

CITY PLANNING COMMISSION

WAYNE GILLEY AUDITORIUM

September 25, 2025

Minutes of the City Planning Commission meeting held September 25, 2025, in the Wayne Gilley Auditorium, City Hall, 212 SW 9th Street, Lawton, Oklahoma.

The agenda for the meeting was posted on the bulletin board in City Hall in compliance with the Oklahoma Open Meeting Act.

The meeting was called to order at 1:30 p.m. by David Denham.

ROLL CALL

MEMBERS PRESENT

David Denham
Melissa Busse
Ron Jarvis
Deborah Jones
Allan Smith
Michael Logan

MEMBERS ABSENT:

Joan Jester	(excused)
Darren Medders	(excused)
Dwain Baxter	(excused)

ALSO PRESENT:

Christine James, Planning Director
Kameron Good, Senior Planner
Christina Ryans-Huffer, Recording Secretary
Garrett Lam, Assistant City Attorney
Cindy Augustine, Real Property Coordinator
John Ratliff, City Manager
Dewayne Burk, Deputy City Manager
Richard Rogalski, LEDC
Kim McConnell, Lawton Constitution
Tamara Passuet
Ricky Hoskins
Brigitte File
Mark Gibson

The meeting has established a quorum and was posted according to the Oklahoma Open Meeting Act, 25 O.S. 301-314.

OLD BUSINESS

None

NEW BUSINESS

1. **Consider approving the minutes from the regular scheduled meeting from August 28, 2025.**

Motion by Smith, Second by Logan to approve the minutes from the regular scheduled meeting from August 28, 2025 **Aye:** Busse, Jarvis, Jones, Smith, Logan, Denham **Nay:** None **Motion Passed 6-0**

2. **Consider approving an Annual Meeting Notice for calendar year 2026, allowing for floor amendments if necessary.**

Motion by Smith, Second by Logan to approve the Annual Meeting Notice for calendar year 2026 as presented **Aye:** Jarvis, Jones, Smith, Logan, Denham, Busse **Nay:** None **Motion Passed 6-0**

3. **Consider holding a public hearing for a change of zoning request and a Use Permitted on Review for the 320-acre parcel of vacant land owned by the Comanche County Industrial Development Authority, being the South Half (S/2) of Section Twenty-Five (25), Township Two (2) North, Range Thirteen (13) West, I.M, located west of NW 97th Street/NW Goodyear Blvd, east of NW 112th St and north of what would be the extension of W Gore Blvd for Firehawk Aerospace, and take appropriate action as deemed necessary.**

James stated this may look familiar, this did come in front of the CPC on February 29th of 2024 and that was back when CCIDA owned the property and there was not a specific use for this property yet. They had requested that the whole 320 acres be zoned I-4. After hearing citizens' concerns it was recommended for approval for I-2 for that whole 320 acres and prior to taking to the City Council the applicant pulled the application. They

wanted to work with the citizens and again not knowing the specific use they were just they just held back. So, it never went to Council and so we are back today with a revised request and for I-1 on the west, I-3 on the north and the remaining 160 acres as I-4. This will be recommending to go to Council and the council date just for record is October 28th that this will be at and we have Richard Rogalski here to give a little bit of update on the process.

Rogalski stated good afternoon my name is Richard Rogalski, I'm the Executive Director of the Lawton Economic Development Authority and I'm just kind of speak on some of the background on this. George Liddell, the Director of Operations for Firehawk was not able to be here today but he is planning on coming through Teams and we'll see if we can get the Teams working and he can explain the background of what Firehawk is doing. I'll just give you a little bit of background, I appreciate what Christy said, she kind of filled us in on what happened back in 2024. We decided let's just wait until we know what we have right and then we have at least we have something that can we can deal with this case. On May 28th the Lawton Economic Development Authority was awarded a P 3 grant from the State of Oklahoma in the in the amount of \$18,000,000.00 for this project. There's another \$4,000,000.00 the State is awarding directly to Firehawk for this project as well. The Governor announced that award on, like I said on May 28th along with 2 other industries in the state that were coming to the state so there were 3 that were announced. The Enola and there was the one at Mid America and then in Lawton so we're we were one of 3 major requests. This is the aerospace industry and it's really significant for the state and the community that's kind of why they jumped forward with this funding for the project. It is 320 acre parcel we mentioned so you have some of what they do in the middle of that line down there let's just say it's 4 through 15 if you look at the numbers up there are part of manufacturing. What their primary product is, is energetic. They basically and George will tell you better than this but they basically 3 D print solid rocket fuel into the rocket motors. They are using additive printing it's called additive manufacturing but for us it's like a 3 D printer it's sprays the stuff right into the into the mold and that's the part that is in the I-4. There is obviously no specific use in your City Code for this so we decided that out of conservative about prudence we would go with a Use Permitted On Review, the closest thing we could see in in the I-4 District. Now the property to the north the 1000 foot to the north, those buildings 1, 2 and 3 well 3 is actually in the 4 but they're not part of any of the energetic stuff that's like that's basically a plain office building and a storage building and so they're allowed in I-3 zone so that doesn't have a use permit on review and then the property over on the west side is it that 1000 foot of I-1. That wouldn't have a binding site plan but that is the site plan so that I mean this is the intended use for all of the property and you can see that because there is a significant buffer that's required for the for the energetics portion of this manufacturing. So majority of the property is unused but has to be controlled by Firehawk in order to have their process in the middle of it more or less right. You can see there's no access to 112th street. All the access will be on Goodyear Boulevard is only about 100 employees in in this project so you'll have about a \$24,000,000.00 property investment another \$22,000,000.00 in in in personal property in equipment that's manufactured in there and then all those little buildings out there. The highest building is 50 feet the buildings the 4 buildings on the westerly portion are all 40 feet in height that's a max height they'll actually probably be less than that but we they provided those max heights for us.

You know and again I mentioned the fact that this is this is in the aerospace industry and this is an important step for Southwest Oklahoma to be a location of choice for the Defense Industry. We have a strong industrial base in Lawton. We do very well but I mean this is this is our first aerospace DOD manufacturer. It's also significant that this manufacturer, Firehawk, has a place in the FISTA. So they originally came to Lawton as part of the FISTA with a lease in the FISTA and this is now this is the first actual manufacturer that was spawned from that Community investment, that community vision so it's really cool a cool deal. Beyond that Firehawk is actively working just to strengthen the US supply chain and missile systems and advanced missile technology and these capabilities are essential for the defense of our country so this is a this has National Defense concern State concern and local concern. So we really recommend this project. Now obviously we I was aware there would be concerns from the neighbors the neighbors were concerned when so you know the City Council following that May 28th they actually this is Administrative rezoning you probably know that they directed Staff to rezone this project right to see if we can get rezoned right so it's still a process but they said let's just go let's just see. Let's get it done. And so after that we had Firehawk was willing to come down and met with the neighbors being downstairs here at the City Hall on July 9th I think we were there for at least 2 hours they answered questions from the citizens had had a pretty good back and forth that's when we presented these buffers so to try to assuage some of their concerns. I think they're probably still concerned some concerns on this but I feel we feel like we did the best we possibly could to provide the least impact on this property. Many other less intense uses would have really much more of an intense use I mean just the trucking facility would have that that had trucks on 112th Street would be much more impactful to the area than this than this project would be. I think that's what I have. Do you want to see if George can join us.

James responded and I just also wanted to mention the I-4 portion which is the darker gray that also is a Use Permitted On Review with a binding site plan. So as Richard referred that is a binding site plan that's what the plan is.

Denham asked now Richard, is Firehawk going to own this site or is LEDA?

Rogalski responded so the funding was provided to the Lawton Economic Development Authority, most of the funding. So we're working on with them there would be a lease with an option to purchase so they would lease it and then if so they decided to purchase it then that would be that would be done so in the future.

Denham asked and then they're intent I assume on the I-1 and I-3 would be minimal if anything as far as any future build out?

Rogalski responded now if Firehawk completely moved away then we could put stuff in I-3 right.

Denham responded right.

Rogalski stated but right now that is that's part of the buffer. So, they sort of can't put anything in there. So even though it's not a binding site plan they can't change it unless they change what they do

Denham stated thank you.

Jones asked Richard is this part of the TIF as well?

Rogalski responded yes.

Jones stated OK thank you.

Rogalski stated yes I mean it's one of the unactivated ones but we would activate this TIF and it's part of the whole revenue process for this thing there's a there's a significant public benefit even I mean it's a significant monetary public benefit for this project as well based on the TIF District and the jobs and everything else but it's also a significant benefit just in terms of the type of industry it is.

Denham responded funds for schools funds for S.T.E.M all that still apply.

Rogalski stated yes.

Liddell stated Excellent everyone I'm not able to see you but I imagine that members of the City Planning Commissioner are there I apologize I can't be there in person today but thank you Richard for the introduction few slides here on trying not to take up too much of your time but I did want to introduce the company briefly and tell you a little bit more about our Company.

Mr. George Liddell presented a PowerPoint presentation and is included as part of these minutes.

Denham stated thank you Mr. Liddell, we appreciate the presentation. Do we have any questions for either George or Richard while we have them here? Good presentation. Alright so is there any questions from the Commissioners before I open the Public hearing? Seeing none I'll go ahead and declare the Public hearing open anybody would like to come speak for or against this item please approach the podium we'll need you to sign in with your name and address but also state your name for us as well.

Passuet stated hi everybody I'm Tamara Passuet. I live in Pecan Valley but I'm here representing Lawton citizens but also live at the adjacent property to this, actually his slide was really good that one with showed Goodyear and our property you can pull that up if you want to. Yes and also Terry News that lives on Buffalo Drive as well. We did submit some petitions again we submitted them last year and then we submitted the Jeanette, The Lawton citizen submitted them this year again along with another petition asking for a consideration of 0.5 miles of distance between I-4 and the residential properties. So did you receive those?

James responded yes we received the petitions on Monday and they were considered invalid for this this request. They were submitted last time when it was all I-4 so that those petitions went with that request and this is the 3rd request was for a Code change which is not being heard today.

Passuet responded OK.

James stated that that will come to a future CPC meeting for discussion to see if they want to consider that moving forward.

Passuet stated OK and there was about 600 signatures total asking for it not to be I-4 within the zoning area of where residents are living, our citizens of Comanche County are living in established homes. The citizens wanted me to say that you know they built their houses back in the 40s is the ones attached to this property adjacently and even the people in Pecan Valley who I know are not Lawton proper imaginary line is separating us. We are in your Community, we are we work here we pay you know for sales taxes and we consider ourselves Lawtonians. We, I am military and have lived all over the world and we've decided to return here to live here in Lawton. We appreciate you so much for looking into this. The fact and you're going to hear some other people but I just want to say that we bought our houses with the idea that this was going to be I-2 because in the documents online it says this will be an industrial park and when you look up industrial park it is zoned I-2. So yes we did our houses there, yes we thought we were living next to potentially I-2 and it is zoned Agricultural right now so thank you for considering this.

Denham asked anyone else like to speak for this item and please state your name and eventually we'll get you the sign in sheet as well. So if anybody else wants to speak you might work your way up to start the sign in process as well. I'm sorry Sir.

Hoskins stated my name is Rick Hoskins I live due north of this entire area in fact if you go back to the slide where it shows the I-3 and I-4, I live right above where it says I-3. And my question is, if that's supposed to be 1000 foot buffer zone like it is on the West why does the West End get an I-1 buffer zone but yet my land is going to have an I-3 buffer zone 130 feet from it? If it's just the control building and the office building what's the purpose of the I-3?

James responded that's just the use category that that fits into.

Hoskins responded but you can put a lot of nasty things right next to my house under an I-3.

James stated this is a binding site plan, so this is what this is. Unless Firehawk moves away and another industry comes in, this is your site plan. They can't make any changes to this without coming back through the process all over, this is what it.

Hoskins asked so they can't put anything else in the I-3 zone?

Denham stated without coming back to this body with a request to amend and then get through us and then go to Council and all that but that would. That would again like she said this this if this goes through this is what it will be and they've already intended that it's a part of their buffer for the I-4 portion so they have no intention of anything more.

Hoskins responded ok.

Denham stated thank you.

File stated I'll sign that after I finish, guys sorry about my appearance but I just got off work. We didn't get off work had to take time off. What I'm going to go over is.

Denham asked ma'am your name please.

File responded OK my name is Bridget File which I was going to go I'm going to talk about the potential hazards coming in our Community I live at 31 Havenshire Circle. I got the letter which I received that I'll be 300 feet away. These are the concerns and the regulations codes and standards that I'm going to present to you guys right as I did a hazard analysis right that's my job what I do to keep the Community safe. Alright here I go it seems like it's long but it's not, if danger comes to our Community it won't hit the headlines first it would hit our family first. Let that sink in. My name is Bridget File and I'm here today to talk about the potential hazard approaching our community and our future. Now I'm going to take step by steps right by code standards federal and state laws and local law. I'm going to go over and the concerns we have OK what I'm going to talk about the safety buffer is too small. The Firehawk project only asked for 1000 feet between the industry and the manufacturer and the residential areas however nationally recognized the guideline of emergency respond guideline the ER G recognize a buffer at least 0.1 miles, 2640 feet from residents to the hazardous chemical to allow safety evacuation emergencies. Federal and state laws and national codes at least 2640 feet or 0.25 miles between the explosive facility and homes Firehawk is only offering 1000. Supporting Codes NFPA 400 table, 5.2., 5.1 5.1 NFP L 95 section 5.2 5.2 International fire codes 500 300.8 0.3 0.2 OSAC 252 semi colon 1110 Toledo dash 4 semi colon B 2. EPA noise control and action OK single road hazard where I live right we have the 112th street we enter that way and we leave that way OK. Pecan Valley is surrounded by the community only having one road access for evacuations in case an explosives toxic chemical release and train derailments now I don't know if you guys remember and the 2019 right there by Goodyear we had train derailment, we was lucky there was no hazard or chemicals on that did well it did take them the time to do it right 44 close to Lawton again 2024 they had a train derailment OK.

If a hazard material the residents will be trapped in a deadly embodiment it comes to violate and accept the emergency safety standards outlined in the 2024 response guideline

book ERG and OSHA regulation safe industry develop acquirement multiple evacuations. So, we should have another way to get in and get out if there's a potential hazard you know we don't know what can happen but we should be ready for it. OK and that follows under regulations OSHA 29 CFR 1910.36 and 19.38 requires 2 safety evacuations OK that NFPA safety light coats it also acquires multiple evacuations to get out. Now the other thing I'm going to talk about we just talked about the roads the entering and the outer according to the 2024 emergency response guideline the National Standards Hazard material had instance any hazardous material rate involving explosives, toxic gas mandates evacuation radius of 0.5 at 2:00 1640 feet in all directions. OK and they kind of do that to give you reaction in case something happens that we have enough time you know but if it's going to happen we're not going to have enough time but at least we can be positive and take care of our community. Now the project violates the law, state federal and local zoning and public safety law title 1101 s s 43101 + 43109 if this follows under 11 zero SS 43 -103 AC 25211034 (B 2) and then the open meeting act, constitutional law right article 7 Article 2 number 7 Article 2 number 3 in order to 224. Federal laws and safety laws the EPA Clean Air Act OSHA see 29 CFR 1910 point 19 EPC RA 42 USA 1101 dash 110 dash 50, International fire codes chapter 5060 MPA 4 404 95 a minimum separation of 2640 feet right. And let's not forget the United States Constitution the 14th Amendment. OK and also talked about earlier about the railroad hazards right according to the 24 Emergency evacuation guidelines requires a minimum, a minimum evacuation radius of 0.25, 2640 feet for explosives or any toxin gas. During the Public meeting and Trust the Pecan Valley zones residences are one agriculture A-1. We only approved a heavy industry next to a violation zone integrity of public trust because when I had my house I was a 4th house that built out there and I asked them when I had my house is it going to stay agriculture Roger Lopez built my house he says yes that's what he showed me you know. It was approved by the City Council right for Pecan Valley to get built right so that also violates due process the zoning laws and potential community welfare. My closing, at the end, the headlines at the end it won't be headlines that carry the cost it will be our family just let that sink in thank you.

Denham responded thank you Bridget.

File asked do you guys have any questions? And the only reason I know all these regulations that that's my job.

Smith responded I don't think the City approved Pecan Valley to build houses out there.

File stated the City Council yes they did 1991 look at look at that up I couldn't believe it either.

Denham responded it's not City property.

Smith stated it's not City property though.

Jones stated I used to work for the City many years ago. Many years ago, we had a Metropolitan Planning Commission and it included 4 County members and 4 City members OK but County plats like Pecan Valley went to the County Commissioners for approval because they were not in the City limits.

File responded OK.

Jones stated so I don't think the City approved Pecan Valley. You did receive water from us by water contract and I'm sorry and the developer at that time chose not to put in your secondary access. He, in the County you don't meet the same standards as the Cities do in subdivisions. So that creates some discrepancies and misunderstandings unfortunately but the County Commissioners did approve it and the LMAPC. So, it's 4 County members, City like us and 4 City members and but we were not the final approval it went to the County. OK.

Denham stated thank you DJ.

Rogalski stated so you know I get stuck on the zoning buffer so that's why I'm giving I'm telling you it's 1000 foot zoning buffer it is I mean it's 1000 foot to the to the I-4 zoning to the property line the actual set back to the actual facilities is actually 1250 feet it's more than 1000 feet so the 1000 foot buffer I'm talking about is just the zoning buffer. That's where the I-4 starts but the facility is actually inside of that so and there are DOD contractor they have to make every federal regulation.

Denham stated I would think so thank you Richard. Anyone else?

Gibson stated good afternoon my name is Mark Gibson I want to hand you some. So basically, what I've had to do so I wouldn't have to stand up here and read it so but it's some regulations on as far as the facility here has to meet DOD requirements as well as local and federal requirements and some of those are specific to Lawton area at the bottom there as well so I wanted to make sure you guys had that information. I'm not good at public speaking so if you don't mind I'll read from a list here but I appreciate the members of the City Planning Commission that you are allowing me to speak here today. First I'd like to express my sincere appreciation to the City Council and to the City Planning Commission and LEDA for their committed efforts to listen to the residents' concerns regarding the rezoning of the 320 acres. Earlier this year I proposed to the City of Lawton Council and the Planning Commission the establishment of a minimum 200 foot buffer between I-4 Heavy Industrial zoning and Residential. I also submitted a recommended amendments to Chapter 18 City Code of Ordinance that strengthen the zoning enforcement near residential areas but I still believe that minimum separation is

essential to Lawton. Lawton's reasonable long term growth I want to acknowledge the recent efforts by Firehawk and LEDA to constructively address our concerns with this 320 acres. Firehawk Aerospace representatives met with the residents on July 9th provided additional details about their proposed facility, their manufacturing process and the layout, based on the discussions and the that we received the conceptual plans which are the same that's why I'm here I wanted to make sure what was presented there is what's going to be presented in front of you guys here. The plan share during the meeting the 100 foot I-1 zoning to the west, the I-3 zoning to the north represent a reasonable compromise to help mitigate impacts to nearby neighborhoods. That said, I remain deeply concerned that about the possibility that the Firehawk fails to secure the necessary Department of Defense approvals and that's the list that I provided to you earlier there. Let the I-1 zoning could remain in place indefinitely that could unintentionally leave the door open for future high risk or incompatible industry development without further Public input given the unprecedented nature of the facility and the potential risk involved I respectfully ask that the Planning Commission consider the following: include in the consensual conditional use provision requiring that the I-4 zoning be automatically reverted at Firehawk does not obtain all required DoD and explosive safety approvals and I think from what you were saying earlier that that is the case.

James responded yes as a Use Permitted on Review they do have a specific time frame to actually start that use if not these permitted does go away that's already in Code.

Gibson replied OK. And so, then the zoning would revert back?

James stated the Use Permitted on Review part. So, the I-4 would remain but the binding site plan would have to be changed. This binding site plan is a binding site plan no matter if Firehawk gets their stuff or not, if a new business wanted to come in they would have to amend this binding site plan.

Gibson responded OK.

James replied any changes, they have come back through this process this is what it is?

Denham stated you would have the opportunity to express your concern that time.

James responded if Firehawk didn't receive all their DoDs, the Use Permit on Review part would cease to exist. So, you just have the zonings but you still have a binding site plan this binding site plan. So, let's say whatever industry wanted to come in if they're not going to set it up and use it exactly like Firehawk was going to then we have to start over.

Gibson replied OK but to use it exactly like what they're talking about in meaning to create rocket energetics.

James stated it would have to be within that I-4 zoning review.

Gibson responded everything that's for anything in that I-4 zoning including at the west end or north end of that

James replied they would have to meet what's in Code and the Use Permitted on Review is because this energetic is a specialty thing that's not listed in the current Code so we would have to revert back to the list of what's in Code yes, but that we still have to do a binding site plan.

Gibson stated and so and thank you for that clarification and that's what I wanted to address here right is that if Firehawk for some reason doesn't get the DoD approval that's requirement to go in there I would like to see that amended back to the existing agricultural zoning now and wait for the next company to come in and say we want to build there and then we start the process over again what are what are they putting there is it conducive there. I'm still a firm believer that you know the City needs to look at changing their Code of Ordinance so that there's a minimum of 2000 foot buffer between any heavy industrial and residential areas. So that's why I'm asking to make sure that whatever you're approving that is contingent upon their approval and that if they don't get that approval and I want I hope they do believe me I'm pro Defense Department I've spent 40 years you know active duty and now government service so I want to see the Defense Department come I want to see industry come to Lawton I just want to make sure that we're doing this in a in the right manner. Right, you can't put heavy industrial right next to residential there should be some kind of buffered separation any planning any city planner will tell you that. And so that's you know I want to make sure that they express that. Finally, I want to thank the Planning Commission and City leaders for their support and encouraging administrative rezoning towards the most appropriate zoning districts I look forward to the final approval and remain hopeful that in that reflect a compromise and safeguards needed to balance the economic opportunity and long term community wellness within Lawton.

James responded yes and just to clarify when the zoning happen if the zoning gets approved the zoning will be the zoning to go back to A-1 would be a rezoning request to go back to A-1. What would stop everything is that the binding site plan, this site plan shows I-1 has no use.

Gibson asked so there's not a way to.

Denham responded no it would have to go back to, somebody would have to come back and change the zoning back to A-1 and that would be the property owner which would be I guess LEDA. So, but there's no reversion back but again it's the point that we had at situation in town, binding site plan was for a car wash off of Sheridan Road. They had a binding site plan, that deal fell through just recently another one came in and they're putting a laundromat instead but they had to amend the site plan before they could even do that even and it's even less intensive than what the car wash would have been but they had to still go through the same steps because they were changing this binding site plan.

So, that would be the same thing it would be very difficult for any heavy industrial use to come in with that sliver and build something within that footprint without having to come back and start over and say hey well we got to do something different.

Gibson replied I mean I'm hoping they get approved because to be honest with you like Richard said this is this is a win for us you know and the community and I think this is a win for Lawton you know the buffers that they have there are put there because there has to be a buffer between the operations that they do and you know any other buildings or facilities around them so that I-1 and I-3 really they can't do anything in there but that is the given buffer because of the way DoD requires it so I think it's a win. And probably the best option that we're going to have as residents out there for something to go in that property. My issue or concern I guess I should say is if for some reason they don't get the DoD approval then what happens with that land I don't want to see some other I don't want to see a refinery go in 1000 foot from my property.

Denham stated I understand and I appreciate the information on the Codes and you're right everything 's got to be in compliance as she mentioned as well. They will be held to those standards by much higher rated bodies than us.

Gibson replied right.

James responded yes and they will be required to go through the building permit process through the City which gets reviewed by all the City entities including Fire Marshall 's office and go through everything like everybody else has to go through. They don't get to skip any of those steps right.

Gibson stated like I said I've you know worked for the government active duty, civil service for 40 years so I have some faith in the DoD even though some people don't and I believe that they would make sure that everything there is above board. My concern obviously is if they don't get the approval.

Denham stated I understand and thank you so much for the information mark thank you anybody else like to come speak for or against this item please approach the podium. So, no one approach I'll go ahead and close the Public hearing.

Motion by Jones, Second by Logan to recommend to the City Council to approve for a change of zoning request and a Use Permitted on Review for the 320-acre parcel of vacant land owned by the Comanche County Industrial Development Authority, being the South Half (S/2) of Section Twenty-Five (25), Township Two (2) North, Range Thirteen (13) West, I.M, located west of NW 97th Street/NW Goodyear Blvd, east of NW 112th St and north of what would be the extension of W Gore Blvd for Firehawk Aerospace Aye: Jones, Smith, Logan, Denham, Busse, Jarvis Nay: None **Motion Passed 6-0**

4. **Consider a request for an appeal of the BMRC's denial decision from Derek Bryant's Masonry for a proposed new building with metal as the exterior building material on all sides to be located at 809 SW E Avenue, Lawton, OK 73501, and take appropriate action as deemed necessary.**

Good stated good afternoon Kameron Good with the Planning Department. As you can see this is located 809 Southwest E Avenue, we received it from Derek Bryant as you said a request to appeal the BMRC 's decision to for the exterior finish of this building, proposed building. Here is the aerial for that location showing that the property is vacant. We have a Street View of that property. As you can see some existing trees on there and here's the proposed elevation of it and it is just a 30 by 30 building for the storage for his business. He is going to store his equipment inside of it. The entire property is proposed to have a 8 foot fence, opaque fence around it with an opaque gate. The request is to leave the building as metal, Code would require the front side to be fully bricked or of an improved material and the residential facing sides to have the material as well. So, the request is to leave it all metal the applicant is here if you have any questions for him or if you have any questions for me I'd be happy to answer.

Denham asked you said all sides facing residential?

Good responded correct and the street.

Denham asked so would that not be all sides?

Good stated right now the property to the west is vacant but the one next to that is residential as you can see on this aerial you have a residential house 2 lots over to the left, to the west and everything to the south is vacant, you have a commercial building that's abandoned to the east and this property is currently vacant. So as Code reads the south side would be completely approved material all the way up and then the west side because there's a residence to the west. So, the request is to have all 4 sides as metal.

Smith asked but don't we require at least 3 foot rock or something else?

James responded that's not how Code reads. That has been the determination of that Committee prior but that Code never changed. So, for a commercial building over 400 square foot it does require that all 4 sides, if they abut a street or residential district use be rock. That Code change never happened but that was historically the determination of the Committee.

Good stated and with the wainscoting being 3 feet this is going to have an 8 foot fence around it you wouldn't even see the wainscoting so.

Smith replied well but what if someone the next person comes along and takes that down then we that's where we end up.

Good stated if have any questions for the applicant he is here.

Denham asked is this in the Downtown Urban Renewal, LURA?

Good responded it is outside the Urban Renewal Plan it stops the 7th Street.

Denham replies OK, thank you.

Jones stated and Kameron I think probably found this historically. We had a Committee that determined years ago we had just we were in a deluge of metal buildings and the business community participated in it and the builders participated in it and this particular application came from that Code. You know listening to all the parties about what would be good in Commercial area and that it go through this Architectural Committee And I think they've done a wonderful job and I want to say I'm hesitant when you have a Committee from the Community that comes up with an application for the future it's you know but we're slowly implementing I hesitate to override them that's what I'm trying to say thank.

Denham asked I served on that Committee when it first started, do we still have a member of the Planning Commission serving on this?

James responded yes Sir, Darren Medders but he was absent when this went to the Building Materials Review Committee but the other 2 denied the request.

Denham stated OK but they did deny apparently and so we are the next step on the appeal process.

James replied yes Sir yeah they denied it and then recommended that they follow City Code.

Denham stated OK any comments and we do have the applicant here as well if you have questions for them. Hearing none, I'll entertain a motion.

Motion by Jones, Second by Smith to deny the request for an appeal of the BMRC's denial decision from Derek Bryant's Masonry for a proposed new building with metal as the exterior building material on all sides to be located at 809 SW E Avenue, Lawton, OK 73501 **Aye:** Jones, Smith, Logan, Denham, Busse, Jarvis **Nay:** None
Motion Passed 6-0

5. Consider accepting the as-builts and maintenance bond for the offsite improvements for the installation of the new traffic control system at NW 50th Street and NW Cache Road, subject to conditions, if applicable.

Good stated good afternoon Kameron Good with the Planning Department. This is as you have probably seen driving down Cache Road the blinking lights at the intersection of Northwest 50th Street and Cache Road. This is located just in front of the Chicken Express and Braums on Cache Road. This is to finally accept their traffic control system. There is a list of conditions which we handed out to you on a separate document. Here's some pictures of that intersection that were provided and we see they have the ADA crosswalks and the traffic signals. The maintenance bond for this is \$40,896.00. The construction plans were approved by Council on January 12, 2021. Be happy to answer any questions you might have on this.

James stated and just a quick update as of right before lunch and the contractor was out there working on the punch list and they're working with our Electronic Maintenance Department and to finalize that. So that will be finalized before it goes to Council but it's working in progress as of right now.

Denham stated I don't know if this is the place or time but they're currently flashing.

James stated they are on as of this morning. There was a communication, a little misunderstanding between the contractor and the developer. They were going to be on temporarily while the testing was going on and they set them as go and so we're not going to go backwards and change it again we're going to leave them as they are but they are being tweaked to finish the punch list.

Denham asked OK and will they be timed with the rest of the Cache Road traffic or they'd be actuated or?

James stated timing traffic signals is out of our purview there's a lot involved in that.

Jones replied there's only about 30 signals.

Denham stated they do tend to flow.

James stated I would assume that's a requirement of our Public Works Department for that OK.

Denham replied in my role that sits on the LMPO that is something we've been discussing so that's why I'm asking but it's it does not pertain to this item is what you're telling me.

James stated that is out of my purview Sir, yes Sir.

Denham stated OK no Public hearing what's the desires of the Commission?

Motion by Smith, Second by Logan to recommend the City Council accepts the as-builts and maintenance bond for the offsite improvements for the installation of the new traffic control system at NW 50th Street and NW Cache Road, subject to conditions
Aye: Smith, Logan, Denham, Busse, Jarvis, Jones **Nay:** None **Motion Passed 6-0**

Commissioner's Reports or Comments

Busse stated during our last meeting I wanted to kind of go over the R-1, R-2 and R-3 that is currently located out in the Lawton view addition and like I said Commissioner DJ mentioned that the need for the City to support our Developers working on affordable housing specifically in the Lawton View Addition. I would like to recommend the Staff to look at being proactive and administrative rezoning all R-1 single family dwellings south of Lee and east of Sheridan, west of 11th Street to either R-2 or R-3. As of right now each developer has to go through it just a lengthy process. I drove out there personally and took some pictures and spent some time out there in the neighborhood is looking amazing it's it like I said I'm shocked still of just of how much developing has happened with single family homes with the duplexes that are getting built right now. And again, I see all the vacant lots tons of vacant lots throughout that entire neighborhood going from 11th Street all the way to you know Sheridan Road. So, just kind of getting in thoughts, you know I think if we were to come up with something for zoning you know by the time they go through the applications, the newspaper posting, and multiple meetings you know and if we have a quorum, you know something can happen so that pushes them off and these are developers that are coming into our City and they're developing you know affordable homes that are very nice. The last thing I would say is I would like to have staff look at some things, how much are we spending and just cutting the grass. All those vacant lots out there you know what I saw was one lot brings in \$53.00 a year one vacant lot and there's no water. If they're building a home we get water we get utilities and now we have a house and that could average between what \$3,500.00 a year approximately somewhere in there. So, I would like to see Staff move forward with the with the administrative rezoning on this part.

Denham responded Well Melissa that was part of our homework assignment from that meeting was to review the map that was given and if there were other blocks that we could consider doing administrative zonings. Now the R-3, the one thing about R-1 and R-2, R-2 you can do anything on R-1 now is that same apply in R-3 so you can have your single.

Good stated the R-3 residential builds on itself so the R-1, R-2, R-3, the R-3 is Multi Family Dwelling Family District it is still 6000 square feet for a single family dwelling lot size, 7000 for a duplex and then it jumps up to 9000 for a 3 family dwelling in every additional 2000 square foot of lot size gives you another unit. So, it is still multifamily it just opens the door to go above the duplex if the lot size allows for it. So, you still are

restricted due to the lot size you still can do duplexes and you can still do single family dwellings.

Smith asked but isn't it true anything over a duplex now you got to put a sprinkler system in it if it's 3 or more units?

Good replied I do not know that answer off the top of my head. That is something I would have to look up for you.

Smith stated I mean it was when I was building my villas out there. So, I'm saying kind of what I'm getting at is in that area over there if someone 's got to go in and do that that's about a \$10,000 to \$15,000 per unit. they're not going to be doing that so they're I would say they're not they're not going to build more than a duplex. I don't know how we I just don't think it's going to happen.

Denham responded well this is all about affordable housing.

Smith replied correct that's what I am saying and that takes it out of being affordable.

Jones asked are they still requiring every 4 units in multifamily a firewall?

James stated those are Building Code requirements it does go off of square footage I don't know if it's specifically units and it's square footage I believe and it also depends on how they if they if they're all going to be rentals or if it's like a townhouse where they plan on selling half of it. So even what looks like a duplex from the outside could be just an attached house which is a townhouse and that would definitely have to have a firewall.

Jones replied OK.

Smith stated even a duplex has to have a firewall.

James replied 30 minute versus the hour though right.

Jones stated thank you for that, yes it's different.

Smith replied I mean I've just built one and I can't remember. It was more than 30 minutes.

James stated yeah I think when you when you actually have to sell it, it goes up from there.

Smith replied yes I had to talk to you about it so yeah it's still a 2 hour firewall with a duplex.

James stated well like I said, it's up to the Building Code.

Jones responded and it also it also has to do with whether you are going to sell. You know unit sales like condominium how you how you're doing the development. I think it's a, we've got a great idea here but we need to have a committee, that's what I'm going

for another committee for God 's sakes another committee. That couples with the Mayor's effort to go through this Code. The Building Code that would be affected and the Zoning Code because when you have a single family detached house and we start changing the zoning we run into the mortgage company. Are they going to join in it. Are they going to oppose it there there's some title things that you kind of have to work through but all of that can be worked out. I personally feel like if we got a vacant lot out there and some of them build the house given to them if we own it give it to them and let them go, that's the hook, so to speak. I'm not confident that the City wants to do that that's me but we need a program that not only for Lawton View but if it's successful down there then you can jump to another section of the core and you can couple it with your code enforcement demo program particularly for burnouts. You don't have to wait that long just get that dozer out there and clear it.

Denham stated there's an awful lot of those lots smaller lots in Old Town so there's all kinds of places.

Jones replied oh I can take you down south of Lee, I mean honestly I could find 30 and in 30 minutes. And it hurts the existing housing so.

Denham stated I've been advised we can't take any action on this, it's obviously not agenda but we were tasked with bringing back recommendations from that last item as far as areas that to consider and what I'm kind of hearing is why not consider that entire maybe what 17th or go farther east.

Jones stated 17th would good be a good break point.

Good stated so, there is some more one to the east most actually has the map printed for you if you want to see the R-1 areas but there's some R-1 that stretches over closer to 11th Street.

Jones replied but when you stop at 17th you're not dealing with the airport. I don't know what their ordinance is out there but 17th to 11th.

Good stated the 2 most recent duplex requests that we had the R 2 zonings, were west of 17th street.

Denham replied 17th to Sheridan then Lee south.

Jones stated well the first one I would do is 11th to 17th, Lee to Bishop.

Good responded most of that's already, there's very little R-1 in that area.

Jones replied whatever 's in there we could.

Good stated but it'd be up to you guys and we could bring back a discussion item on this and Staff could bring some information forward to you guys and we could actually have a discussion.

Denham stated right and put that on the agenda if possible to do it, again just discussion no action but that way we're running with it because yes, they're doing good things but those are a bunch of LURA lots that.

Good stated they have expanded from those quite a bit. They had the initial 60 lots that LURA sold to them I should say right and then they have been since been acquiring a bunch of property since then to.

Denham replied ok, even better so I know. I was just going to say they're doing a great job.

James stated I would just also remind everyone that Code already allows if there is a lot or a partial that's been established before 1964 that's non-conforming a lot of it in Old Town north where you have a back piece or the launch from north-south but they got houses facing either east or west and then make a non-conforming lot those are able to be developed right now under our current Code as long as it is a single-family residence. So even though they're non-compliant for size and stuff like that they are still buildable lots.

Denham stated all right very good discussion.

Secretary's Report

None

Audience Participation

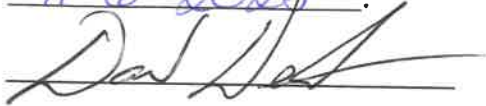
None

Adjournment

Motion by Logan, Second by Smith to adjourn the meeting **Aye:** Logan, Denham, Busse, Jarvis, Jones, Smith **Nay:** None **Motion Passed 6-0**

With no further business the meeting was adjourned at 2:42 pm.

These meeting minutes were approved by the CPC members at their meeting on

11-6-2025


David Denham

Chairman

City Planning Commission