

City of Oklahoma City

ZONING DISTRICT CATEGORIES AND DEFINITIONS

Zoning District Categories

Agricultural and Residential Districts

AA	Agricultural
RA2	Single-Family Two-Acre Rural Residential
RA	Single-Family One-Acre Rural Residential
R-1	Single-Family Residential
R-1ZL	Single-Family Residential Zero Lot Line
R-2	Medium-Low Density Residential
R-3	Medium Density Residential
R-3M	Medium Density Multiple-Family Residential
R-4M	Medium-High Density Multiple-Family Residential
R-4	General Residential
R-MH-1	Manufactured (Mobile) Home Subdivision
R-MH-2	Manufactured (Mobile) Home Park

Office and Commercial Districts

O-1	Limited Office
O-2	General Office
RC	Rural Commercial
NB	Neighborhood Business
C-1	Neighborhood Commercial
C-2	Shopping Center
C-3	Community Commercial
C-4	General Commercial
C-CBD	Central Business
C-HC	Highway Commercial

Industrial Districts

TP	Technology Park
I-1	Light Industrial
I-2	Moderate Industrial
I-3	Heavy Industrial

Special Purpose Districts

BC	Bricktown Core Development
DBD	Downtown Business
DTD-1	Downtown Transitional, Limited
DTD-2	Downtown Transitional, General
HP	Historic Preservation
NC	Neighborhood Conservation
SYD	Stockyards City Development

Zoning Overlay Districts

AE-1	Airport Environs Zone One
AE-2	Airport Environs Zone Two
ABC-1	Alcoholic Beverage Consumption, Restaurant-With-Limited-Alcohol
ABC-2	Alcoholic Beverage Consumption, Restaurant-With-Alcohol

ABC-3	Alcoholic Beverage Consumption, Club-With-Alcohol
CBO	Classen Boulevard Overlay
HL	Historic Landmark Overlay
MH	Manufactured Home Overlay
DP	Downtown Parking Overlay
FP	Fringe Parking Overlay
SRO	Scenic River Overlay
SRODD	Scenic River Overlay Design
SYT	Stockyards City Transitional Development Overlay
TT	Twenty-Third Street Uptown Corridor Overlay
UCD	Urban Conservation
UD	Urban Design Overlay

Zoning District Definitions

AGRICULTURAL AND RESIDENTIAL DISTRICTS

AA ***Agricultural District.*** The AA District creates and preserves areas intended primarily for agricultural purposes. It permits low intensity residential development along with certain essential commercial and institutional uses. It is not intended to provide a lower standard of development than in other districts. The types of uses, area and intensity of use regulations are designed to encourage and protect agricultural uses on a permanent basis, or until such time as urbanization takes place and an appropriate change in district classification is made.

RA2 ***Single-Family Two-Acre Rural Residential District.*** The RA2 District provides single-family residential housing with rural amenities in the rural development areas of the City at densities from 0.35 to 0.45 dwelling units per acre. Special attention should be given to overall design and location of lots within this district to assure adequate provision of light, air and open space, and to protect the area from being subject to intensified zoning once the district has been established and developed.

RA ***Single-Family One-Acre Rural Residential District.*** The RA District provides single-family residential housing with rural amenities in the rural development areas of the City at densities from 0.70 to 1.00 dwelling units per acre. Special attention should be given to overall design and location of lots within this district to

assure adequate provision of light, air and open space, and to protect the area from being subject to intensified zoning once the district has been established and developed.

R-1 ***Single-Family Residential District.*** The R-1 District is the most restrictive residential district. The principal use is single-family residential with provisions for related recreational, religious and educational facilities that are normally required to provide the basic elements of a balanced and attractive residential area. Internal stability, attractiveness, order and efficiency are encouraged by providing adequate light, air and open space for dwellings and related facilities, and through consideration of the proper functional relationships of each element.

R-1ZL ***Single-Family Residential Zero Lot Line District.*** The R-1ZL District is a restrictive residential district whose principal use is the single-family detached home with a zero side yard setback. Provisions are made for related recreational, religious and educational facilities that are normally required to provide the basic elements of a balanced and attractive residential area. Internal stability, attractiveness, order and efficiency are encouraged by providing adequate light, air and open space for dwellings and related facilities, and through consideration of the proper functional relationship of each element. The R-1ZL District provides for a unique housing environment regarding such elements as side yard building setbacks, usable side yard areas, intensity of use and typical building orientation, which is unlike the R-1 District.

R-2 ***Medium-Low Density Residential District.*** The R-2 District is a residential district with restrictions similar to the R-1 District. The purpose of this district is to create and preserve residential areas with a broad range of housing types and densities in proximity to essential support services. The regulations provide incentives for infill housing development consistent with the existing character and density of an area. Provisions are also made for non-residential uses that support residential development.

R-3 ***Medium Density Residential District.*** The R-3 District creates and preserves residential areas with a broad range of housing types and densities, which are close to essential support services. The regulations provide incentives for infill housing development consistent with the existing character and density of an area. Provisions are also made for non-residential uses that support residential development.

- R-3M** **Medium Density Multiple-Family Residential District.** The R-3M District is a medium density residential district that encourages multi-family developments representing a broad variety of housing types. The regulations are designed to facilitate medium-density infill residential development, compatible with other nearby residential uses. Provisions are made for conditional approval of those uses that support and service the development in a manner that will not have a harmful effect on the character of existing neighborhoods and will reduce dependence upon automobile transportation by encouraging population densities that support mass transportation.
- R-4M** **Medium-High Density Multiple-Family Residential District.** The R-4M District is a medium to high density residential district that encourages multi-family developments representing a broad variety of housing types. The regulations are designed to facilitate medium-density infill residential development, compatible with other nearby residential uses. Provisions are made for conditional approval of those uses that support and service the development in a manner that will not have a harmful effect on the character of existing neighborhoods and will reduce dependence upon automobile transportation by encouraging population densities that support mass transportation.
- R-4** **General Residential District.** The R-4 District is a higher density residential district which encourages multiple-family and group residential developments, and represents a broad variety of housing types and densities. The regulations are designed to facilitate infill residential development and development close to non-residential uses. Provision is made for conditional approval of those uses that support and service the development in a manner that will not have a harmful effect on the character of existing neighborhoods, and will reduce dependence upon automobile transportation by encouraging population densities that will support mass transportation.
- R-MH-1** **Manufactured (Mobile) Home Subdivision District.** The R-MH-1 District is a restrictive residential district. The principal use within this district is a freestanding manufactured (mobile) home used as a single residence. The purpose of this district is to provide a grouping of home sites, within the setting of a residential subdivision, for manufactured (mobile) homes, which are not compatible with conventional housing and are normally permitted only in manufactured (mobile) home parks or rural areas, and conventional single-family homes. This district provides for individual lots which allow the manufactured (mobile) home owner

to own the property on which his/her home is situated. Provision is made for related recreational, religious and educational facilities normally required to provide the basic elements of a balanced and attractive residential area. Internal stability, attractiveness, order and efficiency are encouraged by providing adequate light, air and open space for manufactured (mobile) homes, conventional residences and related facilities, and through consideration of the proper functional relationship of each element. A minimum subdivision size is established to assure that sufficiency of compatible housing types can be established to create a desirable environment, and provide separation from conventional housing areas that may be nearby.

R-MH-2 ***Manufactured (Mobile) Home Park District.*** The R-MH-2 District permits locations for manufactured (mobile) home parks which, while providing a residential environment, are not generally compatible with normal residential developments. These parks are under a single ownership and provide leased or rented manufactured (mobile) home spaces. This district should provide for an orderly arrangement of home sites in manufactured (mobile) home parks, which have been located and designed in a manner that will promote and protect the health, safety and general welfare of the residents.

OFFICE AND COMMERCIAL DISTRICTS

O-1 ***Limited Office District.*** The O-1 District is intended to provide a location for those administrative and professional offices that can occupy smaller structures in a landscaped setting. This type of development can serve as a buffer between more intense retail and office commercial uses, and established residential neighborhoods. Emphasis is placed on smaller, individual freestanding buildings, landscaping, setbacks, sign control and restricted building height in order to promote protection for nearby residences.

O-2 ***General Office District.*** The O-2 District is intended to provide a place for those office and institutional activities that require separate buildings, or building groups, and whose employees and clientele may come from a wide geographic area. Land, space and aesthetic requirements of these uses make either a central location or a location on large sites between more intense retail commercial areas and established residential neighborhoods desirable, so as to act as a buffer. ***C-1 Neighborhood Commercial District.*** The C-1 District is intended to provide a location for a limited number of retail commercial goods and personal services that serve the day-to-day needs of residents of surrounding neighborhoods. Because

these shops and offices are lower intensity uses, they may be designed to be located at, or near, arterial street intersections, in close proximity to housing areas, or as limited service facilities in larger planned high density housing areas. This district is limited to the types of uses that will not create increased traffic, noise or other incompatible factors caused by uses serving a larger part of the City and, therefore, would have a negative impact on surrounding neighborhoods.

C-2 ***Shopping Center District.*** The C-2 District is intended to provide for a unified grouping, in one or more buildings, of retail shops, stores and offices, which are planned and developed as a single operating unit, and under single or multiple ownership. A development will typically contain such features as shared parking, driveways and common facilities, adequate setbacks and landscaping, and sufficient on-site parking for customers and employees.

C-3 ***Community Commercial District.*** The C-3 District is intended for business activity that is located at the edge of residential areas but serves a larger trade area than the immediately surrounding residential neighborhoods. Business uses will most often be found in a wide variety of commercial structures, normally on individual sites with separate ingress, egress and parking. Because of the varied uses permitted, it is important to separate them as much as possible, both visually and physically, from any nearby residential areas and to limit the harmful effects of increased traffic, noise and general non-residential activity generated.

C-4 ***General Commercial District.*** The C-4 District is intended for the conduct of wholesale, retail and office business activities that serve the needs of citizens from anywhere in the metropolitan area, rather than being oriented only to surrounding residential areas. Because the permitted uses may serve and employ a large number of people from a large part of the metropolitan area, the activities conducted, and the traffic generated, make this district very much incompatible with residential development. The Comprehensive Plan policy does not support further expansion of the C-4 District.

C-CBD ***Central Business District.*** The C-CBD District is intended for the conduct of all forms of business activity within the central area of the City. Because of extensive private and public development controls already in existence, via covenants and urban renewal activities, development regulations in this district are kept to a minimum and reflect previously established regulations only. C-CBD zoning shall only be granted as an extension of an existing C-CBD District. To be eligible for rezoning to this district, a parcel

shall abut, or be directly across a street or alley from, an existing C-CBD District.

C-HC **Highway Commercial District.** The C-HC District is intended to provide commercial facilities for the traveling public along freeways in those areas where surrounding urban development does not exist and normal urban services are not available. Commercial uses permitted are limited to those types which directly serve automobile and truck needs, and provide basic convenience goods for cross country travelers. Because these areas will be located in low density agricultural areas, their location should be limited to freeway or highway intersections. They should be relatively small in size, and care should be taken in the location and development of structures to minimize their impact on surrounding land uses.

NB **Neighborhood Business District.** The NB District is intended to promote a mix of commercial, office and residential uses which serve the day-to-day needs of residents and the residents of surrounding neighborhoods. It is particularly applicable to older areas of Oklahoma City developed prior to the off-street parking requirements typically mandated in today's commercial zoning districts.

RC **Rural Commercial District.** The RC District is intended to provide locations for commercial and service uses which primarily serve outlying agricultural areas and/or businesses.

INDUSTRIAL DISTRICTS

TP **Technology Park District.** The TP District is intended to provide locations for office, research, and limited technology and industrial uses that do not have adverse impacts on surrounding properties or the environment, and are typically located in a campus or industrial park setting.

I-1 **Light Industrial District.** The I-1 District is intended to accommodate low impact industrial development and supporting commercial or public uses, in areas where little or no nuisance effects are generated. These industrial uses may require good accessibility to air, mail or street transportation routes, but the size and volume of the raw materials and finished products should not be as great as that produced by uses in the moderate and heavy industrial districts. No manufacturing, assembly, repair, work activity or storage, other than outside sales and display as permitted by this chapter, shall take place outside the confines of an enclosed building.

I-2 **Moderate Industrial District.** The I-2 District is intended primarily for the conduct of light manufacturing, assembly and fabrication, and for warehousing, wholesale and service uses, which may generate relatively low levels of noise, odor, smoke, dust or intense light. Industrial uses permitted may require good accessibility to air, rail or street transportation routes, but do not depend heavily on frequent personal visits of customers or clients. Provision is also made for outdoor operation and storage.

I-3 **Heavy Industrial District.** The I-3 District is intended to provide locations for those industrial uses that may generate relatively high levels of noise, vibrations, smoke, dust, odor or light. These industrial uses are incompatible with residential uses. For this reason it is desirable that they be located downwind, and as far away as possible, from residential and most commercial uses.

SPECIAL PURPOSE DISTRICTS

BC **Bricktown Core Development District.** This mixed-use district allows for a wide range of commercial, residential, office, warehouse and limited industrial uses. It is intended for the central part of the City, to facilitate the adaptation of warehouse districts to a more vital mixture of uses, while conserving the exterior architectural quality of an area of historic significance.

DBD **Downtown Business District.** The DBD District is intended for the conduct of all forms of business activity, including mixed-uses in a single building, within the central area of the City. Development regulations are intended to promote the development and redevelopment of the downtown area in a manner consistent with the unique and diverse design elements of downtown, ensure that uses are compatible with the commercial, cultural, historical and governmental significance of downtown, promote the downtown as a vital mixed-use area, create a network of pleasant public spaces and pedestrian amenities, enhance existing structures and circulation patterns, and preserve and restore historic features.

DTD-1 **Downtown Transitional District, Limited.** The DTD-1 District is intended to promote a high quality mix of commercial, office, and residential uses, including mixed-uses in a single building, for areas adjacent to the DBD District. Development regulations are intended to promote the development and redevelopment of areas adjacent to the DBD District in a manner consistent with the unique and diverse design elements of the area, ensure compatible commercial

and residential uses, create a network of pleasant public spaces and pedestrian amenities, enhance existing structures and circulation patterns, preserve and restore historic features, preserve the cultural significance of the central City, and promote the areas adjacent to the downtown business district as dense, urban and mixed-use neighborhoods.

DTD-2 ***Downtown Transitional District, General.*** The DTD-2 District is intended to promote a high quality mix of commercial, office, residential, and industrial uses, including mixed-uses in a single building, for areas adjacent the DBD District. Development regulations in this district are intended to promote the development and redevelopment of areas adjacent to the DBD District in a manner consistent with the unique and diverse design elements of the area, ensure that areas adjacent to the DBD District contain land uses compatible with commercial, residential, and cultural significance of the central City, create a network of pleasant public spaces and pedestrian amenities, enhance existing structures and circulation patterns, preserve and restore historic features, preserve the cultural significance of the central City, and promote the areas adjacent to the downtown business district as dense, urban and mixed-use neighborhoods.

HP ***Historic Preservation District.*** All property within the City previously designated as Historic Preservation District (HP District) as of October 21, 1980, and all property subsequently included within this District, shall be subject to and comply with the regulations and restrictions of this section. All provisions of the Historic Preservation Ordinance, including the definitions contained therein, shall be applicable to the HP District. The HP District is intended as a basic zoning district and is not intended as an overlay zoning district.

NC ***Neighborhood Conservation District.*** The purpose of this district is to encourage, promote and facilitate the conservation and/or revitalization of older areas.

SYD ***Stockyards City Development District.*** The Stockyards City Development District (SYD District) is a mixed-use commercial district intended for the conduct of commercial, office and limited industrial uses, while conserving the exterior architectural quality of an area of historic significance. The business activity is of a retail and commercial service nature that serves a larger trade area than the immediate surrounding residential neighborhoods.

ZONING OVERLAY DISTRICTS

- AE-1** ***Airport Environs Zone One.*** This is an area established on an official airport zoning map, which is exposed to a projected annual average noise level in excess of 65 decibels as measured by weighted day-night sound level (Ldn) methodology. **Single-family or two-family residential uses and institutional uses such as schools, community centers, churches, etc., are prohibited in this overlay zone.** Uses within this zone shall meet or exceed building requirements for a minimum noise level reduction of thirty (30) decibels, inside the structure as set forth in Division 4, of Article II of Chapter 12 of the Oklahoma City Municipal Code. **All uses allowed within this zone shall grant an aviations easement right to the Oklahoma City Airport Trust.**
- AE-2** ***Airport Environs Zone Two.*** This is an area established on an official airport zoning map, which is exposed to a projected annual average noise level in excess of 60 decibels as measured by weighted day-night sound level (Ldn) methodology. Uses within this zone shall meet or exceed building requirements for a minimum noise level reduction of twenty-five (25) decibels, inside the structure as set forth in Division 4, of Article II of Chapter 12 of the Oklahoma City Municipal Code. **All uses allowed within this zone shall grant an aviations easement right to the Oklahoma City Airport Trust.**
- ABC-1** ***Alcoholic Beverage Consumption, Restaurant-With-Limited-Alcohol.*** This overlay district allows for restaurants which serve beverages containing less than fourteen percent (14%) alcohol by volume. This district allows for the serving of beer and wine in a restaurant setting. The overlay district provides for uses in such a way that compatibility with adjacent uses is enhanced.
- ABC-2** ***Alcoholic Beverage Consumption, Restaurant-With-Alcohol.*** This overlay district allows for the serving of all types of beer and alcohol in a restaurant setting. The overlay district provides for uses in such a way that compatibility with adjacent uses is enhanced.
- ABC-3** ***Alcoholic Beverage Consumption, Club-With-Alcohol District*** This overlay district allows for the serving of all types of beer and alcohol in a club setting where the sale of food is an accessory activity. The overlay district provides for uses in such a way that compatibility with adjacent uses is enhanced.
- CBO** ***Classen Boulevard Overlay.*** This is an overlay zoning district designed to conserve the resources and encourage the orderly

development, the materials use on the façade of buildings and off-street parking south of NW 36th Street. The underlying zoning on the property, designated by the regular zoning district regulations of this code shall continue to regulate the use and development of land, unless expressly modified by the overlay regulations.

HL Historic Landmark Overlay. This is an overlay zoning district intended to promote the preservation of historic districts and landmarks for the educational, cultural, economic, and general welfare of the public through the preservation of historical structures, buildings, or monuments that represent facets of history in the locality. The regulations imposed by such district shall be in addition to the regulations of the underlying zoning district applicable to the subject parcel. All provisions of the Historic Preservation Ordinance, including the definitions contained therein, but not including the regulations of the HP District, shall be applicable to this district.

MH Manufactured Home Overlay. This overlay district is designed to help meet the need for affordable housing by allowing manufactured homes, built in compliance with the Federal Manufactured Housing Construction & Safety Standards (a.k.a. HUD codes), to be used as infill housing units. It also encourages conservation of natural resources and makes better use of existing infrastructure.

DP Downtown Parking Overlay. Subject to other applicable sections of Chapter 59, property located in the Downtown Parking Overlay District may have off-site off-street parking. Provided certain conditions located in section 59-13400.1.B of the code are met.

FP Fringe Parking Overlay. The erection, expansion or use of any principal building or secondary structure located in the Fringe Parking Overlay District shall not be required to provide minimum off-street parking.

SRO Scenic River Overlay. The Scenic River Overlay District is intended to promote the health, safety, economic, cultural and general welfare of the public by encouraging the conservation and enhancement of the urban environment specifically in the area of Oklahoma City in the vicinity of the North Canadian River. The underlying zoning on the property, designated by the regular zoning district regulations of this code shall continue to regulate the use and development of land, unless expressly modified by the overlay regulations.

SRODD **Scenic River Overlay Design.** Oklahoma City has made a tremendous investment in infrastructure along the North Canadian River (a portion of which has been renamed the Oklahoma River) in recent years to set the stage for future infill and redevelopment. The implementation of these development regulations and guidelines will protect the City’s investment as well as the investments of property owners, project developers and other interests that invest within the Scenic River Overlay Design District (SRODD) in the future. These development regulations and guidelines will serve as the primary tool for the implementation of the North Canadian River Strategic Action and Development Plan, which defines the City’s vision for the SRODD. They are intended to assist property owners, project developers, and City agencies and staff to achieve this vision and to be used as a supplement to the City’s development code. **The district includes the sub-districts of Meridian Gateway, Stockyards River, Farmers Market, Western Gateway, Regatta, and American Indian Cultural Center.**

SYT **Stockyards City Transitional Development Overlay.** This is an overlay zoning district which allows for most of the uses permitted in the underlying zoning districts in the Stockyards City Area. This district is intended to encourage efforts to enhance the appearance of the Stockyards City area through preservation of historic buildings and features, by encouraging architectural innovation in new construction and the rehabilitation of existing buildings, and by effective use of landscaping and streetscaping techniques to enhance the urban environment.

TT **Twenty-Third Street Uptown Corridor Overlay.** This district is to encourage neighborhood-oriented commercial development in support of the stabilization of the adjacent residential areas. More-intense commercial uses, particularly those engaging in outside sales, would be discouraged. Automobile repair would have to occur within a building.

UCD **Urban Conservation.** The Urban Conservation Districts (UC Districts) are intended to promote the health, safety, economic, cultural, and general welfare of the public by encouraging the conservation and enhancement of the urban environment. The underlying zoning on the property designated by the regular zoning district regulations of this chapter shall continue to regulate the use and development of land unless expressly modified by the overlay regulations. **Included in the Urban Conservation Districts are Linwood Place, Northeast Gateway, Cleveland, Silver Lake, Hilldale, Mesta Park, Heritage Hills East, Jefferson Park, Wilde Oaks, Gatewood, and Mayfair Heights.**

UD

Urban Design Overlay District. The Urban Design Overlay District (UD Overlay District) is intended to promote the health, safety, economic, cultural and general welfare of the public by encouraging the revitalization and enhancement of the urban environment. The underlying zoning on the property designated by the regular zoning district regulations continue to regulate the use and development of land unless expressly modified by the Urban Design District regulations. A Certificate of Approval from the Urban Design Commission is required for any new construction, exterior changes to existing buildings, or demolition of existing buildings