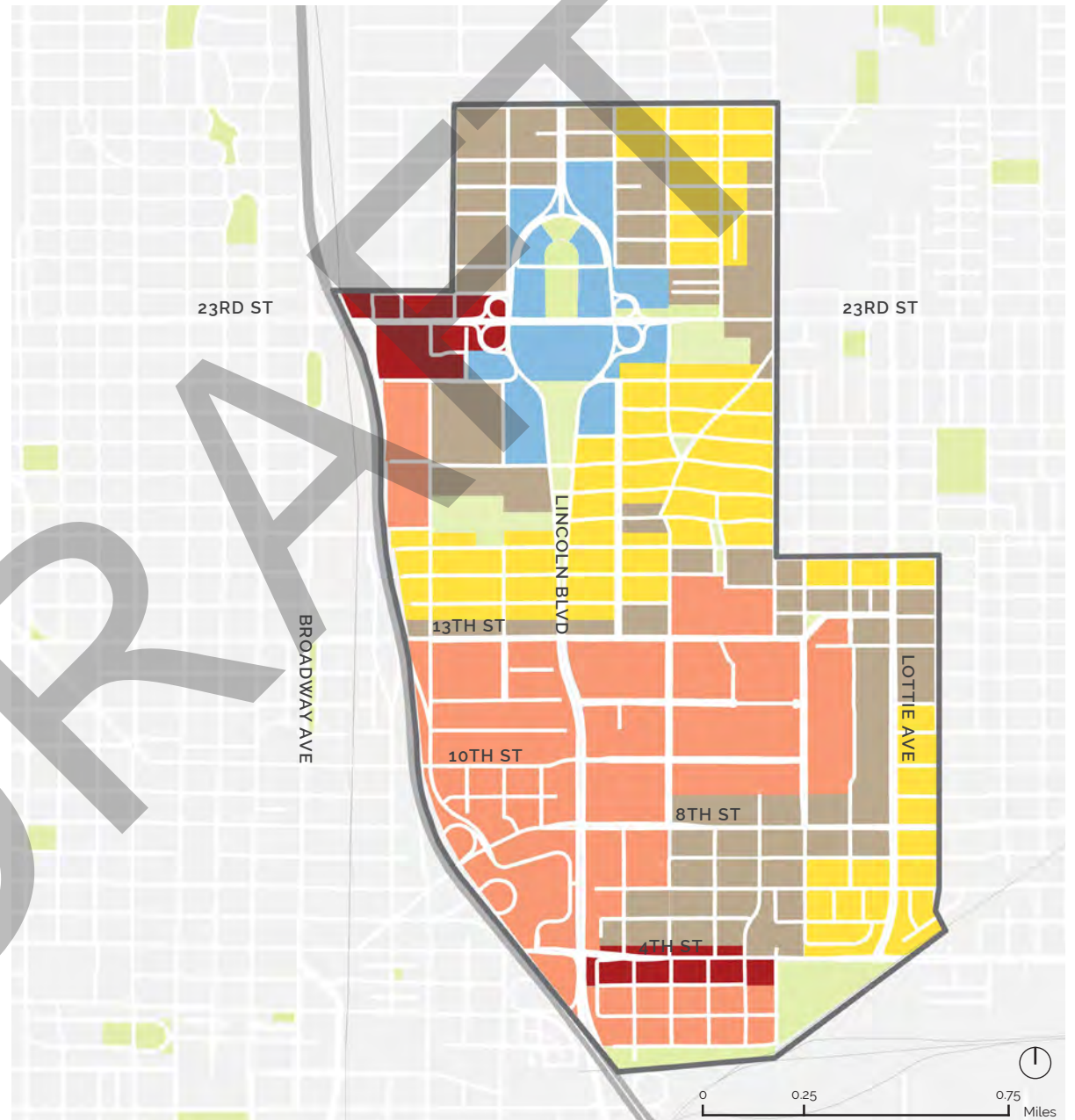


Land Use Framework

Development Typologies

The following development typology descriptions provide a vision for how the study area might develop over time. The descriptions provide future guidance to the City of Oklahoma City and the CMCIZC, as the city and the state embark on future development code updates and implementation projects. The typologies are modeled after the City of Oklahoma City's DDF but customized to the study area context. Like the DDF, this is not a regulatory document and does not include additional requirements or standards for development beyond what is regulated in the municipal code.

Land Use in the Study Area

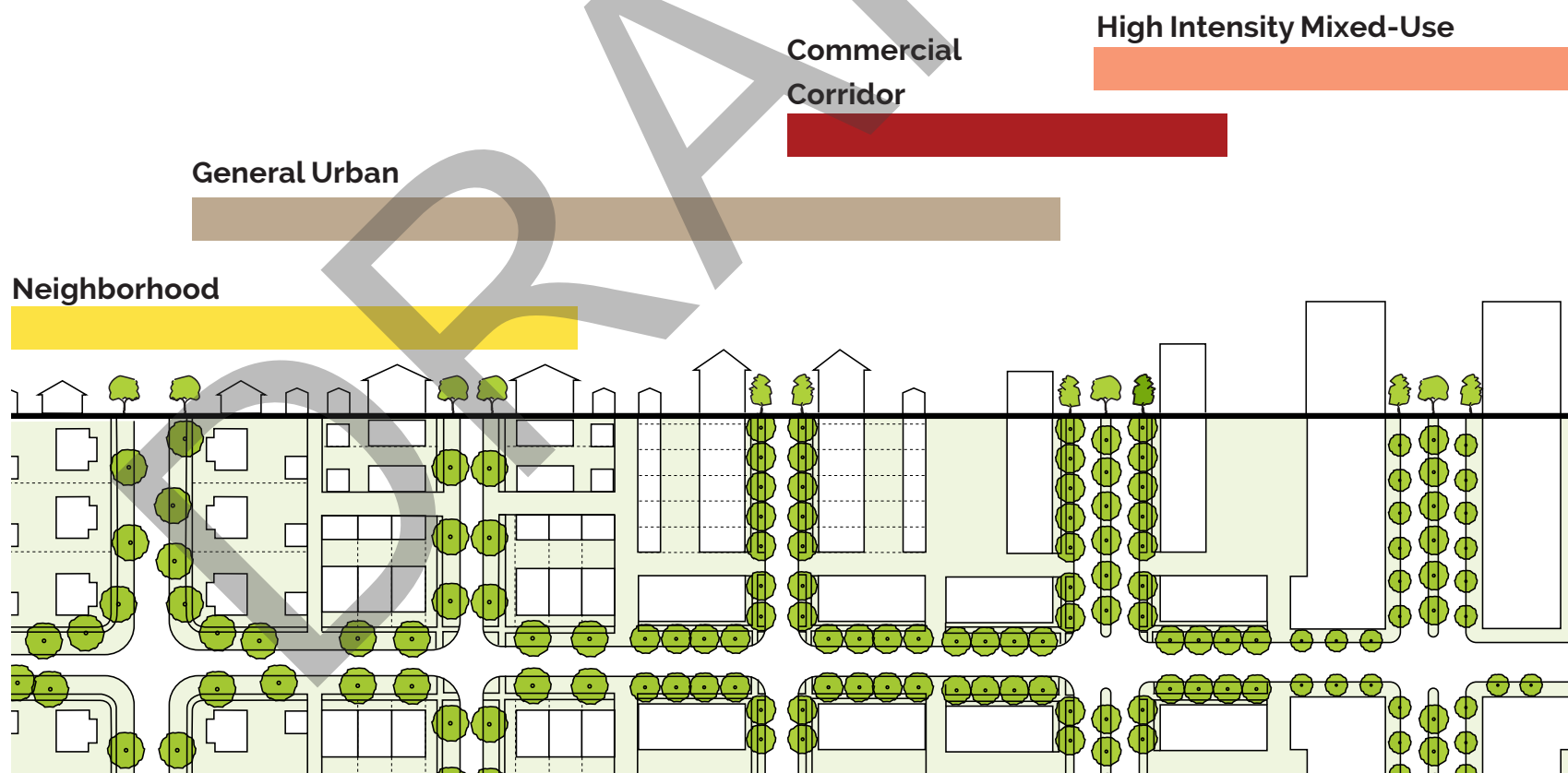


- High Intensity Mixed-Use
- Commercial Corridor
- General Urban
- Neighborhood
- Special Destination: State Capitol Area
- Open Space

Transect Diagram

The Development Typologies diagram and descriptions establish a vision for the study area that focuses on the type, height and scale of future buildings within various areas. Like the transect diagram below illustrates, the development typologies

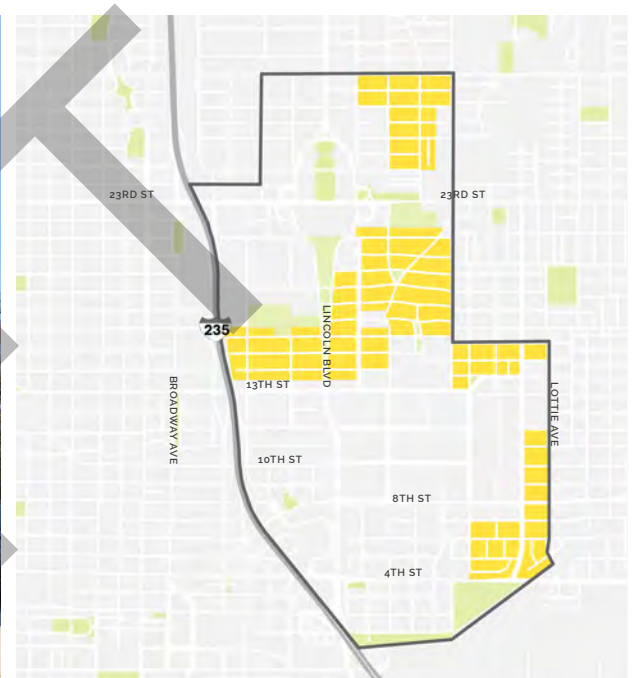
are meant to scale in height and intensity in order to ensure compatibility with existing development and lower density uses. The following pages provide descriptions, photos and design considerations for each development type.



Transect Diagram

Neighborhood

Neighborhood areas should be the lowest density, with primarily historic and existing single-family detached homes and "house scale" multifamily such as duplexes and fourplexes. Existing neighborhoods could be identified with opportunities to infill. Parcels are typically deep with narrow street frontages. Setbacks and front yards vary. This development type should have the lowest pedestrian and vehicular activity due to its predominance of less intense residential uses and limited amount of office, retail and dining.



Neighborhood areas should maintain existing and historic residential character.

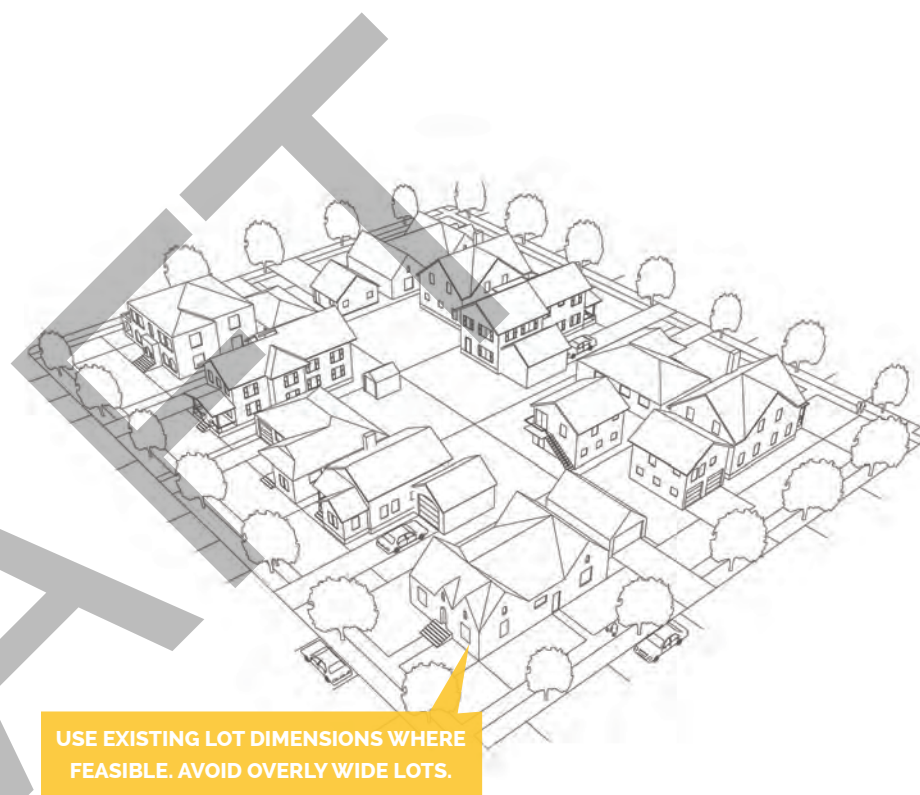
Block Sizes: Maintain existing residential block sizes. Existing block sizes vary greatly but the standard is roughly 300 to 630 feet. Avoid subdivisions that consolidate small blocks into larger blocks or disrupt existing street patterns. Avoid cutting off through-streets. Seek opportunities to align new streets with existing adjacent streets. Avoid creating new cul-de-sacs.

Lot Widths: Use existing lot dimensions where feasible. Typical existing lot dimensions are roughly 50 feet wide by 140 feet deep. Avoid creating disproportionately wide lots.

Building Setbacks: Match setbacks of existing houses within the block face. If the block face does not have a prevailing setback, conform with adjacent blocks or neighborhoods. Existing setbacks vary block to block but are typically between 20-30 feet.

Sidewalks: Provide a main sidewalk (one for each unit) that leads directly from the front porch to the public sidewalk (or street curb where no sidewalk exists). Sidewalk should be added where it does not exist. Sidewalk width should be a minimum of 5 feet, or 6 feet where it touches the curb. Sidewalks can have alternate secondary paths to connect to driveways, but the driveway should not be the primary pedestrian access point.

Parking: Garages should be located on the lot as not to be the dominant physical feature. Garages can be located to the side or the rear of the primary facade of the house (rear is preferred). Primary facades of front-facing garages should be at least 15 feet behind the primary facade of the house. Rear garages can be attached or detached. Access the garages via mid-block alleys, where feasible. In locations where mid-block alleys are possible, avoid driveways connecting to the front/primary street. Driveways should be no more than 10 feet in width for the entire length that extends beyond the primary front facade of the house. Driveways can widen to up to 18 feet in width at a point that is behind the line of the primary house facade. Shared driveways or alleys between lots are encouraged where feasible.



Neighborhood Example

General Urban

The General Urban areas should be made up primarily of horizontally mixed residential and commercial uses in a variety of building forms. Single-unit and multi-unit residential uses should be integrated with low-scale commercial buildings. Commercial uses should occur in a variety of building forms that may contain a mixture of uses within the same structure. Residential uses should be primarily located along local residential streets. Commercial uses should be primarily located along mixed-use arterial and connector streets but may be located at or between intersections of local neighborhood streets.

These areas have many existing residential uses but may be considered for increased intensity over time due to its location along Lincoln Boulevard, 4th Street and 8th Street. The General Urban category is located between High-Intensity Mixed-Use and Neighborhood and provides a range of middle-density building types in order to transition between higher and lower intensity development.



General Urban is a transitional land use category that includes a range of building types in between high intensity redevelopment and residential areas in order to buffer residential areas from higher intensity development.

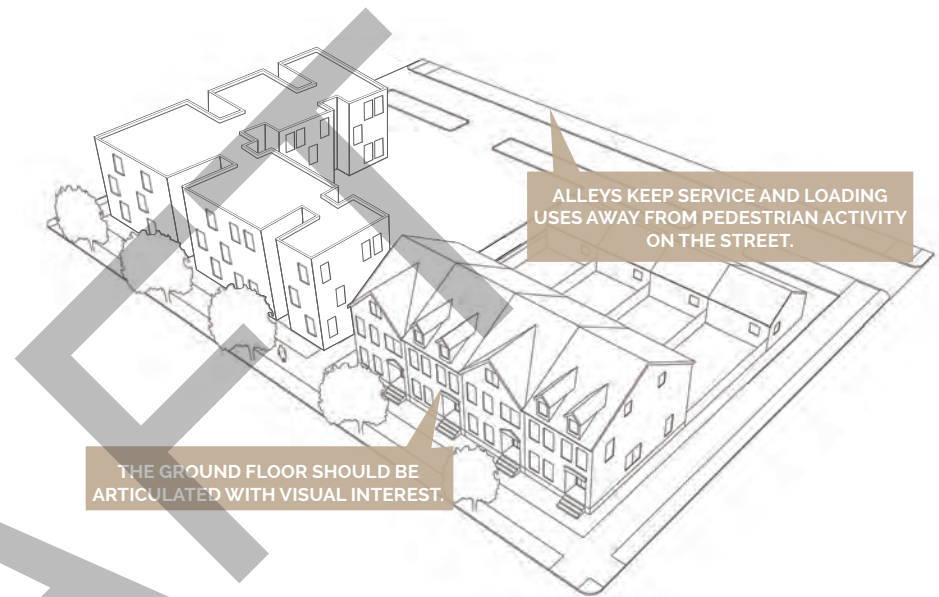
Block Sizes: Consists of regular shaped blocks surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context and there is a consistent presence of alleys. Include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

Lot Widths/Building Forms: Include many different building forms. Residential forms can range from single-family houses, to duplexes, multiplexes, garden courts, townhouses and apartments. Commercial forms can range from commercial storefronts on primary streets to drive-through services, gas stations and general office buildings.

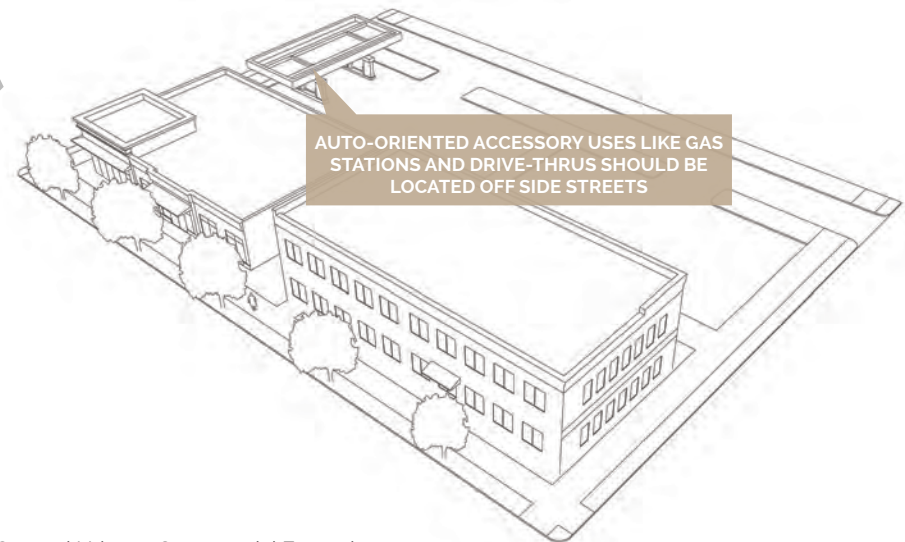
Building Setbacks: Match front and side setbacks to adjacent structures to create a consistent street wall. Locate structures at the sidewalk along primary streets to create continuity of frontage.

Sidewalks: Consider pedestrian access in site planning, including building size and placement, circulation and open space design. Provide adequate walkways without obstructions to pedestrian movement (such as curbs and steps), but separated from traffic.

Parking: Other than for existing residential, locate parking behind buildings or on the side. Provide bicycle parking facilities at all new development that occurs on any street intersection. Parking areas abutting properties used or designated residential should be separated by a landscape buffer a minimum of 10 feet wide. In addition to landscaping, consider perimeter earth berms to reduce the visual impact of surface parking lots. Provide at least one drive aisle large enough to accommodate emergency vehicle access and maneuverability. Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Light fixtures should be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill over onto abutting properties. Parking and building light fixtures should be cut-off luminaries that have less than 90-degree cut-off so that the light is not emitted horizontally or upward.



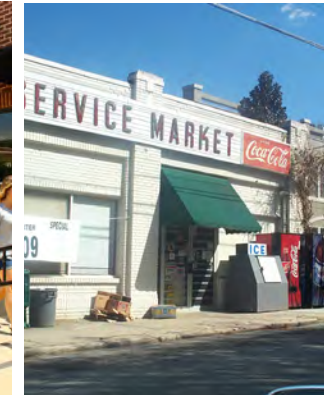
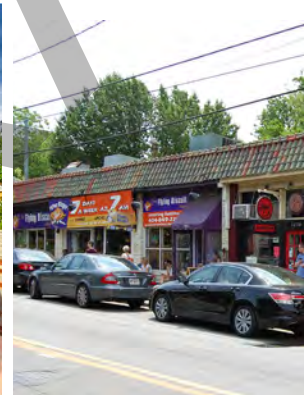
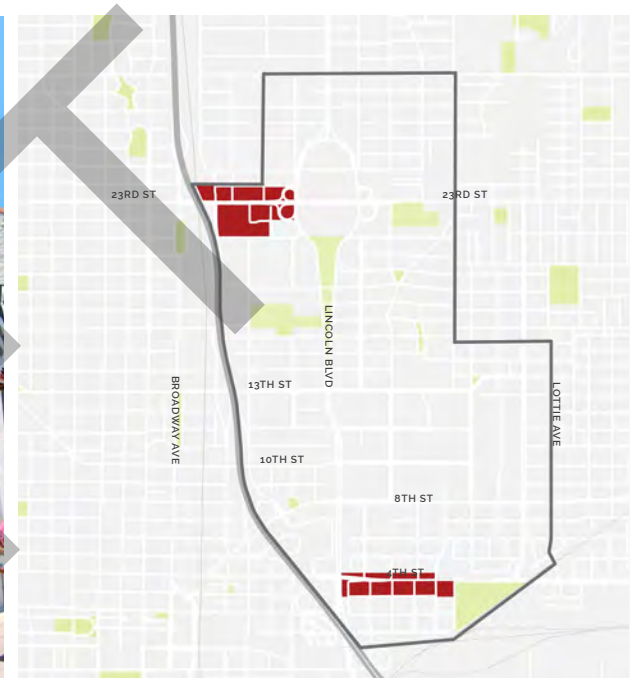
General Urban - Residential Example



General Urban - Commercial Example

Commercial Corridor

Commercial Corridor areas should include a mix of historic buildings and new construction and have a general density ranging from 1 to 5 stories, but development of higher buildings may occur. These should be "main street" environments outside of core downtown areas that offer centrally located retail and dining destinations for both visitors and residents. Ground floors should be primarily used for retail, dining, entertainment or service businesses with residential, office or hospitality use on the upper floors. The type does not necessarily represent the only areas of retail, dining and entertainment concentration within the area.



Commercial Corridors should be vibrant areas that offer centrally located retail and dining destinations for both visitors and residents.

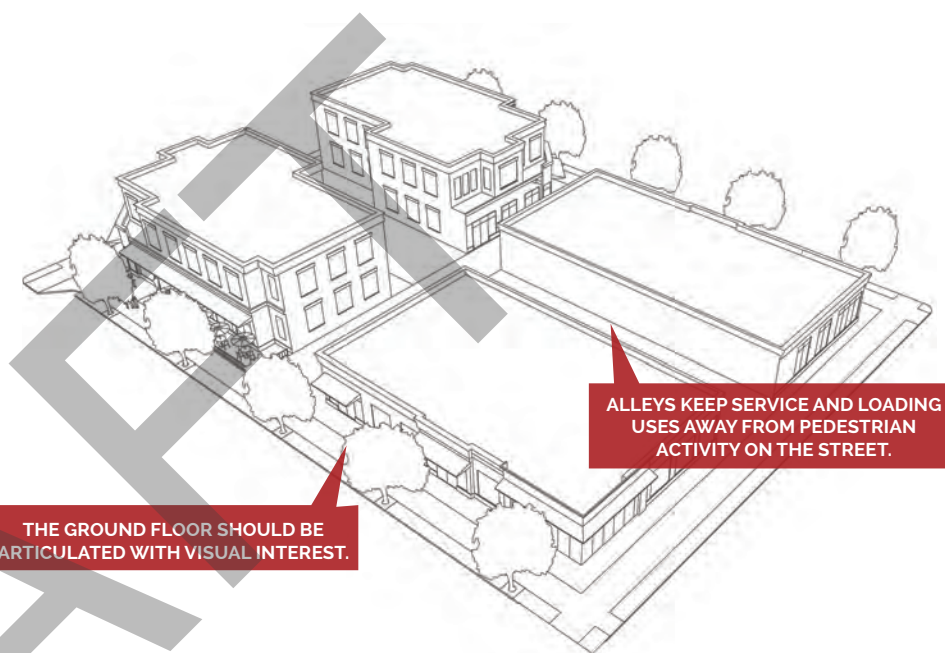
Block Sizes: Consists of regular shaped blocks surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context with a consistent presence of alleys. Include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

Lot Widths/Building Forms: Avoid monotonous facades for developments with frontages of 100 feet or more. This can be achieved by breaking up the building mass and roofline by incorporating variety, articulation, vertical elements, color and material changes to add interest. Orient buildings toward the primary nearby street. Avoid deep setbacks behind large expanses of parking areas or vacant land.

Building Setbacks: Match front and side setbacks to adjacent structures to create a consistent street wall. Locate structures at the sidewalk along primary streets to create continuity of frontage.

Sidewalks: Consider pedestrian access in site planning, including building size and placement, circulation and open space design. Provide adequate walkways without obstructions to pedestrian movement (such as curbs and steps), but separated from traffic.

Parking: Locate parking behind buildings or on the side. Provide bicycle parking facilities at all new development that occurs on any street intersection. Parking areas abutting properties used or designated residential should be separated by a landscape buffer a minimum of 10 feet wide. In addition to landscaping, consider perimeter earth berms to reduce the visual impact of surface parking lots. Provide at least one drive aisle large enough to accommodate emergency vehicle access and maneuverability. Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Light fixtures should be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill over onto abutting properties. Parking and building light fixtures should be cut-off luminaries that have less than 90-degree cut-off so that the light is not emitted horizontally or upward.



THE GROUND FLOOR SHOULD BE ARTICULATED WITH VISUAL INTEREST.

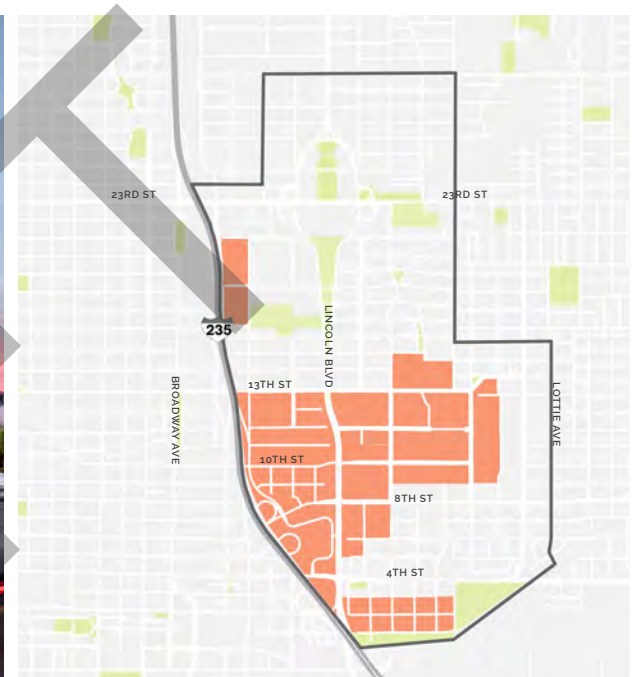
ALLEYS KEEP SERVICE AND LOADING USES AWAY FROM PEDESTRIAN ACTIVITY ON THE STREET.

Commercial Corridor Example

High-Intensity Mixed-Use

High-Intensity Mixed-Use is recommended as the most dense type in the study area. It is the area closest to downtown and provides an opportunity to expand development eastward over the highway— bringing more jobs and amenities across I-235. High-Intensity Mixed-Use areas should consist of employment zones, high-density urban neighborhoods, office and hotel towers, midrise buildings, clinical, research and development, and academic uses. Density should be created through consistent urban massing and scale as opposed to height, which can range from three to more than 10 stories, and sometimes much taller. Most buildings should be vertically mixed with office, housing or hotel uses on the upper floors and commercial space on the ground floor. Housing typologies might include townhomes, flats and apartments typically 12 to 50 dwelling units/acre or more with integrated commercial storefronts.

The OK Health Center primarily consists of office and hospital uses but the density is similar in intensity to High Density Mixed-Use and currently allows mixed-use facilities.



High Intensity Mixed-Use is intended to encourage walkable neighborhood centers and corridors conducive to transit, with a vibrant mix of uses.

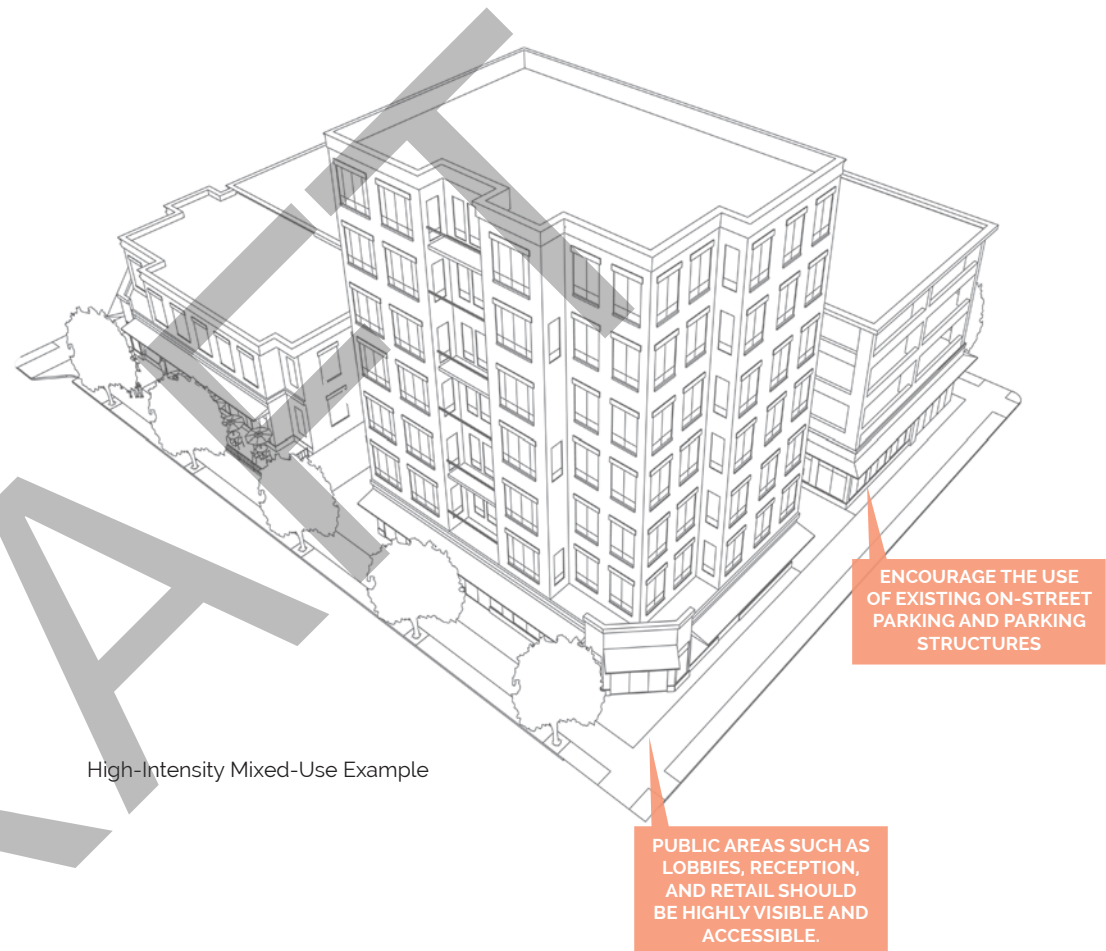
Block Sizes: The High-Intensity Mixed-Use area should consist of regular shaped blocks surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context and there is a consistent presence of alleys. Block sizes and shapes include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

Lot/Building Forms: Buildings should incorporate architectural features along sidewalks and other primary public rights-of-way that add visual interest and provide visual cues for pedestrians and cyclists relating to access and use. This should be accomplished at the ground floor through façade transparency, public entries, awnings, lighting and signage.

Building Setbacks: Align building frontage along the sidewalk edge. The uniform alignment of building fronts along a block helps to define a street wall that provides a sense of enclosure and a comfortable scale for pedestrians. Locate public areas such as lobbies, reception, retail and dining along building walls that face the street, alley or pedestrian cut-through so that they are highly visible and accessible.

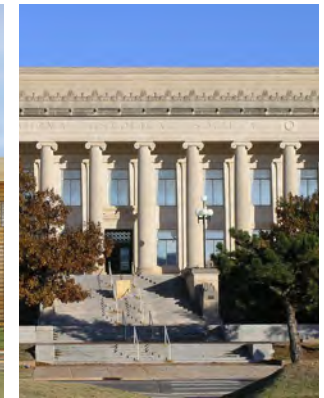
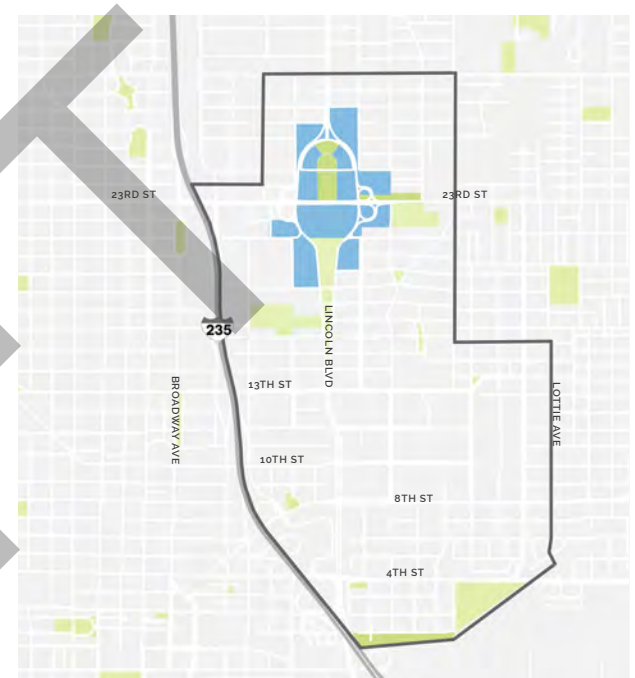
Sidewalks: Connect all new sidewalks to the existing sidewalks. Provide continuous sidewalks along both sides of all vehicular rights-of-way. Separate sidewalks from vehicular traffic by a planted area, which should be located a minimum of 5 feet from the street curb edge.

Parking: Locate vehicle access where conflicts with pedestrian circulation will be minimized. Encourage the use of existing on-street parking and parking structures rather than surface parking lots. When unavoidable, locate on-site parking where it will not constrain pedestrian activity; for example, to the rear or interior of the property.



Special Destination - State Capitol Area

The Special Destination - State Capitol area consists of the State Capitol building, surrounding government buildings, tree-lined streets and boulevards. The area also includes the State Capitol Park, the Oklahoma History Center, the Oklahoma Judicial Center and the Oklahoma Governor's Mansion. Underutilized areas such as surface parking lots present a major opportunity to cluster existing state facilities and maximize the use of state-owned land, while building new iconic office buildings, pedestrian-friendly retail spaces and tourism destinations that celebrate Oklahoma's state government.



The Special Destination zone must respect the monumental stature of the existing buildings while creating new iconic office buildings.

Block Sizes: The block sizes in the State Capitol area are larger than the surrounding neighborhood because the state government buildings typically require a larger footprint and considerably more parking than the adjacent residential uses. To encourage walkability, pedestrian connections such as alleys and pedestrian paths should be provided at least every 500 feet.

Lot Widths/Building Forms: Many of the existing buildings within the State Capitol area are historic or prominent in scale to reflect their civic significance. New buildings should be contextually responsive and respectful of existing historic state government structures but not attempt to replicate the architecture. While considering the architectural context of existing buildings, this can be achieved by breaking up the building mass and roofline, and incorporating variety, articulation, vertical elements, color and material changes to add interest. Buildings should be oriented toward the primary nearby street, and new facility design should be scaled to address the pedestrian experience. The new buildings should be contextual, yet visually distinctive from the historic architecture so that new and old elements can be distinguished from one another.

Building Setbacks: New buildings should front onto primary streets such as Lincoln Boulevard and 23rd Street. They should respect the existing architecture by integrating with the curve frontages to help this area better address the adjacent parcels and draw people into the spaces within the Capitol grounds.

Sidewalks: Pedestrian orientation must be considered in site planning, including building size and placement, circulation and open space design. Provide adequate walkways without obstructions to pedestrian movement (such as curbs and steps), but separated from traffic. A small amount of surface parking could remain within the core of these blocks but would be shielded from view by the buildings. Parking garages separated from the historic core of the Capitol environs but within walking distance, should be connected to the core with safe and comfortable pedestrian passages.

Parking: Locate vehicle access where conflicts with pedestrian circulation will be minimized. Encourage the use of existing on-street parking and parking structures rather than surface parking lots. When unavoidable, locate on-site parking where it will not constrain pedestrian activity; for example, to the rear or interior of the property.



Proposed build out of State Capitol Area.

Building Frontage Types

The Building Frontage generally refers to the approach a particular development typology takes to the street as defined by the Downtown Development Framework (DDF) which identifies three types of building frontage. Applying the framework established in the DDF to the study area, the graphic to the right indicates the applicable building frontage for each street. Refer to Section 4-1 Building Frontage Guidelines in the DDF to review the specific design guidance. The building frontage types are as follows:

- **Commercial Frontage** is mainly associated with storefront areas. These frontages are proposed to have maximum amount of commercial and pedestrian activity possible through various design principles for increasing access and visual connectivity to activities.
- **Mixed-Use Frontage** is generally assigned to areas with various activities in the district with the intent of creating connectivity and cohesion between different uses.
- **Landscape Frontage** is the general category for urban frontages covering a variety of uses with an emphasis on a landscaped "buffer" setback between the building and property line.



Commercial Frontage Example



Mixed-Use Frontage Example

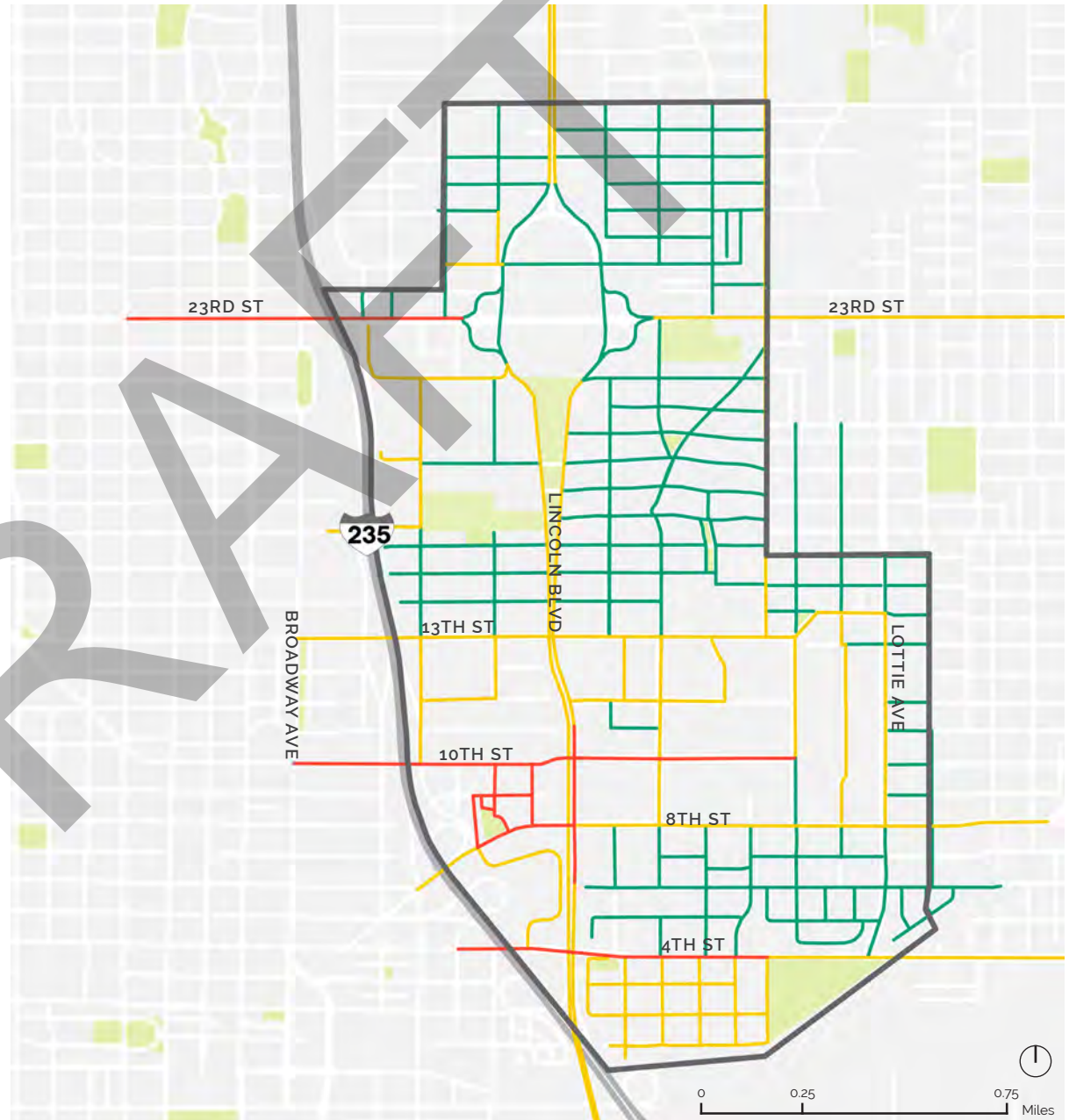


Landscape Frontage Example

Building Frontage Types

Like the building typologies, the building frontage type can indicate a step down in intensity. The area east of I-235 is significantly less dense than downtown and development should step down in intensity towards the residential neighborhoods to the east. The project team recommends Mixed-Use Frontage for high intensity land uses and Commercial Frontage for properties along key commercial corridors and activity nodes. Landscape Frontage should be used for the remaining portions of the study area.

Building Frontage Types



- Commercial Frontage
- Mixed-Use Frontage
- Landscaped Frontage

