



# OKC Development Codes Update

NE Coalition

Code Update Focus Group –

Urban Medium Single-Dwelling zones

February 9, 2023

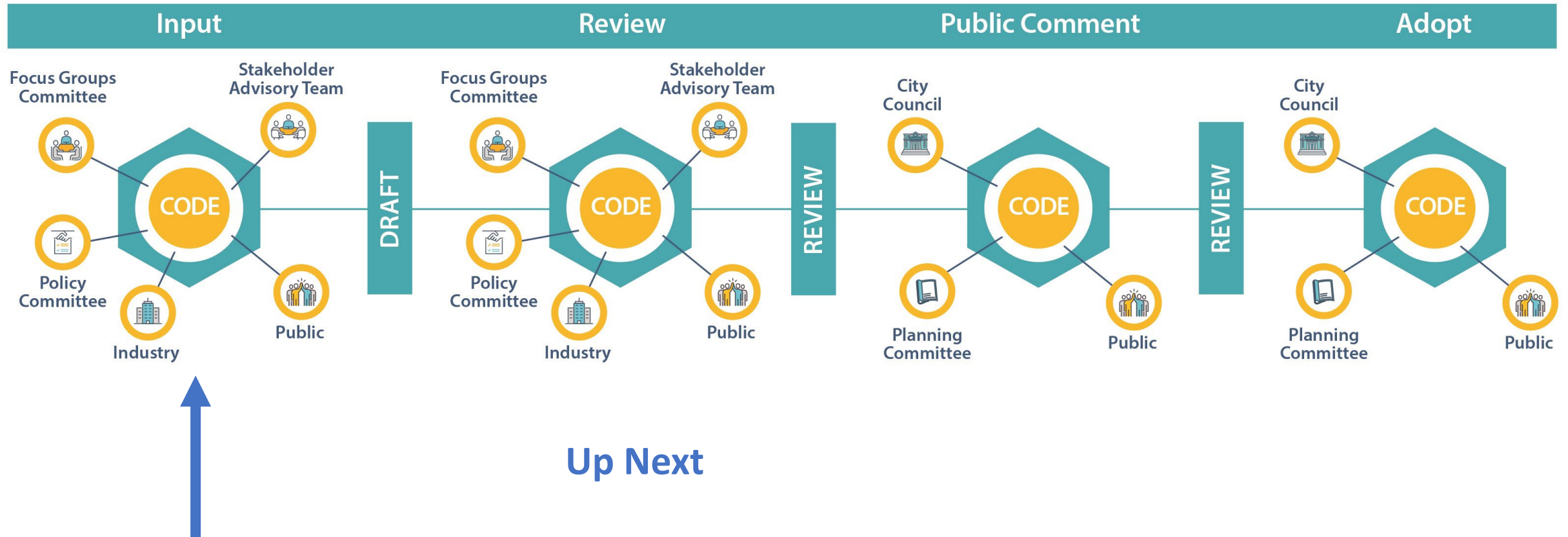
# Agenda

- Code update overview
- NE Coalition current zoning
- Why a new zoning code?
- plan**okc** LUTA approach to new code
- Urban Medium approach in new code
- Discussion



# Where we are in the code update

## Process and Input



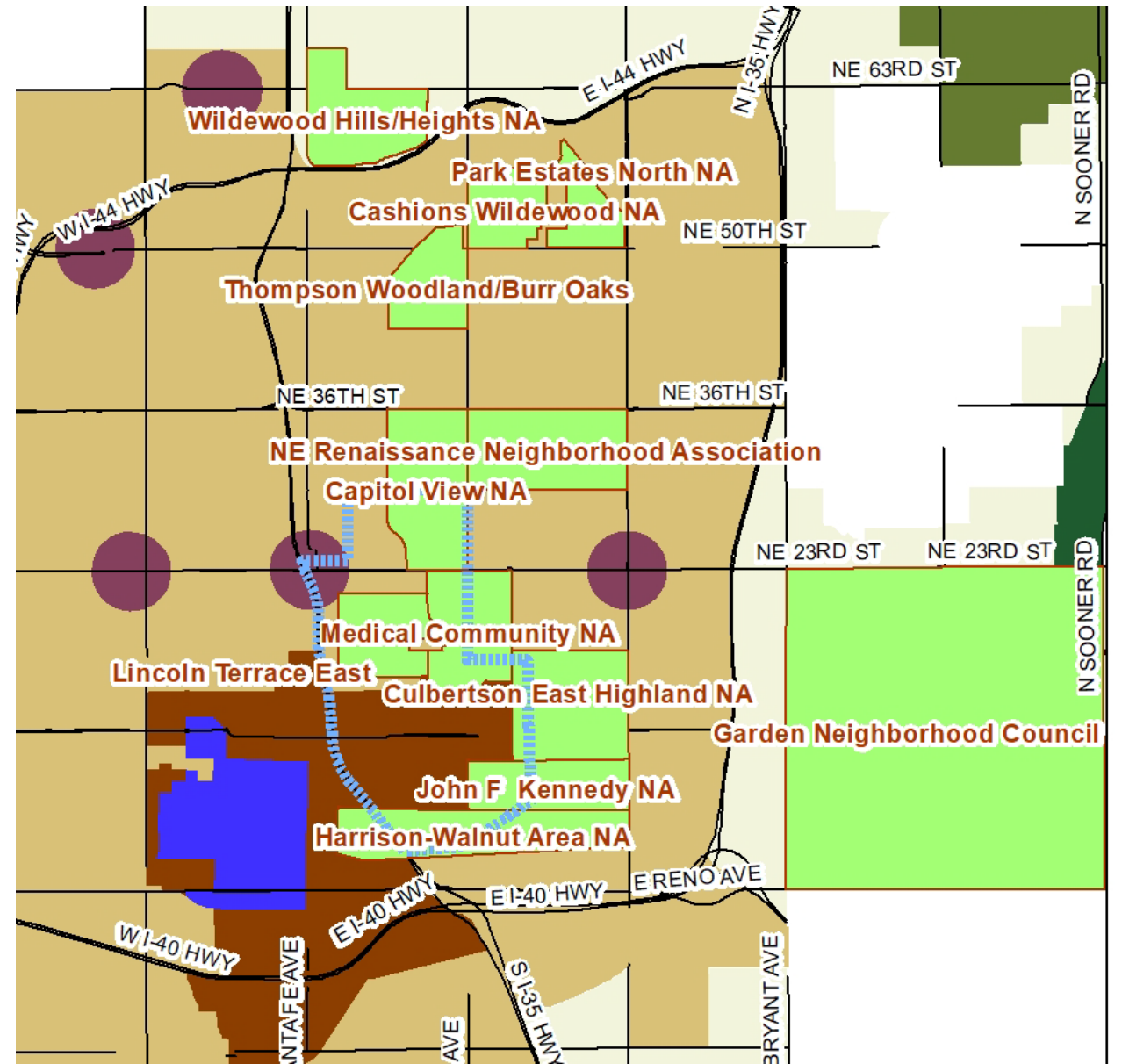


# NE Coalition neighborhoods:

Existing Zoning & Development Patterns

# NE Coalition area

- NE Coalition
  - Coalition neighborhoods in green
  - Downtown in purple for reference

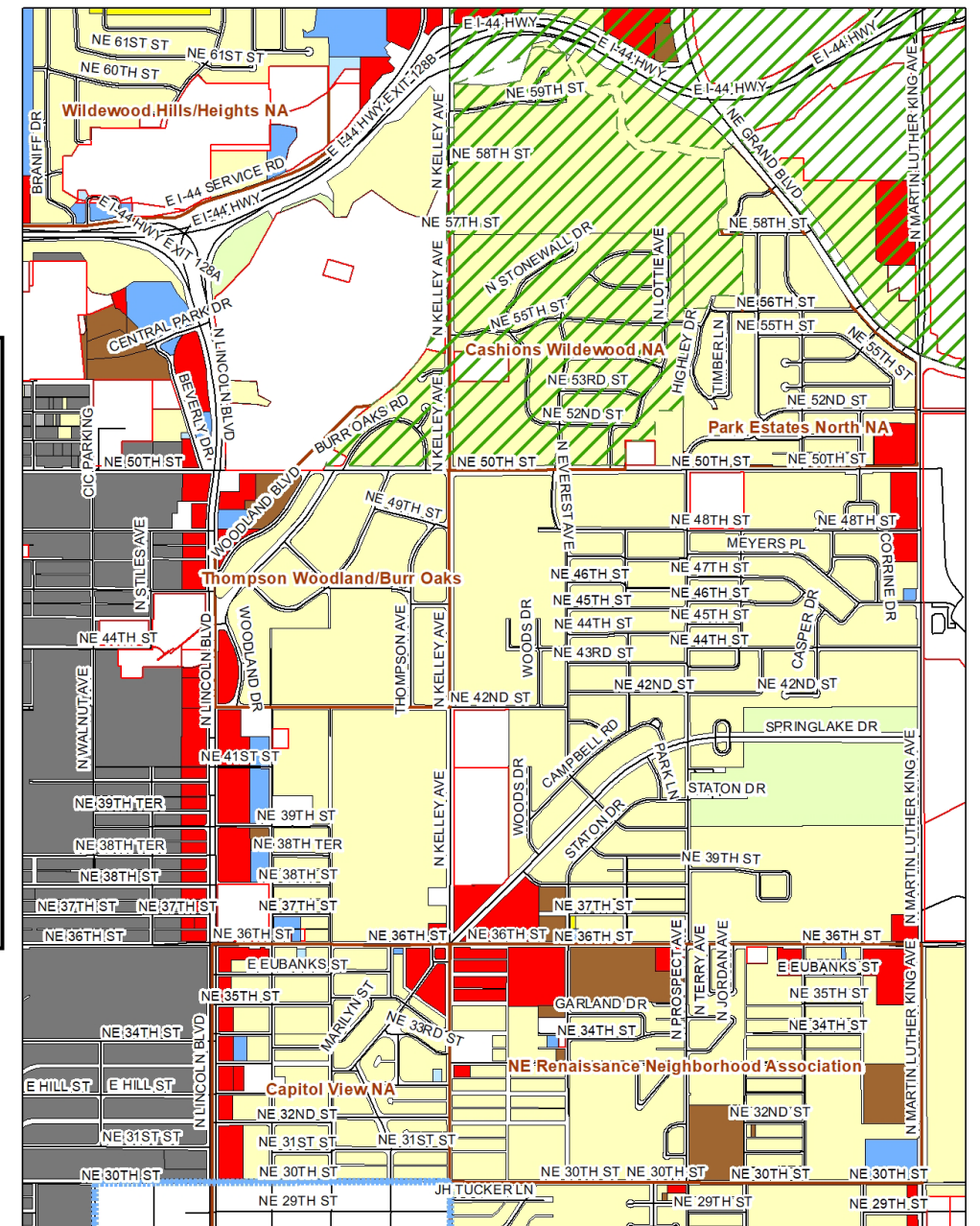
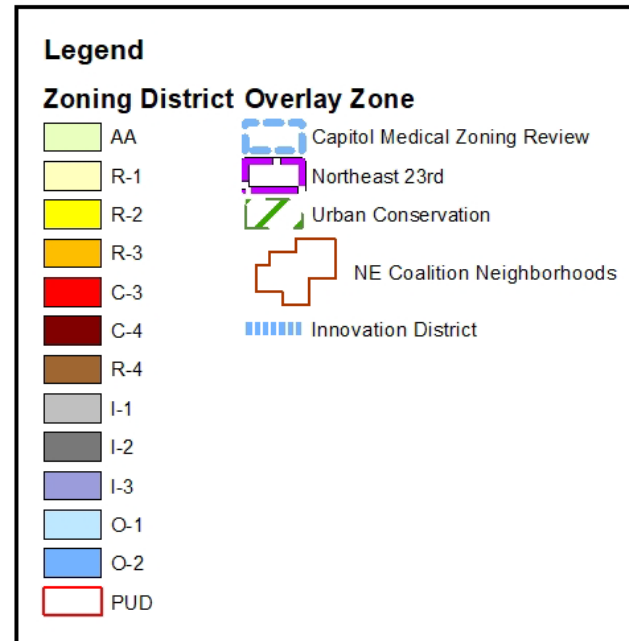


# NE Coalition existing zones north

- NE Coalition north
  - Mostly Single Dwelling
  - Commercial/office along Lincoln Blvd
  - Commercial, Multi-Dwelling along NE 36<sup>th</sup>
  - No 20-foot alleys platted

## Overlay districts

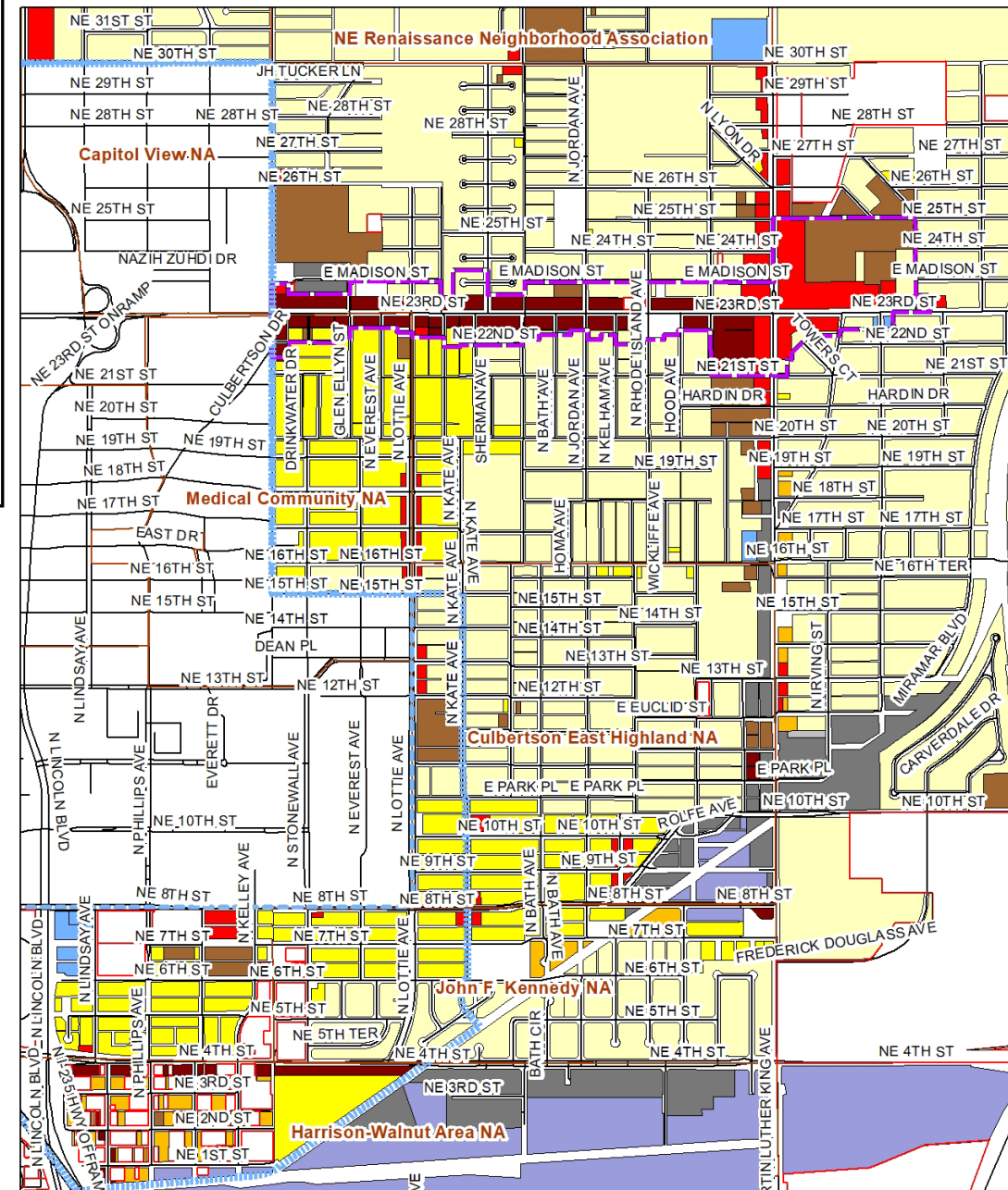
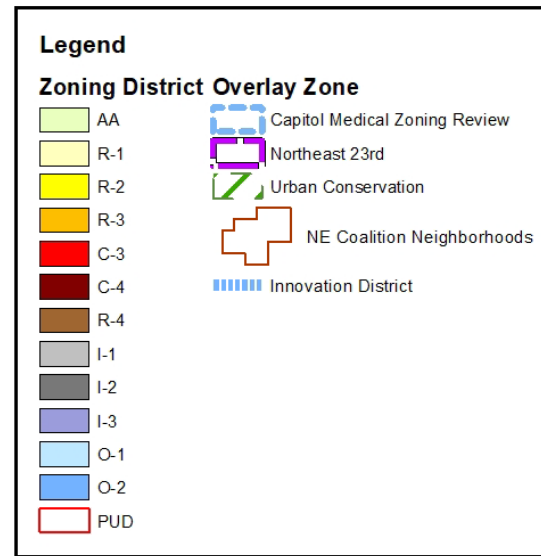
- Wilde Oaks UCD – 12,000 sf lots +
- NE Gateway UCD



# NE Coalition south

## • NE Coalition south

- Mixture of zones, mostly single-dwelling, mix of R-1 and R-2
- CMZ along Lincoln Blvd
- Commercial, Multi-Dwelling, Industrial along NE 23<sup>rd</sup>, MLK, Lottie and NE 8th
- No 20-foot alleys platted until south of NE 10<sup>th</sup>/Park Place; some 20-foot alleys in Culbertson's, JFK, Harrison-Walnut but not all parts





# Why a new zoning code?

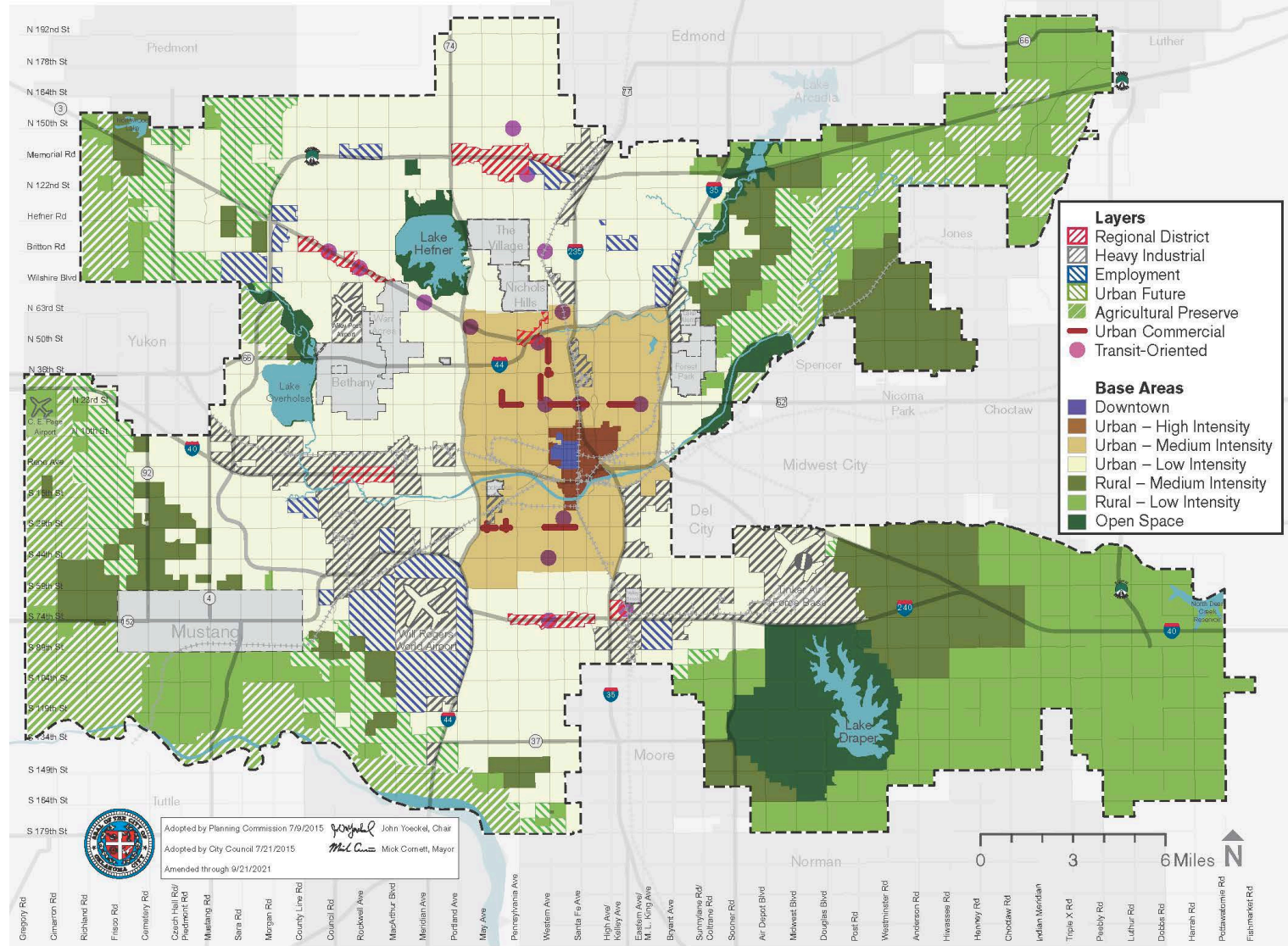


# planokc LUTAS



“The LUTAs are oriented around a spectrum of development intensities – from undeveloped Open Space, to the high intensity of Downtown.”  
 - *planokc Development Guide*

## LAND USE TYPOLOGY AREAS (LUTAs)



# planokc desired outcomes

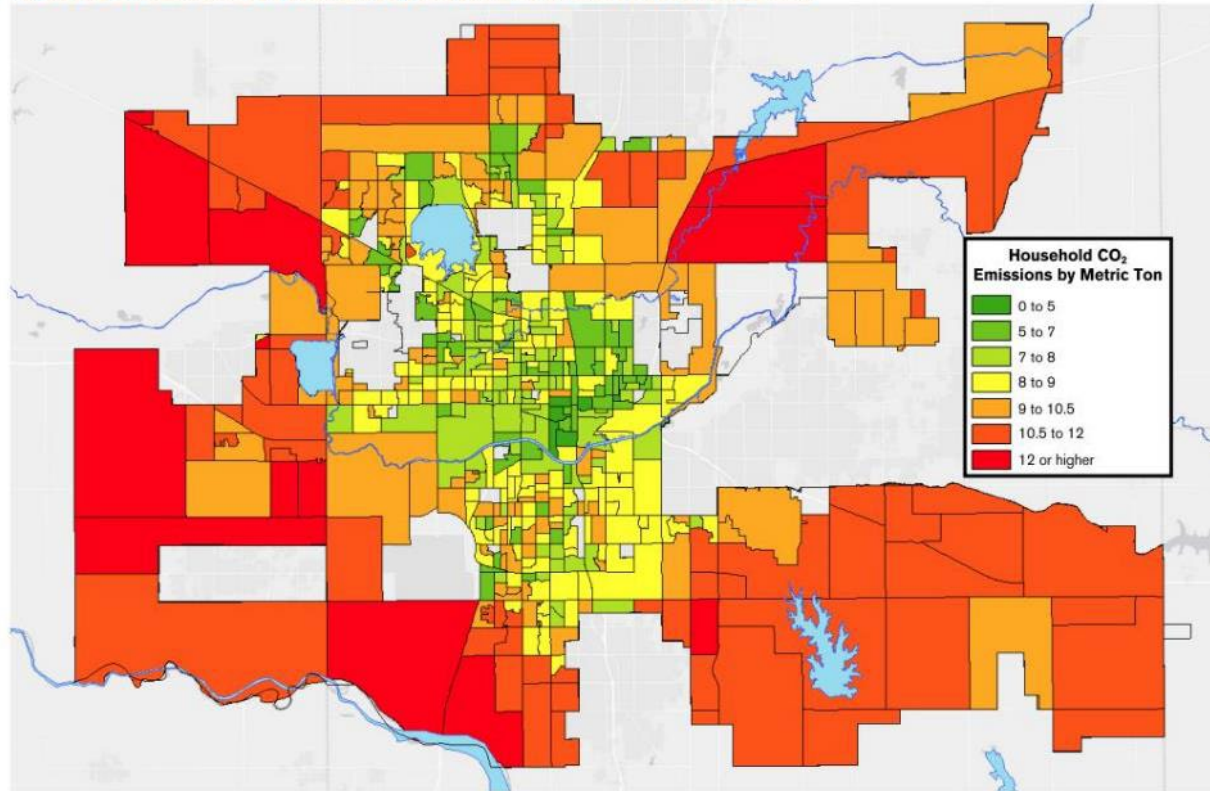
- Increase density where appropriate
  - *Reduce cost of city services and infrastructure*
  - *Support transit, bike lanes, retail stores, schools and parks*
- Increase community health
  - *Opportunities for walking, instead of driving*
  - *Decrease negative health impacts due to respiratory issues and obesity*
- Decrease number of abandoned homes
- Provide housing choices for all stages of life



# adaptokc desired outcomes



Figure AQ-1, Oklahoma City Annual CO<sub>2</sub> Emissions from Auto Use Per Household



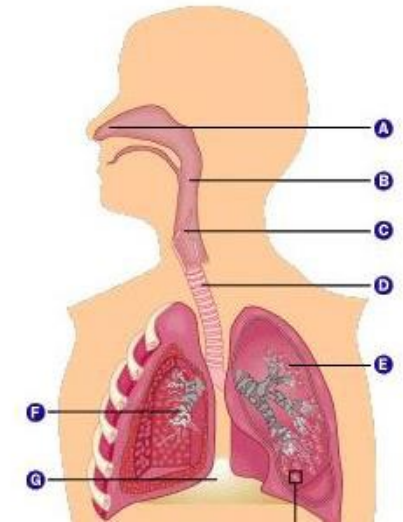
Source: Center for Neighborhood Technology

Within Oklahoma City, the average annual amount of CO<sub>2</sub> emissions from transportation per household is estimated to be 8.78 metric tons. Block groups nearer to city center demonstrate a smaller per household emissions rate, anecdotally demonstrating the efficiency of dense development in emissions reduction and the role land use can play in diminishing emissions.

See [okc.gov/adaptokc](http://okc.gov/adaptokc)

The more we drive, the worse our air quality gets

If neighborhoods are designed for cars instead of people, doesn't help





# Code Update LUTA Zone Approach

Backbone of the new code





# Urban Medium new code approach

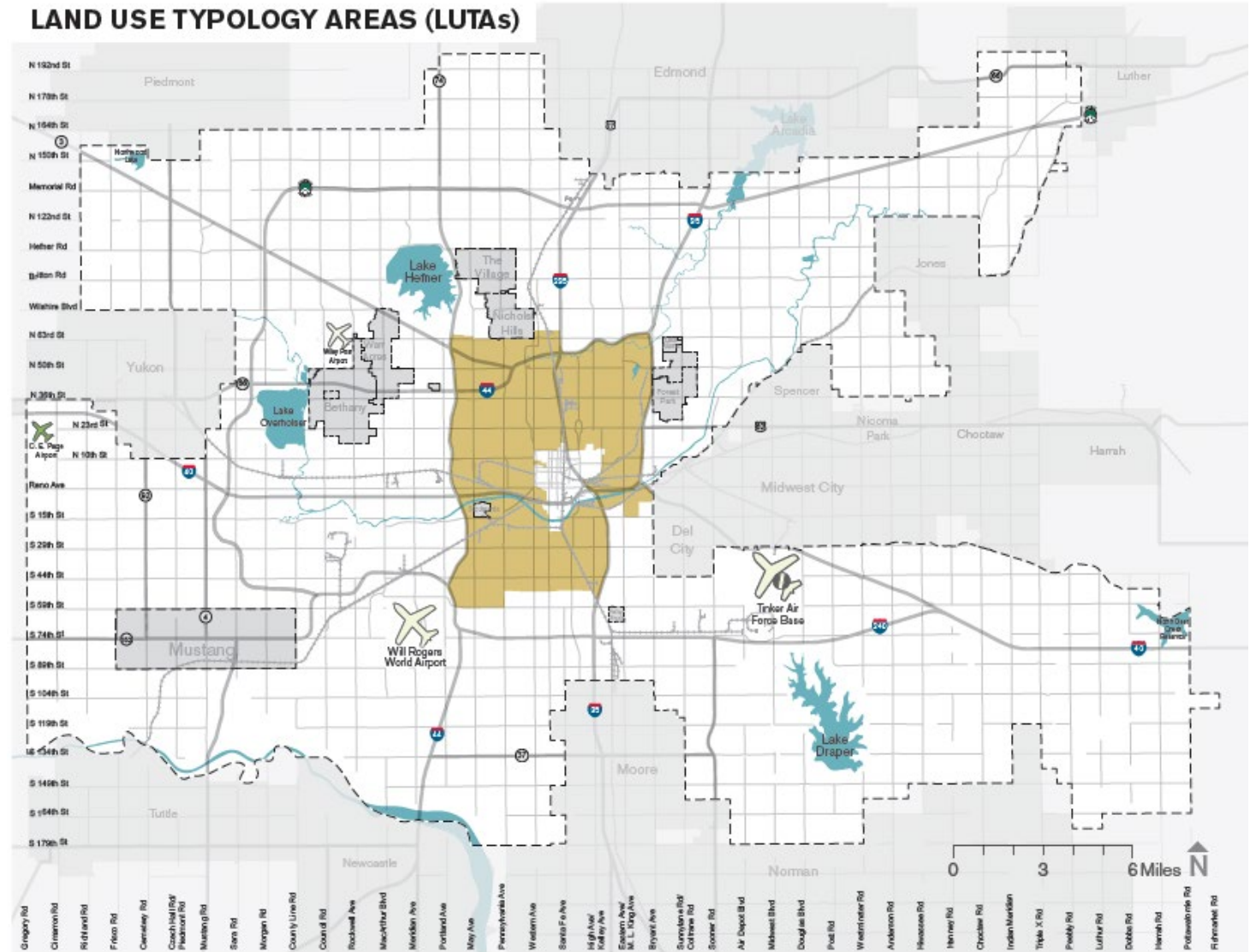
# UM LUTA

(10 – 40 units/acre)  
(FAR – 0.4 – 1.2)

## 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.

## LAND USE TYPOLOGY AREAS (LUTAs)









# Ingredients for UM zones

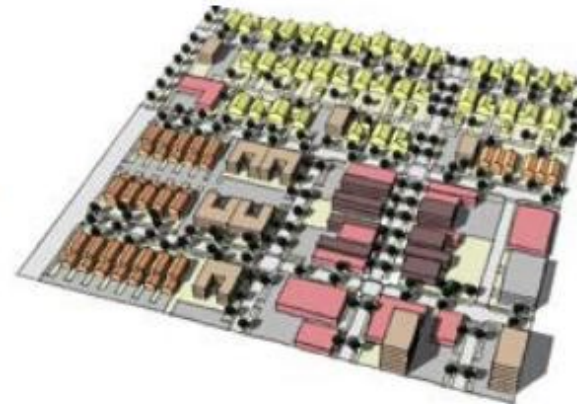


# Guiding Principles

- 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

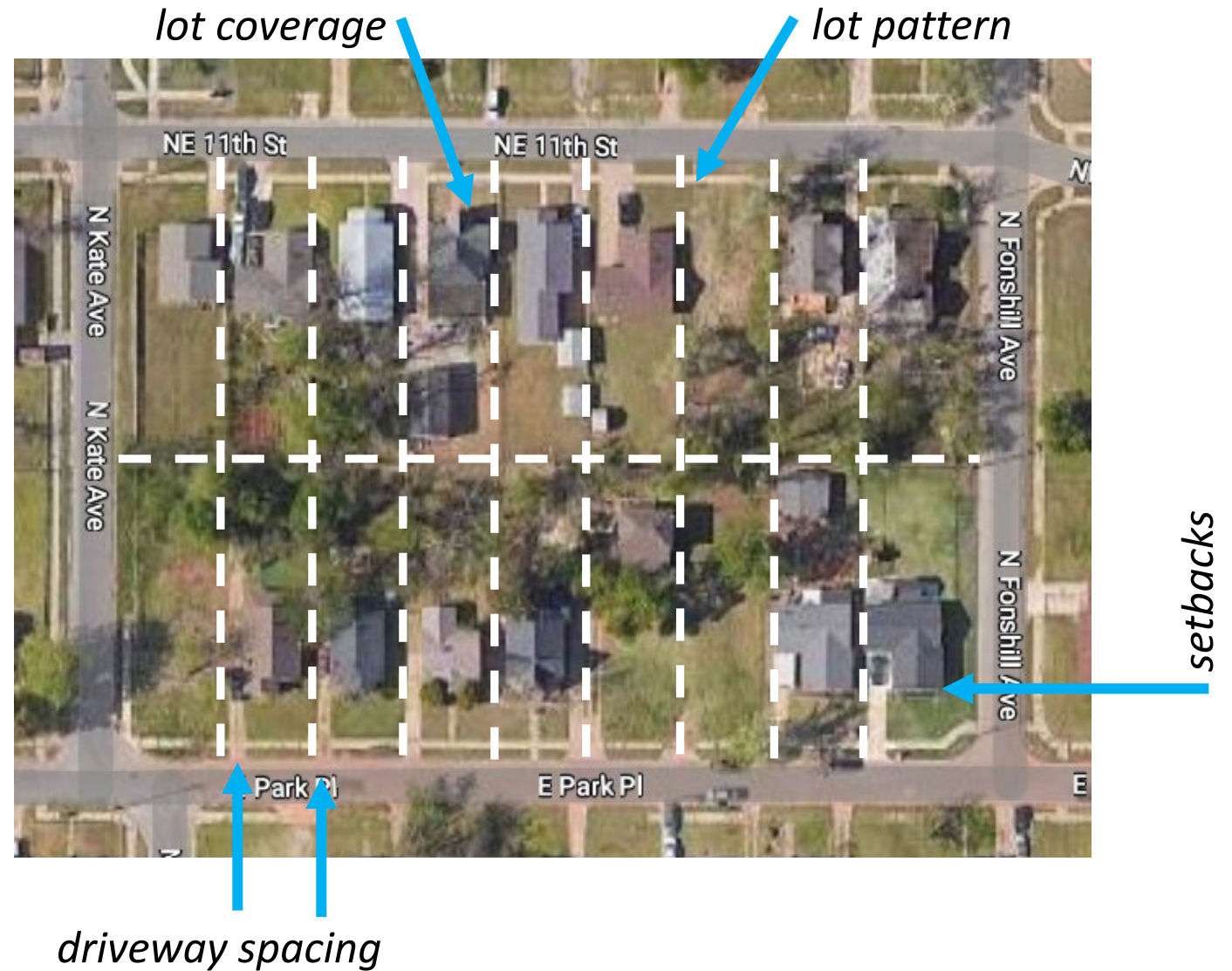
Gross Density	10 – 40 du/acre
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	0.40 – 1.20, typical FAR of 1.0

# UM Neighborhoods: Character

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



How tall?





# Proposed UM Base Zones

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-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,

Residential metrics may include:

- Lot width
- Building/Lot Coverage (max)
- Setbacks
- Density allowed
- Height
- Parking location



# 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, R-4M
	UM-PO, Professional Office	O-1, O-2, NB, C-1, C-3, C-CBD, I-1,
	UM-MX, Mixed Use	
UM-LI, Infill Industry		

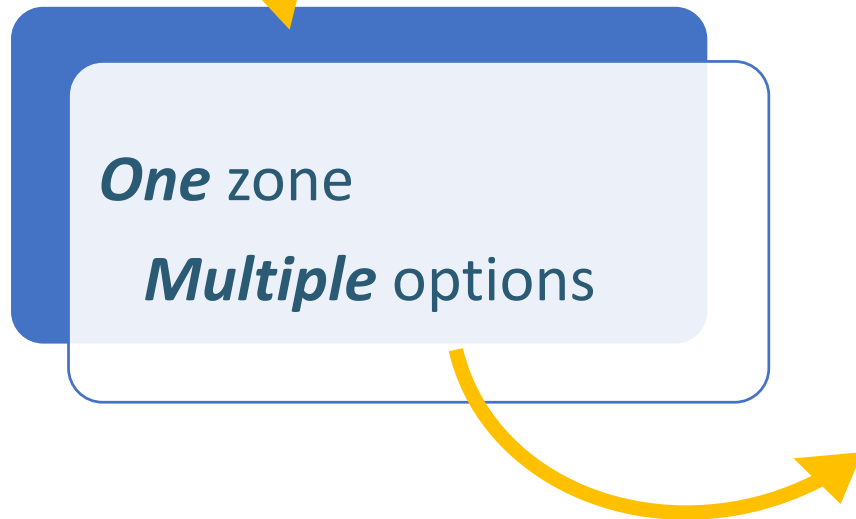
*One* zone  
*Multiple* options

**Based on:**

- Mid-block location*
- Street intersections*
- Alley conditions*
- Development type preferences*

# UM SD: 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,

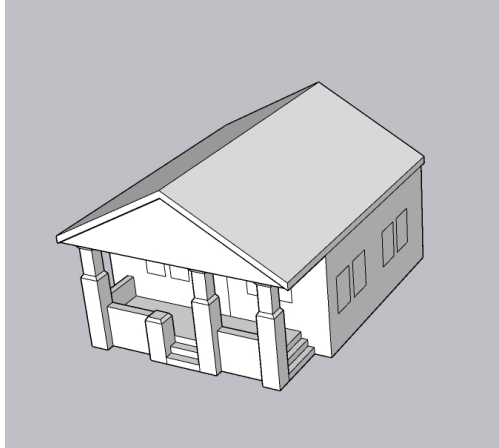


## Multiple options

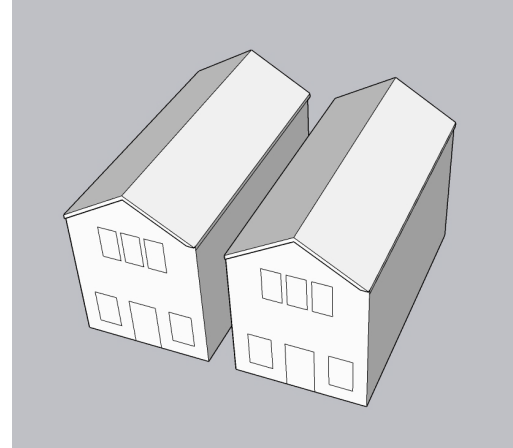
- *UM-SD: Standard Options*
- *UM-SD: Corner Options*
- *UM-SD: Alley Options*



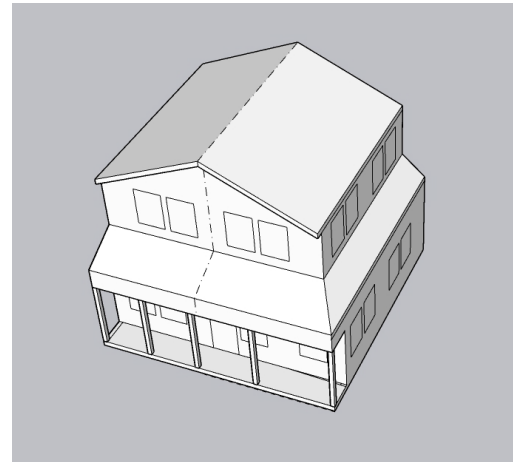
# UM SD: Development Types



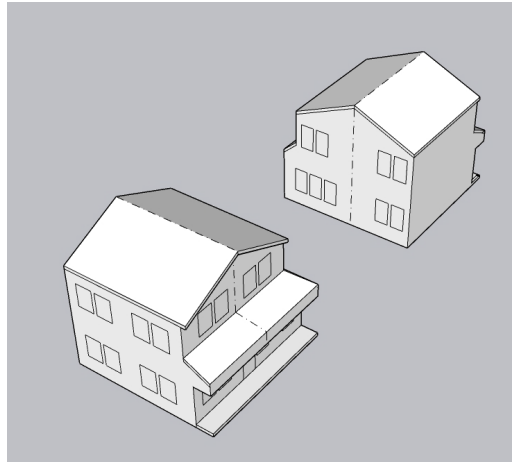
Single dwelling  
(with or w/o ADU)



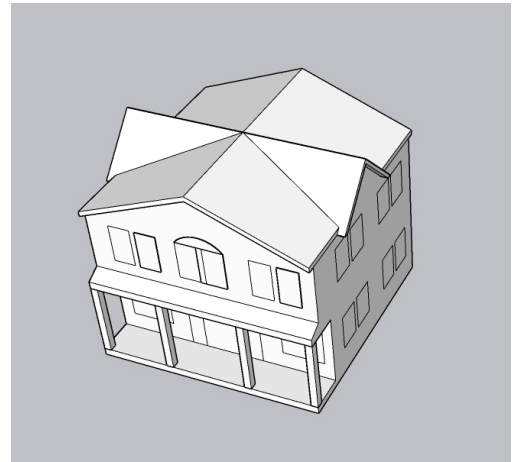
Small lot single dwellings



Duplex



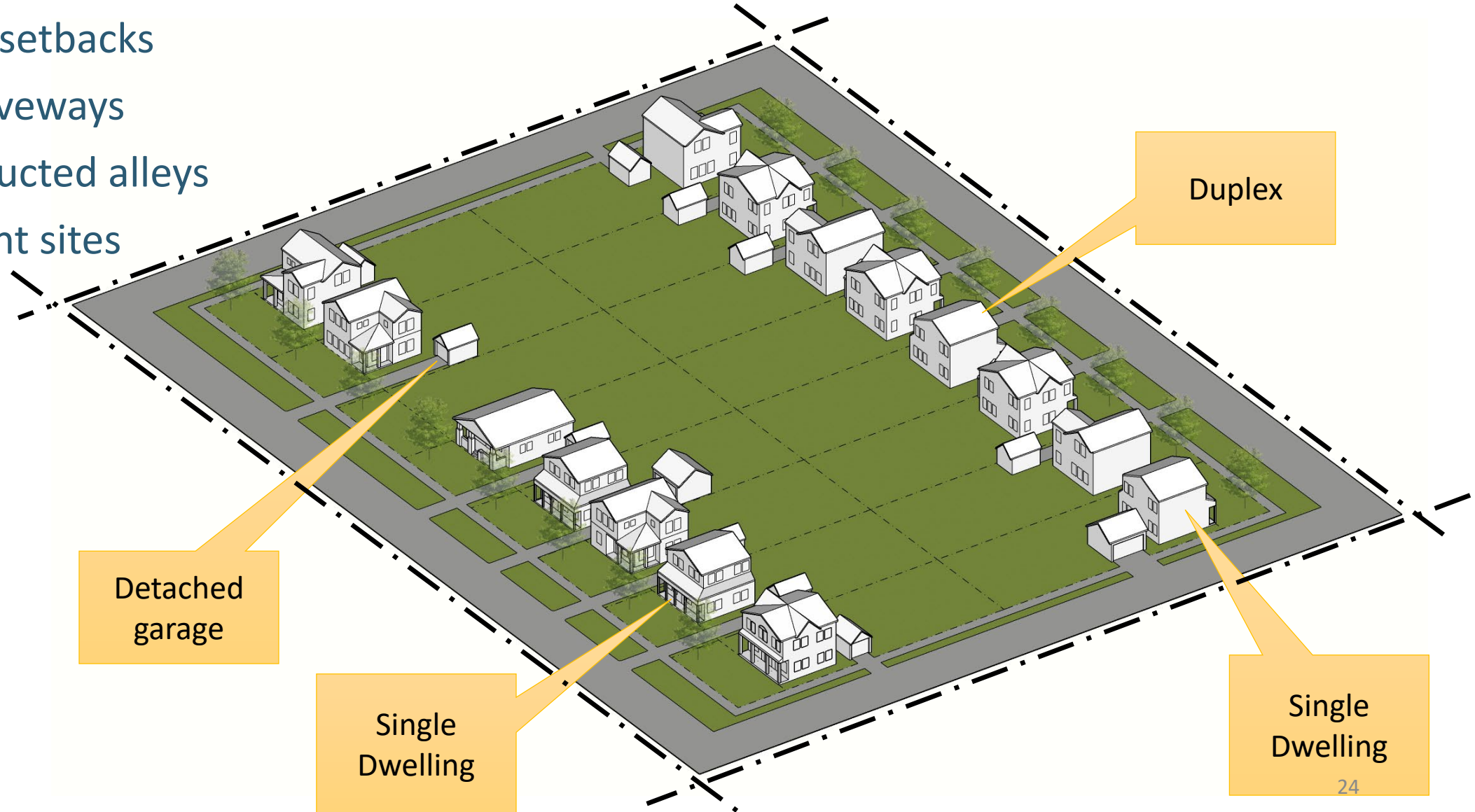
Two duplexes



Quadplex

# UM Neighborhoods: Typical Existing Condition

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

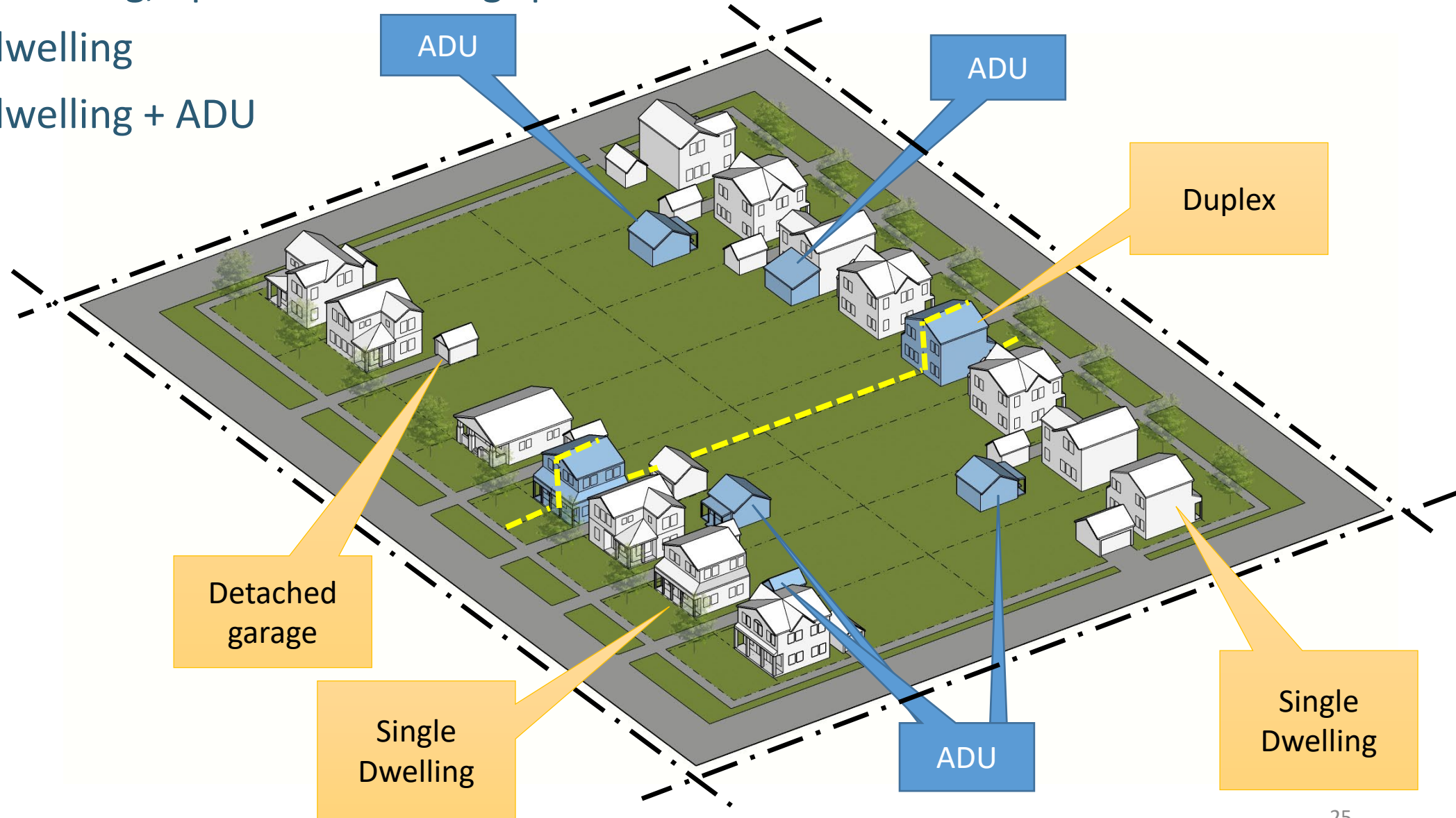




# UM SD: Standard Options

One primary building, up to two dwellings per lot

- Single dwelling
- Single dwelling + ADU
- Duplex



# UM SD: Standard Options

- 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
- Other development standards; ie. Limit on % of lot that can be covered in buildings



# UM-SD: Accessory Dwelling Standards (under discussion)

- Max. one AD per lot
- Subject to building coverage, lot coverage, and setback limits
- Maximum height of 24'
- One parking space per AD
- Roof top decks and balconies prohibited

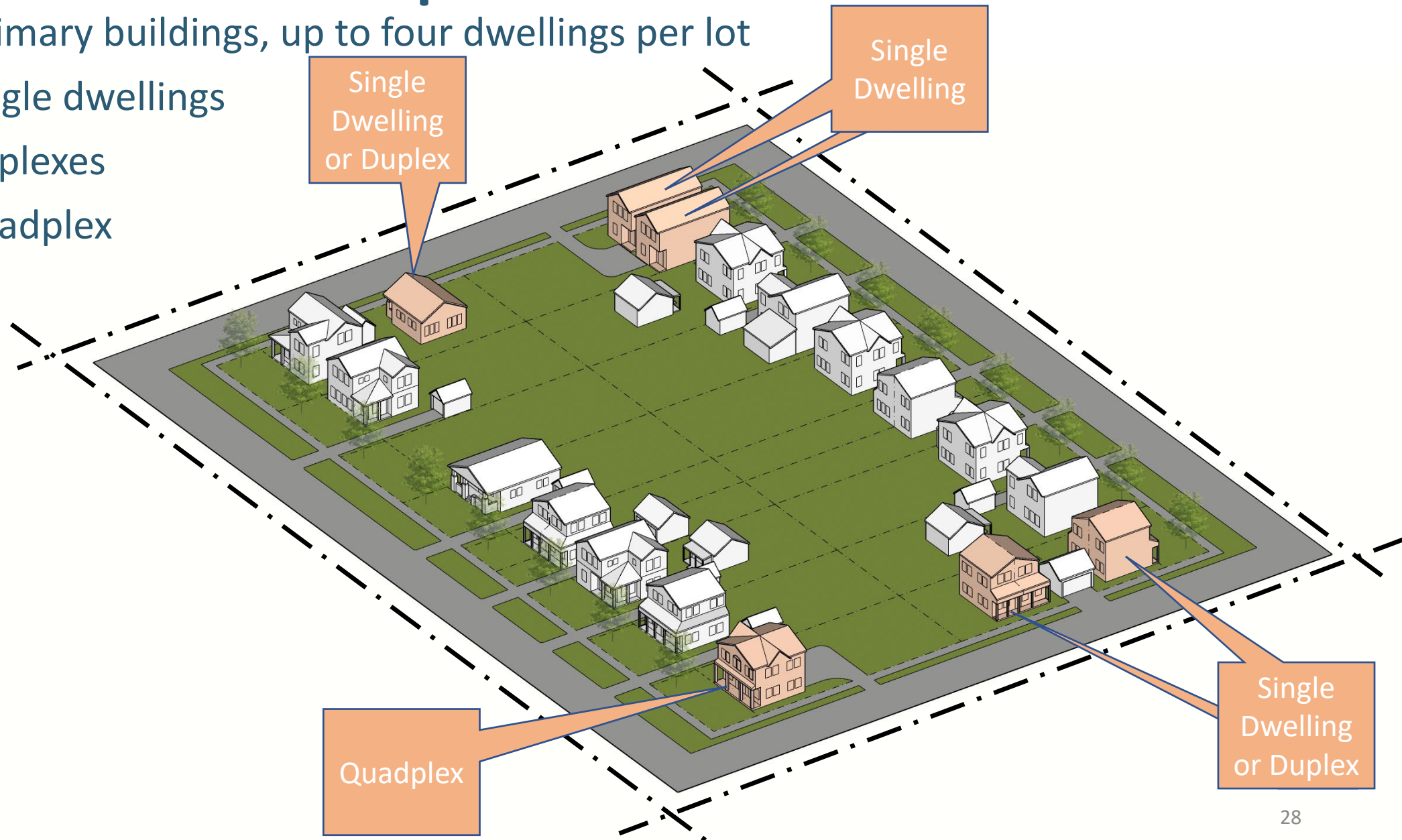


*Proposed regulations subject to change throughout the code update process*

# 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



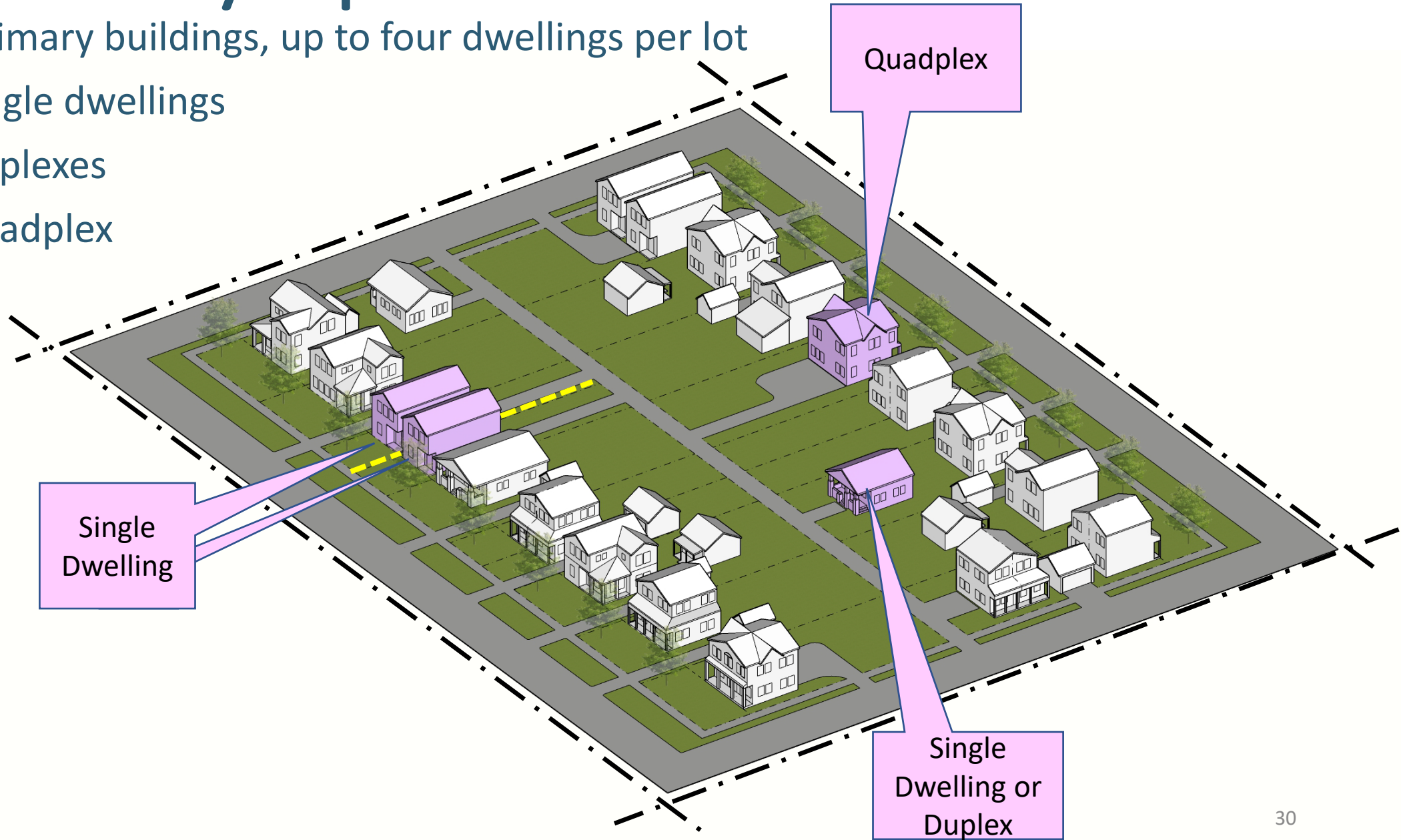
- One quadplex or 2 duplexes per lot
- Up to four dwellings per 6,000 SF lot
- 25' min. lot width to split duplexes
- One driveway per 50 ft
- Must meet other development standards



# 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

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





# What's Coming Next

- Building Design guidelines
- UM-Multi-Dwelling
- UM-Mixed Use
- UM-Commercial Corridor –NE 23rd



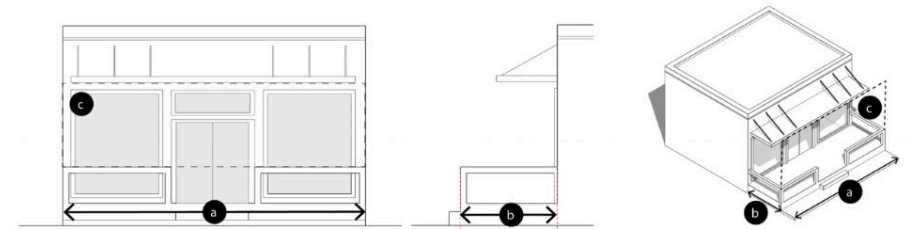
# Building Design guidelines

- Rules for how porches, stoops, frontages work
- Increased buffering with trees and landscaping
- Rules for how garages and driveways work



**B. Frontage Types.** The following Frontage Type standards are established to regulate and define the building type standards in Sec. 40.18.403.

**1. Porch**



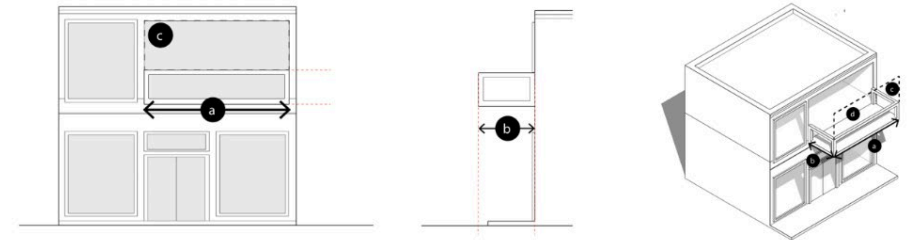
**Definition**

A roofed, open structure projecting from the front, side or rear wall of a building, and not used as habitable living space.

**Standards**

- a.** Width (min-feet): 8'
- b.** Depth (min-feet): 6'
- c.** Enclosed only by railings or wall projections leaving at least 50% of front porch plane open.

**2. Balcony**



**Definition**

An unenclosed platform that projects from the wall of a building and is surrounded by a railing, balustrade, or parapet.

**Standards**

- a.** Width (min-feet): 6'
- b.** Depth (min-feet): 5'
- c.** Enclosed only by railings, balustrades, or parapets or wall projections leaving at least 50% of front balcony plane open.
- d.** A balcony shall have direct access from a principal room of the dwelling unit or non-residential space that it serves.



# Discussion items

UM-SD Patterns

Accessory dwelling issues

Other considerations for changes



# OKC Code Update Contact Information

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