscape with complex cultural and historical significance.

Shaping an Identity

By the early 20th century, this area remained a quiet, rural expanse, defined by its agricultural character, open prairie, and a landscape dotted with homesteads, farms, and country schools. While Oklahoma City grew steadily to the west, the eastern portion of Oklahoma County maintained its agrarian roots and close-knit, self-reliant communities.

Yet even in this relatively undeveloped setting, the foundations of identity were forming. Settlers brought with them not only crops and livestock but traditions of hard work, neighborliness, and civic spirit. Rural churches, schoolhouses, and cooperative ventures reflected a shared sense of place, responsibility, and the belief that strong communities could take root in even the most modest settings.

As the nation modernized and infrastructure expanded, this part of Oklahoma County found itself increasingly connected to regional and national forces. Roads improved. Populations grew slowly. The area's proximity to Oklahoma City made it an ideal canvas for something more.

The groundwork was laid, physically, socially, and culturally, for a transformation. A new community identity was on the horizon, one shaped not only by geography and economy, but by a growing sense of purpose. In the decades ahead, local leadership and national defense priorities would converge to create a new kind of city, one that would emerge not gradually, but nearly overnight.

The Rise of Midwest City

Post-war Growth and the Tinker Era

That quiet rural existence changed dramatically with the onset of World War II. In 1941, the U.S. War Department selected land east of Oklahoma City for a major military airfield. The site was chosen for its flat terrain, mild weather, and excellent access to highways and rail lines. Construction of the facility—later named Tinker Field in honor of Osage Nation Major General Clarence L. Tinker—brought thousands of workers and engineers to the area and transformed the landscape nearly overnight.

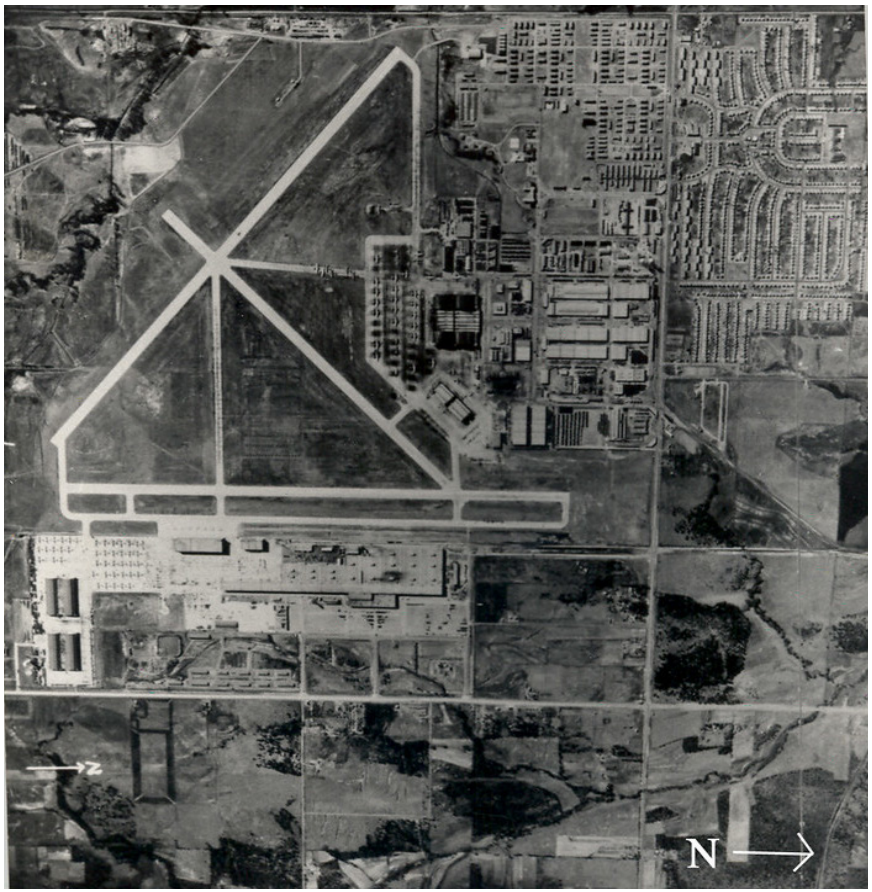
Tinker Field quickly became a critical military hub for aircraft maintenance, logistics, and support during the war. Its strategic importance only grew in the postwar decades, cementing its role in the Cold War defense infrastructure and setting the stage for long-term federal investment in the region.

Annexation and Development

In response to the rapid population influx surrounding the base, developer W.P. “Bill” Atkinson founded Midwest City in 1942 as a master-planned community built specifically to support Tinker’s workforce. Homes, schools, churches, and shopping areas were designed together, creating a model for suburban development in Oklahoma. Atkinson’s vision: a “city within a city”, emphasized livability, civic pride, and convenience.

The City’s incorporation and growth paralleled the continued expansion of Tinker Air Force Base. In the postwar decades, Midwest City developed robust infrastructure and civic amenities: public schools, medical facilities, a regional shopping mall, and a public park system. Key annexations and zoning decisions in the 1950s–70s expanded City boundaries and shaped long-term land use patterns that still influence the City today.

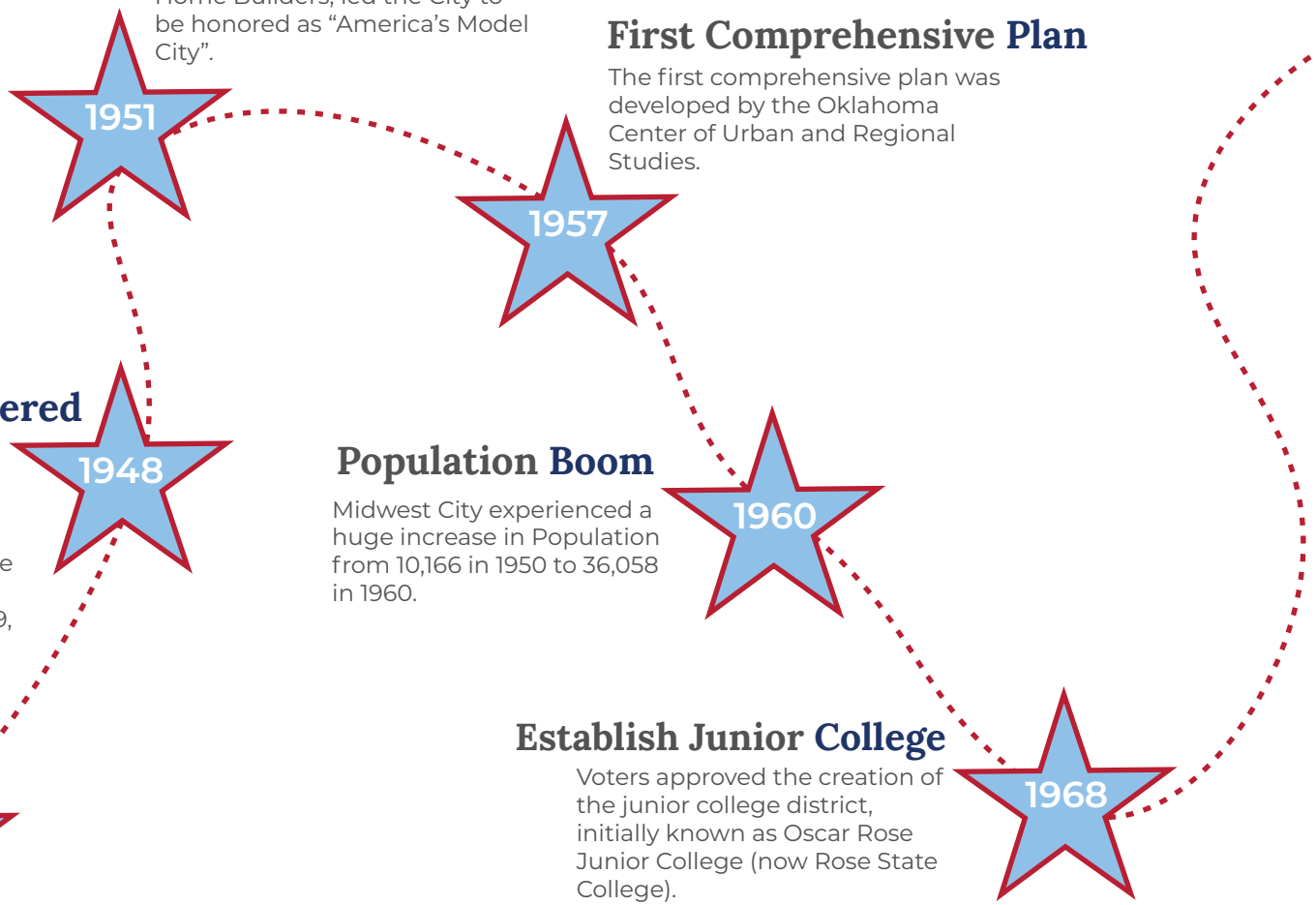
Today, Midwest City remains closely tied to Tinker Air Force Base, one of the largest employers in the state and a lasting cornerstone of the local and regional economy. The City’s postwar rise is a defining chapter in its identity, marking its shift from rural farmland to a major urban suburb with strong federal, economic, and community foundations.



Source: Rose State College Foundation

Midwest City Historical Growth Timeline

Midwest City's history is defined by deliberate planning, civic leadership, and its strong connection to national defense. From its founding in the 1940s to its rapid postwar expansion and zoning modernization in recent decades, the City's trajectory reflects both continuity and change. These key moments provide a foundation for understanding how past decisions have shaped present-day patterns of development, infrastructure, and identity.



Midwest City Founded

W.P. "Bill" Atkinson founded Midwest City with intentions of developing a military air depot, eventually becoming Tinker Air Force Base (AFB).

Midwest City Chartered

The Board of County Commissioners of Oklahoma County incorporated the Town of Midwest City on March 11, 1943. Eventually, the City change its name to the City of Midwest City and chartered on August 19, 1948.

America's Model City

Planning efforts, contributed by the National Association of Home Builders, led the City to be honored as "America's Model City".

First Comprehensive Plan

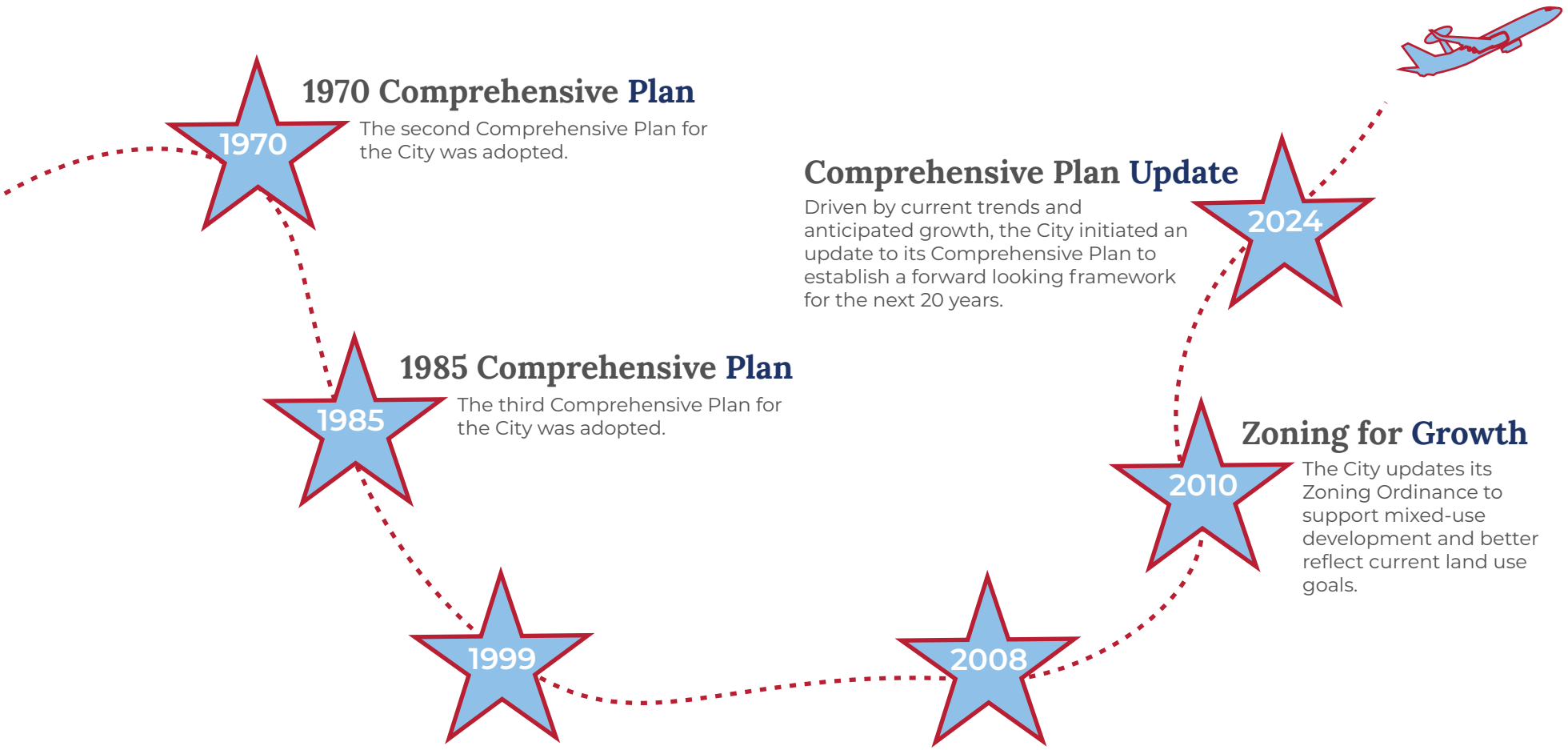
The first comprehensive plan was developed by the Oklahoma Center of Urban and Regional Studies.

Population Boom

Midwest City experienced a huge increase in Population from 10,166 in 1950 to 36,058 in 1960.

Establish Junior College

Voters approved the creation of the junior college district, initially known as Oscar Rose Junior College (now Rose State College).


1970
1970 Comprehensive Plan
The second Comprehensive Plan for the City was adopted.
1985
1985 Comprehensive Plan
The third Comprehensive Plan for the City was adopted.
1999
Midwest City Milliennium
The Chambers of Commerce members of Midwest City, and local citizens developed a comprehensive plan with a vision from seven detailed objectives to achieve each goal outlined.
2008
2008 Comprehensive Plan
The City authored the most recent Comprehensive Plan, which continued to inform the City's growth and development until 2025.
2010
Zoning for Growth
The City updates its Zoning Ordinance to support mixed-use development and better reflect current land use goals.
2024
Comprehensive Plan Update
Driven by current trends and anticipated growth, the City initiated an update to its Comprehensive Plan to establish a forward looking framework for the next 20 years.



Midwest City Today

From long-standing neighborhoods to new development on the horizon, Midwest City today reflects decades of growth, adaptation, and civic investment. The city's residential character, economic vitality, and close relationship with Tinker Air Force Base have shaped its evolution into a dynamic and resilient community. As the region continues to change, it is important to understand the present: who lives here, how the City is evolving, and what physical and social patterns influence daily life. This understanding is essential to planning effectively for the future.

This section examines the demographic, geographic, and structural conditions of Midwest City as it stands today. It highlights the opportunities and challenges facing the community, including population shifts, housing trends, land use patterns, and infrastructure systems. Together, these insights provide a clear and grounded baseline for making thoughtful decisions that support a stronger and more intentional future.

Demographics

Midwest City is home to just under 60,000 residents as of 2024, a figure that reflects steady growth over time and a modest projected increase through 2045. While the City's rate of growth is slower than the broader Oklahoma City metro, it underscores a community that has matured and stabilized over several decades. The average household size, at 2.37, is slightly smaller than the state and national averages, indicating a mix of families, individuals, and aging residents.

The City's age distribution is evenly spread across generations, with notable peaks among school-age children and residents in their early 30s and early 60s. This balance reflects both a strong base of young families and a growing population of older adults who are aging in place. Gender distribution is nearly even, with a slight majority identifying as female. Together, these characteristics point to a multigenerational community with enduring ties and broad life-stage representation.

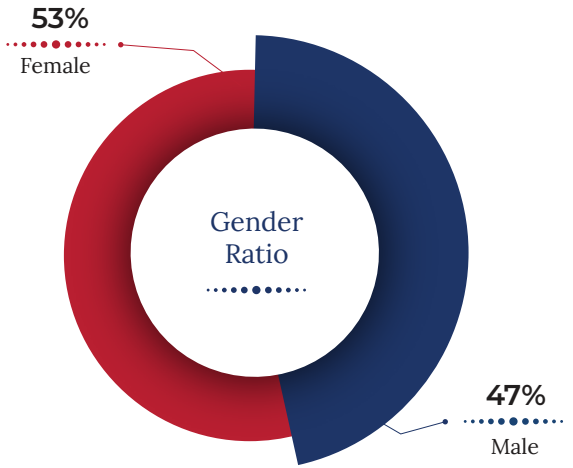
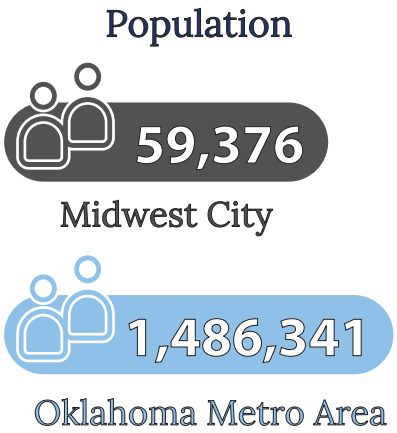


Figure 2. Population by Gender



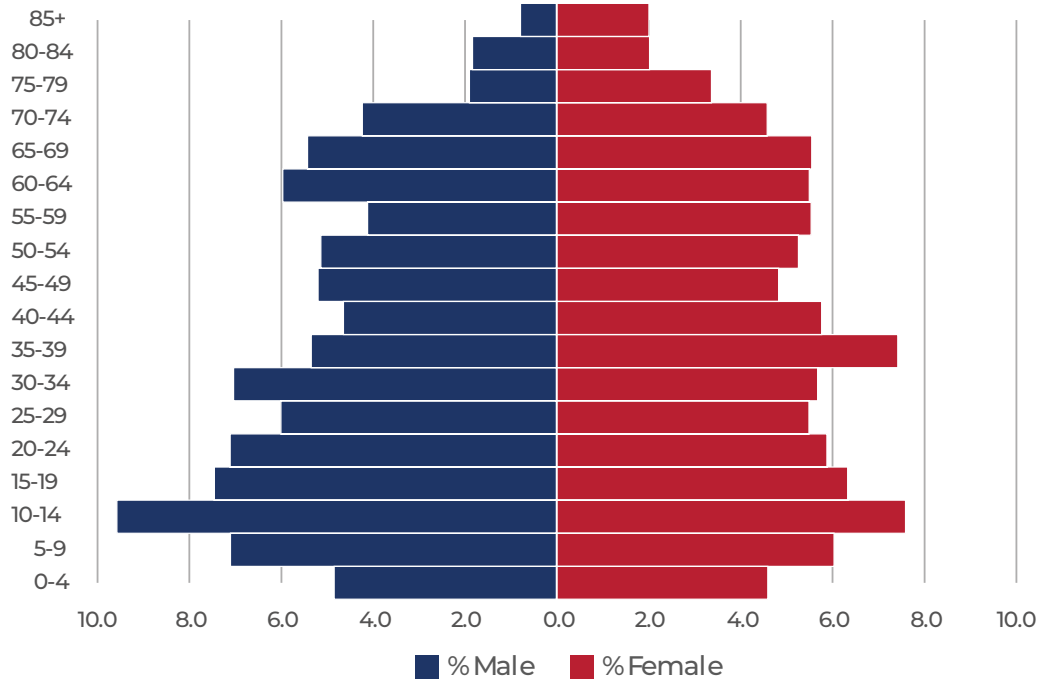


Figure 1. Age by Gender

Source: Esri Business Analyst, 2024

Race and Ethnicity Trends

Midwest City continues to diversify, adding to the cultural and social fabric of the community. While the majority of residents identify as White (53.7%), the City is also home to a significant Black or African American population (23.0%), as well as smaller shares of residents who identify as multiracial (14.1%), Native American, Asian, or another race. Additionally, 8% of the population identifies as Hispanic or Latino, a figure that continues to grow incrementally.

Educational Attainment

Educational attainment in Midwest City reflects a broad range of backgrounds. Nearly 29% of residents have earned a high school diploma or GED, and another 29% have completed some college without a degree. Approximately 28.6% hold a bachelor's or associate's degree, while a smaller share (just under 7%) have pursued graduate or professional education. This mix highlights opportunities to expand access to postsecondary pathways while supporting a skilled workforce.

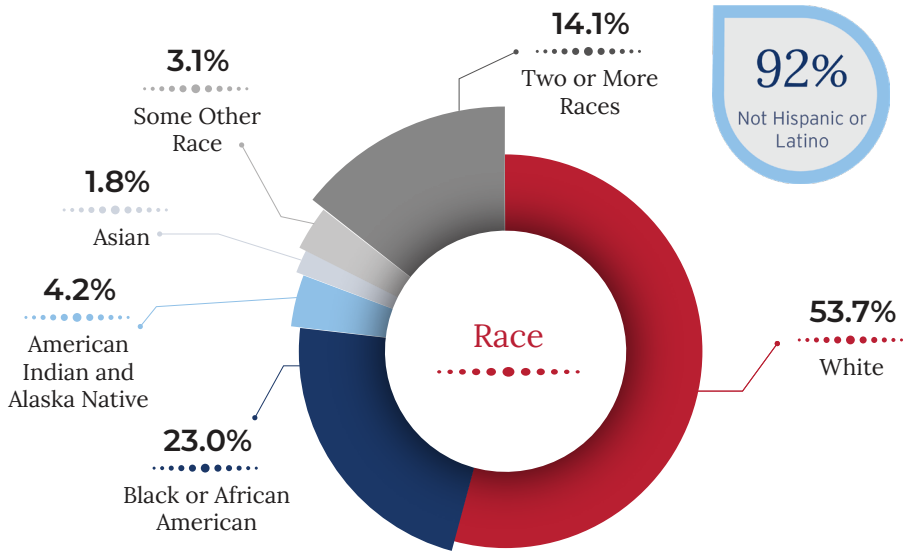


Figure 3. Race and Ethnicity

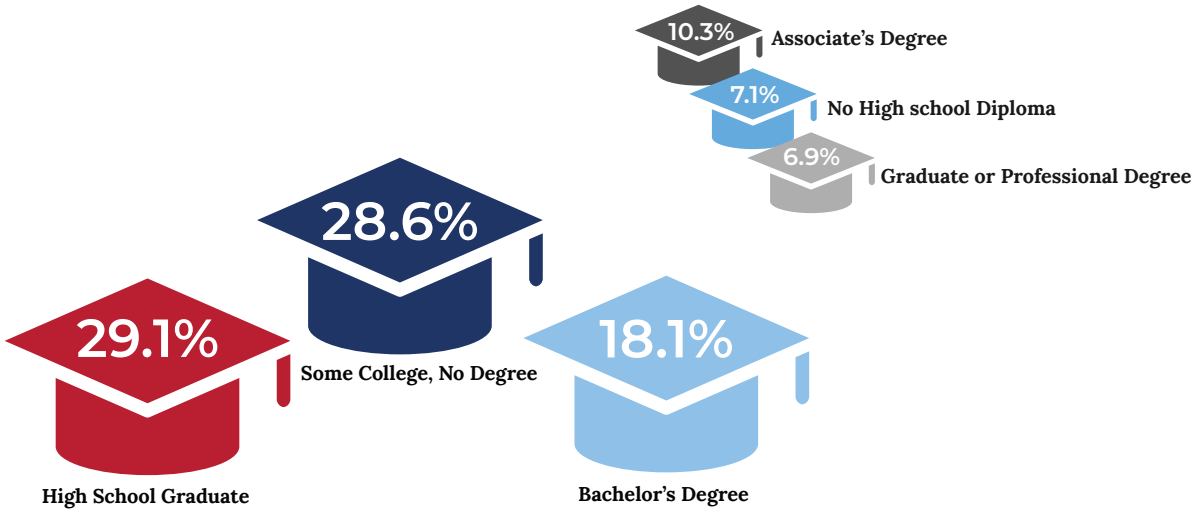


Figure 4. Educational Attainment

Source: Esri Business Analyst, 2024

Economic Opportunity

Economic data points to both progress and persistent challenges. The median household income in 2024 is estimated at $56,811, which falls below the county, state, and national averages. Housing values reflect this trend: the median owner-occupied home in Midwest City is valued at around $147,700, well below the statewide average of over $200,000. While cost of living remains a draw, affordability gaps still exist for renters and first-time buyers.

Housing

Residential stability is another defining trait of the community. Over 90% of housing units are occupied, and 54% of households are owner-occupied, while 46% are renters. While rental options provide flexibility for many households, the City's high occupancy rate and limited recent mobility suggest that many residents have strong roots in place.

Taken together, these data points reveal a community with a rich demographic profile: diverse in age, race, and household composition; largely stable and long-term in residency; and steadily evolving as income, housing, and workforce trends continue to shift.

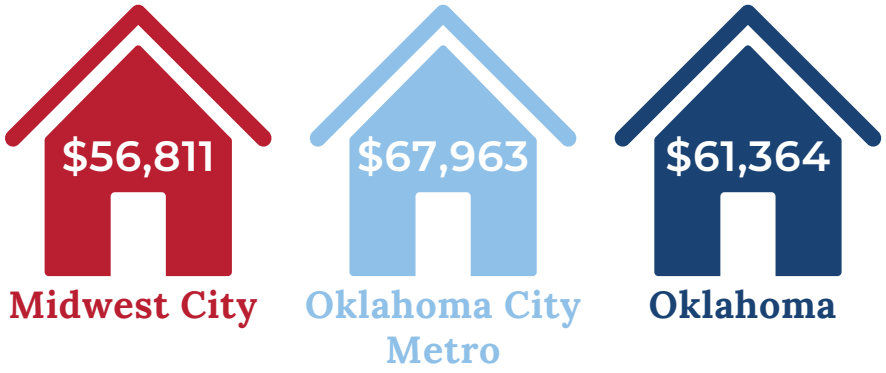


Figure 5. Median Household Income

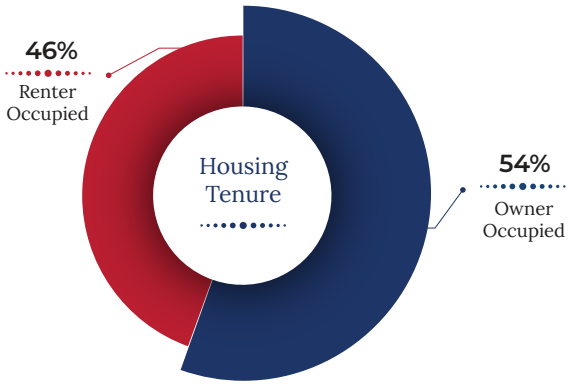


Figure 6. Owner and Renter Occupied Housing

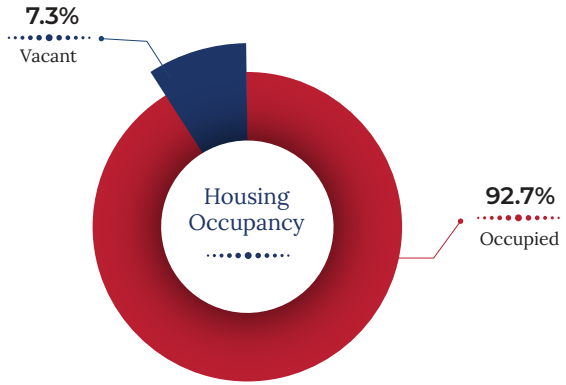


Figure 7. Housing Occupancy

Source: Esri Business Analyst, 2024

Regional Context

Midwest City's location, physical environment, and infrastructure networks shape how residents experience daily life, and how the community continues to evolve. This section explores the City's regional setting, natural features, transportation systems, and environmental conditions to provide context for understanding land use patterns, development opportunities, and the City's role within the Oklahoma City metropolitan area.

Physical and Regional Features

Midwest City's setting offers a mix of favorable physical conditions and strong regional connections that support its continued development. While the natural environment presents few physical barriers to construction or infrastructure expansion, the City's proximity to Tinker Air Force Base and regional transportation corridors significantly influences its land use patterns and long-term planning priorities.

Elevation

The City is situated on gently rolling terrain, with elevations ranging from approximately 1,080 to 1,320 feet above sea level. These moderate changes in elevation pose minimal development constraints and allow for efficient subdivision, utility installation, and roadway design across most of the community.

Floodplain

Although Midwest City does not contain major rivers, it lies within the Lower North Canadian River watershed and includes some areas with flood risk due to stormwater runoff and seasonal weather events. FEMA-designated 100-year floodplains are limited, but city policy requires permits for any development in identified flood zones. Ongoing stormwater management remains a focus, especially in areas with flat topography or older infrastructure.

Existing Road Network

Midwest City benefits from access to several major transportation routes:

- Interstate 40 runs along the southern edge of the City, serving as a key east–west corridor.
- Sooner Road, Douglas Boulevard, and Air Depot Boulevard are primary north–south arterials that provide connectivity within the City and to neighboring communities.
- United States Highway 62 (NE 23rd Street) runs across the northern part of the City and connects to eastern suburbs and regional destinations.

These routes support daily commuting, regional freight movement, and access to retail, military, and employment hubs across eastern Oklahoma County.

Environment

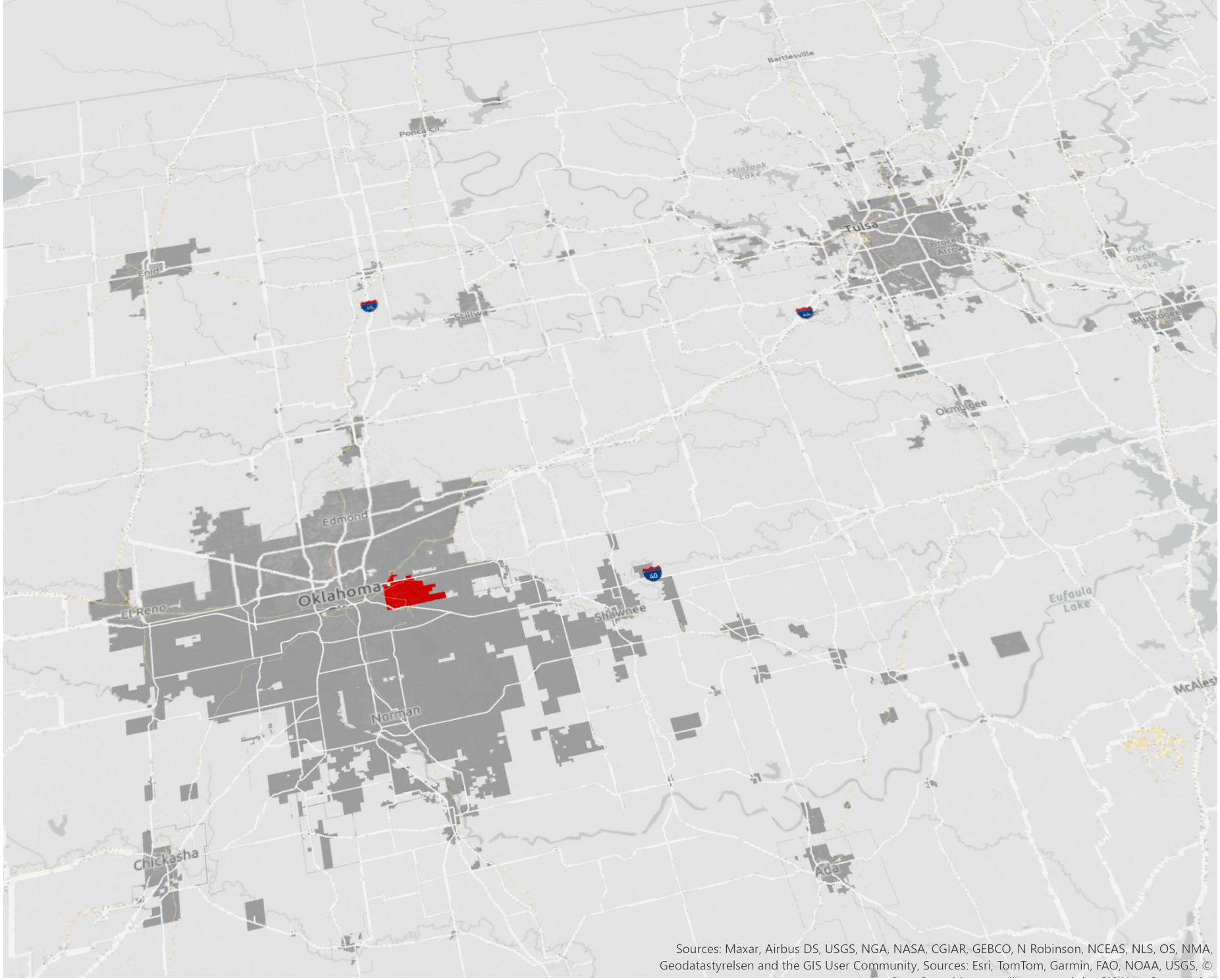
The City experiences a humid subtropical climate with hot summers, mild winters, and frequent weather variability. Located within Tornado Alley, Midwest City is vulnerable to severe storms, including tornadoes, hail, and flash flooding. While flood risk is not widespread, weather-related hazards remain a planning concern, especially for emergency services and infrastructure durability.

Water Supply

Lake Thunderbird, located about 15 miles southeast, is the city's primary source of treated water. Managed by the Central Oklahoma Master Conservancy District, the lake also supplies nearby communities such as Del City and Norman. Shared reliance on this regional water source reinforces the importance of coordinated planning and resource conservation.

What is Tinker AFB's Role?

Tinker Air Force Base (AFB) is a major driver of land use and infrastructure planning in Midwest City. It directly influences housing demand, traffic volumes, commercial development, and noise and safety considerations in nearby neighborhoods. The City coordinates with Tinker AFB through long-range land use studies and development regulations to ensure that civilian and military interests remain aligned.



Map 1. Midwest City Regional Context

Existing Planning Framework

2008 Comprehensive Plan

Midwest City's 2008 Comprehensive Plan provided the City's long-range policy framework for land use, transportation, housing, economic development, and community services. The plan emphasizes neighborhood preservation, redevelopment of underutilized areas, and integrating trails and open space with new development. Key recommendations to carry forward include support for infill development, coordinated infrastructure planning, and policies that balance growth with the protection of established neighborhoods.

2009 Trails Master Plan and Implementation Study

The Trails Master Plan lays out a citywide vision for an interconnected trail network to support recreational access, alternative transportation, and quality of life. The plan identifies priority trail corridors, design standards, and phasing strategies. Its emphasis on connectivity and multi-use trails should continue to inform future mobility, parks, and infrastructure planning efforts.

2015 ADA Self-Evaluation and Transition Plan

This plan assesses the accessibility of the City's facilities, programs, and infrastructure in compliance with the Americans with Disabilities Act (ADA). It identifies barriers and established a 20-year schedule for improvements across buildings, sidewalks, parks, and intersections. Continued implementation of accessibility upgrades and inclusive design practices should remain a priority throughout the City's planning efforts.



2008 Comprehensive Plan



2009 Trails Master Plan and Implementation Study



2015 ADA Self-Evaluation and Transition Plan

2017 Heritage Park Mall Redevelopment Study

This study explores reuse options for the underutilized Heritage Park Mall site, recommending mixed-use redevelopment with housing, retail, public space, and medical or community uses. The plan emphasizes fiscal feasibility, community input, and market conditions. Its concepts support broader themes of corridor reinvestment, housing diversity, and adaptive reuse that should be reflected in future land use and economic development policies.

2022 Air Depot Corridor Study

This corridor-focused study recommends physical improvements, zoning revisions, and aesthetic enhancements to revitalize a major commercial corridor. It identifies opportunities to improve safety, walkability, and reinvestment potential along Air Depot Boulevard. Its recommendations should be integrated into policies for corridors and nodes.

2022 Parklawn Drive & National Avenue Revitalization Plan and Design Code

This plan establishes a vision and design code for the area surrounding SSM Health's campus, focused on walkability, infrastructure upgrades, and a mix of uses. The form-based code and revitalization strategies aim to support economic development and neighborhood livability. Its recommendations offer a template for context-sensitive design and district-level planning approaches.



2017 Heritage Park Mall Redevelopment Study



2022 Air Depot Corridor Study



2022 Parklawn Dr. and National Ave. Revitalization Plan



A Plan for the Future

Midwest City's story continues with a shared commitment to a thriving and resilient future. This Comprehensive Plan offers a forward-looking roadmap that builds on the City's strong civic foundation and adapts to changing needs, values, and opportunities. Developed in partnership with the community, the Plan looks toward 2045 and lays out a path for responsible growth, while protecting what makes Midwest City unique.

More than a document, a Comprehensive Plan is a tool: a guide for daily decision-making, long-range capital investment, and ongoing collaboration between city leaders, staff, residents, and regional partners. This Plan is organized to be accessible and actionable, starting with a shared vision and supported by guiding principles, policy goals, and implementation steps.

The next page offers an overview of this Plan's purpose and structure.

"A Comprehensive Plan is not a zoning ordinance, it's a roadmap for decisions that shape a community's future."

How to Use This Plan

What is a Comprehensive Plan?

A Comprehensive Plan is a long-range planning tool intended to be used by decision-makers, City staff, and local residents. Comprehensive Plans are important because they direct the growth and physical development of a community for the next 10 to 20 years. The State of Oklahoma has established laws with regard to the way in which incorporated communities can ensure the health, safety, and welfare of their residents through a Comprehensive Plan. A Comprehensive Plan is not a zoning ordinance, but rather a high-level tool for the City to guide future policy and development decisions. The Plan should ultimately be used as a guide for daily and long-term decision making. The primary objectives of a Comprehensive Plan are to accomplish the following:

- Efficient delivery of public services
- Coordination of public and private investment
- Minimization of potential conflicts between land uses
- Management of growth in an orderly manner
- Cost-effective public investments
- Promote health, safety and welfare.

How will this Plan stay updated?

By providing implementation strategies and success metrics, Midwest City can track progress. Every few years, a review and update process can ensure that this Comprehensive Plan remains relevant and useful to decision makers. That intermittent update process will likely involve assessment of plan implementation, analysis of emergent economic, political, or environmental conditions, and public engagement.

Key Topics of the Plan

Midwest City Comprehensive Plan 2045: A Plan for the Future is arranged into eight chapters. These are:

- Community Snapshot
- Vision and Guiding Principles
- Land Use and Development
- Transportation and Mobility
- Housing and Neighborhoods
- Community Character and Urban Design
- Public Services, Facilities, and Infrastructure
- Economic Resiliency
- Implementation







CHAPTER 2

VISION AND GUIDING PRINCIPLES

Public Engagement Process

Gathering public input is a critical step in developing the Comprehensive Plan. The community's shared values identified in the public engagement process were used to establish Midwest City's priorities, which are outlined in the Plan's guiding principles and serve as the foundation for the vision statement. The consultant team incorporated several strategies to inform and engage the community during the 14-month planning process, including stakeholder interviews, community events, online surveys, and check-ins with City Staff and elected officials.

During the initial stages of the plan's development, a Comprehensive Plan Steering Committee (CPSC) was selected to guide the Comprehensive Plan recommendations. In addition to the CPSC, key stakeholders were also identified to enhance the Plan's understanding of key topical areas. The consultant team, in collaboration with City staff, facilitated CPSC, stakeholder, and public input meetings to gather in-person feedback. Three online surveys and a project website were also utilized to reach people who might not otherwise participate in public meetings.

5

Comprehensive Plan Steering Committee (CPSC) Meetings

The CPSC is a group of active community members who volunteered their time to work with the planning team throughout the process to ensure a variety of viewpoints was being considered and incorporated into the Plan recommendations. This group met five times over the course of the project and in addition to reviewing the plan recommendations, they discussed priorities and tradeoffs and implementation.

24

Stakeholder and Focus Group Conversations

The planning team hosted targeted conversations with a variety of community stakeholders representing specific needs or viewpoints of residents. This included meetings with City staff, community leaders, City boards and commission members, educational institutions, local professionals, and small businesses.

2

Public Outreach Events

The planning team had two major community outreach events. At the beginning of the project, the team hosted an Open House on January 14, 2025 where they spoke to community members about the project and gathered feedback through various input activities. The team also had a booth at the City's Earth Day Festival on April 26, 2025 where they gathered feedback specific to future land use and public funding allocation.

3

Community Surveys

Three community surveys were done during the project. The first two surveys were to gather input from those unable to participate in the Open House and Earth Day events. The final community survey was tailored to students at Rose State College and Mid-Del Schools.

The Role of Public Engagement

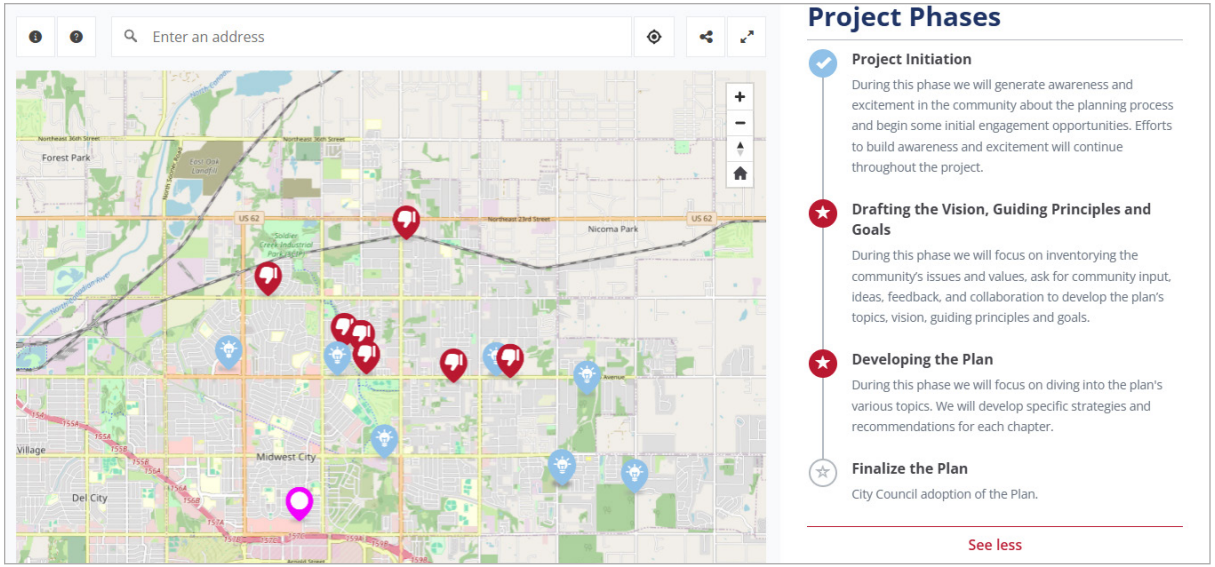
Public engagement is important to develop relationships with stakeholders and build trust and support in the decision-making process. City staff, project partners, and the project team utilized various engagement methods and tools throughout the planning process to bring the right people together, educate them regarding the different elements of the Plan, and gather input in a structured, inclusive, and transparent method. The following public engagement methods and tools were used during the development of the Comprehensive Plan.

Each chapter begins with a “Leading with Community Input” spread summarizing the input received related to that chapter topic, the key takeaways, and how that input impacted the recommendations and outcomes of the Plan.

Project Website

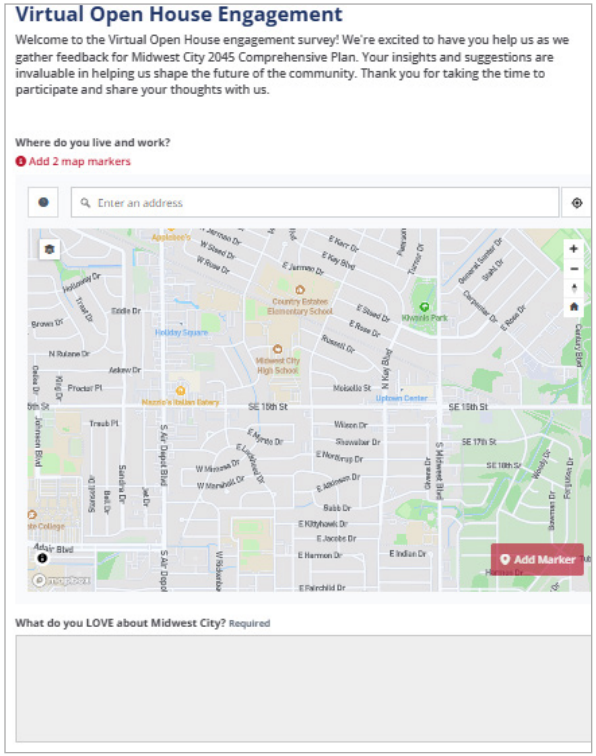
The project website was developed as a resource for stakeholders to stay up to date on the Plan. They could visit the website to find relevant information about past planning efforts, get an overview of the planning process, view upcoming engagement opportunities, and contact the project team. The website also contained an interactive map to collect feedback for specific locations throughout the City.





Online Surveys

In addition to the website and interactive map, three online surveys were conducted over a span of the planning process to provide a quick, easy, and virtual option for the community to voice its goals, vision, and issues. Two surveys were open to the general public to support the public outreach events, and one was targeted to the City's Rose State and Mid-Del Schools student population. The results helped define the initial priorities of the Plan as it relates to each chapter.





Key Takeaways

- Preserve Community Character
  - Residents highly value Midwest City's small town feel, sense of safety, and local services. They would like to retain the community's welcoming identity while accommodating thoughtful growth.
- Improve Housing Options
  - There is a clear demand for more affordable, owner-occupied single-family homes and midrange housing, along with concerns about over-concentration of rentals and under-maintained properties.
- Expand Transportation and Connectivity
  - Community members want better sidewalks, bike infrastructure, and local/regional transit options. Walkability and safer, more connected streets are top priorities.
- Enhance Local Amenities and Public Space
  - There is a desire for more local retail, cultural venues, and active spaces to support quality of life.

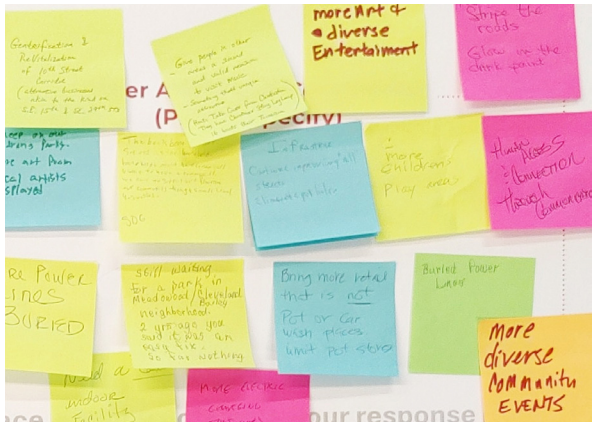
Public Outreach Events

Two public outreach events were held as part of the Comprehensive Plan process. The first event occurred at the beginning of the process to educate the community on the planning process and gather input about the issues and opportunities for Midwest City. The second event was held in the middle of the process to confirm the community's preferred future land use scenario and identify funding prioritization.











Plan Vision

This Plan was built on two important components: a vision and guiding principles. The vision statement describes the future the people of Midwest City desire in terms of its physical, social and economic conditions. It is supported by guiding principles representing the different aspects of the vision. The vision was developed from the input received by residents, CPSC, and stakeholder groups during the initial engagement stages of the Comprehensive Plan.

Vision Statement

The vision statement should succinctly and vividly describe the community as it ideally will exist in the future. Essentially, this statement describes what it looks and feels like in Midwest City in 2045. This statement is intended to guide both the comprehensive planning process as well as the City's future.

Plan's Vision

"In 2045, Midwest City is a thriving and well-connected community, offering a high quality of life for people of all ages. With its strong sense of place, diverse opportunities, and unique experiences, it is both a desirable place to call home and a destination that attracts visitors from near and far."



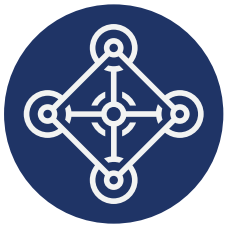
Guiding Principles

When considered holistically, a series of recurring themes begin to emerge representing the priorities of the community. Through this process four guiding principles were identified to guide the planning process.

- Connected
- Vibrant
- Home
- Efficient

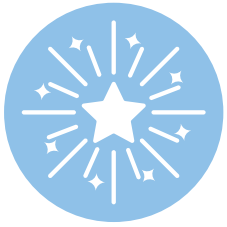
The guiding principles provide overall direction across all Plan components and should be referenced often when making policy and land use decisions. Each guiding principle has detailed strategies that apply to each element of the Plan such as land use and transportation.

Midwest City is...



Connected

Neighborhoods, public services, and facilities are conveniently and safely accessible to pedestrians, cyclists, and motorists of all ages and abilities. Connectivity supports economic vitality, fosters social interaction, and links Midwest City's neighborhoods to one another and the region.



Vibrant

Curating a unique identity and strong social connection through arts, culture, activities in the public realm, local business, and aesthetically pleasing urban design.



Home

A community that offers a variety of housing types and price points to meet the needs of residents at every stage of life. Quality neighborhoods are supported by strong community amenities, safe streets, and access to services.



Efficient

Providing first-class municipal services and programs, ensuring policy and governance are fiscally sound, maintaining effective decision-making processes, and being responsive to community input. Efficiency is achieved through careful stewardship of resources and proactive planning.





CHAPTER 3

LAND USE AND DEVELOPMENT

Introduction

The Future Land Use Plan (FLUP) is an important tool for planning Midwest City's future development. The arrangement and intensity of land use significantly influence various aspects of city management, including infrastructure requirements, traffic flow, quality of life, and economic development. The efficient organization of land use enables cities to grow in an orderly and sustainable manner. Planning for future land uses provides a city with a degree of certainty about impending developments and facilitates effective planning.

This chapter elaborates on the future land use categories and proposes opportunity areas to provide a framework for Midwest City's future development and ensure efficient, sustainable, and economically viable development and redevelopment.

The subsequent sections of this chapter are:

- Analysis of existing Land Use
- Population and Growth Projections
- Future Land Use Map
- Future Land Use Category Dashboards

Leading with Community Input

Support Economic Development

Non-residential land uses should advance the City's economic development priorities, provide commercial services that the community desires, and create employment opportunities in diverse industries.

"Encourage neighborhood shops within 15min walking distance of neighborhoods..."
- Online Respondent

"Midwest City needs to attract more businesses. We need more restaurants varieties, entertainment venues, and grocery shopping opportunities..."
- Online Respondent

Create Iconic Destinations

Support key districts and unique destinations with appropriate uses and amenities and focus efforts on key redevelopment sites.

60% of survey respondents

Desired a well-connected sidewalk network and enhanced streetscapes (street furnishings, lighting, landscaping).

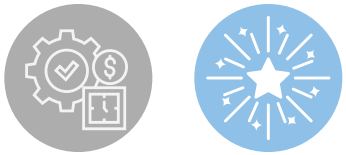
Modernize Development Regulations

Allow for appropriate mixed-use development, provide for a wider variety of residential development (e.g. Missing Middle Housing), and incorporate complete street design strategies to support all modes of transportation.

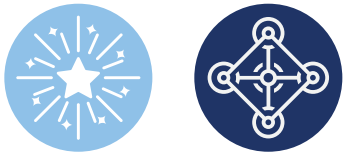
Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

LU.1 *Support a balanced mix of land uses that foster economic growth and diverse employment opportunities.*



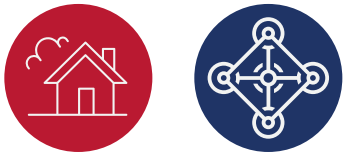
LU.2 *Develop and enhance distinctive districts and destinations that reflect Midwest City's identity.*



LU.3 *Maintain modern, flexible land use regulations that encourage high-quality development.*



LU.4 *Plan at the neighborhood scale to support community needs and character.*



LU.5 *Preserve and revitalize the Original Mile as a historic and vibrant community core.*



Topic of Note

Missing Middle Housing

Missing Middle Housing is a term that describes a range of multifamily housing, including low-rise, low-density residential, duplexes and small apartment buildings that complement single-family neighborhoods.

These housing types are important because they can provide buffers between low-density and high-density developments and promote incremental change and adaptation rather than transformations that can alter the culture and character of a neighborhood. They also help provide affordable housing options for people in different phases of the housing cycle, including young families, young professionals, and empty-nesters.

It is possible to have a mixture of affordable and premium points within missing middle housing. It also provides an easier path to embracing small-town character and avoiding displacement emphasized by so many in Midwest City while simultaneously meeting the community's housing needs.

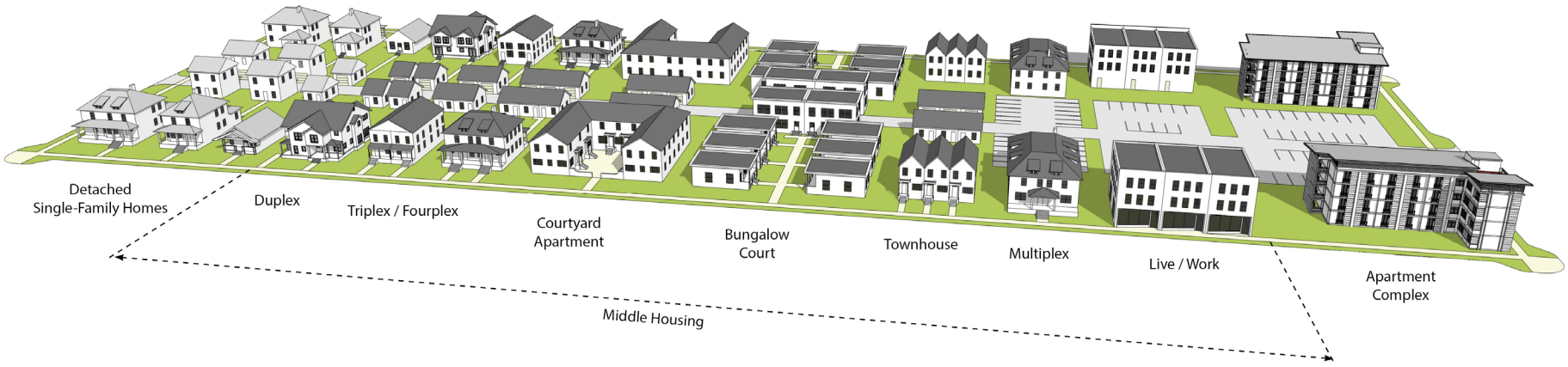


Figure 8. Spectrum of missing middle housing products.

Existing Land Use

Considering existing land use is vital to a comprehensive plan and provides essential insights into a city's current distribution of residential, commercial, industrial and green spaces. This understanding informs zoning regulations, resource allocation for infrastructure, and efficient land utilization - all essential for creating a more effective plan.

Within Midwest City, most land is utilized for residential purposes. Much of this land is low-density, single-family residential uses. Vacant land constitutes the next highest land use, providing the opportunity to grow according to the community's vision.

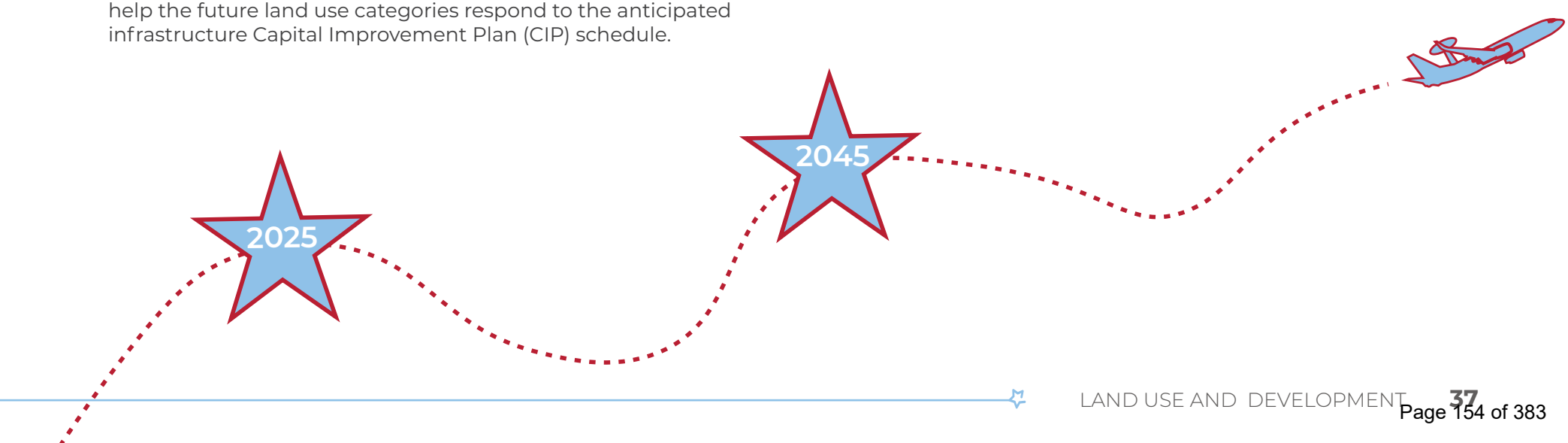
Growth Projections

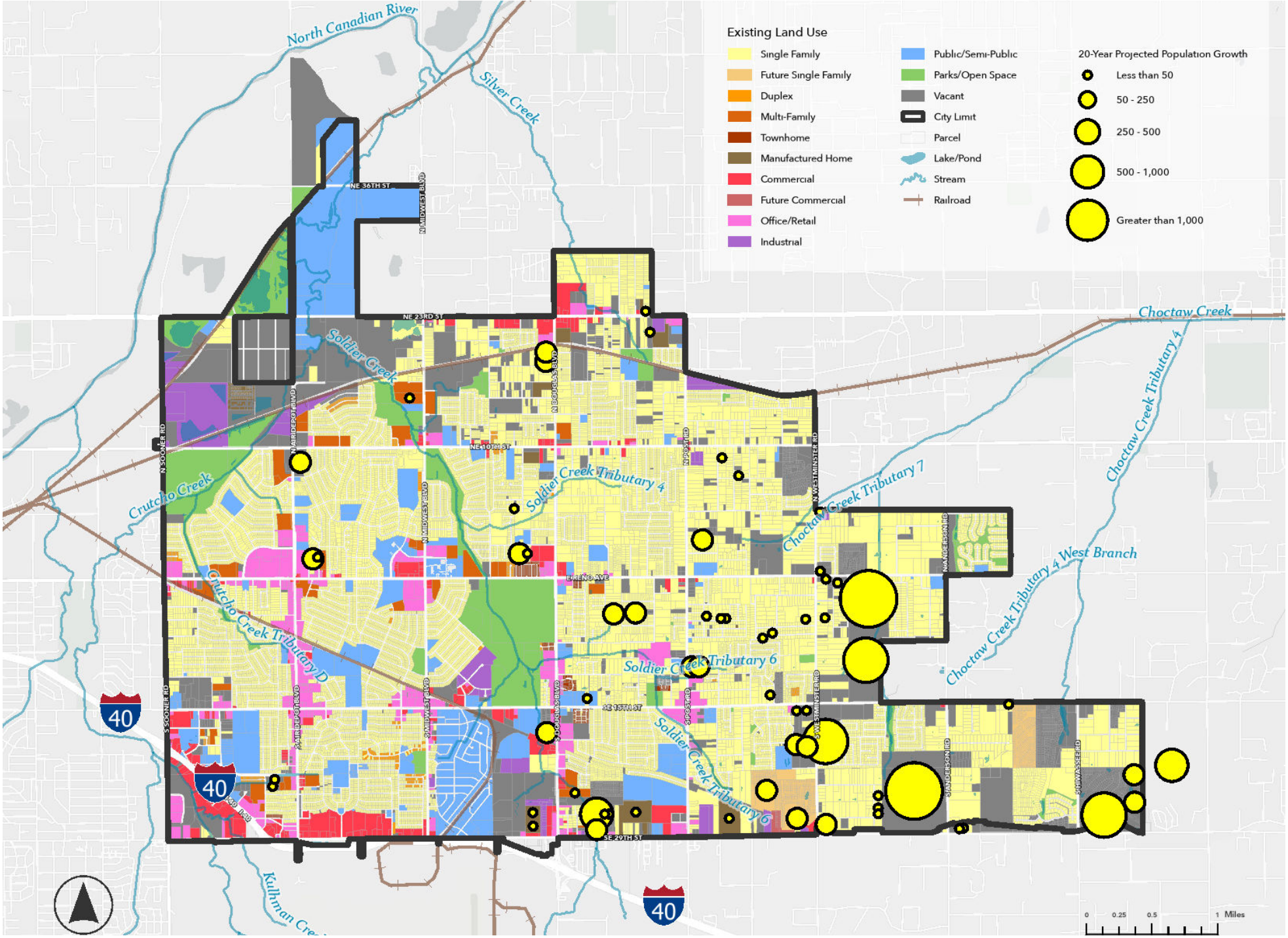
With an estimated population in 2022 of 58,124 residents, Midwest City has experienced an average growth rate of 0.29% between 2010 and 2020.

Alternative growth scenarios were derived for the Midwest City Master Water and Wastewater Plan updates, which determined that a 0.7% growth rate could be sustained with anticipated infrastructure investments. Using this projected growth rate will help the future land use categories respond to the anticipated infrastructure Capital Improvement Plan (CIP) schedule.

Figure 9. Population by Growth Rate (City Limits)

Year	Population by Growth Rate (City Limits)			
	0.29%	0.7%	1%	1.5%
2022	58,124	**58,124**	58,124	58,124
2025	58,629	**59,353**	59,885	60,779
2030	59,480	**61,460**	62,940	65,476
2035	60,344	**63,641**	66,151	70,537
2040	61,221	**65,900**	69,525	75,988
2045	62,110	**68,239**	73,071	81,861
Change	**+2,971**	**+7,631**	**+11,372**	**+18,305**





Map 2. Existing Land Use with 20-Year Population Projections

Future Land Use

The Future Land Use Plan (FLUP) is a tool that the City can use to update future ordinances and regulations related to growth and development. This is also the reference that can be used to assist in policy and decision making. The FLUP endeavors to answer the following questions:

- How much and what types of housing will Midwest City need in the future?
- How do we balance new housing with commercial uses to provide jobs, services, and amenities to the community?
- What types of land use categories do we need to accommodate to realize the community vision and reach the goals of this Plan?

Elements of a Future Land Use Plan

The FLUP is made up of two elements, the Future Land Use Map (FLUM) and future land use categories.

Future Land Use Map

The FLUM is created through an iterative process of analysis, idea generation, and revision to come up with a preferred land use scenario that most closely aligns with the community vision and goals presented previously in this Plan. In this Plan, the FLUM illustrates the desired growth pattern expressed by Midwest City's residents, business owners, civic organizations, and stakeholders.

It is important to note that the FLUM is not a regulatory document but rather an additional guide when facing site-specific development inquiries. The official Zoning Map of the City governs land uses on a parcel-by-parcel basis, not the FLUM. The map is a long-range vision and may not reflect today's land uses.

Future Land Use Categories

The Future Land Use Plan identifies eight land use categories ranging from low-intensity single-family to high-intensity industrial uses. Descriptions of each land use, the corresponding FLUM color and the intent for each type are further described in a dashboard format later in this chapter.

Future Land Use	
	Estate Residential
	Neighborhood Low Density
	Neighborhood High Density
	Mixed Use
	Local Commercial
	Regional Commercial
	Industrial
	Public/Semi-public
	Parks/Open Space

Figure 10. Future Land Use Categories

Future Land Use Map

Step 1: Summarization of Community Input and Analysis

The process begins with analyzing both the community input and physical analyses done during the prior phases of work. Specifically, the stakeholder and community conversations, as well as the land use exercise done at the community open house, provides the team with valuable information on what uses the community wants to see more of and where.

Step 2: Idea Generation, Assessment, & Iteration

The consultant team worked with City Staff and the Steering Committee to generate, evaluate, and iterate on potential and probable land use concepts. These concepts are then discussed as to their merits and how they meet the community's visions and goals.

Three scenarios were presented at an Earth Day Festival and further discussed at a Steering Committee meeting.

Step 3: Creation of a Preferred Scenario

After deliberation and discussion of the concepts, a preferred land use scenario is produced, including a combination of the best elements from all the various concepts. This preferred scenario is then reviewed and refined through a series of meetings with staff and the Steering Committee.

For Midwest City, the preferred land use scenario resulted in a concept that includes the following key aspects:

- Accounting for planned infrastructure improvements.
- Including Land Uses that promote large-lot, estate living opportunities for business professionals.
- Strengthening access to neighborhood services for residents east of S. Douglas Blvd.



The final Land Use Map is shown on page 43 of the document.

Step 3: Creation of a Preferred Scenario (Continued)

Three scenarios were presented to the public at the Earth Day Festival and via an online survey where community members could vote for their preferred scenario. Refinement for the final vision is a result of community votes, and discussions with staff and Steering Committee members. A brief description of the three scenarios presented are outlined below.

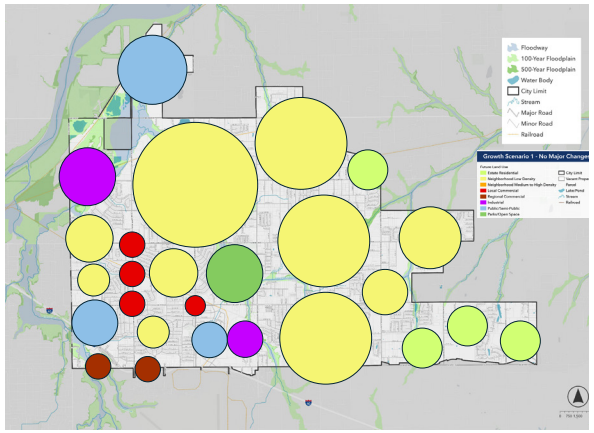


Figure 11. Scenario 1 Diagram

1. Growth Trend Continues

In this scenario, growth trends continue to follow the 0.29% growth rate seen in the previous decade. It assumes that vacant properties will resemble neighboring developments, if developed, and anticipates large-lot, single-family residential will develop on the east side as infrastructure becomes available. Further, commercial uses are generally located along arterial streets and interstates.

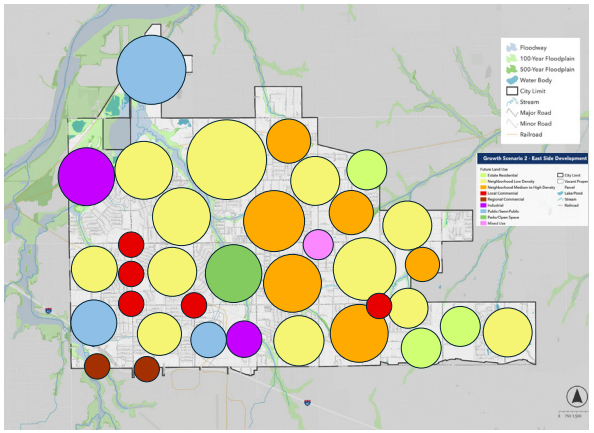


Figure 12. Scenario 2 Diagram

2. East Side Growth

Scenario 2 maintains growth patterns in many portions of the City, focusing growth on the City's east side where greater infrastructure may become available, and where more vacant land exists. The scenario supports a variety of housing types, sizes, and price points by allowing incremental density within select existing neighborhoods. Scenario 2 also provides for local commercial available in proximity to residential neighborhoods.

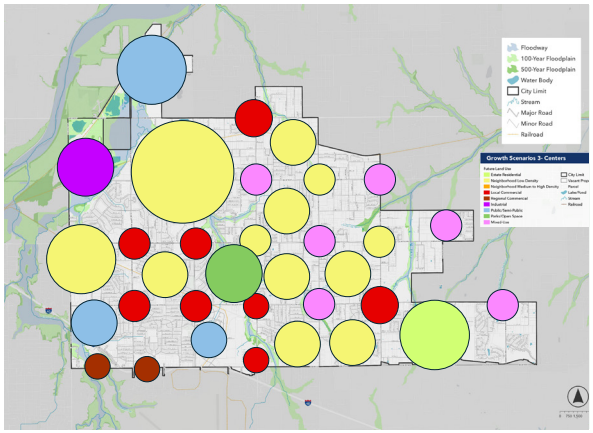


Figure 13. Scenario 3 Diagram

3. Commercial Node Centered Growth

This scenario focused growth into commercial and mixed use centers throughout the City, placing higher density/ intensity uses in proximity to commercial uses. The scenario connected activity centers via multi-use trails and sidewalk networks. Development at a human scale would be encouraged in aging commercial developments under this scenario.

Feedback from the community, staff, and the Plan Steering Committee, displayed strong interest in a combination of Scenarios 2 and 3. The combination includes both focus on growth within the east side of the City and a desire for commercial activity hubs to be evenly distributed throughout the City, while still providing space for a healthy mix of housing types.

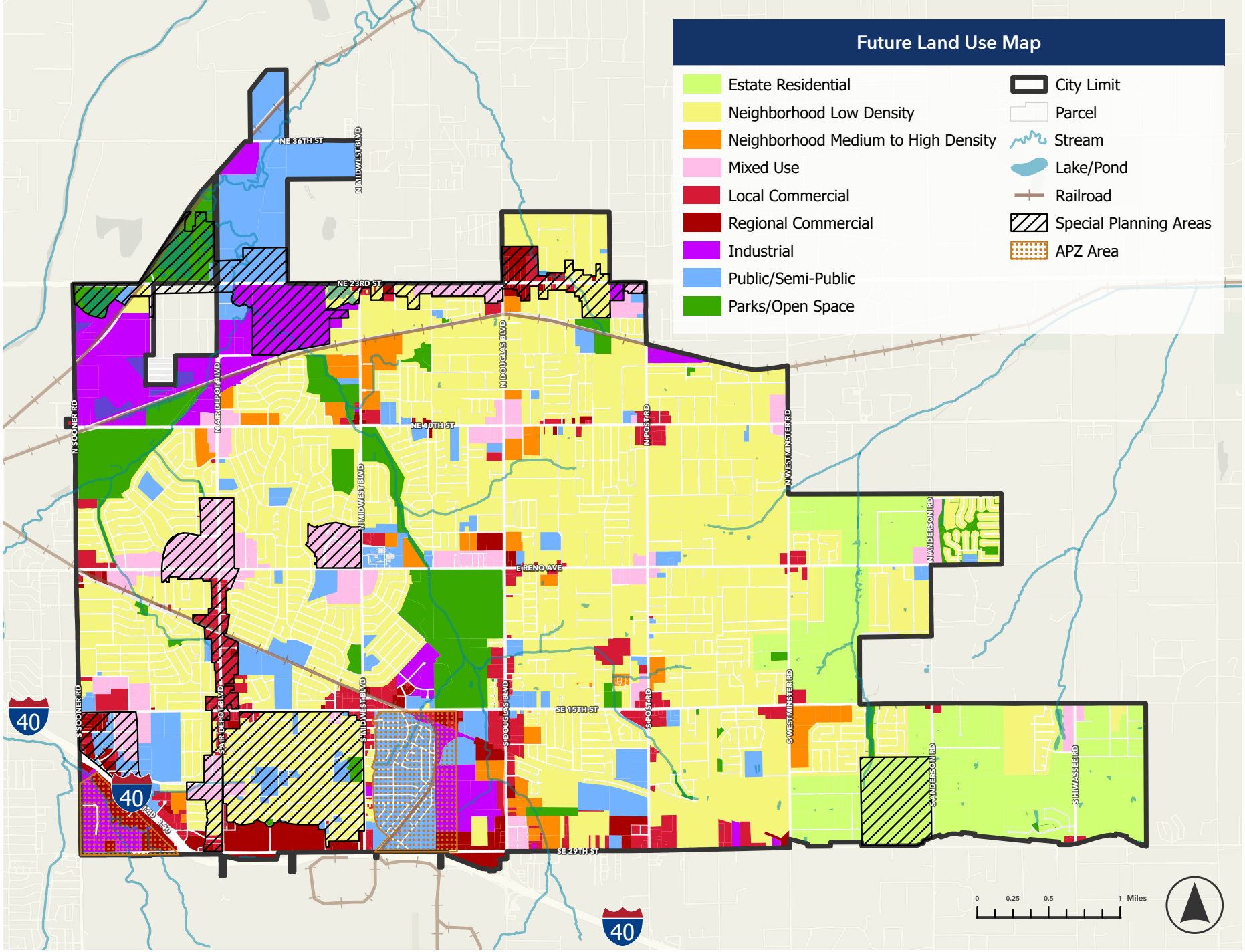
Future Land Use Map and Distribution

The Future Land Use categories and map reflect the desired development pattern within Midwest City, impacting both new development and redeveloping properties. The pattern seen on the Future Land Use Map is intended to ensure compatibility and create an overall balanced land use pattern. Figure 14 illustrates the composition of land uses discussed in this chapter.

Future Land Use Category	Acres	%
Estate Residential	1606	11.8
Neighborhood Low Density	905	6.7
Neighborhood Medium to High Density	607	4.5
Local Commercial	690	5.1
Regional Commercial	6680	49.1
Industrial	377	2.8
Public & Semi-Public	956	7.0
Mixed Use	1349	9.9
Parks & Open Space	423	3.1
Total	**13,593**	**100.0**

Note: Total FLUM acreages may be less than total city limit acreage. FLUM categories are assigned by parcel, and gaps in the parcel dataset result in some areas not being captured.

Figure 14. Future Land Use Distribution



Map 3. Future Land Use Map

Development Patterns

The Scenario Maps demonstrate a series of nodes, corridors and supporting land uses. Here, a conceptual development pattern is provided to demonstrate how different development types present within a land use could be implemented. There are three primary development patterns presented here:

- **Nodes** are central areas of commercial or mixed use development that generally happen at major intersections.
- **Corridors** are linear commercial or mixed use development that happen along roadways and connect the nodes.
- **Supporting Areas** are the neighborhoods and general development in between and around nodes and corridors, and make up the bulk of the City's development.

These development patterns are reflective of the land uses in the Future Land Use Map and related dashboards, and connect to each other as demonstrated in Figure 15. Note, this graphic is intended to be a diagrammatic representation of the development ratios presented in the dashboards and to provide additional detail related to context and intentions. Refer to the Land Use map and related dashboards to understand the specific intent for each node, corridor and supporting area uses identified throughout the City.

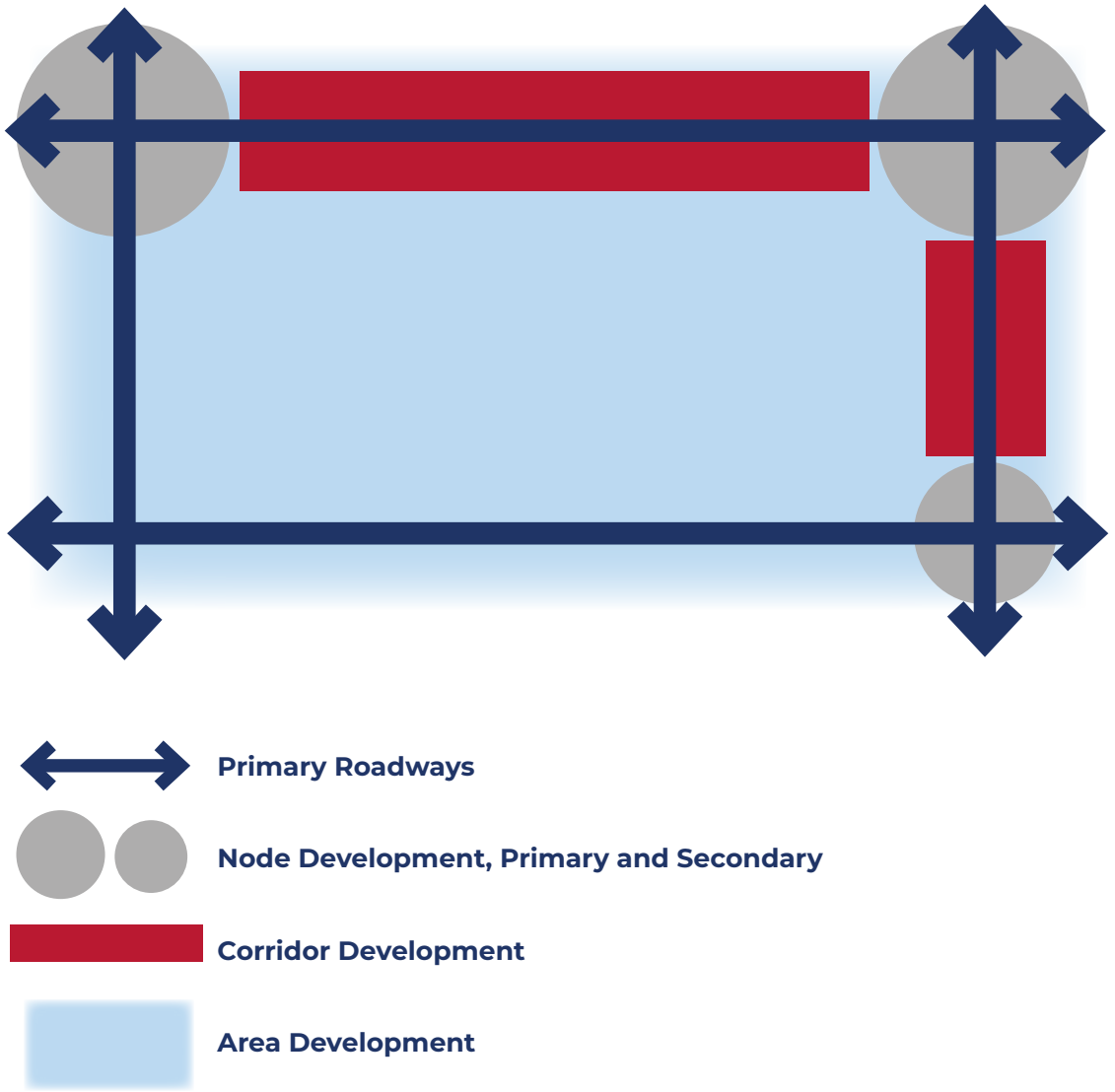


Figure 15. Spatial organization of typical land use development patterns.

When development occurs throughout the City, the mix of development types are likely to be more organic than the graphic displays. The figure is intended to be illustrative in nature, reflecting a typical layout and transition of uses within these patterns, and is not representative of specific land use categories or real places in the City. Boundaries and development patterns shown here are intended to demonstrate a typical or general piece of a community, and boundaries are meant to be interpreted as appropriate for a specific context based on major roadways, geographic features, geopolitical boundaries and established developments. Connectivity between uses should be achieved through a variety of tools, including vehicular, bicycle and pedestrian access as well as the orientation of structures.

Understanding typical development patterns allows for new development to better account for the urban design considerations discussed within this chapter.

Node Development

The node development pattern begins with the highest intensity commercial uses at the center (the intersection of major roadways) and transitions to less intense as you move towards the surrounding area development. The actual size of the node will be determined by the context of major roadways, geographic features, political boundaries, and ownership, but the node development pattern and uses should generally radiate out about 1/4 to 1/2 mile from the central intersection.

A network of lesser roadways throughout the node enable the higher density uses at the central intersection to be integrated into and connected with uses throughout the rest of the node, and ultimately beyond into the surrounding neighborhood or area development. Special attention should be paid to urban design and pedestrian experience within nodes.

When selecting the preferred scenario, it was important to the community that additional transportation nodes provide nearby neighborhood services to residents on the east side of the city.

Corridor Development

The corridor development pattern begins with more intense commercial uses along a major roadway or primary corridor, connecting primary or secondary nodes, and transitions to less intense commercial development as you get farther from the primary corridor frontage. The corridor development pattern and uses generally transition to the surrounding area development within about 1/4 mile from the primary corridor frontage. A corridor development pattern, once off the primary corridor, utilizes a network of local streets to provide access between the most intense uses along the primary corridor frontage and making connections to other uses not directly on the frontage, and ultimately beyond into the surrounding neighborhood or area development. Multi-modal infrastructure should be provided along corridors to facilitate connections and mobility choices between nodes.

For the preferred scenario, commercial nodes were placed at arterial intersections. This method allows corridor development along well-traveled roadways, keeping traffic off of smaller, private roads, and allows for multiple trips to be made at the same time, rather than needing to visit many locations.

Supporting Area Development

The area development pattern illustrates the general arrangement of commercial and residential uses outside of the nodes and corridors. Densities and intensities are generally arranged in decreasing density and intensity outward from the more intense uses present at the center of nodes and along primary corridors.

The preferred scenario provides supporting area development for mixed-use and commercial nodes in the form of many types of residential land uses, including Residential Estate, Neighborhood Low Density and Neighborhood High Density.

It is important to note that unique land uses, such as Public and semi-public developments and Parks and Open Space can be found throughout all portions of the development pattern.

Special Planning Areas

Special Planning Areas are nodes or corridors where there is potential to set the stage for development patterns.

These areas currently exist within Midwest City. Locations such as the Original Mile Reinvestment Area and Air Depot Corridor have existing plans which outline the envisioned development patterns. Several identified areas do not have an established plan, in which case a study of existing development patterns and community vision can inform neighborhood or master plan level development for these locations.

In instances where development patterns do not currently exist within an identified Special Planning Area, such as the Three Sisters Property, the City has the opportunity to pursue catalytic projects via public-private partnerships. Master planning efforts in these areas can enable the City to set the standards for development patterns in these areas.

Identified Special Planning Areas

- **Original Mile Reinvestment Area**
  This neighborhood was once the entire city limits of Midwest City. A reinvestment plan was adopted, and many pieces of the plan have been implemented. Further work is needed to make the area more walkable and add connections to Rose State College. A few commercial nodes have been identified, and planning is underway to establish these areas.

- **Heritage Park Mall Redevelopment Area**
  This former 33-acre mall site has been empty and in a dilapidated state for many years. It is the subject of an Urban Renewal Plan approved by City Council in 2023.

- **Air Depot Corridor**
  There is a master plan for beautification of the Air Depot Corridor that starts near Silver Meadow Drive and ends at SE 15th Street. The Special Planning Area should continue to 29th Street. Many commercial properties in this area could use a makeover. Most of the land uses should remain commercial.

- **Plaza 62 (Hospital Area in Ridgecrest Neighborhood)**
  SSM Health and the City have a unique partnership to redevelop this area known as Plaza 62. The new YMCA is to be built here as well as a small park, expanded trail among other health-oriented businesses and activities.

- **Vision 23 District (from Railroad bridge on the West to Post Road on the East)**
  A beautification master plan is needed for this corridor as well. This is Midwest City's shared boundary with Spencer. SCIP Industrial Park is located here as well as SCIP Recreational Mountain Bike Trails.

- **Three Sisters Property (parcel of greenspace west of Anderson Road at 29th Street)**
  This area is likely to be developed as residential, with some mixed-use blended in.

- **Hospitality District (Reed Conference Center & Hotels at Sooner Rd & I-40)**
  This area was hit by a tornado and rebuilt into a conference center/hotel complex. It is the City's desire to maintain that land use here, but also allow businesses that support hotel & conference activities.

Future Land Use Dashboard

A future land use dashboard has been developed for each land use category. These dashboards outline a variety of elements that help to define the character and type of development that is appropriate within each category, in alignment with the intent and goals of this Plan. Each dashboard includes several components to help readers understand the intent of that specific land use category.

Purpose and Character

Each land use category begins with a general description. These descriptions provide narrative details about the intent of the category and are a framework for how each area is expected to develop or redevelop in the future.

Descriptions are accompanied by sample imagery to help visually demonstrate the look and feel of the category. Each category will vary in development type, mix, intensity, and scale, as noted in the dashboards and appropriateness tables following the description.

Visual Representation

Photo examples are provided for each land use to provide visual illustration of the type of development appropriate for the land use.





Development Ratio

The development ratio dial serves as guidance on the overall mix of commercial to non-commercial types of development envisioned for the areas covered by the land use category. This is not intended to be a hard number, but more a target or rule of thumb.

Density, Intensity, and Scale

Density

The term housing or dwelling unit refers to a single space that provides for all the necessities of living, meaning it has complete sleeping and living areas plus at least one bathroom and kitchen. A 4-bedroom house is one dwelling unit, and a studio apartment is also one dwelling unit.

The term density refers to the number of dwelling units or jobs located in a specific area, noted as an amount per acre. This plan uses dwelling units per acre to measure residential density and jobs per acre to measure employment density. Each category will have a target range of densities appropriate for the land use.

Intensity

Intensity refers to how much of a property or lot is built on, with either buildings or accompanying development elements such as driveways and parking areas. For this Plan, Intensity is defined as:

- **Low:** 0-50% Lot Coverage
- **Medium:** 50-75% Lot Coverage
- **High:** 75-100% Lot Coverage

Scale

Scale refers to the height of the buildings on a property or lot. For this Plan, Scale is defined as:

- **Low-Rise:** 1 to 2 stories
- **Mid-Rise:** 3 to 4 stories

Appropriateness Table

The appropriateness tables show the ratio of residential and non-residential uses expected for that category as well as the expected mix of development types present under each of those. These uses can take the form of several different development types; for example, an office use could appear in a complete neighborhood, an employment center, a shopping center, or an activity center, depending on it's scale, form, and context.

The appropriateness of each development type within a land use category is illustrated using a scale of 0-4 shaded dots:

- **0 shaded dots:** Not appropriate
- **1-3 shaded dots:** Appropriate under given conditions
- **4 shaded dots:** Overall appropriate

To note, parks, open space and civic uses are considered appropriate across all Land Use Categories and are considered appropriate in both residential and non-residential developments, and are therefore not called out separately in the development ratios.

Development Types

Within each appropriateness table, eight common development types are used to describe the compatible uses within each future land use category. A description of each development type is provided below.



Single-Family, Detached

Detached dwelling units on separate lots. These homes are typically individually owned and may be built singularly or within larger neighborhood developments.



Single-Family, Attached

Residential dwellings that are connected by a shared wall, such as duplexes or townhomes. Units may be on an individual or shared lot and are higher density than detached single-family homes.



Multi-Family, Low Intensity

Buildings that exceed two individual dwelling units and generally house multiple families in one building, such as condominiums or apartment complexes. Multi-family development is the densest type of residential development and may include ancillary uses like parking structures and leasing offices. “Low Intensity” multi-family refers to smaller scaled multi-family buildings that are compatible with lower-density residential uses.



Multi-Family, High Intensity

Like low intensity multi-family, but in larger scaled buildings that are less compatible with lower-density residential uses. May include multiple buildings on the lot, creating a complex.

Development Types (Continued)



Local Commercial

Commercial development intended to serve nearby residents such as retail, offices, restaurants, and services. Local Commercial uses are located close to existing and anticipated residential subdivisions and offer residents the opportunity to buy goods and services conveniently. Typically less than 15,000 square feet.



Regional Commercial

Commercial development intended to serve a regional market. Uses are not appropriate in scale to local neighborhoods and are usually located on major thoroughfares, including large employers such as big-box retailers. Typically larger than 15,000 square feet.



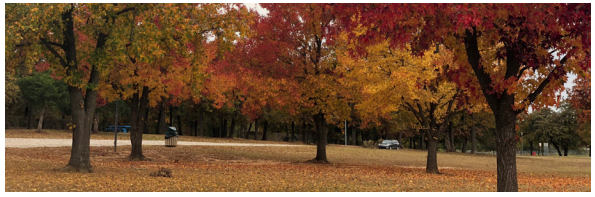
Agriculture

Agriculture is land used for farming, ranching, or other similar purposes and may include structures that are supportive of the agriculture use, such as houses, barns and storage buildings.



Industrial

Industrial includes properties used for the manufacturing, processing, storage, assembly, and/or repairing of goods and materials. Businesses within this designation can range from “light” to “heavy” industrial, based on the nature of the work, the type of facility, and their impacts on surrounding properties.



Open Space

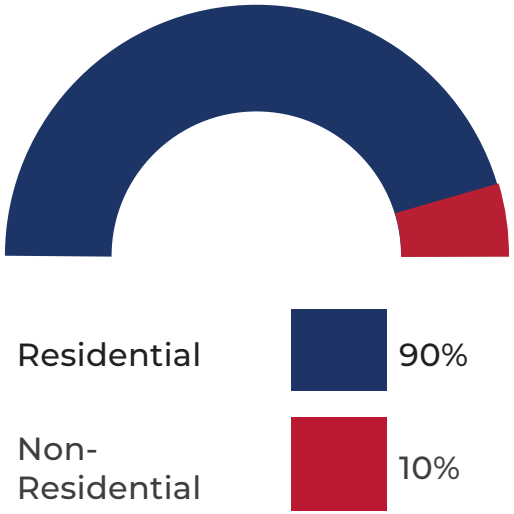
Open spaces range from parks to natural areas to serve both conservation and recreational purposes. Open space is allowed in all land use categories, but should be contextually sensitive based on the surrounding uses in terms of scale and intensity.

Estate Residential

Purpose and Character

Estate Residential is primarily for detached single-family homes on large lots. Homes are generally farther apart than homes in a traditional residential subdivision and may differ from the traditional neighborhood pattern, although traditional residential subdivisions may be present. This area is intended to provide a sense of rural character. Agricultural, residential, and some non-residential uses that support the residential development, such as parks, recreation facilities, and schools, may be appropriate in the area.

Development Type	Appropriateness	Conditions
Single-Family, Detached	●●●●	
Single-Family, Attached	○○○○	
Multi-Family, Low Intensity	○○○○	
Multi-Family, High Intensity	○○○○	
Local Commercial	○○○○	
Regional Commercial	○○○○	
Agriculture	●○○○	Family farming, non-commercial operations
Industrial	○○○○	
Open Space	●●●●	Programmed for residents and drainage mitigation



Density	Intensity	Scale
0-2 units per acre	Low	Low-Rise

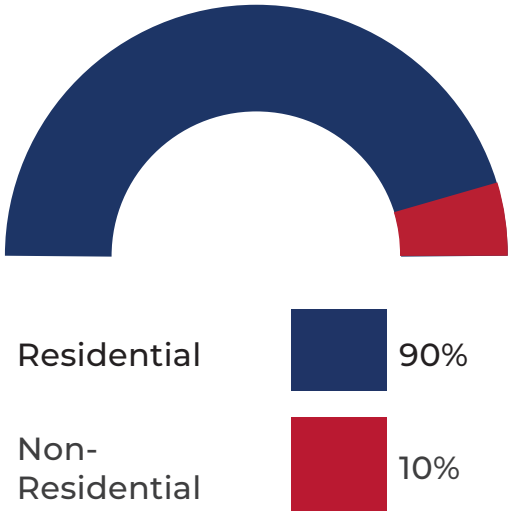




Neighborhood Low Density

Purpose and Character

Neighborhood Low Density Residential uses refer to single-family detached residential structures, representing the largest portion among residential categories. Typically located alongside other single-family homes, these areas are solely designated for residential purposes and do not include nonresidential uses, except for parks and recreation facilities supporting the area. Lot sizes in low density development will range from 6,000 to 12,000 square feet. While various lot sizes may be used, development density should fall between two to six dwelling units per acre.



Development Type	Appropriateness	Conditions
Single-Family, Detached	●●●●	
Single-Family, Attached	●●●●	Compatible in scale with nearby residential uses
Multi-Family, Low Intensity	●○○○	Compatible in scale with nearby residential uses, rear loaded using alleys when possible
Multi-Family, High Intensity	○○○○	
Local Commercial	○○○○	
Regional Commercial	○○○○	
Agriculture	○○○○	
Industrial	○○○○	
Open Space	●●●○	Programmed for residents and drainage mitigation

Density	Intensity	Scale
2-6 units per acre	Low	Low-Rise

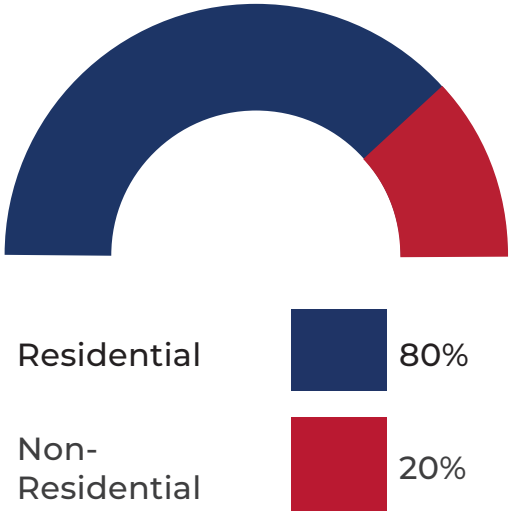




Neighborhood Medium to High Density

Purpose and Character

Neighborhood Medium to High Density Residential typically consists of neighborhoods with single-family detached and single family attached dwelling units such as duplexes and townhomes. This land use can also range in density and include small-scale apartments. Neighborhood Medium to High Density Residential areas allow for housing forms that may exceed individual lot coverage limits if the development adheres to the maximum allowable intensity guidelines. Density in these areas will be higher than six dwelling units per acre.



Development Type	Appropriateness	Conditions
Single-Family, Detached	●●●●	
Single-Family, Attached	●●●●	Compatible in scale with nearby residential uses, rear loaded using alleys when possible
Multi-Family, Low Intensity	●●●●	Integrated with single-family uses, rear loaded using alleys when possible
Multi-Family, High Intensity	●●●●	Compatible in scale with surrounding residential uses, shared access should be provided with limited curb cuts
Local Commercial	●●○○	At key intersections of higher classification streets, in scale with the neighborhood
Regional Commercial	○○○○	
Agriculture	○○○○	
Industrial	○○○○	
Open Space	●●●●	Programmed for residents and drainage mitigation

Density	Intensity	Scale
6+ units per acre	Medium	Low-Rise to Mid-Rise

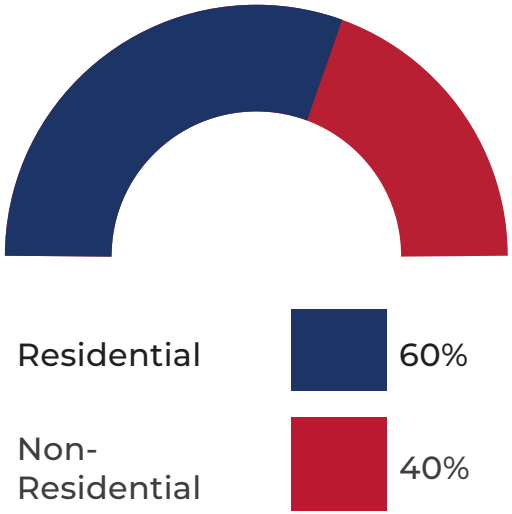




Mixed Use

Purpose and Character

The Mixed-Use category is intended to provide for low to medium-scale development that supports mixing uses within the same lot or project. Residential and nonresidential uses may be vertically mixed on different building floors or horizontally incorporated next to one another in separate or shared structures. Residential uses should be designed to support nonresidential functions, and vice versa; site access and circulation conditions should promote the shared use of utilities, parking, and common areas.



Development Type	Appropriateness	Conditions
Single-Family, Detached	●●○○	Rear loaded, higher-density to support walkability
Single-Family, Attached	●●○○	Rear loaded, higher-density to support walkability
Multi-Family, Low Intensity	●●●●	
Multi-Family, High Intensity	●●○○	Integrated open space and natural preservation
Local Commercial	●●●○	
Regional Commercial	●○○○	Integrated with vertical mixed-use buildings, with frontage on a higher classification street
Agriculture	○○○○	
Industrial	○○○○	
Open Space	●○○○	Plazas/parks serving residents, drainage mitigation, co-location of sports fields/ open space and storm drainage facilities

Density	Intensity	Scale
4-12 units per acre	Medium to High	Mid-Rise

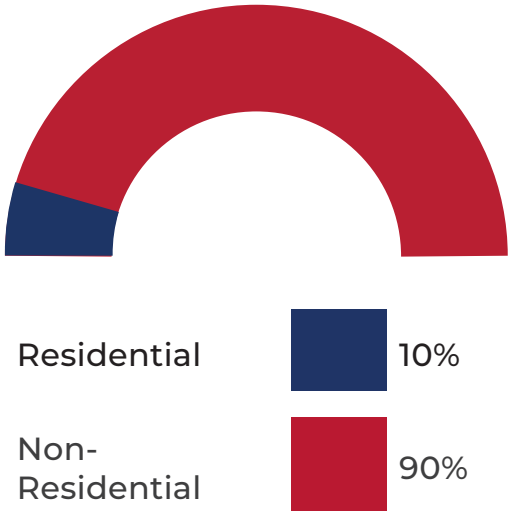




Local Commercial

Purpose and Character

The Local Commercial land uses refer to areas designated for shopping, employment, and commercial services to Midwest City residents and visiting populations. Development within this category is strategically located along major road corridors and significant intersections to ensure convenient access for everyday needs such as dining, convenience stores, and local retail. Local Commercial uses can also be located within residential districts, as long as these uses blend with the neighborhood fabric and serve the surrounding community. Areas in this category should accommodate a variety of scales and services to retain businesses and attract visitors to Midwest City.



Development Type	Appropriateness	Conditions
Single-Family, Detached	○○○○	
Single-Family, Attached	○○○○	
Multi-Family, Low Intensity	●●○○	Subordinate to retail and office uses with emphasis on mixed use structures
Multi-Family, High Intensity	●●○○	Subordinate to retail and office uses with emphasis on mixed use structures
Local Commercial	●●●●	
Regional Commercial	○○○○	
Agriculture	○○○○	
Industrial	○○○○	
Open Space	●○○○	Preservation and drainage mitigation

Density	Intensity	Scale
2-6 units per acre	Medium	Low-Rise



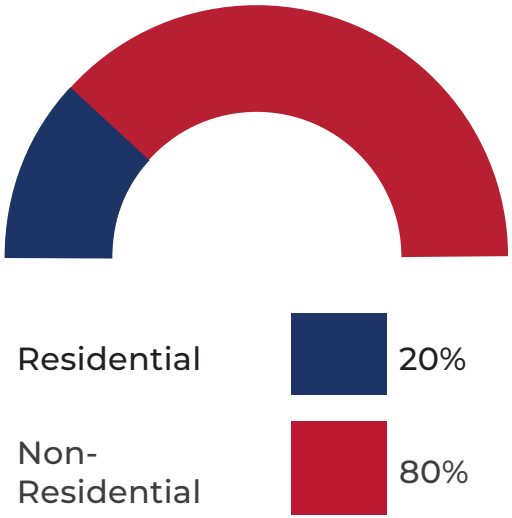


Regional Commercial

Purpose and Character

The Regional Commercial land use designation includes large-scale retail and commercial uses and other goods and services for purchase. This includes businesses such as banks, big-box retailers, and lodging. These uses will be primarily located along major corridors and buffered from single-family residential developments to ensure desirable development patterns.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○○○○	
Single-Family, Attached	○○○○	
Multi-Family, Low Intensity	○○○○	
Multi-Family, High Intensity	●●○○	Subordinate to retail and office uses
Local Commercial	●●○○	Integrated with larger commercial developments
Regional Commercial	●●●●	
Agriculture	○○○○	
Industrial	●○○○	Small-scale, serving commercial users
Open Space	●○○○	Programmed for residents and drainage mitigation



Density	Intensity	Scale
N/A	Medium to High	Mid-Rise



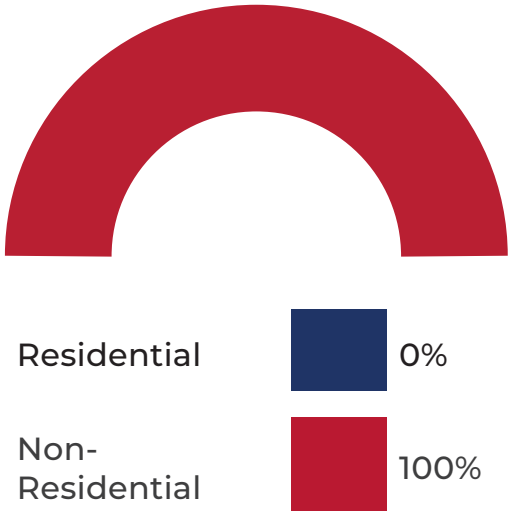


Industrial

Purpose and Character

Industrial is intended to provide for higher-intensity commercial operations and clean industrial practices. Areas within this category are best suited away from residential areas to prevent conflicts with anticipated freight and commercial traffic. Industrial users may include light manufacturing, assembly, showrooms, and similar users that create minimal impact on surrounding residents and the natural environment. This category also provides opportunities for high-tech users, data centers, and flex office development.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○○○○	
Single-Family, Attached	○○○○	
Multi-Family, Low Intensity	○○○○	
Multi-Family, High Intensity	○○○○	
Local Commercial	●○○○	Strategically placed at intersections of higher classification streets
Regional Commercial	●●○○	Strategically integrated at appropriate scale with surrounding development
Agriculture	●○○○	Processing and harvesting operations
Industrial	●●●●	Screening and buffers to be provided with heavy industrial uses
Open Space	●○○○	Programmed for residents and drainage mitigation



Density	Intensity	Scale
N/A	Medium to High	Low-Rise to Mid-Rise



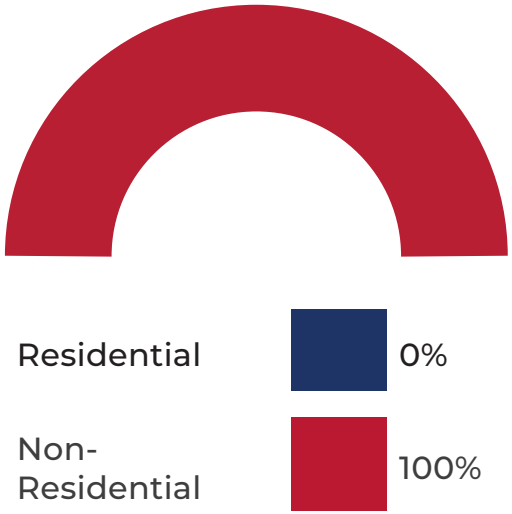


Public & Semi-public

Purpose and Character

The Public & Semi-Public category encompasses the Midwest City's governmental, institutional, educational, and religious institutions, such as fire and police stations, schools, places of worship, and land used by the City for storage or facilities. The Future Land Use Map reflects existing uses of this type; however, these uses are appropriate within any of the other future land use categories. As Midwest City's population expands, development within these areas should focus on enhancing essential services and infrastructure to support community needs at both local and citywide levels adequately.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○○○○	
Single-Family, Attached	○○○○	
Multi-Family, Low Intensity	○○○○	
Multi-Family, High Intensity	○○○○	
Local Commercial	●●○○	
Regional Commercial	●●○○	
Agriculture	○○○○	
Industrial	○○○○	
Open Space	●●●●	Generally considered appropriate or compatible within all Land Use Categories



Density	Intensity	Scale
N/A	Low to High	Low-Rise to Mid-Rise



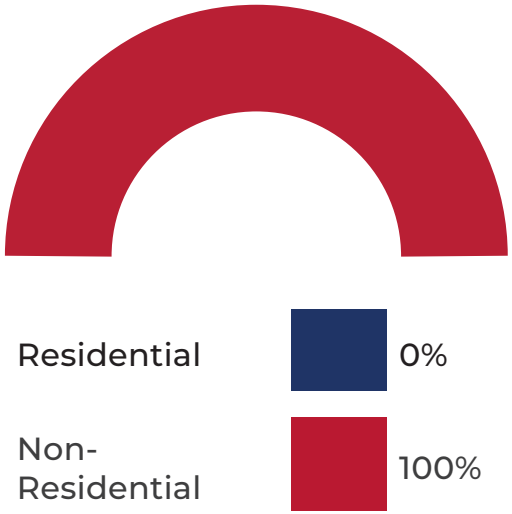


Parks & Open Space

Purpose and Character

The Parks & Open Space category encompasses Midwest City's private and public parks system and gathering spaces. These areas connect residents and visitors to outdoor spaces and preserve Midwest City's natural and ecological assets. These types of uses can also be appropriately integrated into any of the other future land use categories.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○○○○	
Single-Family, Attached	○○○○	
Multi-Family, Low Intensity	○○○○	
Multi-Family, High Intensity	○○○○	
Local Commercial	●○○○	Tied to park programming and users
Regional Commercial	○○○○	
Agriculture	○○○○	
Industrial	○○○○	
Open Space	●●●●	



Density	Intensity	Scale
N/A	Low	Low-Rise





Land Use Compatibility

Intensity

In residential areas, intensity is measured through density, or the number of dwelling units per acre. This provides an indicator of intensity as more homes in a specific location means more people, cars, schools and other services.

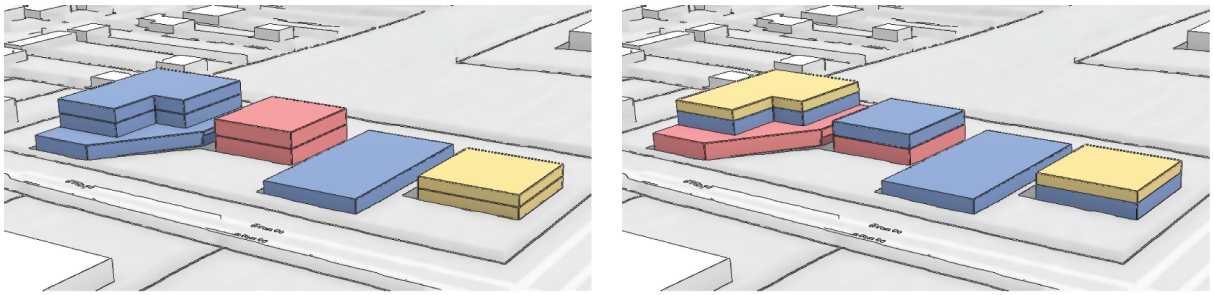
For non-residential and mixed-use areas, intensity is measured by multiple indicators. These include traffic generation, light, noise, and level of interaction and social engagement. Generally speaking, the more intense an area is, the stronger the impacts will be.



Mixture of Land Uses

Uses may be integrated in two ways: horizontally and/or vertically. Horizontal mixing keeps individual uses separate between buildings, but relates structures together in a harmonious way. Vertical mixing provides space for multiple uses to occur within the same building.

In this plan, only one land use is identified as mixed-use. In addition to this land use category, several special planning areas have been identified for having the potential to develop more flexibly. These areas may develop with more vertical integration than other areas of the city.



HORIZONTAL **VERTICAL**

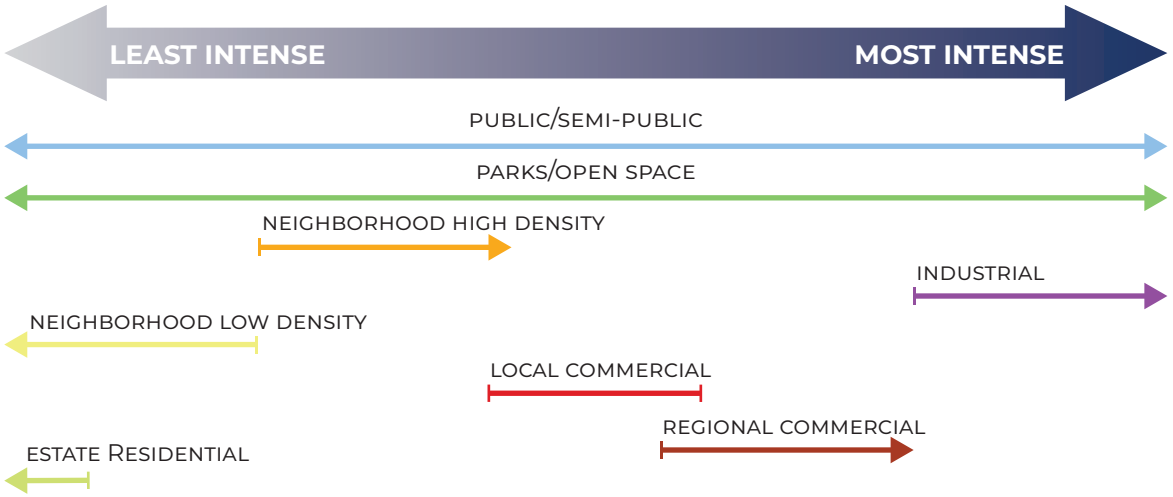
Compatibility

Compatibility is the relationship between two different land uses and how they do or do not fit together. Land use compatibility is an important consideration for quality of life. Therefore, it is important that the FLUP guide the allocation of uses in a pattern that promotes patterns of high comparability.

Within single-use land uses, compatibility is achieved through building spacing and grouping of uses. In mixed-use districts, compatibility can be attained by focusing on the performance (traffic, utility, and environmental effects) of uses. As an area transitions from lower intensity, single-use development to higher intensity, mixed-use development, regulation should reflect this change in focus.

Conflicts between adjacent land uses should be minimized. Some land uses are inherently incompatible and should be separated. For cases where uses are not inherently incompatible, but a difference in density or intensity exists, screening, buffering, landscaping or other urban design techniques can be implemented through zoning and subdivision regulation to reduce incompatibility.

Note that land uses such as Parks and Open Space and Public/Semi-Public uses are generally considered compatible with all land use types. These uses occur in various formats, from neighborhood parks and City Hall to more intense uses like the Water Resources Recovery Facility (WRRF).



	ER	NLD	NHD	MU	LC	RC	I	PUB	PRK
ER	-	H	M	L	L	L	N	M	H
NLD	H	-	H	M	M	L	N	M	H
NHD	M	H	-	H	H	M	L	H	H
MU	L	M	H	-	H	M	L	M	H
LC	L	M	H	H	-	H	L	H	H
RC	L	L	M	M	H	-	M	H	H
I	N	N	L	L	L	M	-	M	N
PUB	M	M	H	M	H	H	M	-	H
PRK	H	H	H	H	H	H	N	H	-

H / - = High Compatibility, no design considerations

M = Medium Compatibility, some design considerations

L = Low Compatibility, adjacencies not recommended

N = No compatibility, inherently incompatible

Figure 16. Land Use Compatibility Scale and Matrix

Administration of the Future Land Use Plan & Map Interpretation Policies

Land Use Amendments

At times, the City will likely encounter development proposals that do not directly reflect the purpose and intent of the land use patted shown on the "Future Land Use Map" on page 43. Review of such proposals should include the following considerations:

- Will the proposed change enhance the site and the surrounding area?
- Is the proposed change a more appropriate land use than that recommended by the Future Land Use Plan (FLUP)?
- Will the proposed use impact adjacent residential areas in a negative manner? Further, will the proposed use be compatible with, and/or enhance, adjacent residential areas?
- Does the proposed use present a significant benefit to the public health, safety and welfare of the community? Further, would it contribute to the City's long-term economic well-being?

Development proposals that are inconsistent with the Future Land Use Plan (or that do not meet its general intent) should be reviewed based upon the above questions and should be evaluated on their own merit. The applicant is responsible for providing evidence that the proposal meets the aforementioned considerations and supports the community vision and goals as set forth in this Plan.

It is important to recognize that proposals that do not match the FLUP could be more appropriate than the uses displayed on the FLUM for a given site. This may be due to changing markets, the quality of the proposed development(s) and/or economic trends that occur at some point after the Plan is adopted. If such changes occur, especially if there is an identifiable and significant benefit to the City of Midwest City, then such proposals may be approved, and the Future Land Use Plan amended accordingly.

Zoning Change Requests

Zoning is a powerful tool for implementation and the Zoning Ordinance should be updated based on the recommendations outlined within this Plan. Zoning and Land Use changes should account for existing land uses, future land uses and planned infrastructure, including roadways, water, and wastewater.

State law gives power to cities to regulate the use of land, but regulations should be based on a Plan. Therefore, the zoning map should reflect the FLUP to the fullest extent possible. Over time, consistent zoning policy will help achieve the City's envisioned land use pattern.

Reactive Use of Zoning & the Plan

Approval of development proposals that are inconsistent with the FLUP will result in inconsistency between the FLUP and zoning regulations. It is recommended that Midwest City amend the FLUP prior to rezoning land that would result in such inconsistency.

To expedite the amendment process and provide consistency between the documents, related amendment recommendation(s) should be forwarded concurrently with the rezoning request.

Proactive Use of Zoning & the Plan

In the reactive approach, the landowner or developer applies for a zoning change and the FLUM is update if the request is approved. In a proactive approach, the City leads the effort to rezone land to reflect the FLUM.







CHAPTER 4

TRANSPORTATION AND MOBILITY

Introduction

Transportation and mobility planning are essential to ensuring safe and convenient movement of people and goods throughout Midwest City as the community grows.

This chapter explores various ways people travel, from driving and using public transit to walking, rolling and biking. By assessing current conditions alongside future growth projections, it offers recommendations to guide smart investments over the next twenty years to keep people moving efficiently.

A key goal expressed by community members is to explore more ways planning can provide more travel options. Whether running errands like grocery shopping or commuting, it should be practical and comfortable to choose any mode of transportation. The Thoroughfare Plan outlined in this chapter (page 78) aims to create or improve connections that enable smooth, safe travel between neighborhoods, workplaces, shops, schools, and other destinations, regardless of the mode chosen.

Leading with Community Input

Vehicles First

The primary way of getting around Midwest City is by personal vehicle. Walking is the second most common way of moving through neighborhoods.

80% of survey respondents — Prefer to use a car to get around their neighborhood.

Multi-Modal Motions

While cars are the most common form of transportation in the city, many people would like to see better, safer options for pedestrians.

60% of survey respondents — Desired a well-connected sidewalk network and enhanced streetscapes (street furnishings, lighting, landscaping).

Safety as Foundation

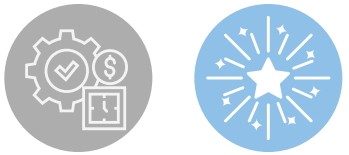
The community called attention to the safety aspect of transportation in various capacities. People are interested in safety options for both drivers and pedestrians.



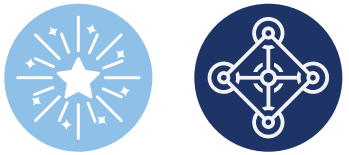
Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

TN.1 *Expand and connect active transportation networks for safe and accessible travel.*



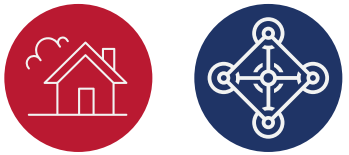
TN.2 *Enhance public transit to connect people to jobs, services, and destinations*



TN.3 *Proactively manage transportation infrastructure for long-term efficiency*



TN.4 *Design streets that safely serve all users and modes of transportation*



Existing Conditions

The Existing Conditions section provides a baseline understanding of Midwest City's transportation network and sets the framework for the Transportation and Mobility chapter. It outlines the current system, including capacity, functional classifications, and mobility options, and provides the foundation for identifying potential improvements.

Midwest City's roadway network is organized as a grid, supported by a functional street hierarchy that helps manage traffic and maintain strong connections between neighborhoods, commercial areas and regional destinations. The system is characterized by its accessibility and overall connectivity, enabling residents to move efficiently within the city and to surrounding communities. Evaluating these elements offers insight into how the network functions today and helps identify needs and opportunities that will shape future planning decisions.

Existing Roadway Network

Major Roadways

Midwest City's thoroughfare system provides the foundation for regional mobility. In the City's southwestern corner, Interstate 40 (I-40) serves as the main highway, built to support high volumes of fast moving traffic with limited access points.

Several primary arterials play a critical role in moving traffic across the city and linking to key destinations. Those include east-west arterials US 62/NE 23rd Street and Reno Avenue, and north-south arterials Air Depot Boulevard and Douglas Boulevard. Together, these major roadways support high volumes of traffic and provide the primary framework for travel within Midwest City.

Supporting Roadways

The supporting roadway network consists of secondary arterials and collectors that provide circulation within the City and connect neighborhoods, schools, and businesses to the primary network. Secondary arterials are the remaining streets that form the City's one-mile grid but are not part of the primary system. These include east–west roadways SE 15th Street, NE 10th Street and NE 36th Street, as well as north–south roadways Sooner Road, Midwest Boulevard, Post Road, Westminster Drive, Anderson Road and Hiwassee Road.

Collector streets, in contrast, are more localized facilities that gather traffic from neighborhood streets and distribute it to the arterial system, balancing the need for mobility with direct access. Together, secondary arterials and collectors ensure that traffic flows smoothly between local areas and the City's primary corridors.

Local Roadways

Local, or neighborhood, streets make up the majority of Midwest City's roadway system and are designed to provide direct access to homes, schools, and small businesses rather than to carry through traffic. Their function is to serve short, local trips at lower speeds, feeding into collector streets and ultimately connecting residents to the larger arterial network.



Local street in Midwest City

Modes of Transportation and Commuting Patterns

Commuting modes of transportation in Midwest City are largely consistent with those of the OKC metro area and the state overall. A strong majority of residents (about 79%) drive alone to work, while carpooling (9.5%) and working from home (8%) account for smaller, but comparable, shares. Public transit and active modes such as walking or biking to work are very limited. Average commute times and vehicles availability in the City are consistent with regional and statewide patterns. Nearly 45% of trips are under 20 minutes (the mean commute is 23 minutes) and approximately 5% of households have no vehicles available.

Facing similar challenges of car dependency and limited multimodal options as the City's surrounding areas, the City may consider investing resources in strategies that improve access beyond the automobile and diversify mobility choices over time.

Worker Destinations

According to the US Census LODES (LEHD Origin-Destination Employment Statistics) dataset released in 2022, over 21,000 people who live in Midwest City commute out of the City, and almost 14,000 individuals commute into Midwest City from surrounding areas. Only 3,000 people live and work within the City. This pattern contributes to elevated traffic volumes during peak hours, as workers travel into, out of, and within the City.

Most Midwest City residents who commute outside of the City travel west to Oklahoma City or South to Tinker Air Force Base, Norman, or Moore. In addition to destinations within the Oklahoma City metropolitan area, some workers also commute longer distances to Tulsa in the northeast or Lawton in the southwest.

Map 4 on page 70 illustrates the distribution of workers who commute into Midwest City, those who commute out and their destinations, and those who live and work within the City.

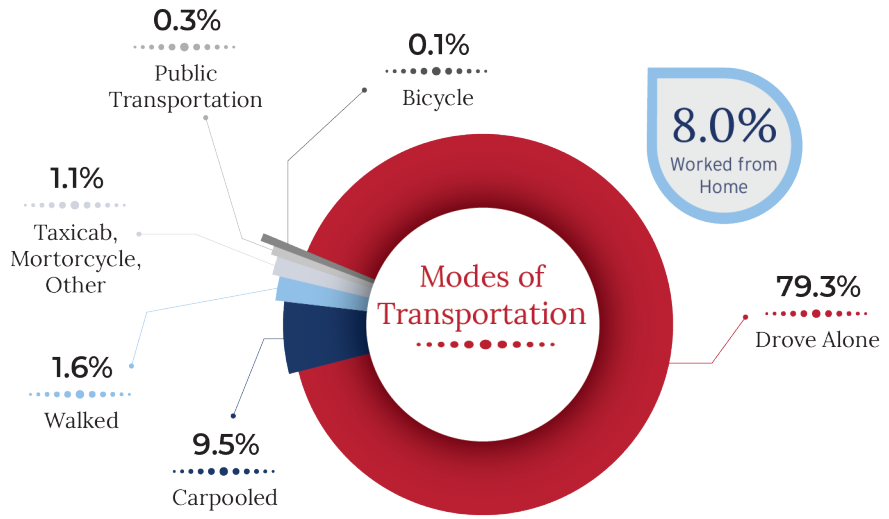


Figure 17. Modes of Transportation for Commute



Figure 18. Mean Travel Time to Work

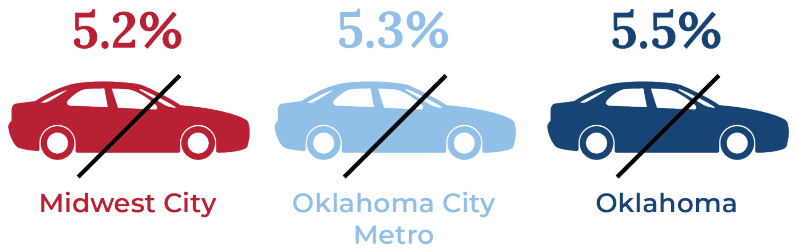
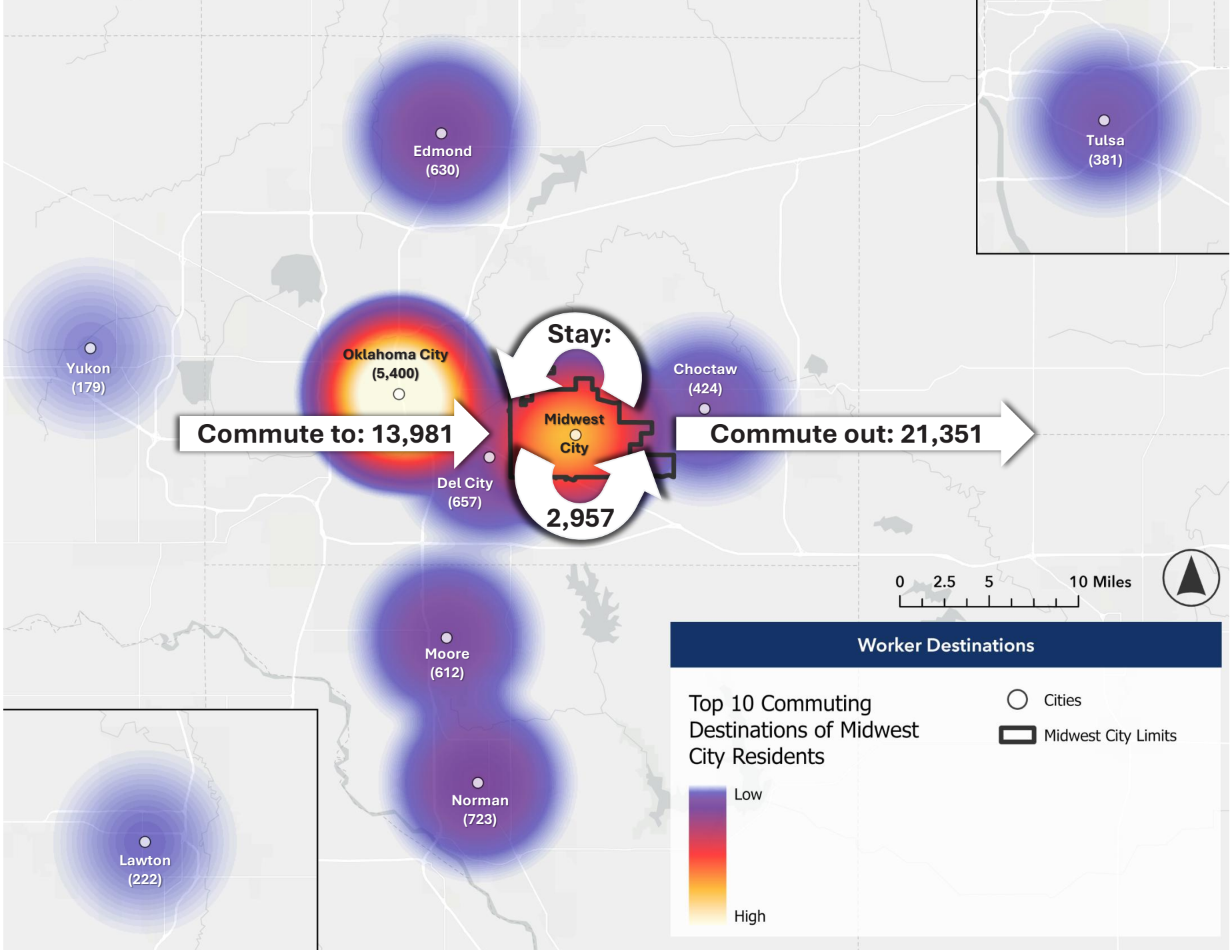


Figure 19. Zero Car Households



Map 4. Midwest City Worker Destinations

Traffic Volumes

Average Annual Daily Traffic (AADT), collected by ODOT, measures the typical number of vehicles traveling a roadway each day over the course of a year. It accounts for daily and seasonal fluctuations, making it a reliable tool for evaluating roadway demand, guiding maintenance priorities, and shaping long-term transportation planning decisions.

In Midwest City, AADT data from 2020 to 2023 shows overall growth in traffic. Figure 20 suggests that the largest jump occurred between 2022 and 2023, when traffic rose by about 7%. As volumes approach the capacity certain corridors were designed for, they signal where congestion and safety issues may emerge (or already exist). These trends underscore the importance of monitoring traffic patterns and ensuring the Thoroughfare Plan reflects both current usage and anticipated growth. Map 5 on the next page shows the City's AADT count locations and volumes monitored in the last count year 2022 (a limited number of roadways had counts available for 2023).

Note that the moderate growth from 2020 to 2021 may have been impacted by the COVID-19 Pandemic, which caused substantial reductions in commuting, school travel, and discretionary trips across the region and nationwide. As a result, AADT counts from those years are atypically low and should be interpreted with caution when comparing longer-term traffic trends.

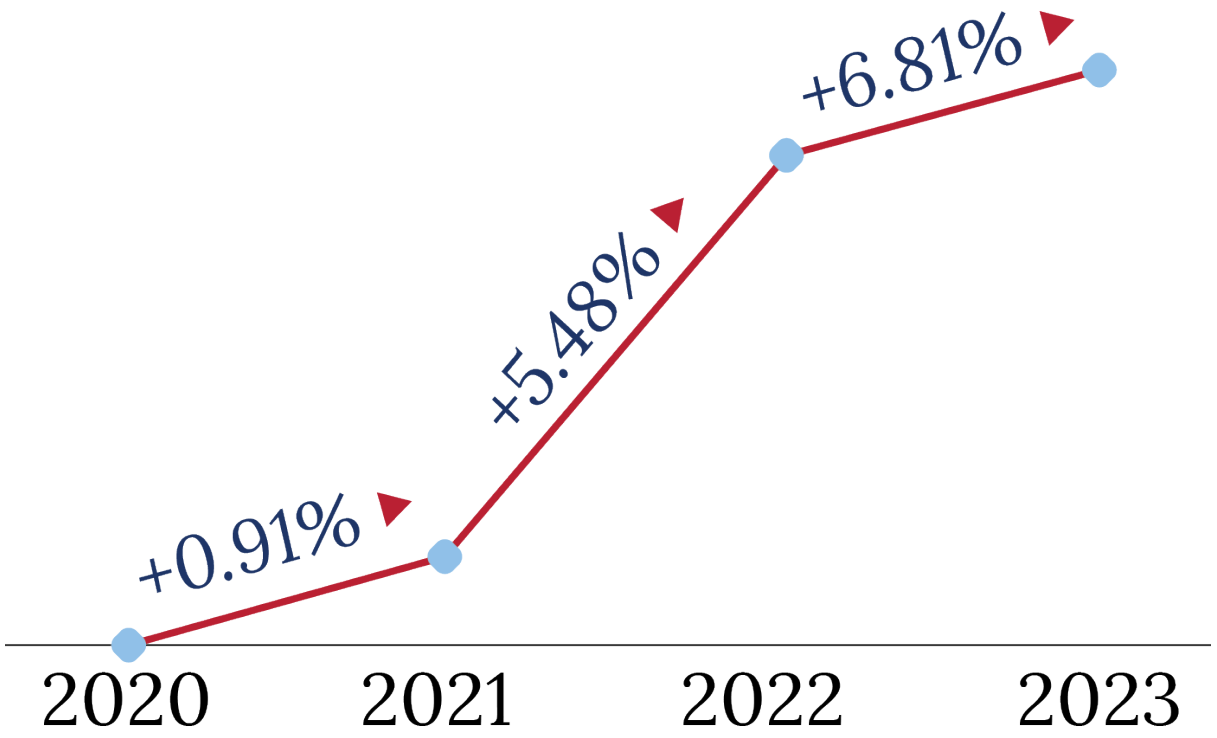
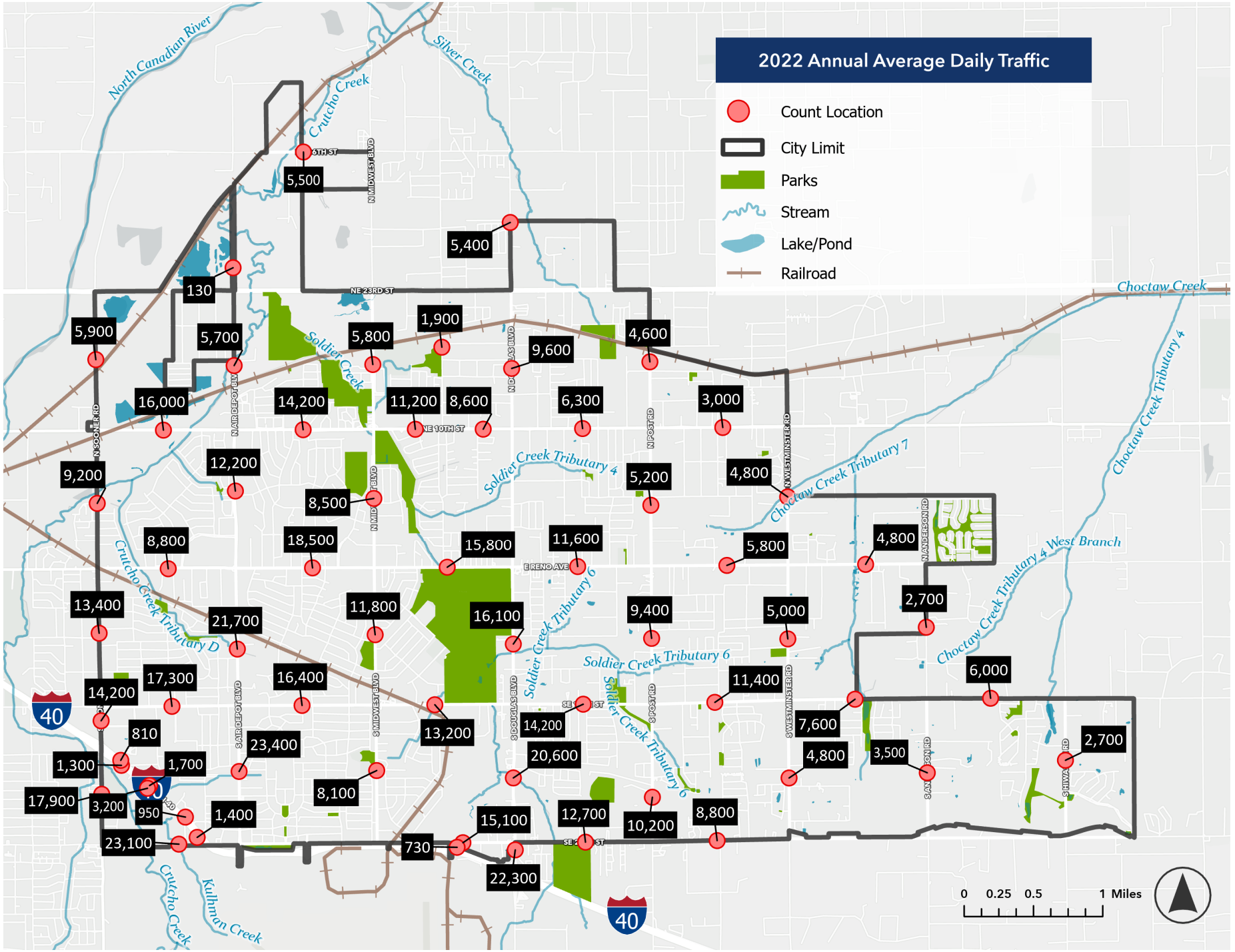


Figure 20. AADT Change in Midwest City from 2020 to 2023



Map 5. 2022 Annual Average Daily Traffic in Midwest City

Town Center Plaza Redevelopment

Since 1998, the City of Midwest City, through the Midwest City Hospital Authority in partnership with Sooner Investment Company, has led the redevelopment of the 83-acre Town Center Plaza site, located just north of Tinker Air Force Base. The project replaced deteriorated residential and commercial properties with a vibrant retail hub anchored by major retailers, restaurants, and smaller shops.

The Plaza is accessible for multiple modes of transportation, including personal vehicles, pedestrians, and transit. Both Boeing Dr. and Aeronica Dr. are lined with sidewalks. Charles Johnson park serves as a greenspace centerpiece and pedestrian connectivity between the two main drives. The Town Center is also served by Route 15 at the *S Air Depot Blvd @ W Boeing Dr* transit stop. The area also connects to WP Atkinson Park.



Event at the Town Center Plaza

2008 Midwest City Comprehensive Plan

The 2008 Comprehensive Plan's Thoroughfare Plan chapter establishes the foundation for Midwest City's transportation framework. The chapter details the functional classification of streets, regional and local mobility needs, roadway design standards and how new development should align with the roadway system.

The Thoroughfare Plan is shown on the next page, Map 6. It divided the network into Primary and Secondary Arterials, Collectors and local streets. The design standards for each functional classification are summarized in Figure 21 below.

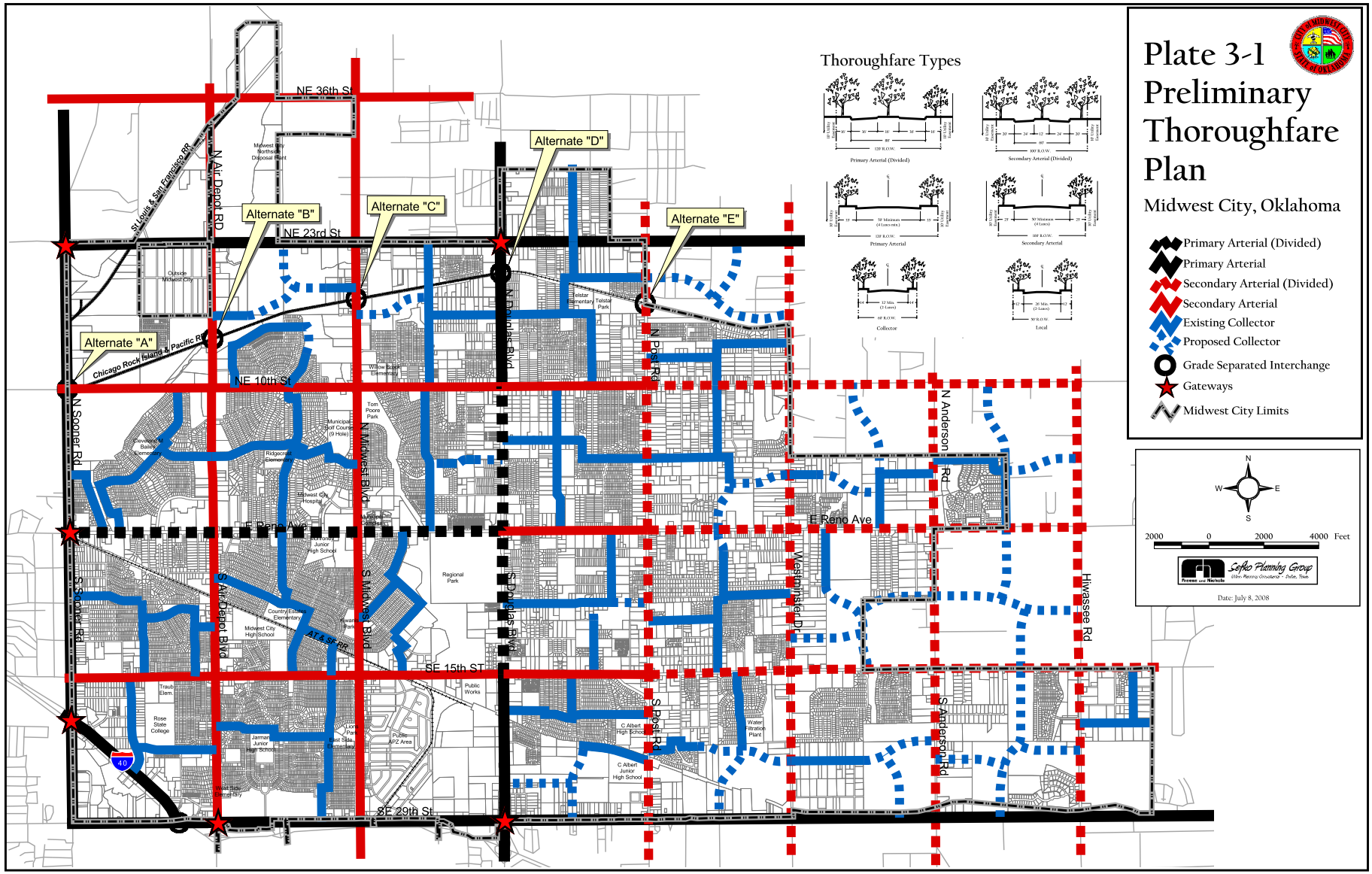
New collector-class roadways were proposed primarily in the eastern half of the City to complete the grid network, improve interior connectivity, reduce driveway entrances onto arterials and preserve the right-of-way before development occurs. The plan also features alternatives for a new grade separation interchange over the Chicago, Rock Island and Pacific Railroad.

This chapter lays out a practical blueprint for structuring Midwest City's street network and remains a key reference point for shaping the transportation strategies detailed in this chapter.

Functional Classification	Right-of-Way	Pavement Width	Travel Lanes	Median	Additional Utility Easements*
Primary Arterial - Divided	120'	88'	6	16' (Raised)	2 @ 10'
Primary Arterial	120'	50'	4	None	2 @ 10'
Secondary Arterial - Divided	100'	60'	4	12' (Raised)	2 @ 10'
Secondary Arterial	100'	50'	4	None	2 @ 10'
Collector	60'	32'	2	None	None
Local	50'	26'	2	None	None

*In addition to the Right-of-Way

Figure 21. Midwest City 2008 Design Standards



Map 6. Midwest City 2008 Thoroughfare Plan Map

Trails Master Plan

In 2009, Midwest City adopted the Trails Master Plan and Implementation Study to guide the creation of a citywide trail network that builds on the success of the Soldier Creek Trail and responds to growing interest in active transportation.

Key program and policy recommendations included:

- Adopting AASHTO and Complete Streets–based design standards
- Prioritization of trail corridors based on connectivity, access to schools and parks, regional links, and community impact
- Promoting education and safety through efforts such as "Share the Road" campaigns and Safe Routes to School

Proposed connections were split into Phase I and II projects. Phase I projects included:

- Phase I:
  - Rail-With-Trail
  - Crutcho Creek and Crutcho Creek Connector
  - Soldier Creek extension and upgrade
  - Palmer Loop
  - Draper Lake
  - 29th Street

The plan established a phased, 20-year implementation strategy with an estimated $33 million in near-term projects (2009 dollars) and recommended dedicated funding for long-term maintenance. This foundation continues to guide Midwest City's active transportation system and will inform the planning efforts outlined in this 2025 Transportation and Mobility chapter.

The Spirit Trails Network, named in 2017, represents part of the City's implementation of the Trails Master Plan.

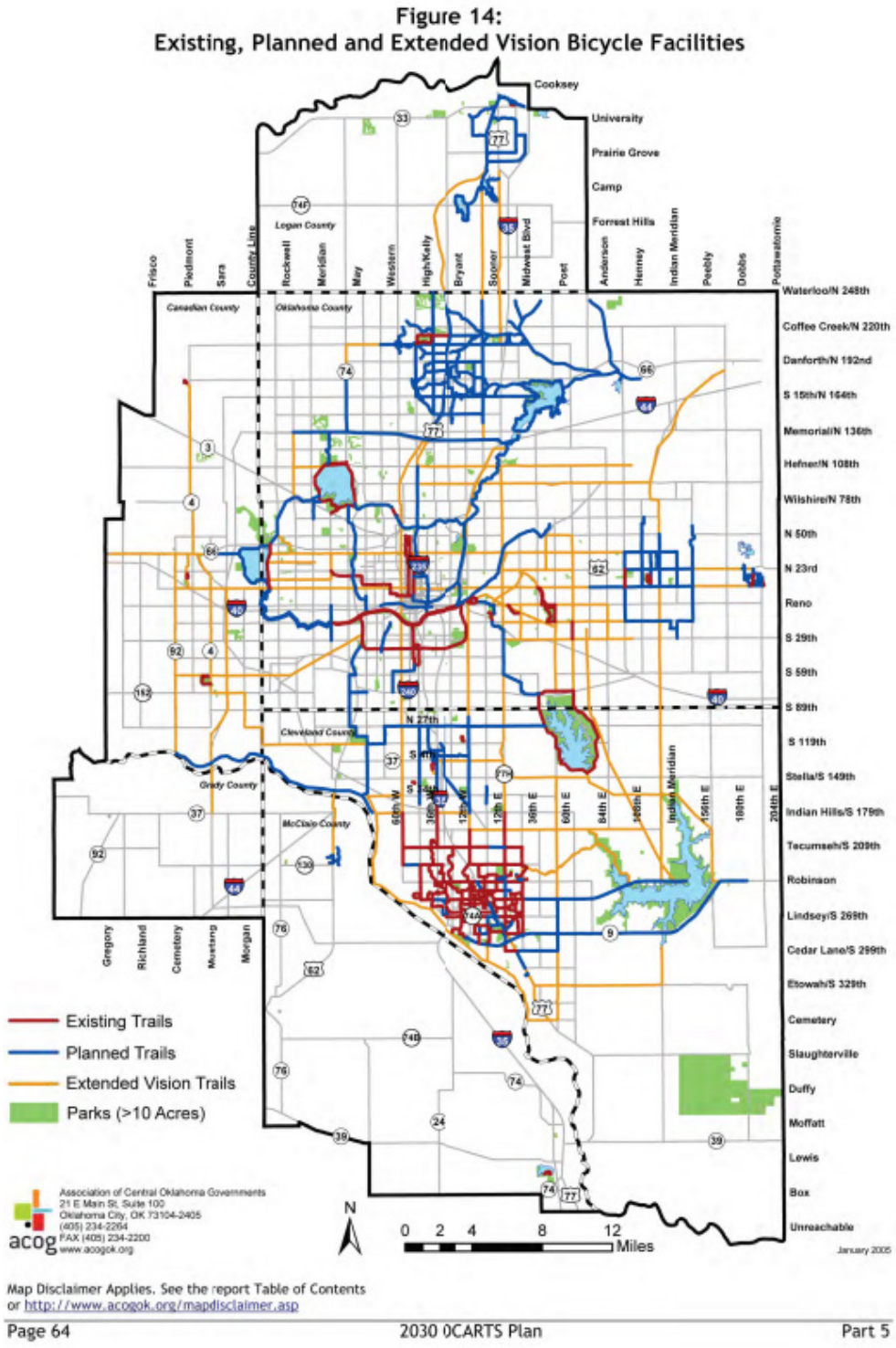


Figure 22. Midwest City 2009 Trails Master Plan

Air Depot Corridor Plan

In 2022, Midwest City commissioned the Air Depot Corridor Plan to address growing concerns about vacancy, aging infrastructure, and declining aesthetics along a 1.5-mile stretch of Air Depot Boulevard between SE 15th Street and Silver Meadow Drive. Its overarching goal was to revitalize the corridor by enhancing mobility, safety, and economic vitality while creating a more attractive and functional environment for residents, businesses, and visitors.

The plan identified several transportation-related challenges, including a lack of pedestrian and bicycle infrastructure, excessive curb cuts, high-speed traffic, and fragmented development patterns. Sidewalks were often narrow, disconnected, or non-ADA compliant, and transit stops lacked accessibility and amenities. The corridor's auto-centric design discouraged alternative modes of travel and contributed to safety concerns, particularly at intersections and driveways. These issues were compounded by inconsistent land use patterns and limited cross-access between properties.

To address these challenges, the plan proposed a comprehensive set of transportation improvements. Key recommendations included:

- expanding sidewalks and trails
- introducing raised medians for access control
- consolidating driveways
- enhancing pedestrian crossings

The plan also emphasized the importance of integrating the Bomber Rail Trail and improving transit infrastructure. A context-sensitive street design was proposed to balance vehicular needs with pedestrian and bicycle safety, including landscape buffers, ADA-compliant sidewalks, and off-street shared-use paths.

The plan also recommended establishing an overlay district to guide redevelopment and adopting policies to support multimodal transportation and economic development.

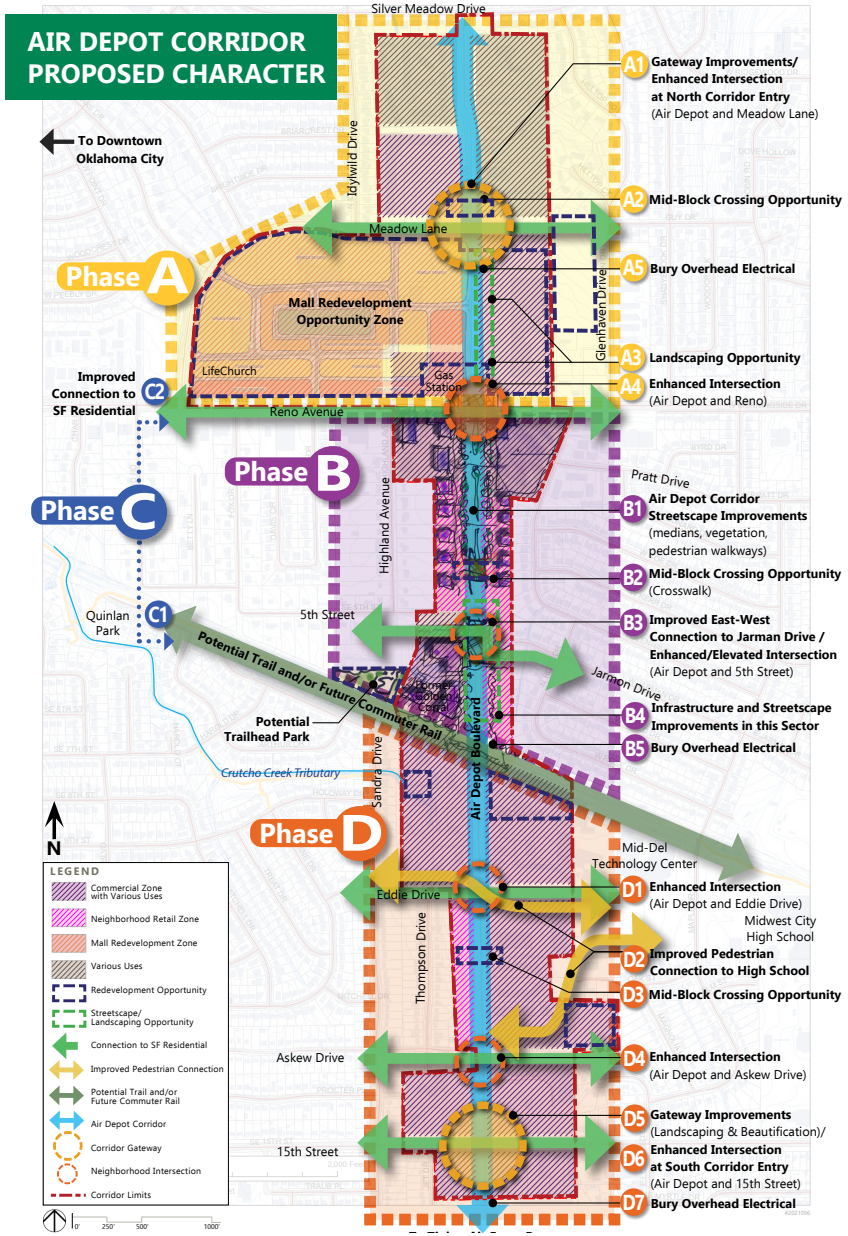


Figure 23. Air Depot Corridor Study - Proposed Character

Central Oklahoma Long-Range Transportation Plan (LRTP)

The Association of Central Oklahoma Government's (ACOG's) LRTP outlines a vision for strengthening transit across the Oklahoma City metropolitan area. It aims to design a more connected, efficient, equitable and future-ready transit system that can accommodate growth, shifting travel patterns and evolving mobility needs. The plan looks forward several decades, integrating community input, demographic forecasts, technology trends, and land-use planning to ensure that transit improvements align with economic development, environmental goals and accessibility for all residents.

For Midwest City, a relevant recommendation is the introduction of a Bus Rapid Transit (BRT) corridor connecting Downtown Oklahoma City to Tinker Air Force Base.

Other key recommendations of the plan include:

- Establish a backbone of high-demand corridors with frequent, all-day service to improve reliability and reduce wait times.
- Concentrate housing, jobs, and amenities around major transit hubs to encourage walkable, mixed-use, and transit-supportive communities.
- Enhance access to transit stops through feeder shuttles, bike-share/scooter programs, and safer pedestrian and cycling infrastructure.
- Use flexible, on-demand services in low-density areas to provide coverage where fixed routes are inefficient.
- Deploy technology for live tracking, mobile ticketing, and integrated payment systems to improve the rider experience.

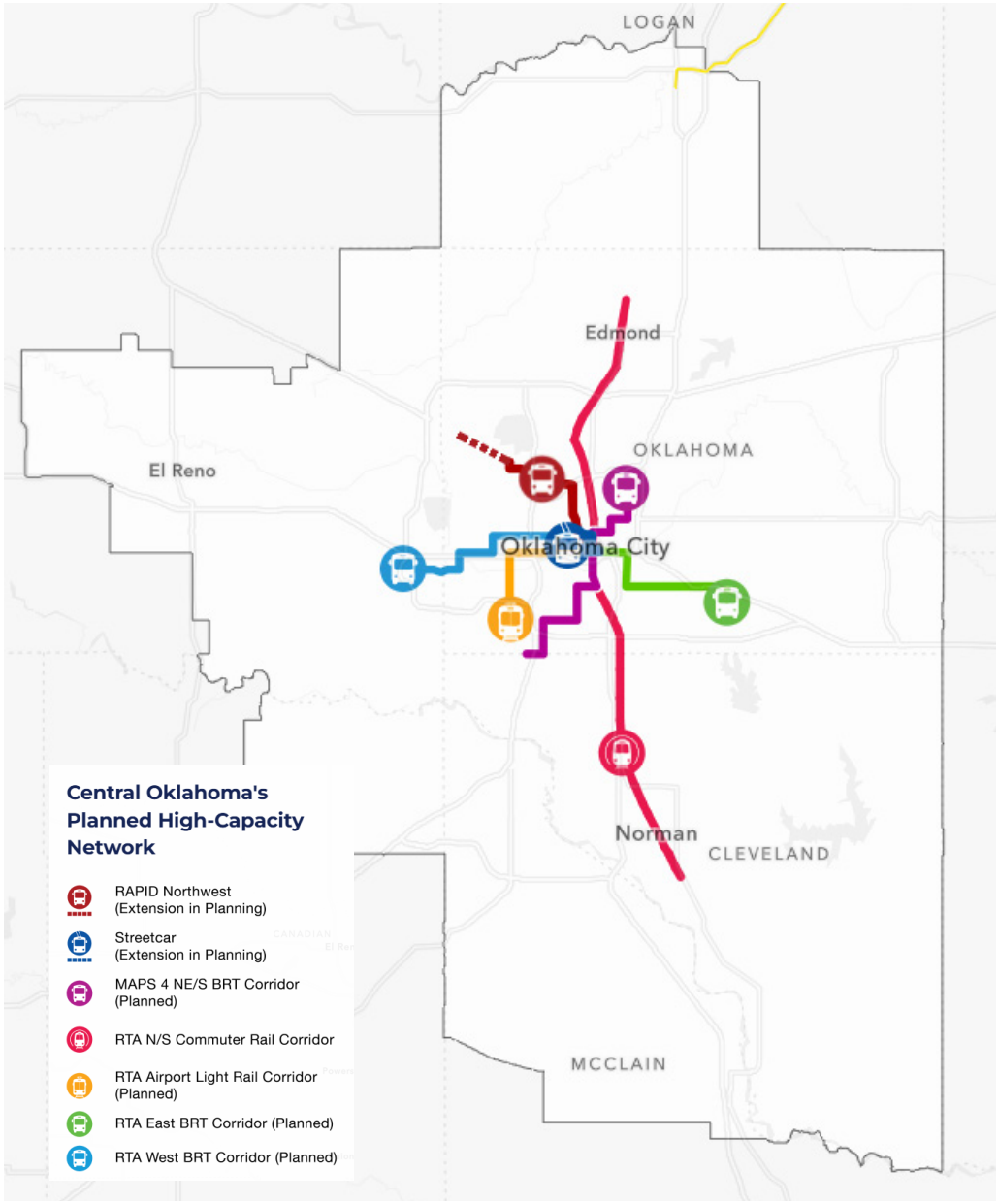


Figure 24. Central Oklahoma's Planned High-Capacity Network (LRTP)

Roadway Network & Thoroughfare Plan

Functional Classification

Functional classification is the framework used to organize a city's streets into a hierarchy based on their purpose and performance. Each class of roadway—from freeways to local streets—serves a different role in how people and goods move, balancing the need for efficient travel with access to adjacent land uses. Together, these classes form an interconnected system that provides both local access and regional mobility.

Land Access vs Mobility

Functional classification is defined by the tradeoff between access and mobility. Higher-class roadways, such as freeways and major arterials, provide the greatest mobility by moving large volumes of traffic at higher speeds, but limit direct property access. Local streets maximize access to homes and businesses, but carry low volumes and lower speeds. Collectors and minor arterials fall in between, balancing both functions but often experiencing conflicts between through movement and access.

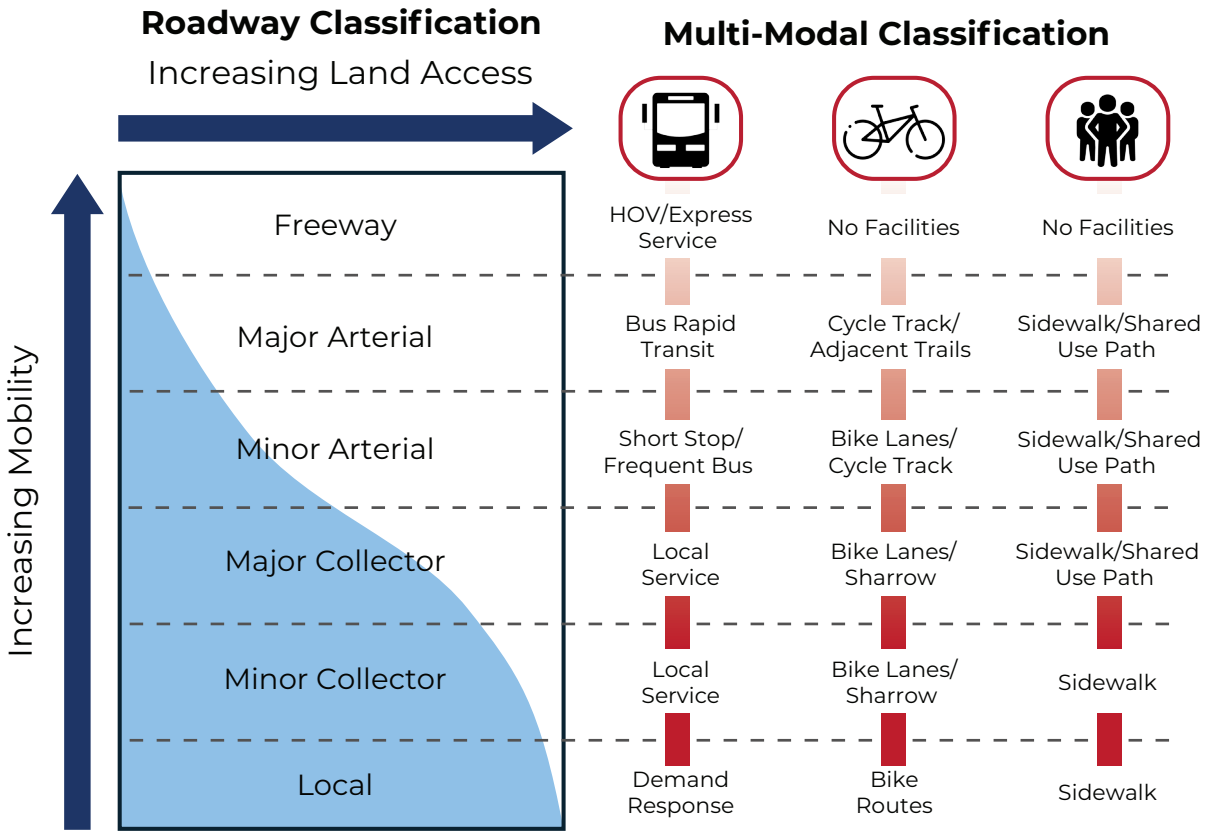


Figure 25. Access | Mobility | Modes

Understanding this relationship helps Midwest City ensure that each roadway is designed and managed according to its intended function within the broader transportation network.

General Roadway Characteristics

All functional classes have general characteristics, such as spacing, capacity, speed, required right-of-way, and specific design criteria to delineate where and how each facility should be constructed (Figure 26).

While functional classification does have defined engineering design standards, there is a degree of flexibility in assigning functional classifications due to overlap between class characteristics. Guidance on classification on roadways should generally adhere to the following:

1. Determine if the roadway will be for access to adjacent land uses or for the mobility of through traffic.
2. Functional class consideration should address the needs of adjacent land uses and be compatible with the adjacent environment.
3. Evaluate existing roadway characteristics, such as existing or proposed right-of-way, number of lanes, observed and forecasted traffic volumes, medians or two-way left-turn lanes, on-street parking, roadway drainage and length of the roadway segment in question. In rural areas, farm vehicles and equestrian activities should also be considered. Speed characteristics should be examined based on observed speeds, congested speeds and/or desired speeds for the facility.
4. Confirm that the facility's operating characteristics are consistent with the desired functional classification. Changing a roadway from its set functional class may require re-evaluating the classification, assigning the roadway to another class or creating an entirely new functional class.

Characteristics	Freeway/Highway	Major Arterial	Minor Arterial	Collector	Local Road
Roadway Spacing (miles)	5-10	1-2	0.25-1	0.1-0.25	200-500 feet
Facility Length (miles)	15+	5-15	1-5	0.25-1	<0.25
Volume (vehicles/day)	100,000+	35,000-80,000	10,000-35,000	1,000-10,000	<1,000
Right-of-Way (feet)	300-500	100-140	70-100	60-70	50-60
Number of Lanes	Main + Frontage Roads	4-6	2-5	2-4	2
Median	Yes	Usually	Often	Not Usually	Very Rarely
Speed Limit (mph)	55+	35-55	30-45	25-35	30 Max

Figure 26. General Roadway Classification Characteristics

Freeways/Highways

Freeways and Highways are roadways whose primary purpose is to move large volumes of traffic with limited access to adjacent land uses. Traffic along these facilities is usually focused on longer regional, state, interstate or even international trips.

While some highways may have signalized intersections, freeways are designed to provide unimpeded travel. Large multi-level interchanges and other types of grade separations are usually found along these types of roadways to provide direct connections to other freeways or tollways.

In Midwest City, I-40 is a major corridor for national and regional travel and freight, located in the City's southwestern corner. In addition, US 62, locally known as NE 23rd Street, serves as a major east-west route through the north of the City and continues east to Arkansas.

Arterials

Arterial roads are major routes that move large volumes of traffic across longer distances and connect different parts of a region. While they are designed to support large traffic volumes at higher speeds, they may also provide direct access to adjacent land uses.

Major Arterial

Major arterials support high traffic volumes and are intended for longer-distance travel, connecting major activity centers and nearby cities. To maintain traffic flow, access should be limited, with minimal driveways and no on-street parking. Driveway consolidation is strongly encouraged to reduce conflicts and improve safety. Examples of primary/major arterials in Midwest City are Reno Avenue, Air Depot Boulevard or Douglas Boulevard.

Minor Arterial

These arterials connect local streets and collector roads to major arterials, focusing on access within towns and between neighborhoods. They carry less traffic, may permit more driveways, and often allow on-street parking in developed areas. These roads typically have lower speeds and shorter trips than major arterials. In Midwest City, all roads that form the one-mile grid that are not major arterials function as minor arterials.



Example of an interstate highway



Example of a six-lane divided major arterial



Example of a four-lane undivided minor arterial

Collectors

Collector roadways are designed for short trips at low speeds, linking neighborhoods and directing traffic to higher-class roads. They carry moderate volumes and allow easier access to adjacent properties, typically with 2 to 4 lanes based on current or future needs.

Collectors may include two-way left-turn lanes (TWLTLs) and are often categorized as major or minor. Major collectors offer greater mobility, accommodate more traffic, and have fewer driveways and intersections than minor collectors. Collectors in Midwest City provide north-south and east-west connections within the one-mile grid sections.



Example of a two-lane collector street

Local Streets

Local streets are typically excluded from thoroughfare plans, as they don't require right-of-way dedication. Instead, developers build them within new subdivisions or site developments, with maintenance responsibilities later transferred to the City or county.

These streets provide direct access to homes, serve only local traffic, and operate at low speeds, usually below 30 mph. They carry the least traffic in the roadway system, often lack lane striping and generally allow on-street parking.



Example of a local street

2025 Thoroughfare Plan Map

Midwest City's Thoroughfare Plan Map (Map 7 on page 83) is based on a classification system that depicts the function of every roadway in the thoroughfare system. Roadway types generally include expressways or freeways, arterials, collectors, and local streets. Their functions can be differentiated by comparing their ability to provide mobility with their ability to provide access to various locations.

Thoroughfare Plan Update Process

The guiding principles that shaped the thoroughfare functional classifications and alignments included, but were not limited to:

- Consider existing traffic patterns and safety issues
- Maximize the use of existing right-of-way
- Complement the future land use designations
- Accommodate multiple modes of transportation
- Connect people safely to key destinations
- Consider floodplain constraints

Key Updates

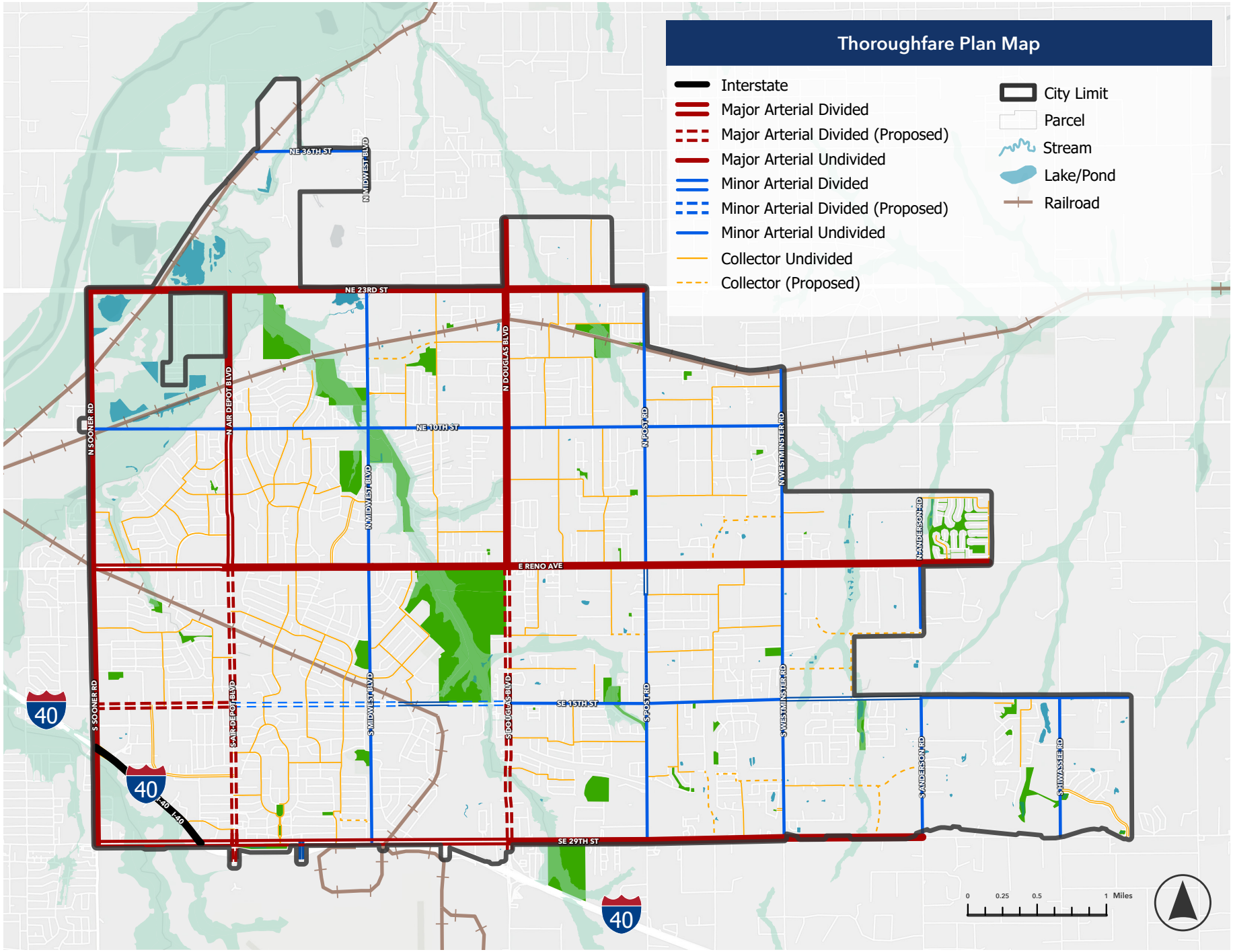
Midwest City has a well-developed one-mile grid arterial network that provides a solid foundation to meet the City's current vehicle demand. The following are the key changes proposed in the 2025 Thoroughfare Plan that were made to better align roadway classifications and design with current conditions, future land use and multimodal transportation needs:

Air Depot Boulevard and Reno Avenue

Upgraded to major arterials in their entirety to better reflect existing traffic demand, current function, and consistency with the future land use plan.

Corridor Safety and Multimodal Improvements

- Proposed a raised median on Air Depot Boulevard, and Douglas Boulevard, between SE 29th Street and Reno Avenue. The cross-section is intended to:
  - Improve safety by reducing conflict points and managing turning movements
  - Enhance traffic circulation and overall corridor efficiency
  - Create a corridor that accommodates designated space for all modes of transportation in a safe manner, both now and as future needs evolve



Map 7. 2025 Midwest City Thoroughfare Plan Map

Thoroughfare Design Standards

Versatility in a policy document is a strength as it gives the City flexibility to address known future needs or unforeseen issues. To support this, new thoroughfare design standards, shown in Figure 27, were created to accommodate a range of land uses in both urban and rural settings. Key updates to the design standards include:

- Adding roadway cross-sections with two-way center turn lanes to reflect existing conditions and provide formal design guidance.
- Expanding arterial options to give the City flexibility to respond to development needs and roadway context.
- Establishing minimum requirements to support a safe and functional pedestrian and bicycle realm along all roadway types.
- Including on-street parking considerations to ensure compatibility with surrounding land uses.

These updates provide a more adaptable set of standards that can guide development and infrastructure while supporting safe, multimodal travel. It is recommended that new design standards from the 2025 Thoroughfare Plan be incorporated into City codes to ensure consistent roadway construction throughout Midwest City.

Functional Classification	Min. Right-of-Way	Travel Lanes	Typical Pavement Width[1]	Median	Bike/Ped Facility	On-Street Parking (P)
Major Arterial - Divided	120’	6 @ 12'	76'	16' (Raised)	10' SUP[3]/10' SUP	None
	100’	6 @ 12'	90'	TWCTL[2] (14')	10' SUP/10' SUP	None
Major Arterial - Undivided	120’	4 @ 12'	56'	16' (Raised)	10' SUP/10' SUP	None
	100’	4 @ 12'	66'	TWCTL (14')	10' SUP/10' SUP	None
Minor Arterial - Divided	100’	4 @ 12'	56'	12' (Raised)	10' SUP/10' SUP	None
Minor Arterial - Undivided	80’	4 @ 12'	66'	None	10' SUP/10' SUP	None
	70’	2 @ 12'	28'	None	10' SUP/10' SUP	None
Major Collector	70’	2 @ 11'	38'	TWCTL (12')	10' SUP/6' SW[4]	None
	70’	2 @ 11'	26' (+ P)	None	10' SUP/6' SW	Optional (7')
Minor Collector	60’	2 @ 10'	38'	None	6' SW/6' SW[5]	7'
Local Street	50’	2 @ 10'	24'	None	5' SW/5' SW[5]	7'

[1] Includes 2'+2' of curb and gutter considerations | [2] Two-Way Center Turn-Lane | [3] Shared-Use Path - can accommodate bicycle users and pedestrians | [4] Sidewalk | [5] Sharrow facility - bicycle users can share the road with vehicles

Figure 27. 2025 Thoroughfare Design Standards

Typical Cross-Sections

Conceptual typical sections are shown in Figure 28 through Figure 38 on page 89. Each includes 12- or 11-foot main travel lanes in each direction, and sidewalks of at least 5 feet and a designated bicycle facility.

The sections shown are illustrative of one roadway configuration that meets the minimum roadway standards and are not meant to be prescriptive.

The City Engineer reserves the right to determine the final roadway design at their discretion, including deviating from the roadway design criteria.

Major Arterial - Divided

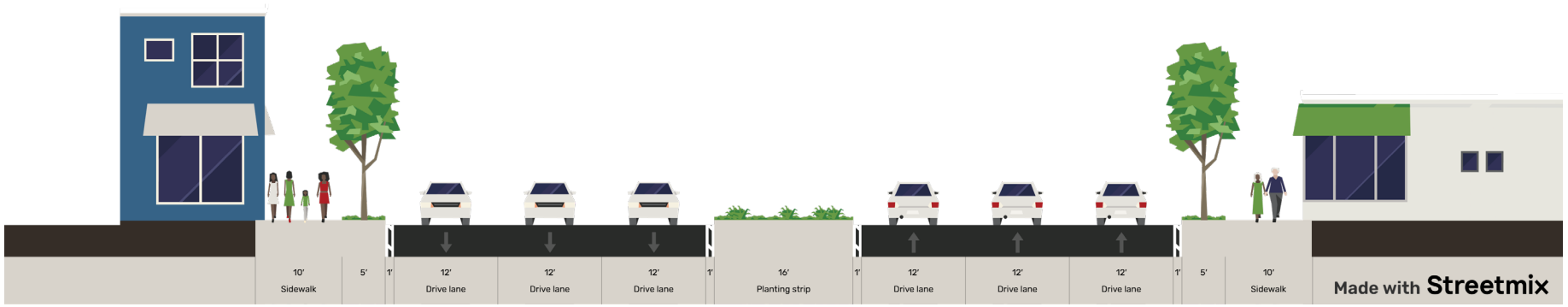


Figure 28. Major Arterial 6 Lane Divided (120')

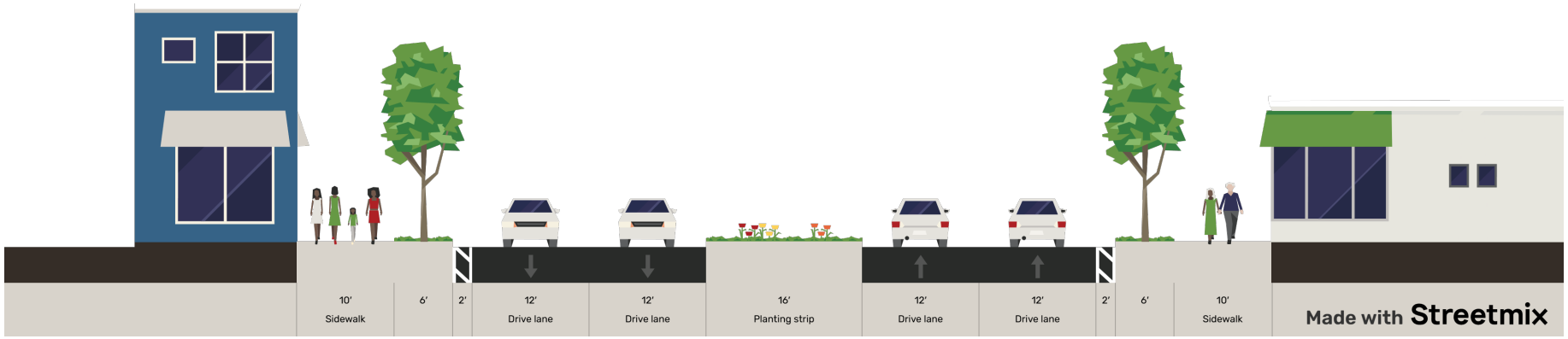


Figure 29. Major Arterial 4 Lane Divided (100')

Major Arterial - Undivided

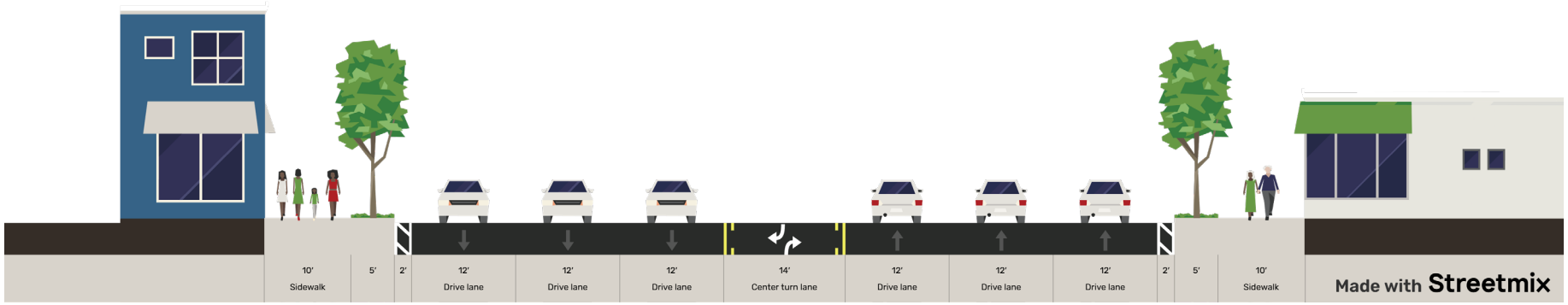


Figure 30. Major Arterial 6 Lane Undivided w/ TWCTL (120')

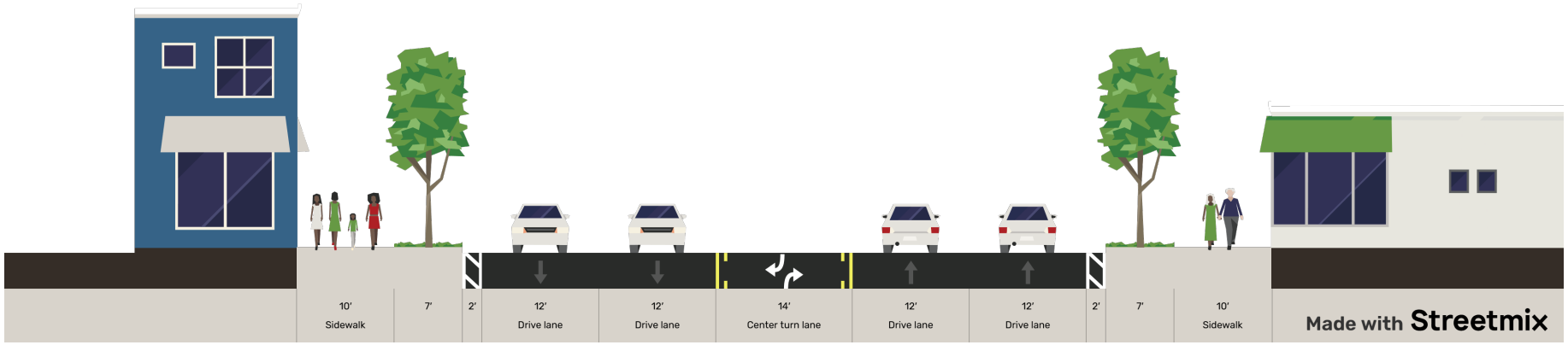


Figure 31. Major Arterial 4 Lane Undivided w/ TWCTL (100')

Minor Arterial - Divided

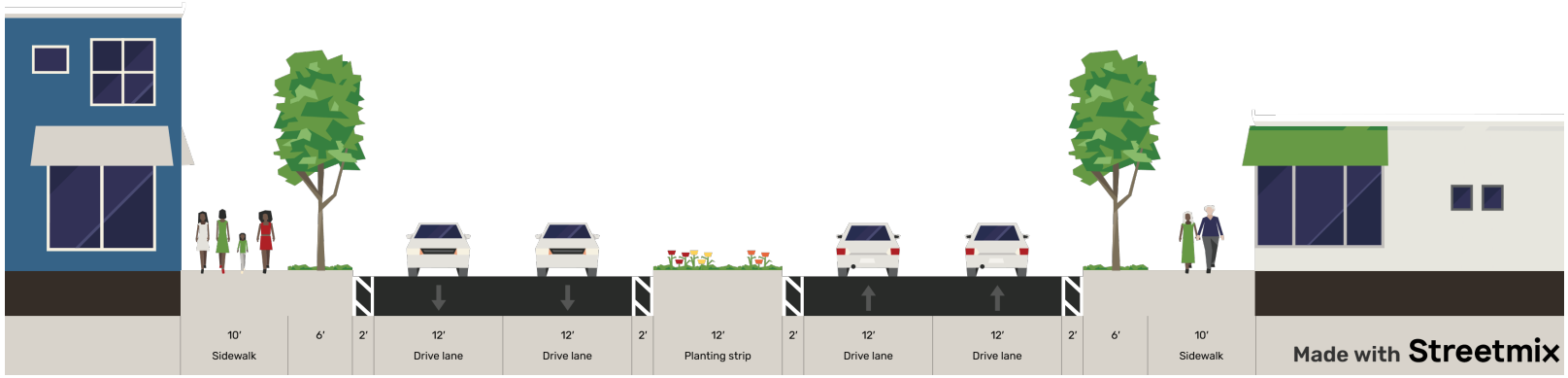


Figure 32. Minor Arterial 4 Lane Divided (100')

Minor Arterial - Undivided

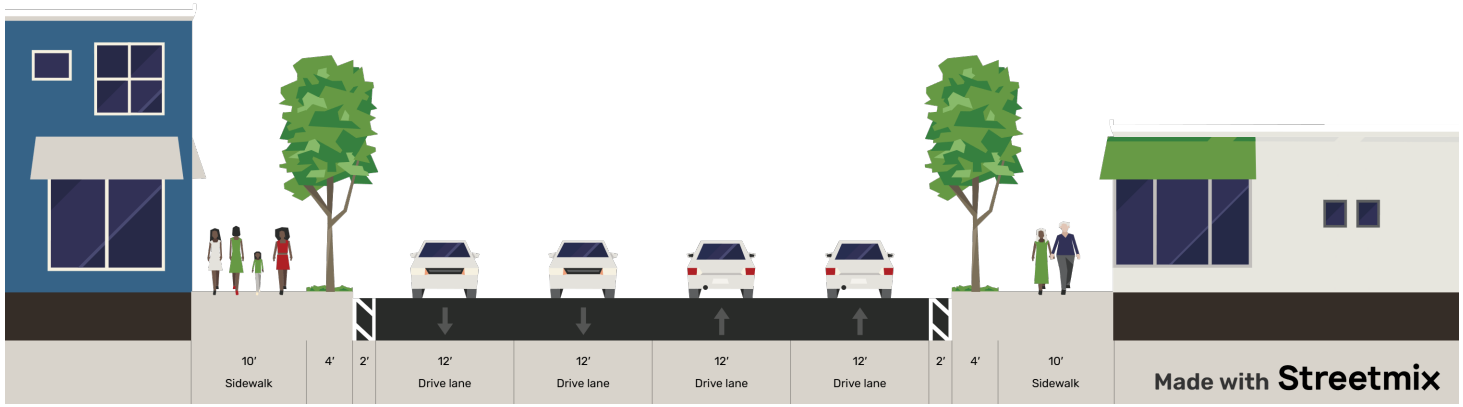


Figure 33. Minor Arterial 2 Lane Undivided (70')

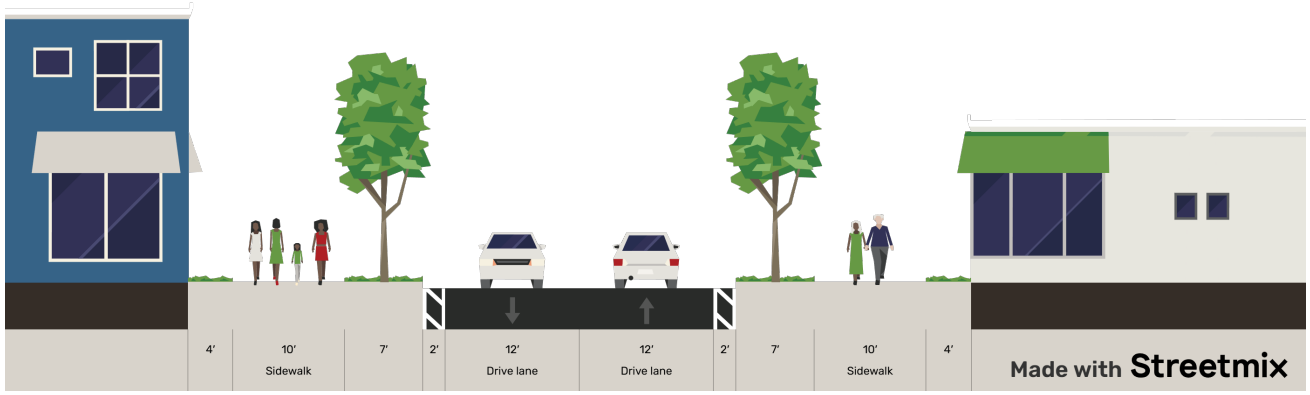


Figure 34. Minor Arterial 4 Lane Undivided (80')

Major Collector

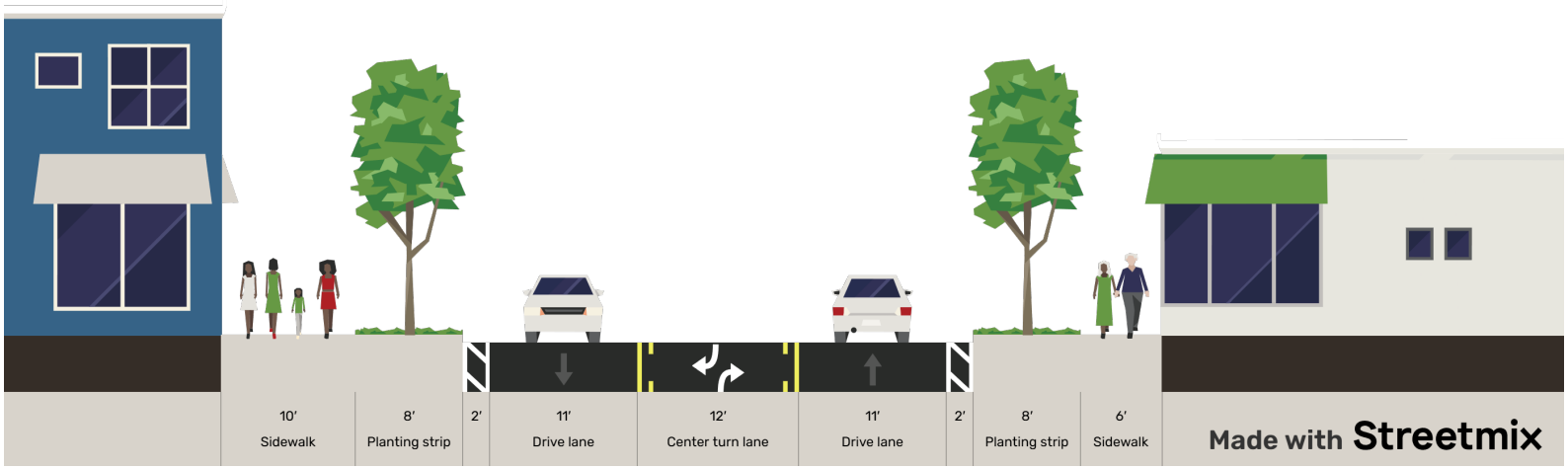


Figure 35. Major Collector 2 Lane Undivided w/ TWCTL (70')

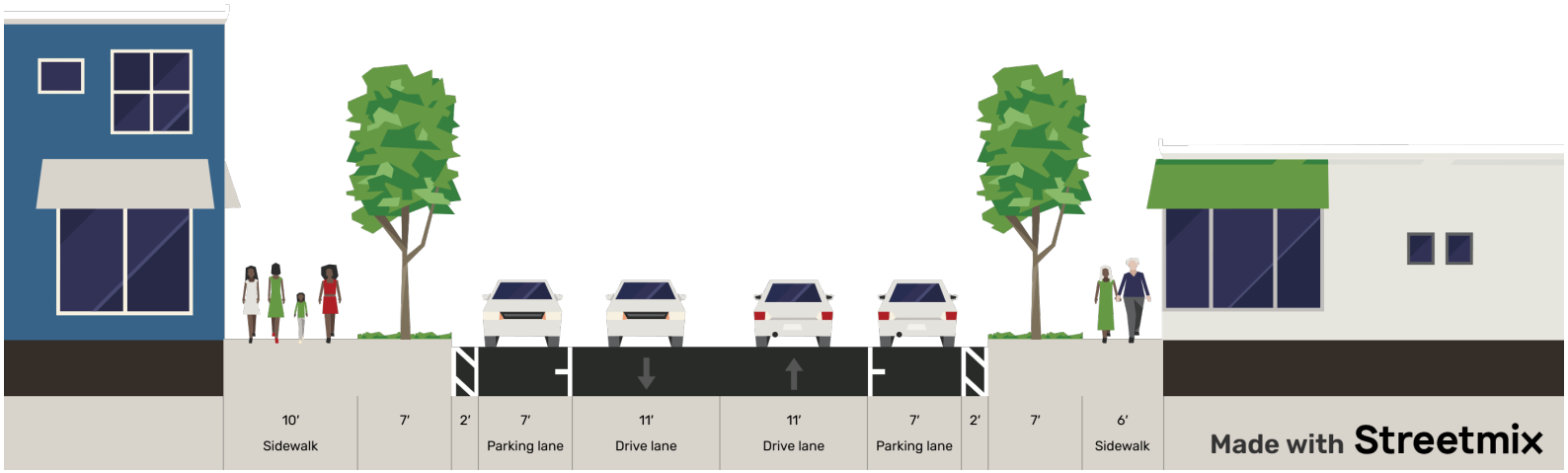


Figure 36. Major Collector 2 Lane Undivided (70')

Minor Collector

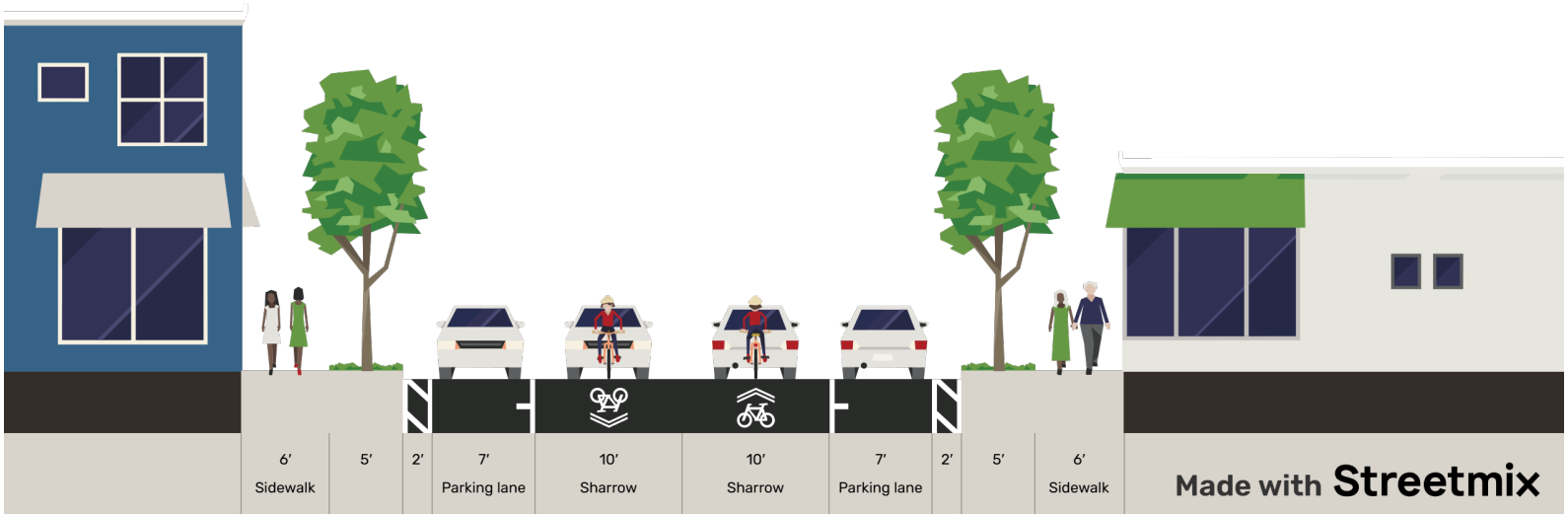


Figure 37. Minor Collector 2 Lane Undivided (60')

Local Street

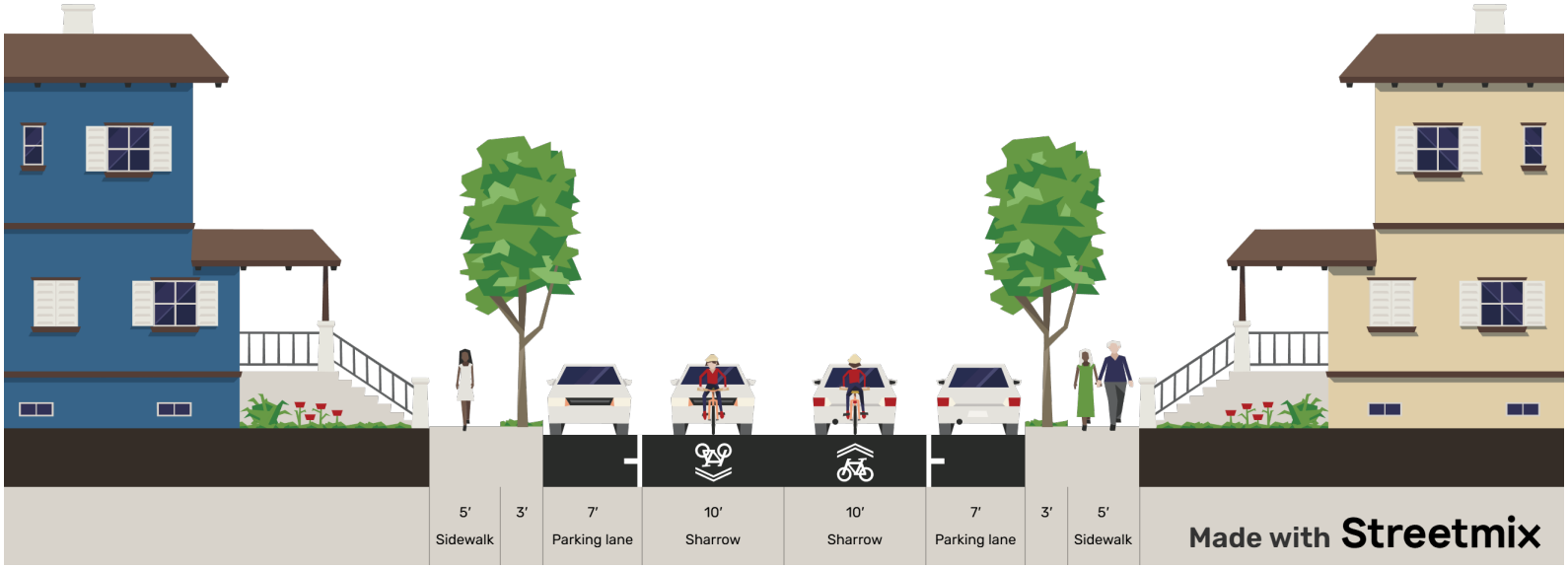


Figure 38. Local Street 2 Lane Undivided (50')

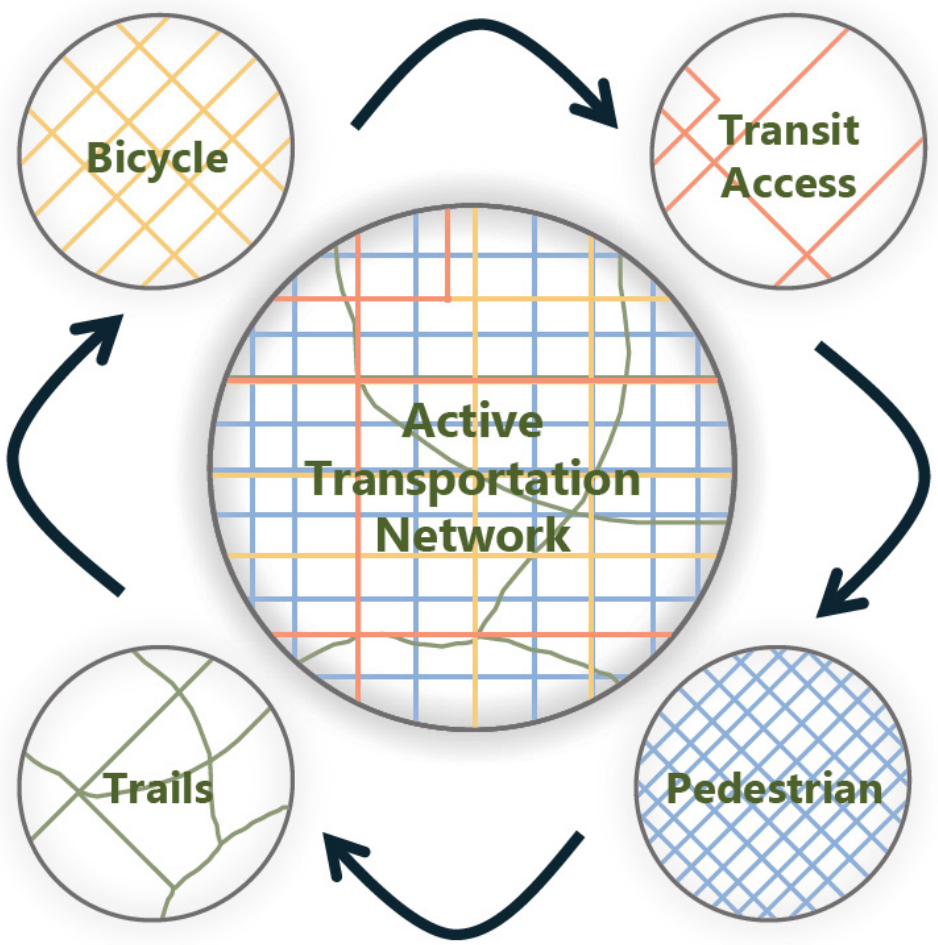
Multimodal Transportation Network

Stakeholder and public engagement underscored the importance of transit, walking, biking, and trails in shaping a safe, healthy, and accessible transportation system. Residents expressed strong interest in these options, with 60% of survey respondents indicating that investment in pedestrian and bicycle infrastructure should be a priority for the City.

This section reviews the networks currently in place in Midwest City and identifies strategies, policies, programs, and design elements that can be applied in the future. The goal is to build a connected system that supports a range of travel choices and enhances the quality of life for residents and visitors.

Community Impacts of Multimodal Transportation

- Encourages daily physical activity and supports healthier lifestyles for all ages.
- Reduces risks of chronic disease and promotes mental well-being.
- Expands affordable travel choices by linking walking, biking, and transit.
- Builds stronger communities through social connections and neighborhood engagement.



Infrastructure for All Ages and Abilities

Midwest City is a family-oriented community that includes young families with children, young professionals, and seniors. The City's pedestrian, transit and bicycle infrastructure plans should prioritize the creation of a safe, comfortable,and equitable network that serves all residents. Embracing a "build for all ages and abilities" approach means implementing facilities that are accessible and welcoming to people of all age groups and physical abilities. This principle should form the core of multimodal/active infrastructure.

The following are key characteristics of Midwest City's users and factors to consider when designing active transportation facilities for Midwest City.

Children

School-age children are less visible to motorists and are less prone to detect risks, making them an essential demographic to consider for building safe active transportation facilities.

Seniors

Active transportation facilities give seniors increased mobility, making it essential to design bike and pedestrian facilities with higher visibility and lower riding speeds.

People With Disabilities

People with disabilities may use adaptive bicycles, including tricycles and recumbent hand cycles, which often operate lower to the ground and have a wider envelope than most bicycles. Well designed multimodal facilities provide comfortable biking conditions to provide mobility, health and independence to all types of cyclists. Sidewalks, crosswalks, trails,and other pedestrian facilities must accommodate these users.





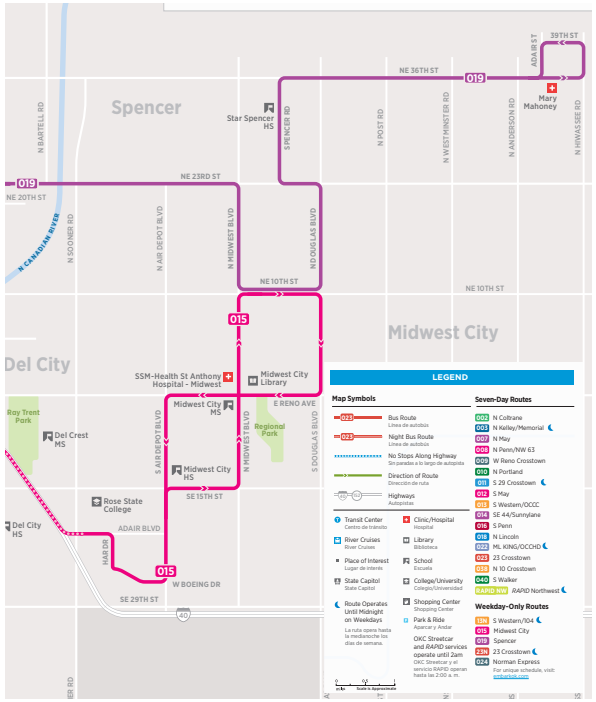


Figure 39. Existing Transit Network

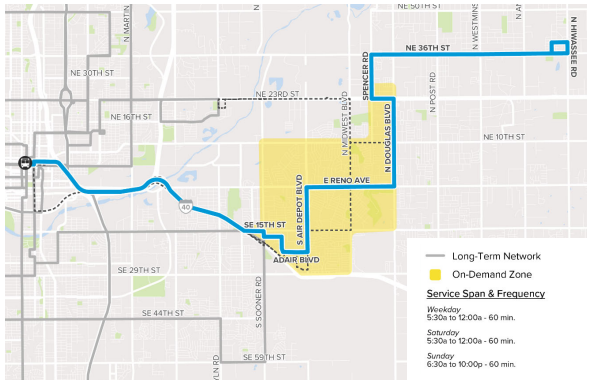


Figure 40. EMBARK 2022 OKC Moves Bus Study Recommendations for Midwest City

Transit Network

Public transit is a vital component of the transportation system, and serves a diverse demographic including students, commuters, elderly persons, and persons with disabilities.

Midwest City is currently served by two fixed bus routes operated by EMBARK: Route 15 and Route 19 (see Figure 39). Due to funding constraints, there is risk of service reduction or discontinuation on Route 19. If maintained, these routes provide an important foundation for transit service. Future improvements to the system will require collaboration among multiple agencies, including EMBARK, the Regional Transit Authority (RTA) and ACOG. Public-private partnerships will also continue to shape Midwest City's transit services.

Transit Feasibility Study

To prepare for future transit investment and to ensure services meet community needs, the City should consider conducting a transit feasibility study to provide data-driven insight into where transit service is most effective and how to expand access through cost-neutral strategies. The study would help the City address the following questions:

- What are the current and projected travel patterns in Midwest City?
- Where are people commuting to and from?
- How do employment density and land use affect transit demand?
- How should transit be accommodated within Complete Streets?
- What improvements to the Transit System for underserved communities and areas are needed?

Regional Initiatives and Agency Coordination

Transit agencies and organizations are planning for future improvements in the Oklahoma City metropolitan area, and Midwest City will benefit by aligning its own efforts with these broader strategies.

On-Demand and Microtransit Options

On-demand transit uses smaller vehicles that riders can request by app or phone. These services are especially effective in suburban areas where traditional bus ridership is low or where destinations are spread out. It is often used by residents without cars, older adults or commuters. Benefits include flexible service, shorter waits and more direct trips.

EMBARK already offers on-demand paratransit services to persons with disabilities, but the service zone does not cover the entirety of Midwest City. EMBARK also indicated Midwest City as a potential candidate for an On-Demand Zone (see Figure 40) in their 2022 OKC Moves Bus Study. As such, it is recommended that the City actively coordinate with EMBARK to explore on-demand and microtransit options for the entire Midwest City.

Bus Rapid Transit (BRT)

BRT is a type of high-quality bus service designed to be faster and more reliable than traditional routes. In the Oklahoma City metro, BRT already operates along NW Expressway and Classen Boulevard, providing faster and more reliable transit with modern stations. The RTA's regional plans include expanding the BRT network to Midwest City by connecting the Oklahoma City downtown area to Tinker Air Force Base.

Benefits of BRT include:

- Faster and more reliable travel for riders
- Improved connections to jobs, schools and services
- Lower cost of implementation compared to light rail
- Opportunities for transit-oriented economic development and walkable, mixed-use growth along corridors
- ADA compliant design to accommodate all users in every bus and at every boarding area

Midwest City BRT Concept: Air Dept Boulevard

In larger, higher-density areas, BRT often includes dedicated lanes and limited stops, but in smaller cities, it can take a more flexible form. For Midwest City, a BRT-style service could focus on more frequent service and shorter wait times, improved bus stops and real-time arrival information, and generally more reliable connections along major corridors.

Air Depot Boulevard, illustrated in Figure 23, is a strong candidate for a north–south BRT-style corridor in Midwest City. Reasons include, but are not limited to:

- Concentration of commercial destinations
- Proximity to multifamily and senior housing
- Connection at the north end to an employment zone and industrial area
- Available capacity and right-of-way to accommodate BRT service and facilities



EMBARK BRT's ADA Compliant Design Source: EMBARK

Transit Supportive Policies and Strategies

Several factors can impact the effectiveness of a transit system, including high parking requirements, zoning code regulations and housing types. To support a more transit-friendly environment, each of these should be carefully examined and evaluated as follows:

Parking Requirements

- Concentrate off-street parking in appropriate locations to balance access and land use efficiency.
- Adjust parking supply so it aligns with the function and volume of adjacent streets.
- Recognize that excessive parking is an inefficient land use.
- Reduce parking requirements to lessen impervious surfaces.

Zoning Code Review

- Encourage higher-density residential development beyond single-family housing to reach transit-supportive thresholds.

Access to Jobs

- Prioritize job growth in locations accessible by walking, biking and transit.
- Encourage the development of employment centers within the city to reduce commuting distances and reliance on cars.
- Support clustering of jobs in walkable, mixed-use districts, by allowing commercial uses in these areas.

Housing Type

- Expand housing options by permitting duplexes, triplexes, and quadplexes, which help achieve transit-supportive densities.
- Maintain and encourage zoning districts that already allow a range of housing types, such as:
  - R-2F, Two-Family Attached Residential District
  - R-MD, Medium Density Residential District
  - R-HD, High Density Residential District
  - MIX, Mixed Use Overlay District
  - TOD, Transit Oriented Development District
- Seek out public-private partnerships for properties near major transit hubs to leverage MIX and TOD District Standards.

Mixed-Use Development

- Promote zoning updates and incentives, such as density bonuses or expedited permitting, to encourage development that integrates residential, commercial and recreational uses.
- Recognize that when multiple destinations are located close together, people are more likely to walk, bike or use transit, which reduces traffic congestion and auto dependency.

Other Strategies

- Establish a local transit advisory committee, or leverage (an) existing committee(s), that can aid the City in providing guidance on long-term transit planning, strengthen coordination with regional partners and ensure community priorities are reflected in future transit decisions.
- Support affordable fare programs, pass systems or employer-sponsored passes to reduce barriers for riders.

Pedestrian Network

A strong pedestrian network is the foundation of both local mobility and transit access. As discussed in the transit section, every bus trip begins and ends on foot or by rolling, which means sidewalks and crossings play a critical role in more than just getting people around on foot. Public input reinforced this priority, with 60% of survey respondents identifying a well-connected sidewalk system and enhanced streetscapes as one of the most important improvements for Midwest City's transportation future.

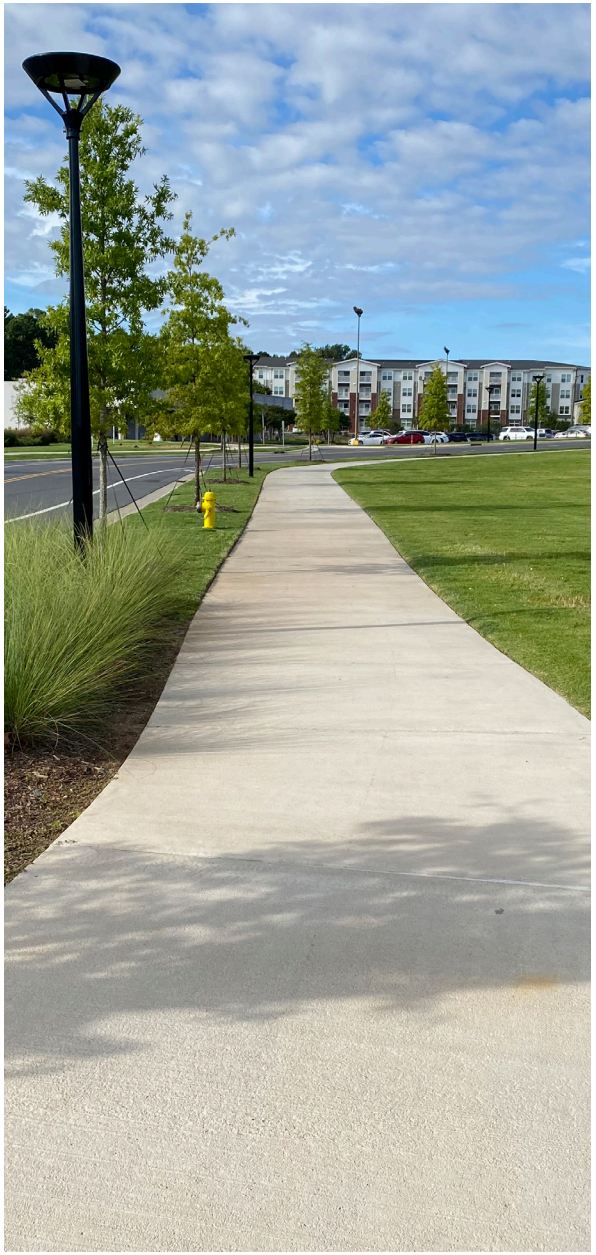
Sidewalk Inventory and ADA Self-Evaluation

Sidewalks are most effective when they are continuous, safe, and accessible for people of all ages and abilities. Having sidewalks in place is not enough if they are too narrow, obstructed by barriers such as utility poles, or lack ADA-compliant ramps and crossings.

To address this, it is recommended that the City first develop a complete sidewalk inventory and then evaluate existing facilities for compliance with accessibility standards. This process will establish a clear baseline for identifying sidewalk gaps and prioritizing improvements .



An example of an inadequate sidewalk



Example of a sidewalk in good condition

Bicycle and Trail Network

Bicycles and trails play an important role in creating a complete and balanced transportation system. They provide affordable and healthy travel options while also connecting neighborhoods, parks, schools and commercial areas. A well-planned bicycle and trail network not only supports recreation but also expands mobility choices for residents and visitors.

Existing Network and Future Opportunities

Midwest City already has a good foundation of trails that follow the Soldier and Crutcho creeks, Bomber Rail to Trail, and S Post Road and NE 29th Street corridors. In addition, ACOG's regional plan identifies proposed trail connections that extend through Midwest City.

Building on these alternatives, Figure 41 shows a conceptual plan that illustrates both existing trails and potential future connections, with the goal of forming a continuous active transportation network. To advance the conceptual plan, the City could benefit by coordinating with ACOG and other partners, and develop an Active Transportation Plan. The Active Transportation Plan should aim to include the following elements:

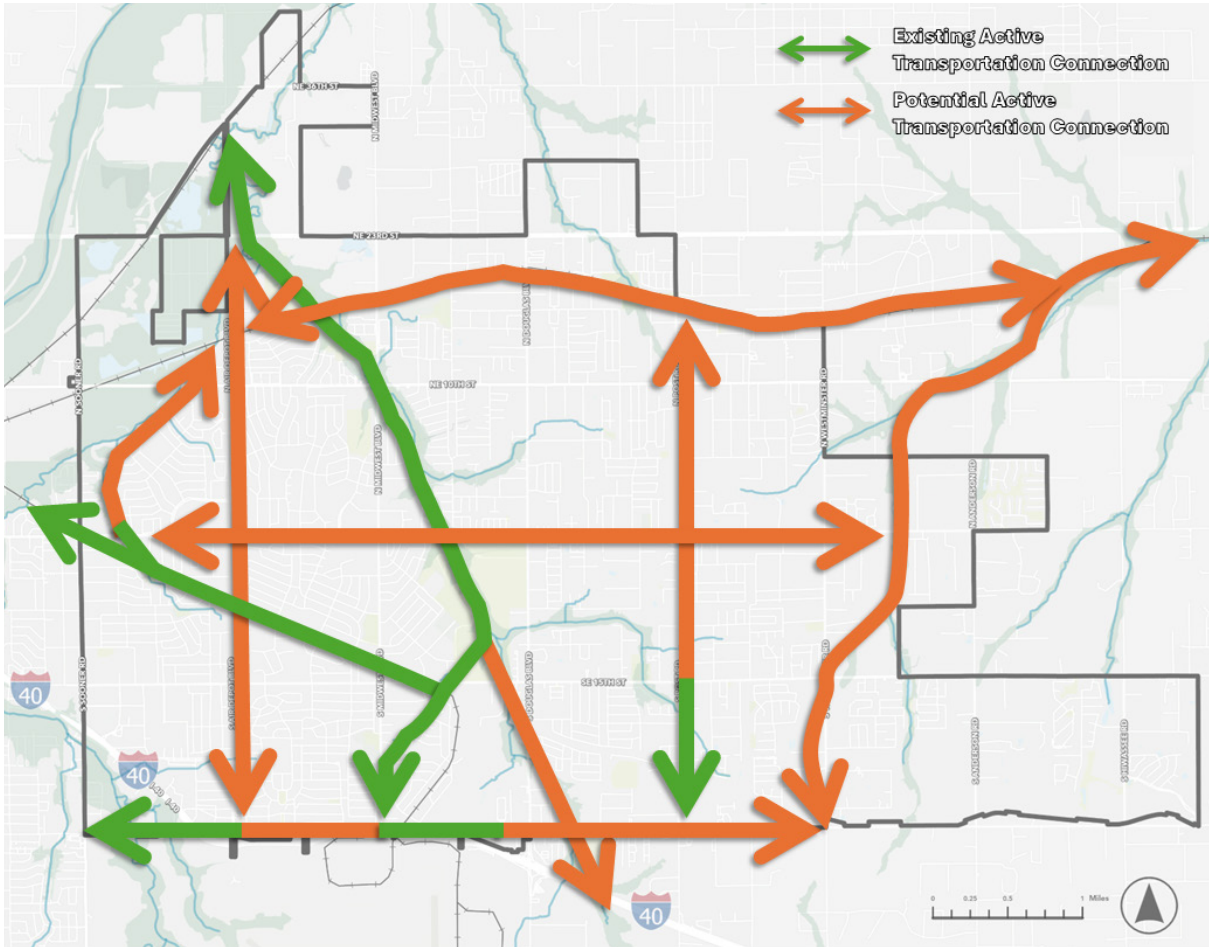


Figure 41. Conceptual Active Transportation Network

1. Updates of the 2009 Trails Master Plan based on implementation to date.
2. Specific action items for connecting trails to one another and key destinations such as parks, schools and retail and residential nodes.
3. A list of roadways best suited for bicycle facilities, and identified facility type.
4. Integration techniques for bicycle and pedestrian facilities along Air Depot Blvd with proposed Bus Rapid Transit (BRT) transit service.

Transportation Planning Approach

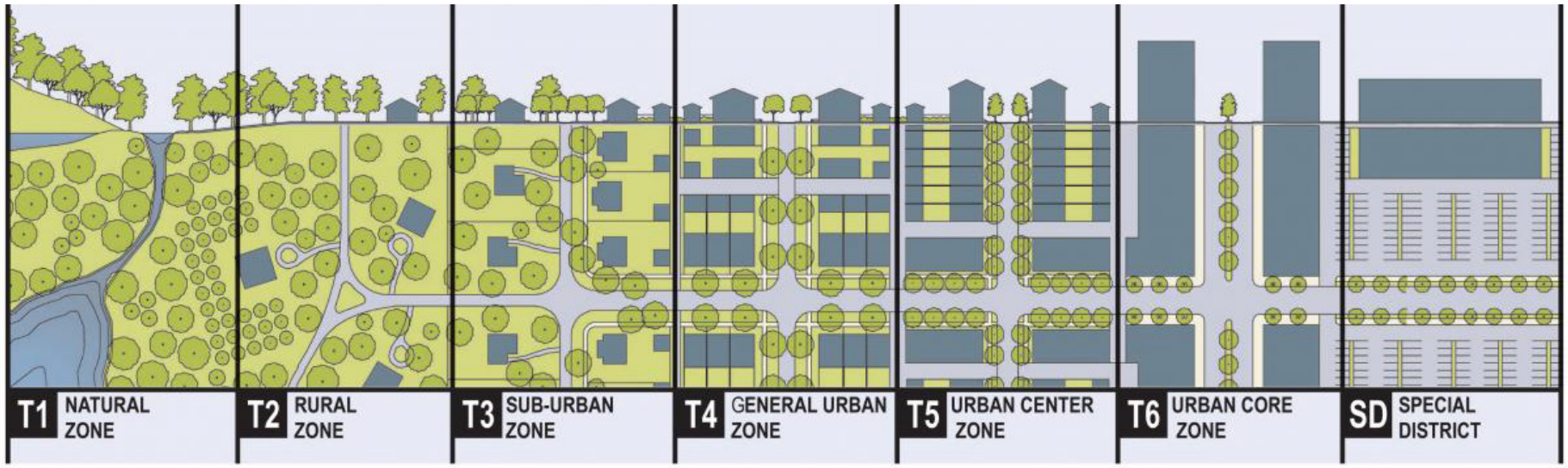
In addition to the thoroughfare, transit and active transportation planning, the crafting of transportation policies can aid in providing and maintaining a well-functioning transportation system that meets the needs of its users. The following sections discuss several policies that, if implemented, are anticipated to build on and enhance the existing transportation network in Midwest City.

Context-Sensitive Design

Context-Sensitive Design (CSD) is a planning and engineering approach that adapts roadway design to fit the surrounding environment. It balances mobility with land use by recognizing that corridors can serve different roles depending on adjacent development, right-of-way, and community priorities. The City is encouraged to advance the CSD to allow for the design of multimodal corridors that respond to local context while advancing safety and long-term growth goals.

Why Context-Sensitive Design Matters

- Builds safer streets by matching design to neighborhood, commercial, or regional settings.
- Supports walking, biking, and transit alongside driving.
- Enhances community character and economic vitality.
- Provides flexibility so roadways can evolve with changing land uses.



Context-Sensitive Zones. **Source: DPZ Partners**



Conceptual Complete Streets Design in an urban environment.

Complete Streets

A way to apply the CSD approach is through Complete Streets. Complete Streets is a specific policy approach that ensures public rights-of-way serve all users regardless of mode, age or ability. Rather than prescribing one design, it guides everyday decisions in roadway planning so that streets gradually become safer, more comfortable, and better aligned with community character. By improving crossings and supporting walking, biking and transit, Complete Streets help create a more livable city.

To build on these principles, it is recommended that Midwest City adopt a formal Complete Streets policy and apply its design concepts to all future roadway projects, ensuring long-term consistency and lasting benefits.

Benefits for Communities

- Safety: Slower speeds and dedicated facilities reduce risks for pedestrians and cyclists.
- Choices: Convenient alternatives to driving make walking, biking, and transit more attractive.
- Health: Active travel supports independence and well-being across all ages.
- Economy: Walkable streets attract investment, raise property values, and boost local business activity.

Please, refer to Appendix A to view design elements for personal vehicles, transit, pedestrians and bicycle users. The outlined elements would aid in implementing the Complete Streets principles into City's multimodal transportation network.

Roadway Rightsizing

Rightsizing is a tool within the Complete Streets design toolbox. It is the process of reconfiguring roadways so they better match actual traffic demand while creating safer, more efficient, and more attractive streets. By reallocating space, rightsizing allows communities to improve safety, support walking and biking, all while maintaining mobility for drivers. The following design changes illustrate some of the strategies that can be applied.

Lane Reconfiguration and Restriping

Converting a four-lane undivided street into three lanes – two through lanes with a center turn lane – reduces conflict points, improves flow and creates new opportunities for other uses. Lane widths can also be adjusted as part of this reconfiguration, with narrower lanes calming traffic and reclaiming space for safer, more efficient design.

Bicycle and Pedestrian Facilities

Dedicated bike lanes or protected bikeways can be added using space created through lane reconfiguration. Where right-of-way allows, extra space can be used to provide wider sidewalks. Wider sidewalks improve accessibility and create space for amenities like benches or trees.

Medians and Refuges

Raised medians or pedestrian islands provide safe waiting areas when crossing multi-lane roads. They reduce conflict points, improve safety, and help organize traffic along busy corridors.

On-Street Parking

In commercial areas, rightsizing can result in removing excessive or adding new opportunities for on-street parking. This supports nearby businesses, provides a buffer between sidewalks and moving traffic, and contributes to corridor vitality.



Restriped road to narrow lanes and add dedicated bike lanes



Median with landscaping



On-street parking with islands.

Asset Management and Optimization

Transportation asset management is a data-driven approach that helps public agencies maintain and improve roads, bridges, and other infrastructure in the most efficient and cost-effective way. It focuses on using good information to guide decisions about when and where to invest in maintenance, upgrades or new construction. The goal is to keep transportation systems in good condition and make the best use of limited funding.

Asset management is widely used by public agencies to improve long-term planning and ensure that investments support defined goals. In addition to tracking costs, it also looks at how well assets perform over time and helps agencies weigh trade-offs (e.g., whether to repair something now or wait). This approach often uses the pavement life cycle model for analysis, as shown in Figure 42.

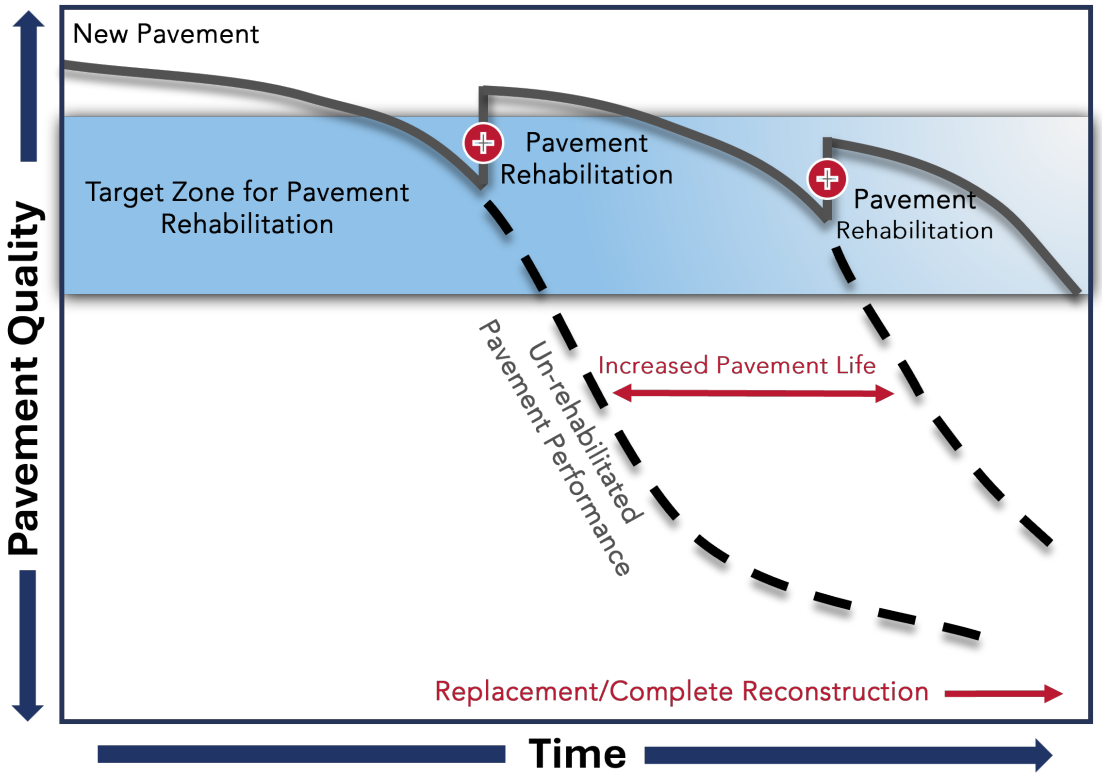


Figure 42. Pavement Life Cycle Timeline



Work from Home Initiatives

The most effective way to manage peak-hour congestion is by reducing peak-period trips. Encouraging working from home or flexible work hours is a key strategy, as it lowers demand on major roadways without requiring public investment.

However, this option mainly benefits a small segment of the workforce, typically white-collar, higher-income jobs—and depends on reliable internet access, making it less feasible in rural or newly developed areas.

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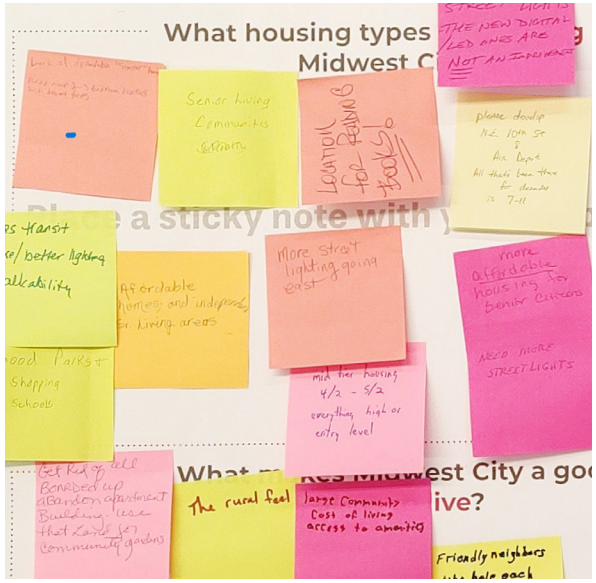
CHAPTER 5

HOUSING ANALYSIS

Introduction

At its basic level, housing is an element of the community's infrastructure. Similar to other types of infrastructure, like drinking water, having an ample supply of quality, affordable housing improves a community's quality of life, economic vitality, and healthy living standards for each household.

This chapter provides an assessment of the existing housing stock in Midwest City. This chapter also discusses opportunities to improve the supply, quality, and affordability of housing in the City that can be focused on to meet current and future needs. Finally, the chapter will consider strategies to improve Midwest City's strong and vibrant neighborhoods.



Leading with Community Input

Many Missing Options

The community sees many gaps in the housing market, with a focus on lifestyle and affordability as important considerations.

What types of homes are LACKING in Midwest City?

"Townhouses, or complexes designed for senior living."

"Mid-range single-family homes."

"Homes to own, not rent."

"Creative, new-urbanist neighborhoods."

"Upscale executive homes."

"Multi-family housing."

Large Lot Living

Midwest City residents enjoy having space to stretch out, and would like to see more large lot housing options within the City.

What types of homes do you want to see in your neighborhood?



Context-Sensitive Solutions

The location of housing typologies should be thoughtfully considered, especially when adding density.

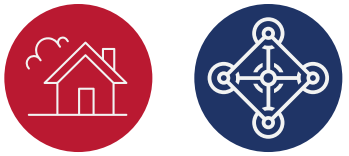
"Rural feel in the east side."

"Keep the smaller town feel."

Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

NH.1 *Empower neighborhoods to take an active role in shaping their future.*



NH.2 *Support a diverse housing market that meets the needs of all residents.*



NH.3 *Offer a range of housing options in type, size, and price.*



NH.4 *Continue to ensure efficient, transparent, and fair development review processes.*



Housing Supply and Stock

Midwest City's housing supply reflects its legacy as a postwar suburb. As detailed in the Community Snapshot, the city remains largely affordable with a mix of owner- and renter-occupied units. However, long-term trends in housing value, tenure, and income point to shifting pressures on housing accessibility.

Where one chooses to live is also an individual need and choice, especially in a regional context like the Oklahoma City Metro. Factors such as employment, quality schools, and community amenities can all impact various elements of housing, including owner vs. rental, type of housing, and quality of housing.

Throughout this chapter, homes and houses are referenced; please note that these are intended to be used interchangeably and represent all types of housing that a Midwest City resident could live in (e.g., single-family detached home, townhomes, apartments for rent, etc.), unless specifically detailed. This chapter is interested in a high-level view of the housing conditions in Midwest City and will usually distinguish homes by being either owner-occupied or rentals.

Average Commute to Work Time

22.6
Midwest City

23.4
Oklahoma City Metro Area

Total Number of Housing Units

27,115
Midwest City

636,809
Oklahoma City Metro Area

Median Year the Householder Moved In

2013
Midwest City

2014
Oklahoma City Metro Area

Persons Per Household

2.4
Midwest City

2.5
Oklahoma City Metro Area





Housing in Midwest City

Current Housing Profiles

Midwest City is generally considered to have smaller, more affordable housing and a much lower percentage of owner-occupied households than the greater Oklahoma City Metro Area. Comparing the median gross rent and median home values for the City and the Oklahoma City Metro Area, housing in Midwest City is considerably more affordable.

Almost 47% of all housing units are rentals, most likely attributed to being adjacent to Tinker Air Force Base and Rose State College.

Housing Type Composition

The vast majority (78.5%) of housing in Midwest City is single-family homes (single-family detached, duplexes, and townhomes). The next largest category of housing (10.8%) is large multi-family dwellings (10+ units). If these housing type percentages are then compared to the breakdown of Midwest City's population by age groups, with the assumption that certain age groups (e.g., young adults) typically live in a particular housing type (e.g., more young adults will live in rental units, especially apartments), the mix of housing types appears to be appropriate.

Figure 43. Housing Categories Chart

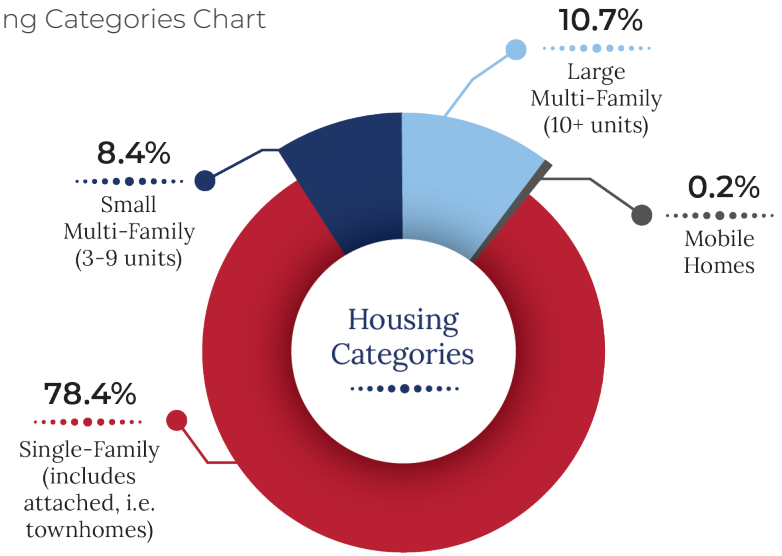
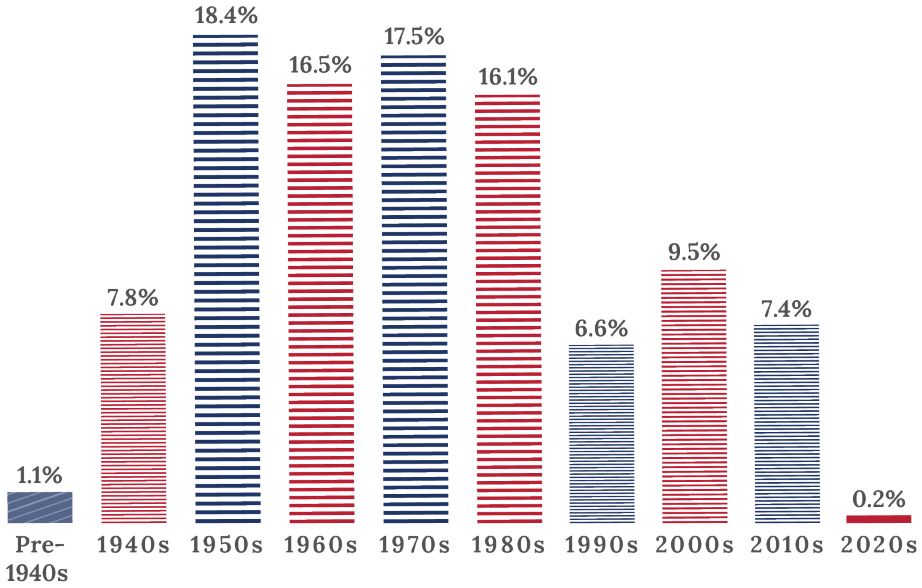


Figure 44. Housing Built by Decade



Age and Development of Housing Stock

Most homes in Midwest City were built between 1950 and 1989 (68%). The highest percentage of homes was built between 1950 and 1959 (18.4%). The median year built of all homes is 1974. Comparing this statistic to the OKC Metro Area, the larger region has a much younger housing stock, with a median year built of 1982.

Older housing stock is not inherently an indicator of neighborhood deficiency. In many cases, Midwest City's older neighborhoods demonstrate stronger connectivity and closer proximity to daily services, making them desirable and relatively complete. However, these same characteristics can also make such areas more susceptible to redevelopment and rising housing costs. In these locations, planning efforts should focus on balancing reinvestment with housing attainability and neighborhood stability rather than solely addressing service gaps. Further discussion about neighborhood completeness can be found on page 122.

In the last five years, Midwest City has added 785 new housing units and demolished 181 homes, for a net total of 604 new homes. Of these new homes, the majority were single-family detached homes (665), followed by 170 duplexes. Ten new multi-family buildings were constructed in this period.

It is estimated that 2,401 housing units were vacant in the City in 2024. According to the 2022 ACS 5-year Estimates, 2,306 housing units were vacant, of which 745 were rental units.

	2020	2021	2022	2023	2024	5-Year Avg
Single-Family	109	140	193	179	34	131
Duplex Units	0	40	59	5	16	24
Multi-Family	0	2	3	4	1	2
Moved in to City	1	0	0	0	22	4.6
Demolished*	26	5	22	15	13	16.2
Net Change in Number of Homes	**84**	**177**	**230**	**173**	**60**	**143.2**



*Deducted from Net Change

Figure 45. Home Construction/Demolition Trends- 5 Years

Identified Gaps in the Housing Market

A consistent sentiment with community members during the engagement process for this plan was that there were limited opportunities for households categorized as “professional” desiring “higher-end” housing. The sentiment focuses on the need for economic development growth due to the desire for Midwest City to recruit corporate offices, doctors and other specialists to SSM, and other higher-paying jobs to the community. Higher-end housing would also be attractive to existing homeowners who are underhoused in the existing Midwest City market and Tinker military professionals currently looking elsewhere. More expensive homes would need to be provided in the housing market to meet this need.

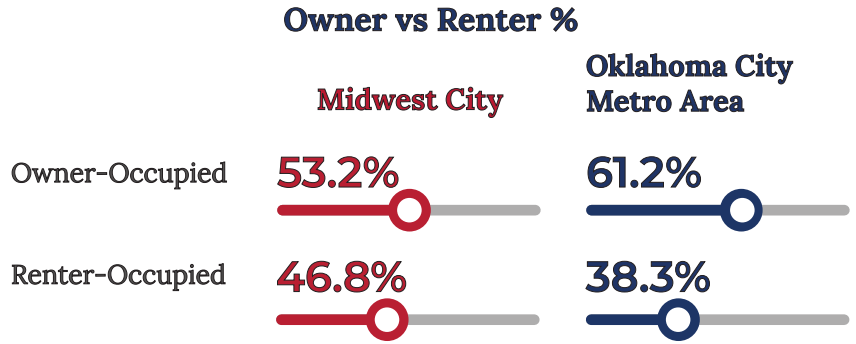


Executive level housing

Housing Gap Analysis

A basic housing gap analysis was conducted to better understand this issue. This macroeconomic tool compares household income distribution (from the 2020 Decennial Census) with housing unit distributions, based on monthly housing costs. The household income distribution was aggregated by applying standard rules of thumb for home expenses and household incomes for “appropriate” housing costs:

- Rentals: ≤ 30% of household income
- Owner-occupied: ≤ 3x household income



It must be stressed that this analysis uses generalized census values, broad assumptions of the housing market, and home purchases or rent. It does not consider household specifics, such as the suitability of households related to home size, family size, or even architectural preferences, nor does it consider particulars like household debt, interest rates, or current vacancy rates.

The gap analysis confirms the comments made during the engagement process of this plan. There is a housing shortage in the upper end of the housing market. The estimated data in Figure 46 shows that approximately 6,250 households making more than $100,000 could afford a home valued more than $300,000 or a rental unit with a monthly rent of more than $1,750. According to the aggregate Census data, only roughly 1,200 homes or rental units are in this price range.

Figure 46. Housing Gap Analysis

	2024 Households by Income Categories		Ownership Potential Home Cost Categories Rule of Thumb: 3X of Household Income			Rental Potential Rental Cost Categories Rule of Thumb: 30% of Household Income				
	Estimates	Percentage	Lower	Upper	Estimated 2024 House holds	Lower	Upper	Estimated 2024 House holds	Estimated Total House holds	Gap Analysis
<$15,000	2,685	10.9%	$-	$45,000	680	$-	$400	667	1,347	SHORTAGE -658
$15,000-24,999	2,437	9.9%	$45,000	$75,000	900	$400	$600	676	1,575	Surplus 38
$25,000-34,999	2,242	9.1%	$75,000	$100,000	1,919	$600	$750	2,113	4,032	Surplus 3,709
$35,000-49,999	3,892	15.8%	$100,000	$150,000	3,397	$750	$1,250	6,442	9,838	Surplus 9,343
$50,000-74,999	4,125	16.7%	$150,000	$225,000	3,510	$1,250	$1,750	993	4,502	Surplus 3,887
$75,000-99,999	3,049	12.3%	$225,000	$300,000	1,976	$1,750	$2,500	168	2,143	Surplus 1,070
$100,000-149,999	3,798	15.4%	$300,000	$450,000	692	$2,500	$3,500	5	696	SHORTAGE -3,102
$150,000+	2,480	10.0%	$450,000+	$-	487	$3,500+	$-	83	569	SHORTAGE -1,911
Total	**24,708**				**13,561**			**11,147**	**24,708**	

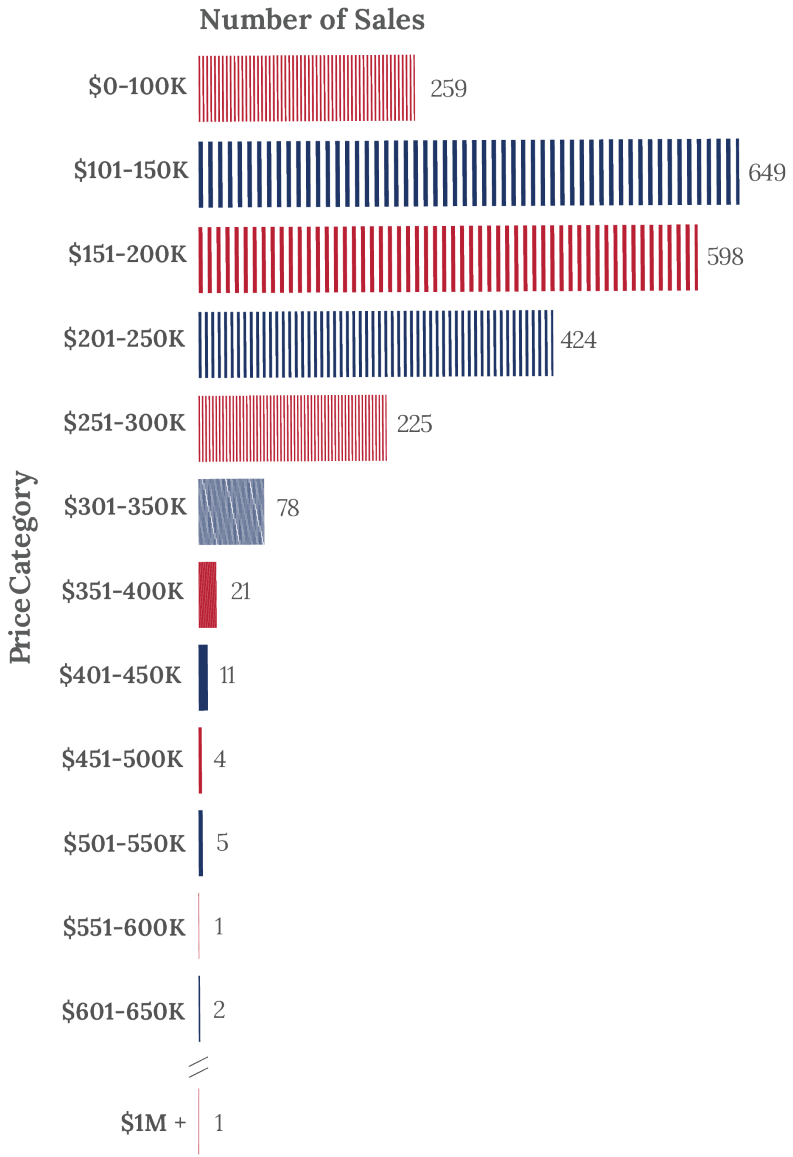
Recent Market Performance

To further research this topic and to provide more recent data, the Oklahoma City Metro Association of Realtors provided MLS residential real estate sale data from January 1, 2022, to May 30, 2025, for Midwest City, which was analyzed using similar aggregated home price categories. Findings include:

- 122 homes priced at $300,000+ were sold during this period.
- These homes represented just 5% of total sales.
- Yet, ~25% of Midwest City households could afford homes in this range.

This unique situation will be discussed further in this chapter's Housing Attainability and Affordability section, as it appears to be a significant issue in the availability of affordable homes in Midwest City.

Figure 47. Housing Sales



Housing Attainability and Affordability

Understanding Affordability Metrics

Housing Affordability Index (HAI)

Because housing affordability and attainability are such vital topics nationwide, several organizations have developed various data analysis tools to understand the housing market and residents' ability to purchase a home in a specific area. Two such tools are Esri's Housing Affordability Index (HAI) model and Percent of Income for Mortgage (POIFM).

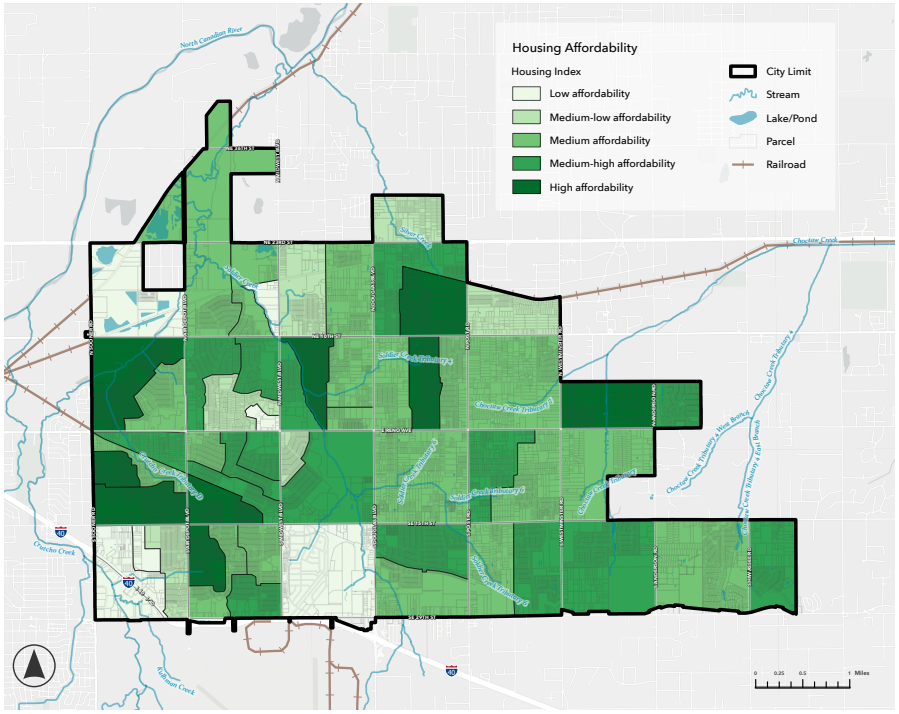
The HAI model combines the national average effective mortgage rate from the Federal Housing Finance Agency with sources reflecting trends in the current housing market to derive a current borrowing rate. A 30-year conventional fixed mortgage is assumed with a down payment of 20% of the home price. Regional property tax rates from the latest American Community Survey are applied, and the model follows the Federal Housing Administration's guidelines for debt service ratios. HAI is evaluated at the median value of household income and the median value of all owned dwellings within an area. HAI does not include payments toward homeowners' insurance or private mortgage insurance.

The index has a base of 100, representing an area where the median income is sufficient to qualify for a loan on a home valued at the median home price and not be cost-burdened. A common measurement is used in which a household is considered cost-burdened if it spends more than 30% of its income on housing-related costs.

An index greater than 100 references areas where homes are affordable. An HAI of less than 100 indicates areas where homes are less affordable and the median income is not high enough to purchase a median valued home.

Map 8 shows the HAI by county, highlighting the spatial distribution of housing affordability. Darker areas represent higher housing affordability, while lighter areas represent lower affordability when indexed to the US average of 124.

Map 8. Midwest City Housing Affordability Index



Source: FNI, ESRI, 2025

As shown in Figure 48, Midwest City has an HAI number of 110. Compared to the United States index of 85, Midwest City is affordable for purchasing a home. However, the City's index value is slightly lower than that of the greater OKC Metro Area and the State of Oklahoma.

Figure 48. Housing Affordability Index

Location	2024 HAI
Midwest City, OK	110
OKC Metro Statistical Area	113
Oklahoma	115
United States	85

Percent of Income for Mortgage (POIFM)

Percent of Income for Mortgage is another key affordability measure. In Midwest City, households spend about 22% of their income on mortgage payments, which aligns with regional averages and is significantly below the national average of 28.2%. This reinforces Midwest City's position as an accessible housing market, especially for moderate-income buyers.

Figure 49. Percent of Income for Mortgage

Location	2024 POIFM
Midwest City, OK	22%
OKC Metro Statistical Area	21.6%
Oklahoma	21.6%
United States	28.2%

Affordability vs. Attainability

While these affordability metrics indicate that homeownership remains financially viable for many residents, they do not capture the full picture of housing attainability. Factors such as rising construction costs, limited new inventory, and credit access continue to make it harder for many households — particularly first-time buyers and low-income families — to enter the market.

The Economic Resiliency chapter expands on how income levels and housing affordability affect consumer spending, workforce retention, and livability across the community.





Housing in Midwest City

Community Challenges in the Housing Market

The City has a healthy supply of housing within the $100,000 to $225,000 range (owner-occupied) and $750 to $1,250 (rental), which covers much of the middle-income market.

Undersupply at the Low and High Ends

Low-Income Housing

As in many cities, the lowest end of the housing market is underserved due to the high cost of construction or renovation and the need for significant subsidies.

High-Income "Executive" Housing

Midwest City also faces a notable shortage of higher-end homes for households earning more than $100,000.

This "executive housing" gap has several effects:

- Trickle-down pressure: Higher-income buyers compete for mid-market homes, inflating prices and reducing availability for those who need them most.
- Lost economic opportunities: A lack of suitable housing may deter professionals, business owners, and medical specialists from locating in the community.

Providing these higher-end homes is complex: incentive dollars for high-income housing may not be politically feasible or financially necessary. Instead, the City's role may be to promote and facilitate, not subsidize, higher-end development.

Surplus in Mid-Range Housing

Another unique challenge is a potential surplus of homes priced between $100,000 and $150,000. These homes may be:

- Too expensive for the lowest-income households
- Too small or outdated for middle- or high-income households

The result may be underutilized or vacant. homes. Although it is difficult to correlate, the 2023 American Community Survey (ACS) data shows a vacancy rate of 9.5%. More than 50% of that vacancy rate is classified as "Other," meaning it does not fit within the other categories for being vacant (Sold, not occupied; For rent; Seasonal/ occasional; etc.), and is most likely a home with a low probability of being occupied or is abandoned.

It should be noted that roughly 42% of homeowners in Midwest City do not have a mortgage (2023 ACS). This could be a factor in the availability of housing throughout the market. Homeowners without a mortgage may be less willing to move up or down in the housing market to avoid a new mortgage with a potential higher interest rate.



Strategic Housing Recommendations

Key Recommendations

Detailed Housing Market Analysis

To confirm and quantify the affordability gaps and market challenges using more refined, real-time data.

Recruit Developers and Builders

Market the need for specific housing types, particularly higher-end and "missing middle" housing, and identify where incentives are appropriate.

Create Housing Rehabilitation and Remodeling Incentives

Expand the Housing and Rehabilitation and Remodeling Incentives. Encourage reinvestment in older or underused properties through the continued and expanded financial tools, especially in areas with surplus housing stock. The community should focus on innovative approaches to address this need.

Recommended Financial and Policy Tools

Land Bank

Acquire and repurpose vacant, tax-delinquent, or abandoned properties for new housing opportunities. These properties are usually the source of neighborhood decline, and the land bank works in various ways to clean and redevelop the site.

Redevelopment Tax Abatement Program

Offer temporary property tax reductions for improvements to aging or underused homes. By lowering the cost of redevelopment, the City can encourage reinvestment in neighborhoods that need a boost. After a few years, the full taxes return, now based on a higher property value. This brings in more long-term revenue while improving community appearance and livability. The use of a tax abatement program should have a narrow focus based on the community's identified needs.

Revolving Loan Fund Program

Provide low-interest loans for redevelopment and recycle repayments into future projects. This program can be ideal for owners who need financing but can't get it from a bank or need gap financing to make the project viable.

Gap Financing

Cover small funding shortfalls to make private redevelopment projects financially viable. This is a smart way to attract private investment without funding the entire project.

Predevelopment Support

Assist with early-stage costs such as architectural designs and permitting for qualifying small-scale projects.

Request for Proposals (RFP) for Underutilized Parcels

In partnership with the Land Bank program, solicit proposals from developers to redevelop strategic vacant or underused lots. These RFPs could be used as a catalyst project to spur redevelopment for

a neighborhood or to address a property that has yet to be redeveloped because of challenging circumstances. This project could be combined with other financial tools or programs. This approach gives the neighborhood and community a say in how key properties are redeveloped.

Community Reinvestment

Provide incentives in areas designated for revitalization, based on need and opportunity. The program supports redevelopment, business investment, and establishing or improving community spaces in these zones.

Oklahoma Neighborhood Initiative Program

Adapt a local version of Oklahoma City's successful Strong Neighborhoods Initiative to improve homes and public amenities. This program could accompany the neighborhood planning effort discussed later in this chapter.

Leverage Federal Programs

Continue to expand using federal funding or technical support to aid redevelopment, especially in distressed areas.

Partner with OHFA

Continue to work with Oklahoma Housing Finance Agency (OHFA) to address affordability and attainability needs. Consider partnering with OHFA on pilot programs targeting rehab, infill, and mixed-income housing. This approach can provide funding and assistance customized to the City's needs, offer unique approaches to using OHFA's tools and programs, and bring notoriety to Midwest City for its innovative approach to solving community challenges.

Philanthropic Partnerships

Seek funding and program support from foundations aligned with community redevelopment goals.

Additional Policy Recommendations

Vacant Property Program

Long-term vacant structures often devolve into property maintenance and building code violations due to absentee ownership's lack of maintenance. As the building and property become unkept, the neighborhood becomes impacted by the structure's unsightliness, hazards, and devaluation of property values.

Implement a system with Code Enforcement to identify properties that are vacant or in need of maintenance with the intention of bringing these properties into compliance. This tool:

- Improves data tracking
- Encourages code compliance
- Reduces neighborhood decline

Zoning Code Updates

Modernize zoning and subdivision regulations to reduce barriers to new housing types and redevelopment. Specific updates may include:

- Allowing "missing middle" housing types by right (e.g., duplexes, fourplexes) in more locations where appropriate
- Create appropriate development standards for "missing middle" housing that protects neighborhood character and ensures housing quality
- Permitting accessory dwelling units (ADUs) broadly
- Reducing minimum lot sizes in historically smaller-lot areas
- Updating site design and parking requirements to improve financial feasibility of redevelopment.

Vibrant Neighborhoods

Neighborhoods are more than just places to live, they are the foundation of a connected, resilient, and inclusive city. Strong neighborhoods build civic pride, enhance safety, support local identity, and provide access to opportunity. For Midwest City, investing in neighborhoods is key to strengthening housing conditions and improving overall livability.

Current Neighborhood Engagement

Neighborhood Initiative Division

Since 1994, Midwest City's Neighborhood Initiative Division has connected City Hall with over 30 active neighborhood associations. These groups — including Homeowners Associations (HOAs) and Neighborhood Watch Associations (NWAs) — play a vital role in fostering communication, identifying needs, and partnering on neighborhood improvements.



Signature Events:

- Association Celebration (June): Celebrates neighborhood groups and builds camaraderie through a catered event and door prizes.
- National Night Out (October): A national event promoting police-community partnerships and public safety.
- Annual Food Drive (November): Collects and distributes food boxes to households in need. In 2024, more than 400 boxes were delivered before Thanksgiving.

These efforts build trust and strengthen the City's relationship with its neighborhoods.

Neighborhood Initiatives Mission Statement:

"Side by side with our Community Action Officers, we seek to identify and solve the needs of individuals and family groups within Midwest City. Our success is realized through community-oriented policing, neighborhood association gatherings, and numerous community outreach and education events each year."



Property Maintenance at the Neighborhood Level

Residents struggle to address property maintenance violations due to limited finances, time, or physical ability. The City provides several programs to assist:

- Restore Midwest City: Connects volunteers with property owners to fix maintenance/code issues. Supplies are also provided to support repairs.
- Operation Paintbrush: Helps qualifying homeowners with exterior painting and minor improvements.
- Green Machine: Provides a trailer equipped with lawn care tools for volunteers helping residents address yard maintenance violations.

These programs maintain neighborhood appearance and prevent decline.

Expanding the Effort

Despite its success, the Neighborhood Initiative may be underutilized. Small additions or changes could result in meaningful growth in the programs.

Community Outreach and Engagement

Sometimes programs like the Neighborhood Initiative can be the City's best-kept secret. The City should explore new ways to advertise, promote, and engage with the community about this neighborhood program and its supporting projects. This can take a multitude of forms, including:

- Social media campaigns
- Success story highlights
- Neighborhood-focused communications

Neighborhood Grant Program

Creating a small grants program would empower residents to implement community-led improvements. Key principles that create ownership should include:

- Resident-led planning
- Inclusive and long-term projects
- Neighborhood-wide impact

Eligible projects could include projects such as beautification projects, clean-up initiatives, or signage.

Springfield, Missouri - Great Neighborhoods Grants

The focus of this program is to create clean, safe, and friendly neighborhoods throughout the City. The grant provides $500 per neighborhood annually and is managed by the City's Planning and Neighborhoods Department. Some examples of projects and programs that the grant has funded include Adopt-A-Stream/Street efforts to keep public, natural spaces clean, landfill vouchers, neighborhood watch training events, street light survey initiatives, welcome baskets or historic tour support.

Volunteerism

The plan's engagement activities revealed a need to recruit volunteers for City programs and projects, and programs and projects organized by local nonprofits. This mobilization of human capital through volunteerism can benefit City programs and projects, but more importantly, directly benefits the overall health and vitality of Midwest City and its neighborhoods. Human capital, as it relates to the community's vitality, is the value of community members' experience and skills that translates to productivity in improving the community. Community volunteerism is a potent activity that can transform organizations, neighborhoods, and a community.

The City of Midwest City already has a volunteer portal to seek volunteers for its animal shelter. This platform could be expanded to include:

- Neighborhood projects
- Nonprofit support roles
- City-led initiatives

Through partnerships with local nonprofit organizations, this could be a vital program to address many community needs. If staffing is limited, a partner nonprofit could help manage a citywide volunteer system.

Serve Tulsa

This program provides a simple registration point and clearing house for volunteers wanting to help and organizations needing support. Tulsa's effort has made it a Top 10 city for community volunteerism. Their straightforward approach is creating a one-stop shop for volunteers and nonprofit organizations to register their time and projects. The two groups are connected through the registration process based on interests/needs, time, and resource/experience availability. The ultimate result is that more good is done throughout the community to address needs.



Neighborhood Night Out

Community Hub

One idea that emerged from the engagement process for this plan was to develop a "community hub" to support nonprofit organizations and the individuals they serve. Although a community hub can take many forms, at its core, it is an inclusive, easily accessible facility with multiple functions that serves as a home base for several nonprofit organizations to collaborate, innovate and deliver the needed social and economic services to the community.

Core features may include:

- Affordable office space for nonprofits
- Meeting and event space
- Shared-use areas: study labs, community kitchens, health and wellness rooms

Community hubs may be:

- Owned by the City or nonprofit consortiums
- Funded by philanthropic contributions or grants
- Co-located with recreation centers or public facilities

It is recommended that the City and the community's nonprofit groups meet to explore this possible community asset. The City should consider taking a leadership role in beginning the conversations and exploring the possibility and feasibility.

Center for Nonprofits - Rogers, Arkansas

The Center for Nonprofits at St. Mary's in Rogers, Arkansas, is an example in the larger region. This hub houses nearly 60 nonprofit agencies providing health, education, and human services to the Rogers community and broader region. Located at a former hospital campus, the Jones Trust and other philanthropic groups support the donated campus. This community hub provides affordable office and meeting space and easy access to services for the community.

Neighborhood Planning

The Future Land Use map and accompanying policies create "redevelopment areas" in community areas that would catalyze redevelopment and bring about important public infrastructure improvements throughout the adjacent neighborhoods. A neighborhood planning framework should be developed to take advantage of this redevelopment opportunity and realize the vision of catalyzing the redevelopment and improvements in surrounding neighborhoods.

By creating a consistent, data-driven, streamlined process that would be standard for all small area plans, the City can quickly provide the groundwork to engage the residents in each neighborhood. Within the framework, the City can bring the neighbors together to identify a vision for the neighborhood and provide recommendations to achieve the area's vision. The framework can also offer a level of examination, detail, and direction on issues that impact each neighborhood. Often, these impacts are different for each neighborhood or too fine-grained for the larger comprehensive planning process to address.

With the data provided by the process, the City can then help neighborhood members identify needs and opportunities that will accompany the plan and the envisioned redevelopment efforts.

Each plan should address:

- Demographics and household composition
- Land use and built form
- Housing conditions and needs
- Local businesses and jobs
- Mobility and transportation access
- Parks, services, and infrastructure

These small-area plans can identify how neighborhoods and redevelopment projects can work together. For example:

- Aligning infrastructure upgrades with redevelopment
- Addressing safety or mobility issues through site design
- Highlighting resident ideas for community amenities

Blueprint Denver (since 2017)

The City of Denver has undertaken this type of planning framework since 2017. This initiative was started as part of their Comprehensive Plan 2040 and Blueprint Denver, a citywide land use and transportation plan. The City of nearly 720,000 people has completed roughly one neighborhood plan every 18 months since it started. Approximately 30% of the City has been addressed by an adopted plan.





Complete Neighborhoods

Daily Community Framework

Since its inception, Midwest City has developed as primarily single-family residential neighborhoods anchored by strip style retail and commercial centers. While there are several existing centers, there is a desire to strengthen or reimagine some of these locations to better serve community needs.

The Daily Community Framework attempts to answer these needs with proximity and diversity to provide residents access to eight basic needs in a walkable or bikeable distance:

- School and Education
- Healthcare
- Parks and Open Spaces
- Places to Assemble
- Places to Work
- Shopping
- Civic Spaces
- Places to Stay Active

This framework recognizes and makes space for the diverse range of needs for all stages of life.

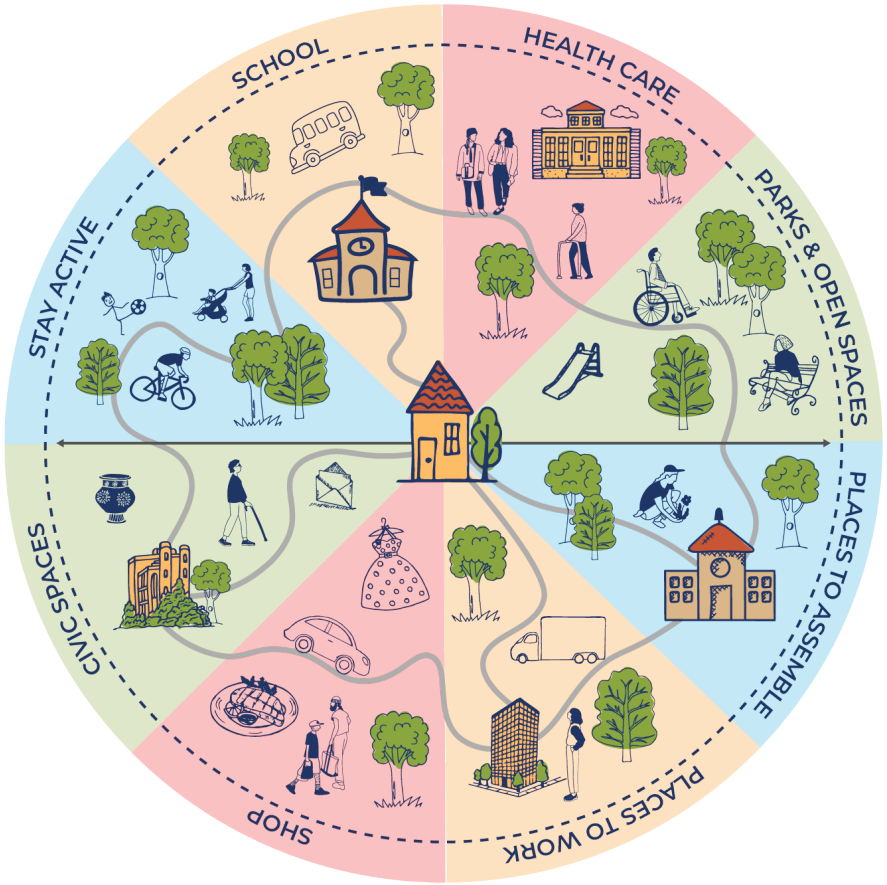


Figure 50. The Daily Community

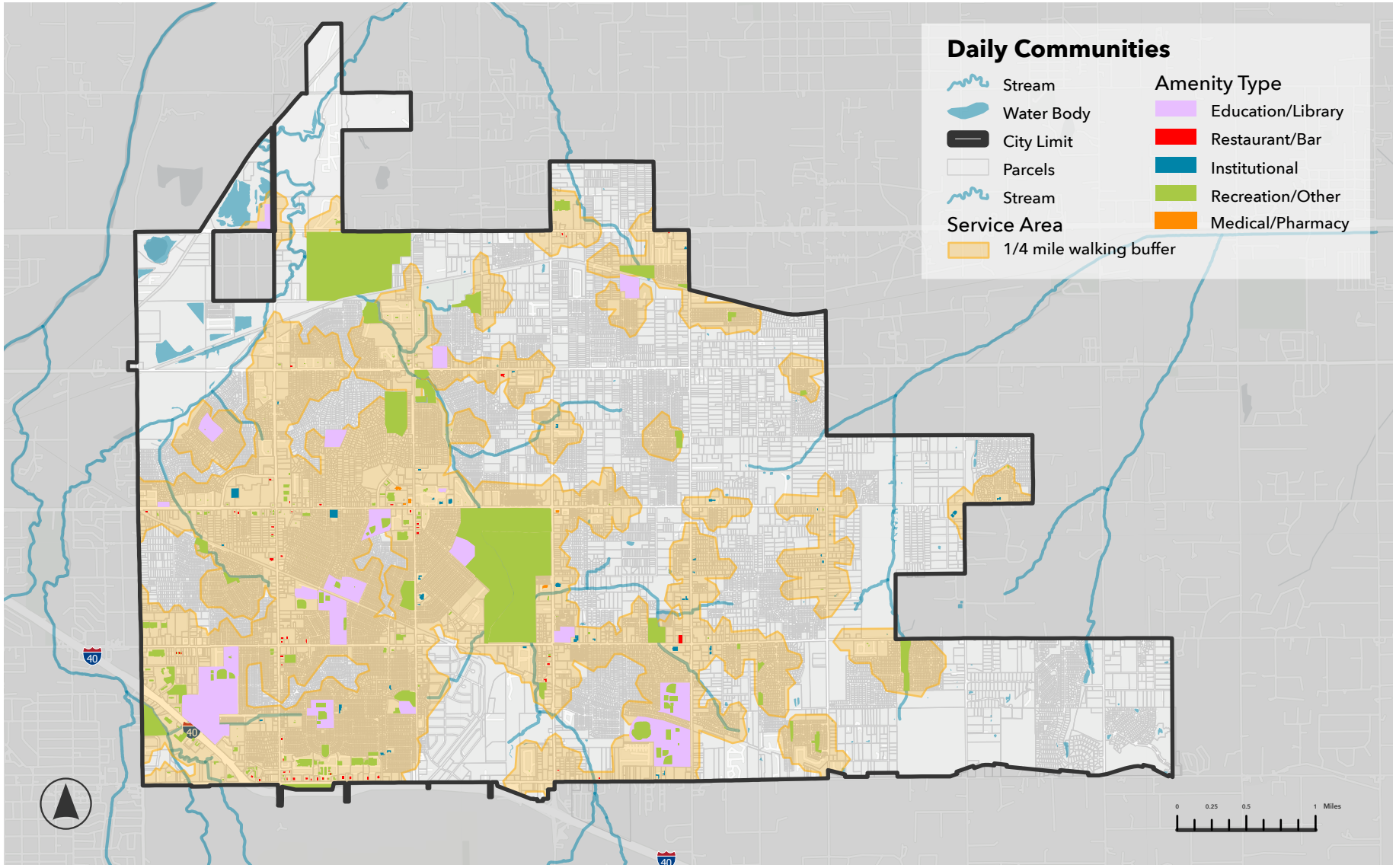
What makes a complete neighborhood?

A complete neighborhood would be defined as a neighborhood that contains one or more options within each of the basic needs associated with the Daily Community. This means that, within a quarter-mile of most residences in a neighborhood, residents should have to option to live, work, study, and play within that distance.

In contrast, incomplete neighborhoods may have one or more unmet basic needs within a quarter-mile of their residences. Does this mean that the neighborhood isn't a good place to live? Not necessarily. The Daily Community Framework is a foundation to build upon and ensure the needs of all residents are met. If a neighborhood has quick access to a college and not an elementary school, this doesn't mean it will feel incomplete. However, if residents regularly have to travel for grocery stores, clinic visits, museums, post offices, and worship, many of their daily needs are not being met by the Daily Community. In this case, it may be necessary to focus efforts on providing a more diverse range of goods and services in the area.

Midwest City's Daily Communities

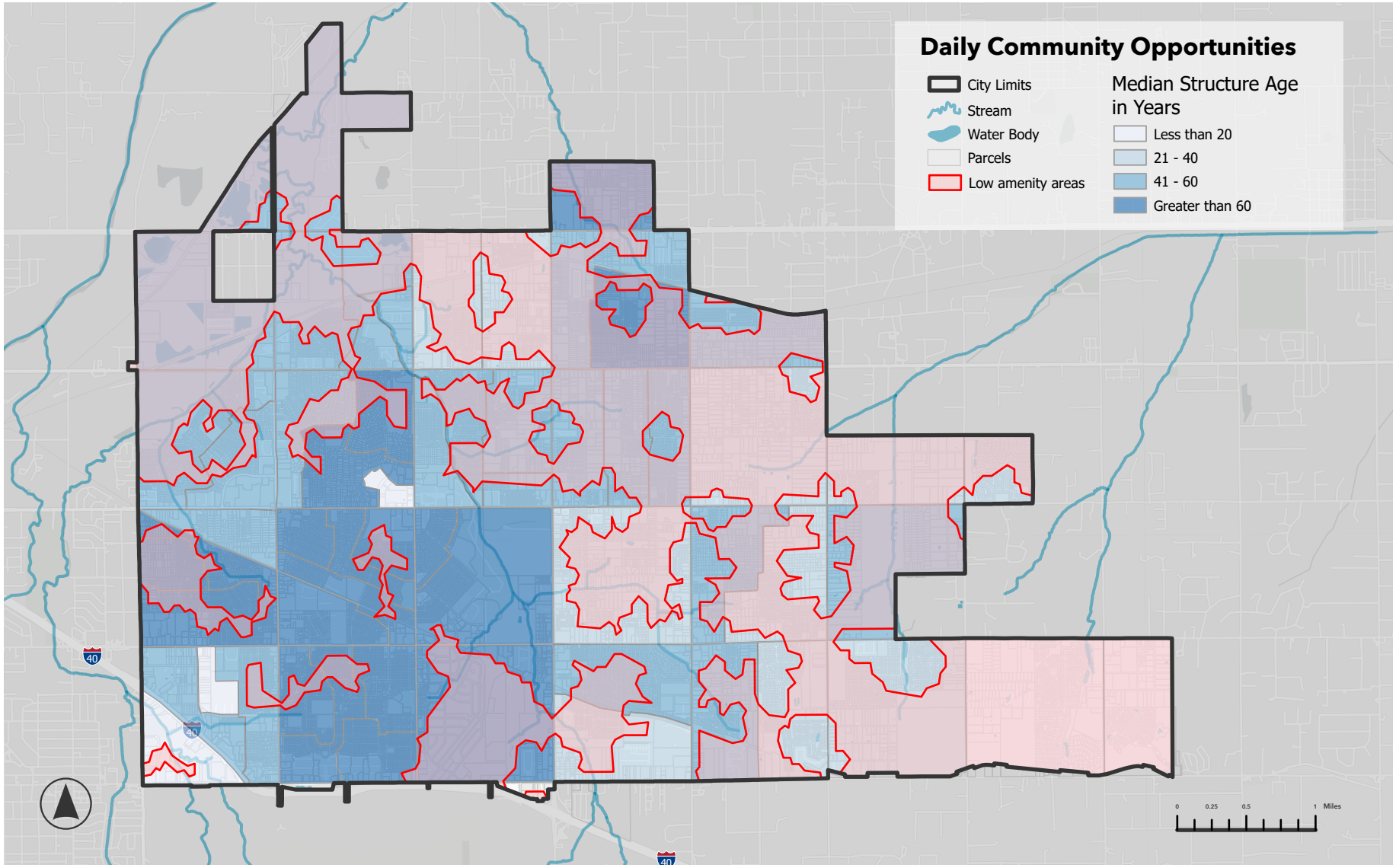
This map represents locations providing access to grocery stores, libraries, schools, and other daily needs within the Daily Community Framework.



Map 9. Midwest City Complete Neighborhoods

Midwest City's Daily Community Opportunities

Some locations within Midwest City have a higher number of unmet daily needs than other locations. These areas should be seen as opportunities for expanding daily services, especially near areas that have higher potential for development or redevelopment.

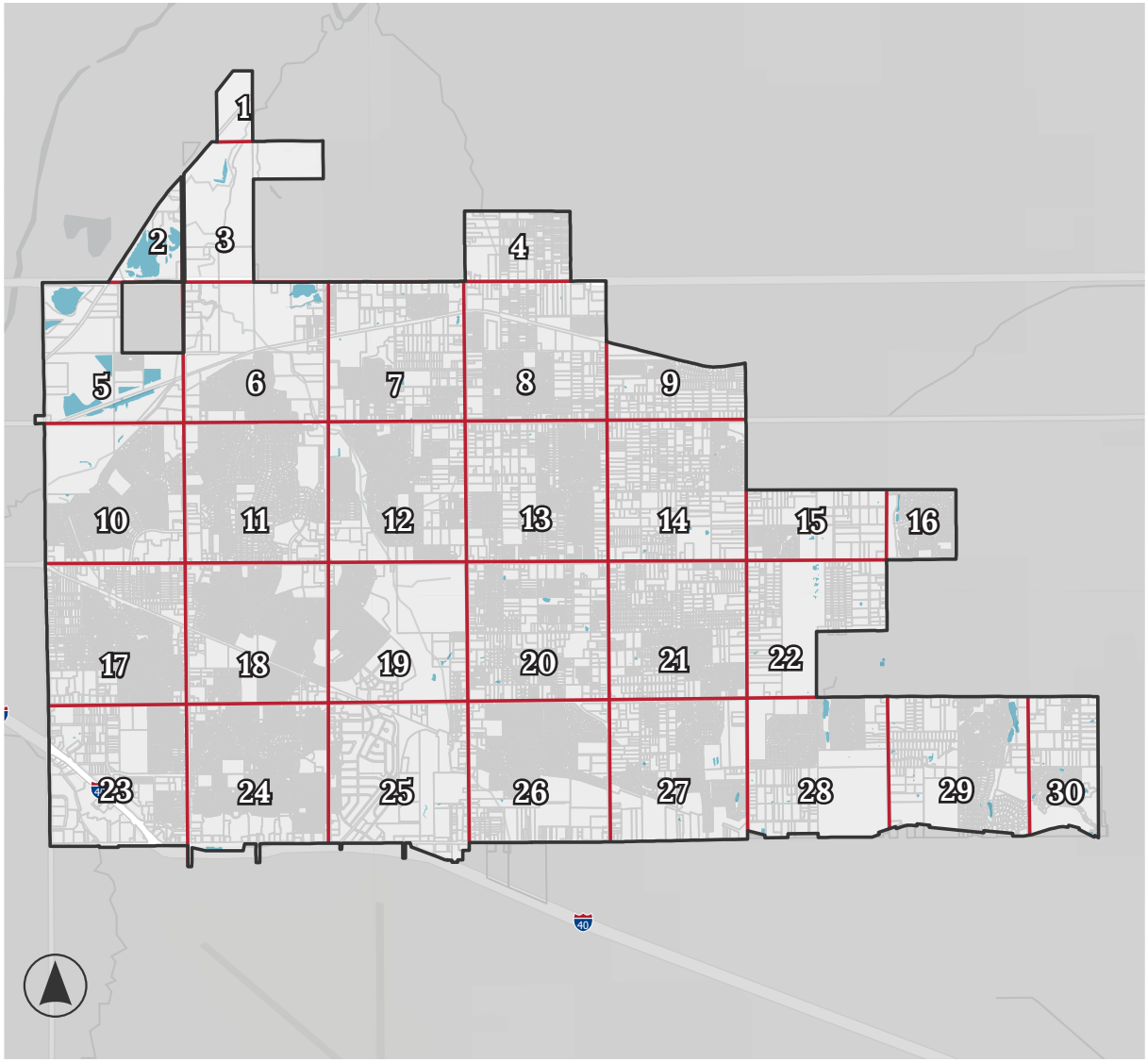


Map 10. Midwest City Daily Community Opportunities

Prioritizing Opportunities

Neighborhood planning priorities are based primarily on completeness, defined as walkable access to a range of daily needs—such as grocery stores, schools, parks, healthcare, and neighborhood-serving retail—without heavy reliance on an automobile. Mile sections were evaluated using a combination of ¼-mile walking access to daily services and the extent of low-amenity areas. Mile sections with limited walking access and larger concentrations of unmet daily needs are identified as the City's least complete neighborhoods. This assessment shows that several newer, more peripheral residential areas exhibit the greatest completeness gaps, reflecting development patterns with few embedded neighborhood-scale services and higher auto dependence.

In contrast, many older, more centrally located neighborhoods demonstrate stronger connectivity and closer proximity to daily services, even where amenities are unevenly distributed. While these areas may experience redevelopment pressure or localized gaps in access, they are generally more complete than service-poor peripheral neighborhoods. In such locations, planning priorities may focus less on basic service provision and more on managing reinvestment, supporting housing attainability, and maintaining neighborhood stability.



Map 11. Midwest City, by mile section

Figure 51 summarizes the mile sections identified as having the greatest gaps in neighborhood completeness. These areas were selected based on a combination of limited walkable access to daily needs and the presence of low-amenity areas, and are intended to help inform the prioritization and sequencing of future neighborhood planning efforts.

Mile Section	Location	Unmet Needs
29	S Anderson Rd to S Hiwassee Rd and SE 15th to SE 29th	Very limited ¼-mile walking access to daily services; extensive low-amenity areas; high auto dependence
30	S Hiwassee Rd to end of City limits and SE 15th to SE 29th	Almost entirely outside walking buffers; minimal neighborhood-serving services; strong need for future service nodes
28	S Westminster Rd to S Anderson and SE 15th to SE 29th	Sparse daily services within walking distance; auto-oriented development pattern
24	S Air Depot Blvd to S Midwest Blvd and SE 15th to SE 29th	Limited walkable access to daily needs; few embedded neighborhood-scale services
25	S Midwest Blvd to S Douglas and SE 15th to SE 29th	Poor walking access to daily needs; low-amenity areas not offset by adjacency
15	S Westminster Rd to S Anderson and NE 10th to E Reno Ave	Low concentration of daily services within walking distance; residential areas without nearby neighborhood centers
6	S Air Depot Blvd to S Midwest Blvd and Hwy 62 to NE 10th	Services present but poorly distributed; gaps in walkable access to a complete mix of daily needs
14	S Post Rd to S Westminster Rd and NE 10th to E Reno Ave	Localized low-amenity areas and uneven walkable access, though proximity to services moderates overall completeness
26	S Douglas Blvd to S Post Rd and SE 15th to SE 29th	Large interior areas fall outside walking access to daily services; corridor-adjacent amenities do not provide consistent access across the mile section.
27	S Post Rd to S Westminster Rd and SE 15th to SE 29th	Walkable access to daily services is uneven; while some amenities are present, interior residential areas lack access to a complete mix of daily needs.

Figure 51. Prioritized Mile Sections

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CHAPTER 6

COMMUNITY CHARACTER AND URBAN DESIGN

Introduction

A community's character leaves an impression on residents and visitors through the development and maintenance of distinctive and attractive image-making. The City's identity is created by its residents and workers, and the values and needs of the community in turn influence the physical and built environment. The character of the public realm can also serve as a physical reflection of the community's values to visitors and instill pride among residents, increasing community stewardship. Character is also heavily impacted by historic assets within the City. By implementing a variety of methods to help maintain and enhance community character and identity, Midwest City can set itself apart from other communities.

Though broad in meaning, 'character' in the built environment refers to design strategies that help the City leave a positive impression on residents and visitors. Design recommendations and guidelines to help achieve community character include, but are not limited to:

- Street Design and Pedestrian Enhancements
- Gateways
- Community Image
- Screening and Buffering
- Placemaking, with Districts and Nodes

Leading with Community Input

Make Midwest City Iconic

Attract residents, visitors and businesses from everywhere. The City should set the standard.

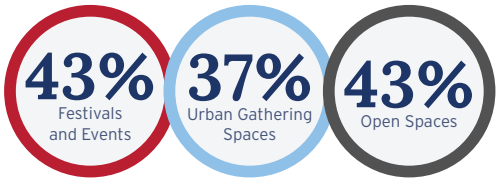
"We started out as America's Model City so let's do things to make it stand out." – Open House Attendee

"Midwest City is a diverse community with a high quality of life and a diverse array of economic opportunity for all its citizens."
- Online Respondent

Focus on Community

The built environment should support community events and features in a way that cultivates living, working, staying and playing.

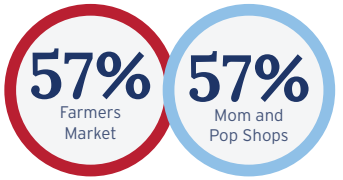
What community elements would you like to see?



Support Local Businesses

The local economy is essential to Midwest City's success. Attention should be paid to cultivating and supporting locally owned businesses.

What kinds of businesses and entertainment does Midwest City need?

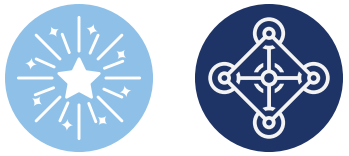


Note: Answers add to more than 100% as multiple selections were allowed in survey responses.

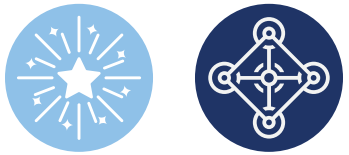
Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

CC.1 *Provide quality recreational opportunities that enhance community life and attract visitors.*



CC.2 *Promote a unified community identity that reflects Midwest City's strengths.*



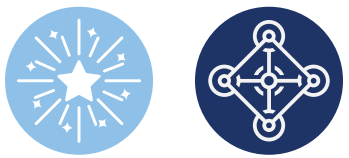
CC.3 *Create welcoming and attractive gateways into the City.*



CC.4 *Maintain community standards through fair and effective code enforcement.*



CC.5 *Support local businesses through design and placemaking.*



Community Branding and Urban Design

A strong community image that reflects the values of the community can be expressed through the elements in the public realm. Aside from letting visitors know when they've entered the City, branding and identity can create enjoyable experiences, leave a long-lasting positive impression in visitors' memory and promote community cohesion by demonstrating the pride and stewardship the City holds for its public places. Branding should be unique and identifiable to Midwest City.

Branding can include elements such as consistent use of distinctive materials or colors, a cohesive signage program, and a series of special distinctive places around the area. Downtowns or Main Streets are generally the first place to start with community branding, setting the tone for the rest of the community.

Quality of Life and Neighborhood Stability

As neighborhoods undergo constant change, it is easy for housing to become fixed in a vicious or virtuous cycle. The vicious cycle involves declining neighborhoods; resulting in a diminished quality of life, residents and businesses deserting, a shrinking tax base, disinvestment, and a stagnant community that further exacerbates the decline in quality of life - a downward spiral that may commence at any point and persist unless interrupted. Conversely, thriving neighborhoods are associated with a virtuous cycle which has more favorable results of improved quality of life, investment and reinvestment from residents and businesses, increased tax base, and increased public investment, which then enhances quality of life further, and the cycle spirals upward.

It is important to note that unchecked growth is not the ultimate objective, as it introduces its own set of challenges such as sprawl, displacement, congestion and increased strain on city resources. These are complex issues that take coordination from multiple city departments to address and plan for as they begin to promote and see the benefits of the urban growth cycle.

The optimal outcome is a balanced, sustainable growth cycle that benefits both existing and new residents and businesses. The City should identify neighborhoods that are at risk of becoming stuck in a vicious cycle and direct resources to prevent that cycle from taking hold, and doing so in partnership with the residents.





Midwest City's Existing Assets

Midwest City was the first planned city in Oklahoma. It was branded as the City of Tomorrow and later, America's Model City. Cultural elements of this rich history are woven into public spaces through place names, public art and architecture.

Though Tinker Air Force Base is the reason Midwest City exists, it sits just outside of city limits. Street names such as Air Depot Boulevard, Jet Drive, Lockheed and Boeing contribute to a sense of place where you keep your eyes on the sky. Streets in the Original Mile neighborhood were modeled after an airplane fuselage and at any given time, an Air Force plane may interrupt a conversation as it prepares to land.

Midwest City is home to innovative Rose State College. It is leading the State in Cybersecurity, has a world-class Performing Arts Center and has recently built student housing for a richer on-campus experience. The Reed Conference Center/Delta Hotel complex hosts regional conferences, weddings and events and is within walking distance of the college

The Midwest City Parks and the Spirit Trails Network provide valuable recreation resources, including the rugged SCIP Recreation Trails, which attracts mountain bikers from all over the metro and beyond. The Spirit Trails Network travels through popular Joe B. Barnes Regional Park where seasonal festivals such as Tribute to Liberty fireworks and drive-through Holiday Lights at Christmas provide the community with cherished traditions.

The City has two wonderful golf courses, a newly refurbished community pool, pickle ball courts, a skate park and is currently building a frisbee golf course at Mid-America Park: its newest park. A 2018 bond issue made several park upgrades possible including the MAC which is a multi-athletic complex for softball and baseball and is gaining a reputation as a regional favorite for soccer tournaments.

The Town Center, a regional shopping center with a good variety of popular stores is adorned with a crown jewel called W.P. Atkinson Park. It is a special place for the community to come together for live entertainment and fun events such as Mid-America Street Fest and Covered in Color Chalk Festival. A large hanger-like structure arches over Mid-America Boulevard providing a unique focal point at the entrance of the Original Mile neighborhood which once was the entire City limits in one square mile.

There are many opportunities to better showcase these and other assets as well.

Page 134 displays a myriad of existing assets within Midwest City.

Distinguishing Midwest City's Character

The impact of historic assets within the City is paramount in shaping Midwest City's character. By employing various methods to preserve and enhance this character, Midwest City can distinguish itself from other communities.

Tools

To facilitate this character, the City may consider employing various tools, such as:

- Zoning Overlays
- Conservation Districts
- Direct Subsidies or Grants
- Preservation Easements

By leveraging these tools and fostering a collective commitment to preservation, Midwest City can uphold its unique character and historic legacy, ensuring a vibrant and distinctive identity for generations to come.

Existing Urban Design Elements in Midwest City













Enhancing Midwest City's Character

The City's existing assets represent the City's character and values. They can serve as a foundation for enhancing the City's character and further deepening experience for residents and visitors alike. This section of the chapter looks at specific urban design elements that should be utilized by the City.

Gateways

Gateways are features, landmarks or other streetscape elements that help to initiate an identity, orient visitors to an area and signify entrance to the City. The design of these gateways, or entry points, into Midwest City should be guided by several factors. One consideration is the number of people using a particular entry point. Design of entry features should also take into consideration the setting in which each feature will be placed. Although an entry feature might ideally be placed at the true City limits, the design of the feature might conflict either visually or aesthetically with an adjacent retail use at the intersection. In such a situation, it may be more desirable to locate the entry feature further into the City to provide a better setting and better visibility. The traffic speed at which an entry feature is viewed must also be considered, and the size, boldness and scale of the feature should be designed accordingly.

Two distinct classes of gateway entries should be implemented to include regional gateways and local entry gateways.

Regional Gateways

Large in scale and typically situated near regional highway systems. Most likely to be experienced from a vehicle, regional gateways are designed to be effective for drivers and passengers. Gateways may include elements such as signage, landscaping, lighting, art, earth forms, or a combination thereof. Regional gateways could be considered along Interstate 40.

Local gateways

Located at secondary points into the City and are intended to create identity at the street level, these are experienced mostly by pedestrians but should also be recognizable by those in a vehicle. Local gateways could be considered along Air Depot Blvd., Midwest Blvd., Douglas Blvd. and Reno Avenue.

Both regional and local gateway features should be designed with a unified theme to enhance continuity and link elements together, creating a recognizable community identity. Additionally, gateways are an opportunity to incorporate beautification elements, such as enhanced landscaping and public art.





Wayfinding

Wayfinding signage helps motorists, cyclists, and pedestrians better navigate the City. There should be various versions of wayfinding signage that adjust in scale and content as applicable to the different users, whether they be in a car, on a bicycle, or on foot. For example, drivers may need simple signage to quickly point them to parking locations, while pedestrians may want more detailed signage pointing them towards local attractions.

Gateways and wayfinding signage should be a part of a cohesive package of signage that is coordinated with the City's logo and other branding and identity elements.



Signage

Signage is an important element of the public realm, both functionally and aesthetically. Sign families should be created that use an organized and consistent set of design elements and materials, creating a cohesive and memorable experience. Sign families consist of coordinated sets of signage, including:

- Gateways & Wayfinding
- Branding Elements
- Building Signage
- Regulatory Signage

Signage is also important to effectively advertise businesses and promote economic development; however, too many sign structures may result in a cluttered and undesirable appearance along a city's corridors. The City should consider reviewing its sign standards to encourage or require monument or pylon signs, and provide incentives (e.g., increased sign area) for shared multi-tenant signs or existing signage upgrades.

The City is currently leveraging software tools to inventory existing signage with the aim of reducing sign clutter.







Street Design & Pedestrian Enhancements

For decades, the design of city streets has centered around the automobile. Streets are an integral part of the public realm and often make up a large portion of public lands. As such, they should be designed to accommodate a range of users, including pedestrians, cyclists and cars.

Sidewalks

Sidewalks play a vital role in communities. They facilitate pedestrian safety, movement and access, promoting overall community connectivity and welfare. Safe, accessible and well-maintained sidewalks are a fundamental and necessary investment for cities, which have been found to enhance public health and maximize social capital. In residential settings sidewalks should ideally be 5 to 7 feet wide, and 8 to 12 feet wide in commercial settings. New developments should be required to install sidewalks along their frontages and a plan to fill in sidewalk gaps throughout the City should be developed.

The context of the area and the adjoining street type should determine the appropriate sidewalk width. It is critical that sidewalks provide enough width to accommodate the expected amount of pedestrian traffic.

Additionally, shared-use paths may be a great option for smaller communities that do not need separate infrastructure for pedestrians and cyclists. These should be 8 to 16 feet wide to promote safety when mixing modes.





Lane Width

The width allocated to lanes for motorists, bikes and parked cars is a crucial aspect of street design. Lane widths should be considered within the overall assemblage of the street. Narrower streets are typically recommended in new developments and mixed use hubs to reduce vehicle speed and create a more comfortable experience for pedestrians and cyclists.

Curb Extensions

Curb extensions are a traffic calming measure primarily used to narrow roadways at crosswalks and extend the sidewalk for pedestrians crossing the street. Shortening the crossing distance improves pedestrian safety and visibility. Curb extensions may

also be implemented to help allocate more space for street furniture, landscaping or street trees in areas with narrow rights-of-way.

Streetscapes

Streetscapes are the combination of paving materials, trees, landscaping, lighting and street furniture placed within the sidewalk or pedestrian zone, the area between the back of curb to the property line. Streetscapes help define a community's aesthetic quality and identity as well as provide amenities that can make the experience of walking through an area more enjoyable. The more enjoyable a place is for pedestrians, the longer they tend to stay, the more connections they make and more businesses they frequent.

Streetscape amenities should be determined by the context of the area and the adjoining street type. For example, on a high-traffic vehicular corridor, streetscapes may be mostly aesthetic and maintenance would be a primary concern, whereas in downtown or a mixed use hub, pedestrian experience, comfort and safety may be the primary goals of the streetscape.

Streetscapes can be impactful without being costly, as their scale and design can be tailored to available resources.

Street Trees

Providing shade is one of the most important streetscape elements. A non-shaded sidewalk can be rendered nearly unusable certain times of the year. Even along primarily vehicular corridors, shade can help reduce the ambient heat caused by paved surfaces. Ideally, shade is provided by street trees of shade-tree species that are adapted to the climate and context or setting.



Providing adequate soil volume is an important factor in determining the fate of street trees and ensuring they grow large enough to provide shade. Today's best practices suggest 1,000 cubic feet of soil volume is necessary to support a thriving street tree in an urban environment. Soil volume can be provided in planting areas, tree well/pits, or underneath walking surfaces with the use of suspended pavers. Root barriers should be utilized as needed to ensure tree roots are contained and do not damage adjacent infrastructure.

Though sometimes controversial, street trees offer significant benefits and warrant









collaborative implementation efforts. It may be worthwhile to convene a Right-of-Way (ROW) Task Force, even temporarily, to work through issues like this.

Lighting

Lighting can serve a variety of purposes. Roadway lighting is intended to serve drivers and standards or requirements are generally mandated by applicable transportation jurisdictions. In some instances, roadway lighting casts enough light onto adjacent sidewalks to also serve as pedestrian lighting, or a “dual arm” fixture can be used that has a smaller fixture on the side of a pole facing a sidewalk. Pedestrian scaled lighting, such as lampposts or bollards, provides safety for pedestrians and should be installed along sidewalks, trails or at crossings as necessary for safety and comfort. Decorative lighting, such as landscape, building or festoon lighting can add character and interest to an area without much cost. For both aesthetic and environmental purposes, over-lighting an area should be prevented through thoughtfully, appropriately, and safely applied lighting.

Furnishings

Appropriate furnishings along a streetscape, such as seating and waste receptacles, are highly dependent on the context. The types of amenities provided for a pathway that may be primarily used for recreation will vary from those provided near a transit stop. Like lighting, the application of furnishings to a public space should be done thoughtfully. Considerations include the types of users, what they will be doing and their needs, comfort, and safety. The types and location of furnishings should be dependent on these considerations. For example, along a recreational path a water bottle refill station might make sense, whereas near a transit stop shaded seating might be most appropriate.

Screening

Screening and buffering are essential elements that protect the environment and enhance the overall aesthetic qualities of the area. Certain elements of the public realm that are necessary for the place to function but do not necessarily make for pleasant experience. This includes utility boxes, dumpsters, outdoor storage, etc. To the extent possible these elements should not be placed along a primary street frontage and should be screened using a decorative fence or landscape. Screens and buffers can enhance neighborhood character through thoughtful landscaping that integrates existing vegetation and topography.

These tools can also mitigate the visual impact of parking lots and similar activities from street rights-of-way and adjacent properties, enhancing the pedestrian experience. Careful consideration of minimum standards for the design, installation, and maintenance of landscaping, screening, and buffer areas between uses may apply to all uses, lots, and sites.

Activation

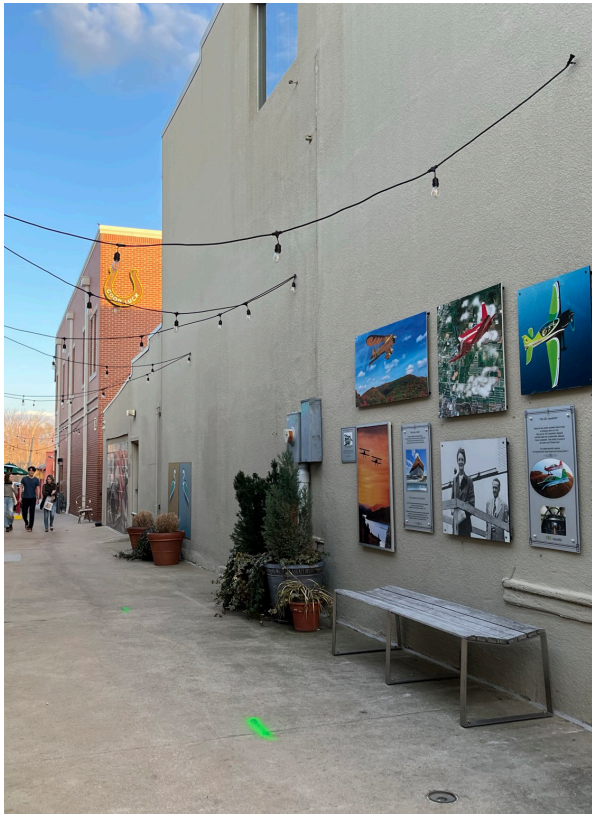
Even the best-designed spaces can fail without regular use and community connection. Planning for physical elements, contexts, and programming that encourage people to come to and stay in a public space is known as activation. Along activated streets, an emphasis should be placed on people-focused or pedestrian scale design. Allowing businesses to spill out into the ROW via sidewalk sales or outdoor dining areas, public art, tactical urbanism installations, and treatment of the building facades are all elements of activation. This is most applicable in downtown and mixed use hubs.

Public Art

Public art installations serve to provide a sense of place and interest for people moving around and through an area. Similar to furnishing, the type and location of art should be thoughtfully placed, as issues may arise if improperly placed, such as sculptures in the right-of-way blocking accessible paths. Murals in pedestrian-friendly areas, sculptures at key intersections or in parks and squares and window and façade designs all add to the sense of activation within an area.











Building Form and Site Design

The creation of good public spaces does not end at the boundary of the public ROW. The form of the surrounding buildings and the context they create for the public realm have an immense impact on the character of the space and its success in a community. Building form should also respond to the type of street environment and configuration that exists or is to be created over time. Street design and building form go together and must be aligned to create a harmonious and vibrant public realm.

Massing, Height & Scale

The height, massing and scale of a building should be reasonably proportional to surrounding buildings and the streetscape so that they do not overpower the public realm. Buildings must be designed and sculpted to create a comfortable experience, especially in highly pedestrianized environments. The height, massing and scale of buildings need to be balanced with the size of surrounding or adjacent ROWs and open spaces. Buildings and the elements that contribute to their facades should have a proportion and scale that are welcoming for pedestrians. Considerations in massing include, but are not limited to, creating a sense of enclosure or openness, sunlight and shadows, reinforcing views, and wind patterns.

Building Placement

For mixed use, retail, and commercial buildings in pedestrianized areas, the building should be located at or near the primary frontage property line, to reinforce the streetscape and create a quality pedestrian experience.

For residential uses, the building placement will depend on the type of residential building being proposed and the desired character of the neighborhood. Townhomes and multi-family buildings should be located at or near the property line to ensure the proper proportions are created for the public realm. Single-family dwellings should be set back 8 to 15 feet from the property line, close enough to engage the sidewalk but providing some buffer for the home. In existing neighborhoods, the current form may be preserved. The setback ensures there is growing space for trees and front entrance features, such as porches. Placing buildings closer to the street strengthens the streetscape, enhances walkability, and fosters social interaction. Additionally, front setbacks are generally the least utilized portion of a home's yard, so it is a more efficient use of the lot to put that additional space in the back yard.

Building Facade

In conjunction with building massing, scale and placement, the building facade can be adorned with features that are inviting and contribute to the experience and scale of the buildings. Long monotonous walls without windows or entrance features should be avoided. To ensure a quality public realm, entrances to the ground floor units, whether commercial or residential, should front the street. Building facades should feature architectural elements along the street such as main entrance features, balconies, porches, patios, awnings and light fixtures. Multi-family, townhomes and single-family dwellings should connect entry features to public sidewalks.

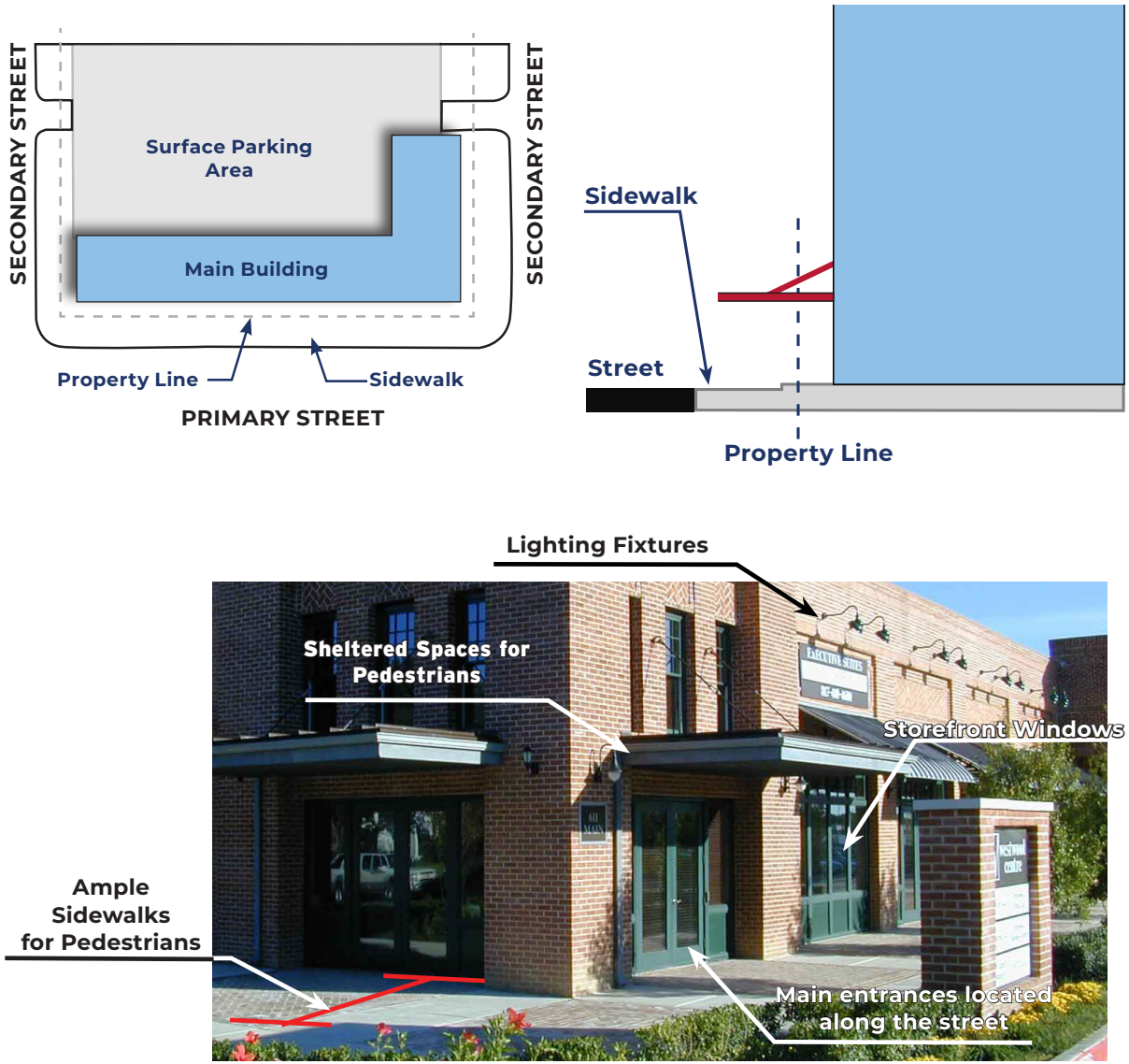


Figure 52. Strategies to address urban design using building form.

Development Patterns

As discussed in Chapter 3, the Land Use Map presented demonstrates a series of nodes, corridors, and supporting land uses. Each item represents one part of the development pattern:

- **Nodes** are central areas of commercial or mixed use development that generally happen at major intersections.
- **Corridors** are linear commercial or mixed use development that happen along roadways and connect the nodes.
- **Supporting Areas** are the neighborhoods and general development in between and around nodes and corridors, and make up the bulk of the City's development.

Understanding how nodes, corridors, and supporting development play a key part in the overall development pattern allows the City to plan for future development. Specifically, additional planning efforts in Special Planning Areas, mixed-use areas and strategic nodes throughout the City can lead to the creation of overlays, districts, and other tools to align future development with the community's vision.

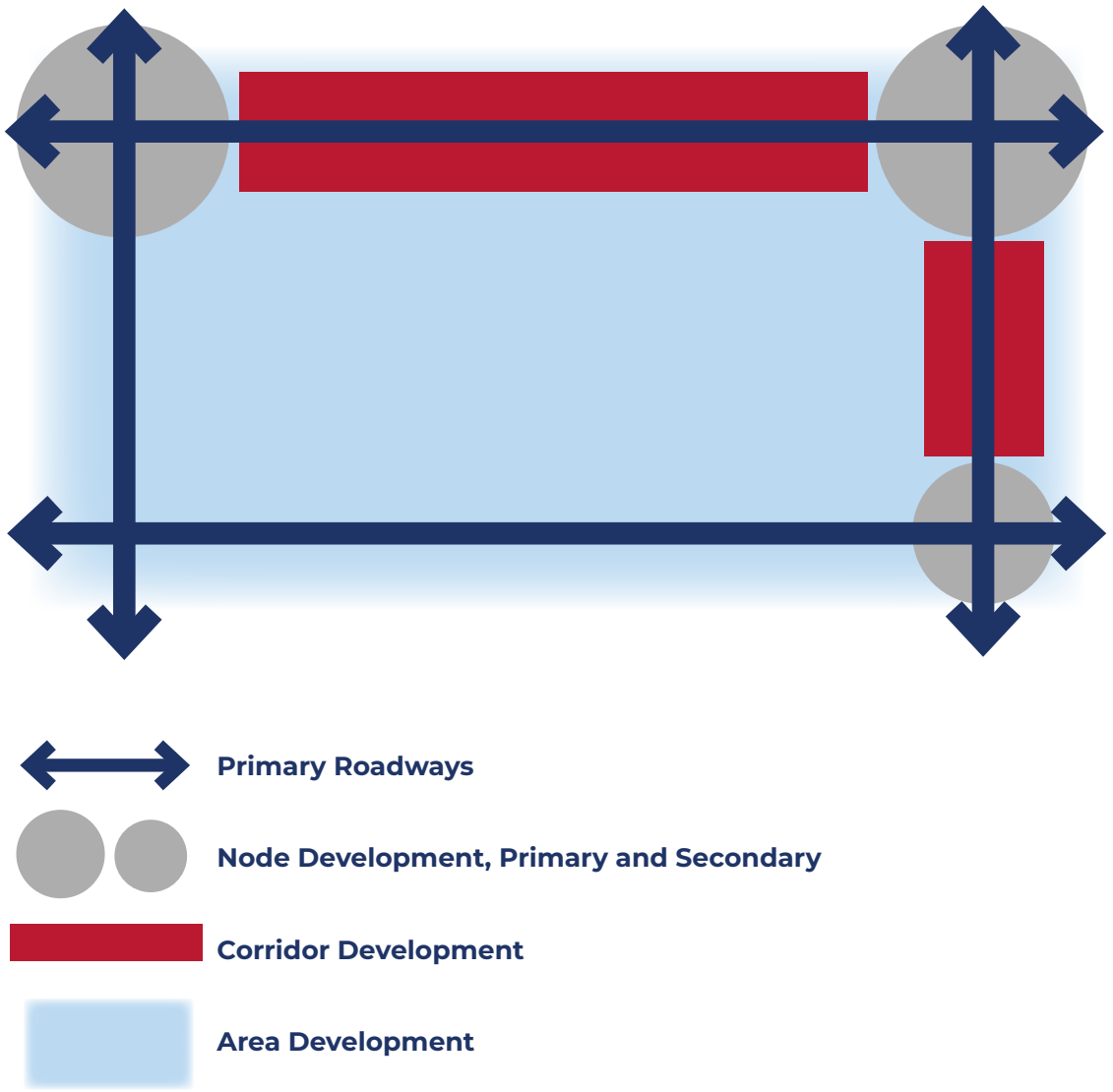


Figure 53. Spatial organization of typical land use development patterns.

Districts and Nodes

The future land use map identifies many existing and new Mixed Use and Commercial nodes within Midwest City. These areas present unique opportunities for development that can benefit the City economically and socially. The purpose of introducing these areas as part of the future land use map is to ensure specialized development efforts in these areas can spur change. The Districts and Nodes may utilize zoning overlays to focus efforts and create a sense of place for each area. The City may consider special standards, processes, and expectations for implementation.

Possible Districts and Nodes include the mixed use development at Air Depot and Reno, and the commercial node at Westminster and 15th Street, as well as the Special Planning Areas designated on the FLUM.

Strategies to Implement Special Planning Areas and Mixed Use Developments

Mixed-use developments may be a new product for many smaller but growing cities, and are becoming an increasingly popular project type with both developers and communities. The following recommendations are intended to assist the City in making the inclusion of mixed-use developments in Midwest City be as smooth and successful as possible.

Analyze Mixed-Use Standards and Expectations

The City's regulatory tools will be used to execute the Plan vision for mixed use developments and Special Planning Areas. Following adoption of this Comprehensive Plan, the City should analyze existing guidelines and processes for mixed-use projects. The City's current mixed-use zoning overlay has not created the type of development envisioned by the regulations. Building consensus around the City's expectations for mixed-use developments can help build support for this type of development within the community and will set clear and consistent expectations for the development community on what the City wants to see for a mixed use development.

Support Public and Private Partnerships

Public-private partnerships (P3s) are an increasingly popular model where a developer partners with a City or other public entity. Some of the most successful projects are built with trusting public-private partnerships.

In these projects, the City may play a major role in the planning and financing of a mixed-use project. The City can implement economic incentives to alleviate financial burden on the project, especially where utility relocation, construction of a public parking garage, sidewalk reconstruction, and/or the construction of other public amenities are required to leverage private capital. Economic development tools, such as Tax Increment Financing (TIF) districts, can also be utilized to increase funding and reinvestment in a particular area of the City. Public and private partnerships are also critical in establishing new transit initiatives, such as micro-transit options.

Complete Streets Study

Establishing a comprehensive shared street network for pedestrians, cyclists and vehicles can enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete streets are context sensitive and there is no singular design prescription for complete streets. A complete street initiative should be implemented to redesign roadways in residential neighborhoods, mixed-use centers and commercial centers. Complete streets help bridge land use and mobility strategies, as land use and transportation significantly impact one another. In addition to the physical design of the streets, an important consideration is the context of development along the street frontages, as the activity (or lack thereof) can drastically alter the experience of users, most especially pedestrians. Studying where and how Complete Streets are appropriate for Midwest City can pave the way to a Complete Streets Policy.

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CHAPTER 7

PUBLIC FACILITIES AND INFRASTRUCTURE

Introduction

Infrastructure systems, public facilities and parks serve as a community's physical backbone. They provide households and businesses with the basic requirements to function daily and are crucial to a high quality of life for residents.

The elements of the desired community vision, development patterns, economic development and community connections and identity in this Plan cannot be realized without appropriate infrastructure and facilities planning and implementation.

The recommended development patterns in the Land Use and Development chapter seek to balance accommodating growth with resource protection and promoting the efficient use of infrastructure and facilities, which will be further explored in this chapter.

A city's infrastructure consists of several systems, including transportation, communications, electrical, water, wastewater drainage, and many others. Roadways and transportation are addressed in the Transportation and Mobility chapter, and this chapter focuses on water, wastewater, and drainage systems. Communications and electrical systems are not usually addressed in a comprehensive plan.

Leading with Community Input

Lead with Recreation

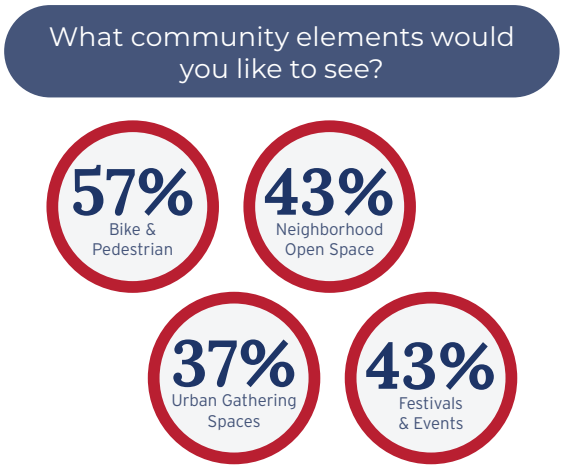
Community members appreciate the existing services offered by the City, specifically those that provide recreational activities.

What I love about Midwest City is " [the] library, senior center, and pickleball courts." - Online Respondent

"I love that [Midwest City] has nice parks and a good trail system." – Online Respondent

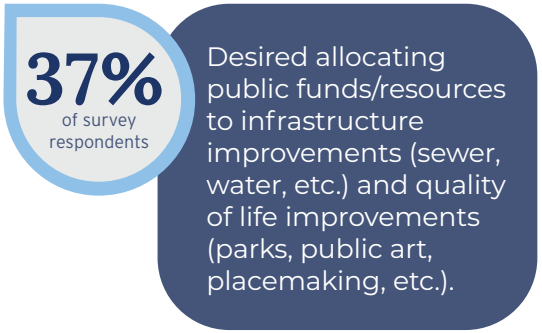
Focus on the Outdoors

Residents showed interest in community spaces and improvements that promote gathering.



Maintain & Enhance

The community prefers to maintain and enhance existing assets around the community, rather than curate new experiences.



Goals

PS.1 *Optimize existing infrastructure.*



PS.2 *Ensure access to comprehensive, high-quality healthcare within the City.*





PS.3 *Plan for public services that meet current and future community needs.*





PS.4 *Strengthen resilience to Hazards.*



Infrastructure & Facilities Planning Best Practices

Regulatory, financial, and governance structures typically lead to infrastructure systems and public facilities managed in separate silos. However, many of today's challenges require breaking down barriers between these silos, with the added benefit that a holistic view introduces transformational opportunities to accomplish multiple goals in an efficient, cost-effective and possibly expedited manner. The holistic view is imperative to building momentum and coalitions critical for a City with stretched resources seeking to achieve a long-term vision.

Multi-Purpose Facilities

Infrastructure and facilities can support or meet multiple needs through careful coordination. Infrastructure alignments and easements can provide multiple forms of infrastructure and serve as amenities that enhance quality of life for residents. If such plans are coordinated well, multi-purpose facilities can help Midwest City progress on various goals and demonstrate fiscal prudence to residents. Some examples of multi-purpose facilities include:

- Sewer interceptors generally follow the lowest points in a watershed. These areas tend to be floodplain areas that benefit from green space preservation and drainage easements, and can align with key trail corridors. When acquiring easements or fee-simple ownership, Midwest City can seek to address all needs simultaneously.
- Midwest City should acquire easements for the ultimate infrastructure need, not just the present need, and size easements to serve multiple purposes.
- Parkland dedications should include underlying permissions to accommodate utility infrastructure, especially along alignments consistent with water and sewer infrastructure.
- Facilities like school sites can play important roles as trailheads, and their placement adjacent to parks can allow for shared benefits, such as parks that can serve both the school and the community.

Active Infrastructure Planning

Modeled and routinely updated Water and Wastewater Master Plans are critical to evaluating the integrity of the existing water and sewer systems and developing a phased capital improvement plan through buildout of the service areas. Improvement recommendations from a plan serve as a basis for the design, construction, and financing of facilities required to meet the City's water and sewer capacity and system renewal needs. Midwest City already follows this best practice and should continue while seeking opportunities to further enhance other aspects of infrastructure.

Because development demands are always evolving and changing, Midwest City should continually update the water and sewer system models, evaluate the CIP annually to see if critical infrastructure needs require a shift in the schedule, and engage modeling as early as possible in the development review and feasibility process. For example, timing and commitments to capacity can be addressed early in Development Agreements to support appropriate infrastructure investments. With growth accelerating, the timing for planning and design of facilities should be approached proactively. This same philosophy applies to drainage.

In a related manner, the design, timing and placement of developments can drastically affect short- and long-term operations and maintenance, as well as capital investment. Midwest City has an opportunity to advocate for compact, interconnected development patterns and infill development that foster efficiency and high fiscal performance in terms of both tax revenue per acre and number of connections per linear foot of infrastructure. More connections per linear foot result in lower maintenance costs and higher collections of utility fees, which can help lower overall utility rates for customers.

The "One Water" Approach

The idea of an integrated systems approach to water is not new. Its full-scale implementation, however, has yet to be realized. There are increasing examples of integrated and inclusive approaches to water resource management all around the country, particularly within areas that frequently encounter drought and flood risks. These approaches exemplify the view that all water has value and should be managed sustainably in an inclusive and integrated way. There is just one water cycle from nature to tap, from farms to food, from toilet back to river. While nature provides water, it takes pipes, pumps, reservoirs, treatment plants, and people working around the clock to deliver clean water to homes and businesses and to remove and treat wastewater so it can safely be reused or returned to the environment. Public projects serve as opportunities to demonstrate design that aligns with the framework and community education.

Inclusion and Engagement of All



Low-income people and communities of color are often disproportionately impacted by environmental justice and equity issues. When all people have a voice in clean, safe, and reliable water, we can work to ensure a water-secure future.

Watershed-Scale Thinking



Within the context of a watershed, communities have either too much or too little water, or poor quality water. Watershed-level management brings together regional partners for collaborative action.

All Water Has Value



All water can and must be managed carefully to maximize its benefit.

Systems Approach



Water is complex and interdependent. Problems accounting for the complete life cycle of water, rather than pieces of it, allows for identification and implementation of lasting, effective solutions.

Achieving Multiple Benefits



Available resources do not meet the level of investment needed to achieve a sustainable water future. Projects should seek balance among programmatic costs, benefits and priorities, and consider economic, social and ecosystem needs.

Partnerships are Essential for Progress



All sectors are part of the solution, not just public entities and utility providers. No individual stakeholder can single-handedly manage issues like pollution, climate impacts or water consumption rates.

Right-Sized Solutions



Interventions should be proportional to the desired outcome. A particular water quality issue can be addressed at a hyperlocal scale, but the root of the problem may require watershed-wide action.

Integration of Utility Master Plans

Integration of Utility Master Plans

The City's utility infrastructure consists of underground and above-ground utilities such as communications, electrical lines, water, wastewater, and drainage/ stormwater. This chapter focuses on a discussion of water, wastewater, and stormwater systems in Midwest City as well as best practices and recommendations for infrastructure management. These master plans are currently being updated.

Coordination with the Future Land Use Plan

It is important that the recommendations from existing utility and infrastructure plans are reviewed in coordination with the Future Land Use Plan (FLUP). Any critical changes triggered by the FLUP should be incorporated into future updates of all utility and infrastructure plans.

The following are examples of how the FLUP ties into utilities and infrastructure:

- Expansion of the SSM Health System and revitalization of the Heritage Park Mall will require infrastructure upgrades.
- The number of lots in future residential developments could affect capacity in existing lines and may require upgrades.
- Preparing for hazards with resiliency and mitigation efforts may require adjustments to processes or system improvements.





Water Infrastructure

Water Master Plan

Coinciding with the development of this Comprehensive Plan, a Water Master Plan (WMP) was conducted with consultant Garver. This plan included a comprehensive assessment of the condition and performance of the City of Midwest City water system.

The Water Master Plan project included the following:

- Historical Review and Baseline Development
- Water Demand Projections
- Distribution System Facilities Evaluation
- Existing System and Capacity Assessment
- Future System Assessment
- Distribution Water Quality
- CIP Recommendations

Building off of a 2012 hydraulic analysis, which included recommendations for improvements to major distribution systems, this Master Plan includes a CIP with recommended improvements for the next 20 years to address existing deficiencies and support future growth.

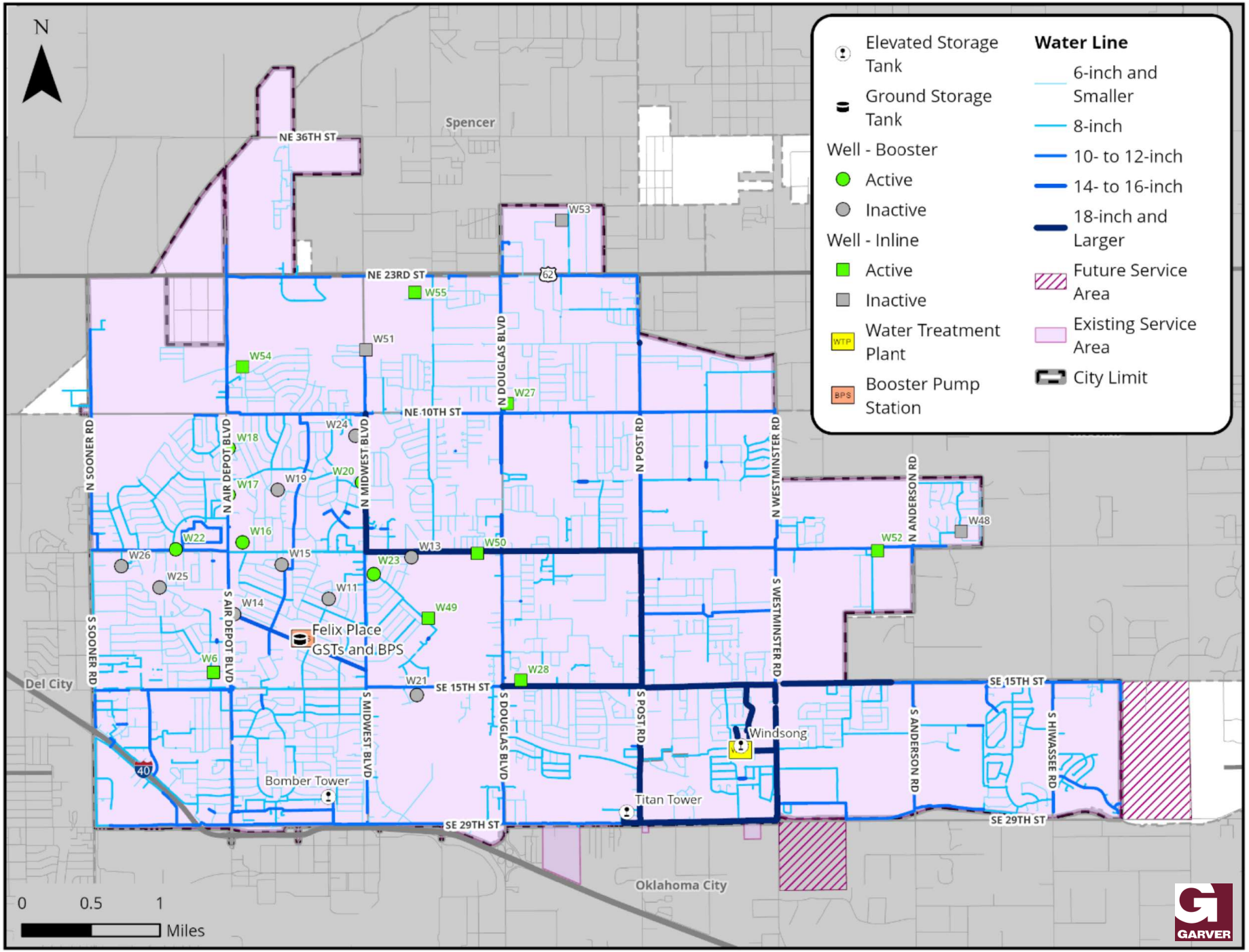
Existing Water Systems

The City of Midwest City's existing water systems consist of a network of approximately 300 miles of underground pipelines and above grade facilities including four ground storage tanks (GSTs), three elevated storage tanks (ESTs) and a treatment plant.

The water supply is surface water sourced from Lake Thunderbird and the Garber-Wellington aquifer, and groundwater from 26 wells throughout the City. Most of Midwest City's water supply comes from Lake Thunderbird which is operated by the Central Oklahoma Master Conservatory District (COMCD). Constructed in 1962, the water source supports Midwest City, Del City and the City of Norman.

Midwest City's Water Treatment Plant was originally built in 1966 and could treat 6 million gallons per day (MGD). The plant was expanded in 1985 to its present capacity of 13 MGD.

A full map of the distribution system is shown on **page** 154.



Map 12. Existing Water System (pg. 10, *Midwest City Water Master Plan)*

Design Criteria and Considerations

A water utility must be able to supply water at a wide range of fluctuating rates. Many variations in water use occur, generally with higher use during dry years and hot months. Further, in a diurnal pattern, with use low at night, peaking in the early morning and evening. The following usage rates are most important to the design and operation of a water treatment plant:

- **Average day demand** is the total annual water use divided by the number of days in the year. This is used primarily for estimating other demand rates and to estimate future revenues and operating costs.
- **Maximum day demand** is the maximum quantity of water used on any one day of the year. The maximum day demand is used to size water supply facilities, treatment facilities, and pump stations.
- **Peak hour demand** is the peak rate at which water is required during any one hour of the year. Since minimum distribution system pressures are usually experienced during peak hour, the sizes and locations of distribution facilities are generally determined based on this condition. Peak hour water requirements are partially met with strategically located system storage. The use of system storage minimizes the required capacity of transmission mains and permits more uniform and economical operation of the water supply, treatment, and pumping facilities.

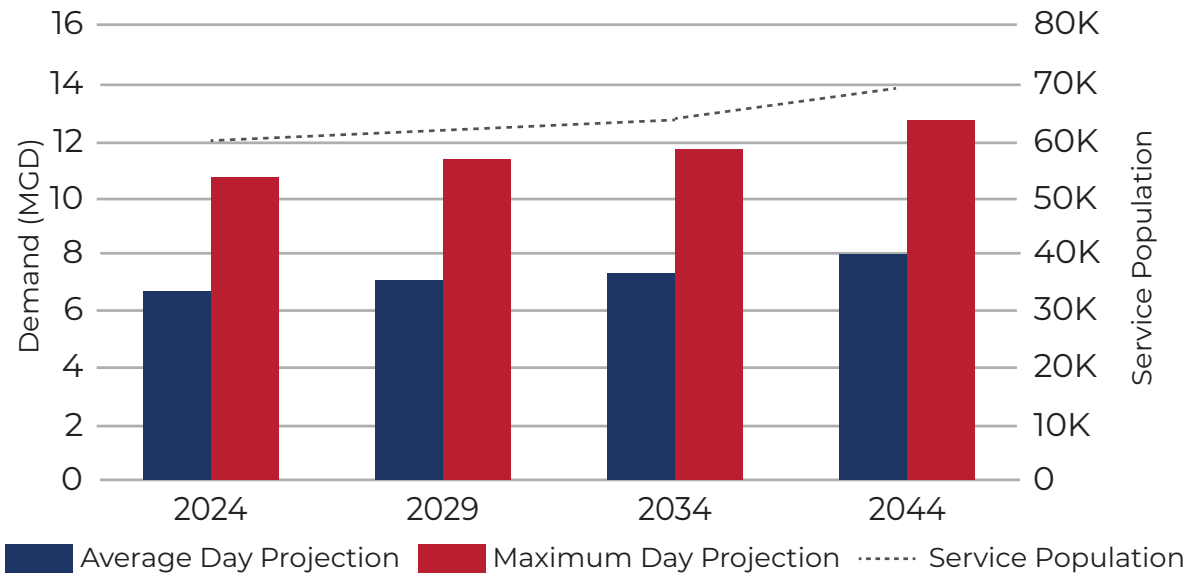


Figure 54. 20-Year Water Demand and Population Projections

Growth Projections

Historical population and water demand data was used to identify trends and develop projections for the next 20 years to support future growth and identify capacity requirements for water system improvements to meet future water needs.

Distribution Facility and Well Condition

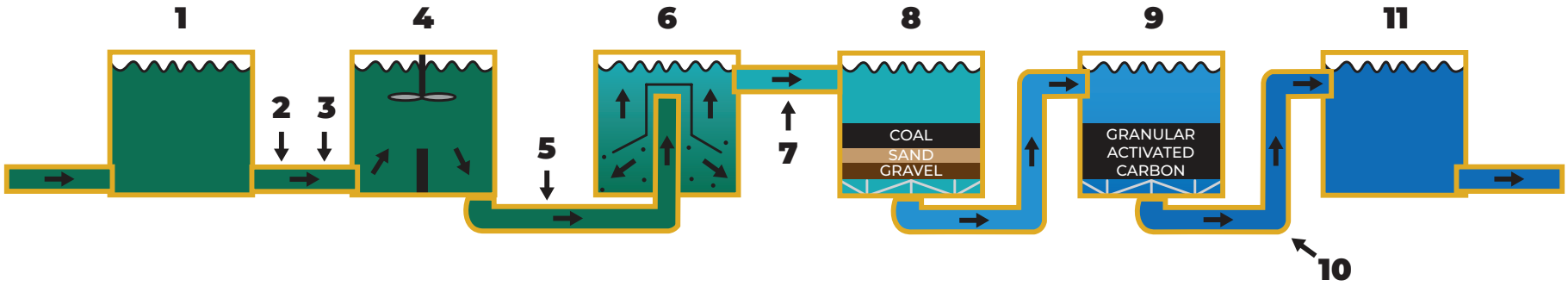
Most storage and pump facilities are in good condition. In 2023, one of the ground storage tanks and the pump station at Felix Place were replaced. The other onsite GST, constructed in the 1950s, is scheduled to be replaced within the next 20 years. Additionally, the elevated storage tank at the water treatment plant serving the Windsong subdivision is in poor condition. As a result of the proposed Timber Ridge EST and high service pump station (HSPS) project, the Windsong EST will be decommissioned.

Many groundwater wells require major rehabilitation or replacement. Some are inoperable due to mechanical or water quality issues. The CIP includes improvements to bring wells to current standards and restore lost groundwater capacity.

Water Treatment Plant Evaluation

Overall, the water treated at the Water Treatment Plant (WTP) meets the regulatory objectives for drinking water standards and the plant has maintained compliance with applicable regulations. The WTP also has sufficient capacity to meet projected demands for the next 20 years. While no capacity expansions are anticipated for the plant, improvements are recommended to keep in line with current standards. Continuing improvements will increase safety and optimize system performance.

How is Midwest City's Water Treated?



1. **Regulating Tank** - Raw water pumped from Thunderbird is held in elevated storage tanks to provide gravity flow through the plant.
2. **Coagulation** - Chemicals are added to the water which causes very fine particles to clump together.
3. **Fluoridation** - A small amount of fluoride is added to help prevent cavities in children.
4. **Flash Mix** - Motors mix the chemicals and water together to ensure an even distribution.
5. **Stabilization and Supplemental Treatment** - Chemicals are added to the water to prevent corrosion of the distribution piping.
   Chemicals can also be added to control taste and order to aid in the coagulation, flocculation and sedimentation processes.
6. **Flocculation and Sedimentation** - Midwest City uses up-flow clarifiers which combine the flocculation (gathering together of small particles) and sedimentation processes.
7. **Applied Disinfection** - Chlorine Dioxide is added to the water to oxidized and disinfect materials and microbes in the water.
8. **Filtration** - Water is passed through special filters made of sand, gravel and coal. These filters remove the small particles that were not removed during the sedimentation process.
9. **Secondary Filtration** - Using granular activated carbon for removal of organic compounds and taste and odor control.
10. **Final Disinfection** - Chlorine is added to the water to kill any microorganisms, including disease causing bacteria. Chlorine gas leaves a residual which protects the water as it flows through the distribution system.
11. **Storage and Pumping** - Finished water is held in holding tanks at the treatment plan until it is pumped to your tap.

Water System

Compared to the Oklahoma Department of Environmental Quality (ODEQ) regulations and other level of service targets, the distribution system mains have enough capacity to maintain pressures above the required threshold of 25 psi. However, the pressures are lower than the target level of service in the southeast corner of the city due to the relatively high ground elevations within that area. The Timber Ridge project includes creation of a High Pressure Zone (PZ) to address this. Additional improvements loop existing dead-ends and right-size older pipes along major arterial roads.

The system's elevated storage capacity and target capacity, which are not regulatory but intended to provide redundancy and maintain pressure during emergencies and periods of peak demand, is currently below target. Two new ESTs are anticipated in the coming years to help meet capacity, as displayed in Figure 50.

Water supply from groundwater sources are more resilient to drought than that of Lake Thunderbird. As the lake provides water to multiple cities, during times of drought the amount of water available may be less than the water rights. Expansion of groundwater capacity can help the City be more resilient in case of drought. Figure 51 shows the anticipated water demand in comparison to water rights and groundwater availability, projecting out to 2044.

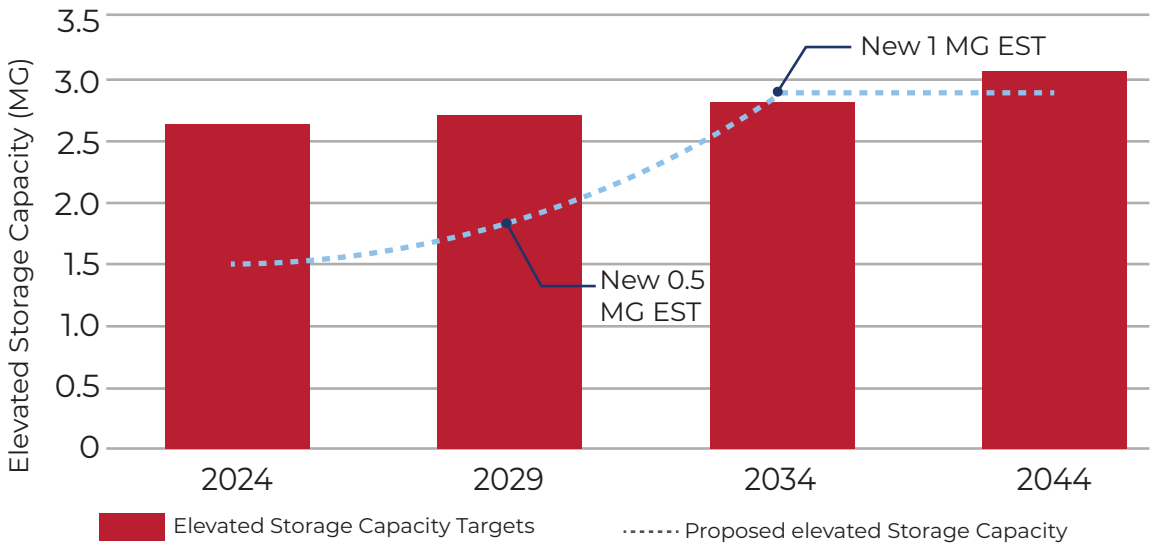


Figure 55. Proposed Storage Capacity Projects

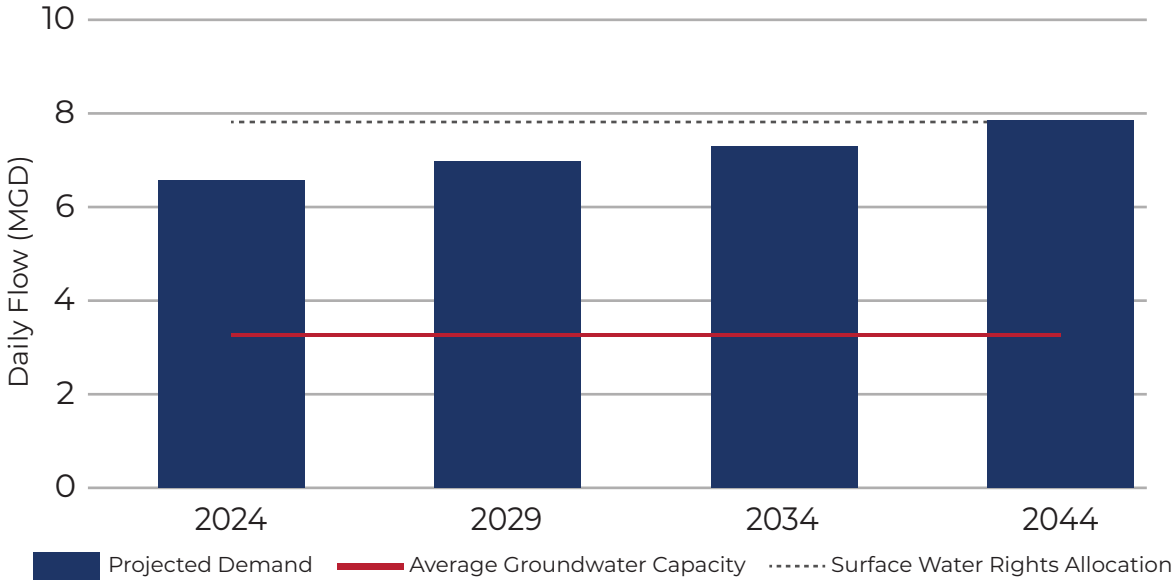


Figure 56. Average Daily Supply Capacity and Projections

Capital Improvements Plan

Significant investments will be needed to proactively rehabilitate and replace water system infrastructure. As these improvements are made, the system can be modernized and expanded to support future growth and improve performance and operations.

Figure 57. 20-Year CIP Cost by Project Category (pgs. 13-14 *WMP*)

Annual Program Improvements		
▪ SCADA Maintenance ▪ Dead-End Loops	▪ Existing Pipe Rehabilitation Program ▪ Meter Replacement Program	▪ Pump Houses - Pump and Valve Maintenance
		WTP Anticipated Cost: $3.28 M
Water Treatment Improvements		
▪ Treatability Study ▪ New Flash Mix and Splitter Box ▪ TOC Analyzer Upgrades ▪ Filters 1-4 Pipe Gallery Repairs ▪ Site Security Upgrades	▪ Solids Contact Units Rehabilitation ▪ New Chemical Building ▪ Clearwell Improvements ▪ Admin Building Improvements ▪ Residuals Pond Improvements	▪ Top-end SCADA System Installation ▪ Filters Rehabilitation ▪ Residual Management Study ▪ Regulating Tank Repairs ▪ Pump House Electrical, Security, and Backup Power
		WTP Anticipated Cost: $40.3 M
Groundwater Improvements		
▪ ODEQ-Mandated Rehabilitation of Existing Wells	▪ Rehabilitation of Remaining Existing Wells	▪ Additional/Replacement Wells (6)
		Groundwater Anticipated Cost: $18.8 M
Distribution		
▪ 23rd Street Water Main Extension ▪ Timber Ridge EST (0.5 MG) & HSPS ▪ 1.75 MG GST (Felix) ▪ Reno Ave Water Main Upsize ▪ SE 15th Street Loop	▪ Felix Place Water Main Upsize ▪ NE 10th Street & Air Depot Connection ▪ Midwest Blvd Water Main Extension ▪ 1.0 MG EST (Felix)	▪ Residential Fire Flow Improvements ▪ Westminster Loop ▪ Timber Ridge Loop ▪ NE 10th Street Water Main Extension
		Distribution Anticipated Cost: $48.8 M
		Total Anticipated Cost (Excluding Annual Programs): $107.9 M

Wastewater Infrastructure



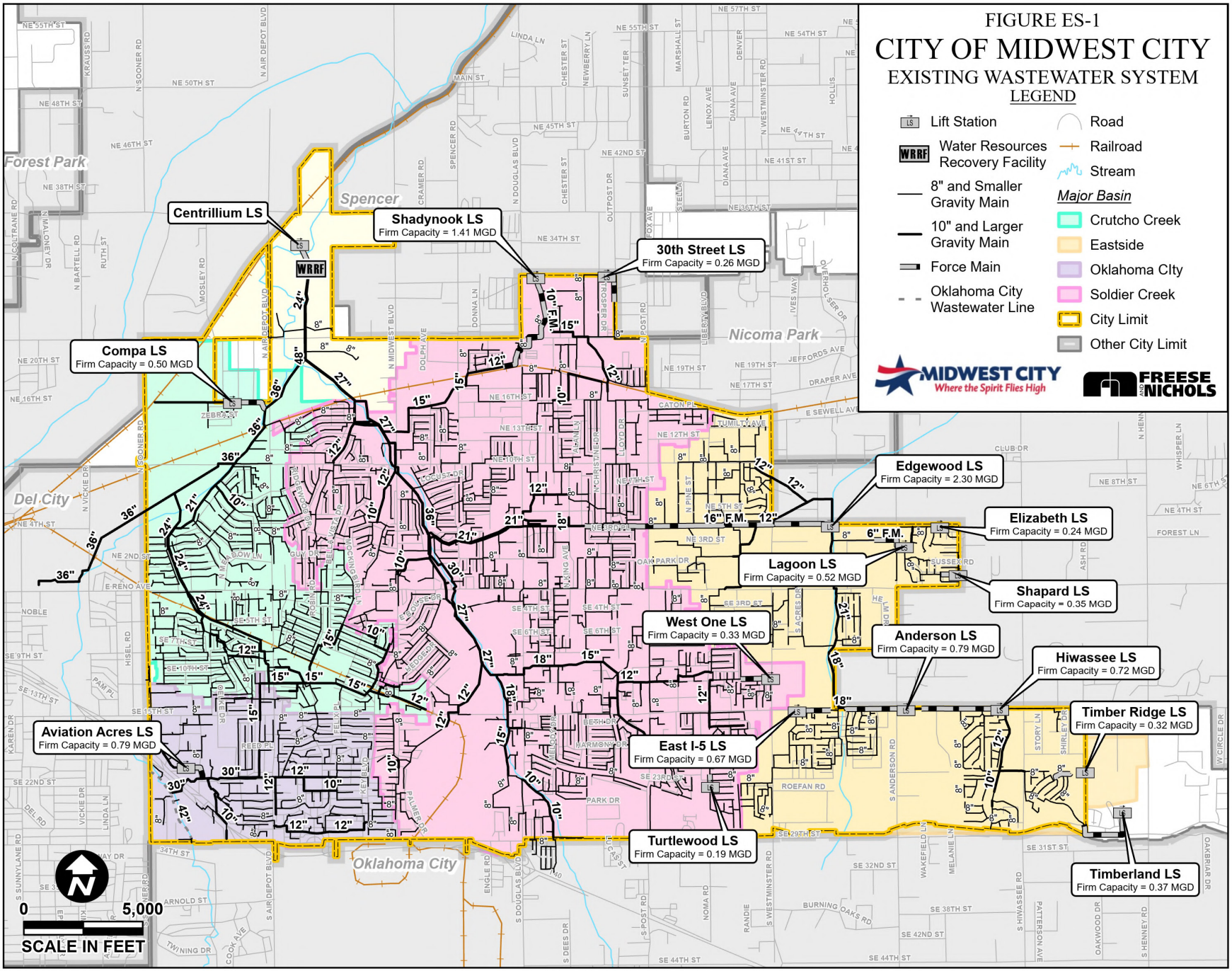
Wastewater Master Plan

In addition to the Comprehensive Plan and Water Master Plan, a Wastewater Master Plan was conducted alongside this process. This plan evaluated existing systems, assessed its performance, identified deficiencies, and recommended improvements needed to accommodate future conditions.

The major elements of the project included:

- Temporary flow monitoring and flow data analysis
- Population and wastewater flow projections
- Wastewater model development and calibration
- Hydraulic capacity analysis, system evaluation, and prioritized capacity CIP
- Risk-based assessment and prioritized renewal CIP
- Lift station condition assessment
- Wastewater collection system master plan report

The Wastewater Collection System Master Plan focused on the pipelines and facilities that make up the collection system. The following section includes an overview of the plan and its findings.



Map 13. Existing Wastewater System (pg. ES-3, *Midwest City Wastewater Collection System Master Plan)*

Existing Wastewater Systems

Midwest City's wastewater service area covers approximately 22.1 square miles. Within the service area, there are approximately 292 miles of sewer lines and 16 lift stations that are owned and operated by the City. The wastewater collection system is primarily a gravity flow system that follows major drainage features including Crutcho Creek, Soldier Creek, and Choctaw Creek. Wastewater lines range from 4- to 48-inches in diameter and convey an average daily wastewater flow of approximately 6.6 MGD to the Water Resource Recovery Facility (WRRF). Through an agreement with the City of Oklahoma City, a portion of the wastewater collection system in the southwestern corner of the City conveys flow to the 42-inch Oklahoma City interceptor along Crutcho Creek. The agreement assumes an even swap with flow from Oklahoma City conveyed to the City of Midwest City collection system through a 36-inch interceptor along Crutcho Creek on the western side of the City. A full map of the existing wastewater system is shown on page 160.

Population and Wastewater Flows

Population and land use are important elements in the analysis of wastewater systems. Wastewater flows depend on the residential population and commercial development served by the system. An analysis of historical and projected populations, along with land use, provides the basis for projecting future flows. Midwest City has experienced moderate population growth over the last several decades. In coordination with the Wastewater Master Plan team, existing and future population and non-residential growth projections followed the same average growth rate of 0.7%. The projected population and non-residential acreage for each planning period are shown in Figure 53.

Wastewater flows were projected for existing, 2029, 2034, and 2044 conditions. The evaluation of historical data provided a basis for determining the design criteria used to project wastewater flows. Figure 54 summarizes the wastewater flows for these predictions.

Figure 58. Population and Non-Residential Acreage Projections

Year	Population	Population CAGR (%)	Non-Res Acreage	Non-Res CAGR (%)
2024	60,062	-	2,600	-
2029	61,288	0.40%	2,687	0.66%
2034	63,279	0.64%	2,797	0.81%
2044	69,052	0.88%	3,004	0.72%

Figure 59. Projected Wastewater Flows

	2024	2029	2034	2044
	60,062	61,288	63,279	69,052
Per Capita (gcpd)	75	75	75	75
Non-Res Acreage	2,600	2,687	2,797	3,004
Per Acre (gpad)	800	800	800	800
Average Day (MGD)	6.58	6.75	6.98	7.58
Peaking Factor	4.0	4.0	4.0	4.0
Peak Wet Weather (MGD)	26.34	26.98	27.93	30.33

Capital Improvement Plan

A wastewater CIP was developed for the City to address existing deficiencies and provide capacity for future loading. These projects were analyzed and phased based on the timeframe during which they will be required to address capacity or maintenance needs. In total, 25 capacity related CIP projects were recommended. The projects are shown in Figure 55 predict more than $107.6 million in investments.

To support long-term capital planning and financial decision-making, cost estimates were developed for each planning period. The estimates reflect the recommended improvements identified through system modeling, capacity analysis, and condition assessment efforts. Project costs were further broken down by fiscal year to align with the City's budgeting process and to facilitate phased implementation. The fiscal year breakdown enables clearer prioritization of near-term projects while supporting long-range financial forecasting.

To maintain the integrity and performance of the wastewater collection system, it is recommended to implement an ongoing annual improvement program. This program should include rehabilitation, a pipeline inspection initiative and annual system inspections to proactively identify maintenance needs. These improvements will enhance system reliability, improve responsiveness, and align with regulatory requirements and industry standards.

Figure 60. CIP Plan (pg. ES-11, *Wastewater Collection System Master Plan*)

Short-Term | 0-2 Years	
▪ Rehabilitation of Edgewood Lift Station ▪ Hiwassee Lift Station Interim Improvements ▪ Shadynook Lift Station Generator ▪ Expansion and Rehabilitation of Shadynook Lift Station to 2.05 MGD	▪ 10-inch Sewer Line along Dorchester Road ▪ 10- and 12-inch Sewer Lines along Timber Ridge Boulevard ▪ East 1-5 12-inch Sewer Line ▪ Annual Wastewater Collection System Improvement Program
0-2 Year Anticipated Cost: $18,515,600	
Mid-Term | 2-5 Years	
▪ New 2.0 MGD Hiwassee Lift Station; 10-inch Force Main ▪ 15-inch Sewer Line near Bomber Rail Trail ▪ 18-, 21-, and 24-inch Sewer Lines	▪ 8-, 15-, 18-, and 21-inch Sewer Lines ▪ Replace Compa Lift Station ▪ Annual Wastewater Collection System Improvement Program
2-5 Year Anticipated Cost: $30,706,600	
Mid- to Long-Term | 5-10 Years	
▪ 12- and 15-inch Sewer Lines ▪ 24-, 27-, 30-, and 36-inch Sewer Lines ▪ 12-inch Sewer Line along West Curtis Drive ▪ 15- and 18-inch Sewer Lines along West Jacobs Drive	▪ 12-inch Sewer Line along Soldier Creek Trail ▪ 12-inch Sewer Line near Southeast 15th Street ▪ Annual Wastewater Collection System Improvement Program
5-10 Year Anticipated Cost: $33,861,500	
Long-Term | 10-20 Years	
▪ New 5.75 MGD Edgewood Lift Station ▪ Decommission East 1-5 Lift Station ▪ 48-inch Sewer Line ▪ Soldier Creek 42-inch Sewer Line Part 1 ▪ Soldier Creek 42-inch Sewer Line Part 2	▪ 36-inch Sewer Line along Soldier Creek ▪ 12-inch Sewer Line near Eddie Drive ▪ 15-inch Sewer Line along Sandra Drive ▪ Annual Wastewater Collection System Improvement Program
10-20 Anticipated Cost: $88,521,400	

Wastewater Beneficial Reuse

Public water supplies are generally treated to drinking water standards, even though household potable use is only a portion of the overall water usage in communities. Many uses like irrigation and industrial processes do not require water treated to drinking standards, but they are still using this finite and precious resource because it is available. Reclaimed water has become an increasingly common and accepted method to both conserve potable water supplies as well as manage wastewater or treated effluent. In some cases, this can become its own utility funding stream. The ability to access it can also help realize opportunities such as enhanced landscaping associated with state-maintained roadways.

Beneficial reuse is governed by ODEQ's Chapter 252 Management of Solid Waste regulations. Authorization for the use of reclaimed water applied to an area of land for irrigation requires determination and documentation of typical irrigation demands for the proposed use based on the type of vegetation and land area to be irrigated. There are two types of reclaimed water; Type I is reclaimed water that the public may come into contact with and Type II is in more remote or restricted locations where human contact is unlikely. Type I use is allowed for unrestricted areas and may also be used for any Type II use. Designing WWTPs to meet Type I standards provides the City the greatest flexibility in effluent management.

One of the obstacles in developing a reclaimed water system is balancing the demand for water with the limited and variable supply produced by a wastewater treatment facility. The flows Wastewater Beneficial Reuse demanded from the reclaimed water system are rarely constant and will vary significantly over a 24-hour period. Furthermore, the reclaimed water demands will fluctuate and vary greatly depending on the type of use and time of year. For example, typical irrigation demands are highest at night during the summer months, but this is also the time of day when less wastewater is being put into the system from the community.

Since the reclaimed water supply is from a WWTP, the supply is variable based on water use throughout the day. The water that flows through a treatment facility will fluctuate and generally follows the non-irrigation domestic demand and use of potable water. Wastewater flows will often have two peaks with a crest in the morning and lower flows through the day and then another peak in the evening before tailing off during the nighttime hours. This means methods of storage and pressurization are needed.



Stormwater Infrastructure

Stormwater

In natural areas, stormwater is either slowly absorbed into the soil or gradually moves toward the lowest points and channels before reaching ponds, low-lying wetlands or waterways. In urban and suburban areas, a significant portion of the land is covered by buildings, pavement, and other surfaces that do not allow the water to seep into the ground, known as impervious surfaces. This causes a greater quantity and velocity of water to run off into adjacent areas and waterways.

Stormwater management is often front-of-mind in central Oklahoma given the frequency and size of storm events. Water quality and wildlife habitat are also concerns along natural waterways. These stormwater features, sometimes considered liabilities, can serve as assets if designed and managed as such.



Stormwater Master Plan

In addition to the Water and Wastewater Plans, Midwest City will develop a Stormwater Master Plan (SWMP). The City's SWMP establishes a proactive, long-term strategy for managing stormwater infrastructure, mitigating flooding risks, and ensuring compliance with water quality regulations. This plan will serve as both a technical guide and a decision-making framework, helping the City allocate resources effectively, plan for future growth, and protect its residents and assets. It will integrate current needs with a forward-looking vision, ensuring that the City's stormwater program remains resilient, financially sustainable, and responsive to evolving challenges.

The consultant, Freese and Nichols, Inc. (FNI) will collaborate with City staff to review existing data and policies, enhance the GIS stormwater asset inventory, assess system condition and risk, and develop both citywide rain-on-grid and detailed hydrologic/hydraulic models. Using those results, the team will create an objective project prioritization process, advance conceptual mitigation and renewal projects with opinions of probable cost, and program a 5-year rolling Capital Improvement Plan with a 20-year outlook.

In addition to project planning, the Stormwater Master Plan will strengthen the regulatory and operational framework of the City's program. An updated Stormwater Design Manual will provide modern, user-friendly guidance for engineers, developers, and City staff, incorporating both traditional drainage criteria and green stormwater infrastructure (GSI) practices. The plan will also evaluate current maintenance and inspection procedures, ensuring that drainage systems remain functional long after construction.

Recognizing that strong policies and sustainable funding are essential to long-term success, the plan will assess opportunities to improve business operations, update regulations, and enhance participation in programs such as the Community Rating System. A financial strategy will accompany these recommendations, outlining potential funding mechanisms and identifying the best-fit opportunities for implementation.

The final Stormwater Master Plan will assemble all technical findings, recommendations, and strategies into a comprehensive document, accompanied by an executive summary for ease of reference. Presentations to City leadership, including the City Council and the City Manager's Office, will ensure alignment and transparency as the plan moves forward.

Ultimately, the Stormwater Master Plan is designed to achieve several interrelated goals:

- Protecting public safety and property by reducing flood risks,
- Extending the service life and resilience of existing infrastructure,
- Supporting sustainable growth through modernized standards,
- Improving regulatory compliance, and
- Ensuring financial sustainability for decades to come.

By taking a holistic and integrated approach, the plan will empower the City to manage its stormwater system more effectively, respond to future challenges, and deliver lasting value to the community.

Key deliverables of this plan include:

- Risk-based condition assessment and citywide/detailed modeling to pinpoint needs.
- Objective, transparent prioritization and conceptual project development with costs.
- 5-year rolling CIP, and 20-year program to guide investment.
- Updated Stormwater Design Manual (with GSI), policy/operations recommendations, and funding strategy.

Drainage and Floodplains

On-site detention ponds collect rainfall and gradually release it into the storm system to ensure that the location does not shed water at a rate or volume that could overwhelm the system and prove detrimental to surrounding areas. Nevertheless, heavy rainfall events can result in parts of the city flooding due, at least in part, to the location of development, the pattern of development, drainage system maintenance and the approach to dealing with stormwater. Midwest City may consider regional stormwater management rather than relying upon disconnected and uncoordinated facility implementation happening on a development-by-development basis. When done correctly, this can introduce placemaking opportunities and recreational amenities via dual-purpose stormwater management facilities. The SWMP may further explore this possibility.

Adopt-A-Spot

The City of Midwest City's Adopt-A-Spot program encourages citizen participation in beautification projects and litter clean-ups of designated public areas at regular intervals. A spot could be a storm drain, park, or roadway. Individuals, organizations, or businesses may agree to keep a designated spot cleared of litter and/or provide beautifications for the spot. The City will create and install a sign bearing the name(s) of program participant(s) in their adopted area.



Water Quality and Innovative Stormwater Management

Water quality is impacted by point and nonpoint source pollution. Point source pollution can be traced to specific points of discharge from wastewater treatment plants or industrial sites. Nonpoint source pollution typically originates from rainfall that moves across the ground and picks up natural and human pollutants before depositing them into lakes, rivers, wetlands and coastal waters. Common examples of nonpoint source pollution include septic systems, oil and other contaminants on parking lots and roadways, fertilizers, and animal waste. Point source pollution is regulated through the National Pollutant Discharge Elimination System (NPDES) permit program.

Nonpoint source pollution has emerged as a major contributor to water quality problems. Unmanaged stormwater runoff is harmful to the environment as it often carries pollutants such as oil, dirt, chemicals, and lawn fertilizers directly to streams and rivers. Nonpoint pollutants are especially concentrated in the initial wash or "first inch" of runoff during a storm. Additionally, heavy storms can generate excessive volumes and velocities of runoff that can damage streamside vegetation and aquatic habitat, especially at the point of outlet from storm drains. Beyond environmental implications, poor water quality can make these spaces, which are naturally suited to act as amenities in the form of linear open spaces and trails, less safe for human contact and reduce the potential for people to develop positive interactions with nature.

To protect water quality, infrastructure and development should be designed and built to minimize runoff and treat that first inch of water through conservation of natural areas, green infrastructure, cluster development, use of pervious surfaces, and other best management practices (BMPs). These low-impact approaches are generally recognized as preferred instead of or in partnership with engineered, or "gray" solutions, and tend to result in the creation of amenities that also support quality of life and high-quality, valuable developments. Utilizing natural systems and processes and taking a comprehensive approach to managing water can help improve water quality and conservation, connectivity between parks and neighborhoods, placemaking and flooding reduction.

Green infrastructure refers to the use of natural systems and processes, including wetlands, native planting areas, and bioswales, to treat and retain stormwater. These systems and processes are vital to holistically managing stormwater and water quality and can be accomplished at the regional, community and site level. It is also critical to understand that green infrastructure extends to other aspects of the built environment and can be utilized as amenities and dual-purpose facilities that bring multiple benefits to the city and community.

Facility maintenance is of the utmost importance. This is especially true for innovative stormwater practices where plants serve functional purposes. Vegetated stormwater facilities do not need more maintenance; in fact, with proper maintenance, they should require less overall. A specific set of knowledge is required to maintain green infrastructure. Certification classes are available for just this purpose.



Point Source



Nonpoint Source

Public and Community Facilities

Purpose

Facilities take on a variety of forms — from public safety facilities like police stations to places of community gathering, like libraries, city halls and recreation centers. As growth occurs, it is the City's responsibility to determine what influences are at work and what data is necessary to make decisions that meet the needs of the community. Adequate land allocation for anticipated community facilities is necessary to meet evolving community expectations for community services, both essential services and those that enhance quality of life. As Midwest City continues to experience development, it becomes vital that the land allocation needs for public facilities are identified before the options available become limited and less optimal.

In addition, schools are an important partner for Midwest City, even though the School Districts lead school operations and facilities, and not the City itself. School districts typically conduct their own long-range planning, but there are significant opportunities to work together with the City to address mutual challenges and opportunities.



Facility master plans are the best means of addressing Midwest City's needs, taking into consideration long-term goals for programming and services. Given ongoing growth, a more holistic approach is likely warranted to address all municipal functions across all departments. This can help to identify complementary uses and needs that result in improved efficiency overall, as well as prioritization. Perhaps more important, sites can then be selected with the goal of accommodating a complete buildout with consideration of these complementary uses.

Generally, any new facility should be designed to at least the 20-year population projection for efficiency. Rather than relying on ratios of square footage to population exclusively, a Facility Master Plan should focus on the real space needed for effective desired programming and operations, as this links more directly to the user experience and residents' desired service quality.



Approach to Facilities Planning

Smart Facility Design and Siting

Effective facility design and siting require a comprehensive and strategic approach to ensure optimal functionality and sustainability. Understanding Midwest City's financial landscape is essential, involving a detailed analysis of revenue trends and expenditure patterns to accurately anticipate future facility needs. This means moving beyond short-term fixes to focus on long-term investments, emphasizing the total cost of ownership over the lifespan of facilities, rather than just initial construction costs. This shift guarantees that facilities remain functional and cost-effective over time.

Strategic master planning is critical, necessitating the development of a comprehensive facilities master plan that aligns with Midwest City's long-term vision and growth projections. Engaging stakeholders throughout this process ensures that diverse needs and priorities are considered and addressed. Sustainability and resilience are also key, with principles like energy efficiency and resilient infrastructure being incorporated to minimize environmental impacts and enhance long-term viability.

Establishing clear site selection criteria based on accessibility, environmental considerations, and future growth projections is equally important. Thorough site assessments help identify potential risks and opportunities, ensuring that chosen sites are well-suited for their intended purposes. Embracing innovative design principles enhances functionality, aesthetics, and user experience, utilizing the latest technologies and design trends. Additionally, prioritizing safety and wellness in facility design ensures that spaces are not only efficient and attractive but also promote the well-being of their users.

Flexible Spaces and Sites

Midwest City should consistently "begin with the end in mind" by planning for future expansions and natural service breaks for facilities (when a service should either separate into a new facility or into an expansion, allowing other services within the facility to expand to accommodate the needs of all services). The flexibility of use within spaces inside buildings is important to accomplishing this, as well as meeting a variety of community needs—those already known and those unknown as technology and community needs change. Likewise, selecting sites to accommodate ultimate buildout needs is critical to success, as discussed earlier.

This also extends to the design of the architecture itself, seeking to create wide structural spans and volumes that allow for future reconfiguration without altering critical building structures or systems.

Technology & Digital Creativity

Technology continues to grow and change rapidly. The public and employees expect facilities to keep pace with and prepare for this dynamic landscape. To support the technology of the future, additional conduits, accessible tracks and drops and other low-cost design methods will be necessary.

Shared Spaces

Co-locating uses, especially those with alternating hours, allows for the shared use of common spaces and parking. This means less redundancy in facilities and increased space and fiscal efficiency.

Sharing sites and buildings extends outside of the City itself. Increasingly, city halls and other facilities co-house other state agencies, county offices and even school district offices. These sometimes take the form of condominium-like arrangements within a building, cost participation in construction with a low/no-cost lease or constructing a larger space than needed at the time and subleasing. Each approach carries different risks depending on the entities involved. This applies not just to office spaces, but also to other types of buildings and sites. For example, county maintenance may have an interest in shared facilities with City Public Works.

Public Buildings as Catalysts

Some public facilities have been shown to function particularly well as part of an overall economic development and placemaking effort. City halls, libraries and recreation centers have customer visits like retail use, as well as significant employment, and are often planned as one of many stops rather than a single-trip destination. This means their thoughtful design and placement can serve as a catalyst for development in key locations, such as a Downtown. Knowing that a large public employer or a large customer base will be present often prompts interest in surrounding development.



Existing Public Facilities

Midwest City Municipal Complex

The Municipal Complex is located centrally within the city. It is home to City Hall and contains the City Council Chambers, the Midwest City Municipal Court and many City administrative offices. Additional portions of the Complex include the community center, the library, the senior center and a fire station. Public Safety is integrated into the Complex, including the Police Station, Jail and community programs like the Citizens' Academy.

Community Center

The Nick Harroz Community Center is located within the Municipal Complex and provides cultural programs and meeting spaces. Programming includes Daddy-Daughter Dances and Earth Day festivals. The Midwest City Parks and Recreation Department manages the community center.

Senior Center

Offering programs, classes, events and activities, the Midwest City Senior Center provides a space for individuals ages 60 and up to seek community. The Center also offers a daily lunch five days a week for senior participants.

Fire Department

There are six fire stations in the City, servicing and responding to an average of more than 8,000 calls a year. More than 2,500 hydrants are available for emergency use. Services include an honor guard, investigation, public education, and permit review. A Training Center is available for Midwest City and other fire departments to run through regimens.

Animal Welfare

The Animal Services Center was built with voter-approved general obligation bond funds. It is focused on encouraging responsible pet ownership by promoting and protecting the health, safety and welfare of Midwest City's residents and pets through education, enforcement and community partnership.

Library

Part of the Municipal Complex, the Midwest City Library is an active part of the Oklahoma City Metropolitan Library System. Its current location is a 36,000-square-foot facility that provides books, technology, experience passes and four meeting rooms for public use. The library is a five-minute walk from two EMBARK bus stops.

Museums

Multiple museums are located within the city, including the Atkinson Heritage Center and Midwest City High School History Center & Vietnam Memorial. The Heritage Center and History Center are both nonprofits.



Facility and Community Resilience

When the City plans public facilities, hazard mitigation and resiliency considerations should become paramount in ensuring the safety and functionality of these spaces amidst various environmental and human-made risks. Hazard mitigation involves identifying potential hazards such as natural disasters (e.g., floods, wildfires, droughts) or human-induced threats (e.g., terrorism, train derailments) and implementing strategies to minimize their impact.

Key considerations that the Midwest City may want to consider when planning any public facility include:

- Determine the necessary backup electrical load and select the most suitable fuel type, typically natural gas.
- Conduct a comprehensive flood risk assessment to understand the potential impact of flooding on the facility and its surroundings. This assessment should consider factors such as historical flood data, topography, drainage patterns, and future climate projections.
- Consider adopting more stringent requirements that exceed regulatory mandates, such as siting critical facilities above the 500-year floodplain elevation, plus an additional 2 feet of elevation. This extra margin of safety can enhance resilience and minimize the risk of flood damage.
- Identify vulnerable portions of the building and determine the degree of hardening necessary to withstand windstorms and tornadic/severe storms.
- Develop plans and infrastructure to continue government operations, including robust information technology systems capable of withstanding disruptions and maintaining essential services.
- When siting new facilities, prioritize locations that maintain a safe distance from rail lines to minimize the potential impact of train derailments. Establishing a buffer zone between the facility and nearby rail infrastructure can reduce the risk of damage or disruption in the event of a derailment.
- Ensure that buildings and infrastructure are designed to withstand occasional cold snaps by incorporating insulation, weatherproofing, and energy-efficient heating systems.
- In key community facilities, consider establishing cooling centers or public spaces with air conditioning to provide refuge for residents during heat waves, particularly for those who may not have access to adequate cooling at home. Public facilities can provide many services to residents in the face of disaster events; these are often referred to as “resilience hubs.” These facilities are hardened against major threats and are where community members know to go for information and services during storm and hazard events.

Safety & Security

In addition to extreme weather events, changes in culture and risk have introduced a need to prioritize safety and security in facility design. While some security measures, such as emergency routes from public meeting spaces, have been standard practice for years, there’s a growing recognition that security doesn’t always have to be overt to feel safe. Passive security, which integrates protective features seamlessly into architectural design, is gaining prominence. This approach focuses on invisible yet effective design elements that enhance privacy, security, and protection without imposing on the building’s aesthetics or functionality. Some examples of this principle include:

- The inclusion of resistant materials such as metal or brick to strengthen structures.
- Tinted or patterned glass that can provide natural light while obscuring building occupants.
- Utilizing public art, bollards, or other landscaped design features to provide an additional layer of security.
- Adding secondary building annexes to facilities that face high risks.

Parks & Recreation

Parks and recreation opportunities are crucial quality-of-life amenities for Midwest City residents. To create a consistently high-quality parks and recreation system, decisions about park amenities and recreational offerings should not happen in a vacuum. Rather, a cohesive vision for the community's parks and recreation system should be determined, and then guidance should be provided toward incremental implementation. Midwest City is currently developing a Trails Master Plan and Parks Master Plan in order to integrate trails and public spaces as part of that implementation. This section, with the overall Comprehensive Plan, provides additional guidance.

Benefits of Parks

Access to quality parks and recreation is an important component of a high-quality community. Planning for a successful, equitable parks system allows residents to experience the following key benefits.

Overall Well-Being Benefits

- Contact with nature helps to improve overall well-being and quality of life.
- Recreation provides multi-generational opportunities for mental, physical, social and emotional stimulation.

Health Benefits

- Access to nature and recreation increases opportunities for fitness and improves psychological health.
- Play provides crucial developmental opportunities for children.
- Physical activity helps to reduce the impact of many health issues, such as depression and high blood pressure, and positively shapes overall physical health.

Environmental Benefits

- Parkland helps to mitigate climate, air and water pollution impacts.
- Preserved open space protects vital habitat for plants and wildlife.
- Parks foster environmental stewardship.

Economic Benefits

- Parkland increases nearby property values.
- Quality parks and recreation can attract new residents and businesses.
- Unique amenities, such as SCIP, the MAC and Mid-America Disc Golf Course can encourage tourism.





Existing Parks & Recreation Facilities

There are numerous parks, two golf courses, and multiple facilities like ballparks, multiuse activity centers, a skate park and a splash pad in City that are overall in good condition. There are also miles of hiking and biking trails, including the Soldier Creek Industrial Park Trail. Some of Midwest City Park Facilities include:

- Alfalfa Field Park
- Charles J. Johnson Central Park
- Doug Hunt Softball Complex
- ESA Park
- Fred Quinn Happy Trails Dog Park
- Joe B. Barnes Regional Park
- John Conrad Regional Golf Course
- Midwest City Senior Center
- Mid-America/Kiwanis Park
- Lions Park
- Marion C. Reed Ballpark
- Midwest City Multi-Athletic Complex
- Optimist Park
- Palmer Loop Trail
- Pecan Grove Park
- Salisbury Park
- Soldier Creek Industrial Park Trail
- Skate Park
- Tinker Bicentennial Park
- Tom Poore Park
- WP Atkinson Park

Recommendations

Assortment of Amenities

Offering more diverse amenities at parks is one major way of increasing their attractiveness. ADA accessible equipment, newer play areas, and exercise equipment were suggestions made by residents that would allow a wider range of people to utilize the parks. Upgrading the amenities in older parks would also attract more users. Ensuring equal access to the parks and amenities throughout the City is also important. This may require the creation of more parks or recreation facilities, particularly in the eastern portions of the City as it grows.

A focus on equitable programming can enhance existing Midwest City Parks and Recreation Department offerings. Programming that is culturally relevant will attract a wide range of people and make the community feel welcoming. A variety of programs for different age groups is beneficial as well. As the baby boomer generation ages, this group will need activities and services that meet their needs in addition to programs that serve youth. The Parks and Recreation Department can offer a valuable opportunity to support its seniors and youth with enriching intergenerational interactions and collaborative programming. The City should enhance and capitalize on its parks and community centers as destinations for all.

Placemaking Opportunities

Parks and open spaces can be wonderful placemaking opportunities and catalysts or support for economic development goals. Well-designed parks and high-quality development are very symbiotic; parks benefit from being activated by surrounding developments, and surrounding developments benefit from the additional customer traffic and aesthetic value generated by the park. Additionally, these parks tend to be more visible and well-loved and, in return, more invested in funding, maintenance, and community stewardship.



Joe B. Barnes Regional Park

New Parks & Trail Connections

Even with Midwest City's existing park system, there are opportunities to increase access to green spaces and park amenities. This is the biggest opportunity in Midwest City to add new usable green space and potentially park facilities that could be a regional draw.

Parks are most successful when they are part of a network of connected green spaces. Midwest City already has an impressive hike and bike trail network, like the Spirit Trails Network, that could be further leveraged to connect parks to the local community. This is a multi-benefit opportunity to promote community health and wellness and make connections between places of major investment.

There may be parks or destinations that are not located along one of these future greenbelts; in these cases, the City should plan to create a trail connection along a roadway, through a utility easement or other logical alignment. Trails could also be used to increase the connection with neighboring cities and create a larger regional trail system with more east-west connections. Encompass 2045, the Regional Metropolitan Transportation Plan for Central Oklahoma, outlines the potential for many shared-use paths within Midwest City that can help connect to the region at large. Green Streets can also be utilized to increase pedestrian connections throughout the City. Green Streets prioritizes pedestrian circulation and open space more than other transportation uses.



Soldier Creek Industrial Park Trail



Marion C. Reed Ballpark


PETSMART
HIBBETT SPORTS
THE CHILDREN'S PLACE



CHAPTER 8

ECONOMIC RESILIENCY

Introduction

Midwest City is a key economic contributor to the Oklahoma City Metro Area. Midwest City benefits from its strategic location along Interstate 40 and its proximity to Tinker Air Force Base, one of the region's largest employers. As a City with a strong foundation in aerospace, healthcare, retail, and public administration, it continues to evolve in response to regional growth and shifting market dynamics. Midwest City is also a regional retail hub and is in the top 5 highest retail sales per capita among cities of at least 10,000 people.

Grounded in data-driven insights and community input, this chapter provides a framework to guide investment, attract businesses, and improve livability. As part of a growing metropolitan region, Midwest City is well-positioned to build on its strengths and capitalize on new

Leading with Community Input

Meeting Everyday Needs

Most residents don't feel they need to leave the City to meet thier everyday needs.

65% of survey respondents — Do most of their shopping in Midwest City.

Needs, but Not Wants

While everyday needs may be met, the community is interested in curating additional options.

"I like that I don't HAVE to go outside of the city for my NEEDS. I do have to go outside the city for a lot of WANTS."

70% of survey respondents — Are neutral or do not think Midwest City is a vibrant place.

Adding Vibrancy

Opportunities for adding more variation to shopping and activity options, especially for groceries and restaurants, should be actively sought out.

What is your vision for Midwest City?

- "We need more restaurants varieties, entertainment venues, and grocery shopping opportunities."
- "Revitalize business and economy."
- "Increase in businesses for younger adults."
- "Add healthier options for food, Sprouts, Cava."
- "Attract small businesses."
- "More shopping and restaurants."
- "Encourage neighborhood shops..."

Goals

The following goals support Midwest City's vision for 2045 and are rooted in the guiding principles of Connected, Vibrant, Home, and Efficient.

ER.1 *Expand and diversify the City's retail offerings to meet community needs.*

ER.2 *Foster vibrant mixed-use and entertainment districts.*

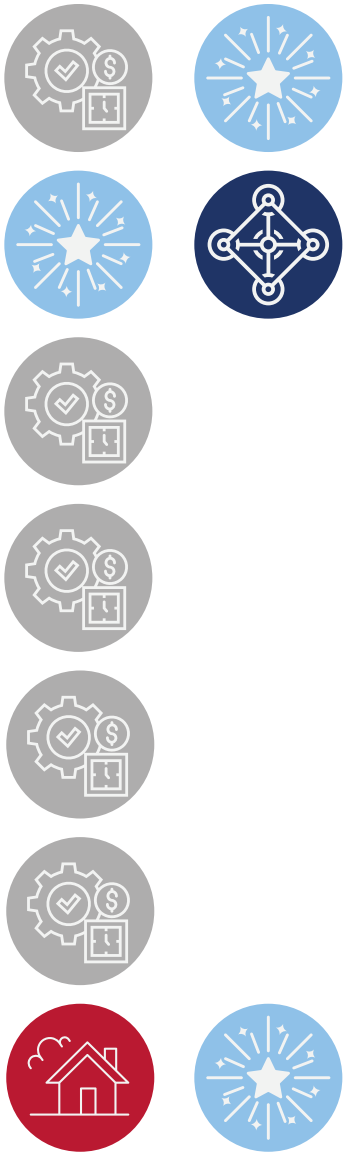
ER.3 *Attract and grow high-wage employment sectors.*

ER.4 *Support the success and growth of existing businesses.*

ER.5 *Develop a skilled local workforce to meet current and future economic needs.*

ER.6 *Increase availability of high-quality office space.*

ER.7 *Encourage reinvestment in aging neighborhoods to maintain vitality.*



opportunities for sustainable economic growth and resilience.

Purpose and Process

Midwest City's economy is a reflection of its people, its past, and its potential. This chapter looks at the City's commercial strengths, workforce assets, and housing needs to better understand where opportunities exist for growth and reinvestment. It also considers ways to strengthen local businesses, attract quality jobs, and support a diverse and resilient economy that benefits both residents and employers.

More than just data, this chapter offers guidance for how the City can build on its strong foundations, including its connection to Tinker Air Force Base, its central location in the state, and its established neighborhoods, to shape a thriving economic future. By focusing on revitalization, reducing economic leakage, and investing in long-term prosperity, the City can continue to grow in ways that reflect its character and values.

These insights help support a future where the City remains competitive, welcoming, and full of opportunity for generations to come.




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THE CHILDREN'S PLACE
PLACE

Existing Conditions

Midwest City's economy is shaped by the people who live and work in the City, their skills, spending habits, and connections to the broader region. This section builds on the baseline demographic and social context outlined in the Community Snapshot chapter, focusing specifically on how population trends, income levels, and workforce characteristics shape economic opportunity in Midwest City. Together, these insights help clarify the City's role within the larger Oklahoma City Metro Area and highlight the conditions that will guide future investments, partnerships, and community priorities.

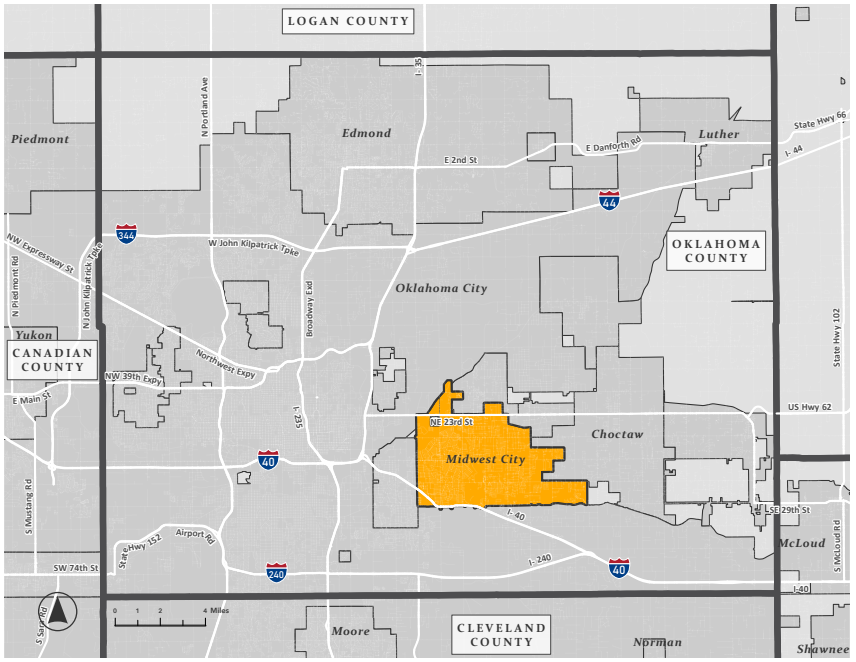
Midwest City in the Oklahoma City Metro Area

Midwest City and the Oklahoma City Metro Area are interconnected parts of a thriving region. While Tinker Air Force Base remains a cornerstone of the City's economy, Midwest City has taken active steps to diversify. Investments in retail, infrastructure, and placemaking are shaping a more vibrant and competitive community. Projects like Town Center Plaza and the Reed Conference Center reflect this shift, helping create destinations that are both walkable and welcoming.

As the Oklahoma City Metro has emerged as one of the fastest growing areas in the country, traditional strengths in energy and logistics are now complemented by growth in aerospace, healthcare, and technology. New investments in housing, transit, and cultural amenities have made the region more attractive to both businesses and residents.

As part of this broader metro network, Midwest City is well-positioned to benefit from regional momentum. Growth across the metro supports opportunities for new housing, retail, and entertainment within the City. Addressing local challenges, such as aging infrastructure and an evolving housing stock, will help ensure that Midwest City stays competitive and continues to meet the needs of current and future residents.

The evolution of Midwest City and the Oklahoma City Metro Area reflects a shared history of growth, adaptation, and resilience. By embracing opportunities for diversification and investment, Midwest City and the broader region are poised to sustain their economic success while enhancing the quality of life for their communities.



Map 14. Regional Context

Demographic Impacts on the Economy

Midwest City's steady population and multigenerational makeup offer both stability and opportunity for future workforce growth. As detailed in the Community Snapshot, the City's population hovers just under 60,000, with a broad age distribution and slightly smaller household size than the regional average. This suggests a mix of family households, single-person residences, and aging adults who are aging in place.

These dynamics influence labor force participation, consumer behavior, and housing needs. A balanced age structure supports economic resiliency, with both a strong base of working-age residents and a rising senior population that can shape future demand for healthcare, services, and accessible housing.

Educational Attainment

As noted in the Community Snapshot, educational attainment in Midwest City is broad, with a high percentage of residents holding high school diplomas or some college experience. Expanding access to advanced degrees and certifications will be key to attracting higher-wage employers and supporting economic mobility.

Income

Median household income in Midwest City ($54,943) remains below county and metro averages, but offers a foundation of affordability and economic stability for many households. As shown in the Community Snapshot, this income level supports a reasonable cost of living, though affordability gaps persist for renters and entry-level buyers. Bridging this income gap is essential to increasing local consumer spending, reducing retail leakage, and expanding the City's tax base.

Psychographics

Understanding how people live, spend, and engage with their community goes beyond traditional demographics. While data points like age, income, and household size provide important context, psychographics offer a deeper look at values, lifestyles, and personal preferences, the drivers behind everyday choices.

In Midwest City, lifestyle patterns have been analyzed using Esri's Tapestry Segmentation, a tool that classifies neighborhoods based on shared behaviors and characteristics. These insights help paint a fuller picture of the community, how residents shop, what they look for in a home, how they use technology, and the kinds of experiences they value.

By understanding not just who lives in Midwest City, but how they live, the City can better support targeted investment and community-driven growth.



Traditional Living

26.4% of households

Average Household Size: **2.5**

Median Age: **35.5**

Median Household Income: **$39,300**

Typical Housing: **Single Family**

Who they are:

The largest psychographic segment in Midwest City, Traditional Living, represents a stable, middle-income demographic that prioritizes routine, practicality, and familiarity. These residents typically work in manufacturing, retail, and service industries, with many being long-term homeowners in modest, older homes. Their spending habits focus on affordability and necessity, shopping at discount retailers, and investing in home maintenance.

Market Profile:

- Shop for groceries at discount stores such as Walmart Supercenters.
- Convenience stores are commonly used for fuel or picking up incidentals.
- Tend to carry credit card balances, have personal loans, and pay bills in person.
- Half of households have abandoned landlines for cell phones only.
- Fast-food devotees.
- Enjoy outdoor activities such as fishing and taking trips to the zoo.

Comfortable Empty Nesters

17.2% of households

Average Household Size: **2.5**

Median Age: **48.0**

Median Household Income: **$75,000**

Typical Housing: **Single Family**

Who they are:

This group consists of older, financially secure households nearing or retiring. These residents have accumulated wealth through professional careers and now prioritize leisure, home improvement, and travel. They frequently dine out, attend cultural events, and participate in civic activities. Many long-term homeowners maintain their properties and seek convenience in their purchases.

Market Profile:

- Residents enjoy listening to sports radio or watching sports on television.
- Physically active, they play golf, ride bicycles, and work out regularly.
- Spending a lot of time online isn't a priority, so most own older home computers.
- Financial portfolio includes stocks, certificates of deposit, mutual funds, and real estate.

Rust Belt Traditions

10.6% of households

Average Household Size: **2.5**

Median Age: **39.0**

Median Household Income: **$51,800**

Typical Housing: **Single Family**

Who they are:

This group consists of working-class households with strong community ties and traditional values. Many are employed in skilled trades, construction, and manufacturing, reflecting the region's industrial heritage. Their spending is practical, focusing on home improvement, family-oriented entertainment, and value-based purchases.

Market Profile:

- Residents take advantage of convenience stores for fueling up and picking up incidentals.
- Watching television is a common pastime; many households have more than four TVs.
- Residents are connected; entertainment activities like online gaming dominate their internet usage.
- Favorite family restaurants include Applebee's, Arby's, and Texas Roadhouse.
- Radio dials are typically tuned to classic rock stations.

Midlife Constants

9.8% of households

Average Household Size: **2.3**

Median Age: **47.0**

Median Household Income: **$53,200**

Typical Housing: **Single Family**

Who they are:

The Midlife Constants group includes older adults leading stable, predictable lifestyles. Many long-time homeowners in suburban or semi-rural areas value a quiet, community-oriented life. They are active in local organizations, veterans' groups, and religious communities. Their spending habits are focused on home maintenance, local dining, and traditional entertainment.

Market Profile:

- Prefer practical vehicles like SUVs and trucks (domestic, of course).
- Sociable, church-going residents belonging to fraternal orders, veterans' clubs, and charitable organizations and do volunteer work and fundraising.
- Contribute to arts/cultural, educational, health, and social services organizations.
- DIY homebodies that spend on home improvement and gardening.
- Leisure activities include movies at home, reading, fishing, and golf.

Young and Restless

6.7% of households

Average Household Size: **2.0**

Median Age: **29.8**

Median Household Income: **$40,500**

Typical Housing: **Multifamily**

Who they are:

This group comprises younger mobile professionals who value convenience, technology, and social experiences. Many live in rental housing and prefer urban-style developments with walkable access to work, entertainment, and shopping. They spend money on fitness, technology, and travel.

Market Profile:

- Use their cell phone to text, listen to music, pay bills, redeem coupons, look up directions, and access financial information.
- Enjoy dancing, playing pool, watching VH1 and Comedy Central programs, and playing basketball and ping pong.
- Purchase natural and organic food, but frequent fast-food restaurants.
- Residents like to read magazines, especially digital, covering topics ranging from news, fashion to music.







Peer Markets

With a 2024 population of just over 60,000, Midwest City continues to play an important role within the Oklahoma City Metro Area. Population growth is expected to remain steady through 2029, keeping pace with several peer communities in the region. While the City's rate of growth is modest, it reflects a stable, established community with room to adapt and evolve.

Income levels in Midwest City reflect a community with a strong middle-income presence. Median and average incomes are higher than peer cities such as Del City and Shawnee, but fall behind competing cities of Edmond and Moore. This presents an opportunity to strengthen the City's position by attracting higher-wage industries, expanding job training programs, and building on its affordability. Midwest City's income profile indicates an affordable cost-of-living, combined with a strong sense of place positions the city to attract people looking for affordable places to live as well as businesses looking for lower cost of labor.

As Oklahoma City and its neighboring suburbs continue to grow, competition for residents, businesses, and investment is increasing. To remain competitive, Midwest City will need to invest strategically in infrastructure, housing diversity, and workforce development—ensuring the City remains both livable and economically resilient.

Table 1. Peer Market Population Comparison

Peer Market Population Comparison	Midwest City	Del City	Edmond	Moore	Oklahoma City	Shawnee	OKC MSA
2024 Population	60,062	21,883	97,452	65,133	711,887	31,851	1,486,341
2024-29 Growth Rate	0.4%	0.1%	0.6%	0.6%	0.7%	0.1%	0.7%
2029 Population	61,288	21,972	100,317	67,036	737,120	31,852	1,539,536
2024 Population Density (people per square mile)	2,440	2,967	1,161	2,978	1,183	823	271
Median Household Income	$54,943	$48,164	$104,145	$76,374	$66,473	$52,821	$70,264
Median Disposable Income	$46,829	$40,772	$83,324	$59,881	$54,755	$42,015	$56,959
Average Household Income	$75,147	$62,838	$142,208	$92,615	$95,686	$67,162	$98,339

Source: Esri Business Analyst

Housing and Livability

Midwest City's housing affordability and stability are strengths in the regional economy. As outlined in the Community Snapshot and explored in depth in the Housing Analysis chapter, the City maintains high housing occupancy (over 90%) and a mix of owner (52.6%) and renter (47.4%) households. However, challenges persist in terms of aging housing stock, limited housing diversity, and gaps in availability at both the high and low ends of the market.

Recent building activity, including increases in duplexes and multifamily units, suggests growing momentum toward more varied housing options. Supporting this trend, through targeted reinvestment, zoning updates, and infill incentives, is critical to accommodating workforce needs, attracting talent, and reinforcing long-term economic health.

Neighborhood Housing Patterns and Market Dynamics

Midwest City's housing market is shaped by its suburban legacy, with single-family homes making up the majority of housing types. While this residential pattern has supported long-term neighborhood stability, it has also limited housing variety and adaptability to evolving needs. As described in the Housing Analysis chapter, smaller-scale multifamily units (e.g., duplexes, fourplexes) and rental options are growing in importance as the City seeks to attract young professionals, support aging residents, and meet workforce demand.

The City's housing market reflects broader national trends in affordability and access. Rising construction costs, mortgage rates, and regulatory constraints have reduced the elasticity of housing supply, limiting the ability to meet demand at both low and high price points. Removing barriers to housing variety, particularly in infill areas and underutilized parcels, is critical to ensuring continued livability and economic competitiveness.

Housing Supply Pressures and Market Trends

As detailed in the Housing Analysis chapter, Midwest City has experienced a mix of steady single-family construction and renewed interest in alternative housing formats, including duplexes and small-scale multifamily units. While these trends are encouraging, systemic barriers, such as rising material costs, aging infrastructure, and land use constraints, continue to limit the responsiveness of the housing market.

At the same time, shifting demographics, lifestyle preferences, and job mobility are increasing demand for rental housing and flexible homeownership options. The City's ability to meet these needs will require coordinated efforts in zoning reform, infill development, and targeted incentives to stimulate housing production and rehabilitation.



Quality of Life

Midwest City's relatively affordable housing market remains one of its strongest economic assets. As detailed in the Community Snapshot, the City's median home values and cost-to-income ratios make it attractive to first-time buyers, military families, and middle-income households. This affordability, paired with proximity to major employment centers and services, positions the City as a desirable alternative to more expensive neighboring suburbs.

However, continued economic competitiveness will require intentional investments in housing variety and quality. Enhancing higher-value housing options, improving aging housing stock, and increasing access to walkable, amenity-rich neighborhoods are all key to attracting professionals, retaining residents, and strengthening the City's fiscal base.

Aligning Housing Investment with Economic Goals

Recent analysis shows Midwest City faces housing shortages across the spectrum, from entry-level rentals to executive housing. While affordability remains a relative strength, the City has significant unmet demand for higher-end homes and quality rental units, especially for professionals and households earning over $100,000. These findings, detailed in the Housing Analysis, highlight the importance of aligning housing investment with the City's economic development priorities.

Vacancy and underutilized housing units present an opportunity for reinvestment. Rehabilitation of aging homes, strategic infill, and revitalization of existing neighborhoods can help expand housing access while improving community appearance and tax base performance. Leveraging housing improvements as an economic development tool will be vital for both workforce retention and attraction.

Neighborhood Housing Stability

Midwest City's neighborhoods are a cornerstone of its identity and economy. As discussed in the Community Snapshot and Housing Analysis chapters, the City's housing stock is generally stable, with high occupancy rates and a strong base of owner-occupied homes. However, much of this housing was built before 1980, and reinvestment is essential to maintaining quality, livability, and long-term value.

Addressing deferred maintenance, revitalizing aging homes, and returning vacant structures to productive use are critical for preserving neighborhood vitality. These efforts, combined with targeted infill, zoning modernization, and support for first-time buyers and aging residents, can help extend the life of existing housing assets and strengthen overall economic resiliency.



Retail

Retail Market

Retail is critical in Midwest City's economy, serving as a cornerstone for tax revenue, job creation, and community identity. The City's retail sector caters to residents as well as regional visitors, offering a mix of essential goods, dining, and entertainment options. However, the retail environment is changing and influenced by evolving consumer preferences, technological advancements, and growing regional competition. To remain competitive, Midwest City must focus on revitalizing existing retail spaces, addressing leakage to neighboring areas, and attracting new developments that align with current market trends.

Table 2. Retail Inventory

Retail Inventory	
Proposed Retail	6,800 SF
Class A Retail	638,710 SF
Class B Retail	3,128,631 SF
Class C Retail	1,664,838 SF
Class F/ Unclassified	135,455 SF
Vacant	795,524 SF (Mall 304K SF)
Total	5,565,634 SF

Source: CoStar

Existing Conditions

Midwest City's retail market consists of a mix of Class A, B, and C retail space, along with some unclassified properties. The majority of retail space falls into Class B (3.1 million SF) and Class C (1.6 million SF) categories, reflecting a significant presence of older shopping centers and commercial properties. Class A retail space, which typically consists of newer, higher-quality properties, totals 638,710 SF, indicating a smaller share of modern retail developments.

Retail vacancy in Midwest City is 795,524 SF, showing that while there is available space for businesses, some properties may require reinvestment or repositioning to attract tenants. The City also has 6,800 SF of proposed retail, suggesting limited planned expansions at this time. With a mix of retail classifications and available space, the market remains active, though modernization and tenant attraction will be key to strengthening retail performance.

Market Trends

Several key trends are reshaping the retail sector nationally. Consumers are increasingly drawn to experiential retail, favoring mixed-use developments that combine shopping, dining, entertainment, and residential. At the same time, workforce challenges, such as labor shortages and rising wages, have pushed retailers to innovate with automation and enhanced employee benefits to attract and retain staff.

Regionally, Midwest City faces significant competition from nearby retail hubs like Edmond, Moore, and Oklahoma City, and a growing Shawnee which offer more diverse and high-end shopping options. Retail leakage remains a concern as residents often travel to these neighboring cities for shopping and entertainment.

However, Midwest City has begun revitalizing its retail spaces, with projects like Town Center Plaza, and the future Heritage park Mall development, reflecting a broader trend of repurposing aging retail centers. Demand for unique dining and entertainment options is also rising in the region, creating opportunities for local growth in these sectors. Additionally, Tinker Air Force Base provides a reliable customer base for retailers, especially those catering to military families.

These trends highlight the need for Midwest City to adapt its retail strategies to remain relevant and competitive. By focusing on modernizing its retail offerings and capitalizing on its strategic location within the region, the City can attract businesses that align with both national and local consumer demands.

Market Activity

Midwest City's retail market has remained stable while undergoing notable shifts in inventory, vacancy rates, and rental pricing over the past few years. As of 2024, the City's retail inventory totals 5,565,634 square feet, reflecting a steady expansion in available space. Retail vacancy has increased from 12.9% in 2023 to 14.1% currently. This trend aligns with broader regional patterns where older retail centers face higher vacancies while new or renovated spaces in prime locations remain competitive.

Despite the increase in vacancies, average retail rents have climbed from $12.80 in 2020 and $13.34 in 2023 to $14.95 per square foot. This growth reflects the strength of high-performing retail corridors, particularly those offering experiential retail, dining, and entertainment options. It also indicates that while vacancies exist, well-located and updated retail spaces command higher rents, signaling demand for quality shopping environments.

Going forward, strategic retail redevelopment will be essential to reducing vacancy rates and capturing more consumer spending within the City. Improving existing retail centers, revitalizing underperforming spaces, and incorporating mixed-use developments can help Midwest City remain competitive in the regional retail landscape.

Table 3. Midwest City's Retail Market Snapshot

Midwest City Retail Market Snapshot	Inventory	Vacancy	Average Rent
2024	6,351,998 SF	14.1%	$14.95 PSF
2023	6,278,741 SF	12.9%	$13.34 PSF
2022	6,245,094 SF	12.7%	$13.24 PSF
2021	6,351,999 SF	13.3%	$13.25 PSF
2020	6,143,853 SF	13.5%	$12.80 PSF

Source: CoStar

Primary Trade Area

A Primary Trade Area (PTA) is the geographic region from which most, roughly 65%, of a City's retail customers originate. It defines the core consumer base, capturing residents who consistently shop, dine, and seek entertainment within a given market. Regional access, competing retail hubs, transportation corridors, and commuting patterns shape the PTA and influence where people choose to spend their money.

For Midwest City, the Primary Trade Area extends beyond City limits, encompassing a broader regional population of 213,512 in 2024, which is projected to grow to 218,002 by 2029 at a 0.4% annual rate. Within Midwest City the population is expected to grow at a greater rate, reaching 61,288 by 2029, an annual growth of 0.7%. These figures indicate stable, sustainable growth reinforcing the City's position as a regional retail center.



Income trends further highlight Midwest City's retail potential. As of 2024, the median household income in the PTA is $54,182, slightly lower than Midwest City's $54,943. By 2029, median incomes are projected to rise to $64,487 and $65,738, respectively, reflecting a 21.0% increase over five years. This rise in disposable income signals growing consumer spending power, particularly in mid-tier and aspirational retail categories.

A well-defined PTA allows Midwest City to understand its core customer base, identify spending leakage, and strategically position its retail sector. As the population expands and incomes rise, retail attraction efforts should focus on closing service gaps, diversifying retail offerings, and improving destination-driven shopping experiences to keep consumer dollars within the trade area. With regional competition from Oklahoma City, Moore, and Edmond, strengthening Midwest City's retail appeal will be crucial in capturing a greater share of discretionary spending and reinforcing its role as a retail anchor in the metro area.

Table 4. Primary Trade Area

	Midwest City	PTA
2024 Population	60,062	213,512
2024-29 Annual Growth Rate	0.4%	0.4%
2029 Population	61,288	218,002
2024 Median Household Income	$54,943	$54,182
2029 Median Household Income	$65,738	$64,487
2024 Average Household Income	$75,147	$81,007
2029 Average Household Income	$88,773	$92,285

Source: Esri



Market Demand

Retail demand in Midwest City is driven by population growth, income expansion, and evolving consumer spending patterns within the Primary Trade Area (PTA). As the City's population and household incomes increase, the ability to support additional retail square footage also expands. Understanding how this demand is calculated provides insight into the market's potential for retail growth and new business attraction. Retail demand is determined by understanding a geography's current and projected retail expenditures and translating this into the amount of retail supply that would satisfy that demand.

In 2024, Midwest City's annual retail demand is estimated at 46,342 square feet, with a five-year projected demand of 231,709 square feet. This figure represents the new retail space needed to accommodate increased consumer spending as incomes rise and the population grows. However, this calculation does not include the potential demand generated by an increase in visitor spending, new commercial developments, or shifts in consumer preferences toward experience-driven retail. The presence of Tinker Air Force Base and Midwest City's regional retail draw means that actual retail demand could exceed baseline projections, especially with the continued push toward revitalized shopping centers, mixed-use developments, and expanded entertainment options.

By aligning retail development with spending growth and consumer trends, Midwest City can strengthen its position as a regional retail hub, keeping more dollars in the local economy while providing a vibrant and dynamic shopping environment for residents and visitors alike.

Table 5. Retail Demand

Midwest City Retail Demand	
City Annual Retail Demand	46,342 SF
City 5-Yr Retail Demand	231,709 SF

Source: Catalyst Commercial, CoStar, Esri

Hospitality and Retail Competition

Retail remains a key economic driver for Midwest City, serving both local residents and regional visitors. However, as consumer preferences continue to evolve, the City faces growing competition from larger retail hubs in Oklahoma City, Moore, and Edmond. While retail space in Midwest City has steadily expanded over the years, the City must continue focusing on modernizing its retail offerings, attracting new businesses, and improving the shopping experience to remain competitive within the Oklahoma City Metropolitan Statistical Area.

Rentable building area (RBA) refers to the total square footage of a building or market segment that is available for lease, including both occupied and vacant spaces. In the context of hospitality, it represents the total amount of hotel space available within a given area, helping to quantify market share and track development trends over time. Midwest City's hospitality sector has remained stable, capturing a 3.2% share of the total hotel space in the Oklahoma City Metro Area as of 2024. While this represents a slight decline from 3.4% in 2020 and 4.2% in 2010, the City's 585,087 square feet of hospitality space have remained unchanged since 2020, indicating a plateau in hotel development.

By contrast, the Oklahoma City Metro Area has experienced substantial hospitality growth, increasing from 8.4 million square feet in 2000 to over 18.1 million square feet in 2024. This suggests that while the broader metro area has significantly expanded its hospitality offerings, Midwest City's hotel and lodging sector has not grown at the same pace.

Table 6. Hospitality Area

Hospitality	Midwest City	OKC MSA	Capture of MSA
2024	585,087 SF	18,169,020 SF	3.2%
2020	585,087 SF	17,439,782 SF	3.4%
2015	515,214 SF	13,897,892	3.7%
2010	515,214 SF	12,309,548	4.2%

Source: Esri

Targeted investment in hospitality development, particularly in conference hotels, extended-stay accommodations, and tourism-driven lodging, could help Midwest City capture a larger share of the growing hospitality market. The City's proximity to Tinker Air Force Base, regional sports tourism, and the Reed Conference Center presents opportunities for hotel demand, particularly if paired with expanded retail and entertainment options.

Midwest City's retail footprint has expanded consistently, reaching 5,565,634 square feet in 2024, a 2.8% increase since 2015. However, its share of the total Oklahoma City Metro Area retail market has remained steady at 5.4%, indicating that while Midwest City has added retail space, it is growing in proportion to the broader metro area rather than outpacing it.

As nearby nodes such as Shawnee increase their retail inventory, competition will increase, and the trade area limits will become more constrained. Midwest City has consistently ranked highly in retail sales per capita, but recently has been surpassed by Shawnee.

Since 2010, Midwest City has added over 670,000 square feet of retail space, but its capture rate has declined slightly from 5.6% in 2010 to 5.4% in 2024. This suggests that retail expansion in the broader Oklahoma City Metro Area is occurring at a faster rate, reinforcing the need for Midwest City to differentiate its retail offerings and strengthen its market position.

To remain competitive, Midwest City must focus on revitalizing older retail centers by updating and repurposing existing properties to align with modern shopping trends and mixed-use developments. As consumer preferences shift toward experiential retail, the City should encourage the redevelopment of aging retail spaces to include entertainment, dining, and walkable environments that improve the overall shopping experience.

Additionally, enhancing destination retail experiences will be key to attracting unique retailers, restaurants, and entertainment venues that encourage longer visit times and repeat customers. By cultivating a more engaging retail atmosphere, Midwest City can differentiate itself from competing markets and increase foot traffic in its commercial districts.

Another critical strategy involves expanding hospitality and tourism-driven retail by leveraging sports tourism, regional events, and military-related travel to drive demand for hotels, dining, and shopping experiences. With assets such as Tinker Air Force Base, regional sports complexes, and the Reed Conference Center, Midwest City can capture additional visitor spending by strengthening its hospitality sector. By implementing a strategic retail and hospitality growth plan, the City can capture a larger share of regional consumer spending, reduce leakage to competing cities, and solidify its position as a premier retail and entertainment destination within the Oklahoma City Metro Area.

The vacant Heritage Park Mall represents a priority reinvestment opportunity. With Midwest City pursuing acquisition, the property must be repositioned to anchor renewed activity, strengthen the tax base, and catalyze investment throughout the surrounding corridor.

Table 7. Retail Area

Retail	Midwest City	OKC MSA	Capture of MSA
2024	5,565,634 SF	102,647,066 SF	5.4%
2020	5,412,253 SF	99,811,226 SF	5.4%
2015	4,991,261 SF	92,980,453 SF	5.4%
2010	4,895,093 SF	87,399,214 SF	5.6%

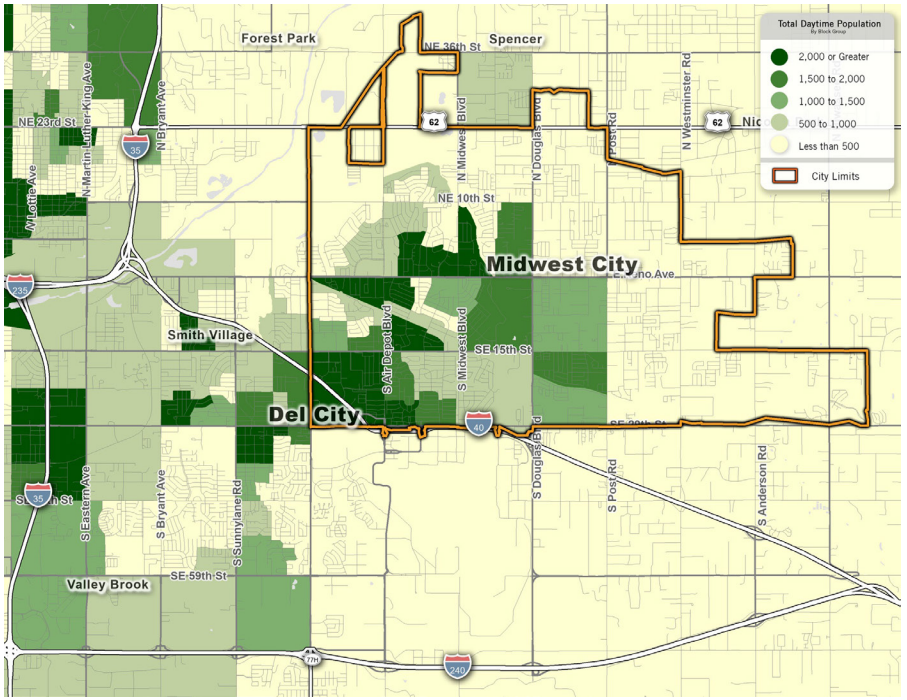
Source: Esri

Retail Attraction

The retail landscape in Midwest City is bifurcated with a small number of high-performing centers, such as Town Center Plaza and Sooner Rose, alongside aging retail nodes that suffer from underinvestment, fragmented ownership, and declining market relevance. Town Center Plaza remains over 90% occupied, maintaining its position as a stable power center within the Oklahoma City Metro Area. Sooner Rose continues to exhibit strong potential for future development, with undeveloped acreage in phases 2 and 3 offering opportunities for additional high-quality retail. However, beyond these two centers, the City's retail environment deteriorates in some areas. Older strip centers, particularly along corridors such as Air Depot Boulevard and SE 15th Street, have outdated structural and aesthetic designs, making them unattractive to contemporary retailers seeking co-tenancy synergies, visibility, and experiential retail environments.

An additional challenge for retail attraction is the absence of mixed-use developments that reflect evolving consumer preferences by allowing patrons to dine and shop as well as live and work in the same location. Integration of food and beverage uses, shopping, entertainment uses, public space, and residential or office activity will generate sustained activity for retailers throughout the day and throughout the week without limiting activity to after work or the weekends. Midwest City's older retail environments do not have this mix of elements and it limits the City's ability to attract the highest-performing national and regional tenants. Furthermore, the City's retail gravity is weakened by leakage to more competitive suburban markets in the metro area, including Moore, Norman, and Choctaw, where newer centers offer a more cohesive tenant mix and higher-quality built environments.

An important asset for retail attraction is Midwest City's strong daytime population, driven by Tinker Air Force Base, the City's health care institutions, and major employers such as Rose State College. The daytime workforce population provides a robust foundation of daily consumers that makes up a portion of the site selection criteria for retailers evaluating new locations. Leveraging this concentration of employment and daily visitors, particularly through mixed-use and experience-driven developments, could substantially increase the City's retail competitiveness and recapture market share currently lost to surrounding suburbs.



Map 16. Daytime Population

Primary Jobs

Workability is a critical factor in Midwest City's economic sustainability and growth, encompassing the availability of jobs, workforce skills, and accessibility to employment opportunities. As a City closely tied to Tinker Air Force Base and part of the broader Oklahoma City Metropolitan Statistical Area, Midwest City benefits from access to diverse employment sectors, including aerospace, healthcare, and education. However, challenges such as workforce retention, competitive wages, and evolving job market trends highlight the need for a focused approach to strengthening the City's workability. By addressing these issues, Midwest City can position itself as an attractive destination for employers and a skilled workforce.

Primary Job Market Conditions

The job market in Midwest City and the surrounding region reflects national and local trends. Nationally, workforce shortages and rising wages are shaping labor market conditions across many industries, forcing employers to compete more aggressively for talent. Remote work opportunities also influence job preferences, with workers increasingly seeking flexibility and convenience. These trends create challenges for smaller cities like Midwest City, which must compete with larger metropolitan areas for skilled labor.

Regionally, Midwest City benefits from its proximity to Tinker Air Force Base, a major economic anchor that provides stable employment in aerospace and defense. While the City has a strong foundation in industries like healthcare, retail, and public administration, diversifying the job market requires identifying industries that align with Midwest City's existing workforce and infrastructure. Expanding high-wage, sustainable industries such as advanced manufacturing, professional services, and logistics will help strengthen the local economy.

Ensuring a balanced job market with a mix of established and emerging industries will support long-term economic stability. Additionally, factors like housing availability, amenities, and career opportunities play a role in workforce retention, as some residents commute to larger employment centers like Oklahoma City for work.

Local employers are also navigating infrastructure challenges, particularly on the City's east side, where limited sewer and water access have hindered development and business expansion in the past. At the same time, opportunities exist to capitalize on growth in key sectors, such as logistics, technology, and education, to create a more diverse and resilient job market.

Midwest City's ability to improve workability will depend on its capacity to address these challenges and leverage its strengths. By investing in infrastructure, workforce training, and livability improvements, the City can increase its attractiveness to employers and employees, creating a stronger and more sustainable economic future.

Industry Clusters

Midwest City's industry clusters reflect a well-rounded and diversified local economy driven by its strategic location, proximity to Tinker Air Force Base, and access to the broader Oklahoma City Metropolitan Statistical Area. These clusters provide stability and growth potential, with key industries such as healthcare, public administration, retail, and education forming the backbone of the City's economic base. Emerging sectors such as professional services, technology, and construction offer additional opportunities for growth and diversification. Understanding the distribution of industries and occupations within Midwest City helps identify strengths, gaps, and areas for targeted economic development.

Industries

Midwest City's economic base is driven by a diverse range of industries, reflecting the City's strategic location and proximity to key regional assets such as Tinker Air Force Base. The largest industries in the City include health care (4,197 jobs) and public administration (4,133 jobs), underscoring the City's role as a center for essential services and government operations. The retail trade sector (3,497 jobs) and educational services (2,250 jobs) also play significant roles in the local economy, supporting employment and community needs.

Service-oriented sectors such as accommodation and food services (1,524 jobs) and professional/technical services (1,382 jobs) contribute to the growing demand for local amenities, while construction (1,435 jobs) and manufacturing (1,431 jobs) provide vital support to infrastructure development and regional supply chains.

It is important to note Midwest City's employment has always been tightly linked to Tinker Air Force Base, although in recent years the percentage of residents employed by Tinker Air Force Base has been declining. This decline is significant and signals a need to align the needs of the Air Force Base with housing, workforce development, and other needs to ensure this remains a key asset.

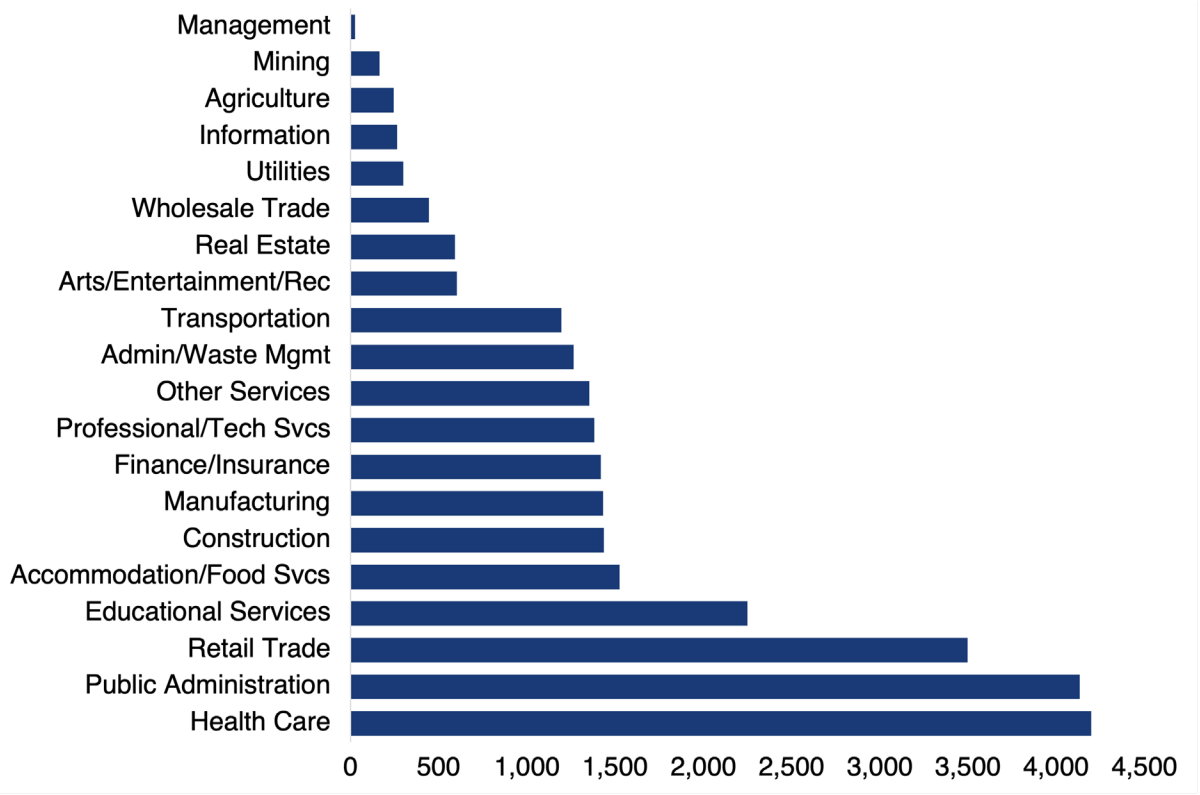


Figure 61. Midwest City Employment by Industry

Occupations

The occupation distribution in Midwest City mirrors the City's industry strengths, with office and administrative support (4,261 workers) as the most common occupation, followed by health practices (1,823 workers) and transportation/moving services (2,421 workers). The education/library sector (1,672 workers) also reflects the strong presence of schools and training centers in the area.

Skilled trades are well-represented, with maintenance and repair (1,196 workers) and construction/extraction (1,130 workers) forming an essential part of the workforce. Computer/mathematical occupations (1,188 workers) and business/financial operations (1,313 workers) indicate a growing presence of professional services and technology roles.

These figures highlight Midwest City's diversified workforce and industry structure, providing a solid foundation for economic resilience. However, opportunities exist to expand higher-wage sectors and attract industries that support long-term growth and workforce development.

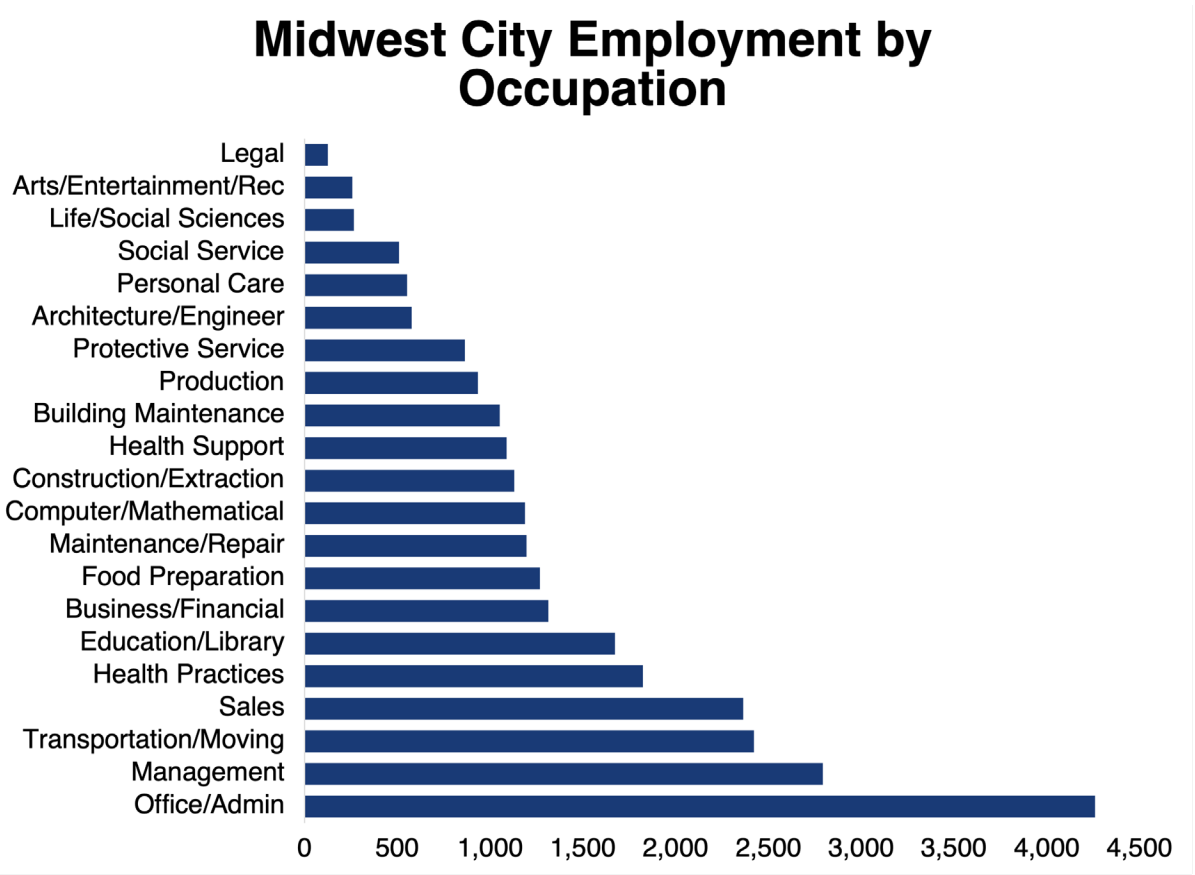


Figure 62. Midwest City Employment by Occupation

Job Market Competitiveness

Midwest City is geographically adjacent to major employment anchors, yet structurally peripheral in terms of internal job creation and employment absorption. Two dominant forces, Oklahoma City's urban core and Tinker Air Force Base, define the area's labor market dynamics. While these assets offer economic proximity, they also perpetuate labor market leakage, competing with Midwest City's local employment base and constraining the formation of a self-sustaining economic ecosystem.

A substantial portion of Midwest City's workforce commutes westward into Oklahoma City. This labor outflow is a consequence of multiple factors including higher wages and higher skill levels than job offerings within Midwest City's boundaries. The limited supply of quality office space and the resulting tenants make it difficult for Midwest City to capturing this economic demand locally. Instead, what remains is a surplus of outdated office space that is misaligned with current market expectations and tenant preferences. Consequently, even as residents contribute to the economic vitality of the Oklahoma City Metro Area, Midwest City is falling behind in capturing the potential of the labor force.

Proximity to Tinker Air Force Base has traditionally been thought of as a competitive advantage, but it also results in a distinct form of labor leakage. Tinker Air Force Base is among the largest employment hubs in the region with more than 26,000 military and civilian personnel employed. As residents are absorbed into federal employment structures, the private sector struggles to compete with the wage stability, benefits, and job security offered by federal employment and the skill sets are less likely to be recycled into the local economy, as Midwest City lacks a sufficient array of complementary industries or entrepreneurial platforms to capture those resources.

The cumulative effect of these patterns is a weakened internal employment structure. Midwest City's economic base remains overly reliant on external centers of gravity. This dependence limits its ability to generate robust daytime population activity, constrains the growth of local service and retail businesses, and suppresses the multiplier effects typically associated with income retention and local reinvestment. Compounding this issue is the inherent instability of relying on public-sector employment. As noted in recent assessments, federal and state leases are often unpredictable, one-sided, and vulnerable to administrative restructuring, such as reductions in force policies.

To strengthen their competitive position in the regional labor market, Midwest City should continue a proactive primary jobs strategy to generate and retain jobs. One strategy to achieve this may be to develop shovel-ready sites focused on primary jobs of various industries. It also requires targeted investment in strategic corridors and areas, where public-private partnerships, infrastructure enhancements, and regulatory modernization can catalyze reinvestment. The City should capitalize on its workforce demographics. The prevalence of skilled, non-degreed workers should be framed as an asset in the recruitment of trade, light manufacturing, advanced manufacturing, and logistics firms. Finally, a targeted strategy to capture and to stop and retain the economic activity generated by Tinker Air Force Base through supplier networks, auxiliary contractors, and spinoff industries can help Midwest City internalize some of the benefits currently leaking outward. Combining this with a strategy to mitigate the downward trend in the number of residents employed on Tinker Air Force Base will ensure Midwest City can grow in a strategic and resilient manner.

Office Market

The office real estate market has undergone significant shifts recently, both nationally and within the Oklahoma City Metro Area, including Midwest City. A key trend shaping office space demand is the growing preference for high-amenity office environments. Employers are investing in workplaces with modern design, collaborative spaces, wellness amenities, and advanced technology to attract and retain talent in an increasingly competitive job market. As hybrid work models continue to impact the workforce, businesses are prioritizing office environments that strengthen employee experience, productivity, and engagement, encouraging more workers to return to in-person settings.

The office inventory in Midwest City totals 1,107,852 square feet, with a direct vacancy rate of 21.3% as of 2024. While this represents a slight improvement from the previous year's 21.8% vacancy rate, it is still above pre-pandemic levels, reflecting ongoing adjustments in office space utilization. The increase in office gross rent to $17.48 per square foot suggests that demand for high-quality office space remains steady, particularly in properties offering improved amenities.

As Midwest City continues to upgrade existing office spaces and ensuring new developments include modern amenities will be key to attracting tenants and improving occupancy rates. The City's position within the Oklahoma City metro presents opportunities to capitalize on regional business growth, particularly in healthcare, aerospace, and professional services.

Market Trends

The Midwest City office market is being shaped by several key trends. The most significant is the flight to quality, where companies are consolidating their office footprints by prioritizing high-end, well-located buildings with state-of-the-art amenities, flexible layouts, and sustainability features. This trend drives demand for modern office buildings while increasing vacancy in older, less-equipped buildings. However, rising rental rates across the Oklahoma City Metro Area indicate a strengthening market across all product. Midwest City's $17.48 per square foot rent represents steady growth from $17.08 in 2023 to $15.44 in 2022, demonstrating the increasing demand for quality office spaces.

Another key trend is the growing appeal of suburban office locations. With companies seeking more affordable alternatives to urban core office space, suburban markets like Midwest City can offer a cost-effective solution with strong transportation access and workforce proximity. This has made Midwest City an attractive option for businesses looking to establish a presence outside of Oklahoma City's central business district. Additionally, sector-specific office demand continues to play a role in market activity. Industries such as healthcare, aerospace, and government contracting are leaders of office space absorption, particularly for medical office facilities and professional service firms that require specialized finish out.

These trends indicate that while overall office demand is stabilizing, tenants are becoming more selective, and office properties must evolve to meet modern workforce needs. Landlords and developers who invest in renovations, amenity upgrades, and mixed-use configurations will be best positioned to capture demand and maintain occupancy levels in the long term.

Annual Demand

Office demand in Midwest City is calculated based on multiple factors, including employment trends, population growth, and sector-specific office growth. Typically, office demand correlates with job creation in professional, business, and financial services, as well as healthcare and public administration. Demand projections also factor in vacancy rates, tenant migration patterns, and regional business expansion trends.

The annual office demand for Midwest City is estimated at 1,000 square feet, with a projected five-year demand of 4,000 square feet. However, this calculation primarily reflects organic, small-scale business growth rather than the potential impact of large corporate relocations or regional office expansions. The current demand model assumes a continuation of current office-using employment trends rather than a major influx of new companies seeking a suburban office location.

If Midwest City were to attract a corporate user, regional headquarters, or a back-office operation, the actual demand could greatly exceed these baseline projections. The City's proximity to Tinker Air Force Base, Oklahoma City, and Interstate 40 makes it a strategic location for businesses seeking affordable, well-connected office space. Additionally, as companies continue to explore suburban markets for cost-effective alternatives to urban office space, Midwest City could capture larger office users looking for lower rental rates, access to a strong labor force, and modernized office space.

To maximize office absorption, Midwest City should focus on business attraction strategies that target industries with strong office space needs. Proactively marketing the City as a cost-effective, high-amenity alternative within the Oklahoma City metro could open opportunities for significant office growth beyond the current projections. By investing in infrastructure, office modernization, and economic development incentives, the City can create an environment that not only meets existing demand but also positions itself to attract new corporate users who could dramatically reshape the office market.

Table 9. Office Market Snapshot

Midwest City Office Market Snapshot	Inventory	Vacant	Average Rent
2024	1,107,852 SF	21.3%	$17.66 PSF
2023	1,107,852 SF	21.8%	$17.43 PSF
2022	1,104,852 SF	15.9%	$15.42 PSF
2021	1,104,852 SF	11.2%	$15.24PSF
2020	1,104,852 SF	12.2%	$14.93 PSF

Source: CoStar

Table 8. Office Demand

Midwest City Office Demand	
Annual Office Demand	777 SF
5-Yr Office Demand	3,884 SF

Source: Catalyst Commercial, CoStar, Esri

Industrial Market

The industrial sector is critical in Midwest City's economic landscape, providing a foundation for manufacturing, logistics, and distribution industries. As a strategically located community within the Oklahoma City Metro Area, Midwest City benefits from regional connectivity, workforce availability, and proximity to major transportation corridors. The industrial market has remained resilient over the years, with low vacancy rates, rising lease rates, and steady inventory growth signaling strong demand for industrial space.

The continued expansion of e-commerce, aerospace, and advanced manufacturing presents new opportunities for Midwest City to strengthen its industrial base. To remain competitive, the City must focus on modernizing industrial assets, attracting new tenants, and leveraging regional economic trends to sustain long-term growth in the sector.

Competitive Markets

Midwest City operates within a highly competitive regional market shaped by population trends, income levels, and economic opportunities. With a 2024 population of 60,062, the City represents 4.0% of the Oklahoma City Metro Area, with a total population of 1,486,341. While Midwest City's 0.3% annual growth rate is slower than the metro area's 0.7% average, strategic investments in housing, infrastructure, and business attraction can improve the City's competitiveness. Additionally, the City's median household income of $54,943 remains below the Oklahoma City Metro Area average of $70,264, reinforcing the need for workforce development and higher-wage job creation. Strengthening industry diversification, improving transportation networks, and fostering business-friendly policies will be key to securing a stronger position in the regional economy.

Across the Oklahoma City Metro Area, the industrial sector has seen record-low vacancy rates, increasing lease rates, and rising demand for flex space and distribution centers. The growth of e-commerce, reshoring of manufacturing, and supply chain diversification have driven the need for modern, well-located industrial properties that can accommodate shifting market demands.

The Oklahoma City metro has maintained vacancy rates below 5% for several years, reflecting high demand for warehouse, manufacturing, and logistics facilities. Midwest City follows this trend, with a vacancy rate of 5.3% in 2024, indicating continued market strength. At the same time, rents for industrial space have steadily increased, jumping from $3.16 per SF in 2015 to $8.80 per SF in 2024 in Midwest City. This aligns with broader metro trends, where quality industrial spaces command premium rents due to strong demand and limited supply.

Additionally, Tinker Air Force Base is a major economic driver, positioning Midwest City to capture aerospace-related industrial growth, including defense contracting, parts manufacturing, and maintenance operations. As aerospace and defense manufacturing expands, the demand for industrial space to support these sectors should remain strong.

Midwest City has an opportunity to expand its industrial sector, particularly in aerospace, logistics, and small-scale manufacturing. To remain competitive, the City should focus on attracting new industrial users, modernizing older facilities, and ensuring infrastructure investments align with evolving industrial needs. By leveraging its strategic location, access to workforce talent, and proximity to key transportation routes, Midwest City can further position itself as an attractive destination for industrial growth and investment.

Existing Market

Midwest City's industrial sector has demonstrated consistent stability and growth, with low vacancy rates, rising lease rates, and steady inventory expansion. The City's current industrial inventory totals 1,429,038 square feet, a notable increase from 1,380,876 square feet in 2010. This reflects a constant addition of industrial space over the past decade. This measured growth and increasing demand, led to significant changes in vacancy rates and lease pricing, positioning Midwest City as a competitive location for industrial users.

In 2024, the industrial vacancy rate was 5.3%, up from the exceptionally low 1.4% in 2020. This slight rise suggests that some space has become available, likely due to businesses transitioning or expanding within the market. However, vacancy remains well below historical levels, particularly compared to 2015, when it stood at 15.4%. This shift underscores the increasing demand for warehouse, manufacturing, and logistics facilities in the region.

At the same time, industrial lease rates have appreciated significantly, jumping from $3.16 per square foot in 2015 to $8.80 per square foot in 2024. This nearly 180% increase in rent reflects the growing value of industrial space and the strong demand for modernized, well-located properties. With rental rates steadily climbing, Midwest City's industrial market remains attractive for developers and investors looking to capitalize on continued industrial expansion.

Midwest City's industrial and commercial sectors continue to experience job growth, driven by recent business expansions and the City's strategic industry positioning. With a workforce rooted in aerospace, manufacturing, and logistics, Midwest City offers opportunities across a diverse range of job sectors, providing pathways for both skilled trades and professional careers. The City's ability to attract, retain, and develop a talented workforce is essential for sustaining long-term economic growth, and recent business wins indicate that Midwest City is on the right path.

Several major employers have recently expanded or established a presence in Midwest City, bringing with them high-paying jobs and significant capital investment. American Glass added a 106,000-square-foot manufacturing facility, strengthening the City's advanced manufacturing sector. Similarly, Centrillium Protein recently built a 103,174-square-foot manufacturing facility, further bolstering the City's industrial base. These additions not only create immediate job opportunities but also contribute to diversifying the City's employment landscape, offering a mix of skilled, entry-level, and professional jobs.

Table 10. Industrial Market Snapshot

Midwest City Industrial Market Snapshot	Inventory SF	Vacancy	Average Rent
2024	1,429,038 SF	5.3%	$8.80 PSF
2020	1,429,038 SF	1.4%	$7.45 PSF
2015	1,409,038 SF	15.4%	$3.16 PSF
2010	1,380,876 SF	2.5%	$5.83 PSF

Source: CoStar

Target Industries

Midwest City has the potential to diversify and strengthen its economy by leveraging Tinker Air Force Base, the Oklahoma City Metropolitan Statistical Area, and its strategic location along Interstate 40. Midwest City can establish itself as a regional business destination by focusing on industries that align with existing strengths while also pursuing higher-wage opportunities.

The five key industries identified for targeted growth and investment- Professional and Technical Services, Health Care and Social Assistance, Manufacturing, Retail Trade, and Public Administration-are essential to the City's long-term economic sustainability. These industries not only provide stable employment but also have high growth potential that can attract businesses, investors, and a skilled workforce.

Each industry represents a unique opportunity to increase wages, improve economic resilience, and create a more dynamic business environment. Below is an in-depth analysis of each sector, its significance, and the specific types of businesses that Midwest City should target for growth.

Rank	Industry Sector	Midwest City Employment	OKC MSA Employment	Average Annual Wage	Location Quotient	Annual Growth Rate
1	Professional, Scientific, and Technical Services	1,382	54,692	$70,000	0.7	3.4%
2	Health Care and Social Assistance	4,197	99,923	$57,200	1.1	3.30%
3	Manufacturing	1,431	49,960	$55,000	0.8	2.4%
4	Retail Trade	3,497	90,889	$36,400	1	2.3%
5	Public Administration	4,133	63,288	$62,400	1.5	2.7%
6	Finance and Insurance	1,418	37,852	$75,000	1.05	2.9%
7	Construction	1,435	56,183	$52,000	0.75	2.7%
8	Educational Services	2,250	64,517	$46,800	0.95	2.4%
9	Accommodation and Food Services	1,524	50,927	$26,000	0.85	2.7%
10	Other Services (except Public Administration)	1,352	38,947	$33,000	0.9	2.9%

Source: Catalyst Commercial, Bureau of Labor Statistics, Esri



1. *Professional, Scientific, and Technical Services*

Aerospace engineering, cybersecurity, and IT services represent a high-growth, high-wage opportunity for Midwest City.

Midwest City's proximity to Tinker Air Force Base positions it to support contractors in aircraft maintenance, defense software, and logistics. Incentives and space for small-to-mid-sized tech firms can further position the City as a regional innovation hub. Broader opportunities include business consulting, fintech, and data analytics, especially as Oklahoma City's tech sector expands.



2. *Health Care and Social Assistance*

The Health Care and Social Assistance sector encompasses a range of businesses, including hospitals, outpatient care centers, physician offices, mental health facilities, and elder care services. It is one of the fastest-growing industries in the Oklahoma City Metro Area and represents a high-wage, recession-resistant employment base.

St. Anthony Hospital Midwest anchors local healthcare services, but many residents still travel to Oklahoma City for specialty providers. Attracting outpatient centers, mental health services, and telehealth companies would fill local gaps and support economic diversification.



3. *Manufacturing*

Aerospace-adjacent and advanced manufacturing are key targets for growth and workforce alignment.

With access to Tinker AFB, major highways, and a technical workforce, Midwest City is well-positioned for clean manufacturing, robotics, and electric vehicle components. Strategic recruitment of innovation-driven manufacturers will support long-term resilience and job creation. By positioning itself as a center for innovation-driven manufacturing, Midwest City can attract national and international investment, ensuring long-term economic resilience.



4. Retail Trade

Retail supports jobs, tax base, and placemaking, especially through experiential and mixed-use development.

Midwest City's older retail corridors offer space for reinvestment. Entertainment, boutique, and dining destinations can complement Oklahoma City's tourism and create regional draw.



5. Public Administration

Stable employment and federal presence offer a foundation for regional coordination and public-sector growth.

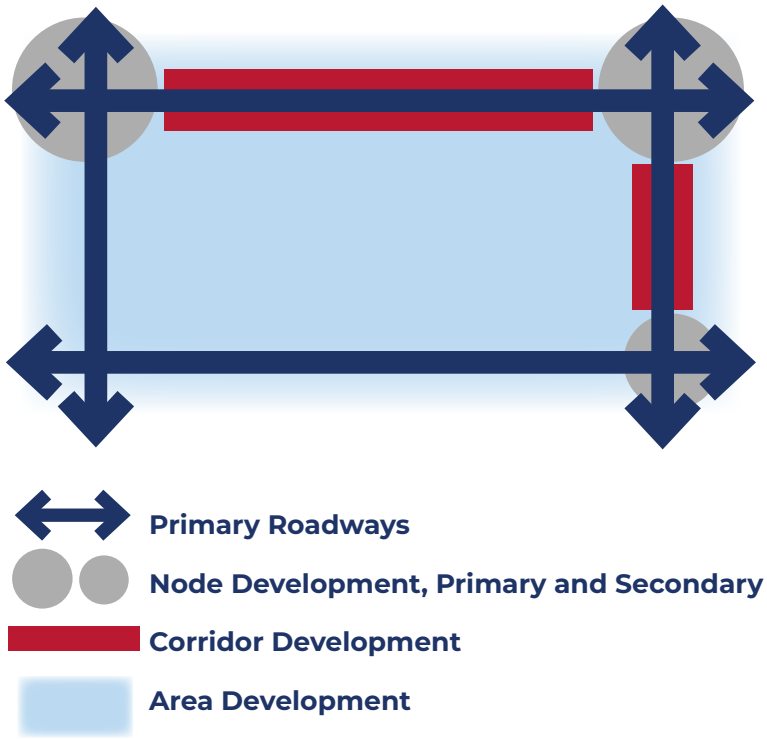
Tinker AFB and municipal government are core employers. Opportunities exist to attract regional agencies, logistics support services, and training facilities.

Alignment with the Future Development Pattern

The Nodes/Corridors/Supporting Areas development pattern emphasizes economic resiliency in that it provides for a predictable development pattern that can be replicated across the City, providing increased and convenient access to goods and services for residents and visitors.

The highest intensity uses (i.e., those that are most productive in terms of sales and property tax generated) are focused on the Nodes where access is the highest and uses can be concentrated in a way that becomes an asset and amenity for the surrounding Supporting Areas (residential). Development intensity decreases in the Corridor development type allowing for increased mobility (by decreasing intensity and access) and provides a location for uses that may not be a regular destination where consumers travel from far to frequent, but ones that need to be located near the residential they serve, are visited at a different frequency than the higher intensity Nodes, and serve a different role in the consumers' spending patterns than the uses in the Nodes. The Supporting Areas will provide the economic base for the Nodes and Corridors with residents and their respective spending power to generate retail sales.

Consumers are increasingly drawn to experiential retail in mixed-use settings that provide an experience where they can access multiple retailers or uses (i.e., shopping, dining, entertainment) within one location. This development pattern allows for Midwest City to facilitate development of all types, reducing retail sales leakage and creating an economy that allows those purchases to be made within Midwest City rather than competing communities or commercial nodes out of convenience, location, or availability of uses near the consumer's home or workplace.



This pattern diversifies the economic base across different patterns to allow the Nodes to be the economic engine, the Corridors to be the consistent activity generator serving residents and the workforce, and the Supporting Areas to be the consumer base to shop and work in the Nodes and Corridors.

By broadening the uses and retail types within the City, it ensures that the City's success is not dependent on a single sector, positioning Midwest City to create a more resilient economy that is adaptable to future demographic and market changes.

Economic Development Playbook

The market analysis prepared for this plan (included in the appendix) and the implementation recommendations (with identified actions, partners, costs, and timelines) in chapter 11 are collectively Midwest City's Economic Development Playbook. This Economic Development Playbook should be a living document that is regularly updated and revisited for relevancy and applicability.

These translate the market trends and context of the market analysis into recommendations that guide decision making and aligns policies and programs with the vision of Midwest City's future and supporting the City's economic development goals. This will provide City leadership, staff, and partners with a playbook to strengthen Midwest City's economy, competitiveness within the region, flexibility and adaptability, and long-term economic resilience.







CHAPTER

9 METRICS AND IMPLEMENTATION

Introduction

Implementation is an essential element of the comprehensive planning process that allows the City to take the visions from this Plan from theory to reality. Planning for the future should not be a stagnant process, but a process that incorporates continuous analysis, revisions and actions.

The future direction of Midwest City's development and land use policy will be shaped by the recommendations and actions outlined in this Plan. The success of this Plan relies on the City's consistent and frequent implementation of its goals and objectives.

Policies and recommendations may be implemented through regulations, such as zoning and subdivision ordinances, and capital improvement programs. Many recommendations can be implemented through simple refinement of existing regulations or processes, while others may require the establishment of new regulations, programs, or processes. There are also recommendations that will involve additional community input and the continued support of local organizations and private partnerships.

This chapter summarizes the actions noted throughout the Plan, including prioritization and recommendations for responsible entities, as well as applicable metrics that the City can track to measure progress.

Responsible Entities

CITY COUNCIL

The City Council are responsible for deciding and establishing priorities, setting time frames, and determining the financial resources to be made available for implementation efforts.

PLANNING COMMISSION

The Planning Commission is charged with making recommendations to the City Council regarding zoning and the Comprehensive Plan. In this role, the Planning Commission acts as the connection between City Staff and City Council. It is important for the commission to remain knowledgeable about the Comprehensive Plan and to make sound recommendations in the best interest of the City.

CITY STAFF

City Staff is involved in the most direct application of the Comprehensive Plan. They are responsible for administrating the plan through the zoning ordinance, subdivision codes, and other regulations influenced by the Comprehensive Plan. City Staff works directly with developers and property owners to translate the vision in the Comprehensive Plan to the built environment through the administration of these ordinances.

OTHER ORGANIZATIONS

Implementation of the Comprehensive Plan is not solely accomplished through City resources. Entities like private developers, federal agencies, or local nonprofit organizations are useful resources to implement specific recommendations of the Comprehensive Plan. These entities can provide resources and support for elements of the plan to assist the City in completing particular tasks. Partnerships can take the form of public-private partnerships (PPP), grant funding, establishment of programs, and other various methods.

RESIDENTS & MIDWEST CITY COMMUNITY

Community involvement is crucial at all stages of the planning process including after adoption of the Comprehensive Plan. The Midwest City community can play an important role in ensuring that the recommendations of the Comprehensive Plan are being implemented by being proactive and communicating their concerns to the City Staff as well as the elected officials.

Maintaining the Plan

Updating the Plan

The Comprehensive Plan is intended to be a living document that allows for flexibility as the priorities of the community change. Over time there are changes in political, economic, physical, technological, and social conditions that influence the development of the City, and the Comprehensive Plan should be reviewed and regularly updated. If the plan is to reflect the goals of the community and remain relevant, it must be reviewed periodically to ensure the plan elements, policies, and recommendations are still applicable. There are two types of amendments to the plan: minor amendments and major amendments.

Pages 60 to 62 within Chapter 3, Land Use, outline how appointed and elected officials should consider the Comprehensive Plan when making decisions regarding minor amendments to the plan.

Minor Amendments

Minor amendments can be proposed at any time, such as specific changes to the Future Land Use Plan related to development applications or public improvement projects. Minor amendments can be addressed by the City as they arise or may be documented and compiled for a more thorough evaluation via an annual review process. For example, this is how and when the results of another specialized plan or study may be incorporated into this plan.

Major Amendments

Significant plan revisions and updates should occur no more frequently than every five to 10 years. Major updates involve reviewing the current conditions and projected growth trends, re-evaluating the policies and recommendations of the plan (and formulating new ones as necessary), and adding to, modifying, or removing recommendations in the plan based on their implementation progress.

Annual Progress Reporting

After the adoption of the plan, it should be reviewed annually and a report prepared for the City Council. This annual review will verify that the plan remains current and that any necessary amendments have been or can be made. It is also important to verify that policies and ordinances align with the recommendations outlined in this plan.

Comprehensive Plan Audits

In addition to annual progress reporting, it is recommended that the City conduct a thorough audit of the Comprehensive Plan's content and outcomes and recommend necessary revisions every five years. This effort should involve participation from different City departments, elected officials, and community members. The review should consider any changes in demographics, economy, and societal factors that may impact development in Midwest City.

Proactive and Reactive Strategies

Plan implementation is often achieved through one of two methods: proactive and reactive implementation strategies. While both approaches are effective in implementing the recommendations of this Plan, using a balance of both will better position the City for success in achieving this goal. Examples of proactive and reactive strategies are provided below.

Proactive Strategies

Proactive strategies are those that the City leads in implementing the Plan's recommendations and actions. City-initiated efforts are effective because they can occur immediately; however, they may prove costly in terms of staff time and City resources. Examples include:

- Updating policies, such as Capital Improvement Plans (CIPs), thoroughfare plans, and development codes to achieve the recommendations identified within this Plan.
- Initiating zoning changes within target areas to encourage development that is compatible with the land use designations within this Plan.
- Acquiring property from private individuals and entities in strategic locations to ensure responsible development and engineering practices.

Reactive Strategies

Reactive strategies involve opportunities brought to the City on a case-by-case basis rather than those the City seeks out independently. These strategies rely on elected and appointed officials to act with the recommendations of this Plan in mind, placing further emphasis on the continuing updates and communication of the Plan suggested in this chapter. Examples include:

- Assessing rezoning requests against the intent and purpose of the future land use categories established in this Plan.
- Reviewing development applications for compliance with the adopted development standards and the intent of this Plan.
- Updating the recommendations and actions of this Plan based on public feedback and initiatives.



Continuing Education and Training

While City staff and management may be familiar with the comprehensive planning process and its impact on day-to-day decisions, others not involved in the planning field, including those appointed to assist in implementation, may not be as familiar. For this reason, educational materials and work sessions with the Planning Commission, City Council, and other key groups involved in implementing the Plan are recommended. The goals of such training may include:

- Establishing an understanding of the rules and responsibilities of each party related to the implementation and maintenance of the Comprehensive Plan.
- A review of the Plan's content and how it relates to the decisions and actions of each involved party.
- A review of the Plan's Implementation Table to establish a basic understanding of the Plan's priorities and timelines related to fulfilling recommendations.

As new individuals are elected and appointed to positions tasked with promoting and implementing the findings of this Plan, continuing education and training efforts must be provided as needed. Educational materials, such as summary brochures and handbooks, will assist when transitioning between decision-makers.

Using Metrics and Interpreting Data

Utilizing benchmarks is a relatively straightforward way to measure the progress made toward implementing the goals of this Comprehensive Plan. Tracking these indicators provides a snapshot of Midwest City and serves as a mechanism for identifying movement toward or away from goals. To measure the progress, the metrics should have a baseline point and a target point that is aspirational but feasible. None of the metrics work independently, and they are not intended to capture the entire picture of what is significant to a goal or action. There is no direct one-to-one relationship between the metrics and actions. Metrics can inform more than one action, but each action addresses at least one metric. One metric failing to meet the target does not necessarily mean that progress is not being made toward the goal; however, it may indicate that a closer examination is needed for that element.



Decision Making

Inevitably, situations will arise that do not have a clear answer within this Plan. In these cases, it is helpful to have a good understanding of the overall principles and goals of this Plan to guide decision-making and verify decisions being made are in alignment with and supportive of this Comprehensive Plan. These considerations can also aid in determining how to prioritize actions and allocate funding.

Questions to Ask Yourself

The following are some general questions to consider and discuss when making difficult decisions.

- Does it promote Midwest City and align with this Plan's guiding principles and vision?
- Does it improve the quality of life for residents?
- Does it provide a positive fiscal impact to the City?
- Are there any unexpected negative outcomes that could occur, and can they be avoided or quickly remedied?

For specific development applications, pages 60 to 62 within Chapter 3, Land Use, outline how appointed and elected officials should consider the Comprehensive Plan when making decisions.

Bundling Projects

Completing recommendations in tandem can often be more effective, efficient, and yield greater results. Accomplishing two or more projects simultaneously can seem daunting, but sharing resources can lead to enhanced outcomes. Some examples of projects that typically bundle well together include underground utility updates with streetscape enhancements or updating housing regulations while working with developers to determine options and incentives that encourage more housing choices.

Vision and Guiding Principles

Provided here is a simple reminder of the vision and guiding principles for the City and community of Midwest City, established as part of this Plan. When presented with a tough choice, it can be helpful to look back at the overall vision and guiding principles to determine if any of the choices presented will help make progress toward achieving these goals.

Plan Vision

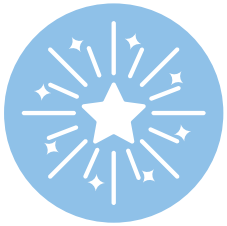
"In 2045, Midwest City is a thriving and well-connected community, offering a high quality of life for people of all ages. With its strong sense of place, diverse opportunities, and unique experiences, it is both a desirable place to call home and a destination that attracts visitors from near and far."

Midwest City is...



Connected

Neighborhoods, public services, and facilities are conveniently and safely accessible to pedestrians, cyclists, and motorists of all ages and abilities. Connectivity supports economic vitality, fosters social interaction, and links Midwest City's neighborhoods to one another and the region.



Vibrant

Curating a unique identity and strong social connection through arts, culture, activities in the public realm, local business, and aesthetically pleasing urban design.



Home

A community that offers a variety of housing types and price points to meet the needs of residents at every stage of life. Quality neighborhoods are supported by strong community amenities, safe streets, and access to services.



Efficient

Providing first-class municipal services and programs, ensuring policy and governance are fiscally sound, maintaining effective decision-making processes, and being responsive to community input. Efficiency is achieved through careful stewardship of resources and proactive planning.

Implementation

The most common issue with comprehensive plans is the lack of actionable recommendations that clearly outline the initial steps that a City must take to begin implementing the Plan. Thus, the goal of this plan was to break down each prioritized recommendation into a checklist that clearly outlines the who, what, when, and where of each item—but, most importantly, HOW to accomplish it.

The implementation table is organized by topics discussed throughout the plan and contains recommendations related to land use and development, transportation and mobility, and economic development. The table includes the priority recommendations established by City staff and the CPSC during the planning process. Action items will be used to assess progress annually and determine priority budget items, successful projects, and obstacles to implementation. If a recommendation is evaluated in the future and found to have had little to no progress made toward accomplishment, it will indicate a need to reevaluate the relevance of the recommendation or identify issues preventing its successful implementation.

Implementation Table Elements

1. Action Key and Description

The action key provides the reader with a simplified reference number for the specific action item. The reference numbers are based on the related chapter goal of the of the recommended action and contain a two-letter abbreviation and an additional reference number. Actions are specified for each recommendation along with a description of the recommendation.

2. Action Type

The table identifies each action as Project/Action, Program, Policy/Regulatory, Partnership, or Plan/Study. This distinction enables the City to identify the individuals or groups responsible for carrying out the action and plan for the proper allocation of resources and staffing.

- **Project/Action:** A project or capital improvement to be completed.
- **Program:** Development of new program or enhancement of an existing program.
- **Policy/Regulatory:** Development of a new policy or an update to an existing regulation or City policy.
- **Partnership:** Partner with outside organizations or agencies to coordinate on an initiative or complete an action.
- **Plan/Study:** A plan or study to be completed.

3. Key Entities and Partners

Assigning the key implementing entity responsible for following through on an action is essential to implementing the suggested recommendation. This portion of the table identifies the department or group responsible within the City and potential partnerships with other departments or external entities that may assist in completing the action. Communication with these individuals and groups is essential to explain their roles and expectations when implementing this Plan.

4. Implementation Time Frame

This Plan provides a phased approach to implementation, helping the City identify achievable actions for the new future and distinguish them from long-term actions that may require extensive studies and preparation. The recommended actions are categorized into the following time frames.

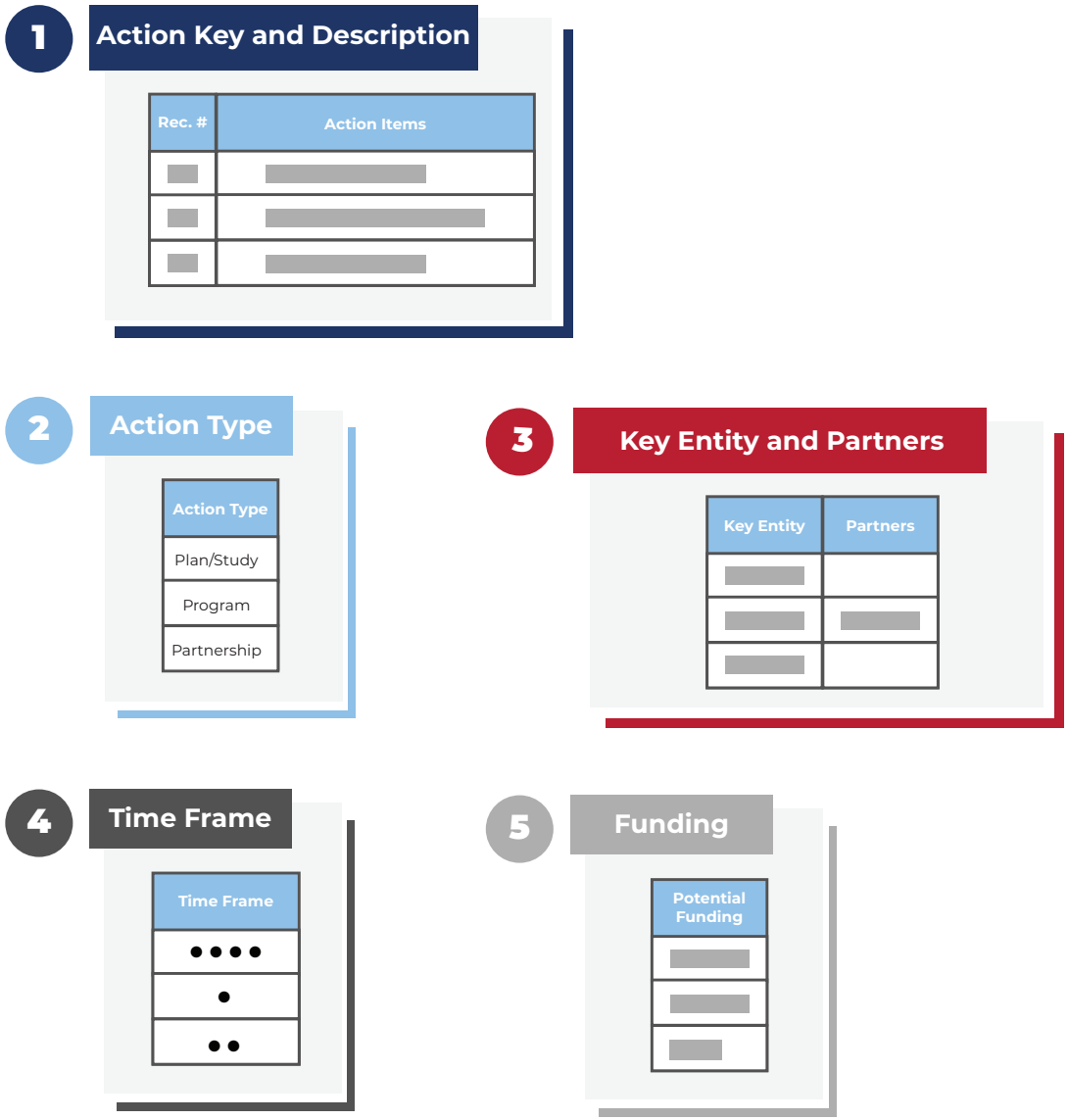
- **Short-Term (1-3 years):** Actions that

are typically “low-hanging fruit” or easier to achieve because they do not require a large amount of capital.

- **Mid-Term (4-7 years):** Actions that may require more planning and capital than the short-term 3-year horizon.
- **Long-Term (8-10 years):** Actions that generally need a large amount of capital, require significant planning and coordination for completion or other steps must take place before implementation. In some cases, there may be opportunities to make some initial progress in the short- or mid-term.
- **Ongoing (10+ years):** Recommendations that do not have a specific timeframe for implementation, are continuously implemented, or should be revisited regularly throughout the life of the recommendation or implementation of the Plan.

5. Potential Funding Sources

Leveraging available grants and funding opportunities will be crucial in realizing the recommendations proposed in this Plan. The implementation table lists potential funding sources that can help provide funding, either in full or in part, for each action item. These can be updated as additional funds/grants become available.



Chapter 3 - Land Use						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
LU.1.1	Establish infill standards and incentivize high-quality design to stimulate quality redevelopment.	◆ ◆	PL	CM, CC	Policy/ Regulatory	City Budget
LU.2.1	Complete a study of the neighborhood between N Douglas Boulevard and N Midwest Boulevard, and NE 23rd Street and NE 10th Street.	◆ ◆ ◆	PL	-	Plan/Study	City Budget
LU.3.1	Develop regulations that promote high-quality design through building material and architectural standards and scaled open space dedication.	◆ ◆	PL	CM, CC	Policy/ Regulatory	City Budget
LU.3.2	Update regulations to support the Comprehensive Plan goals, including: ▪ Allowing additional densities and missing middle housing types ▪ Incorporating complete street design strategies ▪ Minimizing impacts from adjacent land uses of differing intensities	◆	PL	CM, CC	Policy/ Regulatory	City Budget
LU.4.1	Collaborate with School Districts to provide information on population growth, facilitating their planning efforts.	◆	PL	SD	Partnership	-
LU.5.1	Continue implementing the Original Mile Study recommendations.	◆ ◆	PL	-	Project/ Action	City Budget

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

Key Entities

CC - City Council

CM - City Management

PL - Planning Department

PW -Public Works

ENG - Engineering

PR - Parks and Recreation

ORG - Partnering Organizations

SD - School Districts (All)

Chapter 4 - Transportation and Mobility						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
TN.1.1	Update the Capital Improvement Program to reflect the Master Thoroughfare Plan Map and transportation goals and priorities outlined in the Comprehensive Plan.	◆	PL	PW, CC	Project/ Action	City Budget
TN.1.2	Utilize the asset management process to identify and prioritize street improvement projects for the Capital Improvement Program.	◆ ◆ ◆	CM	PW, ENG	Project/ Action	City Budget
TN.1.3	Continue building trails and making connections to the regional Spirit Trails Network.	◆ ◆ ◆ ◆	PL	PRK	Project/ Action	City Budget, CIP, Local Grants
TN.2.1	Explore existing and alternative funding strategies for transit within Midwest City.	◆ ◆ ◆ ◆	PL	CM, CC	Project/ Action	Local and Federal Grants
TN.2.2	Actively coordinate with EMBARK to explore on-demand and microtransit options for the entire City.	◆ ◆	PL	CC, ORG	Project/ Action	City Budget, Local Grants

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

Key Entities

CC - City Council

CM - City Management

PL - Planning Department

PW -Public Works

ENG - Engineering

PR - Parks and Recreation

ORG - Partnering Organizations

SD - School Districts (All)

Chapter 4 - Transportation and Mobility						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
TN.2.3	Conduct a transit feasibility study to provide data-driven insight into where transit service is most effective and how to expand access through cost-neutral strategies. The analysis should, at a minimum, identify current and predicted travel patterns in the City, transit accommodation within Complete Streets, and include a specific case study of BRT feasibility along the Air Depot Boulevard.	◆	PL	-	Plan/Study	City Budget, Local and Federal Grants
TN.3.1	Continue with the Master Thoroughfare Plan administration to keep the plan map up to date and to accommodate new developments and policies in Midwest City.	◆ ◆ ◆ ◆	PL	ENG, PW	Policy/ Regulatory	-
TN.3.3	Develop a comprehensive sidewalk inventory to document existing conditions, assess maintenance needs, and identify gaps in the pedestrian network.	◆ ◆	PL	PW	Project/ Action	City Budget
TN.4.1	Update the Trails Master Plan.	◆	PL	ORG	Plan/Study	City Budget, Federal Grants
TN.4.2	Conduct a transportation study that includes Complete Streets strategies and Context-Sensitive Design approaches to integrate a safe, multimodal network in Midwest City into all new transportation construction or reconstruction projects.	◆ ◆	PL	CC	Plan/Study	City Budget, Federal Grants

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

Key Entities

CC - City Council

CM - City Management

PL - Planning Department

PW -Public Works

ENG - Engineering

PR - Parks and Recreation

ORG - Partnering Organizations

SD - School Districts (All)

Chapter 5 - Housing						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
NH.1.1	Establish criteria and complete neighborhood-level plans for established neighborhoods to: ▪ Develop a long-term vision for target neighborhoods ▪ Identify redevelopment areas that may benefit from catalytic redevelopment or property maintenance efforts	◆ ◆ ◆ ◆	PL	-	Plan/Study	City Budget
NH.1.2	Continue to support the Neighborhood Initiative Division and expand its efforts by enhancing community outreach, engagement, and volunteerism.	◆ ◆ ◆ ◆	PL	ORG	Program	City Budget
NH.1.3	Promote neighborhood participation in the Hospital Authority Grant program to support activities like resident-led planning, signage and beautification.	◆	PL	ORG	Program	-
NH.2.1	Conduct a detailed housing study to develop a housing action plan for producing the number, size, and style of housing types needed to support the anticipated population growth.	◆ ◆	PL	-	Plan/Study	City Budget, Federal Grants
NH.2.2	Survey established neighborhoods to identify redevelopment areas that may benefit from catalytic redevelopment or beautification and property maintenance efforts.	◆	PL	-	Project/ Action	City Budget

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

Key Entities

CC - City Council

CM - City Management

PL - Planning Department

PW -Public Works

ENG - Engineering

PR - Parks and Recreation

ORG - Partnering Organizations

SD - School Districts (All)

Chapter 5 - Housing						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
NH.2.3	Develop and maintain a working list of properties identified as vacant, abandoned, or in violation of property maintenance standards for the purpose of proactive maintenance and neighborhood improvement initiatives. This list should be limited to properties with observable violations or prolonged vacancy and shall comply with State law prohibiting general property registration.	◆ ◆ ◆ ◆	PL	Neighbor-hood Services	Program	City Budget
NH.2.4	Explore a home rehabilitation and infill housing program that helps stabilize neighborhoods, improve housing quality, and address housing shortages by revitalizing aging homes and developing vacant lots, and focusing on targeted reinvestment areas.	◆ ◆	PL	CM	Program	City Budget/ Grants
NH.3.1	Market the need for specific housing types, particularly higher-end and missing middle housing, to recruit builders and developers for these projects.	◆ ◆	City Staff	Economic Development Authority	Policy/ Regulation	City Budget, EDA Trust

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

Key Entities

CC - City Council

CM - City Management

PL - Planning Department

PW -Public Works

ENG - Engineering

PR - Parks and Recreation

ORG - Partnering Organizations

SD - School Districts (All)

Chapter 5 - Housing						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
NH.3.2	Update regulations to support the Comprehensive Plan goals, including: ▪ Allowing additional densities and missing middle housing types ▪ Incorporating complete street design strategies ▪ Minimizing impacts from adjacent land uses of differing intensities ▪ Permitting ADUs by-right, where appropriate ▪ Updating site and parking design requirements to improve financial feasibility	◆	PL	CM, CC	Policy/ Regulation	City Budget
NH.4.1	Maintain an open dialogue with local builders and developers to explore regulations and incentives that support meeting housing needs. These incentives may include: ▪ Predevelopment support, such as design and permitting costs ▪ Rehabilitation and Remodeling Incentives ▪ Leveraging Federal Programs, such as Low-Income Housing Tax Credits (LIHTC) ▪ Exploring partnerships with organizations, such as OFHA and community foundations	◆ ◆ ◆ ◆	City Staff	Builders/ Developers	Policy/ Regulation	-

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 5 - Housing						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
NH.4.2	To increase housing supply, consider additional financial tools, such as land banks, revolving loan funds, and gap financing, especially for catalytic public-private partnership projects on underutilized parcels.	◆ ◆ ◆ ◆	PL	CM, CC	Policy/ Regulation	-

Chapter 6 - Community Character						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
CC.1.1	Establish wayfinding signage standards and branding to create cohesive entryways to the city.	◆ ◆	PL	ENG, PW	Action/ Project	City Budget, Local Grants
CC.1.2	Utilize public-private partnership to develop Mixed Use nodes and catalyze Special Planning Areas.	◆ ◆	PL	CC, CM, ORG, Builders/ Developers	Program	City Budget
CC.2.1	Use signage and urban design standards to help reinforce or create character in key parts of the city, such as Town Centers and in Mixed Use nodes.	◆ ◆	PL	ENG, PW	Action/ Project	-
CC.3.1	Leverage activation and public art, such as murals, to cultivate places where people want to stay and play within Midwest City.	◆ ◆ ◆ ◆	PL	CC, ORG	Program	City Budget

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 6 - Community Character						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
CC.3.2	Increase multi-modal connectivity by conducting a Complete Streets study to establish design strategies supporting pedestrians and cyclists.	◆ ◆	PL	ENG	Plan/Study	City Budget, Federal Grants
CC.4.1	During updates to the Zoning Code, analyze the efficacy of existing Mixed Use standards and processes. Adjust where possible to increase the viability of use.	◆	PL	ENG	Policy/ Regulation	-
CC.4.2	Strengthen code enforcement and beautification initiatives to ensure that Midwest City remains a desirable place to live, work, and visit by addressing blighted properties, enforcing property maintenance standards, and enhancing public spaces	◆	CM	CC	Policy/ Regulatory	-
CC.4.3	Identify properties with repeat code offenses and determine a strategy to bring these properties into compliance.	◆ ◆ ◆ ◆	CM	Code	Project/ Action	-

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 7 - Infrastructure, Services, and Facilities						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
PS.1.1	Implement the CIP plans outlined by the Water, Wastewater, and Stormwater Master Plans and Parks Master Plan.	◆ ◆ ◆ ◆	ENG	PW, PR, PL	Project/ Action	City Budget
PS.1.2	Continue protecting and maintaining stormwater infrastructure through community programming.	◆ ◆ ◆ ◆	ENG	PW, PL, ORG	Program	-
PS.3.1	When developing new community facilities, use smart siting and design to create shared and flexible spaces.	◆ ◆ ◆ ◆	CM	CC, PL, ENG	Policy/ Regulation	-
PS.3.2	Continue to curate an assortment of amenities within parks and recreation locations throughout the city, including seating, accessible equipment, and upgrading older amenities.	◆ ◆ ◆ ◆	PR	PL, ENG, PW	Policy/ Regulation	City Budget
PS.3.3	Pursue new park and trail connections, especially during new development projects.	◆ ◆ ◆ ◆	PR	PL, ENG	Project/ Action	City Budget, Local and Federal Grants

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 8 - Economic Resiliency						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
ER.1.1	Explore the use of an incubator program to provide low-risk, high-visibility opportunities for small businesses, startups, and local entrepreneurs. Identify potential partnerships, including school districts, and integrate the opportunity into their curriculum.	◆ ◆ ◆	ED	PL, CM	Project/ Action	City Budget
ER.1.2	Update the City's unified marketing, branding, and recruitment strategy for retail to improve visibility of opportunities and the value proposition of Midwest City. Identify specific retail targets that would be successful in Midwest City. Prepare marketing materials to highlight market factors that appeal to retailers.	◆	ED	CM, CC	Plan/Study	City Budget
ER.1.3	Refine incentive policies to reward performance at designated hurdles (i.e., remerchandising, occupancy, building improvements, retail sales) that bring additional value to the city.	◆	ED	CM, CC	Policy/ Regulatory	-
ER.1.4	Explore tools, such as facade grants, to elevate curb appeal. Explore benchmarks that would identify a point at which the city's investment is a net benefit for the city. Encourage alignment with city branding and themes (i.e., an aviation theme in the Air Depot Corridor).	◆ ◆	ED	CM, CC	Policy/ Regulatory	City Budget

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 8 - Economic Resiliency						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
ER.2.1	Establish stronger guidelines for outdoor entertainment spaces and café seating areas to help businesses effectively leverage them.	◆	PL	Business Owners, ORG		City Budget
ER.2.2	Identify vacant or underused buildings and commercial land. Work with property owners to activate vacant parcels and modernize aging buildings.	◆ ◆	ED	PL, CM, CC	Project/ Action	City Budget
ER.2.3	Encourage locations that can support mixed-use districts that can create a vibrant, high-energy destination that includes a full spectrum of uses (i/e. retail, dining, and entertainment uses with potential inclusion of residential and employment uses). Locate these projects near existing retail corridors, hotels, sports complexes, employment centers, residential neighborhoods or areas, and other demand drivers to take advantage of the existing customer base.	◆ ◆	ED	CM, PL	Policy/ Regulatory	-
ER.2.4	Encourage increasing the efficiency of existing site layouts. For example, allow additional pad users when parking fields are underutilized, and the reorganization will still align with city parking requirements.	◆ ◆	PL	CM, ED	Policy/ Regulatory	-

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 8 - Economic Resiliency						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
ER.2.5	Prioritize and more readily incentivize developments that can catalyze additional investment in adjacent areas, ultimately producing a greater tax return for the city.	◆	ED	CM, CC, PL	Policy/ Regulatory	City Budget
ER.2.6	Execute on the Urban Renewal Authority's plan to address the blight of the Heritage Park Mall site. Consider the vision and the best uses of this site to create a master plan that can be marketed to potential developers to activate the vision.	◆ ◆	ED	CM, CC, PL	Project/ Action	City Budget
ER.2.7	Target destination uses such as event venues, indoor recreation facilities, amphitheaters, and sports venues to bring additional visitors to Midwest City.	◆ ◆ ◆ ◆	ED	CM, PL	Policy/ Regulatory	-
ER.3.1	Pursue target industries identified for the Midwest City market, such as aerospace, logistics, and professional services, to position Midwest City as a growing employment hub aligned with industry trends in the region and state.	◆ ◆ ◆ ◆	ED	CM	Project/ Action	-
ER.3.2	Offer performance-based incentives to encourage businesses to invest in Midwest City while ensuring that economic benefits directly translate into job creation, higher wages, and long-term community growth.	◆ ◆	ED	CM, CC	Policy/ Regulatory	City Budget

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 8 - Economic Resiliency						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
ER.3.3	Identify potential industrial development sites and increase development readiness by assessing property owner goals and issues, identify ways to assemble parcels, and prioritize infrastructure investments to the site and surrounding area, and promote these sites through the economic development website.	◆ ◆ ◆ ◆	ED	PL, CM, ENG, PW	Project/ Action	City Budget
ER.3.4	Identify functionally obsolete or aged industrial buildings that may be candidates for modernization into manufacturing or logistics facilities to extend the lifespan of existing assets while reducing redevelopment costs for businesses. Consider incentives policies and seek grants that may aid property owners in the cost of this modernization.	◆ ◆ ◆ ◆	ED	CM, PL	Policy/ Regulatory	City Budget
ER.3.5	Strengthen public-private partnerships and collaboration with Tinker AFB to improve business recruitment, workforce development, and infrastructure investment, ensuring Midwest City is a critical hub for defense-related industries.	◆ ◆ ◆ ◆	ED	CM	Policy/ Regulatory	-
ER.3.6	Partner with regional and state economic development organizations (i.e., OK Department of Commerce) to promote Midwest City as an ideal location for site selectors. Continue conversations to stay up-to-date on site selector needs.	◆	ED	CM, ORG	Project/ Action	-

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 8 - Economic Resiliency						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
ER.4.1	Consider a partnership with local businesses by creating a fund to address blight, facade improvements, and building upgrades. Explore a sales tax increment that can fund expanded redevelopment.	◆ ◆ ◆	ED	ORG, CC, CM	Program	City Budget
ER.4.2.	Expand business retention and expansion (BRE) programs to ensure local businesses receive the resources, infrastructure, and workforce support necessary to scale operations, increase employment, and remain competitive within the regional and national marketplace. Use this BRE program to communicate with business owners to identify and mitigate issues early on so they can continue to be successful in Midwest City.	◆ ◆	ED	ORG	Project/ Action	-
ER.4.3	Employ a workforce and employer survey to align industry needs with city priorities, vision and resources.	◆ ◆	ED	ORG	Project/ Action	-
ER.5.1	Coordinate with Mid-Del Tech Center to identify workforce needs.	◆ ◆	PL	Mid-Del Tech Center		-
ER.5.2	Foster partnerships with Rose State College and other regional institutions to create workforce pipelines that align with employer demand, attract business investment, and support long-term economic growth.	◆ ◆ ◆ ◆	ED	CM, ORG	Project/ Action	-

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 8 - Economic Resiliency						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
ER.5.3	Encourage the business community to engage with the school districts on their talent needs, trends in their industries, and potential opportunities for local students entering the workforce to develop a pipeline of talent.	◆ ◆ ◆ ◆	ED	CM, ORG	Project/ Action	-
ER.5.4	Foster partnerships with state and regional organizations (i.e., Oklahoma Chamber of Commerce) to coordinate economic development efforts.	◆ ◆ ◆ ◆	ED	CM, ORG	Project/ Action	-
ER.5.5	Expand City staff for Economic Development purposes, as necessary to meet the needs of the Comprehensive Plan.	◆ ◆	ED	CM, CC	Project/ Action	City Budget
ER.6.1	Incentivize and encourage revitalization and reuse in key areas. Focus on underutilized and vacant office assets such as Plaza62 and the Parklawn Office Park Tower. Consider the conversion of underutilized assets for conversion to small format office space.	◆ ◆	ED	CM, PL	Policy/ Regulatory	City Budget
ER.6.2	Create a corporate recruitment strategy to leverage the momentum of the Oklahoma City Metropolitan area. Highlight Midwest City's talent accessibility, education, and business environment.	◆	ED	CM, PL	Project/ Action	City Budget
ER.6.3	Incentivize office uses near retail amenities where daytime traffic can be captured and converted to retail spending.	◆ ◆	ED	CM, PL	Policy/ Regulatory	City Budget

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Chapter 8 - Economic Resiliency						
#	Action Item	Time Frame	Key Entity	Partners	Action Type	Potential Funding
ER.7.1	Partner with employers to facilitate and support the creation of housing near employment nodes for employees to live closer to their workplaces, improving retention, productivity, and economic stability.	◆ ◆	ED	CM, ORG	Program	-
ER.7.2	Explore a demo-rebuild program that can be utilized to demolish, acquire, or renovate uses. This will clear the way for reinvestment into neighborhoods by removing blighted or damaged structures.	◆ ◆	PL	CC, CM	Program	City Budget

Implementation Time Frame

Short-Term (1-3 Years) ◆

Mid-Term (4-7 Years) ◆ ◆

Long-Term (8-10 Years) ◆ ◆ ◆

Ongoing ◆ ◆ ◆ ◆

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Potential Funding Sources

This section provides a list of potential funding sources for the recommendations outlined in this chapter. Available funds are identified by the name, source of funding, types of projects included, and a description of the program itself. The description and type of projects funded can direct which programs should be pursued. When project funding, smaller projects can often be grouped with larger, more complex projects that may require a mix of funding sources. Public-private partnerships can help close the gap on projects and drive positive project outcomes.

Grant Name	Description	Source	Project Types
Air Quality Grant (AQG) Program	The ACOG Air Quality Grant Program seeks to improve air quality in Central Oklahoma by reducing reliance on single-occupancy vehicle trips.	Association of Central Oklahoma Governments (ACOG)	Active Transportation and Transit
Clean Air Public Fleet Conversion	Allows eligible entities to access federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds on a competitive basis in order to implement clean fuel projects	Association of Central Oklahoma Governments (ACOG)	Clean Air Transportation
TSET Targeted Achievement and Built Environment Grants	TSET is focused on creating a healthier Oklahoma — from tobacco prevention to nutrition and physical activity initiatives.	Tobacco Settlement Endowment Trust (TSET)	Nutrition, Parks and Recreation
Liveable Communities Community Challenge Grant	Designed to provide funding for tactical projects that increase quality of life for all ages.	American Association of Retired Persons (AARP)	Livability and Accessibility
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	The grant program provides grants for surface transportation infrastructure projects with significant local or regional impact.	United States Department of Transportation (USDOT)	Transportation and Infrastructure
Low or No Emission Grant Program - 5339(c)	The program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities	Federal Transit Administration (FTA)	Transit and Transit Infrastructure

Grant Name	Description	Source	Project Types
Safe Streets and Roads for All (SS4A)	Funds initiatives for the prevention of roadway deaths and serious injuries.	Federal Highway Administration (FHWA)	Safety Planning and Infrastructure
Transportation Alternatives Program (TAP)	Provides a broad range of funding for a variety of transportation projects that prioritize safety, comfort, and connectivity to destinations for all people who use the street network.	Oklahoma Department of Transportation (ODOT)	Active Transportation
Recreational Trails Program	Supports the development of recreational trail and trail-related projects. Eligible uses include lighting, fencing, benches, bridges, ramps, trail maintenance and rehabilitation, parking, restrooms, direct labor or service contracts	Oklahoma Tourism & Recreation	Active Transportation
Energy Efficiency and Conservation Block Grant (EECBG)	Provides for energy planning and implementation, including efficient buildings, renewable energy, electric transportation, financing solutions, and workforce development.	Department of Energy (DOE)	Clean Air Infrastructure and Transportation
Quality Communities Grant Program	This grant is intended to answer the question: How can we plan and design our communities in a way that promotes health, economic development, celebrates culture, and strengthens community well-being?	Oklahoma Municipal League (OML) and The University of Oklahoma (OU)	Active Transportation, Placemaking, Safety

Performance Metrics and Data

How will the City know that the Comprehensive Plan is being implemented successfully? Specific action items and performance metrics have been developed to support implementation of the recommendations laid out in this Comprehensive Plan. Metrics demonstrate progress towards achieving the vision and guiding principles set forth at the beginning of the process, while the action items outline the steps and resources needed to see progress within the performance metrics. Utilizing benchmarks offers a quantifiable approach when tracking implementation progress during the review cycles discussed in this chapter.

The City will need to track and analyze certain data points in order to accurately track the progress of each defined metric. Appropriate metrics are described in the Performance Metrics Table, which outlines the desired trend, what the metric indicates, and potential data sources.

A number of metrics have been identified and are recommended as metrics that the City should begin tracking now. The City may choose to start monitoring additional metrics in the future, as warranted and applicable. The metrics have been chosen for a variety of reasons, including availability of data, ease of tracking, greatest importance of what they indicate, and potential for the metric to indicate trends across multiple topics of interest. Baseline data to show where the City is currently and targets to show what the City should be aiming for have been provided for the identified metrics. The implementation of the actions and sub-actions should move the metric closer to the target. Some metrics may lack a baseline or target because they are either meant to remain stable, or the City will have to do further investigation to determine what target they should be aiming toward.

Topic	Metric	Indicating	Data Source	Baseline	Target
Land Use	% of developed area (excluding Agriculture, Agriculture with SF, Vacant, Waterbody, and Industrial) zoned to allow mixed use and/or nonresidential land uses.	More accessibility to goods and services within the City; reducing the need for residents to visit other cities for goods and services, keeping sales tax dollar in the City; greater potential for third places that connect residents to the City identity.	City GIS Analysis	Set from plan adoption, forward	7%
Land Use	% of land uses, tracked to a granularity beyond basic land use categories (e.g., track retail and office uses separately vs. general commercial.	Knowing the ratio of different land uses can allow the City to track trends and determine if there is a lack of a certain land use or if any land use is getting over-built.	City GIS Analysis	EXLU	FLUM

Topic	Metric	Indicating	Data Source	Baseline	Target
Land Use	% of households within 2 miles of healthcare options	Reduction in healthcare deserts; resulting in improved health outcomes, access to services, and dependence on automobiles.	City GIS Analysis	Set from plan adoption, forward	Increase annually toward 80%
Transportation	Average walk score and bike score ratings	Conditions are improving to make people more likely to choose walking or biking for their travel mode; neighborhoods are becoming more complete with greater access to convenient goods, services and activities.	walkscore.com	Walk: 29 Bike: 37	Walk: 40 Bike: 45
Transportation	% of residents who drive alone to work	Improvements to the built environment that make possible and encourage alternative forms of transportation to access destinations, such as improved bike/pedestrian facilities, improved transit, employment located closer to where residents live, and similar characteristics.	U.S. Census & American Community Survey	79%	70%
Transportation	Median/average commute time or distance for residents.	Increasing access to employment and opportunities in the City; decreasing household transportation costs.	U.S. Census & American Community Survey	23 min	15 min
Transportation	Annual number and rate of crashes (vehicle, bicycle and pedestrian)	Tracks overall roadway safety and progress toward the City's safety goals. A declining trend indicates safer conditions for all users and effective implementation of improvements such as intersection redesigns, signal upgrades and traffic calming measures.	ODOT / City Police Dept.	2025 total number of crashes and rate per 1,000 residents	Reduce crash rate and maintain annual decline trend
Transportation	% of sidewalk network meeting ADA standards (accessible routes, compliant curb ramps, clear paths)	Measures progress toward creating a fully accessible pedestrian network. Reflects how well the City addresses physical barriers to mobility and meets ADA goals.	City GIS Analysis	Based on future ADA inventory	Increase annually toward 100% ADA-compliant facilities

Topic	Metric	Indicating	Data Source	Baseline	Target
Transportation	Transit ridership (annual passenger trips)	Indicates utilization of public transit services and reflects progress toward reducing reliance on personal vehicles and providing accessible, reliable and convenient mobility options.	EMBARK	2025 ridership	Increase annually 10%
Housing	% of housing in the community other than single-family detached.	Increased diversity of housing choices to serve residents of differing needs and stages of life.	U.S. Census & American Community Survey	19.3%	30%
Housing	Housing + Transportation (H+T) Index	Includes both housing and transportation costs to show a more holistic picture of household cost burden, as compared to housing costs alone.	https://htaindex.cnt.org/	42%	42% (maintain while growing)
Housing	% of tree canopy coverage	Indicating positive aesthetics and an environment supportive of improved public health outcomes, property values, equity, etc.	https://www.treeequityscore.org/map	88%	90+%
Housing	Number of Neighborhood Initiative Division events	Indicates community organization involvement and impact.	City Analysis	Set from plan adoption, forward	Increase monthly events to 3+ monthly
Infrastructure, Services, and Facilities	Housing units and business establishments served per linear foot (LF) of infrastructure.	A more efficient system in which individual ratepayers are supporting a smaller amount of infrastructure; less infrastructure to maintain per capita; ideally resulting in more stable utility rates.	City GIS Analysis	Set from plan adoption, forward	Increase annually toward 4.0 ratio of service/LF
Infrastructure, Services, and Facilities	% of projects from Master Plan CIP project lists completed on budget.	Allows the City to proactively monitor needed updates to infrastructure; can inform prioritization of project bundles.	City Analysis	Set from plan adoption, forward	85%

Topic	Metric	Indicating	Data Source	Baseline	Target
Infrastructure, Services, and Facilities	% of open space vs. developed land.	Increased growth is not coming at the detriment to environmental health and quality of life; reduced potential for flooding due to increased impervious cover.	City GIS Analysis	Set from plan adoption, forward	Maintain less than 20% open space loss annually
Infrastructure, Services, and Facilities	Percent of city population within 10-minute walk from a park	Improved access to open space; retained quality of life in the face of growth.	https://parkserve.tpl..org/mapping/#/?CityID=4048350	51%	75%
Economic Resiliency	Median household or family income.	More disposable income and improved alignment between employer and resident needs.	U.S. Census & American Community Survey	$56,811	$60,000
Economic Resiliency	Industry mix of jobs.	Increasing access to employment and opportunities in the City.	U.S. Census & American Community Survey	Econ. Dev. Report	10% annual growth in combined target industries
Economic Resiliency	Sales tax per resident	Indicates increased buying power and potentially disposable income of residents.	Midwest City Annual Budget Report	$52.3	15% annual growth
Economic Resiliency	Percentage of persons in poverty	The City is attracting businesses offering higher incomes.	U.S. Census & American Community Survey	15.3%	<12%

MIDWEST CITY

Where the Spirit Flies High

NEW BUSINESS/ PUBLIC DISCUSSION

MIDWEST CITY

Where the Spirit Flies High

EXECUTIVE SESSION

City Manager
100 N. Midwest Boulevard
Midwest City, OK 73110
tlyon@midwestcityok.org
Office: 405.739.1201
www.midwestcityok.org

MEMORANDUM

TO: Honorable Chairman and Commissioners

FROM: Tim Lyon, City Manager

DATE: February 24, 2026

SUBJECT: Discussion, consideration, and possible action of, 1) entering into executive session, as allowed under 25 O.S. § 307 (B) (7) to discuss a matter where disclosure of the information would violate confidentiality requirements of state and/or federal law concerning who is participating in the City's Health Benefits Program; and 2) in open session, voting on a Resolution to adopt the City Council's policy on participation if certain requirements are met.

Appropriate information will be dispersed during executive session.

T L Lyon
Tim L. Lyon, City Manager

MIDWEST CITY
Where the Spirit Flies High

DISCUSSION ITEMS

City Manager, Tim Lyon
100 N. Midwest Boulevard
Midwest City, OK 73110
TLyon@midwestcityok.org
Office: 405.739.1202
www.midwestcityok.org

MEMORANDUM

To: Mayor and Members of the City Council

From: Tim Lyon
City Manager

RE: Discussion, consideration and possible action of approving a Resolution concerning City Council Members, both current and past, access to the City's Health Benefits Program and elimination of subsidies to City Council Members. (T. Lyon – City Manager).

Date: February 24, 2026

For years the City has given City Council Members the option of selecting to use the City's Health Benefits Program (health insurance, dental insurance and vision insurance). The City has historically provided the Program to City Council Members at the same or similar subsidies as City Employees. State law does not require the City to provide subsidies to City Council Members.

The subsidies cost the City 's Health Benefits Program thousands of dollars annually. City staff have contacted several surrounding municipalities. Our review did not find a municipality that provides City Council Members subsidies to the City's Health Benefits Program. The City of Oklahoma City does allow City Council Members access to the City's Health Benefits Program, but with no subsidies (i.e. the City Council Member pays 100% of the cost to have access to the insurance).

The Resolution would adopt how Oklahoma City is providing access to its Health Benefits Program to City Council Members. The Resolution would phase in the adoption of the "no subsidy" approach:

1. Immediately for newly elected City Council Members;
2. End of Fiscal Year for past City Council Members who are not currently on the City Council; and
3. End of current term in office for current City Council Members.

This policy will level the playing field and allow City Council Members access to the City's Health Benefits program and eliminate certain costs to the City. Action is at the discretion of the City Council.

Respectfully submitted,

Tim Lyon
City Manager

RESOLUTION 2026 -_____

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF MIDWEST CITY CONCERNING CITY COUNCIL MEMBERS RECEIVING HEALTH BENEFITS FROM THE CITY.

WHEREAS, the City has historically given City Council Members the option to select and use the City's Health Benefits (health insurance, dental insurance and vision insurance), which is allowed under state law; and

WHEREAS, the City has historically, given City Council Members the same Health Benefits, including subsidizing the Health Benefits costs, as City Employees; and

WHEREAS, pursuant to Oklahoma Law at Title 11 of the Oklahoma Statutes, Section 23-108 requires the City to provide access to Health Benefits to City Council Members who have served a minimum of eight (8) years (under state law, City Council Members who have served a minimum of eight (8) years are included in the definition of "retired employee" under the statute); and

WHEREAS, the City has historically, given City Council Members who have served eight (8) years or more on the City Council, who have elected to receive Health Benefits through the City, the same or similar subsidy as City Employees; and

WHEREAS, the subsidies provided to current and past City Council Members cost the City's Health Benefits Program thousands of dollars annually; and

WHEREAS, Oklahoma Law at Title 11 of the Oklahoma Statutes, Section 23-108 does not require the City to provide any subsidy to City Council Members (whether current or past) who elect to participate in the City's Health Benefits Program; and

WHEREAS, the City Council's policy is to allow its Members (whether current or past) to be able to elect whether to participate in the City's Health Benefits Program, but to eliminate the subsidy cost to the City's Health Benefits Program; and

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, that:

Beginning April 1, 2026, any newly elected City Council Member shall be given the option of selecting to participate in the City of Midwest City's Health Insurance Program. Any newly elected City Council Member selecting to participate in the City of Midwest City's Health Insurance Program, shall not receive a subsidy, but pay 100% of the insurance premium costs to participate.

Beginning July 1, 2026, and previous City Council Member meeting the definition of a "retired employee" as that term is defined in Title 11 of the Oklahoma Statutes, Section 23-108, who elects to participate in the City of Midwest City's Health Insurance Program, shall not receive a subsidy, but pay 100% of the insurance premium costs to participate.

Any current City Council Member who has currently elected to participate in the City of Midwest City's Health Insurance Program, shall continue to receive the same benefits as at the time of their election to the City Council and selection to participate in the City's Health Insurance Program. If and

upon re-election, the City Council Member shall become and be treated the same as a newly elected City Council Member.

PASSED AND APPROVED BY the Mayor and City Council of the City of Midwest City on this _____ day of _____, 2026.

CITY OF MIDWEST CITY, OKLAHOMA

_____
Matthew D. Dukes, Mayor

Attest:

_____
Sara Hancock, City Clerk

APPROVED as to form and legality this _____ day of _____, 2026.

_____
Donald D. Maisch, City Attorney

MIDWEST CITY

Where the Spirit Flies High

FURTHER INFORMATION

Finance Department
100 N. Midwest Boulevard
Midwest City, OK 73110
tcromar@midwestcityok.org
Office: 405-739-1245
www.midwestcityok.org

TO: Honorable Mayor and City Council

FROM: Tiatia Cromar, Finance Director/ City Treasurer

DATE: February 24, 2026

SUBJECT: Review of the City Manager's Report for the month of January 2026.

The funds in January that experienced a significant change in fund balance from the December report are as follows:

MWC Sanitation Department (190) decreased due to the payments for:

Vehicles	<$709,637>

Downtown Redevelopment (194) decreased because of the payment to:

H & H Plumbing & Utilities Inc.	<$367,294>

G.O. Debt Services (350) increased due to the receipts of:

Ad Valorem Taxes	$2,326,167

MWC Hospital Authority (425) activities for January:

Compounded Principal (9010) - unrealized gain on investment	$790,831
Discretionary (9050) - unrealized gain on investment	$371,221

Tiatia Cromar
Tiatia Cromar
Finance Director/ City Treasurer

City of Midwest City
Financial Summary by Fund
for Period Ending January, 2026
(Unaudited)

Fund Number	Fund Description	Assets	Liabilities	6/30/2025 Fund Balance	Revenues	Expenditures	Gain or (Loss)	Fund Balance
9	GENERAL GOVERNMENT SALES TAX	10,533,516	(11,029)	10,698,872	2,048,677	(2,225,061)	(176,384)	10,522,488
10	GENERAL	15,878,361	(126,851)	14,881,636	27,319,391	(26,449,517)	869,874	15,751,510
13	STREET AND ALLEY FUND	2,267,190	-	2,116,708	360,990	(210,508)	150,482	2,267,190
14	TECHNOLOGY FUND	677,795	-	799,731	886,672	(1,008,607)	(121,935)	677,795
15	STREET LIGHT FEE	544,318	-	695,053	357,324	(508,059)	(150,735)	544,318
16	REIMBURSED PROJECTS	1,446,862	(1,600)	902,307	622,488	(79,532)	542,956	1,445,262
20	MWC POLICE DEPARTMENT	15,808,090	(2,661)	16,248,268	11,968,960	(12,411,799)	(442,839)	15,805,429
21	POLICE CAPITALIZATION	2,696,294	-	2,321,559	1,759,953	(1,385,219)	374,735	2,696,294
25	JUVENILE FUND	119,410	-	125,414	23,225	(29,229)	(6,004)	119,410
30	POLICE STATE SEIZURES	82,999	-	85,949	1,707	(4,657)	(2,950)	82,999
31	SPECIAL POLICE PROJECTS	89,879	-	92,543	2,336	(5,000)	(2,664)	89,879
35	EMPLOYEE ACTIVITY FUND	23,124	-	17,660	22,962	(17,498)	5,464	23,124
36	JAIL	317,586	-	313,718	49,485	(45,616)	3,869	317,586
37	POLICE IMPOUND FEE	161,261	-	153,924	21,450	(14,113)	7,337	161,261
40	MWC FIRE DEPARTMENT	10,753,572	(4)	10,334,533	9,211,854	(8,792,819)	419,035	10,753,568
41	FIRE CAPITALIZATION	2,765,142	-	3,122,389	544,355	(901,602)	(357,247)	2,765,142
45	MWC WELCOME CENTER	656,190	-	669,719	141,178	(154,707)	(13,529)	656,190
46	CONV / VISITORS BUREAU	1,020,627	-	911,480	259,325	(150,178)	109,147	1,020,627
60	CAPITAL DRAINAGE IMP	79,812	-	283,841	279,794	(483,822)	(204,028)	79,812
61	STORM WATER QUALITY	1,513,833	-	1,595,559	941,123	(1,022,850)	(81,727)	1,513,833
65	STREET TAX FUND	2,688,113	-	2,588,874	394,857	(295,618)	99,239	2,688,113
70	EMERGENCY OPER FUND	1,875,520	-	1,926,358	776,347	(827,185)	(50,838)	1,875,520
75	PUBLIC WORKS ADMIN	1,726,616	-	1,214,464	1,518,679	(1,006,527)	512,152	1,726,616
80	INTERSERVICE FUND	835,977	-	641,874	2,303,531	(2,109,428)	194,102	835,977
81	SURPLUS PROPERTY	936,347	(705,287)	207,245	45,770	(21,956)	23,815	231,060
115	ACTIVITY FUND	427,986	-	466,020	131,707	(169,740)	(38,034)	427,986
123	PARK & RECREATION	4,374,462	(12,764)	3,615,005	1,125,592	(378,899)	746,693	4,361,698
141	COMM. DEV. BLOCK GRANT	6,029	-	6,029	391,389	(391,389)	-	6,029
142	GRANTS/HOUSING ACTIVITIES	276,359	-	301,962	84,119	(109,722)	(25,603)	276,359
143	GRANT FUNDS	59,362	638	60,000	796,250	(796,250)	-	60,000
157	CAPITAL IMPROVEMENTS	11,355,028	(216,228)	9,616,479	3,190,010	(1,667,689)	1,522,321	11,138,800
172	CAP. WATER IMP-WALKER	2,174,770	(6,468)	1,655,017	823,199	(309,914)	513,285	2,168,302
178	CONST LOAN PAYMENT REV	7,143,852	-	5,898,441	1,515,909	(270,498)	1,245,411	7,143,852
184	SEWER BACKUP FUND	216,559	-	164,471	52,088	-	52,088	216,559
186	SEWER CONSTRUCTION	5,684,301	(6,489)	4,727,583	1,191,768	(241,539)	950,229	5,677,811

City of Midwest City
Financial Summary by Fund
for Period Ending January, 2026
(Unaudited)

Fund Number	Fund Description	Assets	Liabilities	6/30/2025 Fund Balance	Revenues	Expenditures	Gain or (Loss)	Fund Balance
187	UTILITY SERVICES	1,848,100	(924)	1,560,388	997,782	(710,994)	286,788	1,847,176
188	CAP. SEWER IMP.-STROTH	2,170,289	(31,312)	2,702,775	589,456	(1,153,254)	(563,798)	2,138,977
189	UTILITIES CAPITAL OUTLAY	4,964,097	(99,510)	3,309,134	1,555,453	-	1,555,453	4,864,587
190	MWC SANITATION DEPARTMENT	7,893,944	-	8,406,772	5,803,894	(6,316,723)	(512,829)	7,893,944
191	MWC WATER DEPARTMENT	10,030,491	(3,285,149)	5,939,110	6,375,232	(5,568,999)	806,233	6,745,343
192	MWC SEWER DEPARTMENT	8,755,834	(26,904)	7,641,806	6,581,902	(5,494,778)	1,087,124	8,728,930
193	MWC UTILITIES AUTHORITY	1,403,020	-	1,382,263	22,757	(2,000)	20,757	1,403,020
194	DOWNTOWN REDEVELOPMENT	54,654	(37,901)	380,048	6,858	(370,153)	(363,295)	16,753
195	HOTEL/CONFERENCE CENTER	833,214	(1,511,169)	(562,117)	1,977,415	(2,093,254)	(115,839)	(677,955)
196	HOTEL 4% FF&E	1,037,992	-	967,216	70,776	-	70,776	1,037,992
197	JOHN CONRAD REGIONAL GOLF	2,059,849	(585)	1,723,950	1,260,678	(925,364)	335,314	2,059,264
201	URBAN RENEWAL AUTHORITY	2,665,488	-	2,554,079	111,419	(11)	111,409	2,665,488
202	RISK MANAGEMENT	1,259,925	-	1,678,061	1,134,091	(1,552,227)	(418,136)	1,259,925
204	WORKERS COMP	3,585,941	-	3,642,975	584,739	(641,773)	(57,034)	3,585,941
220	ANIMALS BEST FRIEND	171,871	(2,000)	141,209	54,216	(25,553)	28,662	169,871
225	HOTEL MOTEL FUND	-	-	-	427,511	(427,511)	-	-
230	CUSTOMER DEPOSITS	1,461,756	(1,461,756)	-	30,198	(30,198)	-	-
235	MUNICIPAL COURT	102,449	(102,449)	-	1,918	(1,918)	-	-
240	L & H BENEFITS	2,222,277	(51,500)	2,835,074	6,713,635	(7,377,933)	(664,298)	2,170,777
250	CAPITAL IMP REV BOND	2,212,632	(28,148,904)	(26,472,617)	7,139,720	(6,603,375)	536,345	(25,936,272)
270	2018 ELECTION G.O. BOND	2,029,423	-	2,266,069	101,830	(338,476)	(236,646)	2,029,423
271	2018 G.O. BONDS PROPRIETARY	311,527	-	305,288	6,239	-	6,239	311,527
272	2022 ISSUE G.O. BOND	881,646	-	906,819	18,095	(43,268)	(25,173)	881,646
310	DISASTER RELIEF	8,445,715	(226,774)	8,091,790	357,004	(229,854)	127,150	8,218,940
340	REVENUE BOND SINKING FUND	-	-	-	1,521,991	(1,521,991)	-	-
350	G. O. DEBT SERVICES	5,360,600	(14,576)	2,817,853	3,244,594	(716,423)	2,528,172	5,346,024
352	SOONER ROSE TIF	1,783,358	-	1,589,915	529,406	(335,963)	193,443	1,783,358
353	ECONOMIC DEV AUTHORITY	58,361,563	(49,600,282)	9,355,019	1,146,827	(1,740,566)	(593,739)	8,761,281
354	NORTHSIDE TIF	28,342	(267,076)	(239,301)	567	-	567	(238,734)
425-9010	MWC HOSP AUTH-COMP PRINCIPAL	117,410,638	(3,858)	115,727,316	8,239,015	(6,559,547)	1,679,469	117,406,785
425-9050	MWC HOSP AUTH-DISCRETIONARY	27,245,419	(41,540)	23,574,323	5,455,523	(1,825,969)	3,629,555	27,203,878
425-9060	MWC HOSP IN LIEU OF/ROR/MISC	12,169,207	(35,113)	11,304,646	1,015,116	(185,668)	829,448	12,134,094
425-9080	MWC HOSP AUTH GRANTS	1,149,439	-	569,062	580,377	-	580,377	1,149,439
425-9090	MWC HOSP AUTH OPIOID SETTLEMENT	1,514,000	(3,796)	1,407,942	102,560	(297)	102,263	1,510,205
	TOTAL	398,641,841	(86,041,822)	294,967,549	134,923,258	(117,290,785)	17,632,473	312,600,023

MINUTES OF MIDWEST CITY PLANNING COMMISSION MEETING

DATE January 6, 2026 - 5:00 p.m.

This regular meeting of the Midwest City Planning Commission was held in the City Council Chambers, 100 North Midwest Boulevard, Midwest City, Oklahoma County, Oklahoma, on January 6, 2026, at 5:00 p.m., with the following members present:

Commissioners present:	Jim Smith Russell Smith *Chairman* JD Collins Rick Dawkins Dean Hinton Rick Rice Jess Huskey
Commissioners absent:	None
Staff present:	Matthew Summers, Community Development Director Zamya Darthard, Planner II Brylee Hester, Planner I Patrick Menefee, City Engineer Don Maisch, City Attorney Robert Coleman, Economic Development Director

A. CALL TO ORDER

The meeting was called to order by Chairperson Russell Smith at 5:01 p.m.

B. DISCUSSION

1. Discussion and consideration of adoption, including any possible amendments of the minutes of the December 2, 2025, Planning Commission Meeting.

   A motion was made by Huskey, seconded by Dawkins, to approve the minutes of the December 2, 2025, Planning Commission meeting as presented.

   Voting Aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, Huskey and Collins.
   Nay: none.
   Motion carried.

2. Public hearing, discussion, consideration, and possible action to recommend a Planning Commissioner to participate on the Local Development Act Review Committee.

   Economic Development Director, Robert Coleman, presented the item.

   A motion was made by Huskey to nominate R. Smith to serve on the Committee, seconded by Dawkins.

Voting aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, Huskey, and Collins.
Nay: None.
Motion carried.

3. (PC-2234) Public hearing, discussion, consideration, and possible action to approve an ordinance to rezone from Planned Unit Development (PUD) to Single-Family Detached Residential (R-6) for the property located at 9017 Nawassa Dr., Midwest City, Oklahoma.

   Community Development Director, Matt Summers, presented the item. Collins recused due to being in the public notification radius. There was no public discussion on this item.

   A motion was made by Dawkins to recommend approval of the item subject to all staff comments, seconded by Rice.

   Voting aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, and Huskey.
   Nay: None.
   Motion carried.

4. (PC-2233) Public hearing, discussion, consideration, and possible action to approve the renaming of the following street from Glendale Ave. to S. Glendale Rd.

   Planner, Brylee Hester, presented the item. There was no discussion and no public comments.

   A motion was made by Rice to recommend approval of the item, seconded by Collins.

   Voting aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, Huskey, and Collins.
   Nay: None.
   Motion carried.

5. (PC-2230) Public hearing, discussion, consideration, and possible action on an ordinance to rezone the subject property from Community Commercial District (C-3) to Simplified Planned Unit Development (SPUD) with Community Commercial District (C-3) as the underlying zoning under Section 7.4.4. (a) of Appendix A of the Midwest City Municipal Code, for the property located at 2001 S. Air Depot Blvd., Midwest City, Oklahoma.

   Planner, Zamya Darthard, presented the item. The applicant, Race McDoulett, was available to answer questions and had no objections to the staff report. Huskey asked about design and size of sign, and the applicant stated the sign would be 3'x 8'. There was no public discussion on this item.

   A motion was made by Rice to recommend approval of the item subject to all staff comments, seconded by Collins.

   Voting aye: R. Smith, J. Smith, Hinton, Rice, Huskey, and Collins.
   Nay: Dawkins.
   Motion carried.

6. (MP-28) Public hearing, discussion, consideration, and possible action to consider approval of the Minor Plat for the property described as a subdivision of Lot Seventeen (17), in Block Ten (10) of the Pointon City Addition, City of Midwest City, Oklahoma County, Oklahoma.

   Planner, Brylee Hester, presented the item. The applicant, Kimbler Gaston, was available to answer questions and had no objections to the staff report. R. Smith inquired on the sewer extension and clarified if a manhole is also required. The applicant expressed that they understand this requirement. No public comments were received.

   A motion was made by Huskey to recommend approval of the item subject to all staff comments, seconded by Hinton.

   Voting aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, Huskey, and Collins.
   Nay: None.
   Motion carried.

7. (PC-2235) Public hearing, discussion, consideration, and possible action to redistrict from a Simplified Planned Unit Development (SPUD) to Single-Family Detached Residential District ("R-6"), for the property located at 2606 & 2608 S. Post Road, Midwest City, Oklahoma.

   Planner, Zamya Darthard, presented the item. The applicant and property owner, Gary Davis, was available to answer questions and had no objections to the staff report. The applicant's engineer, Abbas Tajmir, spoke on behalf of the applicant to further explain the intent of the proposed development. There were no public comments on this item.

   A motion was made by Dawkins to recommend approval of the item subject to all staff comments, seconded by Collins.

   Voting aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, Huskey, and Collins.
   Nay: None.
   Motion carried.

8. (PC-2236) Public hearing, discussion, consideration, and possible action on a preliminary plat, for the property described as a tract of land lying the in the Northeast Quarter (NE/4) of Section Fourteen (14), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma.

   Community Development Director, Matt Summers, presented the item. Robert Coleman, Economic Development Director, spoke on behalf of the applicant, the Midwest City Memorial Hospital Authority, and had no objections to the staff report. R. Smith inquired about the public right-of-way on Engle Rd. No public comments were received.

   A motion was made by Huskey to recommend approval of the item subject to all staff comments, seconded by Hinton.

   Voting aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, Huskey, and Collins.
   Nay: None.
   Motion carried.

C. **NEW BUSINESS/PUBLIC DISCUSSION** None.

D. FURTHER INFORMATION None.

E. ADJOURNMENT

A motion to adjourn was made by Dawkins, seconded by Huskey.

Voting Aye: R. Smith, Dawkins, J. Smith, Hinton, Rice, Huskey and Collins.
Nay: None.
Motion Carried.

The meeting adjourned at 5:28 p.m.

Chairman Russell Smith (*Chair*)
(bh)

Human Resources
100 N. Midwest Boulevard
Midwest City, OK 73110
office 405.739.1235

Memorandum

TO: Honorable Mayor and Council

FROM: Troy Bradley, Human Resources Director

DATE: February 24, 2026

RE: Monthly report on the City of Midwest City Employees' Health Benefits Plan by the City Manager.

This item is placed on the agenda at the request of the Council. Attached to this memo is information regarding the current financial condition of the City Employees' Health Benefits Plan for the month of January 2026, which is the seventh (7) period of FY 2025/2026.

Troy Bradley, Human Resources Director

FISCAL YEAR 2025-2026	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
PLAN INCOME												
Projected Budgeted (MTD)	968,983	968,983	968,983	968,983	968,983	968,983	968,983	968,983	968,983	968,983	968,983	968,983
Actual (MTD)	925,863	946,617	954,697	937,766	927,354	1,114,908	916,094					
Projected Budgeted (YTD)	968,983	1,937,966	2,906,949	3,875,932	4,844,915	5,813,898	6,782,881	7,751,864	8,720,847	9,689,830	10,658,813	11,627,796
Actual (YTD)	925,863	1,872,480	2,827,177	3,764,943	4,692,297	5,807,205	6,723,299					
PLAN CLAIMS/ADMIN COSTS	**Jul-24**	**Aug-24**	**Sep-24**	**Oct-24**	**Nov-24**	**Dec-24**	**Jan-25**	**Feb-25**	**Mar-25**	**Apr-25**	**May-25**	**Jun-25**
Projected Budgeted (MTD	885,720	885,720	1,107,150	885,720	885,720	1,107,150	885,720	885,720	1,107,150	885,720	885,720	1,107,150
Actual (MTD)	823,840	1,321,553	1,048,759	1,023,119	1,121,793	843,641	1,203,889					
Projected Budgeted (YTD)	885,720	1,771,440	2,878,590	3,764,310	4,650,030	5,757,180	6,642,900	7,528,620	8,635,770	9,521,490	10,407,210	11,514,360
Actual (YTD)	823,840	2,145,393	3,194,152	4,217,271	5,339,064	6,182,705	7,386,594					
EXCESS INCOME vs. EXPENDITURES	**Jul-24**	**Aug-24**	**Sep-24**	**Oct-24**	**Nov-24**	**Dec-24**	**Jan-25**	**Feb-25**	**Mar-25**	**Apr-25**	**May-25**	**Jun-25**
Projected Budgeted (MTD)	83,263	83,263	-138,167	83,263	83,263	-138,167	83,263	83,263	-138,167	83,263	83,263	-138,167
Actual (MTD)	102,023	-374,936	-94,062	-85,353	-194,439	271,267	-287,795					
Projected Budgeted (YTD)	83,263	166,526	28,359	111,622	194,885	56,718	139,981	223,244	85,077	168,340	251,603	113,436
Actual (YTD)	102,023	-272,913	-366,975	-452,328	-646,767	-375,500	-663,295					
FISCAL YEAR 2024-2025	**Jul-24**	**Aug-24**	**Sep-24**	**Oct-24**	**Nov-24**	**Dec-24**	**Jan-25**	**Feb-25**	**Mar-25**	**Apr-25**	**May-25**	**Jun-25**
PLAN INCOME												
Projected Budgeted (MTD)	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681
Actual (MTD)	1,438,404	897,547	910,732	1,029,474	983,958	906,254	898,970	902,636	950,624	876,782	927,455	935,273
Projected Budgeted (YTD)	963,681	1,927,362	2,891,043	3,854,724	4,818,405	5,782,086	6,745,767	7,709,448	8,673,129	9,636,810	10,600,491	11,564,172
Actual (YTD)	1,438,404	2,335,951	3,246,683	4,276,157	5,260,115	6,166,369	7,065,339	7,967,975	8,918,599	9,795,381	10,722,836	11,658,109
PLAN CLAIMS/ADMIN COSTS	**Jul-24**	**Aug-24**	**Sep-24**	**Oct-24**	**Nov-24**	**Dec-24**	**Jan-25**	**Feb-25**	**Mar-25**	**Apr-25**	**May-25**	**Jun-25**
Projected Budgeted (MTD	1,066,931	853,545	1,066,931	853,545	853,545	1,066,931	853,545	853,545	1,066,931	853,545	853,545	1,066,931
Actual (MTD)	739,422	896,199	1,040,618	888,177	960,024	1,039,942	979,095	929,105	938,811	808,945	1,028,454	922,187
Projected Budgeted (YTD)	1,066,931	1,920,476	2,987,407	3,840,952	4,694,497	5,761,428	6,614,973	7,468,518	8,535,449	9,388,994	10,242,539	11,309,470
Actual (YTD)	739,422	1,635,621	2,676,239	3,564,416	4,524,440	5,564,382	6,543,477	7,472,582	8,411,393	9,220,338	10,248,792	11,170,979
EXCESS INCOME vs. EXPENDITURES	**Jul-24**	**Aug-24**	**Sep-24**	**Oct-24**	**Nov-24**	**Dec-24**	**Jan-25**	**Feb-25**	**Mar-25**	**Apr-25**	**May-25**	**Jun-25**
Projected Budgeted (MTD)	-103,250	110,136	-103,250	110,136	110,136	-103,250	110,136	110,136	-103,250	110,136	110,136	-103,250
Actual (MTD)	698,982	1,348	-129,886	141,297	23,934	-133,688	-80,125	-26,469	11,813	67,837	-100,999	13,086
Projected Budgeted (YTD)	-103,250	6,886	-96,364	13,772	123,908	20,658	130,794	240,930	137,680	247,816	357,952	254,702
Actual (YTD)	698,982	700,330	570,444	711,741	735,675	601,987	521,862	495,393	507,206	575,043	474,044	487,130

January 7/FY 2026: $2,164,948
January 7/FY 2024: $2,213,965
January 7/FY 2023: $2,457,131
January 7/FY 2022: $1,776,495

*** HAD FIVE MONDAYS WITH REPORTED MEDICAL CLAIMS PAID***

Community Development
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

TO : Honorable Mayor and Council

FROM : Randall Fryar, Chief Building Official

DATE : February 24, 2026

SUBJECT : Monthly Residential and Commercial Building report for January 2026

The monthly building report is now available for review. This document is essential for all stakeholders involved in tracking and managing permits.

For January 2026, we issued 18 new townhouse permits and 3 new single-family residential permits.

On a national scale, recent statistics indicate a slight recovery in new housing permits compared to previous months. This improvement can be attributed to a decrease in financing costs and a stabilization of building material prices, which have posed significant challenges. Many cities within our region continue to face these issues, leading to innovative solutions and renewed resilience.

We have noted that the overall number of new home permits has remained stable compared to last year, indicating continued resilience in our market. Additionally, we are pleased to report an increase in permits for new duplexes and remodel permits, reflecting our commitment to growth and innovation in the housing sector.

If you have any questions or need further information, please feel free to reach out.

Sincerely,

Randall Fryar

Randall Fryar
Chief Building Official



100 N Midwest Boulevard - Midwest City, OK 73110

Building Permits Summary - Issued 1/1/2026 to 1/31/2026

Building - Commercial & Industrial

Count	Permit Type	Value
2	Com Demolition Permit	$115,680.00
5	Com General Electrical Permit	$47,000.00
1	Com General Mechanical Permit	$0.00
6	Com General Plumbing Permit	$12,512.00
3	Com New Certificate of Occupancy	$1,135,000.00
5	Com New Const Mechanical Permit	$413,000.00
1	Com Sign Permit	$2,200.00
	Total Value of Building - Commercial & Industrial:	**1,725,392.00**

Building - Residential

Count	Permit Type	Value
3	Res Accessory Bldg Permit	$31,988.77
1	Res Carport Permit	$5,875.00
1	Res Demolition Permit	$7,470.00
7	Res Driveway Permit	$67,000.00
4	Res Fence Permit	$7,600.00
19	Res General Electrical Permit	$93,568.00
19	Res General Mechanical Permit	$59,056.22
44	Res General Plumbing Permit	$113,607.48
16	Res New Const Electrical Permit	$12,000.00
12	Res New Const Mechanical Permit	$52,000.00
3	Res New Const Plumbing Permit	$100.00
18	Res New Townhouse Permit	$2,295,000.00
67	Res Roofing Permit	$1,155,692.00
1	Res Single-Fam Addition Bldg Permit	$50,000.00
3	Res Single-Fam New Const Bldg Permit	$965,000.00
2	Res Single-Fam Remodel Building Permit	$75,000.00
4	Res Solar Permit	$95,172.80
4	Res Storm Shelter Permit	$27,695.00
2	Res Swimming Pool / Hot Tub Permit	$183,878.00
	Total Value of Building - Residential:	**5,297,703.27**

Grand Total: **$7,023,095.27**



100 N Midwest Boulevard - Midwest City, OK 73110

Building Permits by Type - Issued 1/1/2026 to 1/31/2026

Building - Commercial & Industrial

Com Demolition Permit

Issued	Location	Applicant	Case #	Value
1/15/26	2816 PARKLAWN DR, Midwest City, OK, 73110	Midwest Wrecking Co	B-25-3690	$60,840.00
1/15/26	6908 E RENO AVE, Midwest City, OK, 73110	Midwest Wrecking Co	B-25-2492	$54,840.00
				$115,680.00

Com General Electrical Permit

Issued	Location	Applicant	Case #	Value
1/5/26	5916 SE 15TH ST	Stephen W Mcfall	B-25-3752	$2,500.00
1/16/26	8200 NATIONAL AVE, MIDWEST CITY, OK, 73110	Richard Hill	B-26-0144	$42,000.00
1/22/26	227 W MACARTHUR DR, STE A	Joseph Mount	B-26-0138	
1/26/26	8517 E RENO AVE, MIDWEST CITY, OK, 73110	Terry Isaacs	B-26-0237	$2,500.00
				$47,000.00

Com General Mechanical Permit

Issued	Location	Applicant	Case #	Value
1/22/26	1437 N KEY BLVD, MIDWEST CITY, OK, 73110	Jeffery Rushing	B-26-0230	$0.00
				$0.00

Com General Plumbing Permit

Issued	Location	Applicant	Case #	Value
1/12/26	5904 E RENO AVE	Meegan Holman	B-26-0076	
1/19/26	1820 S DOUGLAS BLVD	Larry Richards	B-26-0037	$1.00
1/19/26	7901 NE 10TH ST, A210, MIDWEST CITY, OK, 73110	chris dolezal	B-26-0191	$10.00
1/19/26	400 W FAIRCHILD DR, MIDWEST CITY, OK, 73110	Terrance Morrison	B-26-0192	$1.00
1/22/26	2370 S DOUGLAS BLVD, Midwest City, OK, 73130	Dustin Hogue	B-26-0021	$12,500.00
				$12,512.00

Com New Certificate of Occupancy

Issued	Location	Applicant	Case #	Value
1/27/26	351 N AIR DEPOT BLVD, C & D , 73110	Angelia Youngs (Youngs Artistry)	B-25-3173	
1/28/26	8855 E RENO AVE, suite 202, Midwest City, OK, 73110	Tonya	B-25-3370	
1/28/26	1224 S AIR DEPOT BLVD, Midwest City, OK, 73110	SASSO, JOEL	B-25-3667	$1,135,000.00
				$1,135,000.00

Com New Const Mechanical Permit

Issued	Location	Applicant	Case #	Value
1/15/26	2515 S POST RD, Midwest City, OK, 73130	JC Glidewell	B-26-0029	$225,000.00
1/22/26	9309 SE 29TH ST, MIDWEST CITY, OK, 73130	Mike Tangella	B-26-0229	$50,000.00
1/22/26	9309 SE 29TH ST, MIDWEST CITY, OK, 73130	Mike Tangella	B-26-0232	$100,000.00
1/22/26	9309 SE 29TH ST, MIDWEST CITY, OK, 73130	Mike Tangella	B-26-0233	
1/29/26	9203 SE 15TH ST, Midwest City, OK, 73130	STANLEY POWELL	B-26-0315	$38,000.00
				$413,000.00

Com Sign Permit

Issued	Location	Applicant	Case #	Value
1/22/26	10011 SE 15TH Street Midwest City, OK 73130	Channing Kleinschmidt	B-25-3131	$2,200.00
				$2,200.00

Building - Residential

Res Accessory Bldg Permit

Issued	Location	Applicant	Case #	Value
1/7/26	6701 SE 5TH ST, Midwest City, OK, 73110	David Weiss	B-25-3719	$20,000.00
1/8/26	2905 DEL REY CIR, Midwest City, OK, 73110	Randy Flake	B-25-3714	$5,000.00
1/16/26	10472 CATTAIL TER, MIDWEST CITY, OK, 73130	Tuff Shed Inc.	B-26-0003	$6,988.77
				$31,988.77

Res Carport Permit

Issued	Location	Applicant	Case #	Value
1/27/26	2608 ROBIN RD, MIDWEST CITY, OK, 73110	Roger Ring	B-26-0224	$5,875.00
				$5,875.00

Res Demolition Permit

Issued	Location	Applicant	Case #	Value
1/15/26	9000 SE 6TH ST, Midwest City, OK, 73130	MIDWEST WRECKING CO	B-25-3669	$7,470.00
				$7,470.00

Res Driveway Permit

Issued	Location	Applicant	Case #	Value
1/5/26	2945 TREIGHT CREEK LN, 73110	Marco melendez	B-26-0011	$10,000.00
1/5/26	2943 TREIGHT CREEK LN, 73110	Marco melendez	B-26-0010	$10,000.00
1/5/26	2941 TREIGHT CREEK LN, 73110	Marco melendez	B-26-0009	$10,000.00
1/5/26	2939 TREIGHT CREEK LN, 73110	Marco melendez	B-26-0008	$10,000.00
1/5/26	2944 TREIGHT CREEK LN, 73110	Marco melendez	B-26-0007	$10,000.00
1/5/26	2946 TREIGHT CREEK LN, 73110	Marco melendez	B-26-0006	$10,000.00
1/22/26	9724 SONATA CT, MIDWEST CITY, OK, 73130	Mike Messina	B-26-0251	$7,000.00
				$67,000.00

Res Fence Permit

Issued	Location	Applicant	Case #	Value

1/7/26	118 FRIENDLY RD, Midwest City, OK, 73130	LARRY OGEE	B-25-3772	$3,000.00
1/7/26	122 FRIENDLY RD, Midwest City, OK, 73130	LARRY OGEE	B-25-3773	$2,700.00
1/13/26	3312 BROOKSIDE DR, Midwest City, OK, 73110	Vanessa Olivares	B-25-3709	$600.00
1/21/26	327 E HARMON DR	Mark Utley	B-26-0035	$1,300.00
				$7,600.00

Res General Electrical Permit

Issued	Location	Applicant	Case #	Value
1/5/26	1940 WEBSTER ST, Midwest City, OK, 73130	Riodrick Mcgary	B-26-0016	$3,000.00
1/5/26	2201 SNAPPER LN, Midwest City	Brett Will	B-25-3757	$26,000.00
1/7/26	9217 NAWASSA DR, Midwest City, OK, 73130	Chad Shriver	B-26-0036	$5.00
1/7/26	2110 BROOK DR, 73020	Richard Mays	B-26-0012	
1/13/26	724 THREE OAKS DR, Midwest City, OK, 73130	Jennifer Dick	B-26-0023	$12,000.00
1/14/26	1409 MOORE AVE, 73130	nathan guerrero	B-26-0139	
1/19/26	22 PARKWAY CIR, MIDWEST CITY, OK, 73130	David Krag	B-26-0188	
1/19/26	23 PARKWAY CIR, MIDWEST CITY, OK, 73130	David Krag	B-26-0189	$0.00
1/20/26	101 Remington Avenue, Midwest City, OK 73130	Riley Zoby	B-26-0216	$6,350.00
1/21/26	517 E BOEING DR, MIDWEST CITY, OK, 73110	amanis, nic	B-26-0231	
1/22/26	816 LOTUS AVE, 73130	Tommy Floyd	B-25-3596	$9,000.00
1/22/26	313 SHOWALTER DR, Midwest City, OK, 73110	Alayna Waddell	B-26-0111	$11,713.00
1/22/26	416 W SILVER MEADOW DR	Kaleb McReynolds	B-26-0102	$0.00
1/22/26	9112 SUN COUNTRY DR, 73130	Brandon Pitts	B-26-0136	
1/27/26	10301 SE 29TH ST, UNIT 504, 73130	David Krag	B-26-0056	$0.00
1/27/26	10301 SE 29TH ST, 620, MIDWEST CITY, OK, 73130	David Krag	B-26-0278	
1/28/26	9209 WONGA DR, MIDWEST CITY, OK, 73130	Alayna Waddell	B-26-0200	$10,500.00
1/28/26	10301 SE 29TH ST, 414, MIDWEST CITY, OK, 73130	David Krag	B-26-0279	
1/30/26	9121 OAKWOOD DR, MIDWEST CITY, OK, 73130	Chris Wagner	B-26-0304	$15,000.00
				$93,568.00

Res General Mechanical Permit

Issued	Location	Applicant	Case #	Value
1/12/26	1712 HAVEN DR, Midwest City, OK, 73130	Doug Lohrer	B-26-0077	
1/12/26	2401 FRUITFULL DR, Midwest City, OK, 73130	Rita Wiggins	B-26-0038	$10,189.00
1/13/26	13300 SE 19TH ST, Midwest City, OK, 73020	MITCH HALE	B-26-0124	$9,000.00
1/14/26	4212 N SHADYBROOK DR, 73110	EMILIO GRANJA	B-26-0066	$6,500.00
1/19/26	8509 NE 15TH ST, MIDWEST CITY, OK, 73110	Ward, Christopher	B-26-0184	
1/20/26	9113 ORANGE DR, Midwest City, OK, 73130	Ty Currie	B-26-0048	$14,598.00
1/22/26	3201 BELLA VISTA, Midwest City, OK, 73110	Jason Brady	B-26-0034	$10,168.22
1/22/26	10408 CATON PL, Midwest City, OK, 73130	Gatlin Heat and Air	B-26-0240	$3,800.00

1/26/26	9416 PEAR ST, MIDWEST CITY, OK, 73130	Rita Wiggins	B-26-0241	$4,800.00
1/27/26	1413 STONECROP DR, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0250	
1/27/26	1411 STONECROP DR, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0249	$0.00
1/27/26	1409 STONECROP DR, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0248	$0.00
1/27/26	1407 STONECROP DR, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0247	$0.00
1/27/26	8408 WATERLEAF CT, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0246	$0.00
1/27/26	8406 WATERLEAF CT, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0245	
1/27/26	8404 WATERLEAF CT, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0244	$0.00
1/27/26	8402 WATERLEAF CT, MIDWEST CITY, OK, 73110	Erik Barron	B-26-0243	
1/27/26	2355 SHELL DR, MIDWEST CITY, OK, 73130	Ward, Christopher	B-26-0215	
1/27/26	1912 WHISPERING TRAIL, MIDWEST CITY, OK, 73130	A-Better Heating & Air Conditioning	B-26-0218	$1.00
				$59,056.22

Res General Plumbing Permit

Issued	Location	Applicant	Case #	Value
1/2/26	753 E ROSE DR, 73110	Jennifer Kipp	B-26-0001	$500.00
1/5/26	1217 CHRISTINE DR, Midwest City, OK, 73130	Richard Sistos	B-26-0005	$0.00
1/6/26	2336 TURTLEWOOD RIVER RD, 73130	HERMAN'S PLUMBING	B-26-0020	$2,375.00
1/6/26	1940 WEBSTER ST, Midwest City, OK, 73130	Quavyon Green	B-26-0022	$1,400.00
1/7/26	625 W SILVER MEADOW DR	HERMAN'S PLUMBING	B-26-0025	$3,576.00
1/8/26	104 E RIDGEWOOD DR, Midwest City, OK, 73110	Bridgette m Curtis	B-26-0014	$7,450.00
1/8/26	9117 PEPPERDINE, Midwest City, OK, 73130	Bridgette m Curtis	B-26-0015	$8,500.00
1/8/26	1101 CEDAR HILL PL, Midwest City, OK, 73110	Brian Haynes	B-25-3774	$10,115.63
1/8/26	833 E STEED DR, Midwest City, OK, 73110	STANLEY PLUMBING SERVICES LLC	B-26-0033	
1/9/26	11521 SHERWOOD CT, 73130	Russell Branan	B-26-0074	
1/12/26	10900 SE 3RD ST, Midwest City, OK, 73130	Holly Ray	B-26-0084	$3,288.98
1/13/26	520 LOTUS AVE, 73130	Joey Hickman	B-26-0096	$5,035.00
1/14/26	11627 KELLY CIR, Midwest City, OK, 73130	Bridgette m Curtis	B-26-0064	$9,565.36
1/14/26	10913 WINDMILL FARMS RD, 73130	Cary Dodd	B-26-0103	$1,500.00
1/14/26	10301 SE 29TH ST, UNIT 414, MIDWEST CITY, OK, 73130	STANLEY PLUMBING SERVICES LLC	B-26-0127	
1/14/26	10301 SE 29TH ST	STANLEY PLUMBING SERVICES LLC	B-26-0128	
1/15/26	128 CHEVY CHASE DR, MIDWEST CITY, OK, 73110	Frayser, Colin	B-26-0143	$0.00
1/16/26	3500 N IDYLWILD DR, MIDWEST CITY, OK, 73110	HERMAN'S PLUMBING	B-26-0141	$2,635.00
1/16/26	206 E FAIRCHILD DR, MIDWEST CITY, OK, 73110	HERMAN'S PLUMBING	B-26-0142	$2,830.00
1/16/26	715 FRIENDLY RD, MIDWEST CITY, OK, 73130	Comfort Wave	B-26-0169	

1/16/26	10301 SE 29TH ST, 620 MIDWEST CITY, OK, 73130	STANLEY PLUMBING SERVICES LLC	B-26-0185	
1/19/26	22 PARKWAY CIR	STANLEY PLUMBING SERVICES LLC	B-26-0194	
1/19/26	23 PARKWAY CIR	STANLEY PLUMBING SERVICES LLC	B-26-0195	
1/19/26	9420 CARDINAL PL	RANDY'S SKYLINE CONSTR	B-26-0173	$0.00
1/20/26	1409 MOORE AVE, MIDWEST CITY, OK, 73130	Jerry Shaver	B-26-0190	$5,000.00
1/21/26	3517 MEADOWBROOK DR, MIDWEST CITY, OK, 73110	Holly Ray	B-26-0202	$12,101.81
1/21/26	3500 BELLA VISTA, Midwest City, OK, 73110	Marcus Nealy	B-26-0112	
1/21/26	408 BENT TREE DR, Midwest City, OK, 73130	Rita Wiggins	B-26-0135	$2,998.00
1/22/26	2103 AVERY AVE, 73130	Brett Pursell	B-25-3703	
1/22/26	9509 MONTCLAIRE DR, MIDWEST CITY, OK, 73130	HERMAN'S PLUMBING	B-26-0212	$2,180.00
1/27/26	9603 SE 4TH ST, MIDWEST CITY, OK, 73130	Colter R Nolan	B-26-0258	
1/27/26	1407 STONECROP DR, MIDWEST CITY, OK, 73110	Colter R Nolan	B-26-0259	
1/27/26	544 E NORTHRUP DR, MIDWEST CITY, OK, 73110	Johnathan Rodgers	B-26-0225	$1.00
1/27/26	1409 STONECROP DR, MIDWEST CITY, OK, 73110	Colter R Nolan	B-26-0260	
1/27/26	1411 STONECROP DR, MIDWEST CITY, OK, 73110	Colter R Nolan	B-26-0261	
1/27/26	1413 STONECROP DR, MIDWEST CITY, OK, 73110	Colter R Nolan	B-26-0262	
1/27/26	637 E BOUSE DR, MIDWEST CITY, OK, 73110	Holly Ray	B-26-0265	$9,145.70
1/27/26	1940 TREAT DR, MIDWEST CITY, OK, 73110	JENNIFER DAUBNEY	B-26-0226	$10,000.00
1/28/26	1108 LOCUST DR, MIDWEST CITY, OK, 73110	Tyler Currie	B-26-0266	$2,750.00
1/28/26	2002 OAKWOOD EAST BLVD, MIDWEST CITY, OK, 73130	HERMAN'S PLUMBIGN	B-26-0268	$2,490.00
1/28/26	9105 NE 3RD ST, MIDWEST CITY, OK, 73130	Rita Wiggins	B-26-0271	$3,298.00
1/28/26	6709 SE 15TH ST, MIDWEST CITY, OK, 73110	HERMAN'S PLUMBING	B-26-0296	$2,872.00
1/29/26	1508 CHRISTINE DR, MIDWEST CITY, OK, 73130	Danny Loyd	B-26-0324	
1/30/26	2136 MAPLE DR, Midwest City, OK, 73110	Ray Collier	B-25-2893	$2,000.00
				$113,607.48

Res New Const Electrical Permit

Issued	Location	Applicant	Case #	Value
1/13/26	2951 TREIGHT CREEK LN, 73110	JUSTIN SEATON	B-26-0129	
1/13/26	2953 TREIGHT CREEK LN, 73110	JUSTIN SEATON	B-26-0131	$0.00
1/14/26	280 WINDSOR WAY, Midwest City, OK, 73110	Christopher Shane Geeslin	B-26-0137	
1/19/26	2955 TREIGHT CREEK LN, MIDWEST CITY, OK, 73110	JUSTIN SEATON	B-26-0186	$0.00
1/19/26	2957 TREIGHT CREEK LN, MIDWEST CITY, OK, 73110	JUSTIN SEATON	B-26-0187	$0.00
1/27/26	10240 NE 7TH ST, Midwest City, OK, 73130	Clinton clark	B-26-0270	$12,000.00
				$12,000.00

Res New Const Mechanical Permit

Issued	Location	Applicant	Case #	Value
1/2/26	2955 TREIGHT CREEK LN, 73110	Alphonse Carollo	B-25-3775	$4,800.00
1/2/26	2957 TREIGHT CREEK LN, 73110	Alphonse Carollo	B-25-3776	$4,800.00
1/2/26	2951 TREIGHT CREEK LN, 73110	Alphonse Carollo	B-25-3777	$4,800.00
1/2/26	2953 TREIGHT CREEK LN, 73110	Alphonse Carollo	B-25-3779	$4,800.00
1/5/26	2947 TREIGHT CREEK LN, 73110	Alphonse Carollo	B-25-3780	$4,800.00
1/6/26	280 WINDSOR WAY, Midwest City, OK, 73110	Eduardo Melendez	B-26-0024	
1/8/26	337 GRACE DR, 73110	Alphonse Carollo	B-26-0031	$4,800.00
1/8/26	339 GRACE DR, 73110	Alphonse Carollo	B-26-0032	$4,800.00
1/8/26	2949 TREIGHT CREEK LN, 73110	Alphonse Carollo	B-25-3781	$4,800.00
1/13/26	8748 PATRIOT DR, Midwest City, OK, 73110	Anthony Fraijo	B-26-0116	
1/13/26	8750 PATRIOT DR, Midwest City, OK, 73110	Anthony Fraijo	B-26-0117	
1/19/26	1409 MOORE AVE, MIDWEST CITY, OK, 73130	Matthew Harwell	B-26-0193	$13,600.00
				$52,000.00

Res New Const Plumbing Permit

Issued	Location	Applicant	Case #	Value
1/19/26	4202 N SHADYBROOK DR, Midwest City, OK, 73110	Keiffer Trout	B-26-0041	$0.00
1/19/26	600 BLUE SKY DR, MIDWEST CITY, OK, 73130	Dwayne Mcmurtrey	B-26-0214	$100.00
1/21/26	429 N WESTMINSTER RD, MIDWEST CITY, OK, 73130	Christopher Jackson	B-26-0217	
				$100.00

Res New Townhouse Permit

Issued	Location	Applicant	Case #	Value
1/21/26	10023 SPRUCE LN, 73130	Laura Ramer J Bentley Inc	B-25-3727	$127,500.00
1/21/26	10027 SPRUCE LN, 73130	Laura Ramer J Bentley Inc	B-25-3728	$127,500.00
1/21/26	10031 SPRUCE LN, 73130	Laura Ramer J Bentley Inc	B-25-3732	$127,500.00
1/21/26	10028 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3737	$127,500.00
1/21/26	10032 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3738	$127,500.00
1/21/26	10040 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3740	$127,500.00
1/21/26	10017 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3761	$127,500.00
1/21/26	10021 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3762	$127,500.00
1/21/26	10036 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3739	$127,500.00
1/21/26	10025 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3763	$127,500.00
1/21/26	10037 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3766	$127,500.00
1/21/26	10039 SPRUCE LN, 73130	Laura Ramer J Bentley Inc	B-25-3734	$127,500.00
1/21/26	10035 SPRUCE LN, 73130	Laura Ramer J Bentley Inc	B-25-3733	$127,500.00
1/21/26	10009 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3759	$127,500.00
1/21/26	10005 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3758	$127,500.00
1/21/26	10033 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3765	$127,500.00
1/21/26	10013 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3760	$127,500.00
1/21/26	10041 FIR TER, 73130	Laura Ramer J Bentley Inc	B-25-3767	$127,500.00
				$2,295,000.00

Res Roofing Permit

Issued	Location	Applicant	Case #	Value
1/2/26	9616 RAIL RD, 73130	Nikole Drake	B-26-0002	$35,000.00
1/2/26	1934 Eastridge PL	Adrián Davalos	B-25-3726	$4,000.00
1/7/26	12124 SE 15TH ST, 73020	Elliott Roofing	B-26-0030	$29,700.00
1/7/26	301 W KERR DR, Midwest City, OK, 73110	Superior Exterior Insurance Restoration	B-26-0026	$7,800.00

1/7/26	2900 MOCKINGBIRD LN, Midwest City, OK, 73110	Charles Tartaglione	B-26-0044	$10,000.00
1/7/26	640 ROYAL AVE, Midwest City, OK, 73130	Superior Exterior Insurance Restoration	B-26-0049	$7,000.00
1/8/26	9837 WILLOW WIND DR, 73130	MHM Construction	B-26-0063	$0.00
1/8/26	1912 MELODY DR, Midwest City, OK, 73130	Superior Exterior Insurance Restoration	B-26-0065	$0.00
1/8/26	307 BLUE SPRUCE DR, Midwest City, OK, 73130	Superior Exterior Insurance Restoration	B-26-0059	$0.00
1/8/26	1715 MELODY DR, Midwest City, OK, 73130	Rebekah Nicholson	B-26-0071	$12,000.00
1/9/26	9716 KENT DR, Midwest City, OK, 73130	Trent Anderson	B-26-0075	$29,000.00
1/12/26	11312 SE 28TH ST, Midwest City, OK, 73130	SALAZAR ROOFING & CONSTRUCTION, INC	B-26-0104	$10,217.00
1/12/26	2013 GERRIE ST, Midwest City, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0078	$13,900.00
1/12/26	10528 FOXHORN CIR, Midwest City, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0079	$20,330.00
1/12/26	1109 PATRICK CT, Midwest City, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0080	$16,290.00
1/12/26	3208 N PEEBLY DR, Midwest City, OK, 73110	Parker Brothers Construction and Roofing inc.	B-26-0081	$17,170.00
1/12/26	3601 SUNVALLEY DR, Midwest City, OK, 73110	Parker Brothers Construction and Roofing inc.	B-26-0085	$18,505.00
1/12/26	11048 SHEFFIELD ST, Midwest City, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0086	$24,235.00
1/12/26	9710 NE 2ND ST, Midwest City, OK, 73130	Superior Exterior Insurance Restoration	B-26-0090	$9,246.00
1/12/26	9624 BETH DR, Midwest City, OK, 73130	Ronnie R Ford	B-26-0106	$14,000.00
1/12/26	6000 SE 10TH ST, Midwest City, OK, 73110	NM Roofing & Remodeling LLC	B-26-0108	$41,000.00
1/12/26	200 W PRATT DR	Annie Jenkins	B-26-0109	$10,000.00
1/13/26	11364 QUEENSLAND CT, Midwest City, OK, 73130	Williams, Aaron	B-26-0105	$22,300.00
1/13/26	1608 MELODY DR, Midwest City, OK, 73130	Laura Jenkins	B-26-0115	$8,489.00
1/14/26	1901 DORCHESTER RD, Midwest City, OK, 73130	Vicki McHughes	B-26-0125	$16,000.00
1/14/26	2320 MURRAY DR, 73110	Amanda Yanase	B-26-0110	$20,000.00
1/15/26	403 W RICKENBACKER DR, MIDWEST CITY, OK, 73110	Johnathon Todd Dawson	B-26-0156	$18,000.00
1/15/26	13120 LOBLOLLY PINE ST, MIDWEST CITY, OK, 73020	Annette Kinney	B-26-0158	$21,300.00
1/15/26	101 COUNTRY CLUB TER, MIDWEST CITY, OK, 73110	MHM Construction	B-26-0154	$24,397.00
1/15/26	3417 MEADOWBROOK DR, MIDWEST CITY, OK, 73110	MHM Construction	B-26-0152	$14,710.00
1/15/26	2233 MAPLE DR, MIDWEST CITY, OK, 73110	MHM Construction	B-26-0151	$25,000.00
1/15/26	3212 N RIDGEWOOD DR, MIDWEST CITY, OK, 73110	MHM Construction	B-26-0150	$17,000.00
1/15/26	2233 WEBSTER ST	MHM Construction	B-26-0146	$15,738.00
1/15/26	9205 WHISPERING OAK DR, MIDWEST CITY, OK, 73130	Randy Wiyninger	B-26-0181	$25,000.00
1/15/26	11521 BRIGHTON CT, Midwest City, OK, 73130	Ronnie R Ford	B-26-0107	$13,000.00
1/15/26	2516 S POST RD, MIDWEST CITY, OK, 73130	Hicks Roofing And Construction	B-26-0145	$8,200.00
1/15/26	12425 GOLDSBOROUGH RD, MIDWEST CITY, OK, 73130	Cantrell Exteriors	B-26-0172	$25,000.00

1/15/26	1104 MOORE AVE, MIDWEST CITY, OK, 73130	Cantrell Exteriors	B-26-0171	$25,000.00
1/16/26	10816 WINDMILL FARMS RD, MIDWEST CITY, OK, 73130	Cantrell Exteriors	B-26-0170	$16,000.00
1/16/26	2345 TURTLEWOOD RIVER RD, MIDWEST CITY, OK, 73130	Cantrell Exteriors	B-26-0168	$15,000.00
1/16/26	11540 SHEFFIELD ST, MIDWEST CITY, OK, 73130	Cantrell Exteriors	B-26-0167	$0.00
1/16/26	2712 FOREST GLEN CIR, MIDWEST CITY, OK, 73020	Cantrell Exteriors	B-26-0166	$35,000.00
1/16/26	2559 FOREST CROSSING DR, MIDWEST CITY, OK, 73020	Cantrell Exteriors	B-26-0162	$25,000.00
1/16/26	2707 FOREST GLEN CT, MIDWEST CITY, OK, 73020	Cantrell Exteriors	B-26-0161	$39,000.00
1/16/26	12445 JAYCIE CIR	Cantrell Exteriors	B-26-0160	$30,000.00
1/16/26	13000 SHIRLEY LN, MIDWEST CITY, OK, 73020	Cantrell Exteriors	B-26-0159	$25,000.00
1/19/26	12489 NATIVE HILL DR, MIDWEST CITY, OK, 73020	Parker Brothers Construction and Roofing inc.	B-26-0177	$13,200.00
1/19/26	10516 HONEYSUCKLE LN, MIDWEST CITY, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0178	$13,000.00
1/19/26	11409 LESLIE BEACHLER LN, MIDWEST CITY, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0179	$18,759.00
1/19/26	11645 LORENE AVE, MIDWEST CITY, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0180	$24,913.00
1/19/26	2031 YORKSHIRE DR, MIDWEST CITY, OK, 73130	Charli O'Malley	B-26-0199	$29,253.00
1/19/26	11652 LORENE AVE, Midwest City, OK, 73130	David Smith	B-26-0201	$16,000.00
1/20/26	428 DAVIS CIR, MIDWEST CITY, OK, 73110	Lauren Jones	B-26-0208	$15,000.00
1/20/26	2320 AVERY AVE, MIDWEST CITY, OK, 73130	Charles Tartaglione	B-26-0220	$0.00
1/21/26	1331 VERNA MARIE DR, Midwest City, OK, 73110	Hector Najera	B-25-3034	$0.00
1/21/26	549 E NORTHRUP DR, MIDWEST CITY, OK, 73110	SALAZAR ROOFING & CONSTRUCTION, INC	B-26-0228	$10,663.00
1/22/26	10811 SE 27TH ST, Midwest City, OK, 73130	Teresa / J&M Roofing and Exterior Solutions	B-26-0062	$15,000.00
1/22/26	3713 MT PLEASANT DR, MIDWEST CITY, OK, 73110	Teresa / J&M Roofing and Exterior Solutions	B-26-0219	$25,000.00
1/22/26	221 W ROSE DR, 73110	Trademark Exteriors Restoration	B-26-0114	$14,000.00
1/22/26	10500 E RENO AVE, MIDWEST CITY, OK, 73130	Trademark Exteriors Restoration	B-26-0197	$14,000.00
1/22/26	10509 SE 25TH ST, MIDWEST CITY, OK, 73130	Dustin Hart	B-26-0155	$17,000.00
1/26/26	12508 LAKOTA DR, MIDWEST CITY, OK, 73020	WOLFEPACK STORM RESTORATION	B-26-0267	$22,500.00
1/26/26	10133 NE 10TH ST, MIDWEST CITY, OK, 73130	Marvin Aguirre	B-26-0242	$7,000.00
1/27/26	1420 EVERGREEN CIR, 73110	Peter Sawin	B-26-0140	$32,215.00
1/28/26	3712 SUNVALLEY DR, MIDWEST CITY, OK, 73110	sophia stewart	B-26-0196	$11,000.00
1/29/26	11419 VILLAGE AVE, MIDWEST CITY, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0323	$20,262.00
1/29/26	11627 TYSON CT, MIDWEST CITY, OK, 73130	Parker Brothers Construction and Roofing inc.	B-26-0346	$23,400.00
				$1,155,692.00

Res Single-Fam Addition Bldg Permit

Issued	Location	Applicant	Case #	Value

1/20/26	2103 AVERY AVE, Midwest City, OK, 73130	Brett Pursell	B-25-3702	$50,000.00
				$50,000.00

Res Single-Fam New Const Bldg Permit

Issued	Location	Applicant	Case #	Value
1/6/26	429 N WESTMINSTER RD, Midwest City, OK, 73130	Jordan Pickard	B-25-2876	$400,000.00
1/14/26	10240 NE 7TH ST	Auston Clark	B-25-3599	$425,000.00
1/19/26	2108 S AIR DEPOT BLVD, Midwest City, OK, 73110	Adam Stephens	B-25-3179	$140,000.00
				$965,000.00

Res Single-Fam Remodel Building Permit

Issued	Location	Applicant	Case #	Value
1/21/26	816 LOTUS AVE, 73130	ABTS LIVING TRUST	B-25-3641	$40,000.00
1/29/26	3500 BELLA VISTA, Midwest City, OK, 73110	José de Jesús Rojas Velasco	B-25-3304	$35,000.00
				$75,000.00

Res Solar Permit

Issued	Location	Applicant	Case #	Value
1/5/26	2201 SNAPPER LN, 73130	Riley Zoby	B-25-3589	$26,000.00
1/12/26	3212 MEADOWOOD DR, Midwest City, OK, 73110	tanner forbes	B-25-3369	$30,000.00
1/15/26	10521 FOXHORN CIR, Midwest City, OK, 73130	Christopher Palomares	B-25-3687	$24,500.00
1/29/26	300 W Michael Dr Midwest City, OK 73110	Riley Zoby	B-26-0123	$14,672.80
				$95,172.80

Res Storm Shelter Permit

Issued	Location	Applicant	Case #	Value
1/8/26	12776 SE 17TH ST	Richard Barnhart	B-25-3723	$4,500.00
1/20/26	10305 ST PATRICK DR, Midwest City, OK, 73130	Laurie Lewis	B-26-0132	$6,250.00
1/21/26	122 FRIENDLY RD, 73130	Renay Reed	B-26-0018	$2,945.00
1/28/26	3620 RIDGEHAVEN DR, MIDWEST CITY, OK, 73110	Cynthia D Hammons	B-26-0238	$14,000.00
				$27,695.00

Res Swimming Pool / Hot Tub Permit

Issued	Location	Applicant	Case #	Value
1/6/26	9217 NAWASSA DR, Midwest City, OK, 73130	Corbin Whitlaw	B-25-3104	$116,878.00
1/7/26	13172 AUSTRIAN PINE DR, 73020	Chris Linton	B-25-3161	$67,000.00
				$183,878.00

Grand Total: $7,023,095.27



100 N Midwest Boulevard - Midwest City, OK 73110

Inspections Summary - Inspected 1/1/2026 to 1/31/2026

Inspection Description	Count
Accessory Bldg Inspection	4
Accessory Bldg Reinspection	1
Building/Electrical General Inspection	3
Buildings - CO Inspection & Sign Off	4
Com Building Final Inspection	4
Com Duct Smoke Detector Retest/Reinspection (Building)	1
Com Duct Smoke Detector Retest/Reinspection (Fire Marsh	1
Com Duct Smoke Detector Test/Inspection (Building)	2
Com Duct Smoke Detector Test/Inspection (Fire Marshal)	2
Com Electrical Ceiling Inspection	1
Com Electrical Final Inspection	2
Com Electrical Final Reinspection	1
Com Electrical Ground Inspection	1
Com Electrical Service Inspection	1
Com Electrical Wall Inspection	3
Com Fire Alarm Final Inspection	3
Com Fire Sprinkler Rough Inspection	1
Com Framing Inspection	2
Com Gas Meter Inspection	1
Com Grease Trap Rough Inspection (Building)	1
Com Grease Trap Rough Inspection (Line Maintenance)	1
Com Grease Trap Rough Reinspection (Building)	1
Com Grease Trap Rough Reinspection (Line Maintenance)	1
Com Hood Suppression Inspection	1
Com Mechanical Ceiling Inspection	4
Com Mechanical Final Inspection	1
Com Miscellaneous Plumbing Inspection	1
Com Plumbing Final Inspection	3
Com Plumbing Final Reinspection	1
Com Plumbing Ground Inspection	1
Com Plumbing Rough-in Inspection	5
Com Plumbing Rough-in Reinspection	3
Com Roofing Inspection	14
Com Roofing Reinspection	1
Com Sewer Service Inspection	1
Com Vent Hood Final Inspection (Building)	1
Com Water Service Line Inspection	2
Electrical Generator Inspection	3
Electrical Generator Reinspection	1
Engineering Site Inspection (1-2 Residential)	5
Fire - CO Inspection & Sign Off	7
Hot Water Tank Inspection	25
Hot Water Tank Reinspection	3
Hydro Test Above (Fire)	1
Mechanical Change Out Inspection	17

OMMA CC Inspection - Buildings	1
OMMA CC Inspection - ComDev Utilities	1
OMMA CC Inspection - Fire	1
OMMA CC Inspection - Planning	1
OMMA CC Inspection - PWA Utilities	1
OMMA CC Inspection - Stormwater	1
Planning - CO Inspection & Sign Off	25
Planning - CO Reinspection & Sign Off	1
Pre-Con Site Inspection/Meeting	55
Res Building Final Inspection	22
Res Building Final Reinspection	2
Res Drainage1 Inspection	3
Res Drainage2 Inspection	3
Res Drainage3 Inspection	4
Res Drainage4 Inspection	4
Res Drainage5 Inspection	9
Res Driveway Inspection	6
Res Electrical Final Inspection	9
Res Electrical Final Reinspection	3
Res Electrical Ground Inspection	1
Res Electrical Pool Bonding Inspection	1
Res Electrical Rough-in Inspection	13
Res Electrical Rough-in Reinspection	3
Res Electrical Service Inspection	15
Res Fence Inspection	6
Res Footing & Building Setback Inspection	4
Res Footing & Building Setback Reinspection	1
Res Framing Inspection	15
Res Framing Reinspection	6
Res Gas Meter Inspection	2
Res Gas Piping Inspection	7
Res Gas Piping Reinspection	3
Res Insulation Inspection	13
Res Mechanical Final Inspection	6
Res Mechanical Final Reinspection	1
Res Mechanical Rough-in Inspection	15
Res Mechanical Rough-in Reinspection	1
Res Plumbing Final Inspection	17
Res Plumbing Final Reinspection	2
Res Plumbing Ground Inspection	4
Res Plumbing Ground Reinspection	2
Res Plumbing Rough-in Inspection	18
Res Plumbing Rough-in Reinspection	2
Res Retaining Wall Final Inspection	2
Res Retaining Wall Inspection	2
Res Roofing Inspection	32
Res Roofing Reinspection	3
Res Sewer Service Inspection	15
Res Sewer Service Reinspection	3
Res Solar Final Inspection	2
Res Storm Shelter Inspection	1
Res Temporary Electrical Pole Inspection	5
Res Termite Inspection	11
Res Water Service Line Inspection	7
Res Water Service Line Reinspection	2
Residential Meter Tap Inspection	14
Residential Meter Tap Reinspection	1

Sewer Cap Inspection	6
Sewer Cap/Cave Inspection	2
Sign Inspection	4
Stormwater Site Inspection (Residential)	4
Utilities - CO Inspection & Sign Off	8
Utilities Site Inspection (Residential)	8
Utilities Site Reinspection (Residential)	2
Total Number of Inspections:	587