



OKC Development Codes Update

UM Zones presentation

Linwood and Mayfair Heights UCDs

1.09.23/ via Zoom

Agenda

- Why a new zoning code?
- New zones: approach and principles
- Review proposed Urban Medium approach
- Review of UCD regulations
- Next Steps



Desired planokc outcomes

Zoning related topics

Integrate uses while ensuring compatibility

Allow increased densities where appropriate

Mitigate negative impacts of compact development

Integrate residential unit types and sizes

Improve transportation system connectivity

Increase walkability

Revise parking standards + prohibit new surface parking downtown

Facilitate cluster/conservation subdivisions

Ensure adequate and quality open space and streetscapes

Preserve environmental/water quality + reduce flood risk

Increase landscaping amount and quality

Establish citywide design regulations to ensure functional and aesthetic minimums

Establish/Improve design standards





Why can't *Chapter 59 – Zoning and Planning Code* meet planokc goals?

Why not continue with the existing code?

Development Codes Diagnosis Key Findings

Ineffective base zones

Overuse of PUDs/SPUDs and Site-Specific Approvals

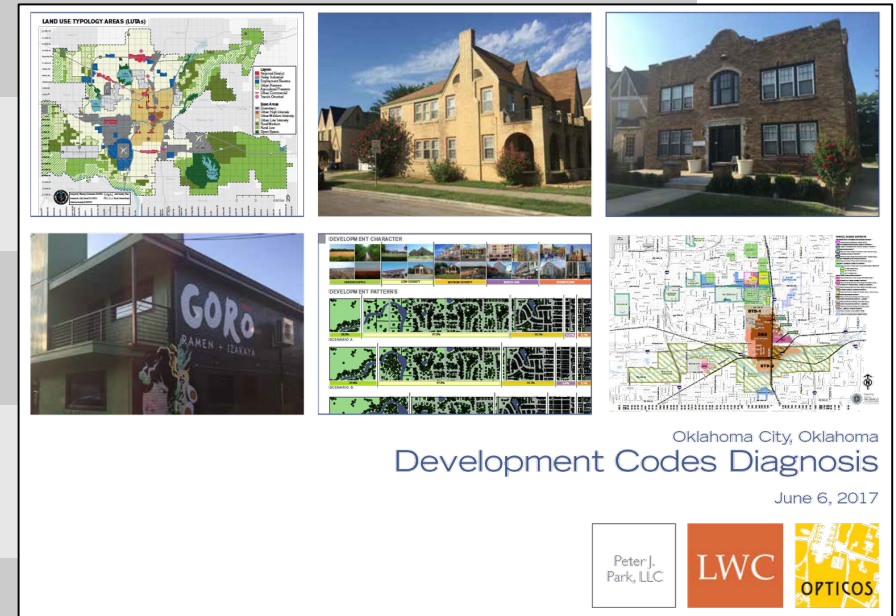
Too many **layers** of regulations

Outdated parking regulations

Narrowly defined uses

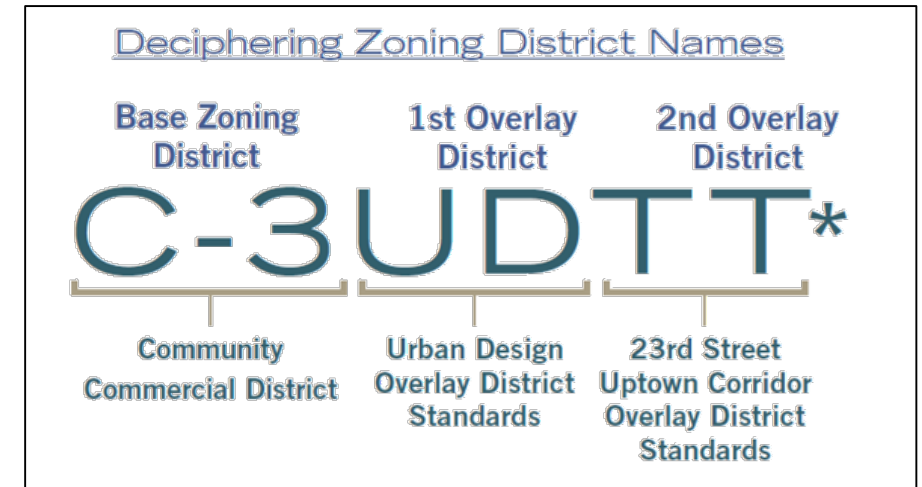
Ineffective regulating of rural areas

Complex procedures



Why can't Chapter 59 – Zoning and Planning Code meet planokc goals?

- Base zone standards lack character definition
- Base zones are not tailored to context
- PUDs and SPUDs try to fix code problems but are burdensome
- Overlays try to fix context in some place but are confusing



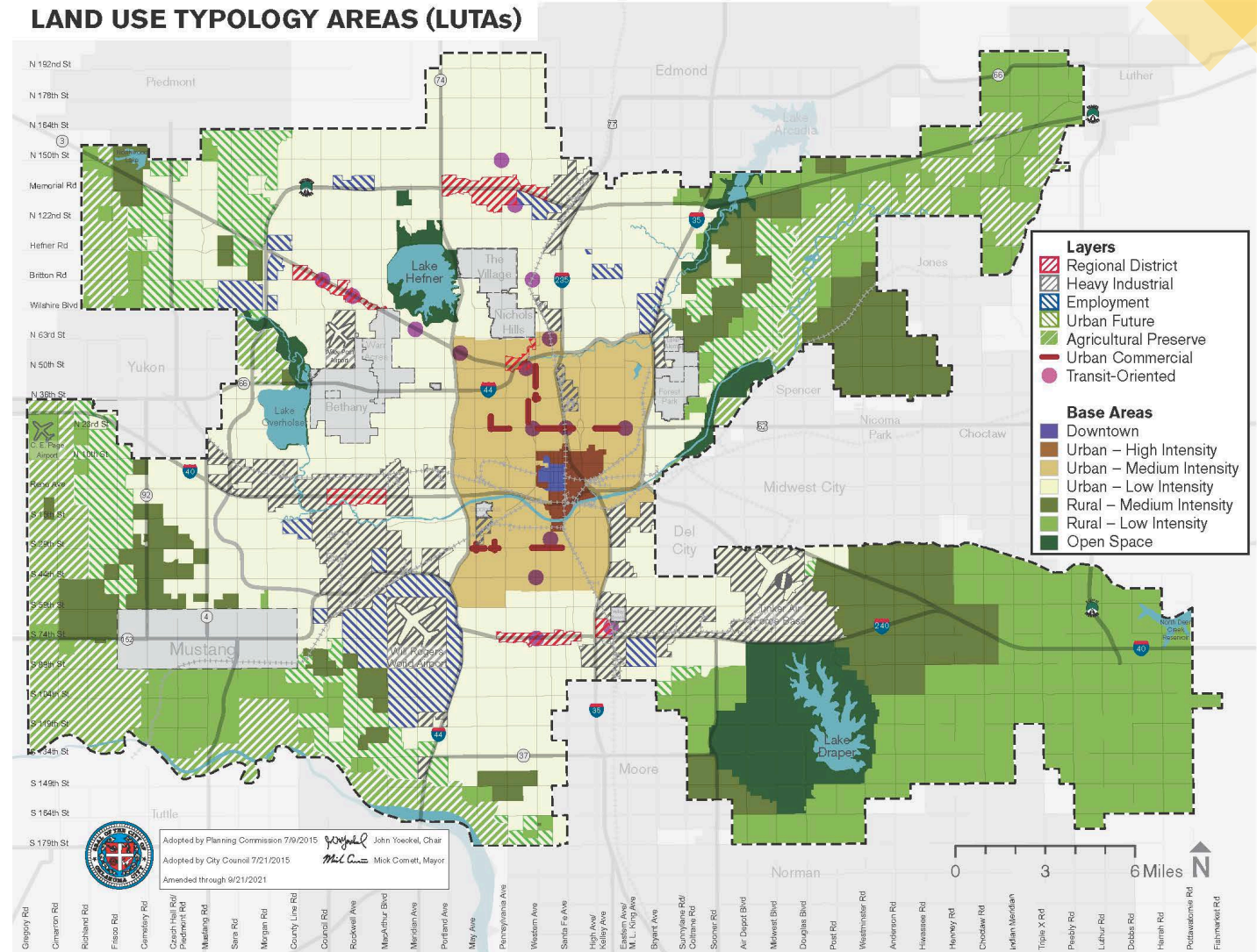


New zones approach & principles

- Land Use Typology Areas (LUTA)
- Street Typology
- Urban Medium LUTA
- Guiding Principles
- New UM-SD Code
- What's to come

New “LUTA” Zone Approach

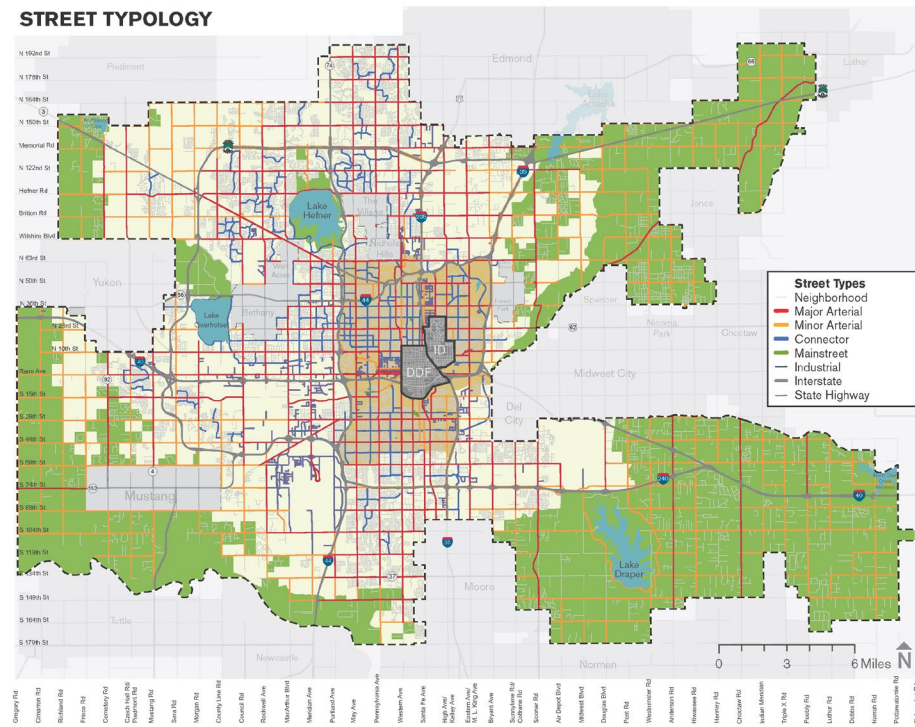
- Organize new zoning districts based on LUTAs
- Integrate more deliberate standards to align with LUTAs
 - As LUTAs move along the continuum from rural to urban, purposeful standards apply regarding:
 - Compatibility
 - Building and streetscape design
 - Parking
 - Walkability
 - Transit usage



Street Typology

Describes street character, recognizing the relationship between the street and land uses.

- Arterial
 - Major
 - Minor
- Connector
- Main Street
- Industrial
- Downtown
- Neighborhood



<http://planokc.org/development-guide/>

“Baked-in” metrics

- Street Typology
 - street layout and design tied to LUTAs
 - can establish the relationship of buildings to the street in the urban areas,
 - use to create streetscape standards
 - used in the new sign code update to calibrate sign size

Urban Medium (UM) LUTA

Description

Applies to: A wide variety of fully urbanized neighborhoods largely built prior to 1960.

Purposes: Support efficient transit usage; provide pedestrian and bicycle access to retail, services, parks, and other destinations.

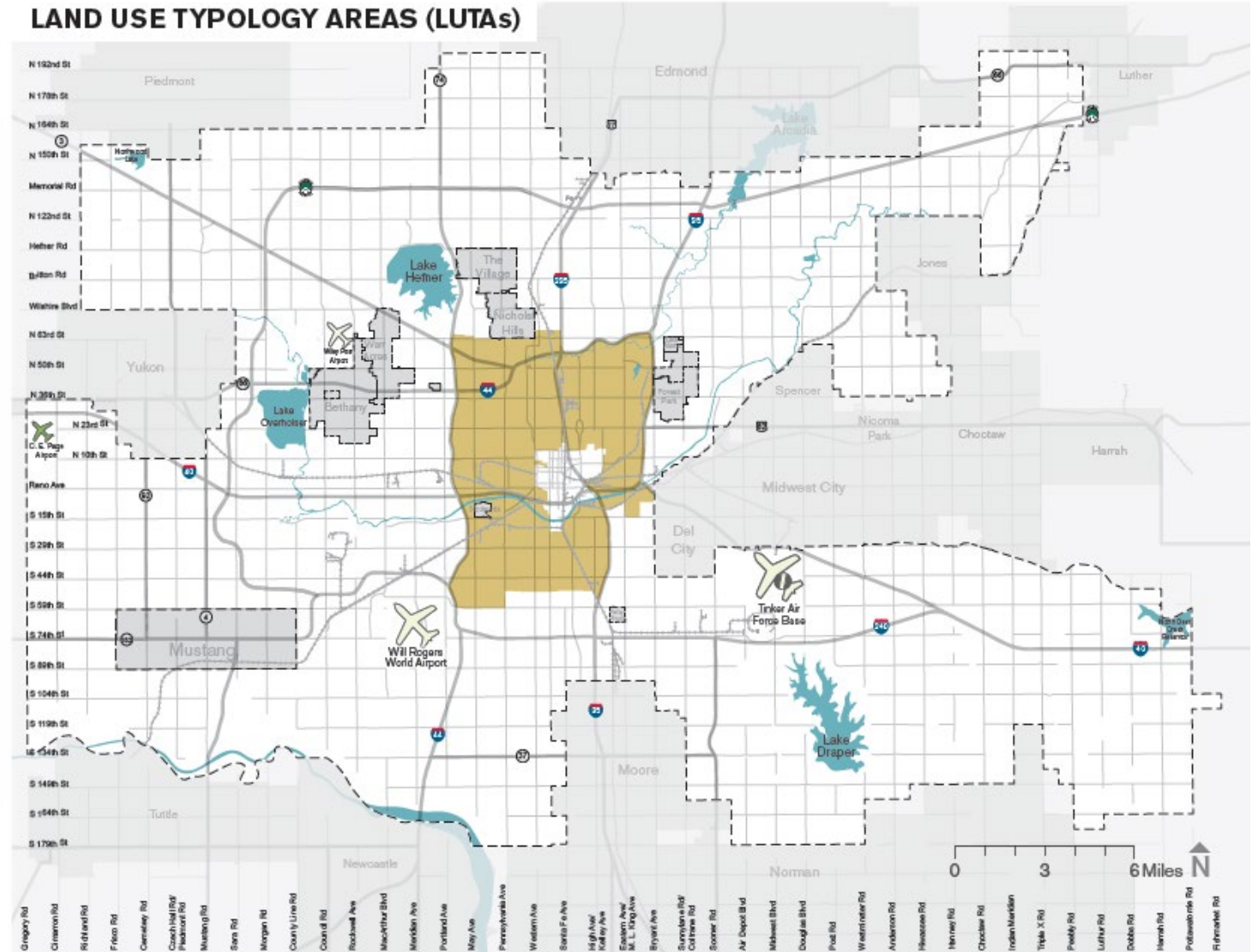
Priorities: Infill development on vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.

Intensity | Scale

Density Range: 10 to 40 dwelling units per acre

Bulk: 0.40 to 1.2 FAR; 1.0 typical

LAND USE TYPOLOGY AREAS (LUTAs)



Why start with UM?

- Desire for increased infill development
 - Creates increased SPUD cases; no uniformity or predictability for developers and neighbors
 - Current code is not context-sensitive
- Many UM neighborhoods were built with “Missing Middle” forms (which are not supported by the existing zoning code)
- Incentivize development in the core to meet plan **okc**, adapt **okc**, and preserve **okc**



Why start with UM?

transportation/ walkability

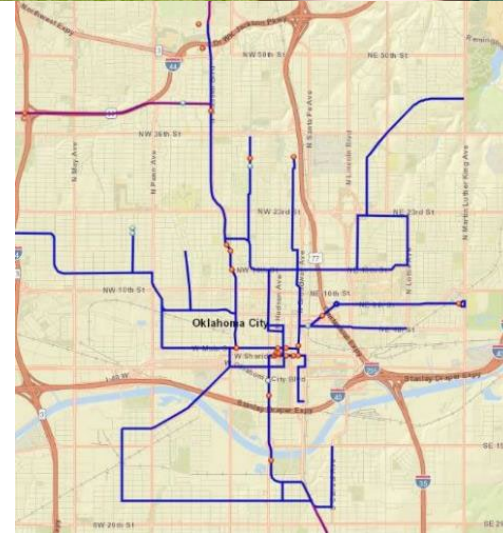
- Support transit and bike lanes
- Support retail stores
- Support schools and parks

health

- Improved walkability
- Decrease vehicle emissions
- Decrease negative health impacts due to respiratory issues and obesity

changing housing needs

- Access to schools, jobs, parks, services
- Support aging in place (access to transportation, services, and social networks)
- Smaller housing types



Historical Streetcar Routes
| ACOG (acogok.org)



Ingredients for UM zones

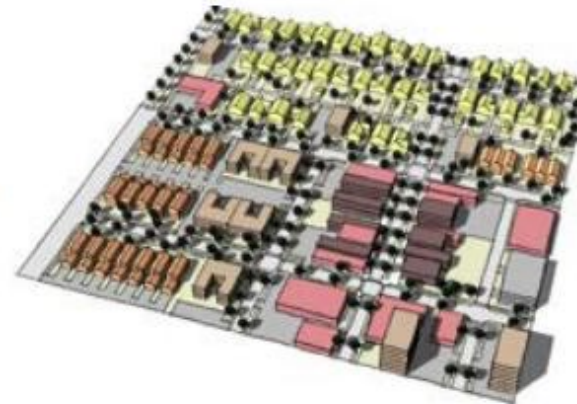


Guiding Principles

- Provide flexibility without negotiation
- Accommodate different housing types and promote housing affordability
- Protect neighborhood character and ensure compatibility
- Support infill development
- Guide density to appropriate locations
- Protect stormwater quality and reduce quantity
- Ensure predictability

URBAN – MEDIUM INTENSITY LAND USE TYPOLOGY AREA (UM)

UM applies to fully urbanized areas of the city, most of which were built prior to the 1960s. Developments are expected to be larger in scale and have greater intensity and mixture of uses than developments found in UL. Development within UM areas should support efficient transit usage and provide pedestrian and bicycle access to retail, services, parks, and other destinations. Priorities for the UM areas include "infill" development on vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.



DENSITY RANGE

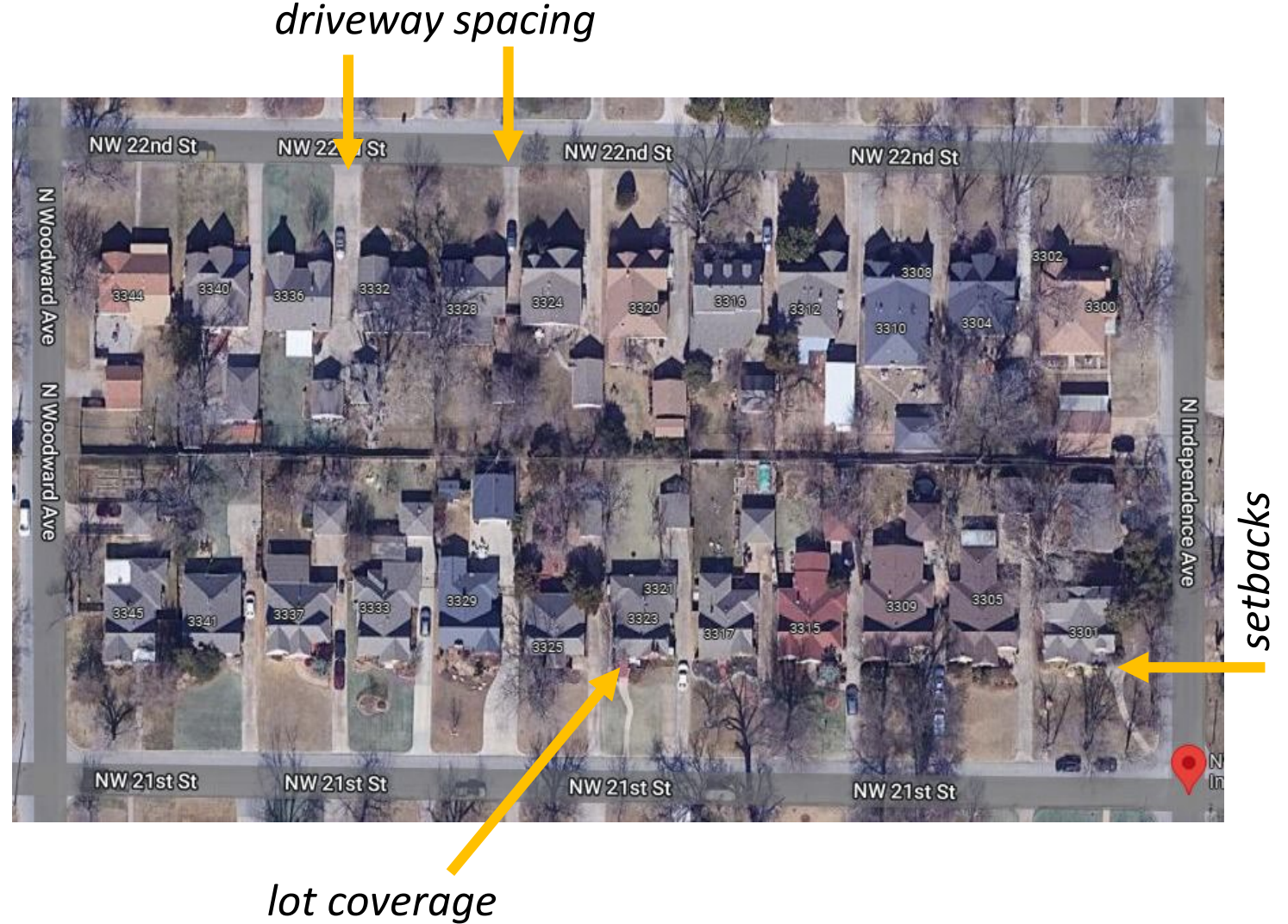
Gross Density	10 – 40 du/acre
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	0.40 – 1.20, typical FAR of 1.0

UM Neighborhoods: Character

- Respect lot pattern
- Maintain setbacks
- Limit Heights
- Maintain Lot coverage
- Limit number and width of driveways



How tall?



New Code Approach

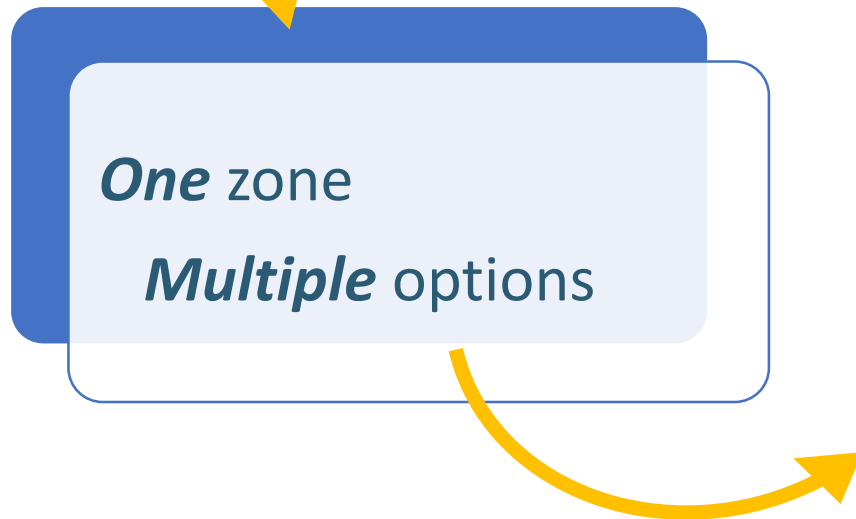
LUTA	Proposed Districts	Current District(s)
UM, Urban: Medium Intensity	UM-SD, Single-Dwelling	R-1, R-2
	UM-MD, Multi-Dwelling	R-3, R-3M, R-4
	UM-PO, Professional Office UM-MX, Mixed Use UM-LI, Infill Industry	O-1, O-2, NB, C-1, C-3, C-CBD, I-1,

One zone
Multiple options

Based on:
Mid-block location
Street intersections
Alley conditions
Development type preferences

UM SD: Approach

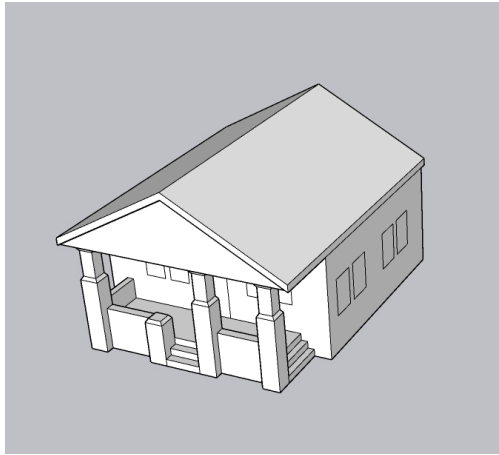
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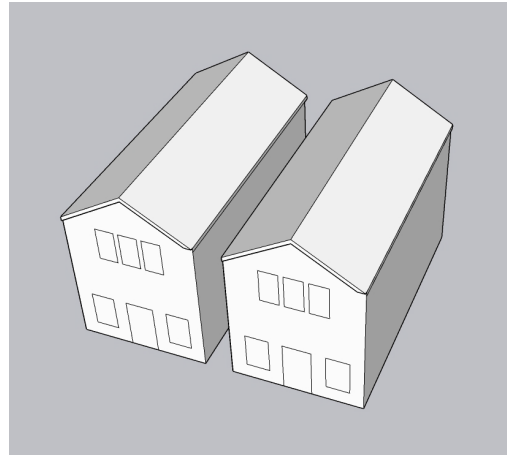
Multiple options

- *UM-SD: Standard Options*
- *UM-SD: Corner Options*
- *UM-SD: Alley Options*

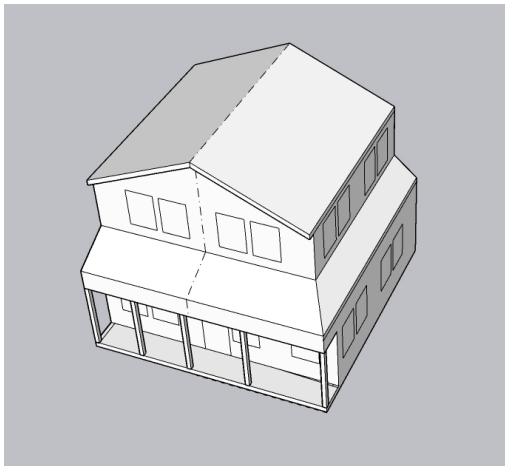
UM SD: Development Types



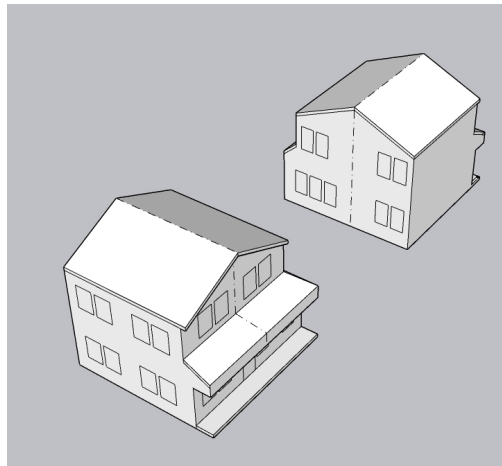
Single dwelling
(with or w/o ADU)



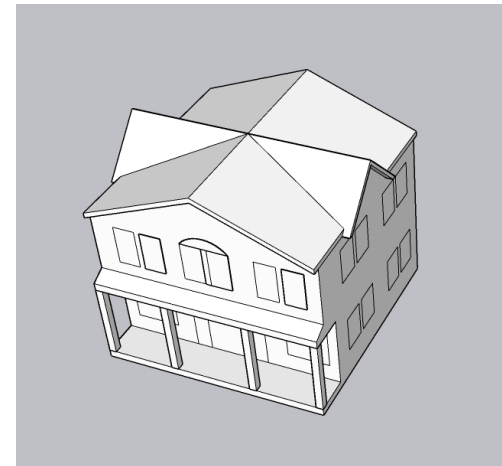
Small lot single dwellings



Duplex



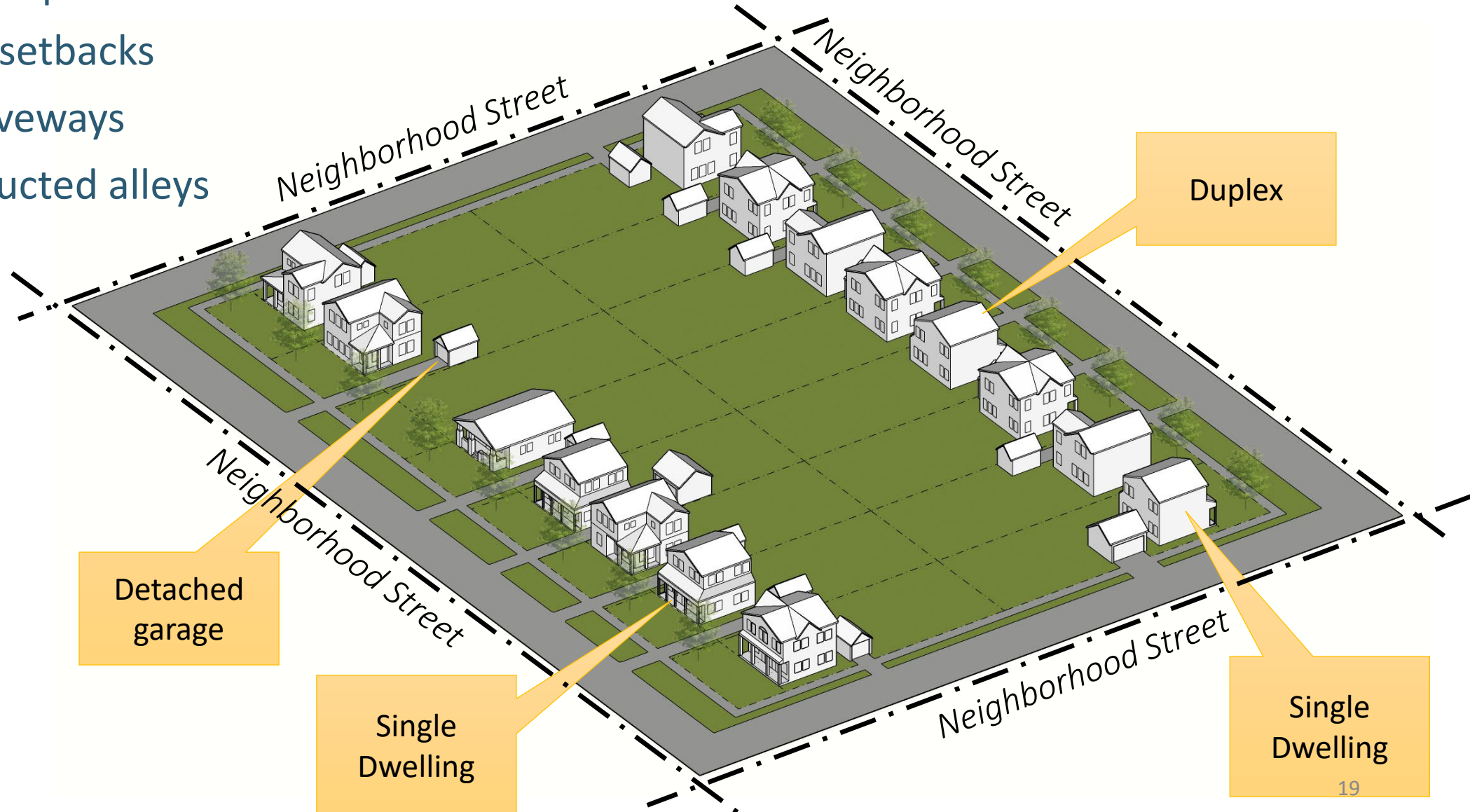
Two duplexes



Quadplex

UM Neighborhoods: Typical Existing Condition

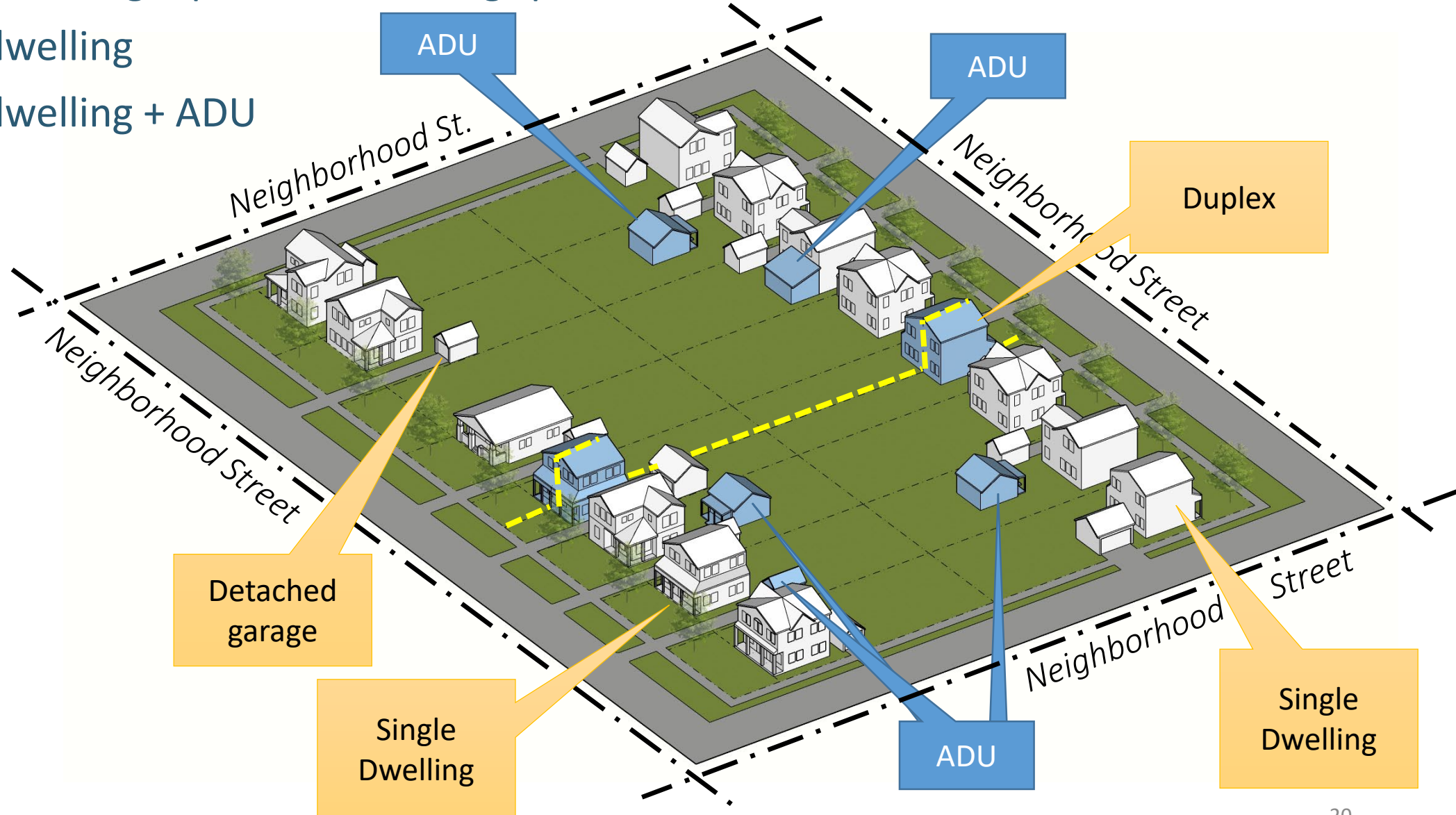
- 50' x 140' lot pattern
- Consistent setbacks
- Narrow driveways
- Few constructed alleys



UM SD: Standard Options

One primary building, up to two dwellings per lot

- Single dwelling
- Single dwelling + ADU
- Duplex



UM SD: Standard Options

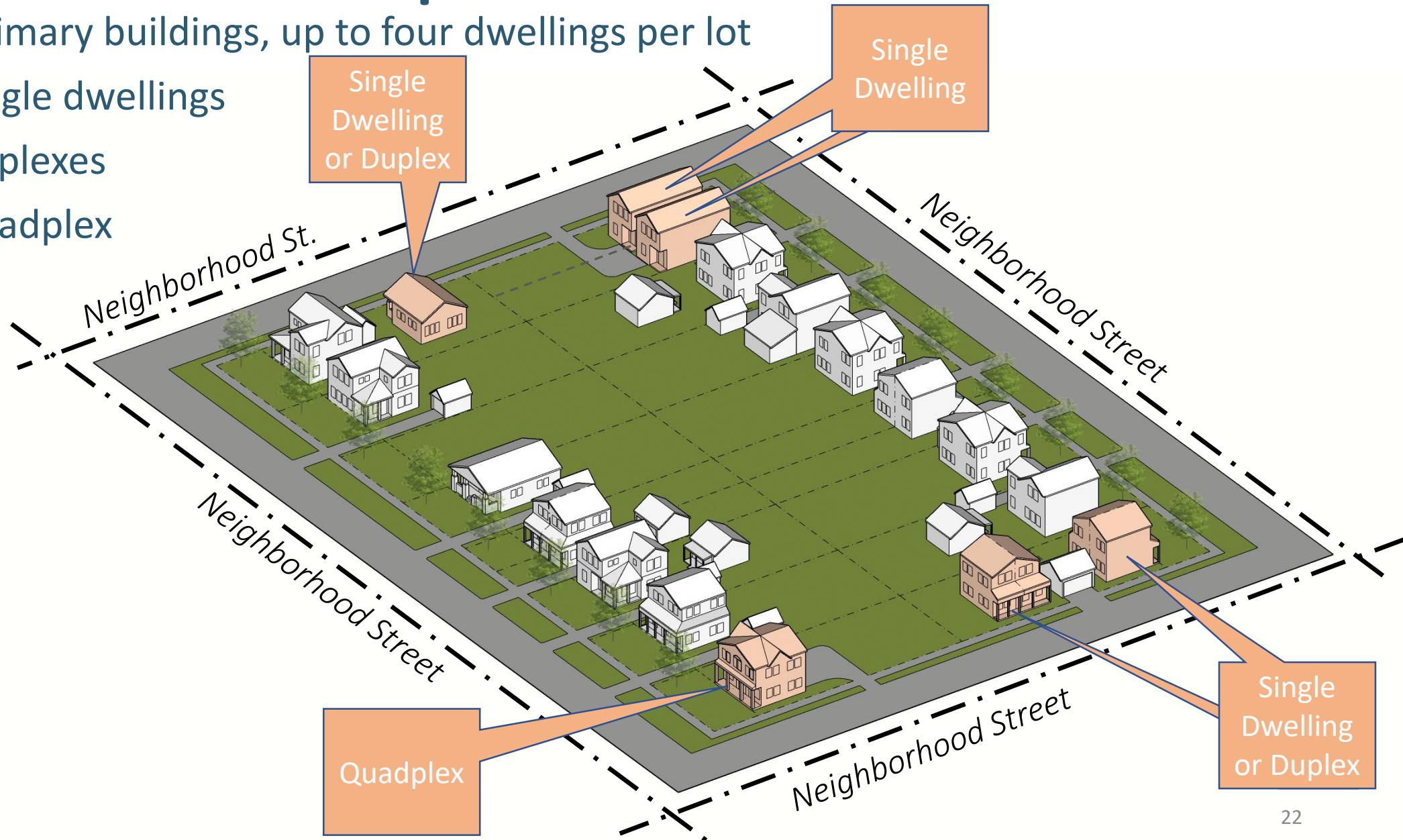
- Allowed on any street type
- Single dwelling, or
- Up to two dwellings per 6,000 sf lot:
 - One principal dwelling + ADU
 - Duplex, or
- 50 ft min. lot width (25 if duplex)
- One driveway per 50 ft
- Must meet other development standards



UM SD: Corner Options

Up to two primary buildings, up to four dwellings per lot

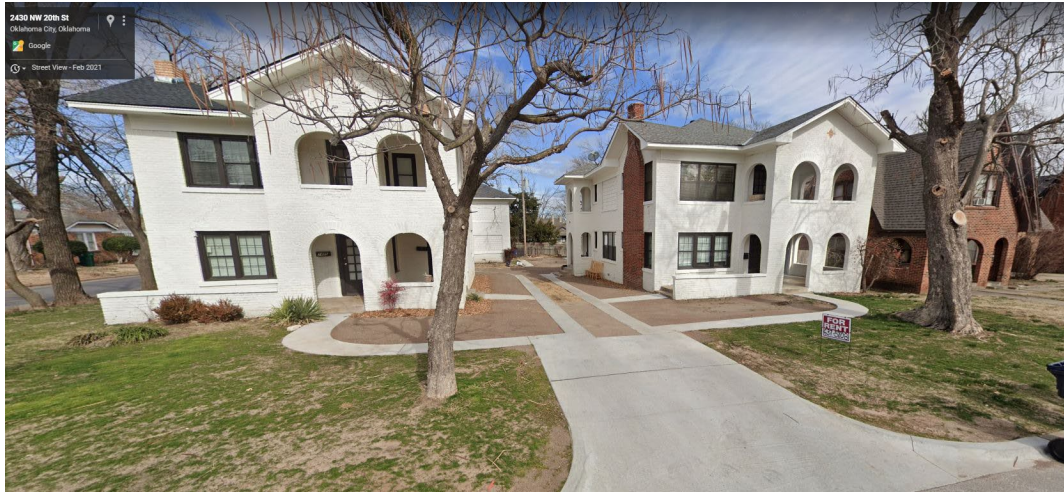
- Two single dwellings
- Two duplexes
- One quadplex



UM SD: Corner Options



- At Neighborhood street corners
- One quadplex or 2 duplexes
- Up to four dwellings per 6,000 SF lot
- 25' min. lot width to split duplexes
- One driveway per 50 ft
- Must meet other development standards

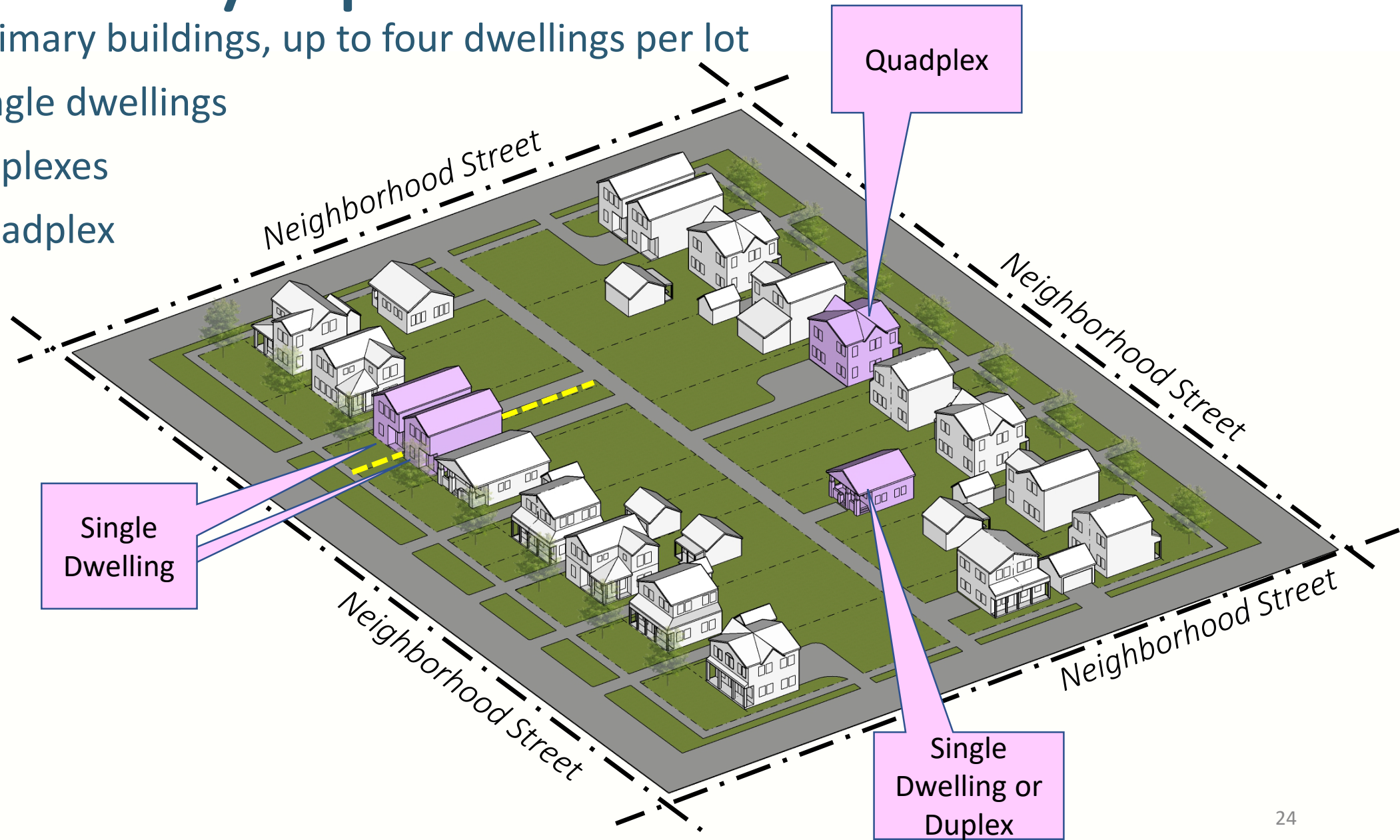


Proposed 11.03.22

UM SD: Alley Options

Up to two primary buildings, up to four dwellings per lot

- Two single dwellings
- Two duplexes
- One quadplex



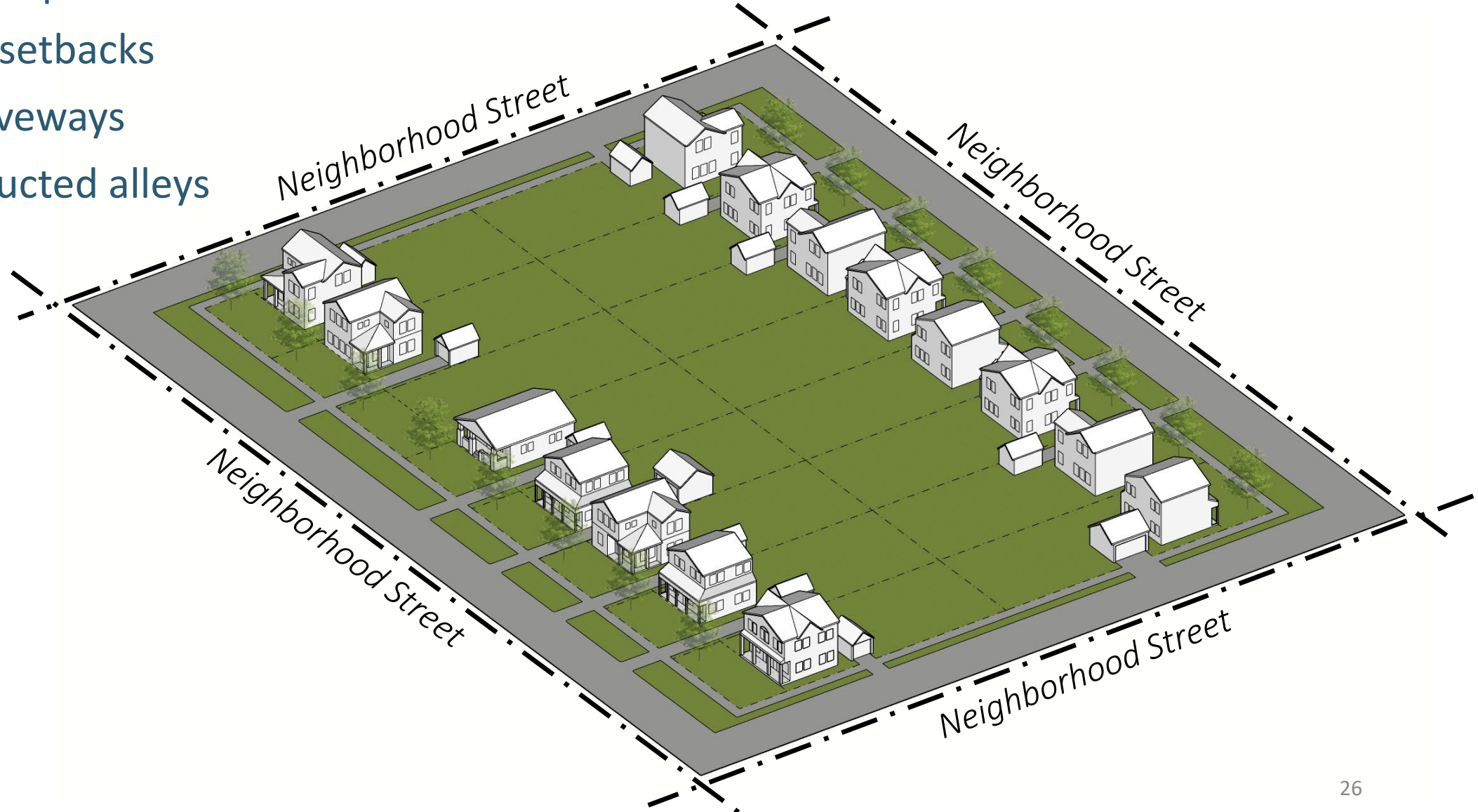
UM SD: Alley Options

- Along Neighborhood streets with alleys
- Two buildings maximum
- Four units maximum
- Small lot single dwellings
 - No minimum lot size
 - 25' min. lot width
- One driveway per 50 ft
- Must meet other development standards



UM Neighborhoods: Typical Existing Condition

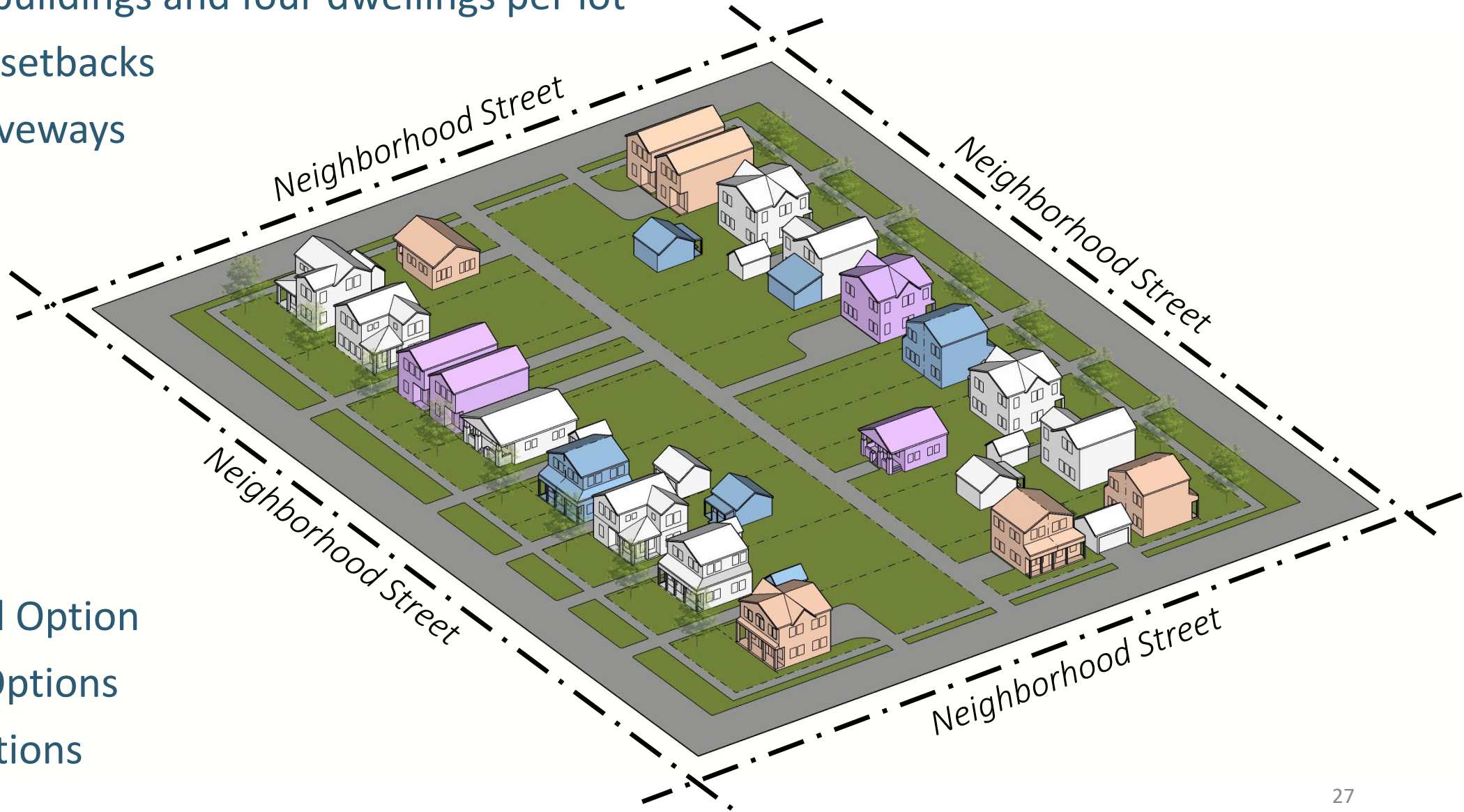
- 50' x 140' lot pattern
- Consistent setbacks
- Narrow driveways
- Few constructed alleys



UM SD: Consolidated

- Up to two buildings and four dwellings per lot
- Consistent setbacks
- Narrow driveways

- Existing
- Standard Option
- Corner Options
- Alley Options



UM SD: Standards

Table 59-13.1.1, UM-SD Development Standards				
Abbreviations: ac. = acre ADU = accessory dwelling unit du. = dwelling unit ft. = feet min. = minimum max. = maximum st. = story % = percent n/a = not applicable				
Key	Standard	Pattern 1	Pattern 2	Pattern 3
	Density (max du/ac)	14.50	16.0	28.0
	Amenity Space (min) [1]	n/a	n/a	10% n/a
Lots and Blocks				
A	Lot Area (min sf/du) [21]	6,000 / 3,000	n/a	n/a
B	Lot Width (min) [32]	50'/25'	25'	25'
	Block Length (max)	See Sec. 59-39, <i>Streets and Transportation</i>		
Building Placement and Coverage [4]				
C	Front Setback (min) [53]	25'	25'	25'
D	Corner Side Setback (min) [6]	15'	15'	15'
	Building Frontage (min)			
	- Front	n/a	n/a	n/a
	- Corner Side	n/a	n/a	n/a
E	Interior Side Setback [74] [8]	5'	5'	5'
F	Rear Setback (min) [95]	10'	10'	10'
	Garage Facade Setback (min)			
	- Street	30'	30'	30'
	- Alley	20'	20'	5'
	- Property Line	5'	5'	5'
G	Building Coverage (max)	50%	60%	65%

What's to come:

Other UM Zones

Recommended Districts and Standards				
Districts	Use Type	Amenity Space	Density (max)	FAR
Residential Districts				
UM-SD	Single-Dwelling, Two-Dwelling	n/a	13-28 du/a	--
UM-MD	Multi-Dwelling	TBD	22-40 du/a	--
Mixed Use, Commercial and Industrial Districts				
UM-PO	Professional Office	TBD	TBD	TBD
UM-MX	Mixed Use (office, retail, services, civic)	TBD	TBD	TBD
UM-LI	Light Industry	TBD	TBD	TBD



What's to come: *Development Standards*

Good design “baked in”

- Building design/UCD standards
- Accessory dwelling units
- Subdivision regulations
- Landscaping updates
- Administrative processes

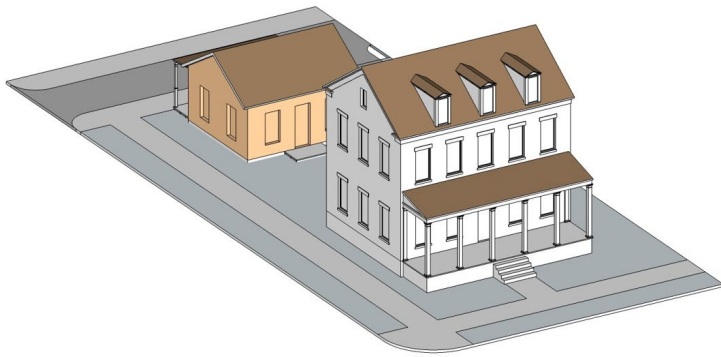


FIGURE X: Criteria for Determining Variation in Facade

Roofline	Building Height and Width
<p>Gable Dormer Hip</p>	<p>Building Width Building Height</p>
Facade Planes	Front Setback
Porch Types	Percentage of Window Openings





Discussion

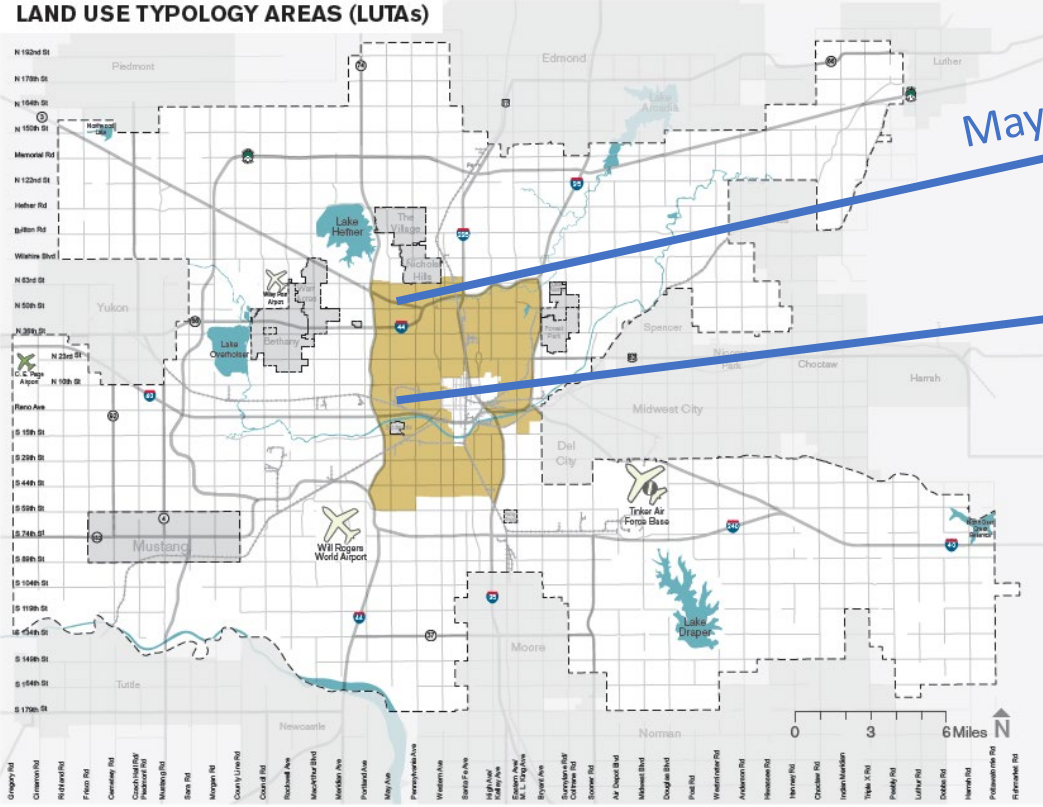
UM-SD Zones Approach



UCD Review – Linwood and Mayfair Heights

Urban Medium (UM) UCDs

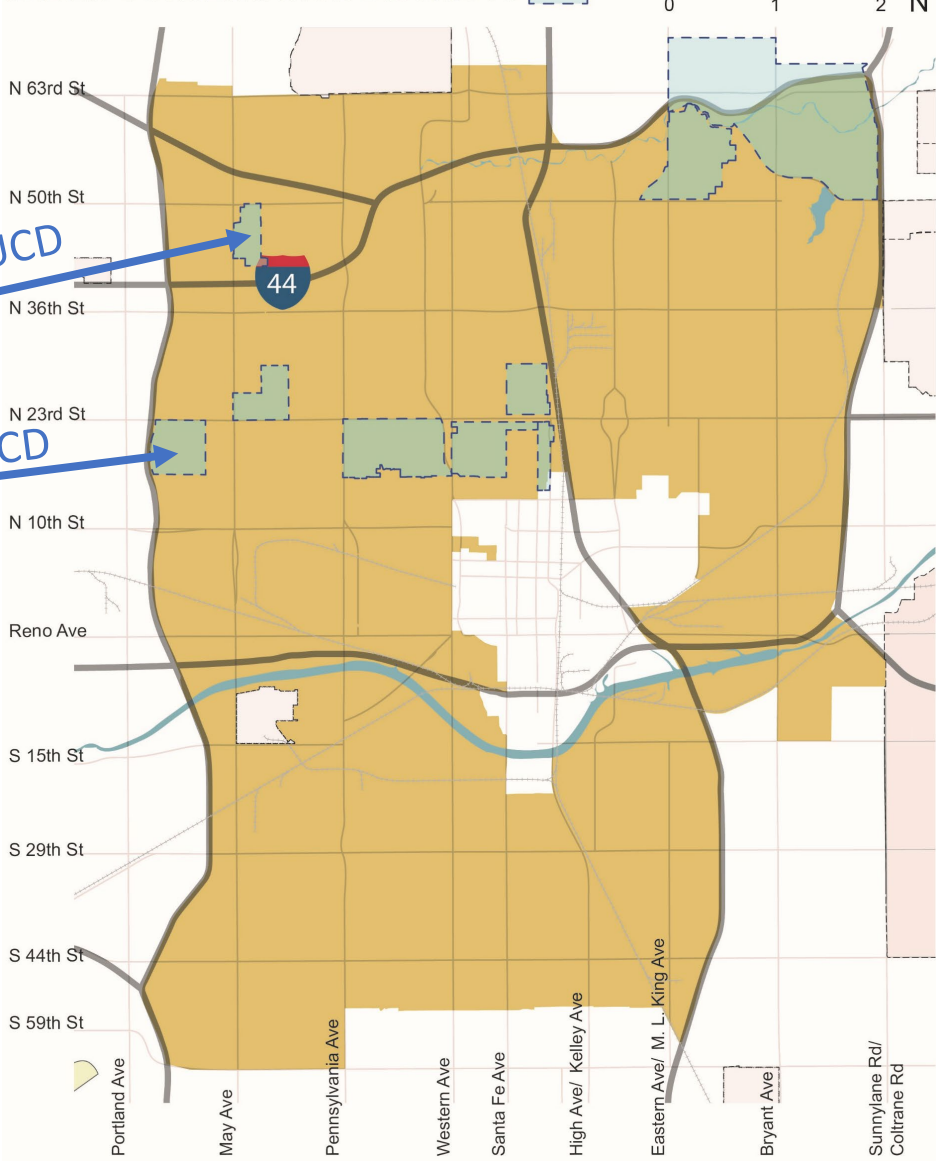
LAND USE TYPOLOGY AREAS (LUTAs)



Mayfair Heights UCD

Linwood UCD

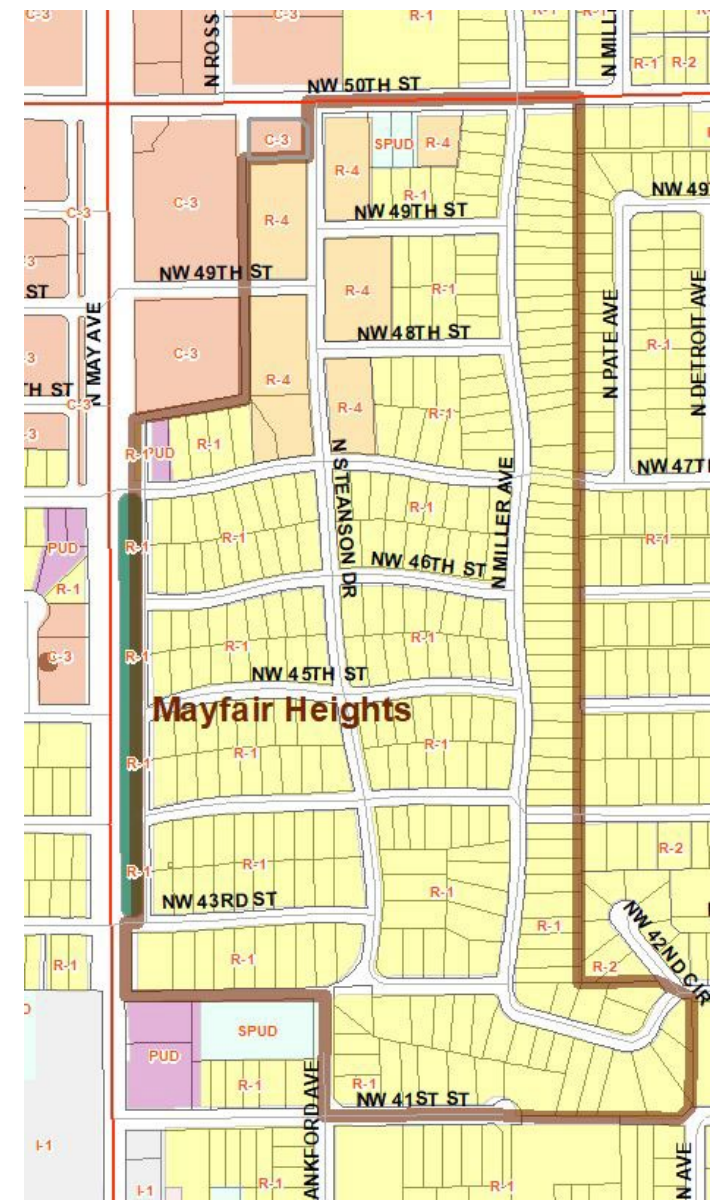
OKLAHOMA CITY
URBAN CONSERVATION DISTRICTS



Urban Medium (UM) UCDs



Linwood Existing Zones



Mayfair Heights UCD



UCD Review: Linwood

Linwood UCD regulations, adopted in 1981

Regulation	Covered elsewhere now in existing code	Proposed for new code
Parking: no commercial vehicles, boats, RVs unless to the rear or screened on a corner lot	Yes	Yes
Driveways: no more than 24-feet in width, hard surface	No	Yes smaller driveways; but some pervious paving
Carports: Same building materials as main building; can't extend past front wall	No	TBD building design section
Home Occupations: No outside employees ; sign < 40 sf; No merchandise sold	Yes	Yes may become less restrictive
Conversion of structure to more intense use: requires 1,500 sf and a min floor area of 750 sf per dwelling	No	Yes on conversions No on min square footages
Commercial signs: No higher than height of building, no flashing signs	Yes in code amendment	Yes

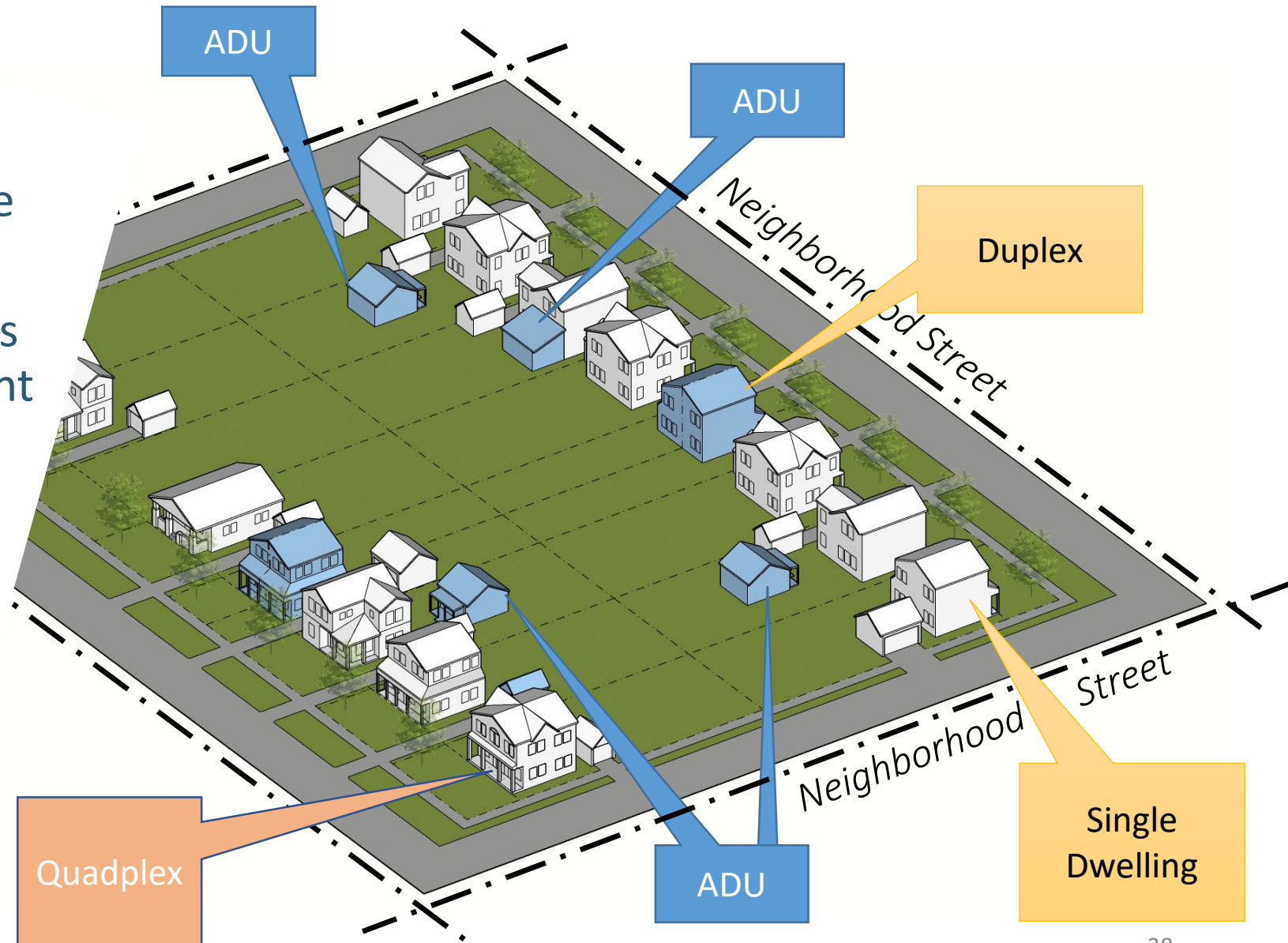
Linwood UCD regulations, adopted in 1981

Regulation	Covered elsewhere now in existing code	Proposed for new code
Commercial Lighting: shielded so not a nuisance to adjacent residential	Yes	Yes
Commercial Dumpsters: screened from R-1 by a fence, other than metal	Yes	Yes
Commercial signs: No higher than height of building	Yes in code amendment	Yes
Commercial rear yard: 10 feet adjacent to residential	Yes	Yes + more buffers
Residential frontage: Property frontage shall be as platted, residences on streets running east and west shall be constructed to face north or south	No	No standards in building design section
Residential front setback: Front setback shall be 35'	Yes If platted building line	Yes If platted building line

UM SD and the UCD's: Linwood

- Only Standard Option meets plat requirements*
- ADU's permitted if platted building lines and lot coverage are met
- Many existing UCD regulations incorporated into development standards

- Existing
- Standard Option
- Corner Option



* Can't split into 25 ft lot widths



UCD Review: Mayfair Heights

Mayfair Heights UCD regulations, adopted in 2003

Regulation	Covered in existing code now	Proposed for new code
Commercial Bulk Regulations: Follow R-4 regulations, including 40% open space, unless PUD/SPUD	No	Yes Increased green space and buffer requirements in building design section
Commercial Screening: next to R-1 6-8' fence in good condition required	Yes	Yes next to any residential
Commercial and MF buildings: Shall be of brick, stone, stucco and as originally platted	No but no metal allowed	TBD Building design section
Commercial building height: Max 35 feet, 3 stories; Block 10 along NW 50 th , 25 feet, 2 stories; Block 13 along N May Ave at NW 47 th with traffic light, 35 feet, 2 ½ story	Yes 35' within 150 feet of SF	Yes PUD and SPUDs remain Sensitive edges will restrict height next to residential
Commercial Lighting: no annoying glare directed or reflected toward R-1	Yes	Yes
Commercial Parking: shall be located at least 20 feet from R-1	No	Yes Buffers will be required

Mayfair Heights UCD regulations, adopted in 2003

Regulation	Covered in existing code now	Proposed for new code
Residential frontage: Property frontage shall be as platted, with 30-foot front setback and 25-foot setbacks, depending on plat	Yes	Yes
Residential height: 35 feet and 2 ½ stories	Yes	Yes
Residential buildings: Shall be of 50% brick, stone, stucco and as originally platted	No for materials Yes for as originally platted	TBD for materials Yes for as originally platted, unless re-platted
Carports: Façade/veneer and roof shall be the same materials as the main structure Drains and gutter design shall prevent runoff and flow onto adjacent private property	Yes Except worded as “architectural design and appearance compatible with main structure” Yes on drainage, plus state law	TBD for materials Yes for drainage
Driveways: No more than 24-feet in width and no more than 30% of the lot width	No	Yes
Parking: Motor vehicles, motor homes, campers, boats, trailers and other wheeled vehicles and related equipment parked in front of the home/building shall be on a hard surface; shells in back yard	Yes	Yes

Mayfair Heights UCD regulations, adopted in 2003

Regulation	Covered in existing code now	Proposed for new code
Boats and construction materials: Watercraft not mounted to a trailer shall be stored behind the building line behind a sight-proof fence or covered by a boat tarp, also construction material and equipment, or covered, fenced or stacked in an orderly manner	Yes	Yes
Storage of items, junk, debris in the front yard prohibited: including BBQs, appliances, buckets, tools, toys, bicycles, laundry and indoor furniture	Yes	Yes
Satellite dishes: Shall not project past the front building line if on a pole or exceed the height of the structure by more than 15 feet	Yes	Yes
Front fences: No fences forward of the building line, chain link allowed	Yes 4 feet in front yard allowed, no chain link	Yes
Basketball Hoops: Poles shall be behind the front building line, temporary hoop allowed but not left in or adjacent to street, drive, or front yard	No unless dilapidated and considered "junk"	No

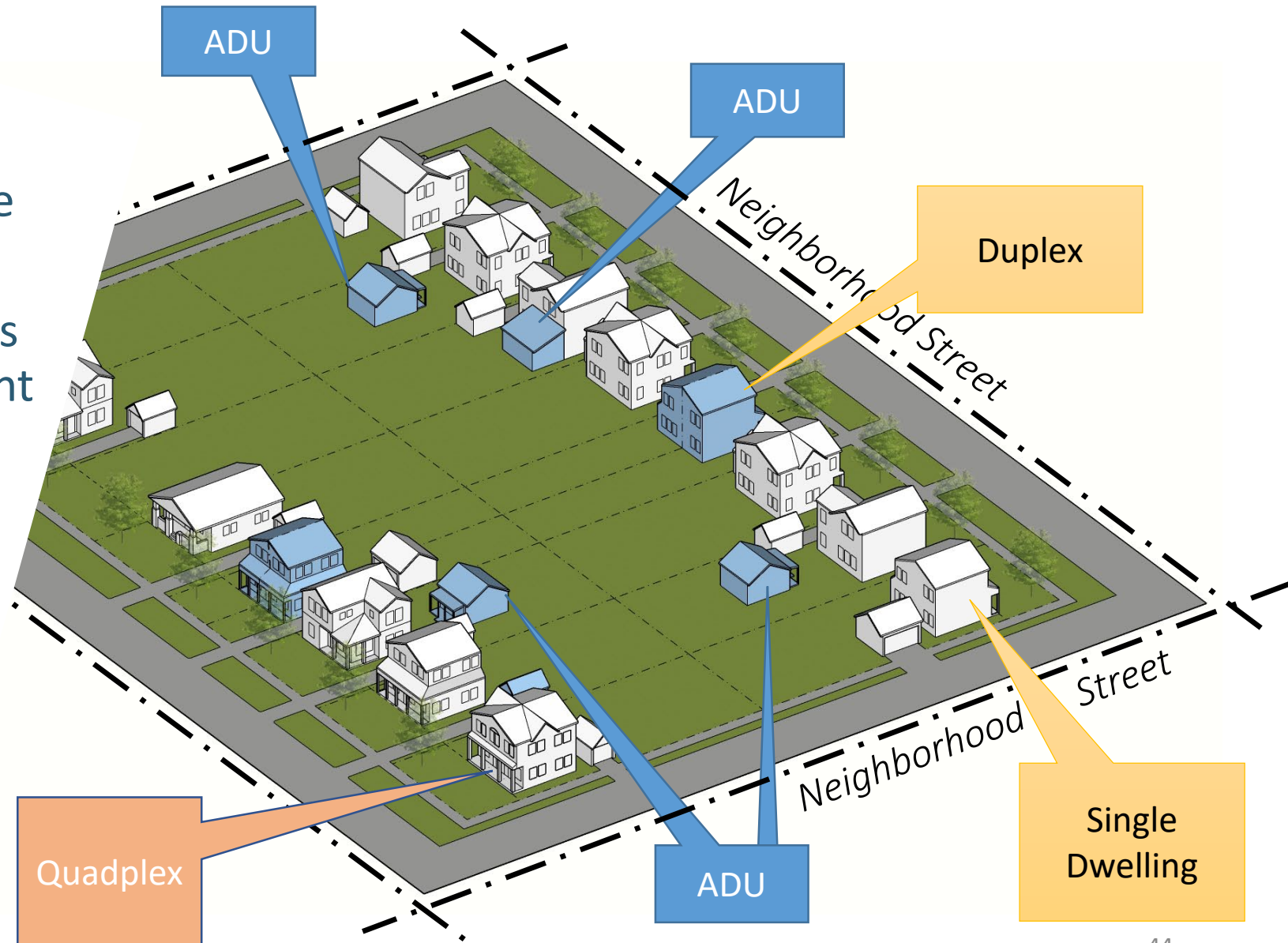
Mayfair Heights UCD regulations, adopted in 2003

Regulation	Covered in existing code now	Proposed for new code
Landscape: Front or side yards may use 30% concrete, asphalt, or brick pavers, natural stone or gravel	Yes But must maintain overall only 50% lot coverage	Yes Only 50% lot coverage in UM-SD
Dead Trees: shall be removed	Yes If dead tree overhangs street, sidewalk or parking	Yes
Residential signs: Nameplates and house numbers no more than 4 sf; 1 temp sign for realtors not to exceed 6 sf, 1 sign no exceeding 10 sf for contractors during construction	Yes for Temporary signs, 12 sf No for nameplates and house numbers None of these require a permit	Yes for Temporary signs, limit 35 sf total No for nameplates and house numbers None of these require a permit
Mayfair Park: use of land only as open space, as originally platted	No covered in plat notes	No covered in plat notes

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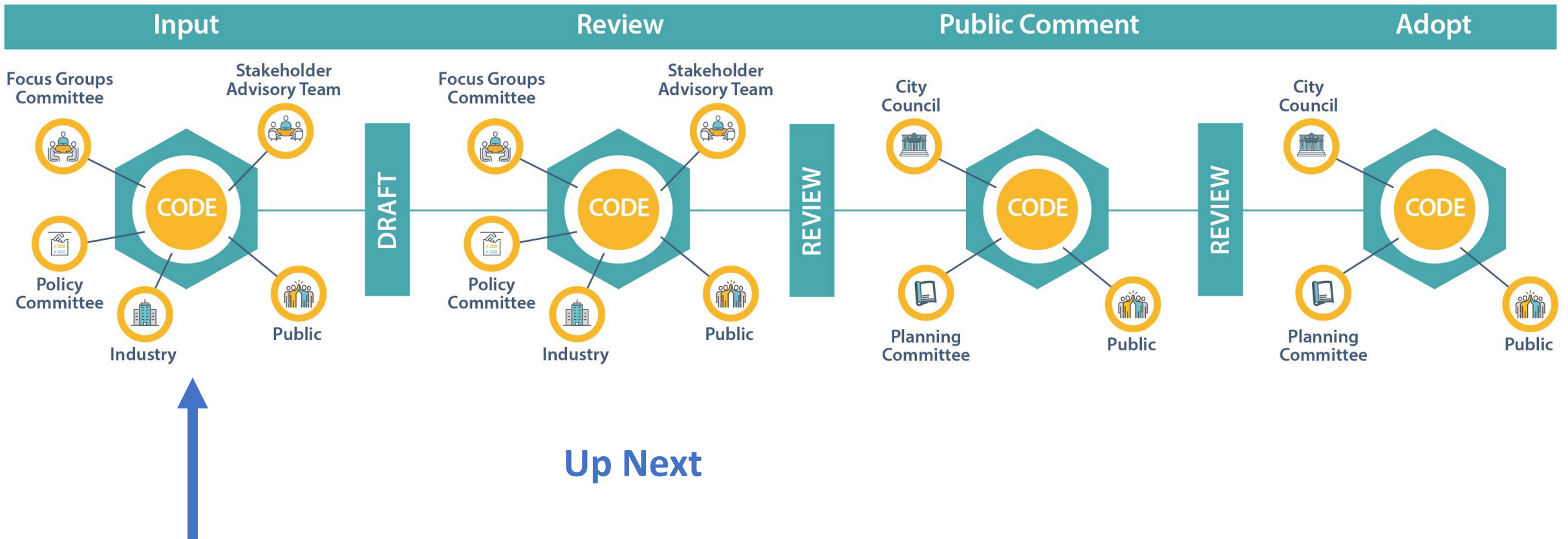


Discussion

- UCD Regulations want to remain
- UCD Regulations don't need
- Additional needed or ideas for new code

Where we are in the code update

Process and Input





OKC Code Update Contact Information

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codeupdate@okc.gov; 405-297-1692

<https://www.okc.gov/departments/planning/current-projects/development-codes-update>