



OKC Development Codes Update

Miller and Crestwood Neighborhoods
Code Update Focus Group –
Urban Medium Single-Dwelling zones
February 23, 2023

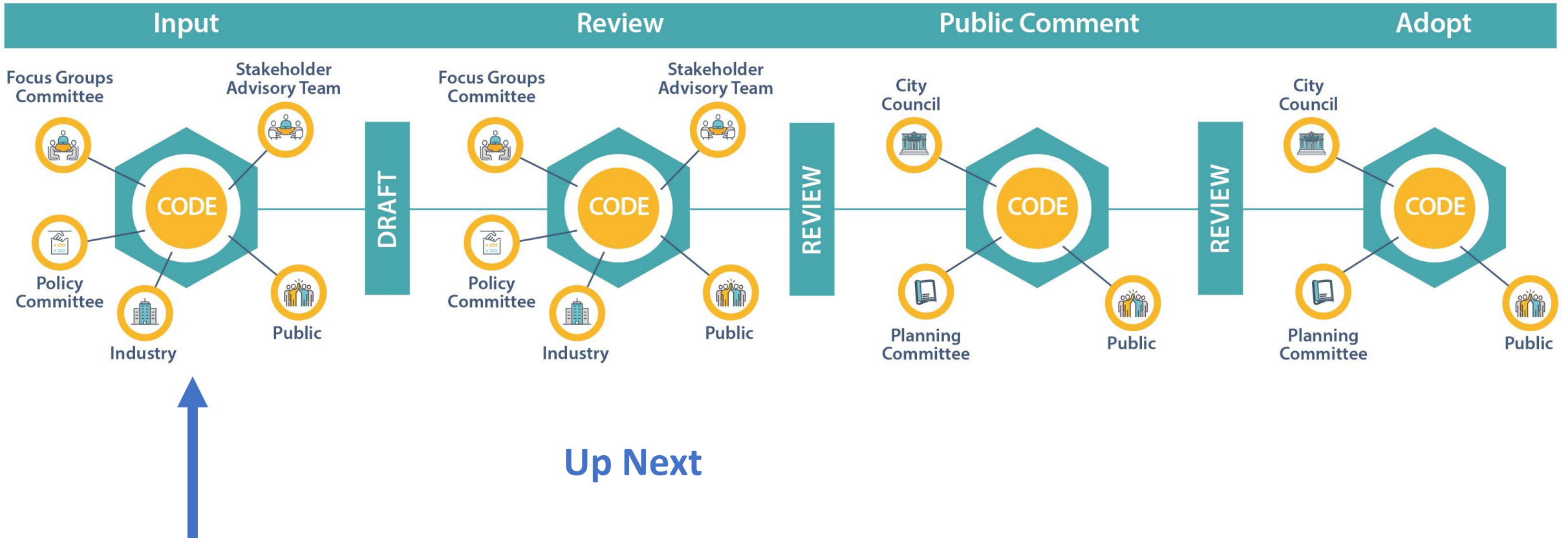
Agenda

- Code update / Why a new zoning code?
- Miller/Crestwood current zoning
- plan**ok** LUTA approach to new code
- Urban Medium approach in new code
- Discussion



Where we are in the code update

Process and Input





Why a new zoning code?

planokc desired outcomes

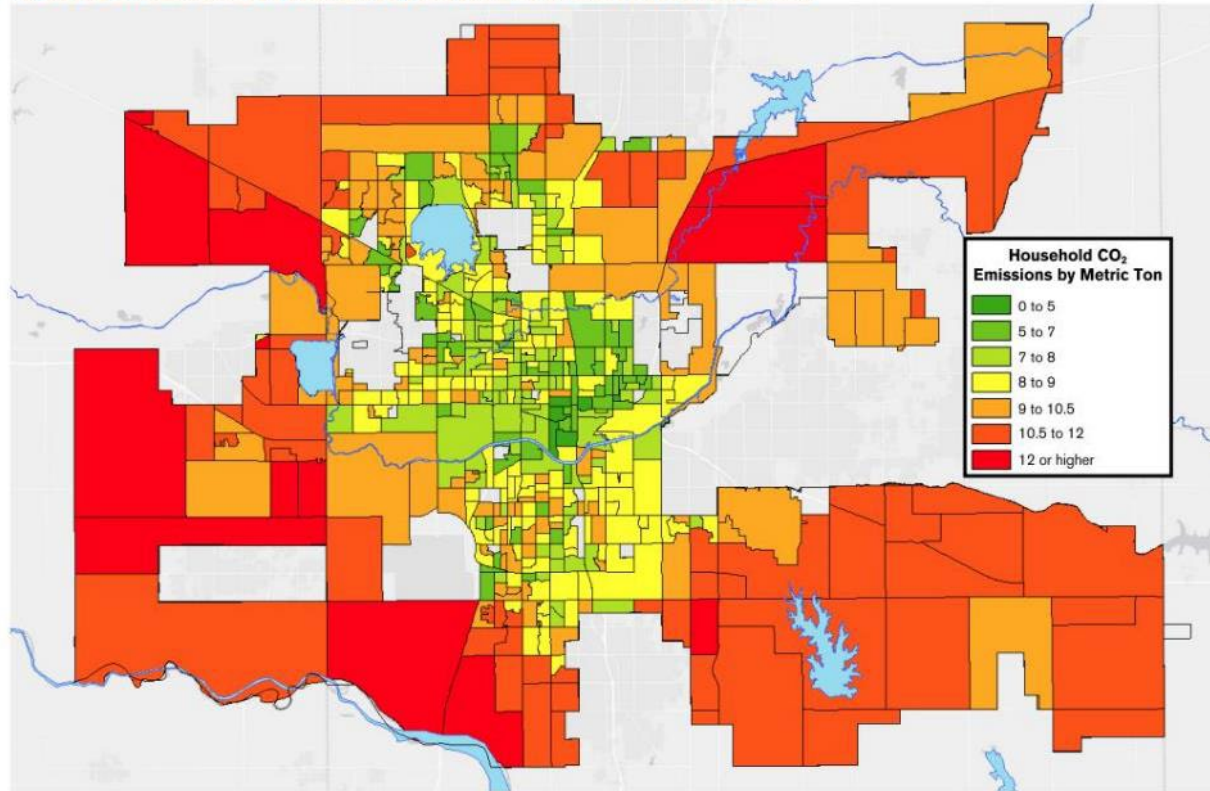
- Increase density where appropriate
 - *Reduce cost of city services and infrastructure*
 - *Support transit, bike lanes, retail stores, schools and parks*
- Increase community health
 - *Opportunities for walking, instead of driving*
 - *Decrease negative health impacts due to respiratory issues and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



adaptokc desired outcomes



Figure AQ-1, Oklahoma City Annual CO₂ Emissions from Auto Use Per Household



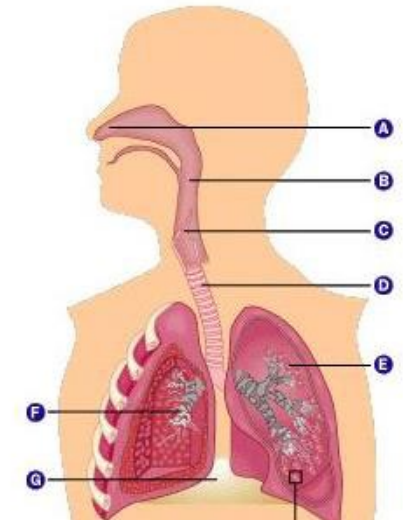
Source: Center for Neighborhood Technology

Within Oklahoma City, the average annual amount of CO₂ 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

The more we drive, the worse our air quality gets

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



Code Update Project Purpose

- Meet planokc desired outcomes
- Make the development process easier to navigate and administer, and improve outcomes
- Areas of focus:
 - *Chapter 59 Planning and Zoning Code*
 - *Subdivision Regulations*
 - *Coordination with Drainage Code and Nuisance Codes*
 - *Sign Code*



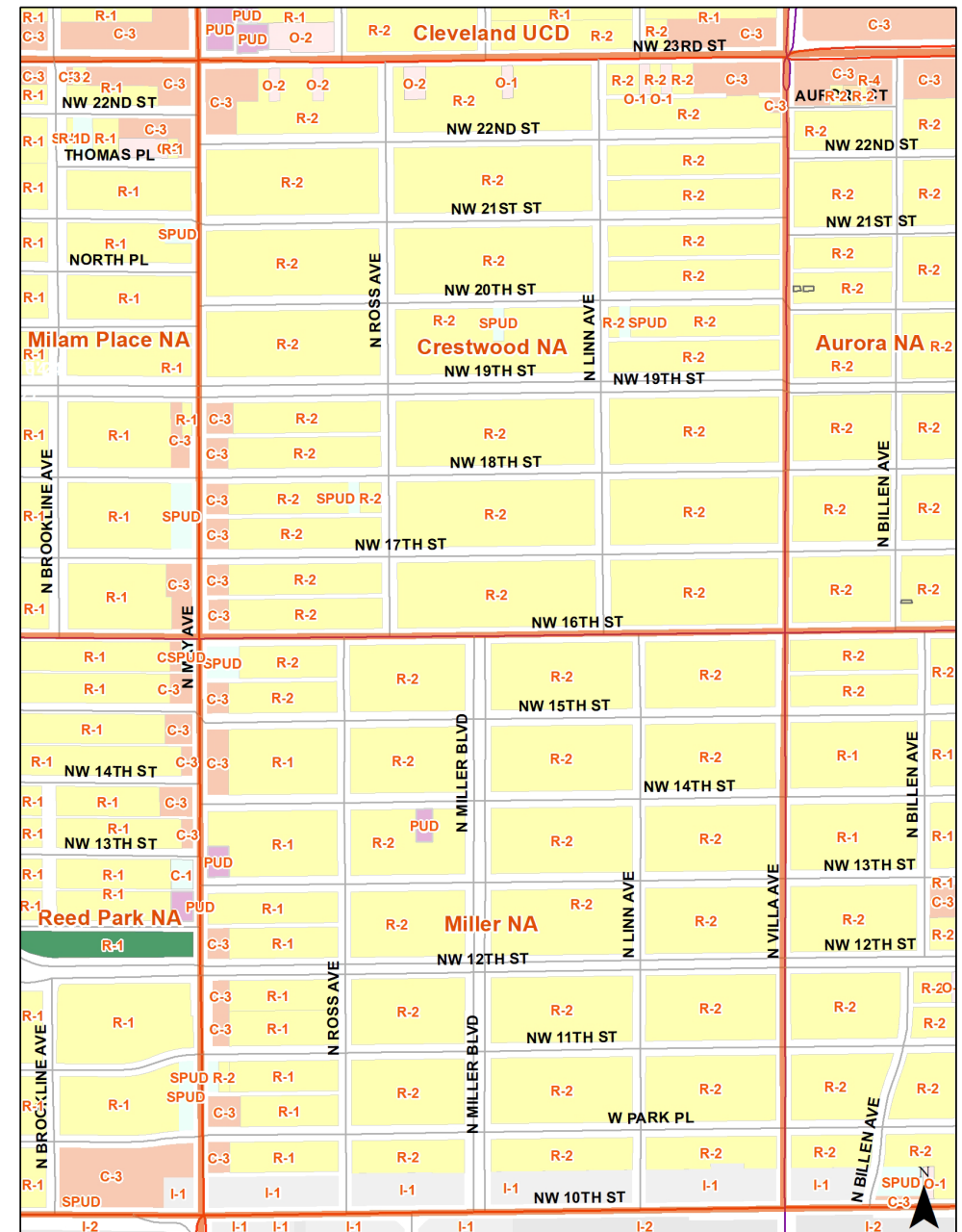


Miller / Crestwood neighborhoods:

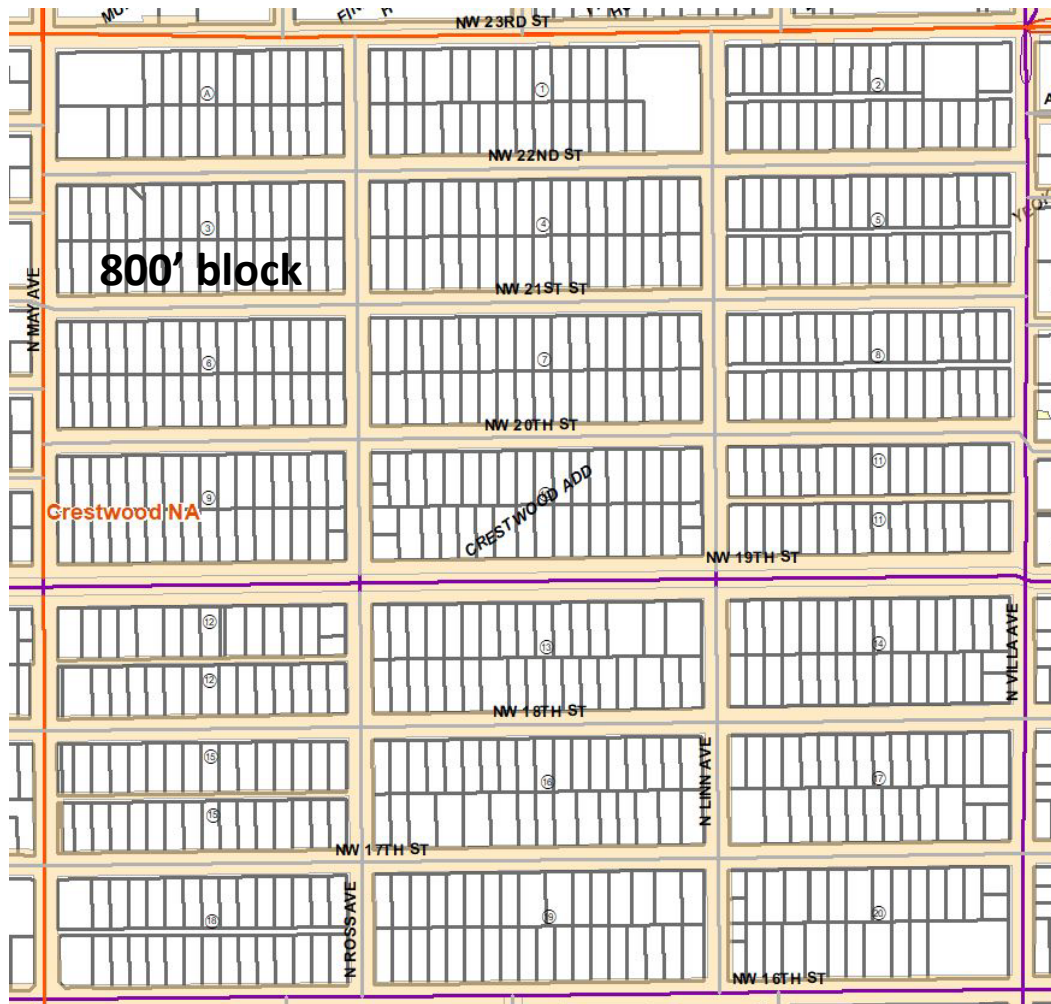
Existing Zoning & Development Patterns

Miller/Crestwood zoning

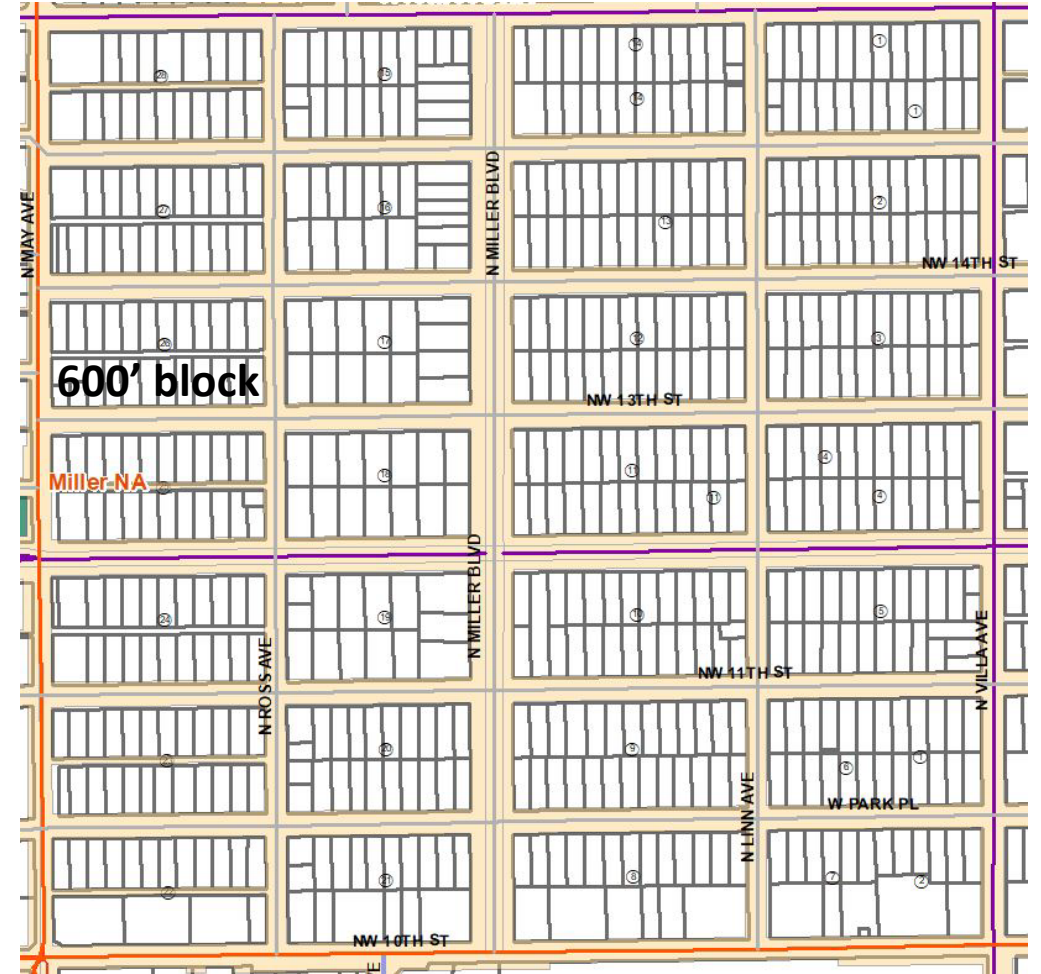
- Miller / Crestwood area
 - R-2 residential zoning, mix of single homes and duplexes
 - C-3 Commercial zoning along N May, Light industrial along NW 10th
 - A few SPUDs and PUDs



Miller/Crestwood alleys and blocks



- Crestwood, a few alleys on the northeast side along N Villa and on the southwest side along N May Avenue



- Miller, a few alleys on the northwest and southwest sides along N May Ave, Miller has some shorter blocks than Crestwood



Code Update LUTA Zone Approach

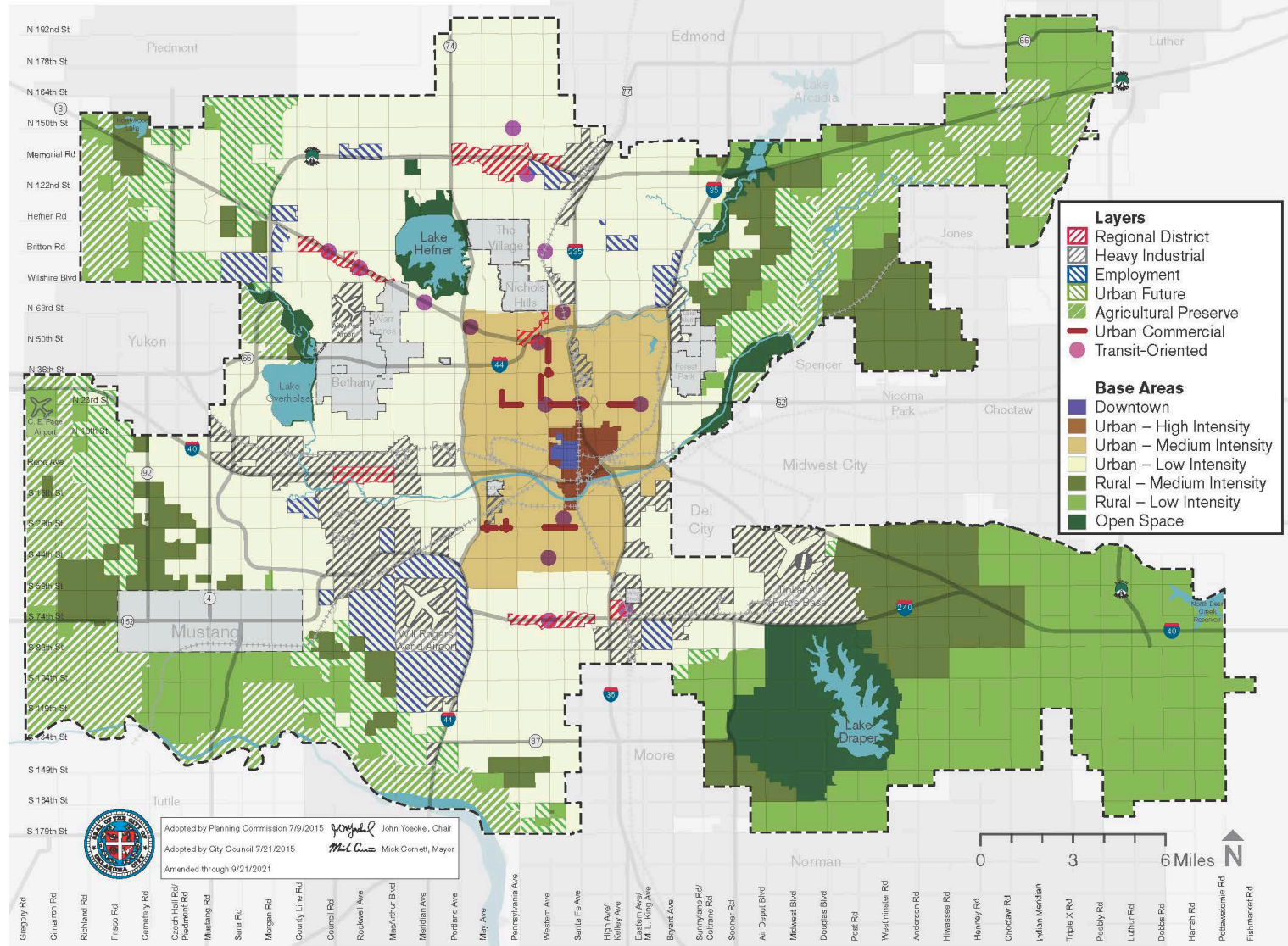
Backbone of the new code

planokc LUTAS



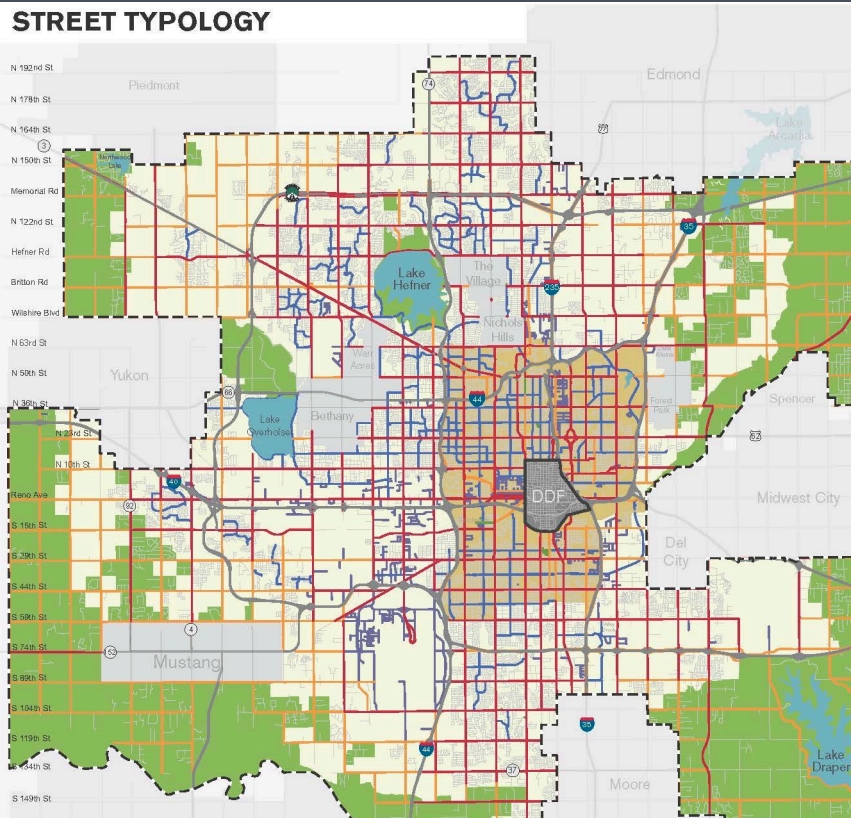
“The LUTAs are oriented around a spectrum of development intensities – from undeveloped Open Space, to the high intensity of Downtown.”
 - planokc Development Guide

LAND USE TYPOLOGY AREAS (LUTAs)



Street Typology

Street Typology from planokc can be used to calibrate frontage, access management and streetscape standards



“Baked-in” metrics

- **Street Typology**
 - street layout and design is tied to the LUTA
 - context defined by ROW width, # of lanes, pedestrian zone
 - can establish the relationship of buildings to the street in the Urban Areas
 - use to create streetscape standards
 - was used in the sign code update to calibrate sign size



Urban Medium new code approach

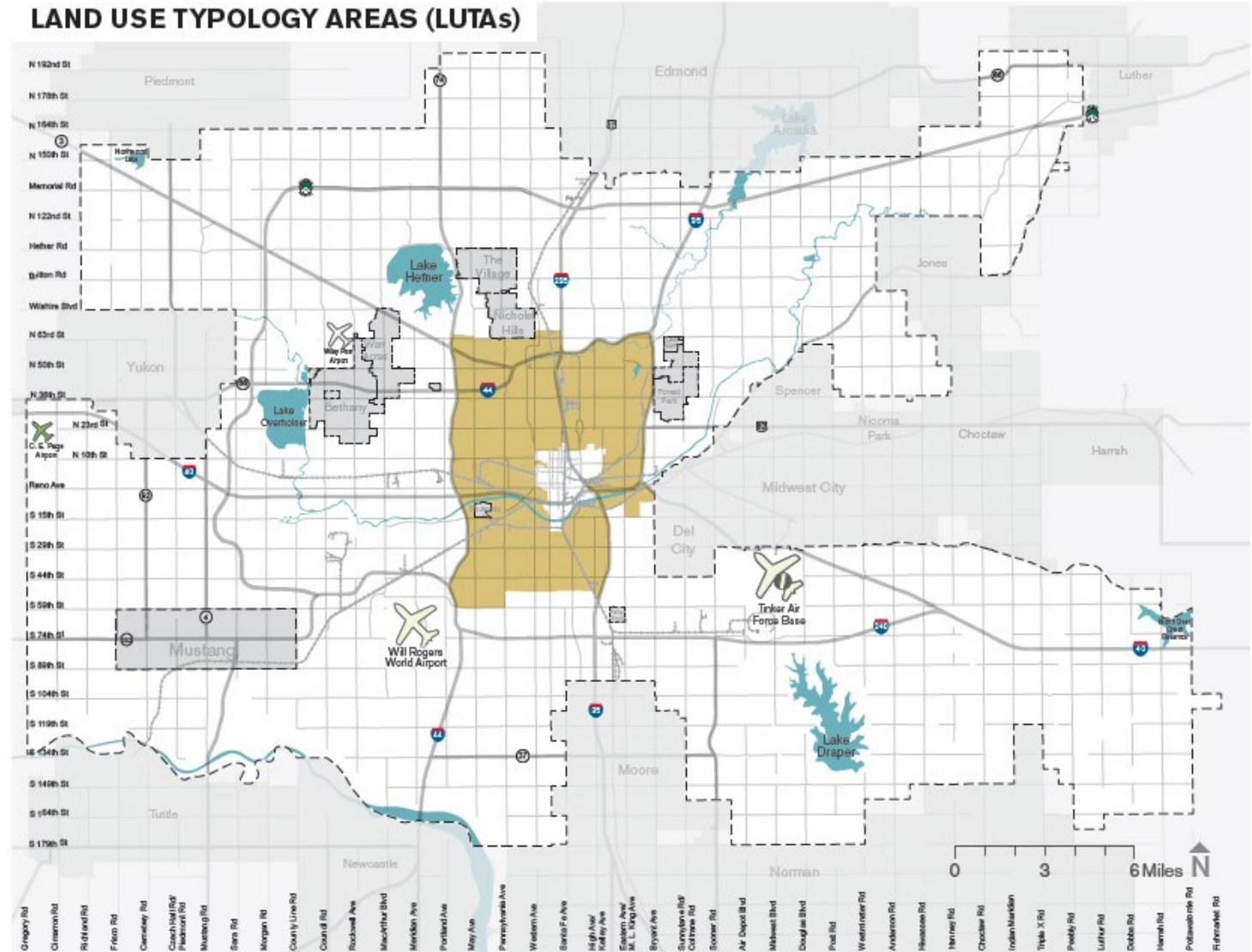
UM LUTA

(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)

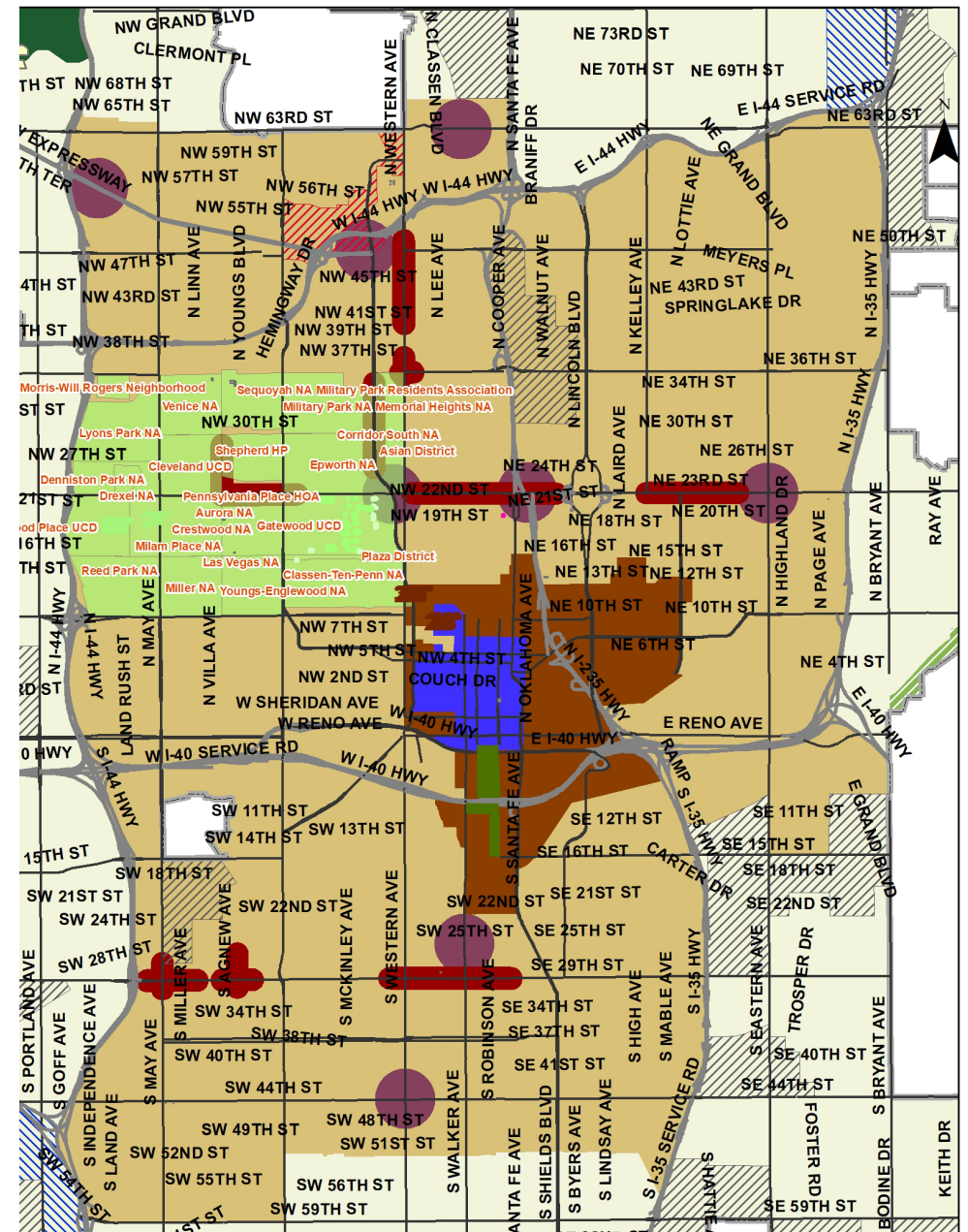
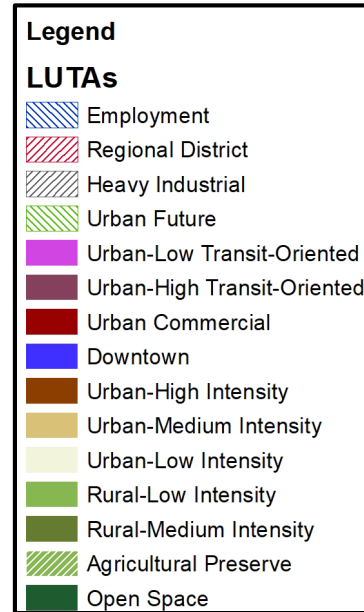


UM LUTA

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

- Miller Crestwood area
- Central western part of UM LUTA
- Urban Commercial corridor on NW 23rd between Villa and Penn

● = Major Bus Rapid Transit Stop/Transit-Oriented zone (TO)





Ingredients for UM zones

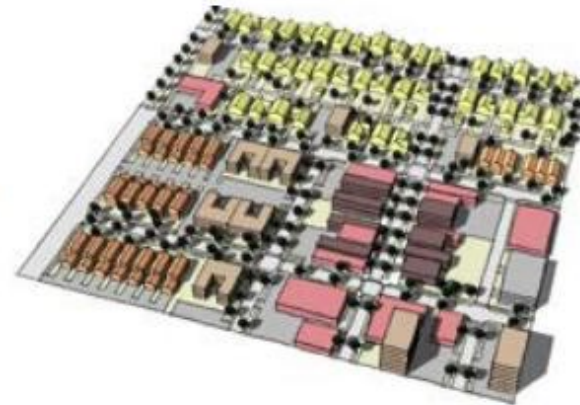


Guiding Principles

- 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

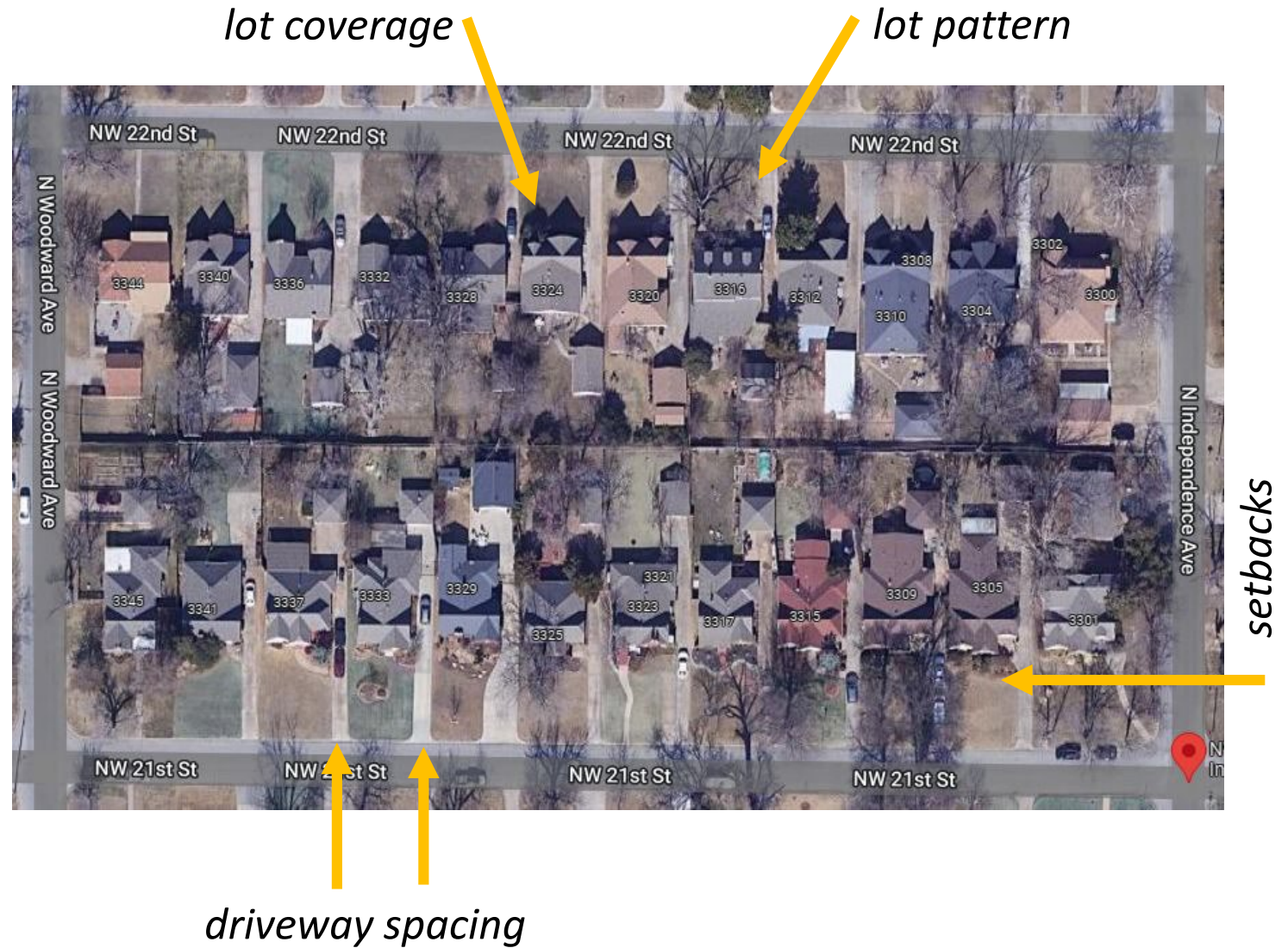
Gross Density	10 – 40 du/acre
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	0.40 – 1.20, typical FAR of 1.0

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		

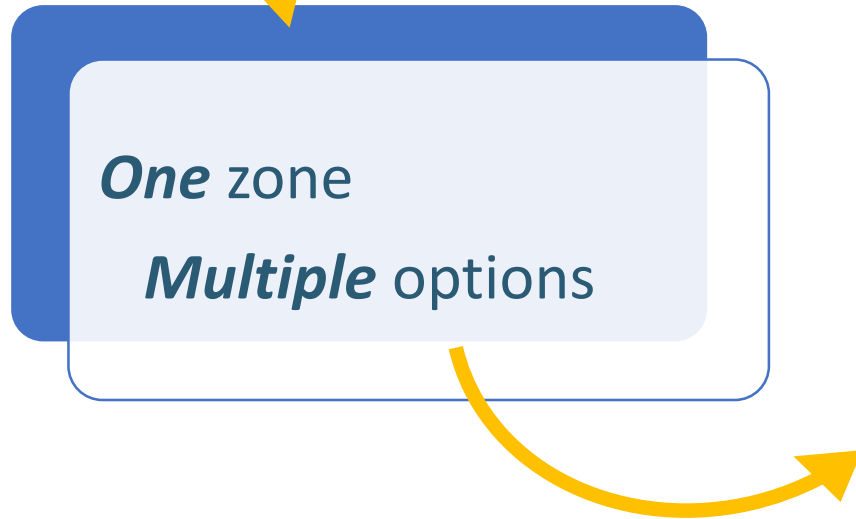
One zone
Multiple options

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
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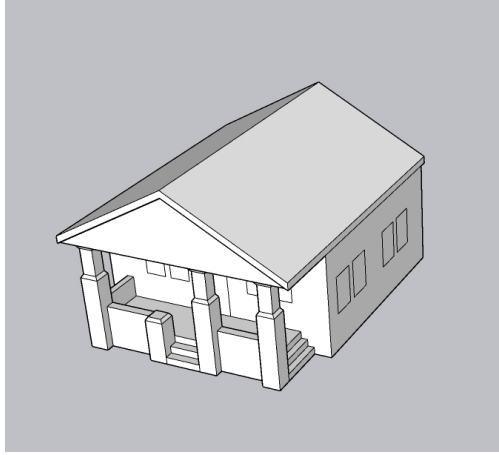


Multiple options

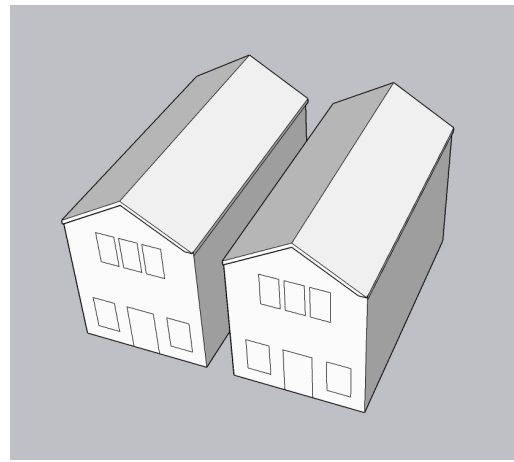
- *UM-SD: Standard Options*
- *UM-SD: Corner Options*
- *UM-SD: Alley Options*



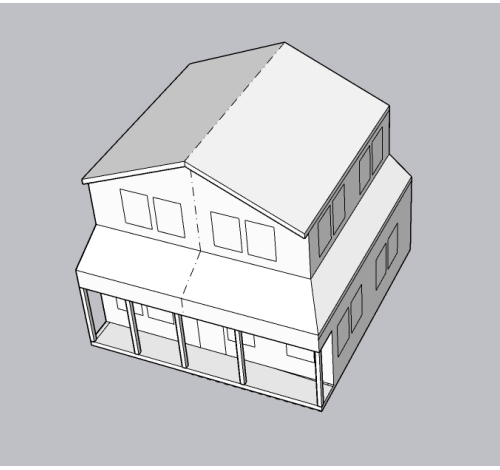
UM SD: Development Types



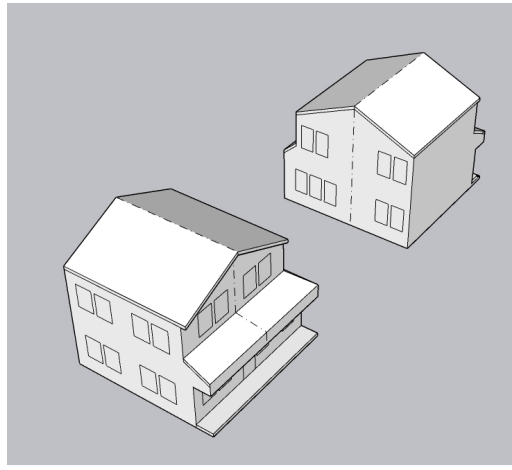
Single dwelling
(with or w/o Accessory dwelling)



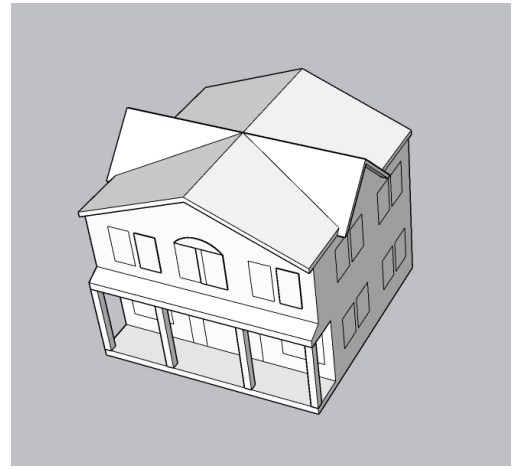
Small-lot single dwellings



Duplex



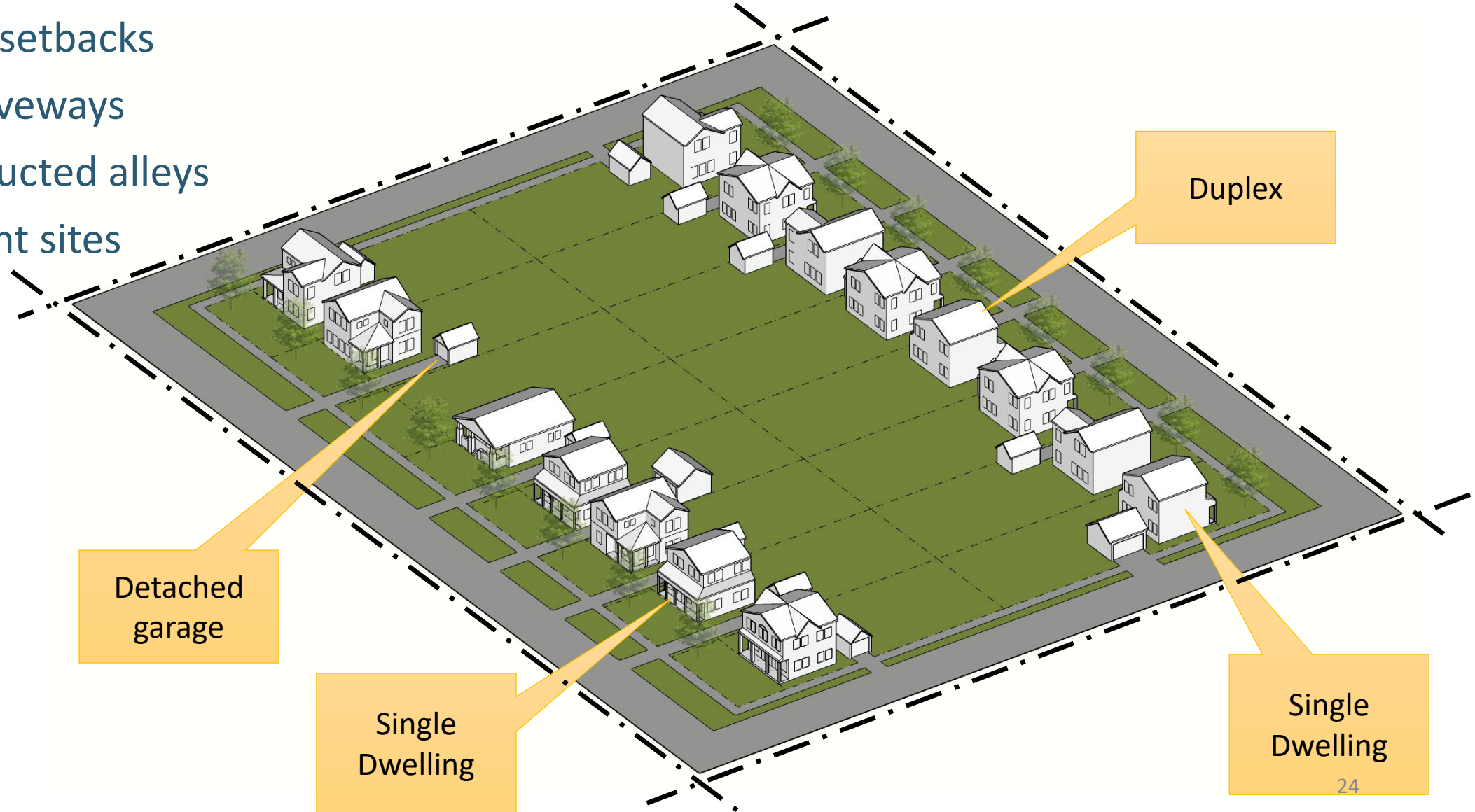
Two duplexes



Quadplex

UM Neighborhoods: Typical Existing Condition

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



Detached garage

Single Dwelling

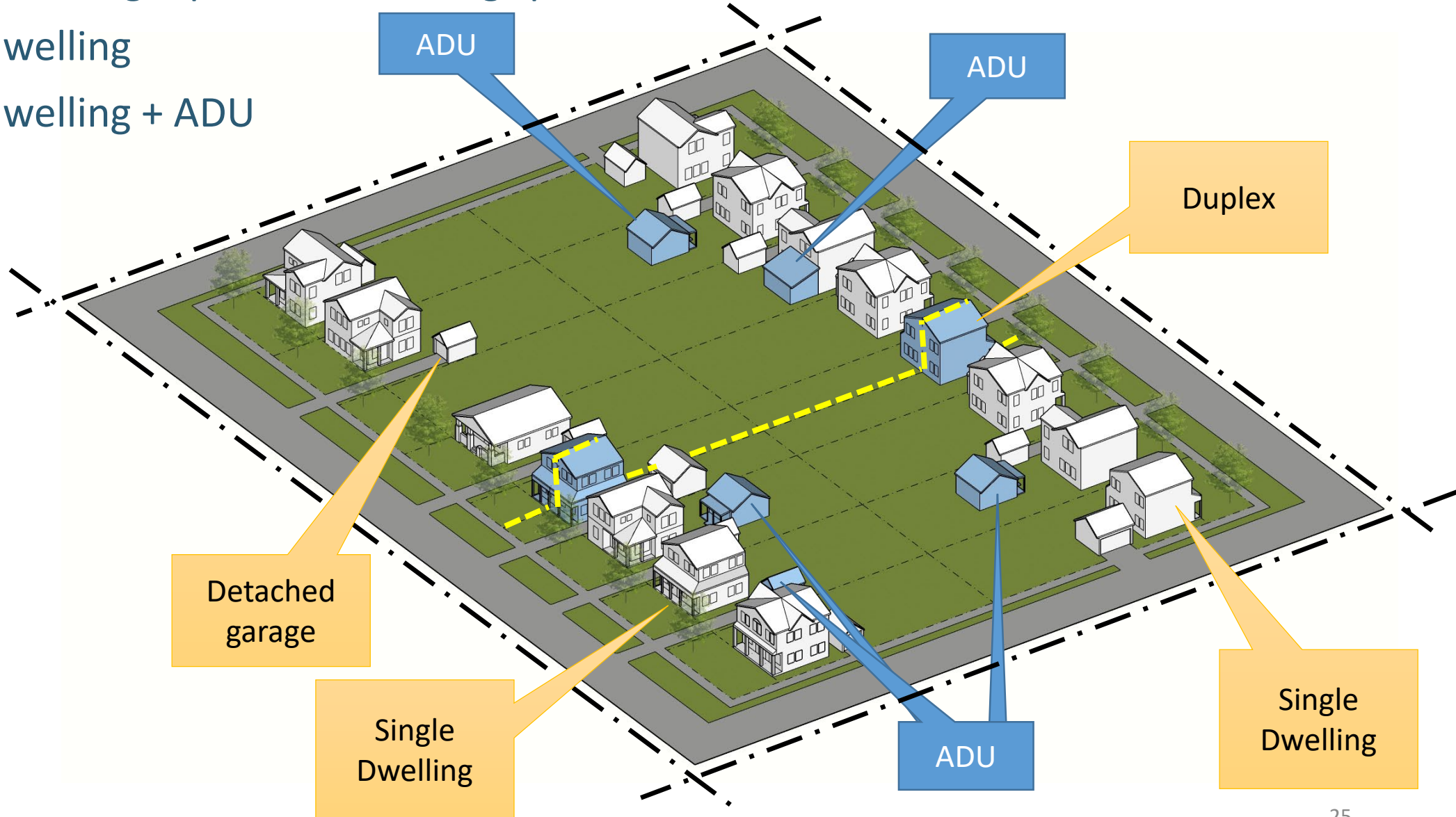
Duplex

Single Dwelling

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

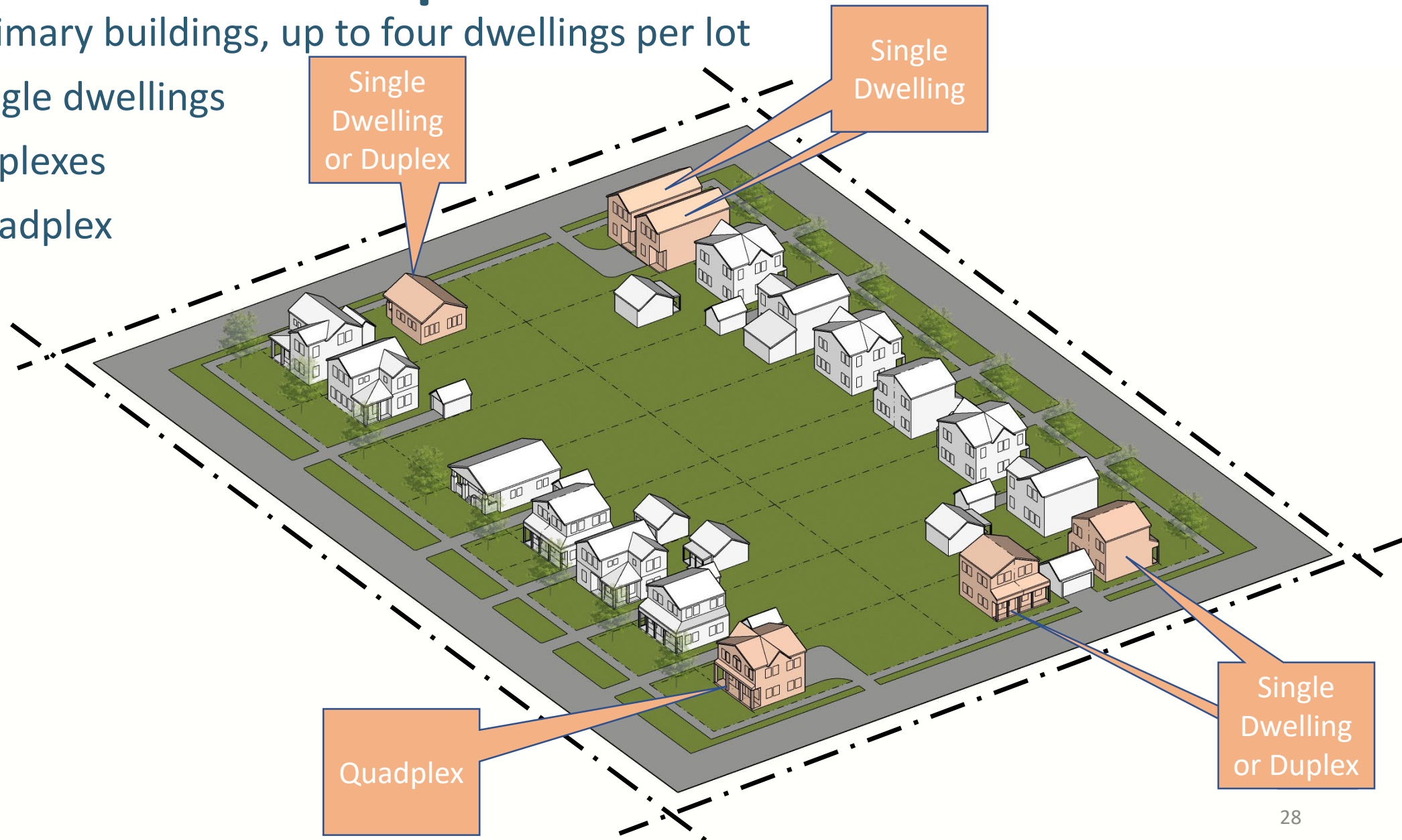


Proposed regulations subject to change throughout the code update process

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



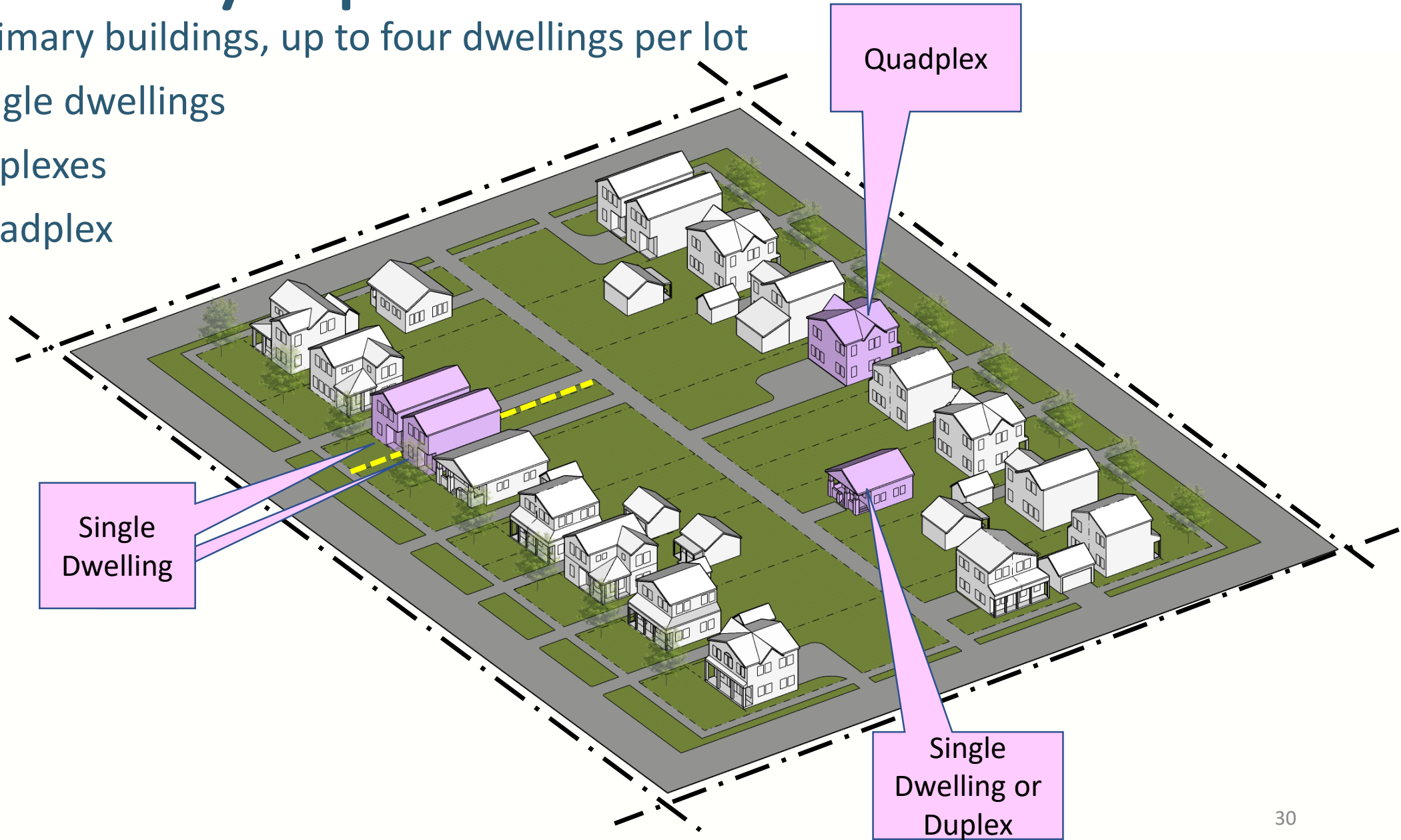
- One quadplex or 2 duplexes per lot
- Up to four dwellings per 6,000 SF lot
- 25' min. lot width to split duplexes
- One driveway per 50 ft
- Must meet other development standards



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- Street Typology
- UM-Mixed Use – Street Typology
- UM-Commercial Corridor –NE 23rd

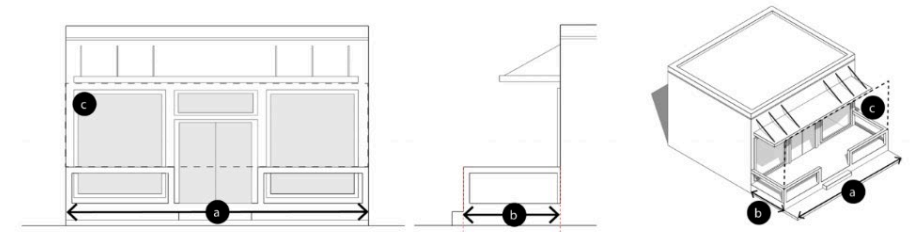
Building Design guidelines

- 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



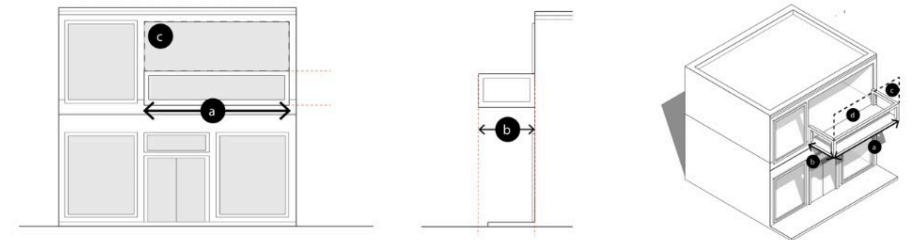
Definition

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.

Miller/Crestwood streets

- Miller Crestwood area
 - Connector and Arterial Streets
 - Bus routes on NW 23rd, 16th and 10th
 - Bike routes on NW 19th and NW 12th

Legend

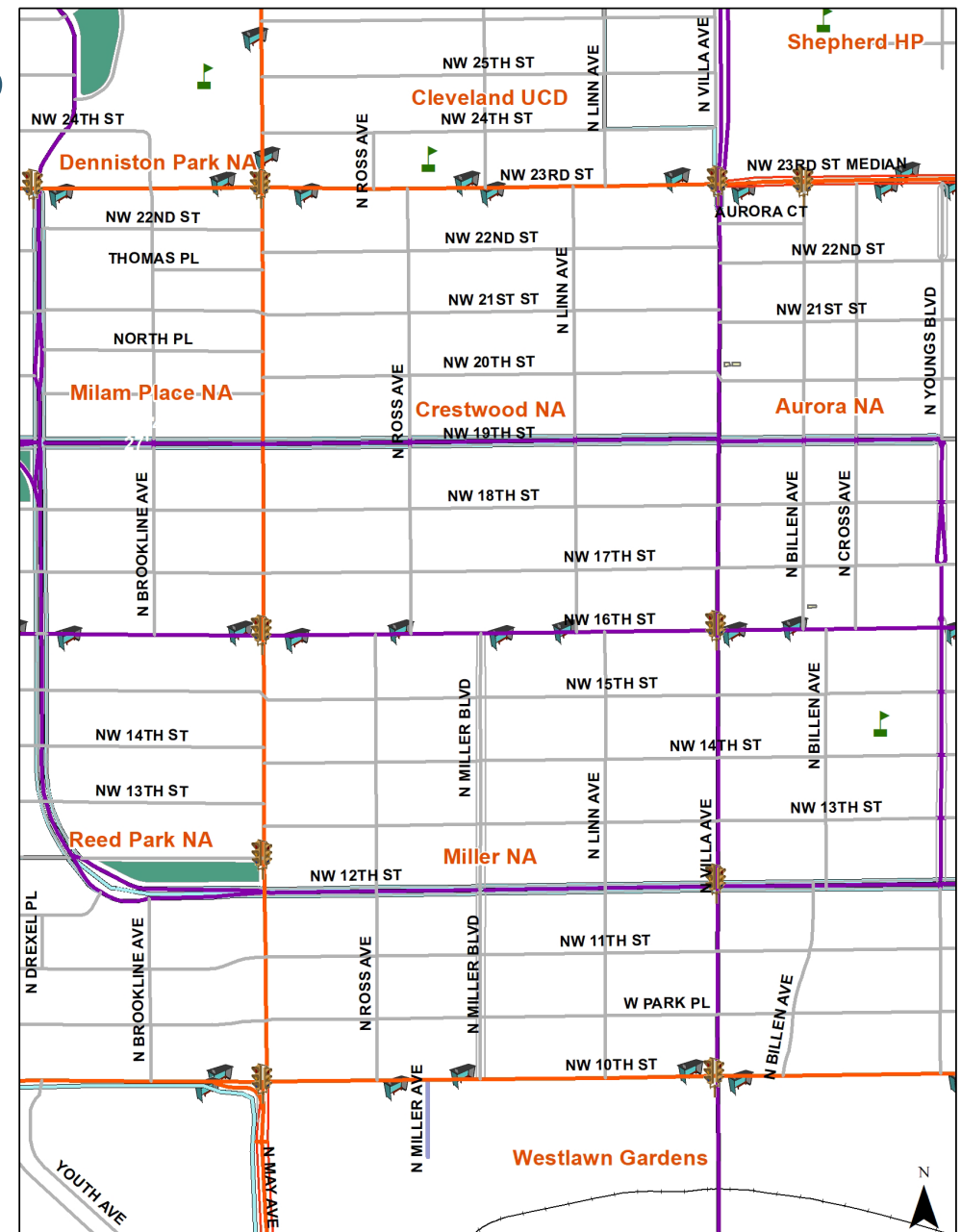
PlanOKC Street Type

- Neighborhood
- Connector
- Minor Arterial
- Major Arterial
- Mainstreet
- Industrial
- Highway

Traffic Signals

Bus Route-Stop

Bike Routes



UM-Multi-Dwelling zone

- UM-MD – Cottage Courts, townhomes, 5-8-plexes, live-work dwellings, small apartments
- Maintain 35' heights near SD, up to 40' height on busier roads, look like houses, trees and landscaping



UM-Mixed Use zones

- Improved C-3 along arterials, mixed uses allowed
- Cohesive designs for Urban Commercial like NW 23rd
- Maintain 40' heights near SD with “sensitive edge buffers” higher heights for major arterial shopping areas with mixed uses allowed





Discussion items

UM-SD Patterns

Accessory dwelling issues

Other considerations for changes



OKC Code Update Contact Information

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okc.gov/codeupdate