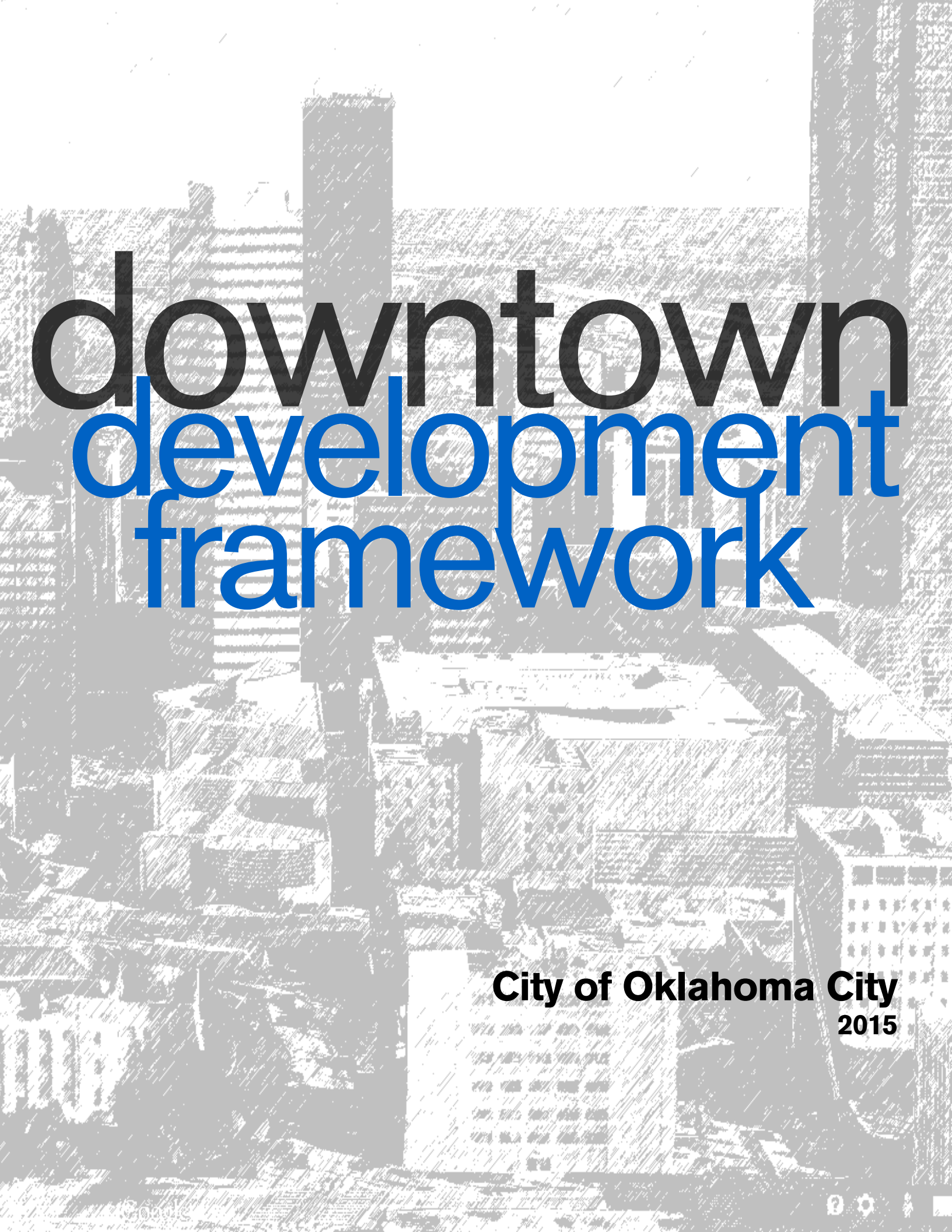

downtown development framework

City of Oklahoma City

2015

RESOLUTION
OF THE PLANNING COMMISSION OF THE CITY OF OKLAHOMA CITY ADOPTING THE DOWNTOWN DEVELOPMENT FRAMEWORK FOR IMPLEMENTATION

WHEREAS, the City of Oklahoma City Planning and Public Works Departments partnered with Downtown Oklahoma City, Inc., the Alliance for Economic Development of Oklahoma City, and the Greater Oklahoma City Chamber of Commerce to develop a *Downtown Development Framework* ("Framework") for Oklahoma City; and

WHEREAS, leaders from the above organizations worked on the creation of the Framework for over a year; and

WHEREAS, the public outreach process included presentations to, and feedback from, numerous downtown property owners, developers, and the design review commissions and committees overseeing the areas within the Framework boundaries; and

WHEREAS, the document reflects comprehensive efforts to define a vision for downtown Oklahoma City so that public and private investment can be coordinated to create a physical environment that defines a world-class downtown; and

WHEREAS, the document provides a framework for future growth that emphasizes the connectivity between land use and transportation, and includes a series of policies that guide land use, urban design, transportation, and infrastructure, which together make up the urban fabric of downtown and its various sub-districts; and

WHEREAS, the Framework will be used to inform updates to the Downtown Design Districts, the creation of an updated Downtown Street Design Manual to replace the Downtown Streetscape Master Plan, and application of development incentives; and

WHEREAS, the document was reviewed by the Board of Directors for Downtown Oklahoma City, Inc.; and

WHEREAS, the document was recommended for approval by the design review commissions and committees overseeing the areas within the Framework, which include the Downtown Design Review Committee, Bricktown Urban Design Committee, Urban Design Commission, and Riverfront Design Committee; and

WHEREAS, on August 13, 2015, the Framework was introduced at a regular meeting of the Planning Commission and set for final hearing.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of The City of Oklahoma City does hereby adopt the Downtown Development Framework for implementation, and refer the adopted Framework to the City Council to receive for concurrent adoption.

SIGNED by the Chair of the Oklahoma City Planning Commission on this 27th day of August, 2015.

CHAIR

SECRETARY

REVIEWED as to form and legality.

Assistant Municipal Counselor

RESOLUTION

OF THE CITY COUNCIL OF THE CITY OF OKLAHOMA CITY ADOPTING THE DOWNTOWN DEVELOPMENT FRAMEWORK FOR IMPLEMENTATION

WHEREAS, the City of Oklahoma City Planning and Public Works Departments partnered with Downtown Oklahoma City, Inc., the Alliance for Economic Development of Oklahoma City, and the Greater Oklahoma City Chamber of Commerce to develop a *Downtown Development Framework* ("Framework") for Oklahoma City; and

WHEREAS, leaders from these organizations worked on the creation of the Framework for over a year; and

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WHEREAS, the document provides a framework for future growth that emphasizes the connectivity between land use and transportation, and includes a series of policies that guide land use, urban design, transportation, and infrastructure, which together make up the urban fabric of downtown and its various sub-districts; and

WHEREAS, the Framework will be used to clarify and enhance existing design regulations and guidelines regarding public and private development and streetscape design; and

WHEREAS, the Framework will be used to inform updates to the Downtown Design Districts, the creation of an updated Downtown Street Design Manual to replace the Downtown Streetscape Master Plan, and application of development incentives; and

WHEREAS, the document was reviewed by the Board of Directors for Downtown Oklahoma City, Inc.; and

WHEREAS, the document was recommended for approval by the design review commissions and committees, overseeing the areas within the Framework, which include the Downtown Design Review Committee, Bricktown Urban Design Committee, Urban Design Commission, and Riverfront Design Committee; and

WHEREAS, on August 27, 2015, a resolution adopting the Downtown Development Framework for implementation was approved by the Planning Commission of the City of Oklahoma City.

NOW, THEREFORE BE IT RESOLVED, that the Mayor and Council of The City of Oklahoma City do hereby adopt the Downtown Development Framework for implementation.

APPROVED by the Council and SIGNED by the Mayor of the City of Oklahoma City on this 29th day of September, 2015.

MAYOR

ATTEST: _____
CITY CLERK

REVIEWED as to form and legality.

Assistant Municipal Counselor

Contributors

OKLAHOMA CITY PLANNING DEPARTMENT
OKLAHOMA CITY PUBLIC WORKS DEPARTMENT
CENTRAL OKLAHOMA TRANSPORTATION
AND PARKING AUTHORITY (COTPA)
METROPOLITAN AREA PROJECTS (MAPS) OFFICE
DOWNTOWN OKLAHOMA CITY INC.
ALLIANCE FOR ECONOMIC DEVELOPMENT OF OKLAHOMA CITY
GREATER OKLAHOMA CITY CHAMBER OF COMMERCE

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SPAGHETTI WAREHOUSE
OKLAHOMA FURNITURE MANUFACTURING COMPANY
MANTEL

WHAT IS THE DOWNTOWN DEVELOPMENT FRAMEWORK?

frame·work

noun

1. an essential supporting structure of a building, vehicle, or object.

The Downtown Development Framework (DDF) reflects comprehensive efforts to define a vision for Downtown Oklahoma City so that public and private investment can be coordinated to create a physical environment that defines the world-class downtown that we envision. Every day, numerous decisions are made that impact the future of downtown Oklahoma City. The DDF aims to be a guide for these decisions, creating a larger context, or "framework" in which to make every day decisions that impact how downtown looks, feels, and functions in the future.

The Framework provides an outline of growth that emphasizes the connectivity between land use and transportation. Included are a series of policies that guide land use, urban design, transportation, and infrastructure, which together make up the urban fabric of Downtown and its various sub-districts.

CORE OBJECTIVES OF THE FRAMEWORK

- **Link together past planning efforts throughout the downtown area into one unified vision for development;**
- **Connect short-term decisions to the "big picture" of downtown revitalization;**
- **Create a more predictable development environment by acting as a developer's guide, establishing City expectations for investment, and clarifying design standards and guidelines;**
- **Better integrate land use and transportation;**
- **Establish a process that streamlines the design of future street projects.**

HOW IS THE DOWNTOWN DEVELOPMENT FRAMEWORK USED?

The Development Framework is broken out into two sections:

The **Policy Framework** illustrates the holistic development vision for downtown, outlining policies related to density and scale, land use, street design and configuration, parking, and alternative transportation.

The **Design Framework** details public and private realm guidelines that establish a tighter bond between the street, sidewalk, and adjacent development. The guidelines clarify and enhance existing design standards regarding private development and streetscape design.

DESIGN STANDARDS VS. GUIDELINES

The Downtown Development Framework establishes a series of **Urban Design Guidelines** for downtown Oklahoma City. It is important to distinguish the role of guidelines vs. the existing design **codes, ordinances and standards** for downtown.

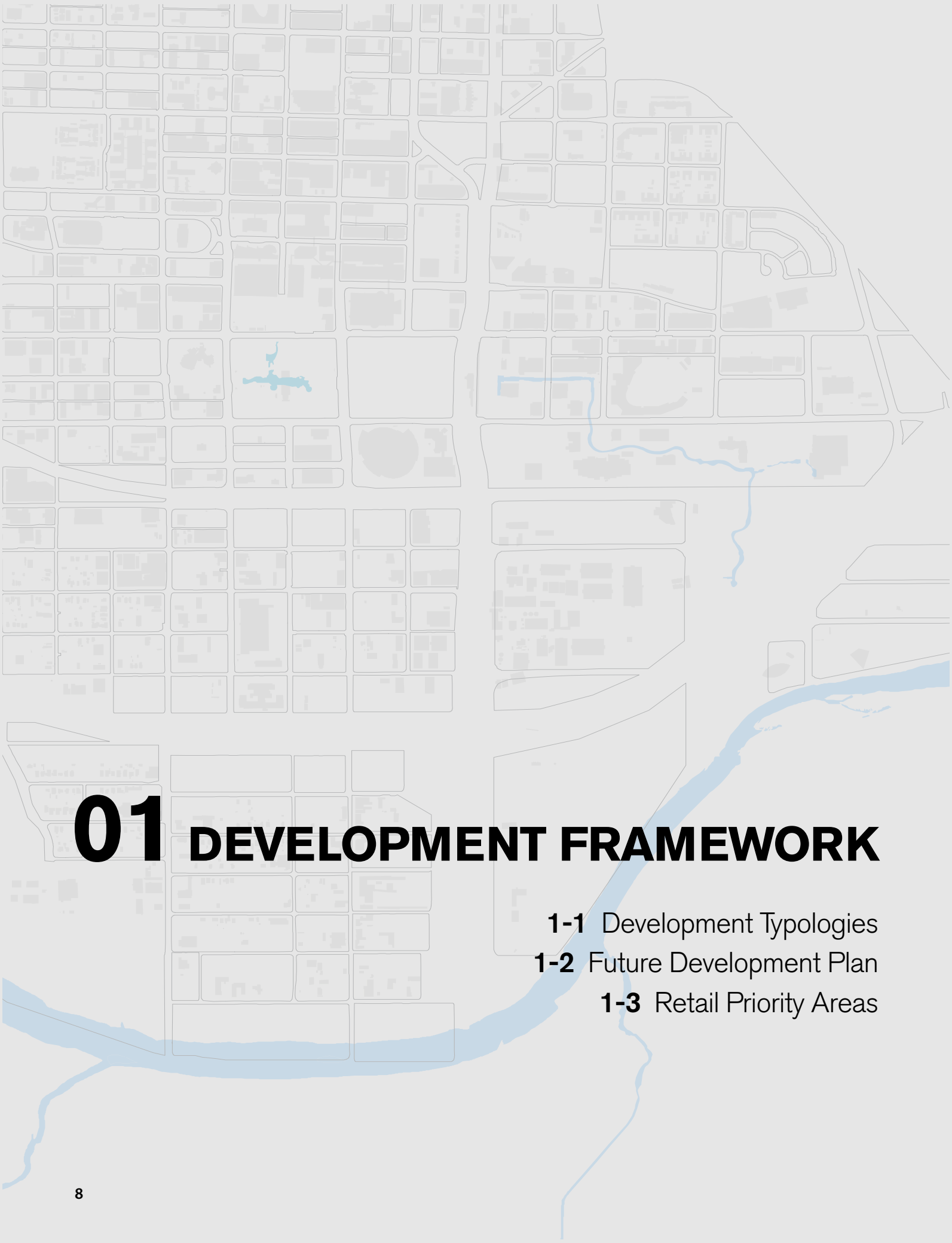
Design Standards - are equivalent to mandatory regulations and are defined in the Municipal Code through ordinances that apply within legally defined zoning districts. Design standards or regulations cannot be modified or varied unless special permission is granted by the City's Board of Adjustment. Design districts within downtown Oklahoma City include several base zoning districts: Downtown Business District (DBD), Downtown Transition District, Limited (DTD-1) , Downtown Transition District, General (DTD-2), and Bricktown Core Development District (BC). Areas within Downtown may also be governed by overlay zoning districts which have additional regulations, including the Scenic River Overlay Design District (SROD) and/or the Historic Landmark Overlay District (HL). Projects within these design districts **must** undergo design review to obtain a Certificate of Approval or Certificate of Appropriateness prior to receiving a building permit. The DDF **does not** include additional standards, codes, or ordinances beyond those that exist beyond the above design districts.

Design Guidelines - are advisory recommendations that are meant to be applied with discretion, acknowledging that a "one-fits-all" approach is not appropriate for all sites in a dynamic downtown area. Design Guidelines represent preferences for how the built form of an urban area should be shaped through the public and private realms. **By definition, guidelines are not mandatory or binding and should not be confused with standards or regulations**. The guidelines within the Downtown Framework are meant to define a vision for the public realm in downtown and influence thoughtful and contextual design of individual projects. The City's design districts outlined above also have Design Guidelines that are considered in the design review process; however, the DDF introduces more specific urban design guidelines for individual streets and sub-districts that may be adopted to augment the design review process within these districts at a future date.


CHASE
Continental

POLICY FRAMEWORK

illustrates the holistic development vision for downtown, outlining policies related to density and scale, land use, street design and configuration, parking, and alternative transportation.

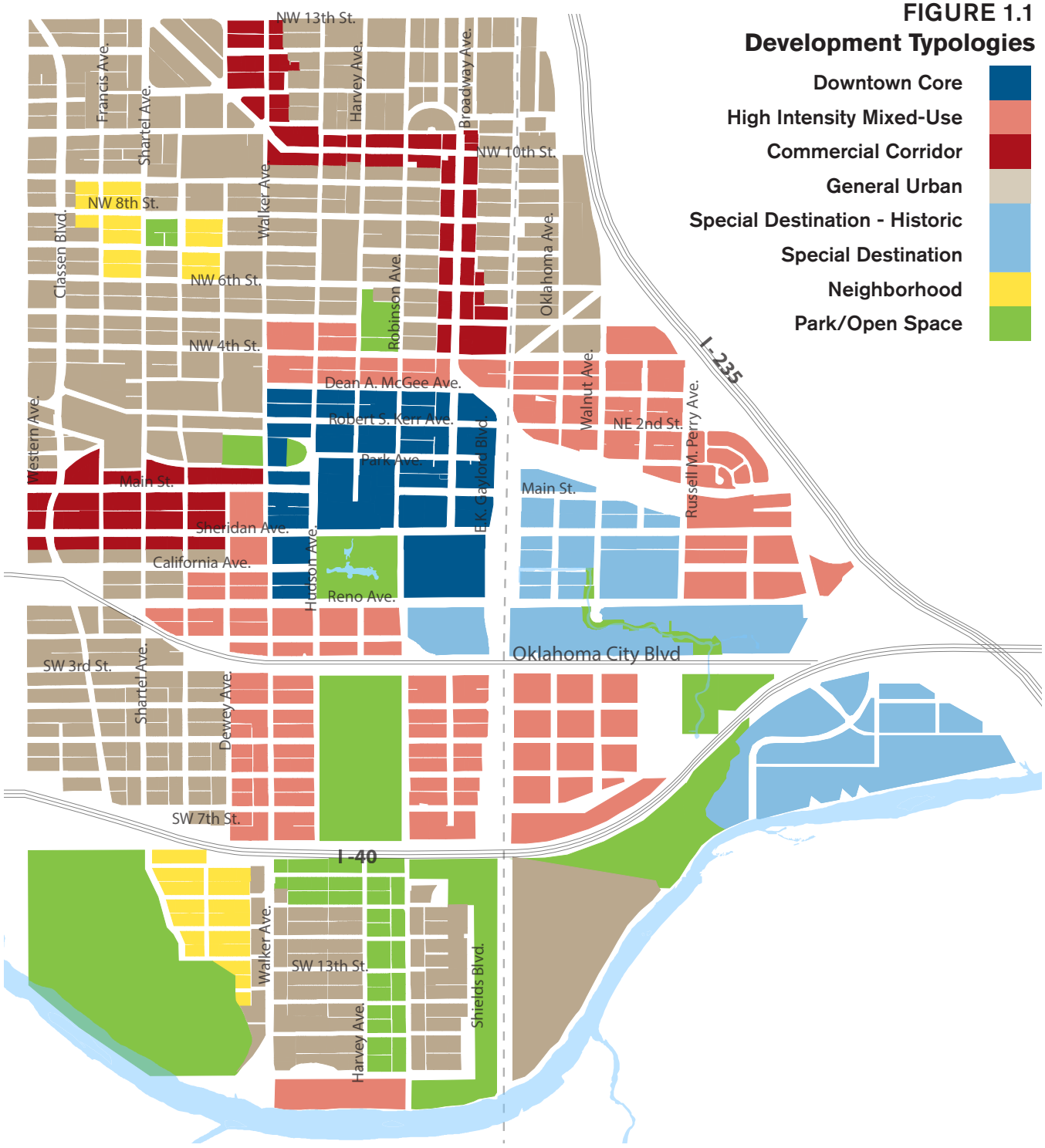


01 DEVELOPMENT FRAMEWORK

1-1 Development Typologies

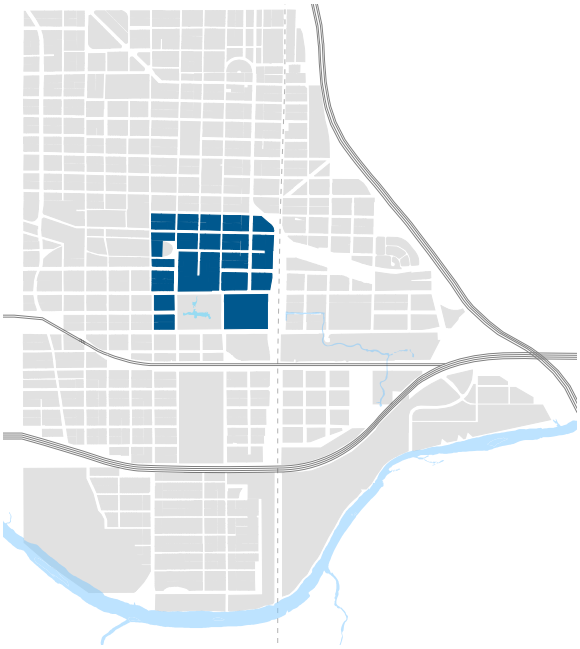
Downtown Oklahoma City's spacious geography encompasses a wide range of development patterns, from skyscrapers to single family homes. As its urban environment continues to evolve, many of downtown's sub-districts are beginning to take shape, whether they consist of high-density office towers and hotels in the Central Business District or historic / warehouse based entertainment areas such as in Bricktown. Many areas, however, are still in the early stages of revitalization and redevelopment and their patterns are not yet fully established. The Development Typologies diagram establishes a vision for Downtown that focuses on the type, height, and scale of future buildings within various areas. The typologies also establish expectations that will influence future design, land use, and infrastructure decisions. The Framework breaks downtown into seven distinct development typologies, discussed in detail on the following pages.

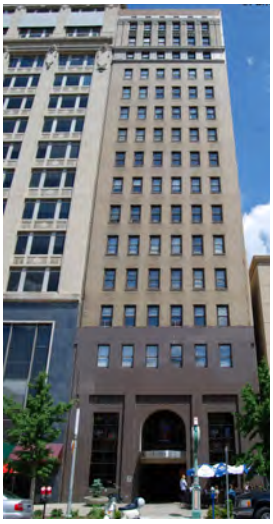
FIGURE 1.1
Development Typologies



DOWNTOWN CORE TYPOLOGY

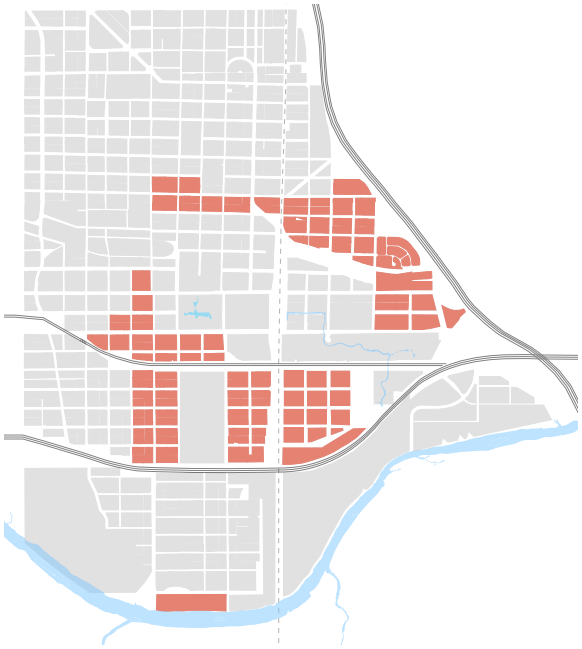
This is the city's highest level of development intensity and concentration of employment, consisting of mid-to-high rise office buildings, hotels, civic structures, government offices, housing, and supportive retail, dining and services. There is a high level of pedestrian activity and integration of multiple modes of transportation, including automobiles, transit, and bicycles. Buildings are generally at least 5-6 stories tall and typically much taller. Parking is accommodated in structured garages dedicated to specific buildings or district-wide use. Street level uses typically include retail and office/hotel lobby entrances.





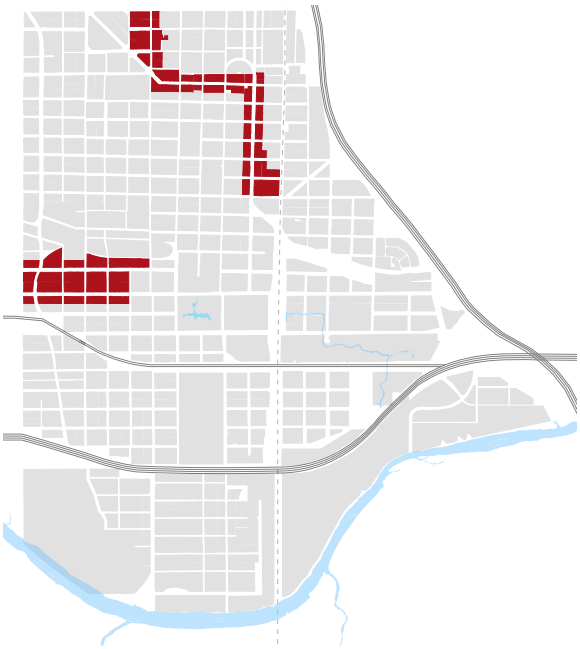
HIGH INTENSITY MIXED USE TYPOLOGY

High Intensity Mixed Use areas consist of secondary employment zones, high density urban neighborhoods, density transitions between the Central Business District and surrounding neighborhoods, or a combination of all three. Density is created through consistent urban massing and scale as opposed to height. Most buildings are vertically mixed with office, housing, or hospitality uses on the upper floors and commercial space on the ground floor. Buildings are consistently 4-6 stories tall, with a mixture of uses generating activity throughout the entire day.



COMMERCIAL CORRIDOR TYPOLOGY

Existing or future commercial corridors include a mix of historic buildings and new construction and have density ranging from 1 story to 5+ stories. These are "main street" environments outside of core downtown areas that offer centrally located retail and dining destinations for both visitors and downtown residents. Ground floors are primarily used for retail, dining, entertainment or service businesses. The typology does not necessarily represent the only areas of retail, dining and entertainment concentration within the downtown area. The CBD and Bricktown are all mixed-use areas with concentrations of commercial uses.

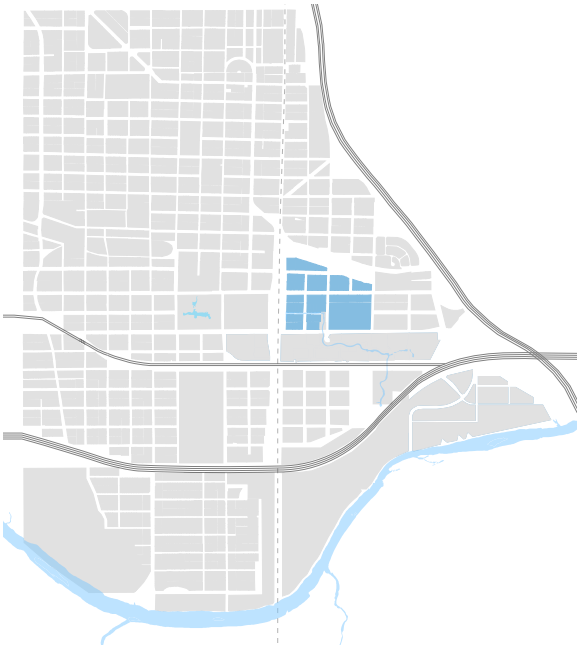


GENERAL URBAN TYPOLOGY

General Urban areas exhibit medium-density, horizontally mixed use characteristics that primarily include single use office and residential structures with a limited number of vertically mixed structures. General Urban areas rarely front commercial streets and therefore ground floor commercial space is infrequent and tends to be scattered instead of clustered. Setbacks can vary more than other typologies. General Urban typology mixes new construction with historic structures, many of which may be only a single story in height. Pedestrian and vehicular traffic is less active than in other districts.

SPECIAL DESTINATION (HISTORIC) TYPOLOGY

Bricktown - a high-intensity, pedestrian-oriented urban district that exhibits similar form and scale as High Intensity Mixed Use - has a concentration of historic commercial and industrial structures that have been adapted for new uses. It is a centrally located district that includes entertainment, arts, creative retail, small-to-medium sized dining and event venues, and hospitality uses. Building forms tend to be 1-5-story brick or warehouse style structures located at the property line, including new construction designed to emulate that particular architectural style. Parking is accommodated in structures or surface lots.



SPECIAL DESTINATION (NEW) TYPOLOGY

This district includes concentrations of entertainment, arts & culture, and sporting destinations, with buildings that encompass a wide range of types, from large-scale venues and "big box" retail to historic structures and pedestrian oriented, mixed-use construction. Parking is structured or in open lots. Uses are primarily event venues, retail/dining and hospitality, with some office and housing. The typology is split into three main segments:

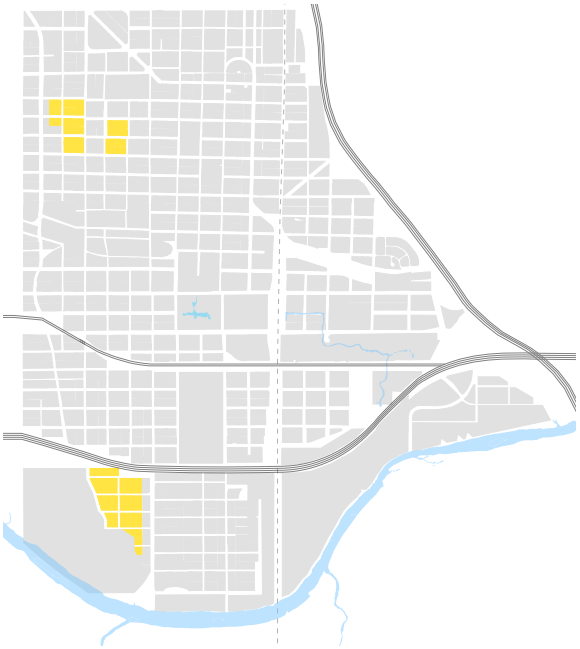
(1) Lower Bricktown--a primarily automobile oriented entertainment and shopping area;

(2) The Boathouse District--a sporting and entertainment area oriented towards the river; and

(3) Arena / Convention Center -- concentration of visitor destinations including Chesapeake Arena, the existing and future convention centers, and related hotels and supporting uses.

NEIGHBORHOOD TYPOLOGY

These clustered residential areas have the lowest density in the downtown area, ranging from single family detached homes to two-story, 4-to-8 plex multi-family structures. Parcels are typically deep with narrow street frontage. Setbacks and front yards vary.



BUILDING TYPOLOGY COMPATIBILITY MATRIX

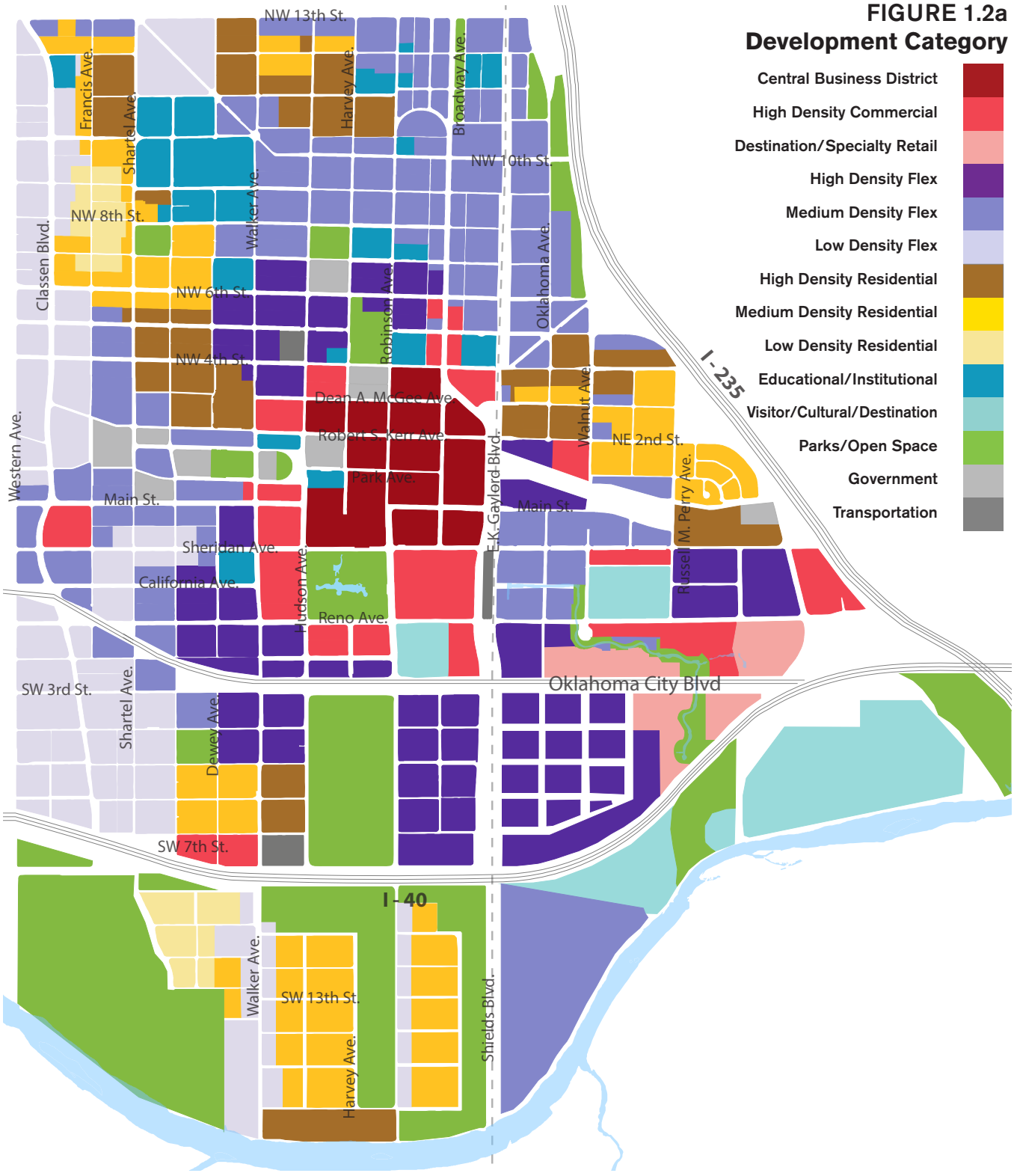
■ Full Compatibility ☐ Potential Compatibility

This matrix is a general guide for the appropriateness of different building styles and forms in each development typology area.

	Downtown Core	High Intensity Mixed Use	Commercial Corridor	General Urban	Destination Historic	Destination New	Neighborhood
RESIDENTIAL							
High-Rise (15+ stories)	■	☐			☐	☐	
Mid-Rise (6+ stories)	☐	■	☐		☐	■	
Multi-Family - Structured Pkg		■	■		■	■	
Multi-Family Walk-up (2-4 stories)			☐	■			
Quad/Eight plex				■			☐
Triplex/Duplex				☐			■
Row House				■			■
Live/Work Unit				☐			■
Detached Single Family / Cottage				☐			■
HOTEL							
Hotel w/ Structured Pkg	■	■	☐		■	■	
Hotel w/ no Parking	■	■	☐		■	■	
Hotel w/ Surface Parking			☐	■	■	■	
OFFICE							
High-Rise Tower	■	☐					
Mid-Rise	☐	■	■		■	■	
General Office Building (1-4 stories)			■	■	☐	☐	☐
RETAIL							
Big Box Retail					☐	■	
Commercial Storefronts	■	■	■	☐	■	■	
Retail Building (1 story)			■	☐	☐	☐	
PARKING							
Single Use Parking Garage	■	■	■	■	■	■	☐
Stand Alone Surface Parking Lot				☐		☐	☐
SPORTS / CULTURE / TOURISM							
Sports Stadium / Arena					■	■	
Museum	■	■	☐		■	■	
Convention Center	☐	☐			■	■	
Theater		■					
INDUSTRIAL							
Heavy Industrial Facility							
Light Industrial Facility				☐			
Warehouse				☐			
EDUCATION / HEALTHCARE							
Primary / High School	☐	■	■	■			
University / Trade School	■	■	☐	■	☐		
Hospital	☐	■	☐	■	☐		

1-2 Future Development Plan

The type, location and intensity of land use are all important in terms of economic development, retail development, and the general evolution of an attractive downtown urban environment. Through the Future Development Plan, The City is prioritizing certain uses or a mixture of uses based on established downtown districts, past investment, and anticipated future investment. Future development is encouraged to consider this plan in terms of proposed primary uses as well as general density/intensity. It is important to note that the Framework Plan is intended as a guide for new construction, not for the rehabilitation of existing structures.



The Future Development Plan is organized around these major land use themes:

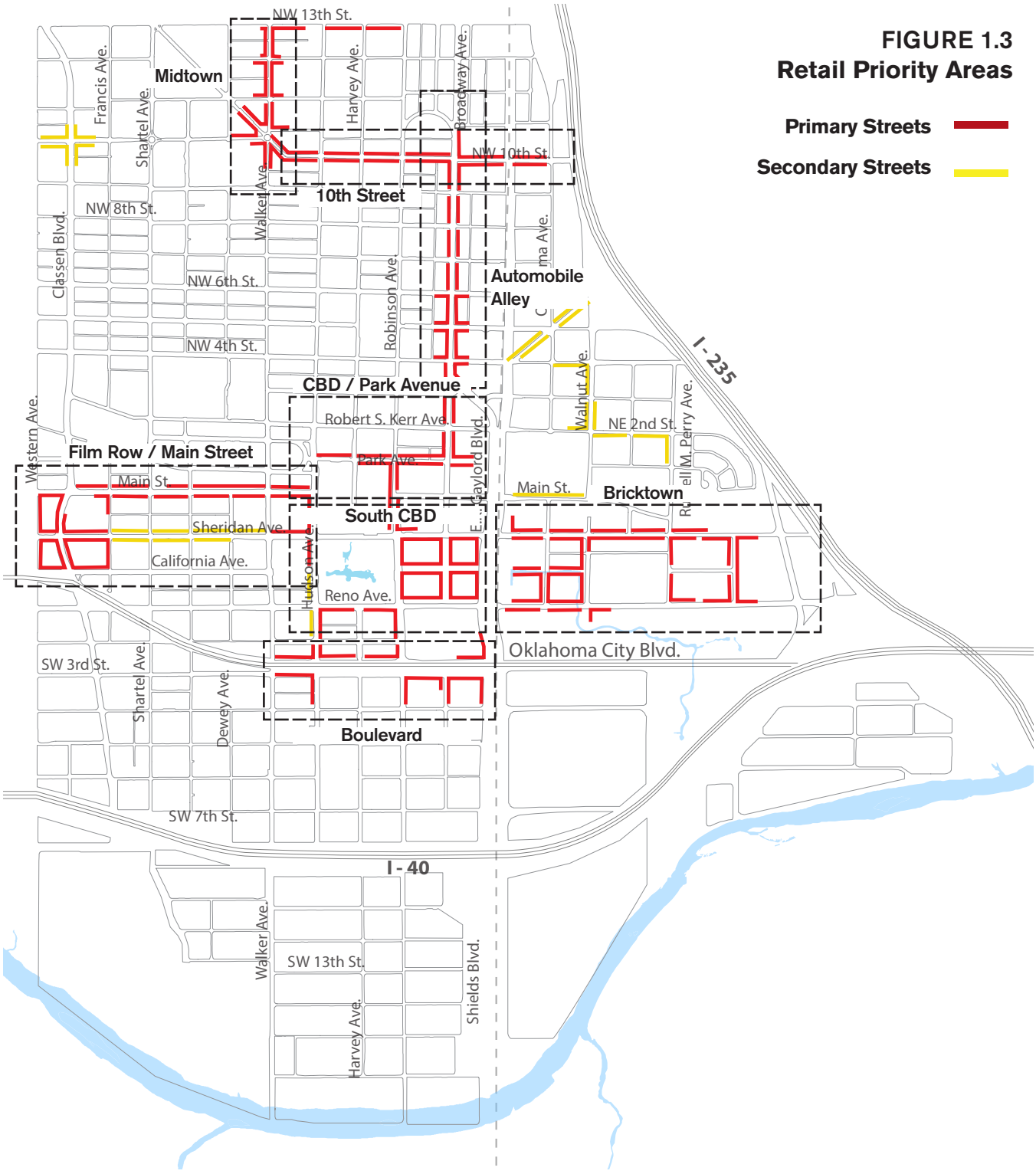
(1) Opportunities for Office Expansion outward from the Central Business District;
(2) Completing Deep Deuce as downtown's premiere mixed-use residential district;
(3) Establishing Midtown as one of downtown's major residential neighborhoods;
(4) Encouraging High Density Housing and Office Development Adjacent to the new Central Park, emphasizing Multi-Family to the west, and a mixture of office/housing/retail and hotel to the east;
(5) Creating new neighborhood opportunities in "lower" Core to Shore;
(6) Encouraging a variety of context appropriate infill and rehabilitation on Automobile Alley and West Downtown;
(7) Anticipation of the redevelopment of the Cox Convention Center into a high density mixed-use development.

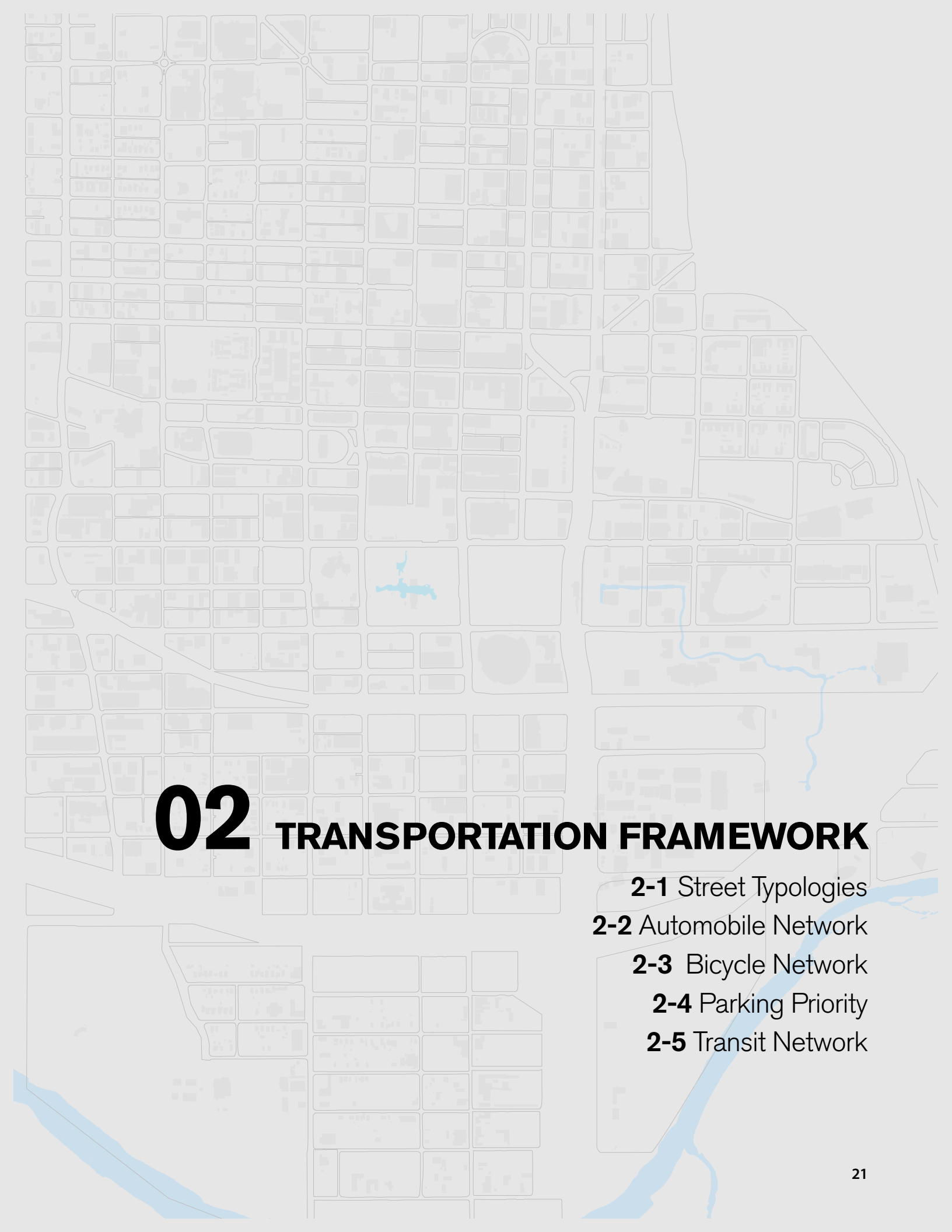
FIGURE 1.2b Future Development Guide

CATEGORY	SUMMARY	PRIMARY USE	SECONDARY USES	TARGET DENSITY
Central Business District	High density structures used primarily as office towers which may transition into housing or hotel uses	Office, Hotel, Parking	Housing, Parking, Retail/Dining	10-30+ stories
High Density Commercial	High density office or hotel towers, with other integrated uses such as retail/dining	Office, Hotel	Housing, Hotel, Retail/Dining, Parking, Special Destination uses	10-20+ stories
Destination/ Specialty Retail	Retail / Commercial uses intended to be a major regional destination to draw visitors/tourists	Retail/Dining, Entertainment	Office	n/a
High Density Flex	Development can flex between residential or commercial uses (inclusive of hotel uses)	Any residential or commercial use, single use or mixed use, or special destination uses		5-15+ stories
Medium Density Flex	Development can flex between residential or commercial uses (inclusive of hotel uses)	Any residential or commercial use, single use or mixed use		3-5 stories
Low Density Flex	Development can flex between residential or commercial, integrates with existing low story structures	Any residential or commercial use, single use or mixed use		2-3 stories
High Density Residential	Multi-family structures, primarily with integrated commercial storefront space	Housing	Retail/Dining, Parking	50 du/acre or higher
Medium Density Residential	Multi-family structures, ranging from townhomes to flats	Housing	Retail/Dining, Parking	12-50 du/ acre
Low Density Residential	Low density housing, inclusive of single family detached and attached, and small multi-family structures	Housing	Retail/Dining, Parking	8-12 du/ acre
Educational/ Institutional	Schools, churches, hospitals, or other institutional uses	Hospital, School, Church		n/a
Visitor/Cultural/ Destination	Destination uses inclusive of art & culture, museums, sports arenas, or convention center.	n/a	Supportive private development	n/a
Parks/Open Space	Publicly owned parks, plazas and dedicated open space	n/a		n/a
Government	Government offices or related uses	Government		n/a
Transportation	Sites dedicated to transportation uses	Train / Bus / Rail Lines		n/a

1-3 Retail Priority Areas

The creation of clusters of retail, dining or entertainment businesses has a special importance to Downtown Oklahoma City. In addition to helping expand the tax base for the City, retail and commercial nodes are critical to overall downtown growth, as they provide the essential amenities that drive housing, office and tourism markets. Development is strongly encouraged on streets identified as retail priority areas. The integration of retail/commercial storefront space into the project, whether as a primary use or vertically integrated with housing or offices, is also highly desirable. Additionally, high density housing and office uses are encouraged to locate within a comfortable walking distance (5-10 minute walk) of these priority areas in order to create a sustainable local market for businesses and accessible amenities for urban residents.





02 TRANSPORTATION FRAMEWORK

2-1 Street Typologies

Street Typologies categorize streets in a more holistic way than the traditional classification system. The traditional system of Arterials, Collectors, Local Streets, etc. is useful in determining the number of lanes necessary for efficient automobile travel. However this system is not very effective at describing other parts of the circulation network, particularly the importance of incorporating alternative modes of transportation, on-street parking, and the design of the pedestrian zone. The system of Street Typology focuses primarily on the movement and experience of the pedestrian as opposed to the automobile. By incorporating anticipated land uses from the Future Development Plan, the Street Typologies system brings land use and transportation issues closer together when considering how streets can be most effectively designed for all users. In turn, the Street Typologies influence the other components of the Transportation Framework.

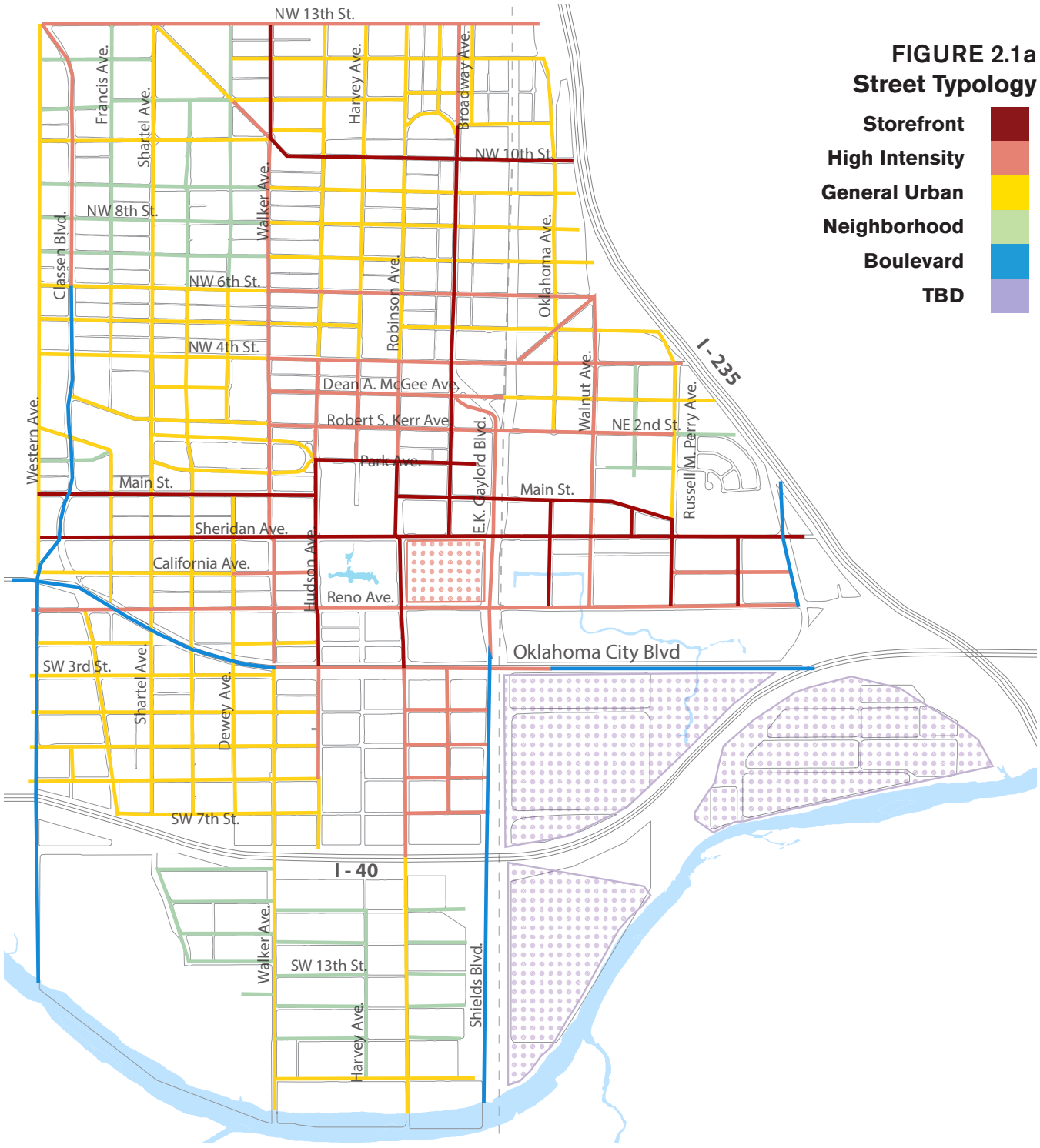


FIGURE 2.1a
Street Typology

- Storefront
- High Intensity
- General Urban
- Neighborhood
- Boulevard
- TBD

FIGURE 2.1b
Street Typology

Category	Purpose	Priority	Adjacent Uses	Design
Storefront	Pedestrian oriented, high activity, retail and commercial corridor.	Pedestrians, Cars (Local/Through) Transit Cycling	Retail, mixed-use of varying height and density	**1**
High Intensity	High activity urban street, balancing cars and pedestrians.	Pedestrians, Cars (Local/Through) Transit Cycling	High Density, high intensity uses like office, multifamily, hotel, and retail.	**2**
General Urban	Typical downtown street, balance of cars and pedestrians.	Pedestrians, Cars, Cycling	Medium density residential to office.	**3**
Neighborhood	Local, low traffic street.	Pedestrians, Landscaping, Cars (Local)	Primarily residential, some low density office/retail.	**4**
Boulevard	High traffic corridor focused on city/regional mobility.	Pedestrians, Landscaping, Cars (Local)	Varies	**5**
TBD	Mixture of Neighborhood, General Urban, and High Intensity street typologies.	Varies	Varies	-

PEDESTRIAN ZONE DESIGN PRIORITIES

1 Expanded sidewalk clear zone, storefront zone when possible, and full amenity zone with landscaping. Opportunities for outdoor seating and signage.

2 Expanded sidewalk clear zone when possible and full amenity zone with landscaping. Opportunities for outdoor seating and signage.

3 Baseline sidewalk clear zone and amenity zone with landscaping.

4 Beautification and shade through trees and landscaping within amenity zone. Landscape buffer between building frontage and sidewalk clear zone (when applicable).

5 Buffer pedestrians through expanded sidewalk clear zone, landscaped amenity zones, and other methods.

STOREFRONT STREET TYPOLOGY

Destination streets that have concentrated amounts of retail, dining and/or entertainment, and subsequently carry the largest amount of pedestrian traffic.

KEY CHARACTERISTICS
Expanded Pedestrian Zones
On-Street Parking
Streetcar Routes

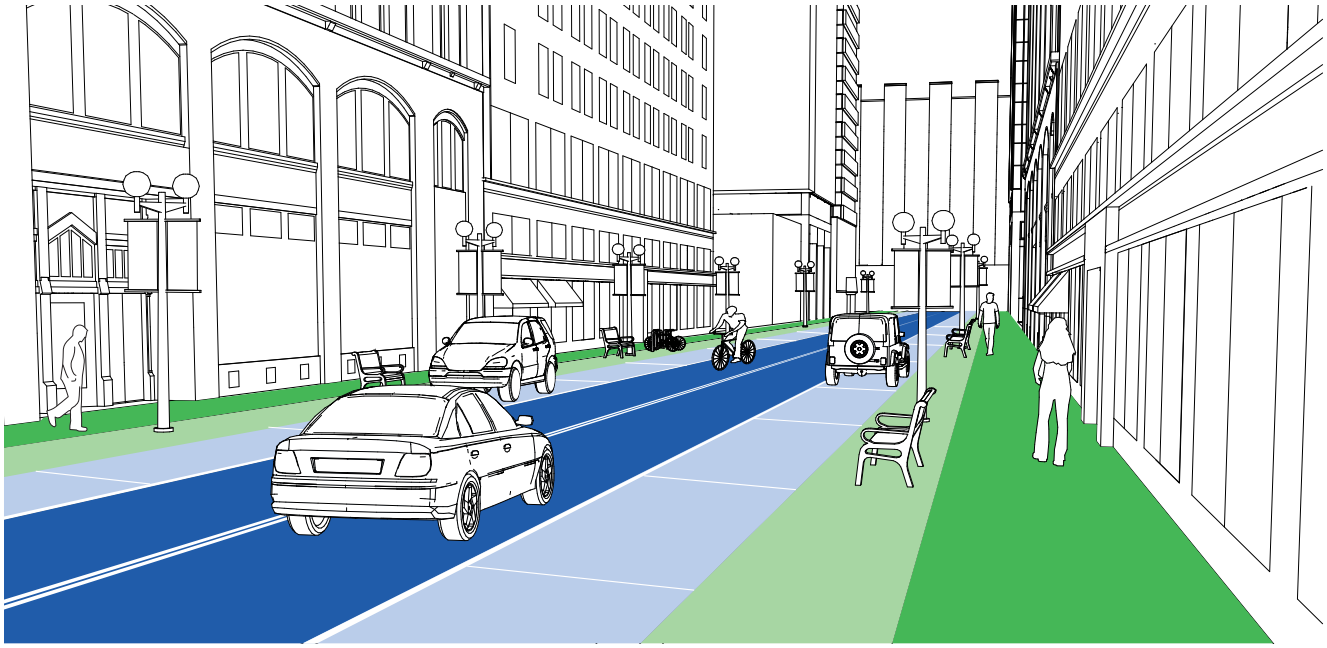
EXAMPLE STREETS
Broadway Avenue (Auto Alley)
10th Street (Midtown)
Main Street (Film Row)
Sheridan (Bricktown)

Example of typical 2 lane Storefront street with expanded sidewalk

Example with more lanes of traffic and streetcar, similar to Broadway or Sheridan

Traffic Volume	Right-of-Way	Travel Lanes	Median	Travel Zone	Pedestrian Zone
15,000 - 17,500 ADT	60' - 100'	2-4	No	45-60%	40-55%

HIGH INTENSITY STREET TYPOLOGY



Streets with significant pedestrian volume from a density of office towers, high density apartments, hotels, and parking garages. Typically have a ground floor retail/commercial, through not necessarily as concentrated as a Storefront street.

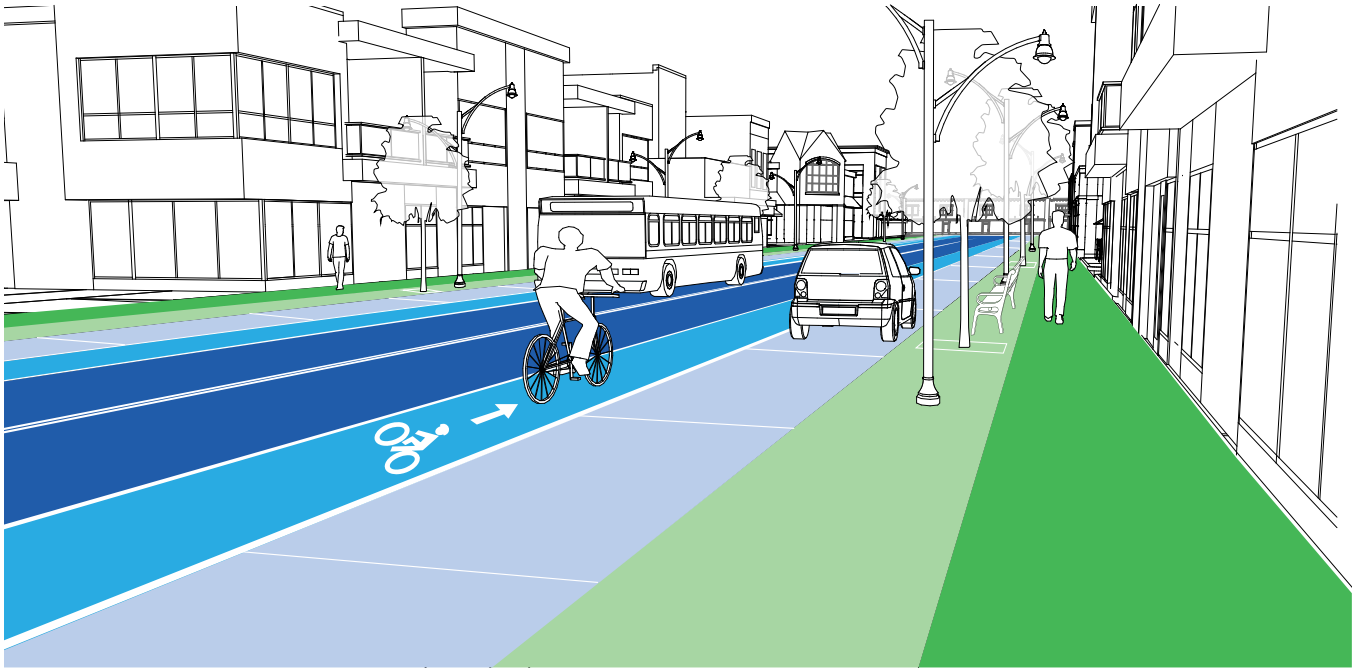
KEY CHARACTERISTICS
Expanded Pedestrian Zones
High Activity At Peak Times
Slower Traffic
Mixture of Transportation Modes

Street configuration similar to a storefront street, but typically with higher density of commercial uses

EXAMPLE STREETS
Park Avenue
Hudson Avenue
Robinson Avenue (CBD)

Traffic Volume	Right-of-Way	Travel Lanes	Median	Travel Zone	Pedestrian Zone*
5,000 - 15,000 ADT	60' - 100'	2-4	Optional	60-65%	35-40%

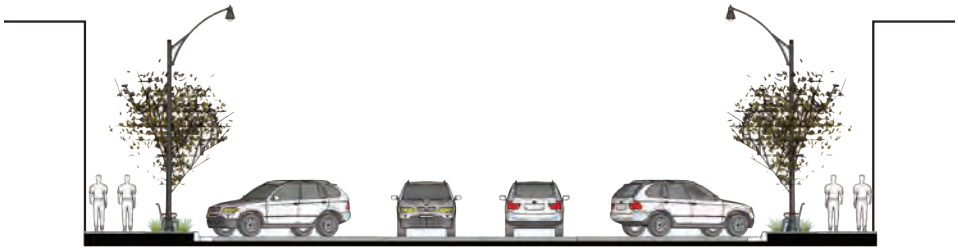
GENERAL URBAN STREET TYPOLOGY



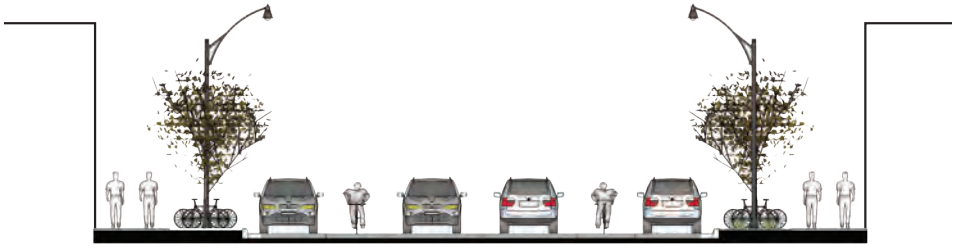
The standard downtown street type - intended to balance needs of all modes of transportation adjacent to medium density land uses.

KEY CHARACTERISTICS
Balanced Transportation Modes
Flexible
"Typical" Downtown Street

EXAMPLE STREETS
Broadway Avenue (Auto Alley)
10th Street (Midtown)
Main Street (Film Row)
Sheridan (Bricktown)



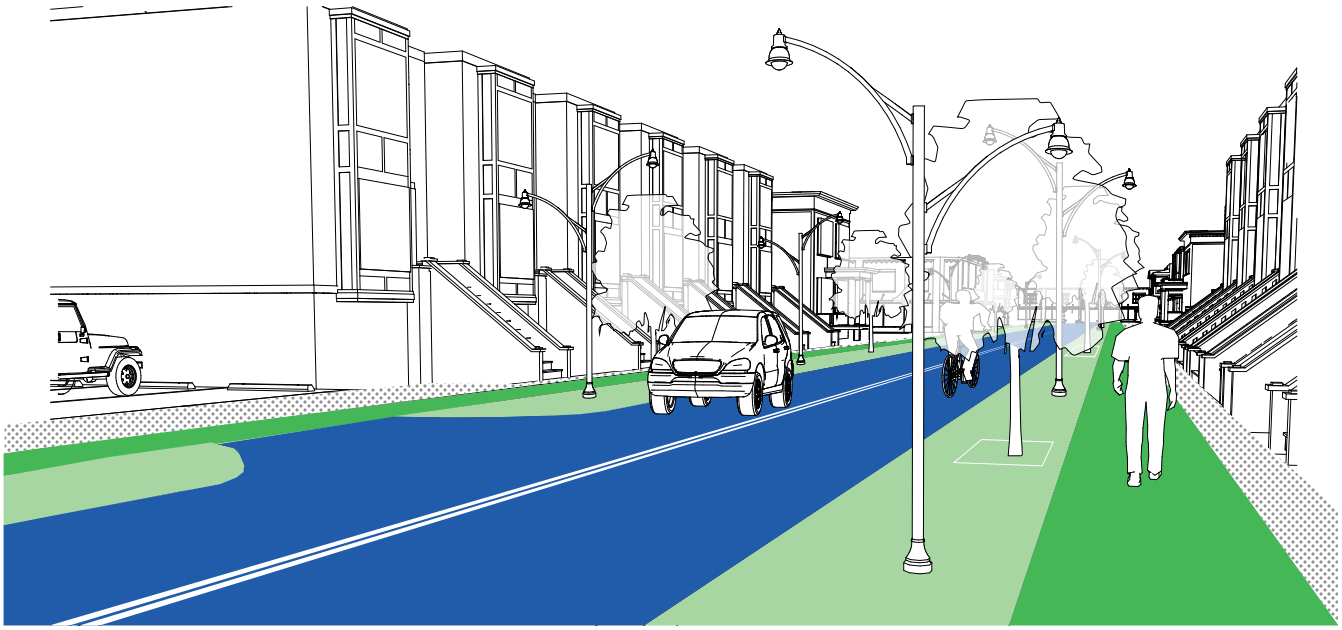
General Urban streets vary in width, and with a less intensive pedestrian zone, can be appropriate for angled parking to increase on-street supply



The priorities for pedestrian zone and on-street parking in Storefront and High Intensity typologies gives General Urban Streets more flexibility in incorporating bicycle infrastructure, or even transit.

Traffic Volume	Right-of-Way	Travel Lanes	Median	Travel Zone	Pedestrian Zone
5,000 - 8,000 ADT	60' - 80'	2	No	70-80%	20-30%

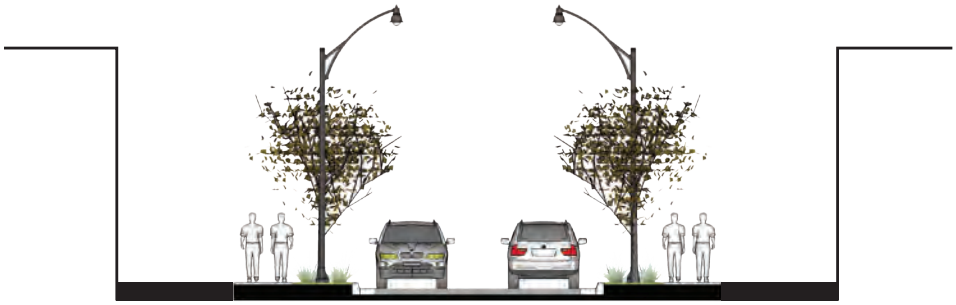
NEIGHBORHOOD STREET TYPOLOGY



Local downtown streets that provide direct access to residential areas. Emphasis on local speed traffic and landscaped pedestrian zones.

KEY CHARACTERISTICS
Local Access
Slow Traffic
Greenscape
Setback Buildings

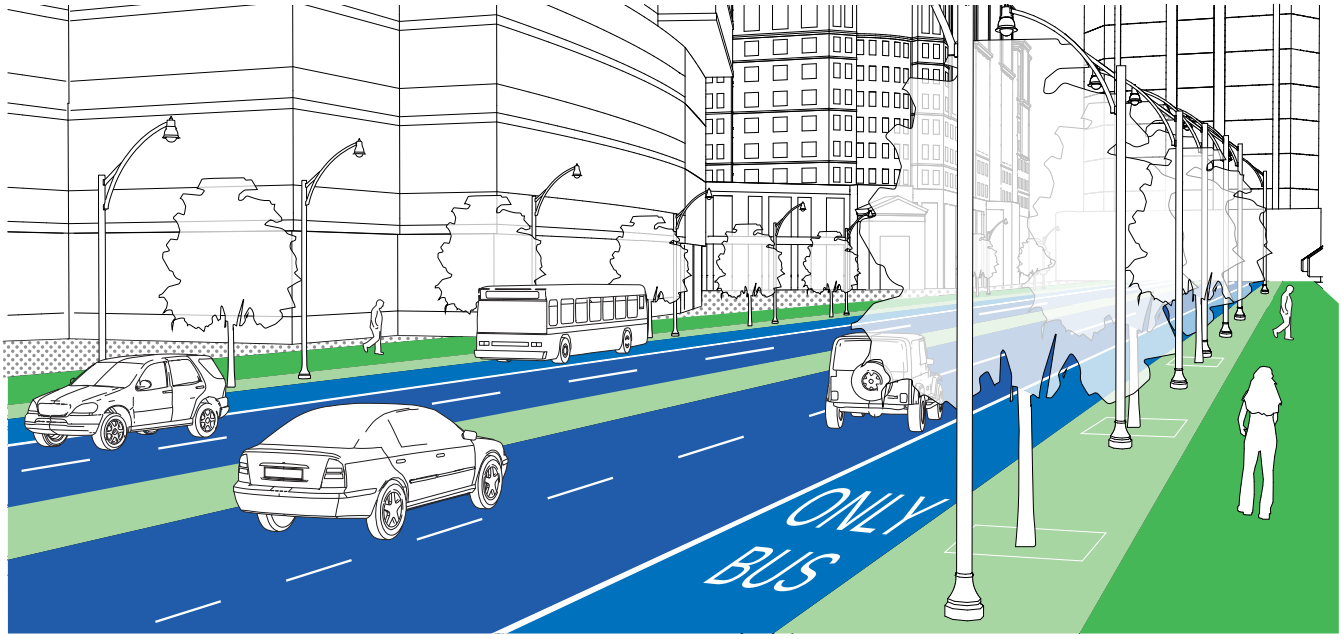
EXAMPLE STREETS
Francis Avenue
Lee Avenue (North of 6th)
NW 8th Street (west of Walker)



Neighborhood streets have a residential feel, with buildings set back from the sidewalk, trees and landscaping, and local traffic.

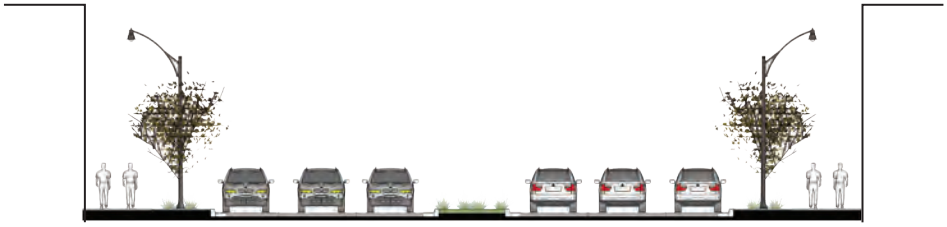
Traffic Volume	Right-of-Way	Travel Lanes	Median	Travel Zone	Pedestrian Zone
< 5,000 ADT	60' - 80'	2	No	50-65%	35-50%

BOULEVARD STREET TYPOLOGY



Designed to move larger numbers of vehicles from one part of the city to another, balancing higher vehicular priority with safety and comfort of pedestrians and varied land use intensities.

KEY CHARACTERISTICS
Expanded Pedestrian Zone
Streetcar Routes



Six lane Boulevard, with a wide amenity / landscape zone protecting pedestrians from the traffic

EXAMPLE STREETS
Classen Boulevard
Shields/EK Gaylord Boulevard
Oklahoma Boulevard (Planned)

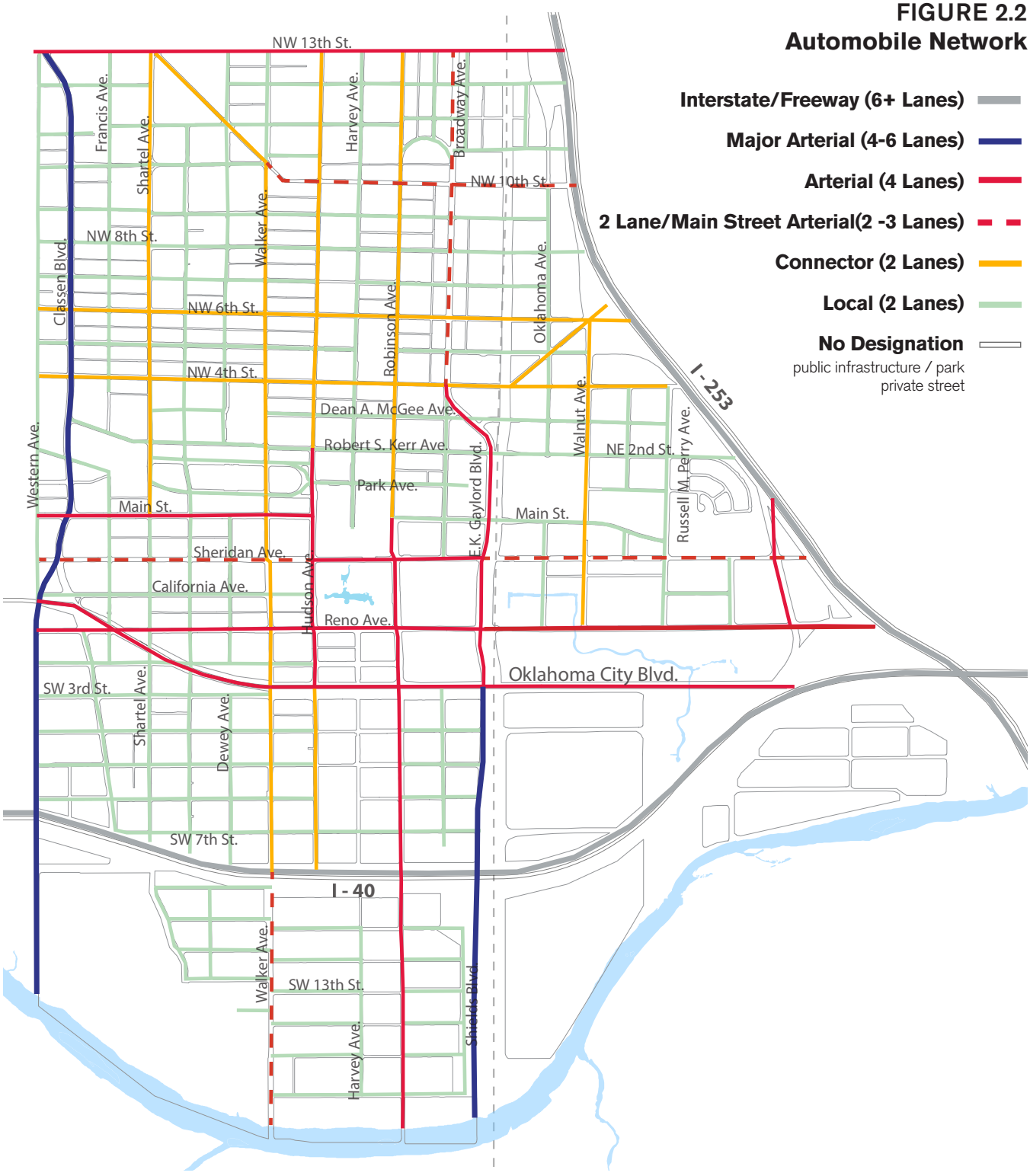
Six lane example, showing the use of Transit in the outer lanes.

Traffic Volume	Right-of-Way	Travel Lanes	Median	Travel Zone	Pedestrian Zone
20,000+ ADT	100' - 120'	4-6	Yes	70-75%	25-30%

2-2 Automobile Network

The Automobile Network utilizes the traditional functional classification system to delineate the number of travel lanes appropriate for each downtown street. Major Arterials and Arterials, which are designed to move the greatest volume of traffic, are between 4-6 travel lanes. Connectors, Locals, and "Main Street" Arterials are designed to carry a range of auto traffic in two or three lanes.

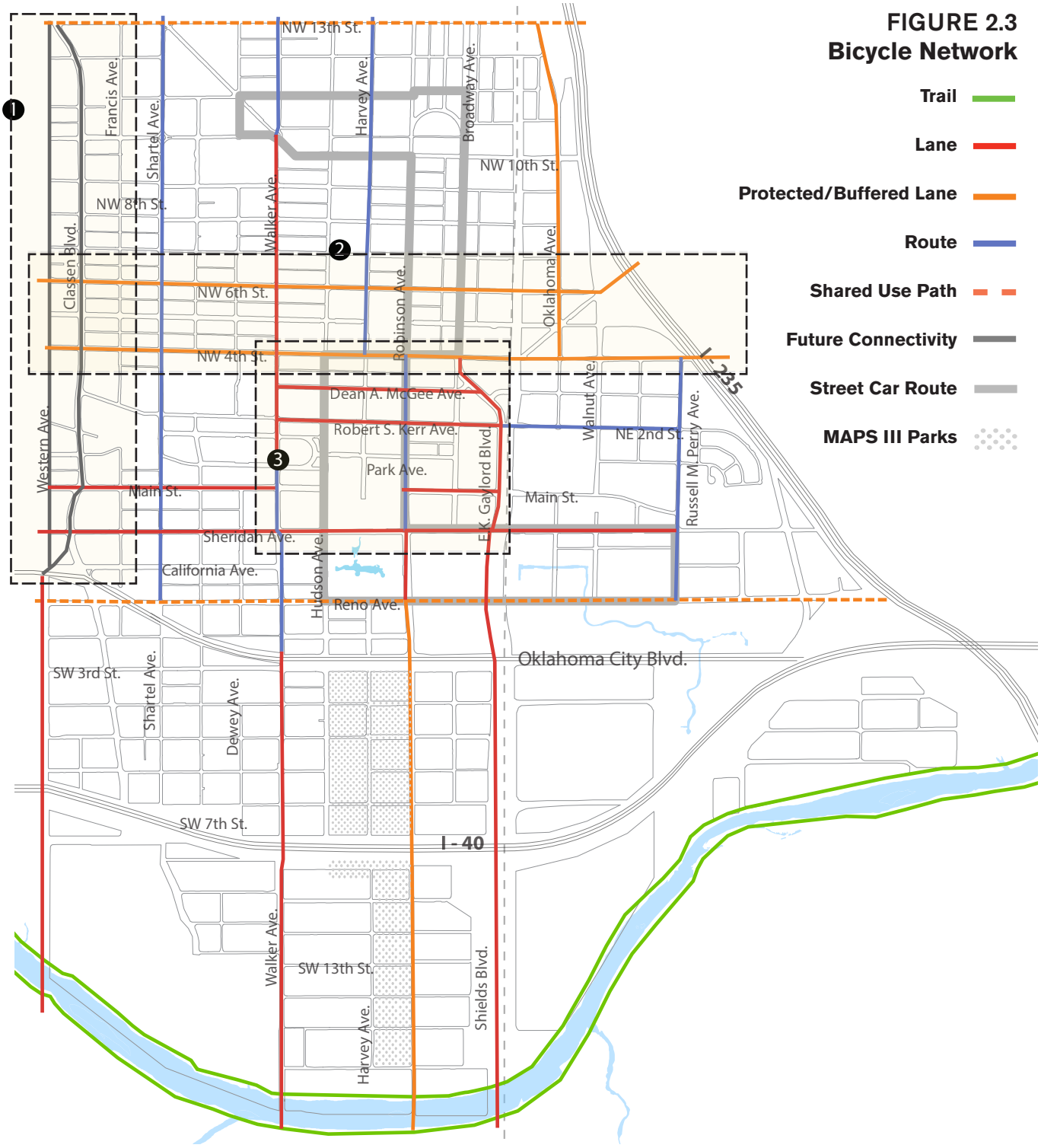
FIGURE 2.2
Automobile Network



2-3 Bicycle Network: Downtown

The Bicycle Network identifies the most appropriate streets for new bicycle infrastructure, including Bicycle Lanes, Trails, Cycle Tracks, and Shared Routes. Special consideration was given to designating routes that connect to a city-wide system (illustrated on the next page), as well as compatibility with the Modern Streetcar route.

(1) Classen Boulevard / Western Ave - specific infrastructure to be determined based on long-range plan for the corridors.
(2) 6th / 4th Streets - major east/west connections, both of which should have bicycle infrastructure, either separately or in combination, such as one-way shared paths / protected bike lanes.
(3) Bike "Loop" - loop of bike lanes that circulates riders coming in from surrounding neighborhoods around and through the downtown core.



BICYCLE LANE

Delineated lane for cyclists, 4+ feet wide with solid white line separating bicycle lane from traffic or parking. Lane is typically in-between traffic and parking lane.

SHARED ROUTE

Shared Route, or "Sharrow" designated by painted symbol, no dedicated lane for bicycles.

PROTECTED / BUFFERED BICYCLE LANE

Designated bicycle lane adjacent to curb, separated by large buffer zone which may include physical barriers like bollards or low walls. Can be one-way or two-way / contra-flow. Lane is in-between parking and the curb.

SHARED USE PATH

Bicycle facility built off of the traffic zone and into the pedestrian zone

BICYCLE TRAIL

Dedicated bicycle trail, sometimes shared with pedestrians, located completely away from automobile traffic, apart from intersection crossings.

MIXED URBAN ENVIRONMENT

Non-designated streets are expected to have low enough traffic volume so that conflicts are minimized and bicyclists feel safe without dedicated infrastructure.

2-4 Parking Priority

On-street parking serves two essential functions in a downtown environment: 1) it provides a renewable supply of easily accessible, doorstep parking for customers; and 2) it provides a "barrier of steel" between pedestrians and moving traffic in high intensity urban environments. Though it fulfills only a fraction of total downtown parking demand, the "promise" of on-street parking is essential to nurturing development of a lively pedestrian environment, particularly along High Intensity, Storefront and Neighborhood Streets. The Framework divides the downtown street network into two levels of priority: primary parking and secondary parking streets. In most cases, on street, parallel parking will occur on both sides of the street. Secondary parking streets may include parallel parking on one or both sides. In some locations on street parking may be angled to make more effective use of limited space.

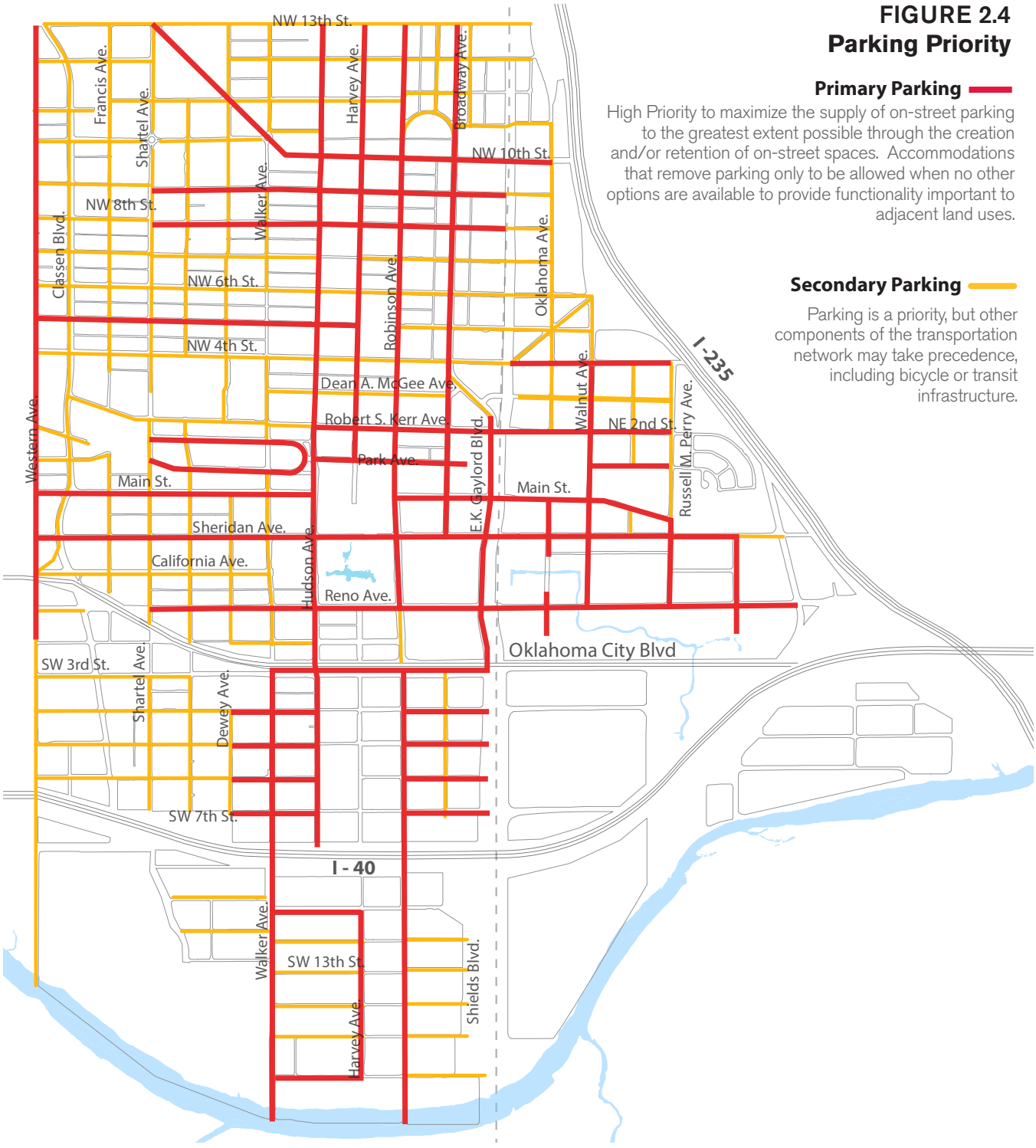


FIGURE 2.4
Parking Priority

Primary Parking

High Priority to maximize the supply of on-street parking to the greatest extent possible through the creation and/or retention of on-street spaces. Accommodations that remove parking only to be allowed when no other options are available to provide functionality important to adjacent land uses.

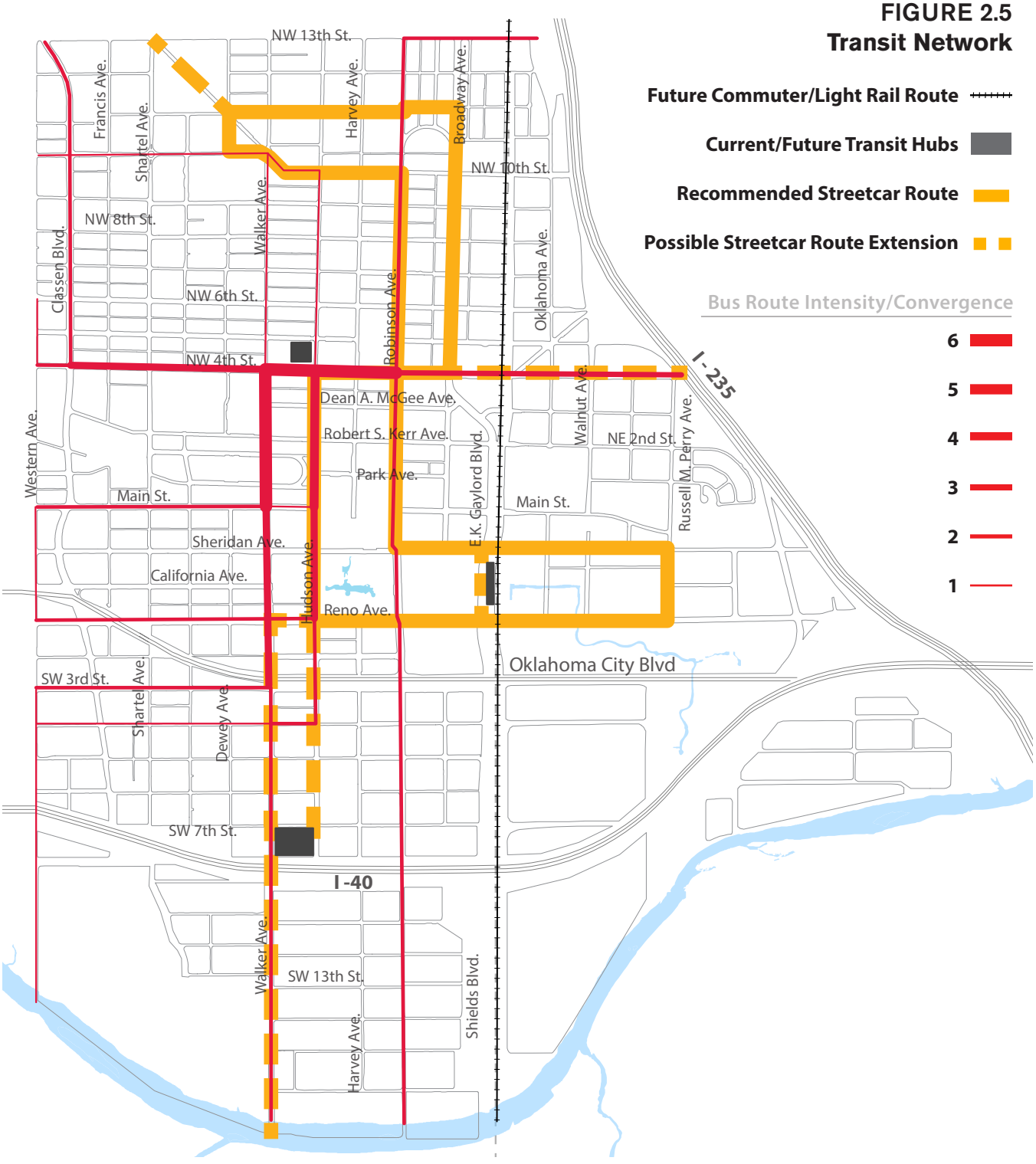
Secondary Parking

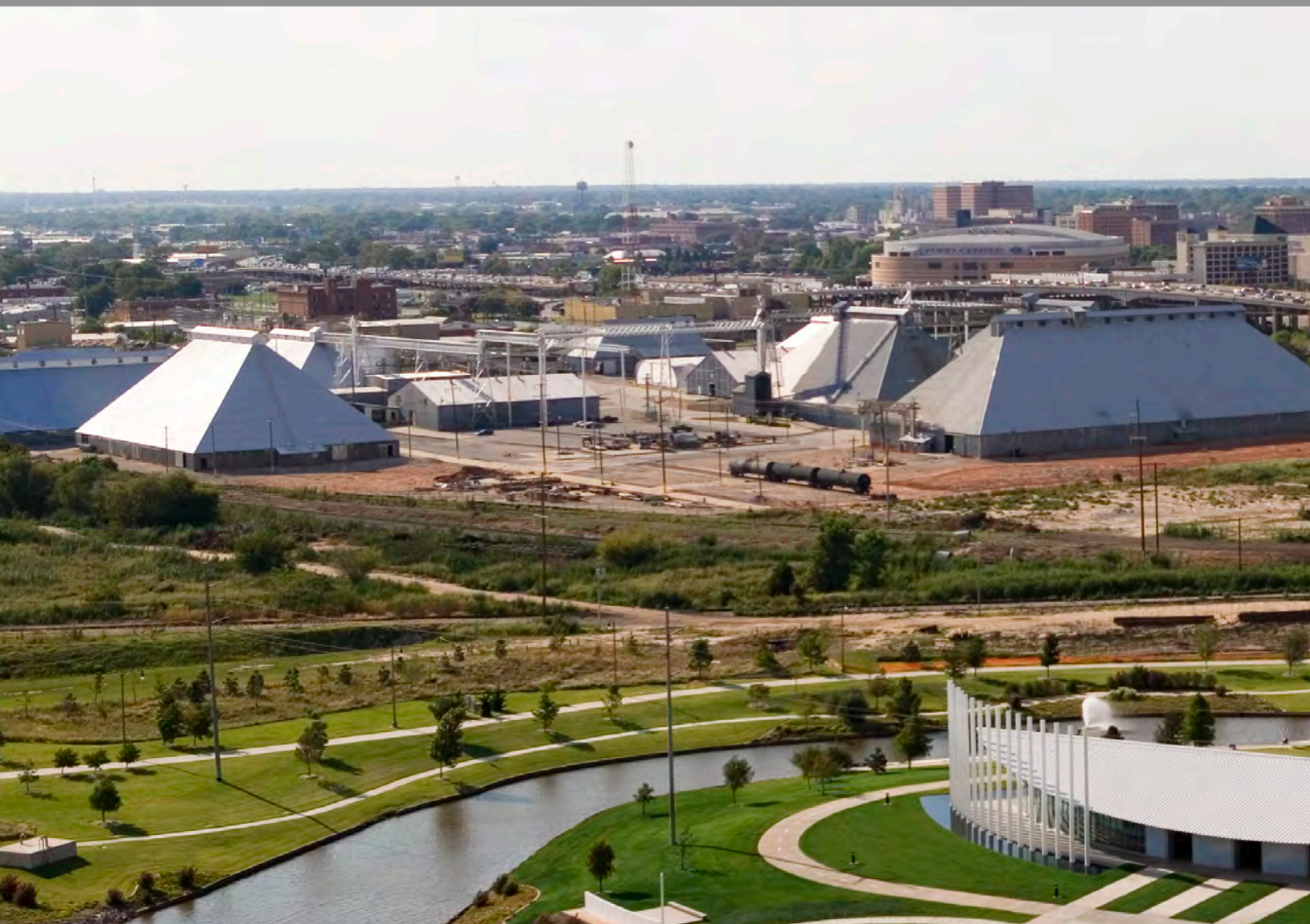
Parking is a priority, but other components of the transportation network may take precedence, including bicycle or transit infrastructure.

2-5 Transit Network

The downtown network of multi-modal transit depicts existing bus lines, transit hubs, planned and expansion routes for modern streetcars and future routes for commuter/light rail service. Bus routes shown are based on a 2013 transit service study conducted by Nelson\Nygaard for the City of Oklahoma City. Proposed streetcar routes combine recommendations from the 2005 Regional Fixed Guideway Transit Study (a component of the 2030 System Plan for Central Oklahoma) with recommendations from the MAPS 3 Modern Streetcar Subcommittee. The planned streetcar establishes a 5-6 mile rail-based streetcar system linking major employers, businesses, attractions and residents in the downtown area.

FIGURE 2.5
Transit Network





DESIGN FRAMEWORK

details public and private realm guidelines that establish a tighter bond between the street, sidewalk, and adjacent development. The guidelines clarify and enhance existing design standards regarding private development and streetscape design.

DESIGN FRAMEWORK OVERVIEW

In order to create and sustain great urban environments LAND USE and TRANSPORTATION elements must work in harmony with each other. How a street is designed to look, feel and function is just as important as how adjacent buildings reflect and respond to that street.

Building from multiple components of the Policy Framework, the Downtown Design Framework unites both land use and transportation elements in an integrated approach to street design. Specifically, the Framework guides the design of public realm infrastructure such as streets and sidewalks, and private realm development such as new buildings, to create a synergistic urban environment that is attractive and functional for all users.

Design Guidelines that reflect both land use and transportation considerations are important because they address design and construction issues for the whole street environment, speaking to both public and private interests. Streets are traditionally built and maintained by the public sector; adjacent structures are built by the private sector and responsibility for the Pedestrian Zone in between can vary between the two.

The Design Framework breaks down the components of the urban environment into four basic categories that will be utilized to guide public and private sector construction and investment decisions.

TRAFFIC ZONE - all the functions of a street from curb to curb, dedicated to the movement of various vehicular modes of transportation.

PEDESTRIAN ZONE - the width and function of the area between the private property line and the curb.

SCALE & MASSING - the height, scale, and positioning of a structure and its parking on a given site.

BUILDING FRONTAGE - the design treatment of the first floor of a building as it relates to the pedestrian zone, including access, fenestration, curb cuts, and exterior features.

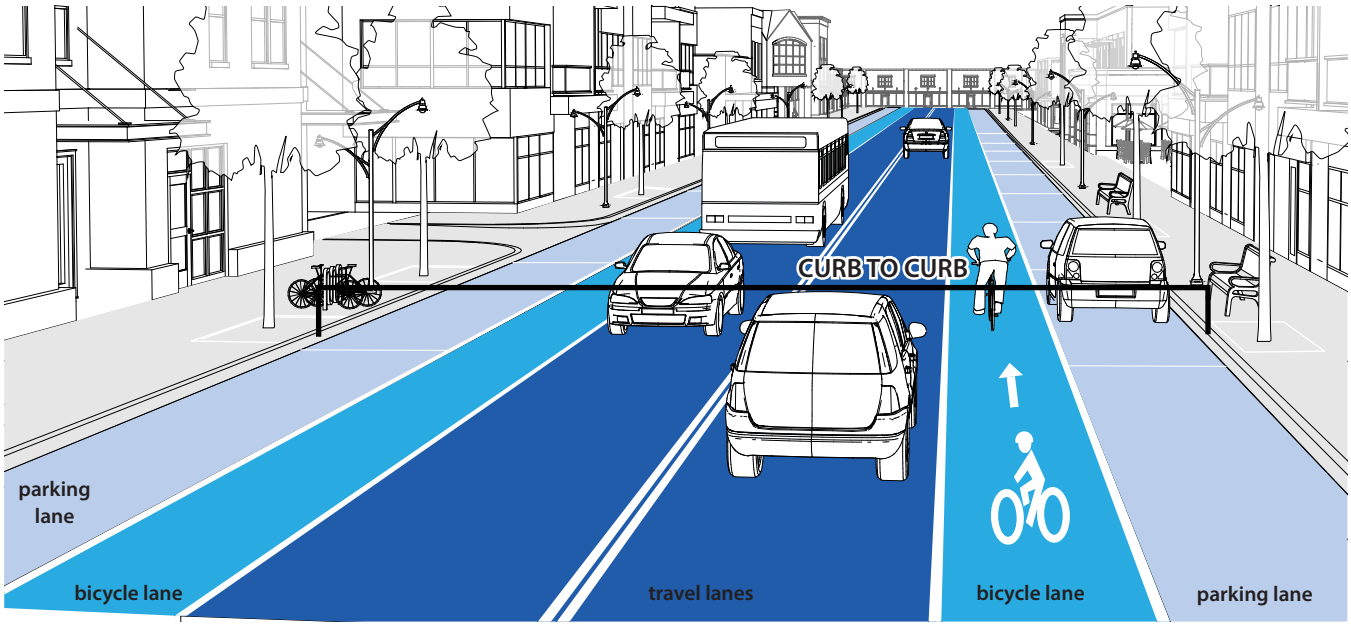
03 STREET DESIGN

4-1 Traffic Zone

The "Traffic Zone' is the part of the street from curb-to-curb; inclusive of automobile travel lanes, on-street parking, bicycle lanes, transit lanes, etc. The zone largely defines the width of a given street and its broader function, from the volume of traffic it is intended to carry and at what speed, to the integration of various transportation modes.

The design process used to determine the traffic zone follows the components established in the Transportation Framework (Section 2). The Transportation Framework determines the number of traffic lanes, the presence of bicycle infrastructure, on-street parking priority, and presence of transit for each street in Downtown. A combination of all these components creates the traffic zone for each block segment throughout Downtown.

COMPONENTS OF THE TRAFFIC ZONE



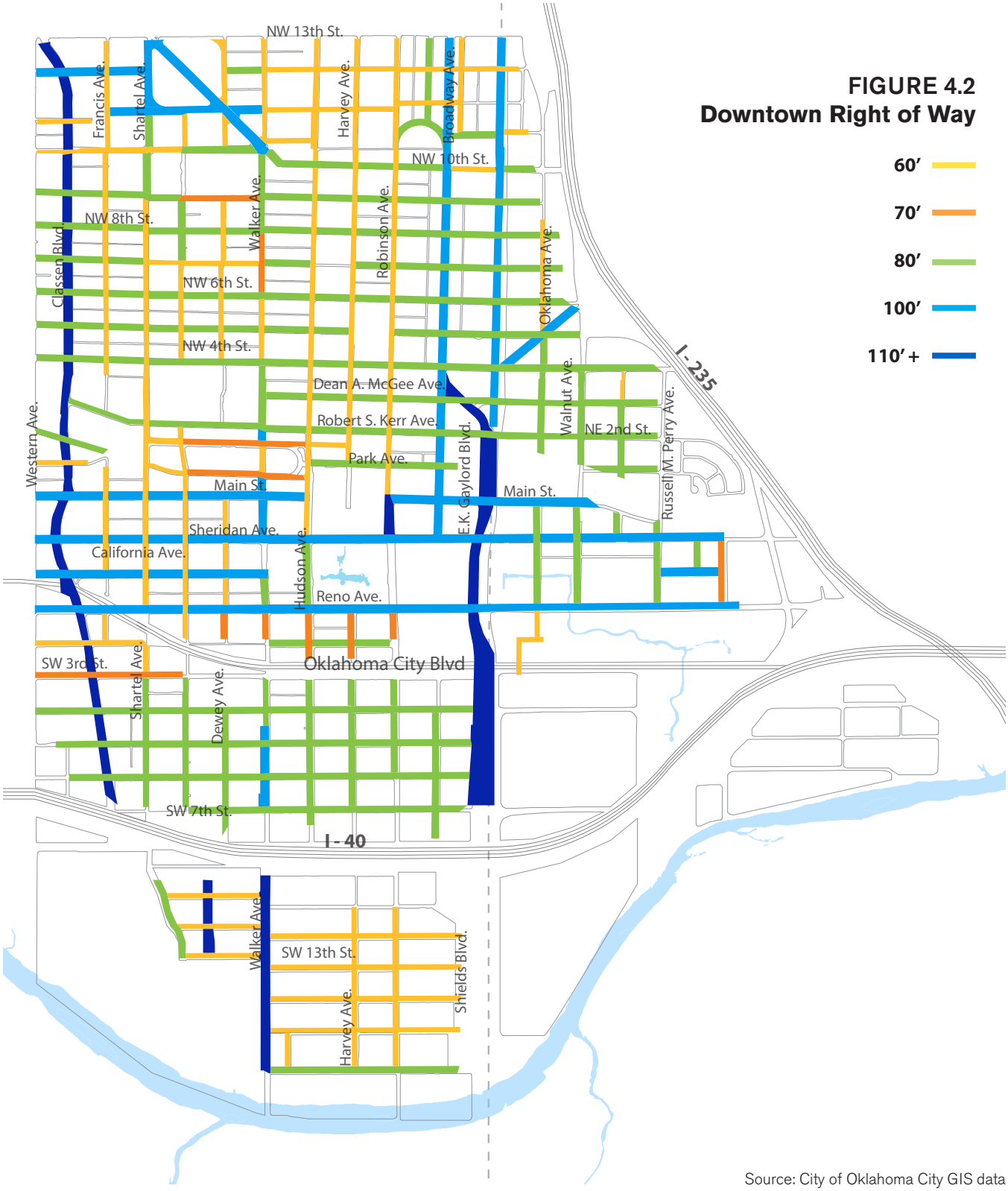
TRAVEL LANES - The traffic zone consists of 2 to 6 lanes of travel lanes, which are the primary space dedicated to vehicular traffic, including automobiles, buses, and streetcar/light rail. Travel lanes range in width between 9 and 12 feet. Unless there is a dedicated lane, bicycles also use the travel lane. Shared automobile/bicycle routes often have wider widths.

BICYCLE LANE - Space dedicated solely to bicycles, separated by paint or physical barriers from cars and pedestrians. Bicycle lanes are typically 4-5' feet wide.

PARKING LANE - Allocated space for on-street parking. The parking lane can consist of parallel spaces (illustrated above), or angled spaces at 45 or 60 degrees. Parking spaces may be interrupted by transit stops or curb extensions.

4-2 Downtown Right of Way

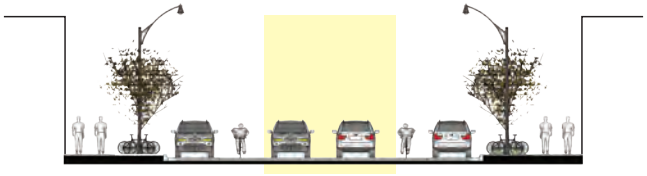
Downtown's streets have a wide variety of right of way, ranging from 60 feet to over 110 feet. The width of the available space between property lines goes a long way towards defining what elements of the traffic zone can fit, and how large pedestrian zones can be. A general policy is to maintain existing curb lines when planning for street improvements, with the exception of some intersections.



Source: City of Oklahoma City GIS data

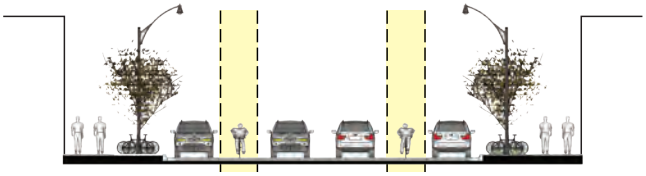
DESIGN PROCESS FOR THE TRAFFIC ZONE

Au
AUTO NETWORK



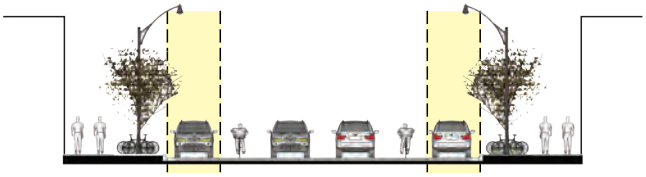
The Automobile Network (page 31) determines the number of vehicular lanes appropriate for each street.

\+ **Bk**
BICYCLE NETWORK



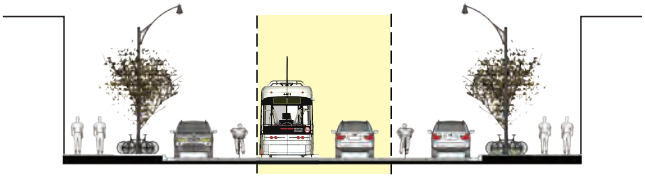
The Bicycle Network (page 32) defines what type of bicycle infrastructure is appropriate for each street.

\+ **Pk**
PARKING PRIORITY



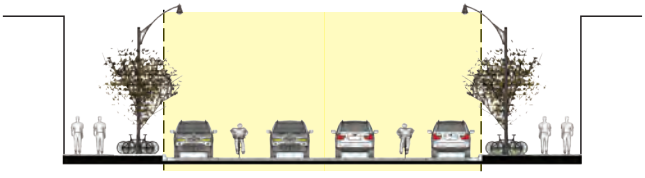
The Parking Priority Map (page 34) identifies areas where on-street parking must be maintained or added as part of a streetscape project. Secondary areas

\+ **Tr**
TRANSIT NETWORK



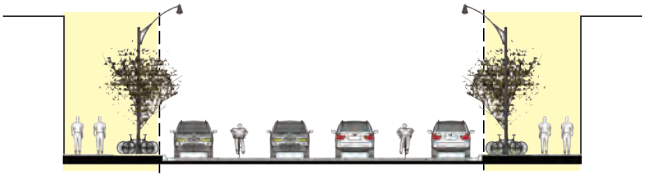
Frequency of transit service (page 35), including bus, modern streetcar or other types, can influence land widths, turning lanes, presence of bicycle lanes, and the amount of on-street parking.

= **Tz**
TRAFFIC ZONE



When combined, the components above establish the overall design and intent of the traffic zone for a given street.

Pz
PEDESTRIAN ZONE



Once the traffic zone has been determined, the design process for the Pedestrian Zone begins (page 47)

REFINE

Make adjustments to the ROW to ensure optimal widths based on design priorities.

4-3 Pedestrian Zone

The Pedestrian Zone generally the area between the property line and curb. It is devoted entirely to the movement of the pedestrian to and from destinations. Pedestrian Zones are the bridge between the vehicular "Traffic Zone" and the land uses adjacent to them. If designed properly, the pedestrian zone influences and enhances surrounding land uses by applying appropriate pedestrian treatments such as street width, landscaping, protection from automobiles, and street "furniture" used to enhance the pedestrian experience.

The Downtown Development Framework identifies five different types of pedestrian zones that follow the classification established by the Street Typology. The Street Typology is, in turn, guided by the Future Development Plan, which anticipates both type and intensity of adjacent land use to apply appropriate design features to each type of pedestrian zone.

Storefront Zones focus on enhancement of adjacent commercial spaces, including wider sidewalks, trees and benches, and opportunities for outdoor seating

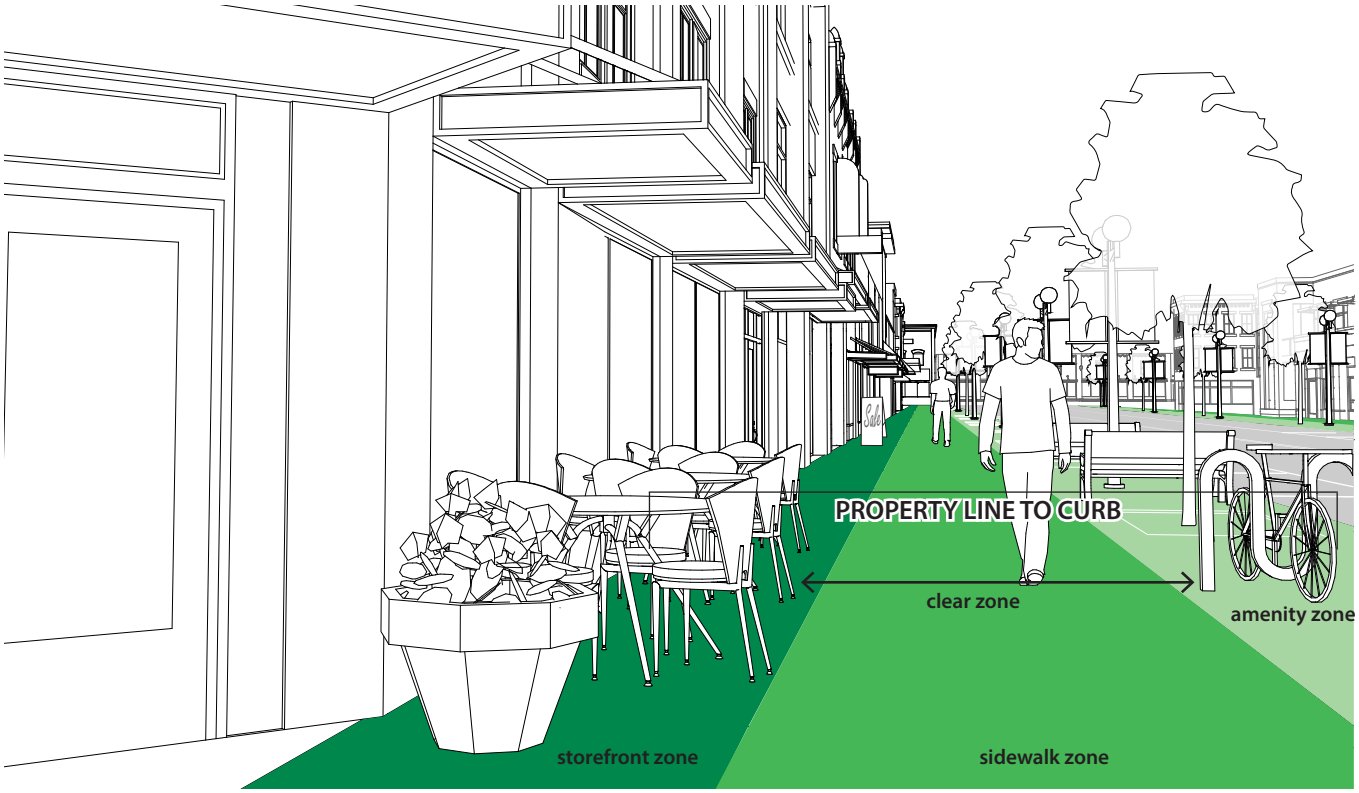
High Intensity Zones reflect the density, intensity and scale of surrounding land uses, focusing on effective movement and comfort during peak hours.

General Urban Zones are the standard pedestrian zone, accommodating a wide range of widths and features, but typically not has extensive as Storefront or High Intensity Zones.

Neighborhood Zones reflect the presence of smaller scale residential single family and multi-family units, emphasizing a green / tree-lined aesthetic that serves to enhance the features of the private property adjacent to it.

Boulevard Zones relate to streets with significant vehicular traffic, and focus on pedestrian safety and comfort in relation to the movement of cars or transit.

COMPONENTS OF THE PEDESTRIAN ZONE



STOREFRONT ZONE

The storefront zone is an expanded sidewalk area adjacent to private buildings. The storefront zone designates an area where private owners can use public rights-of-way in support of their businesses, including outdoor / café seating, planters or other landscaping, and signage (subject to approvals by the City). If the storefront zone is in place, the minimum clear zone must still be maintained.

SIDEWALK ZONE

The primary area allocated to the pedestrian, typically clear of all obstacles to ensure sufficient space for movement and ADA compliance. Large pedestrian zones may have extremely wide (8-10+ foot) sidewalks, while some pedestrian zones may have room only for a sidewalk and nothing else.

AMENITY ZONE

Hardscape - Designated area adjacent to sidewalk zone where various amenity elements are placed including street trees, bicycle racks, landscaping, street lights, benches, maps, parking meters, etc. Amenity zones vary in width, but are considered "hardscape" that is designed to support secondary pedestrian movement and activity. These are typically found on high intensity streets.

Softscape - Secondary zone similar to a hardscape amenity zone, but focused primarily on green landscaping, including trees, shrubs/ bushes, and grass. Landscape zones are "softscape" zones that focus on aesthetics and buffering pedestrians from the street.

CLEAR ZONE

The clear zone is the minimum width that should be free of all obstacles that would impede walking or universal accessibility. Minimum clear zones are between 5 - 6 feet depending on the Street Typology. Sidewalks do not necessarily have to accommodate the entire width of the clear zone. The zone can combine sidewalk, amenity, or storefront zone so long as the clearance is unobstructed.

AMENITY ZONE EXAMPLES

Hardscape Amenity Zone

Street trees and other amenity zone elements are placed to improve pedestrian experience but do not impede movement and activity within the amenity zone

Supports secondary pedestrian movement and activity

Landscape Amenity Zone

Amenity zone elements are buffered by "green" landscaping, including trees, shrubs/bushes, and grass

"Softscape" zone focuses on aesthetics and buffering pedestrians from the street

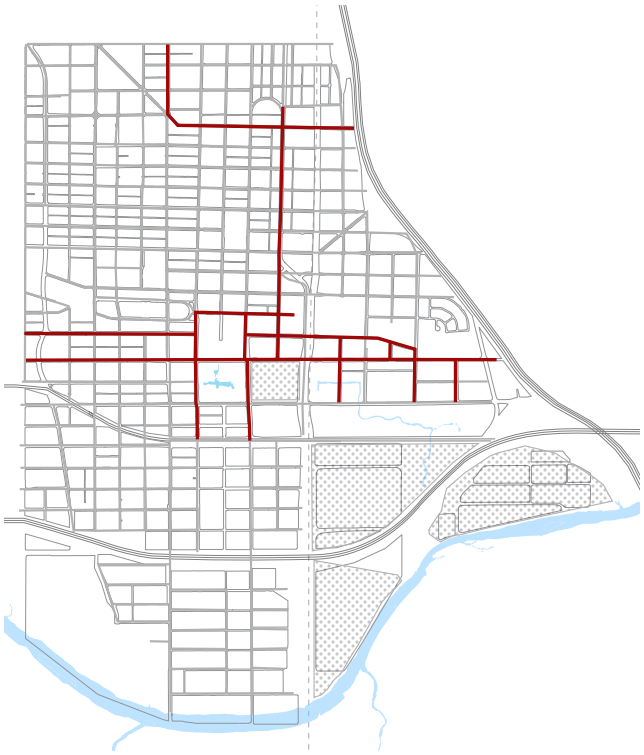
STOREFRONT PEDESTRIAN ZONE

STOREFRONT pedestrian zones are designed to carry the highest levels of pedestrian traffic due to the concentration of retail and commercial businesses at the street level. They also prioritize pedestrian safety and comfort. The amenity zone should be the most intensive of all streetscapes, incorporating trees and landscaping with street furniture, parking meters, and wayfinding. A unique component is the Storefront Zone, which allows the placement of private property on the public right-of-way for the purposes of merchandising (product), advertisement (signage), ambiance (café seating), or beautification (flowers, planters, etc.) - subject to the approval of the City. The introduction of the storefront component of the pedestrian zone emphasizes the retention a minimum clear zone where pedestrians can comfortably pass without obstruction.

DESIGN PREFERENCES

Minimum design preferences absent of restrictions.

Minimum Width	10 feet
Preferred Width	15+ feet
Storefront Zone	Yes
Sidewalk Zone	7 feet minimum, 5 feet if combined with a storefront zone.
Amenity Zone	5 feet, Hardscape
Clear Zone	6 feet



HIGH INTENSITY PEDESTRIAN ZONE

HIGH INTENSITY pedestrian zones have significant pedestrian activity due to the density of uses on those streets, such as office towers, high density residential buildings, hotels, parking garages, and often a combination of all four. They typically have a retail/commercial component on the first floor, though not necessarily as concentrated or intensive as a Storefront street. Pedestrian zones share many traits with a Storefront zone, though they do not require amenity zones that include pedestrian oriented elements and the storefront itself is not a primary consideration.

DESIGN PREFERENCES

Minimum design preferences absent of restrictions.

Minimum Width	10 feet
Preferred Width	15+ feet
Storefront Zone	Optional
Sidewalk Zone	7 feet minimum, 5 feet if combined with a storefront zone.
Amenity Zone	5 feet, Hardscape
Clear Zone	6 feet

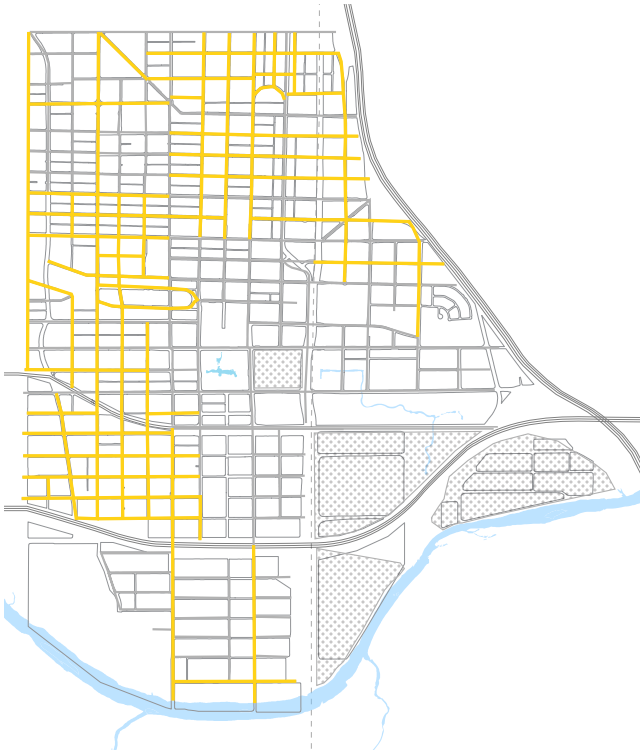
GENERAL URBAN PEDESTRIAN ZONE

GENERAL URBAN streets are the standard street type of downtown. The pedestrian zone is intended to accommodate medium-to- high pedestrian traffic, but does not require the intensity and level of investment of a Storefront or High Intensity street. Pedestrian zones are likely to range between 8 and 12 feet, with 10 feet being acceptable to accommodate a basic sidewalk and amenity or landscape zone. Unlike Storefront or High Intensity, the non-sidewalk portion of the pedestrian zone can flex between a hardscape amenity zone or a softscape landscaped zone. General Urban streets are likely to have buildings setback from the sidewalk with landscaping between the building and the sidewalk (set back).

DESIGN PREFERENCES

Minimum design preferences absent of restrictions.

Minimum Width	5 feet
Preferred Width	8-12+ feet
Storefront Zone	No
Sidewalk Zone	5 feet minimum
Amenity Zone	Hardscape or Softscape, 3-5 feet minimum
Clear Zone	5 feet minimum



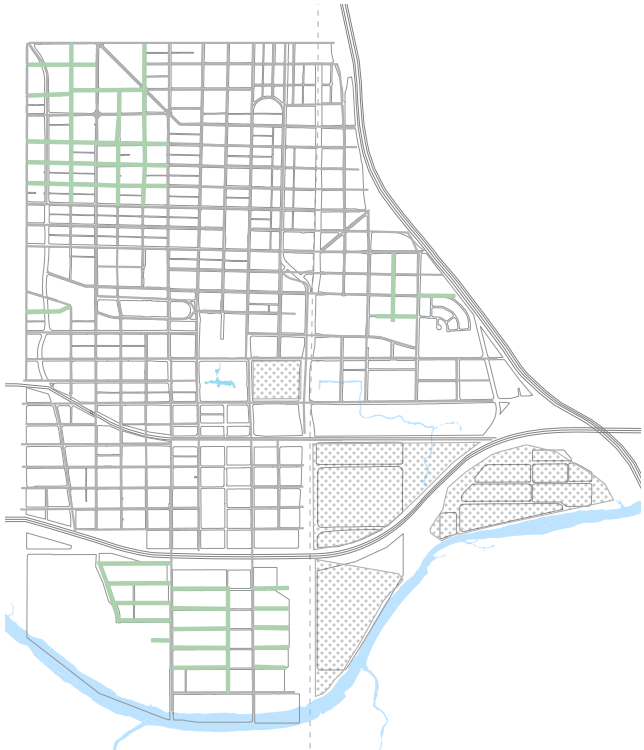
NEIGHBORHOOD PEDESTRIAN ZONE

NEIGHBORHOOD streets are local downtown streets that provide direct access to residential areas. The pedestrian zone is intended to accommodate low to medium pedestrian traffic, and range between 8 and 10 feet, with 8 feet being acceptable to accommodate a basic sidewalk and amenity or landscape zone. The non-sidewalk portion of the pedestrian zone should be landscaped emphasizing a green / tree-lined aesthetic. Neighborhood streets have a residential feel with buildings setback from the sidewalk with softscape between the building and the sidewalk (set back).

DESIGN PREFERENCES

Minimum design preferences absent of restrictions.

Minimum Width	5 feet w/o landscape zone, 8 feet with
Preferred Width	10 feet
Storefront Zone	No
Sidewalk Zone	5 feet minimum
Amenity Zone	Minimum 3 feet for landscaped zone, or all side-walk zone if minimum cannot be achieved
Clear Zone	5 feet



BOULEVARD PEDESTRIAN ZONE

BOULEVARD pedestrian zones recognize that the movement of vehicular traffic is a priority. Accordingly, the amount of pedestrian traffic on these streets may be relatively low, but safety and comfort are a major priority. Most through-streets will not have on-street parking, which removes a buffer between the pedestrian and traffic. Pedestrian Streets need to have a sidewalk that is properly buffered from traffic, either through distance from the street or by the use of a softscape buffer. Street trees are strongly encouraged.

DESIGN PREFERENCES

Minimum design preferences absent of restrictions.

Minimum Width	10 feet
Preferred Width	15+ feet
Storefront Zone	Yes
Sidewalk Zone	8 feet minimum, 5 feet if combined with a storefront zone.
Amenity Zone	5 feet
Clear Zone	6 feet

04 BUILDING DESIGN

4-1 Building Frontage Guidelines

Building Frontage is a core component of urban design as it guides the relationship between private investment on private land, and the public's investment in the public realm. "Frontage" refers to the approach a commercial, mixed-use or residential building takes towards the street. Components include the placement of the building on the site, the location of primary entrances, windows, exterior wall treatments, landscaping provided in the front of the property, and the access and location of parking.

The Building Frontage Guidelines identify three basic types of urban form in downtown and apply appropriate ground floor design elements to each. The guidelines apply primarily to new development though rehabilitation of existing buildings with the guidelines in place is strongly encouraged.

Commercial Frontage (page 55) applies primarily to Storefront Street Typologies. They encourage the maximum amount of commercial and pedestrian activity possible through consistent build-to lines and setbacks, large windows, visual delineation of ground floor space from upper floors, limiting of curb cuts and blank walls, and restricting surface parking. The Commercial Frontage highlights the need for the highest level of connectivity between individual development sites.

Mixed-Use Frontage (page 56) applies to the central core area and emphasizes connectivity and cohesion between various types of office, residential, retail or other uses that exist on the same street or block, all of which may have varying ground floor facade functions and features. In some cases, a mixed-use frontage may include a secondary street off of a Commercial Frontage, and require continuation of those elements.

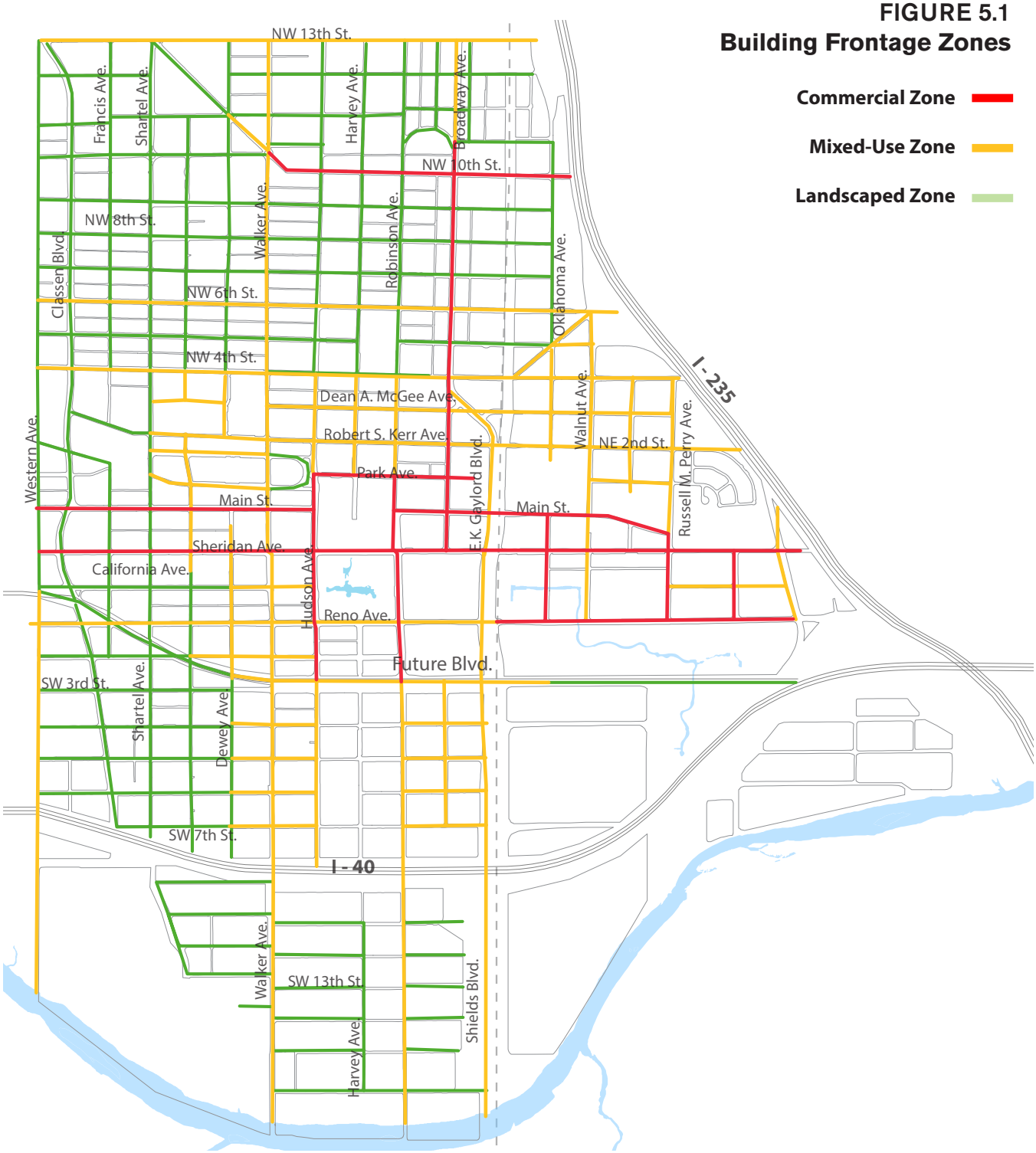
Landscape Frontage (page 57) is applied to areas with diverse urban form, including varied setbacks, land uses, height, scale and retail/commercial presence. Emphasis is placed on a softscaped "buffer" zone or setback between the building and the property line and landscaping or other types of screening of surface parking.

Pedestrian scale height, signage, visible entrances and transparent facades all contribute to an attractive and inviting urban environment for the pedestrian.

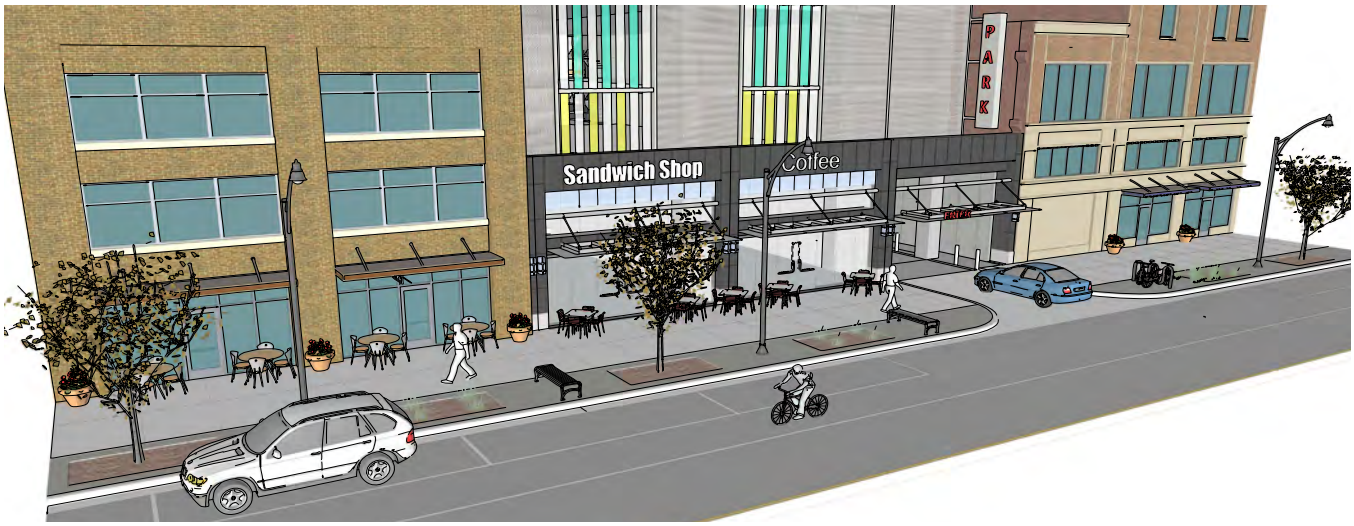
Conversely, blank walls, and a lack of windows or entrances does not contribute anything to a visually interesting block from the pedestrian vantage point.

4-1a Building Frontage Zones

FIGURE 5.1
Building Frontage Zones



Commercial Frontages



Key Design Principles

- Continuous and connected ground floor commercial space;
- Limited building setbacks from curb
- Building components (height, window transparency, awnings & signage, etc.) that support and enhance retail and dining businesses;
- Parking Structures encouraged to have ground floor commercial space;
- Limited curb cuts and direct access to parking structures, unless otherwise inaccessible;
- No surface parking facing the street.

Design Guidelines

Minimum design preferences absent of restrictions.

Building Placement / Setback	0-5 feet (10' max)
Street Wall	At least 90% of building abuts build-to line and up to 10% can be recessed for a plaza or other purpose.
Building Entrances	Primary building entrances required to face the street and be flush with the sidewalk. Entrances may be recessed if pedestrian zone is less than 12 feet.
Blank Walls	No more than 15 feet of linear frontage can be blank (no windows or doors)
Facade Transparency	At least 60% of building is between transparent 30" and 12' above the sidewalk
Surface Parking	Surface lots are not allowed to abut or face street and must be placed to the rear.
Curb Cuts / Driveways	Curb cuts are not permitted when secondary access from side street or alley is sufficient to access parking. Projects are encouraged to remove existing curb cuts in streetscape reconstruction.
Structured Parking	Ground floor of parking garages must have commercial space fronting the street. Upper floors must be architecturally screened/wrapped, unless integrated into building structure.
Softscaped Buffer / Set Back	Not required.
Other	Ground floor must be delineated from upper floors through design, materials, awnings, floor height, window height, or a combination of above. Awnings, galleries, and similar features are encouraged to articulate commercial street level uses, protect pedestrians, and add visual interest. Service entries are located off of the street. Building lobbies to take up as little street frontage as possible in order to preserve for commercial space.

Mixed-Use Frontages

Key Design Principles

- Diverse mixture of frontages and uses, from ground floor commercial to office, residential and parking, each with different design features.
- Engaging frontage and pedestrian zone to accommodate high development intensities and pedestrian activity;
- Limit blank walls;
- Focus building entry ways on the street;
- No surface parking facing the street.

Design Guidelines

Minimum design preferences absent of restrictions.

Building Placement / Setback	0-5 feet (10' max)
Street Wall	At least 70% of building abuts built-to line.
Building Entrances	Primary building entrances are required to face the street and be flush with the sidewalk. Entrances may be recessed if pedestrian zone is less than 12 feet. Residential frontages may use a stoop, or direct/angled staircase.
Blank Walls	No more than 25 feet of linear frontage can be blank (no windows or doors)
Facade Transparency	Retail uses to follow Commercial frontage guidelines. Office: minimum 60% transparency with clear glass. Residential: Minimum 25% transparency.
Surface Parking	Surface lots are not allowed to abut or face street, and must be placed to the rear.
Curb Cuts / Driveways	Access from side street or alley is encouraged but not required.
Structured Parking	Lower and upper floors of parking garages must be architecturally screened, unless structured parking is integrated into the building.
Softscaped Buffer / Set Back	Softscaped buffer required if building is set-back from pedestrian zone.
Facade Delineation	Only applicable to buildings with commercial ground floor design.

Landscaped Frontages

Key Design Principles

- Lower intensities of development, primarily residential;
- Variety and flexibility with building entrances;
- Strategic location of surface parking, how it looks, and accessed;
- Anticipation of deeper setbacks with softscape to enhance building frontage.

Design Guidelines

Minimum design preferences absent of restrictions.

Building Placement / Setback	0-10 feet
Street Wall	At least 50% of building abuts build-to line.
Building Entrances	Primary building entrances are required to face the street and be flush with the sidewalk. Entrances may be recessed if pedestrian zone is less than 12 feet. Residential frontages may use a stoop, or direct/angled staircase.
Blank Walls	No more than 25 feet of linear frontage can be blank (i.e. without windows or doors)
Facade Transparency	Retail uses to follow Commercial frontage guidelines. Office: minimum 40% transparency with clear glass. Residential: Minimum 25% transparency.
Surface Parking	Surface parking allowed to the side and rear. Softscape or fencing required if abutting the street.
Curb Cuts / Driveways	No restrictions
Structured Parking	No restrictions
Softscaped Buffer / Set Back	Softscaped buffer required if building is set-back from pedestrian zone.
Facade Delineation	Not required

4-2 Scale and Massing

Scale & Massing Guidelines focus on the height and scale of a development, particularly in the context of its surroundings. These guidelines are intended to enhance the existing Design Standards for downtown by: 1) recognizing the variety of urban areas, districts, and neighborhoods within the downtown area that define urban form, height and character; 2) establishing more appropriate height and floor-to-area ratio minimums in order to encourage appropriately scaled development; and 3) more closely tying design guidelines to the Development Typologies and the Future Development Plan of the Downtown Development Framework.

Guiding Principles

The Design Framework is guided by the following principles as they relate to height and scale of downtown development:

1) Promote context sensitive development - focusing on height and density in the central core while also encouraging lower scale infill in peripheral areas

2) Responding to varying architectural character - some areas of downtown will be built-out through context-sensitive infill, while other areas are virtually "clean-slates" in terms of new development. The Design Framework integrates existing and intended character into its design guidelines to best foster future development.

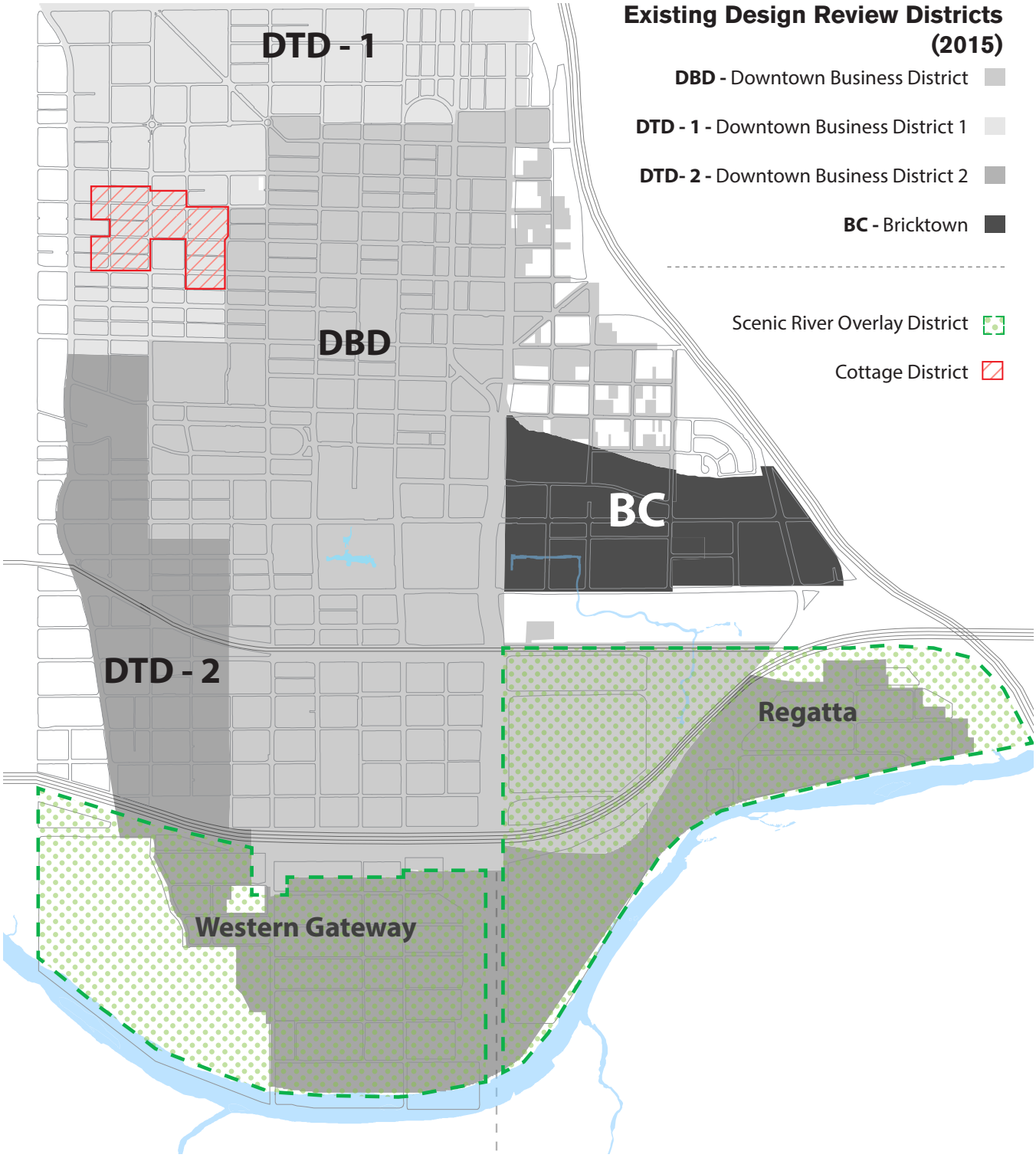
3) Return on investment - the City of Oklahoma City has made and is making significant infrastructure investments in the downtown area, and desires a corresponding intensity of use and scale of private investments adjacent to the public realm.

Issues of context sensitive development vary, from a building that is too tall for its surroundings (left), to a building too low density as compared to its urban surroundings.

4-2a Existing Design Districts & Overlays

Development in Downtown Oklahoma City is guided through four core "Design Districts", and two "Overlay" Districts. Design Districts include Downtown Business District (DBD), Downtown Transitional 1 (DTD-1), Downtown Transitional 2 (DTD-2) and Bricktown (BC). Overlay Districts include Cottage District, which is applied over DTD-1, and Scenic River Overlay. The development standards for these districts include scale & massing requirements that are used to review proposed development projects. A summary of each district is found on the opposite page, with a summary of all scale and massing requirements found on page 61.

FIGURE 5.2
Existing Design Review Districts (2015)



Existing Design Districts & Overlays (2015)

Downtown Business District (DBD)
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 for DBD 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; to ensure that such uses are compatible with the commercial, cultural, historical, and governmental significance of downtown; to promote downtown as a vital mixed-use area; to create a network of pleasant public spaces and pedestrian amenities; to enhance existing structures and circulation patterns, and to preserve and restore historic features.

Downtown Transitional District (DTD-1)
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; to ensure compatible commercial and residential uses; to create a network of pleasant public spaces and pedestrian amenities; to enhance existing structures and circulation patterns; to preserve and restore historic features; to preserve the cultural significance of the central city, and to promote the areas adjacent to the Downtown Business District as dense, urban, mixed-use neighborhoods.

Downtown Transitional District, General (DTD-2)
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 to 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; to ensure that areas adjacent to the DBD District contain land uses compatible with commercial, residential, and cultural significance of the central city; to create a network of pleasant public spaces and pedestrian amenities; to enhance existing structures and circulation patterns; to preserve and restore historic features; to preserve the cultural significance of the central city, and to promote the areas adjacent to the Downtown Business District as dense, urban, mixed-use neighborhoods.

Bricktown (BC)
This mixed-use district allows for a wide range of commercial, residential, office, warehouse and limited industrial uses. It is intended to facilitate the adaptation of a warehouse district to a more vital mixture of uses, while conserving the visual architectural character of structures with historic significance.

Cottage District
Within the Design District DTD-1, The Cottage District Overlay Design District is intended to guide the redevelopment of an early-20th Century low density residential neighborhood adjacent to downtown which is evolving into a neighborhood defined by 21st-Century modern design character and use patterns. Overlay regulations in this district are intended to reinforce low-density residential land use; to promote harmonious in fill of new structures; to encourage creative design and siting of individual structures; to preserve existing structures where desirable to do so, and to maintain existing circulation patterns.

Scenic River Overlay Design Districts (SRODD)
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 in fill 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.

Western Gateway District - To establish the Downtown Airpark site and adjacent parcels as a vibrant mixed-use neighborhood that incorporates a variety of housing types and supporting uses as opportunities for a transition in use arise; and to enhance existing neighborhoods within the district by encouraging reinvestment and targeted in fill and redevelopment.

Regatta District - To establish the Regatta District as a mixed-use neighborhood that supports a variety of high-density housing, riverfront events and recreational opportunities, and supporting retail and commercial uses; to establish a variety of settings for outdoor events of varying sizes along the River; and to establish development within the Regatta District that contributes to the vitality of Downtown, Bricktown, and the SRODD.

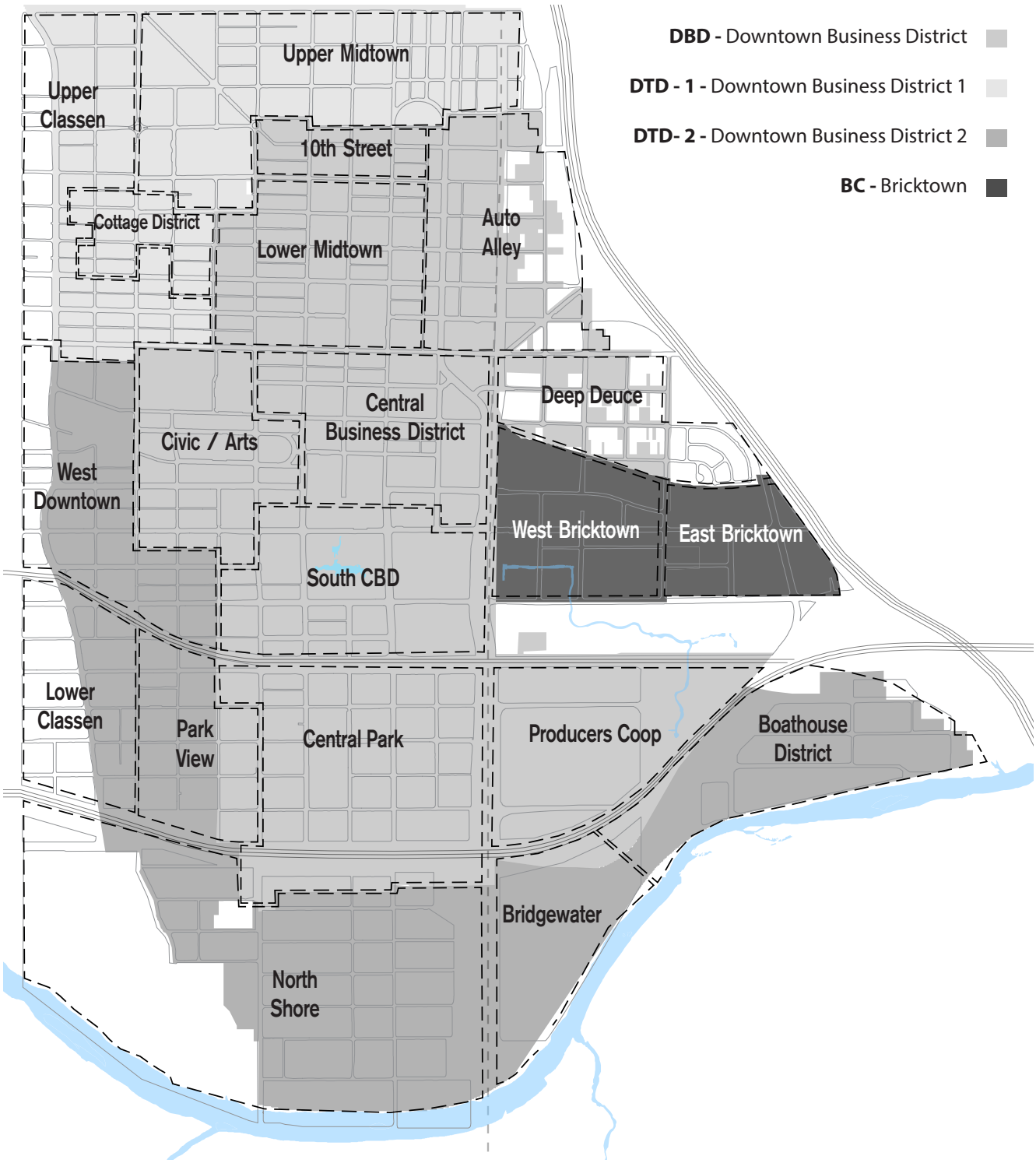
Existing Downtown Design Regulations (2015)

	Minimum Lot Size	Minimum Lot Width	Maximum Height	Minimum Height	Front Yard Setback	Side Yard Setback	Rear Yard Setback
DBD	none		none	3 Stories 50 feet	1st two Floors of New Construction at or within 10 feet of street right of way. Up to 40% of buildings primary street frontage may be recessed to allow for entry ways, plazas, or similar design features.		none
DTD - 1				2 Stories 30 feet			
DTD - 2				2 Stories 30 feet			
BC			140 ft. (new)	25ft at street level 35ft at canal level (new)	Up to 40% of buildings primary street frontage may be recessed to allow for entry ways, plazas, or similar design features. First 25 vertical feet of above grade facade, shall be placed at or within 10ft of street ROW		
Cottage District			3 Stories / 50 feet	none	Single Family and two family residential (new), shall be within the range of existing Single-Family and Two-Family building setbacks on the same side of the street on the same block. The setbacks shall be measured from the plane of any structural element closest to the ROW, including enclosed entries and covered porches of either of the first two levels of the building(s). Where less than 2 single- or Two-Family Residential structures are located on the same side of the street on the same block, setbacks for corner lots shall be a maximum of 25ft from the street frontage property line		
Western Gateway (SubDistrict of Scenic River Overlay District)							
Residential	none			2 Stories	15' maximum	15' maximum for lot lines abutting a street.	none
Commercial				none	30' maximum	20' maximum for lot lines abutting a street.	
Mixed Use				2 Stories	35' maximum	20' maximum for lot lines abutting a street	
Industrial				none	A minimum of 80 % of the front façade of the building shall "build to" the back of the right-of-way. The remaining 20 % of the front façade may be set back from the right-of-way to accommodate plazas, pocket parks, or other outdoor gathering spaces	none	
Regatta (SubDistrict of Scenic River Overlay District)							
Residential	none		none	3 Stories	10' maximum	5' minimum for interior lot lines 10' minimum for lot lines abutting a street	none
Multi-Family				4 Stories	A minimum of 80 percent of the front façade of the building shall "build to" the back of the right-of-way. The remaining 20 percent of the front façade may be set back from the right-of-way to accommodate plazas, pocket parks, or other outdoor gathering spaces	15' maximum for lot lines abutting street.	
Commercial				none		15' maximum for lot lines abutting street.	
Mixed Use				2 Stories		none	
Hotel				3 Stories	30' maximum	15' maximum for lot lines abutting street.	
Industrial			30 feet	none	30' maximum	none	

4-2b Design Sub-Districts

A core goal of the Design Framework is to establish Scale and Massing Guidelines that reflect the varying geographies and urban concentrations within Downtown Oklahoma City. Each current Design District has several Sub-Districts that reflect the existing character and future development potential within that District. The Scale and Massing Guidelines on the following pages include character elements and design principles appropriate for each of these sub-districts, to be applied in conjunction with the existing development standards on page 58.

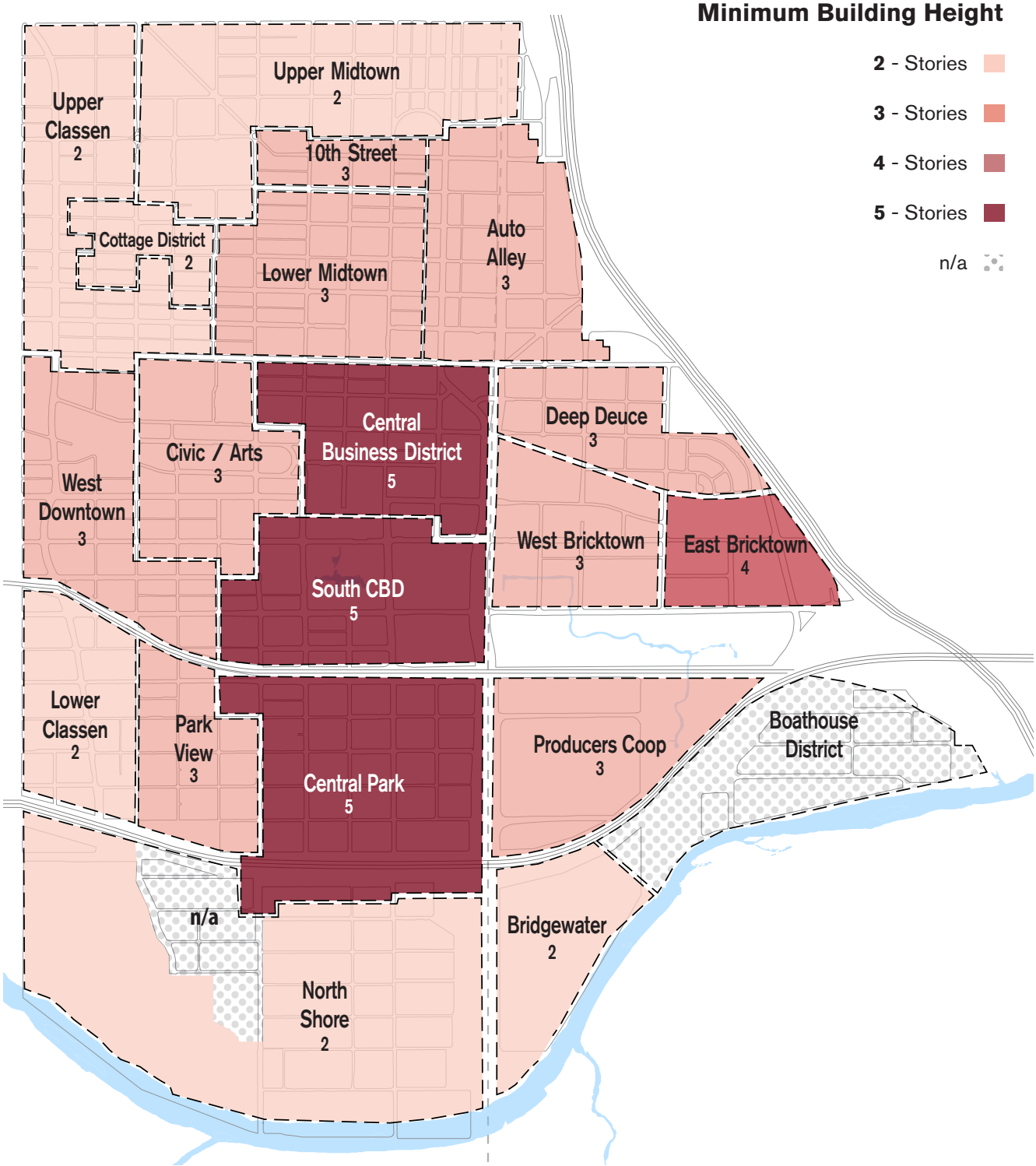
FIGURE 5.3
Sub-Districts



4-2c Minimum Height Guidelines

The vision for development established in the Development Framework means a more detailed examination of expected densities within each Design Sub-District, as communicated through the number of stories. There are several areas of note: (1) Height guidelines for areas targeted for higher densities like the Central Business District, Myriad Gardens and Central Park are increased to a minimum of 5 (as opposed to 3 per the DBD District Standards); and (2) the minimum height guidelines has been increased from 2 to 3 stories in areas in Downtown Transitional District.

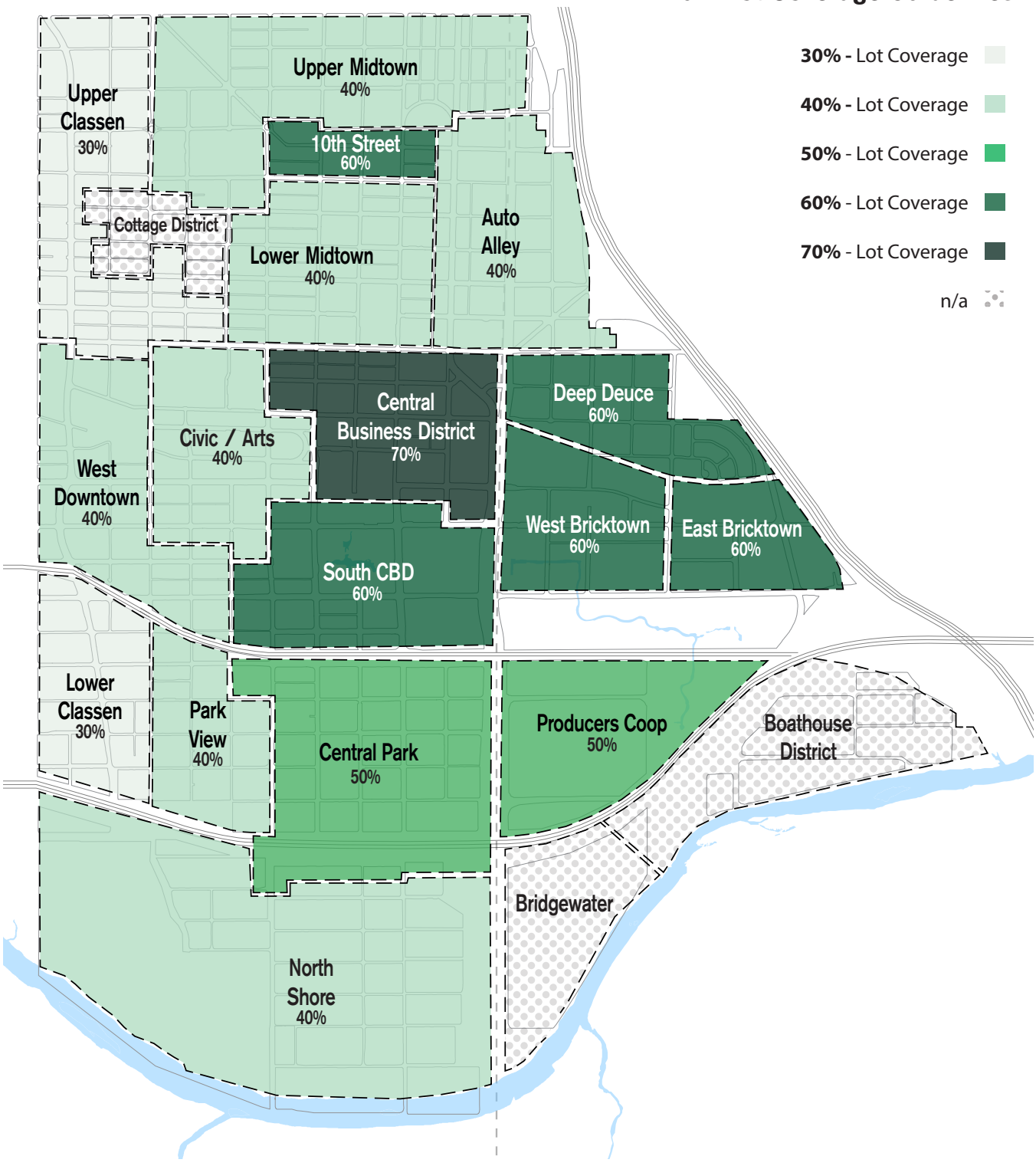
FIGURE 5.4
Minimum Building Height



4-2d Minimum Lot Coverage Guidelines

Lot coverage refers to the ratio of building footprint to parcel size, and numerically shows how a structure fills a space. Generally the more urban an area the greater the lot coverage. Minimum lot coverage in correspondence with existing development standards informs the appropriate densities within each Design Sub-District, taking into account each sub-district's existing and potential character and development. Structured parking is to be included in the building footprint when calculating lot coverage.

FIGURE 5.5
Minimum Lot Coverage Guidelines



4-2e Lot Coverage Examples

FIGURE 5.6
30% Lot Coverage

34.4% Lot Coverage Ratio

FIGURE 5.7
40% Lot Coverage

36.3% Lot Coverage Ratio

FIGURE 5.8
50% Lot Coverage

46.4% Lot Coverage Ratio

FIGURE 5.9
70% Lot Coverage

73.0% Lot Coverage Ratio

FIGURE 5.10
80% Lot Coverage

84.0% Lot Coverage Ratio

FIGURE 5.11
90% Lot Coverage

93.3% Lot Coverage Ratio

4-2f Sub-District Design Guidelines

	DBD									DTD-1			DTD-2					DBD / DTD-2	BC	
	Central Business District	Civic / Arts	South CBD	Central Park	Lower Midtown	10th Street	Deep Deuce	Automobile Alley	Producer's Cooperative	Upper Midtown	Cottage District	Upper Classen	West Downtown	Lower Classen	North Shore	Boathouse District	Bridgewater	Park View	West Bricktown	East Bricktown
CIRCULATION & CONNECTIVITY																				
Maintain, enhance, or extend downtown alley network	■	■	■	■	■	■	■	■		■	■	■	■	■	■		■	■	■	■
Provide or preserve points of access through the block	■	■	■	■	■	■	■	■					■				■		■	■
Blocks with over 400 feet of frontage should be divided by pedestrian or vehicular passages with a minimum width of 20 feet.	■	■	■	■			■	■	■	■			■	■				■	■	■
VERTICAL MASSING																				
Towers to use stepped massing to maximize sunlight to project into neighborhood buildings	■		■	■					■											
Taller buildings (3+ stories taller than adjacent buildings) to be recessed on upper floors to provide a gentle height transition				■	■	■		■		■			■	■	■			■	■	
Building design has clear articulation of lower and upper components	■		■	■			■	■											■	■
Projects are encouraged to maximize density as the market allows	■	■	■	■	■	■	■	■	■											■
FACADE TREATMENT																				
Include vertical breaks or articulation at a minimum of every 20 feet	■	■	■	■	■		■		■								■			■
Special design prominence and definition are applied to corners of major intersections.	■	■	■	■			■	■					■					■	■	■
All visible facades must provide architectural interest	■	■	■																■	■
Building frontage should employ special architectural treatments that complement and enhance a unique public amenity.	■	■	■	■											■	■	■			
High density development employs context sensitive design emphasizing harmonious relationships between new and existing buildings	■	■	■	■	■	■	■	■		■	■	■	■	■	■	■		■	■	■
Development to be compatible with materials, themes, and height of buildings on existing commercial corridors		■						■											■	■
Open air / external stairwells used as primary entrances to buildings, floors, or units are discouraged (not inclusive of fire escapes.	■	■	■	■		■	■	■	■				■		■	■	■	■	■	■

4-2g Design and Character Guidelines

Downtown Business District (DBD)

Description	Key Character Elements	Development Typology (Pages 9-17)
CENTRAL BUSINESS DISTRICT		
The Central Business District (CBD) consists of the traditional downtown core, centered on Park Avenue. It is one of the most intensely developed areas of the city with the highest concentration of employment. Retaining and enhancing key features such as a pedestrian focus, district-serving parking, mixture of day and nighttime uses, and quick access to food & dining is intended to be an economic development driver for office market growth and sustainability.	Visible Center of the City Business Hub Government Center High Daytime Population Use High Pedestrian Traffic	Downtown Core High Intensity Mixed Use
CIVIC / ARTS		
The Civic/Arts sub-district is the western extension of the Central Business District and is split up into three distinct parts. The "Civic" Center includes City hall, Civic Center Music Hall, the Oklahoma City Museum of Art, and Bicentennial Park, flanked by Couch and Colcord Drives. Main Street to the south is designated commercial corridor for the Film Row district, and the areas north of Robert S. Kerr are high density housing projects with easy access to the CBD and Arts oriented amenities.	Arts and Cultural Related Uses Historic Civic and Commercial Architecture Active Gathering Space Tree-Lined Streets Urban Residential Neighborhood	Downtown Core High Intensity Mixed Use Urban General Commercial Corridor
SOUTH CBD		
The South CBD sub-district is planned as an expansion of the Central Business District south to surround the Myriad Gardens. Though not intensively developed currently, it is intended to be as or more densely developed than the CBD. The sub-district will be a high activity area, integrating day-time office uses with major visitor destinations such as the Chesapeake Arena, convention center, and the Myriad Gardens, as well as hotels.	Myriad Gardens as an Urban Park High Density, Mixed-Use District Contemporary Architecture Confluence / meeting point of various groups and visitors Civic and Entertainment Destinations Central district connecting CBD, Core to Shore, and Bricktown	Downtown Core High Intensity Mixed Use Special Destination
CENTRAL PARK		
This sub-district will consist of high density residential and office development flanking the future Central Park. There is an emphasis on multi-family housing in West Central Park, and a mixture of office, retail and housing to in East Central Park.	Central Park as a defining feature High Density Urban district Proximity to Central Business District	High Intensity Mixed Use
PARK VIEW		
This sub-district will act as a transitional district consisting of medium density residential and office development nestled between the Central Park District and Lower Classen District. There is an emphasis on multi-family housing in the core and a mixture of office, retail and housing in the southern and northern sections. (located in both DBD & DTD-2)	A transitional district between the High Density Central Park District and the lower intensity Lower Classen District.	High Intensity Mixed Use General Urban

Description	Key Character Elements	Development Typology (Pages 9-17)
LOWER MIDTOWN		
A neighborhood in-between the Central Business District and 10th Street that accommodates a wide range of development types, from Urban Mixed-Use at the edge of the CBD transitioning to 2 story commercial fronting 10th Street. Integrates anchors like the National Memorial, OCU Law School and Federal Building. One of the most diverse sub-districts in terms of uses and architectural scale.	Transitional area between higher density CBD and peripheral downtown neighborhoods Mixture of historic properties and new construction Northern end of the Harvey Spine	High Intensity Mixed Use General Urban Commercial Corridor
DEEP DEUCE		
Deep Deuce is a high density, high activity urban neighborhood offering multi-family units in close proximity to the Central Business District and the Bricktown Entertainment District. It consists entirely of the Urban Mixed-Use development typology, primarily with single use multi-family residential product, hotels or vertically mixed-use housing above retail/commercial.	High Density Urban Neighborhood Variation of architecture and housing types Views of Downtown	General Urban High Intensity Mixed Use Commercial Corridor
AUTOMOBILE ALLEY		
Automobile Alley is centered along the Broadway corridor, but also includes transitioning industrial areas surrounding the CN Railway.	Historic Commercial Architecture Juxtaposition between residential, commercial and industrial uses; Retail Destination	Commercial Corridor General Urban
10TH STREET		
The 10th Street sub-district is the central portion of the Medical Business Corridor anchored by St. Anthony's to the west and the Health Sciences Center to the east. This is a future retail/commercial corridor that connects the Broadway corridor with the Midtown/Walker commercial node.	Retail Destination	Commercial Corridor General Urban
PRODUCER'S COOPERATIVE		
Existing Cotton Mill and Lumber Yard slated as future high density, mixed-use development.	Future development should take advantage of the location of this sub-district to create a highly integrated and connected mixed-use "village".	High Intensity Mixed Use

Downtown Transitional District 1 (DTD-1)

Description	Key Character Elements	Development Typology (Pages 9-17)
UPPER MIDTOWN		
Upper Midtown is the northern edge of Downtown. The Upper Midtown District includes multi-unit residential structures, offices, large institutional uses along and commercial buildings. Structures range in height from 1-5 stories.	Mix of densities and land uses Historic churches, commercial and multi-family residential architecture High density residential development combined with established residential Vacant sites and under utilized parcels 13th Street is an edge between Downtown and adjacent neighborhood	General Urban Commercial Corridor
COTTAGE DISTRICT		
Cottage District, also known as SoSA (South of St. Anthony's), is a compact residential neighborhood bounded by Classen Boulevard on the west; Shartel on the east, 6th Avenue on the south, and 9th St on the north. Cottage District is located on a rise northwest of the DBD and has attractive views of Downtown. Redevelopment is occurring predominantly on existing single family lots and includes new construction and rehabilitations of historic structures. District land uses include multi-family structures, commercial development, two churches and a developing multi-family use along Shartel. Red Andrews Park is adjacent to the neighborhood on the east.	Compact neighborhood form Low density residential building pattern Views of Downtown 21st C Modern residential architecture Adjacency to Medical Office uses	Neighborhood
UPPER CLASSEN		
The Upper Classen District is bounded by 13th Street on the north and 6th Street on the south. Classen is an urban arterial street that includes office, convenience and general retail, industrial and automotive uses, along with many vacant/under utilized parcels and billboards. Present height range is 1-3-story buildings. .	Low density, low height building forms Many large "clean slate" parcels could be ready for redevelopment Under utilized arterial corridor Wide street right-of-way: 4-7 travel lanes Eight foot grade separation between 7th-9th Streets Several large billboards	General Urban

Downtown Transitional District 2 (DTD-2)

Description	Key Character Elements	Development Typology (Pages 9-17)
WEST DOWNTOWN		
West Downtown is a district bordered by Walker Avenue to the east, 4th Street to the north, Western Avenue on the west, and the future Oklahoma Boulevard to the south. West Downtown currently includes the Film Row Business Improvement District, historic industrial and commercial buildings along Main, Sheridan and Classen, and the WestTown Homeless Resources Campus.	Film Row Business Improvement District West Main and Sheridan corridors Intersections with Classen Boulevard, Western Avenue Historic industrial and commercial architecture Presence of creative fabricators Surface parking lots, under utilized industrial architecture	General Urban Commercial Corridor
LOWER CLASSEN		
Lower Classen is primarily an industrial district in its present form though its future character will be highly impacted by the planned Core to Shore development and by the construction of the Oklahoma Boulevard. Future uses will include mixed residential/commercial in fill development west of the planned Central Park, a 70-acre urban open space along with multi-family, office and neighborhood retail uses.	Large Industrial parcels Under utilized residential and industrial parcels Historic industrial/commercial buildings Gateways at Oklahoma Boulevard & Classen, Reno & Exchange	General Urban
NORTH SHORE		
North Shore is an evolving district that has been the focus of Core to Shore Planning efforts over the past decades. The district is bounded by I-40 on the north, the Oklahoma River on the south, Shields Boulevard on the east, and Western Avenue on the west. Walker Avenue serves as a continuous central spine through the district. At present the area includes a mix of industrial, institutional and low density residential uses and large quantities of vacant land. The riverfront and Promenade Park are the major organizing principles of the district.	Existing industrial uses Historic church and school buildings Historic low density residential building pattern Numerous vacant lots and vacant structures	High Intensity Mixed Use General Urban Neighborhood
BOATHOUSE DISTRICT		
Boathouse District is located along the Oklahoma River between I-40 on the north and Shields Boulevard on the east. The riverfront is the major organizing principle of the district and the area includes growing collection of riverfront buildings, water-oriented recreation and entertainment facilities and infrastructure.	Collection of landmark structures Orientation towards and views of the river Boathouse infrastructure	Special Destination
BRIDGEWATER		
Bridgewater is a riverside district bounded by I-40 on the north, the Oklahoma River on the south, the Boathouse District on the east and Shields Boulevard on the west. At present the district is occupied by a heavy industrial user, a multi-acre automobile pull-apart yard.	Currently heavy industrial character and use Centrally isolated location Triangular parcel with potential riverfront views Busy rail corridor runs along north and west sides of district 15th Street will link district to Promenade Park area	General Urban

Bricktown

Description	Key Character Elements	Development Typology (Pages 9-17)
WEST BRICKTOWN		
West Bricktown sub-district is the western portion of the Bricktown Entertainment District. It is comprised primarily of historic commercial and industrial structures that have been adapted for new uses. This sub-district is a high activity area; retaining and enhancing key features such as pedestrian focus, mixture of day and nighttime entertainment uses, and major visitor destinations is key to maintaining it as an economic development driver.	Civic and Entertainment Destinations Bricktown Canal Adaptive reuse of historical commercial and industrial structures Brick or Warehouse style structures Confluence / meeting point of various groups and visitors High Pedestrian Traffic High concentration of entertainment uses High Density, Mixed-Use District	Special Destination - Historic
EAST BRICKTOWN		
East Bricktown sub-district is the eastern extension of Bricktown Entertainment District. Compared to it's western counterpart this area has fewer historically significant structures and more undeveloped land; allowing for area appropriate modern infill and development. Future developments are intended to include a mixture of retail, entertainment, hotels, housing, office, and civic high density land uses.	High Density, Mixed-Use District Mixture of historic properties and new construction Brick or Warehouse modern in fill style structures Confluence / meeting point of various groups and visitors	High Intensity Mixed Use

The City of
OKLAHOMA CITY
PLANNING DEPARTMENT