



downtown development framework

City of Oklahoma City

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Adopted 2015

Amended 2020





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 everyday 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; and
- Establish a process that streamlines the design of future street projects.

MAJOR LAND USE THEMES

The thoughtful and deliberate arrangement of different types and intensities of land use shapes special districts, drives economic development, promotes retail opportunities, and creates an attractive downtown environment. Developers are encouraged to pursue projects that reflect the land uses, densities, and intensities described within the various Development Typologies assigned to parcels of land in this plan and help implement the following major land use initiatives:

- Integrate general and mid-rise office development into areas surrounding the City Center;
- Redevelop the Cox Convention Center site as a high-density, mixed-use development that re-establishes the street grid through the superblock;
- Promote context-appropriate infill and rehabilitation of existing buildings in Automobile Alley and west downtown;
- Develop Deep Deuce as downtown’s premier mixed-use residential district;
- Establish Midtown as one of downtown’s major residential neighborhoods;
- Prioritize high-density housing and office/mixed-use development adjacent to Scissortail Park, emphasizing multi-family to the west and a mixture of office, housing, retail and hotels to the east; and
- Develop medium-density neighborhoods in the lower “Core to Shore” area (Riverside neighborhood).

How is the Downtown Development Framework used?

The Development Framework is broken out into two sections:

POLICY FRAMEWORK

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.

DESIGN FRAMEWORK

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.

Standards Vs. Guidelines

The Downtown Development Framework recommends Urban Design Guidelines for downtown Oklahoma City. The DDF is not a regulatory document and does not include additional requirements or standards for development beyond what is regulated in the municipal code. It is important to distinguish the difference between guidelines and standards. Simply put, guidelines are recommendations, whereas standards are requirements. Typically, guidelines are described with words such as “should” and “encouraged to” while standards are expressed with “shall” and “must.”

STANDARDS

Standards (also called Regulations) are mandatory requirements set forth in the Municipal Code through ordinances that apply to development within legally defined zoning districts. Standards or regulations cannot be modified or varied unless special permission is granted by the City's Board of Adjustment. Zoning districts within downtown are organized into Design Review Districts that are governed by ordinances that contain both Development Regulations and Design Guidelines. Projects within these districts must undergo design review by Planning Department staff and/or a Design Review Committee or Commission to obtain a Certificate of Approval prior to receiving a building permit.

GUIDELINES

Guidelines are not mandatory or binding and should not be confused with standards or regulations. Guidelines are advisory recommendations that are meant to be applied with discretion, acknowledging that a “one-size-fits-all” approach is not appropriate for all sites in a dynamic downtown area. Guidelines express preferences for how the built form of an area should be shaped by the public and private realms. The guidelines within the DDF are intended to guide development of the public realm and influence thoughtful and contextual design of individual projects in the private realm. The DDF introduces more specific design guidelines for individual streets and character districts than are found in the ordinances that govern downtown's Design Districts. This document may be adopted by reference as a Supplemental Resource to augment the design review process within downtown's Design Districts.



POLICY FRAMEWORK



Section 1. Development Framework

1.1 Development Typologies

1.2 Retail Priority Areas

1.3 Streetcar and Park Frontage Priority Areas

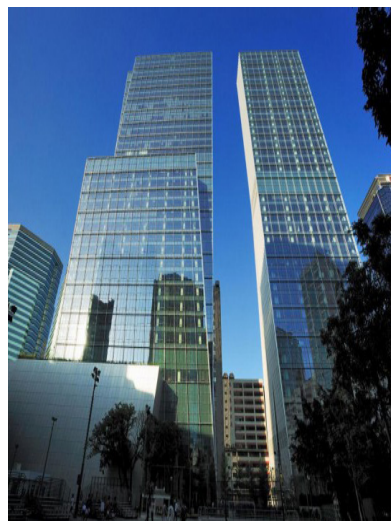
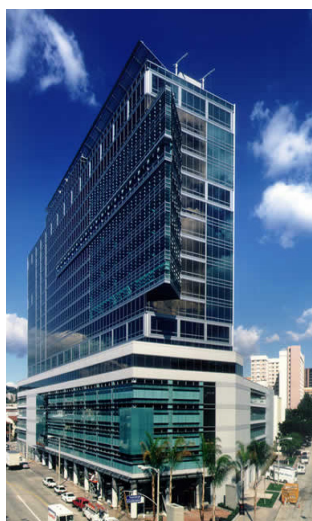
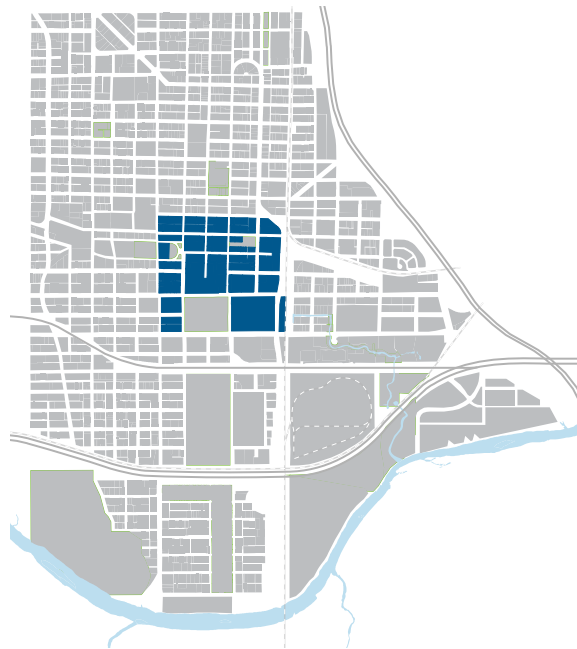
1.1 Development Typologies

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 Downtown Core 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.



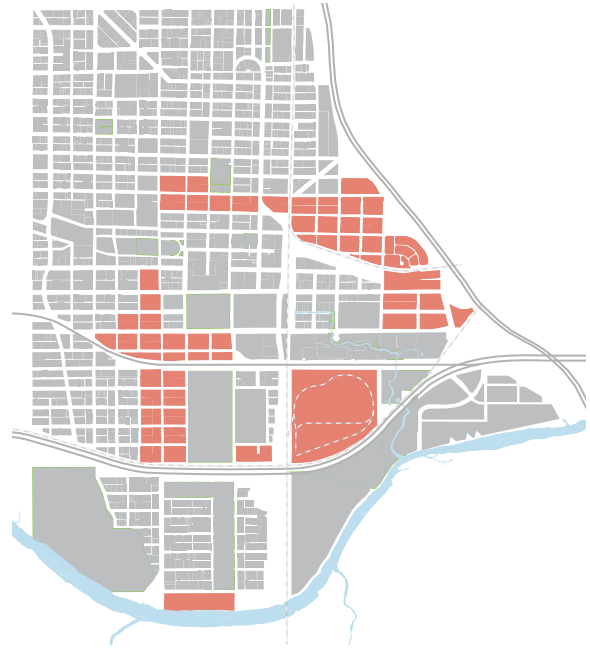
DOWNTOWN CORE TYPOLOGY

The Downtown Core area combines the city's largest concentration of high-density structures, primarily office and hotel towers (often more than 10 stories and much taller), with other integrated uses. Other common structures in this area are residential mid- and high-rise buildings, government offices, museums and other civic structures. Supportive retail, dining and services at street level create a high level of pedestrian activity. Streets are designed for multiple modes of transportation, including automobiles, transit, bicycles and pedestrians. Parking is accommodated in private and public parking garages.



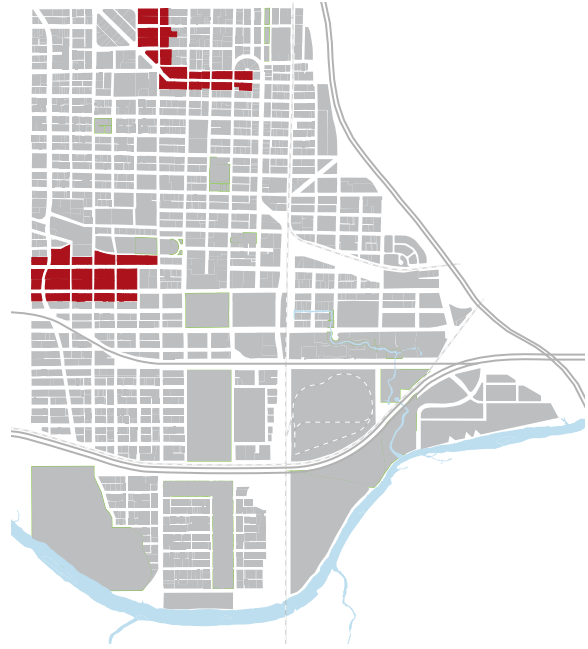
HIGH INTENSITY MIXED USE TYPOLOGY

High Intensity Mixed Use areas consist of secondary employment zones, high density urban neighborhoods, office and hotel towers, mid-rise buildings, and a mix of uses (from museums to theaters and education or healthcare institutions and more) that generates activity throughout the entire day. Density is created through consistent urban massing and scale as opposed to height, which can range from 3 to more than 10 stories, and sometimes much taller. Most buildings are vertically mixed with office, housing, or hotel uses on the upper floors and commercial space on the ground floor. Housing typologies vary and can include townhomes, flats and apartments, typically 12 to 50 du/acre or more with integrated commercial storefronts. Parking is accommodated in private and public parking garages, some can be stand alone but most of them are integrated within a development.



COMMERCIAL CORRIDOR TYPOLOGY

Commercial Corridors include a mix of historic buildings and new construction and have a general density ranging from 1 story to 5 stories, but development of higher buildings may occur too. 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 with residential, office or hospitality use on the upper floors. The typology does not necessarily represent the only areas of retail, dining and entertainment concentration within the downtown area. The Downtown Core, High Intensity Mixed Use areas, Automobile Alley and Bricktown are all mixed-use areas with concentrations of commercial uses.



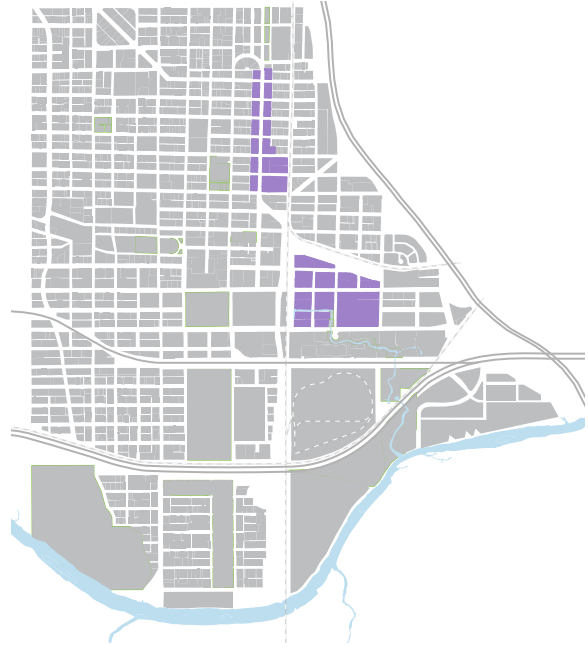
GENERAL URBAN TYPOLOGY

General Urban areas are very diverse with low-, medium-, and high-density, horizontally mixed-use characteristics that primarily include single-use office and residential structures with a limited number of vertically mixed structures. Housing typologies include townhomes, flats, and 2-4 story walk-up single-family residences generally around 12 du/acre, and multi-story apartment buildings of more than 50 du/acre. Ground floor commercial space tends to be scattered throughout General Urban areas, unlike clustered within Commercial Corridors. Setbacks and heights 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 most other districts.



SPECIAL DESTINATION (HISTORIC) TYPOLOGY

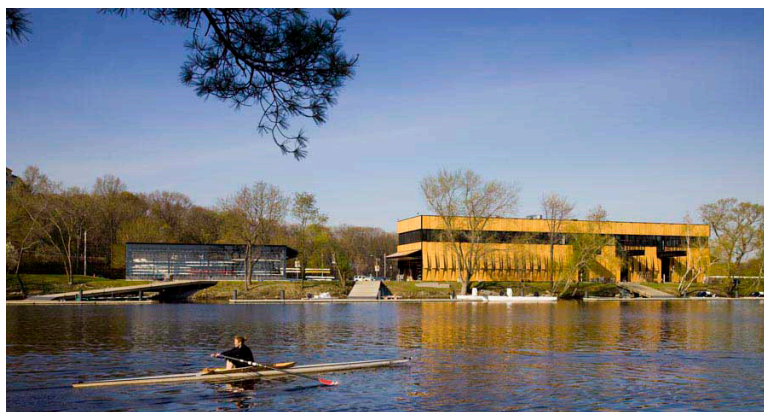
Special Destination (Historic) typologies exhibit similar form and scale as High Intensity Mixed Use with a concentration of historic commercial and industrial structures that have been adapted for new uses. This typology includes entertainment, arts, creative retail, small-to-medium sized dining and event venues, and hospitality uses. Building forms tend to be 1 to 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 TYPOLOGY

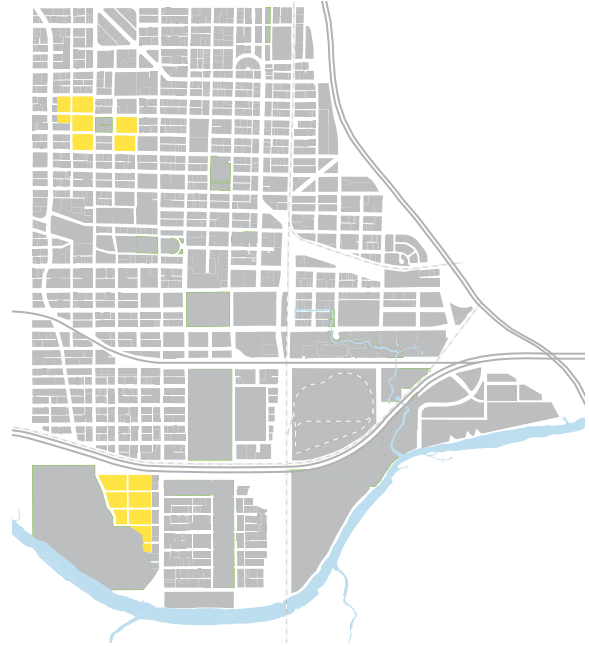
Special Destination areas combine concentrations of entertainment, arts & culture, and sporting destinations, with buildings that encompass a wide range of types, from large-scale venues and “big box” retail to historic structures and pedestrian oriented, mixed-use construction. Parking is structured 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 dining, entertainment and shopping area centered around the Bricktown canal;
- (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, convention centers, and related hotels and supporting uses.



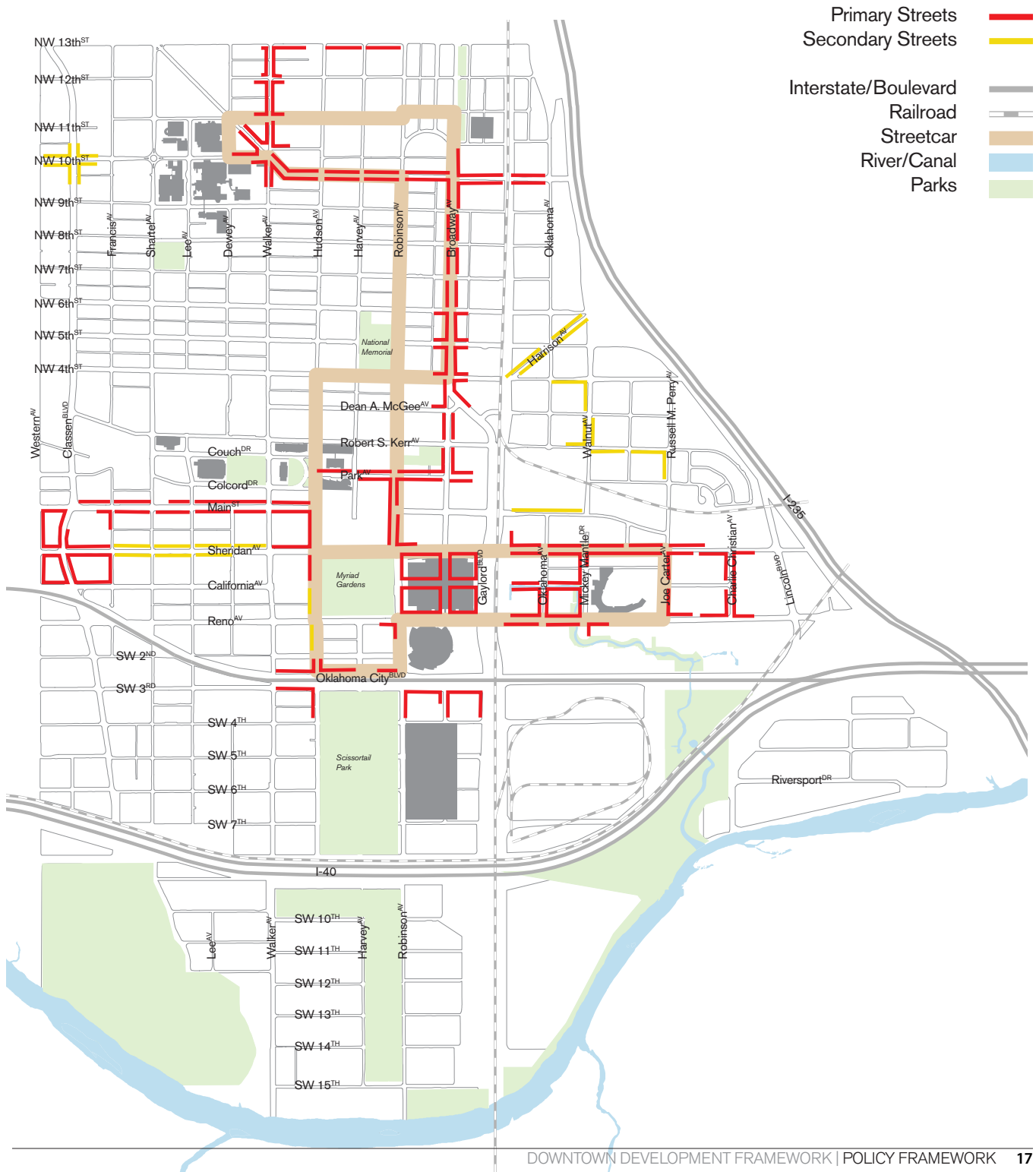
NEIGHBORHOOD TYPOLOGY

Neighborhood areas have the lowest density in the downtown area, ranging from single family detached homes, live/work units, row houses, and 4-to-8 plex multi-family structures ranging in height from 2 to 4 stories with a density up to about 12 du/acre. Parcels are typically deep with narrow street frontages. Setbacks and front yards vary. This development typology has the lowest pedestrian and vehicular activity due to its predominance of less intense residential uses and limited amount of office, retail and dining.



1.2 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.



1.3 Streetcar and Park Frontage Priority Areas

Streetcar and Park Frontage Priority Areas are delineated in the Framework along corridors where special consideration is needed to ensure development fronting streetcar routes and downtown parks are compatible in design and function, and maximize the mutual benefit of the proximity of these urban resources. Development fronting these public amenities and investments should include active uses at street level, such as retail and commercial storefront space. Park and streetcar frontage corridors are typically considered premium locations for multi-story mixed-use development supporting vertical integration of housing, offices, and commercial space due to immediate access to public transportation, views of park space, and greater exposure to residents, workers and visitors. Non-active uses, such as structured parking, should not be located or designed to front these corridors, but rather integrated into a development behind active uses. Because these corridors support a higher volume of pedestrian and vehicular activity, curb cuts to access structured parking are discouraged unless secondary access from an alley or side street is not possible.

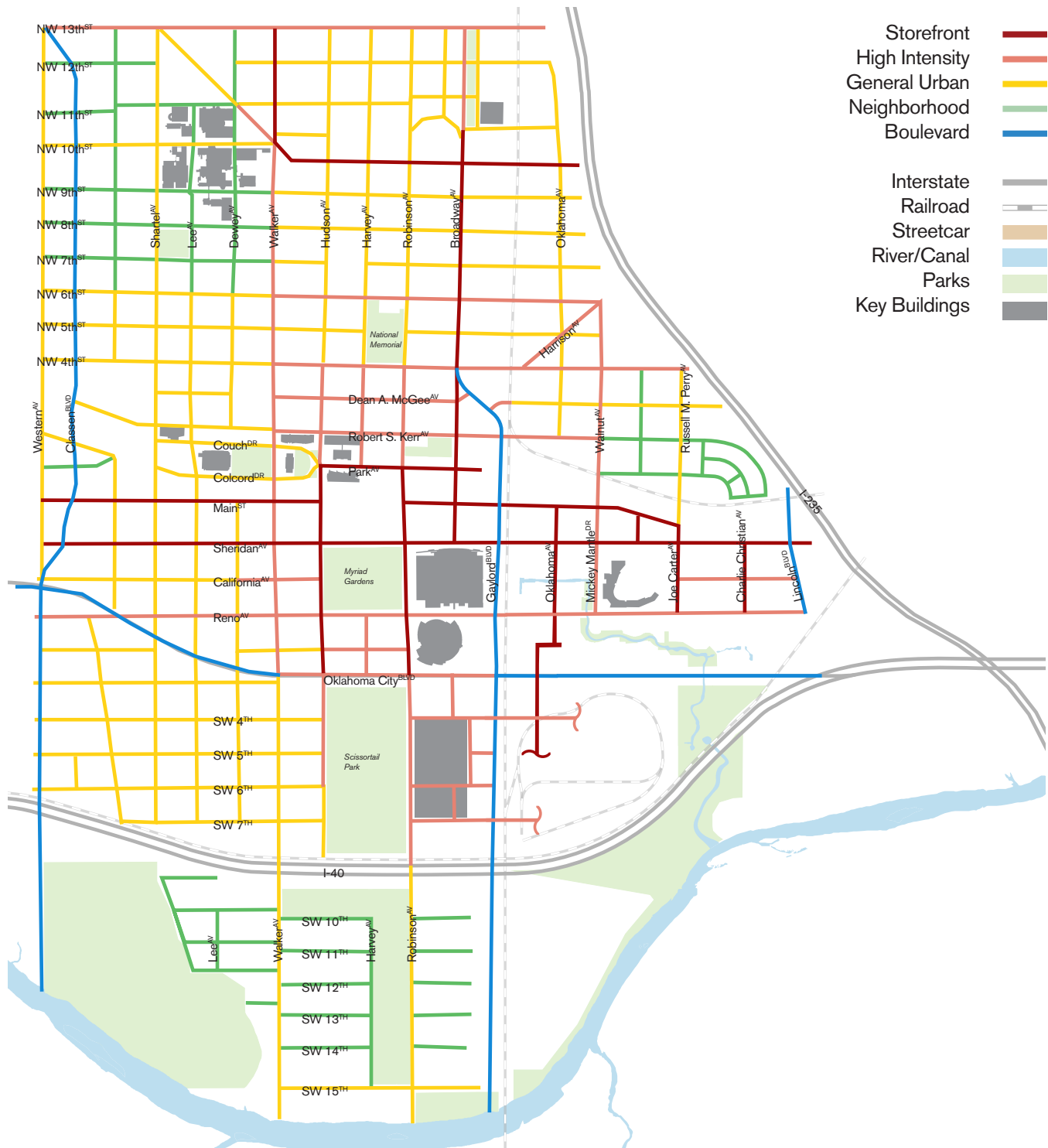


Section 2. Transportation Framework

- 2.1 Street Typologies**
- 2.2 Automobile Network**
- 2.3 Bicycle Network**
- 2.4 Parking Priority**
- 2.5 Transit Network**

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. Any new street will be assigned one of these street typologies through the design review process.



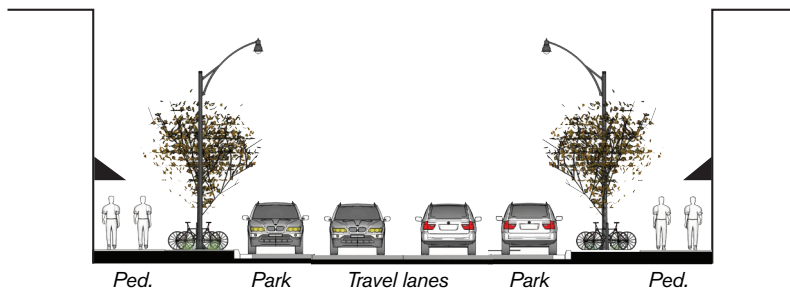
| | Storefront | High Intensity | General Urban | Neighborhood | Boulevard |
|--|---|---|---|---|---|
| Purpose | Pedestrian oriented, high activity, retail and commercial corridor. | High activity urban street, balancing cars and pedestrians. | Typical downtown street, balance of cars and pedestrians. | Local, low traffic street. | High traffic corridor focused on city/regional mobility. |
| Priority (Traffic) | Pedestrians, Cars (Local/Through) Transit Cycling | Pedestrians, Cars (Local/Through) Transit Cycling | Pedestrians, Cars, Cycling | Pedestrians, Landscaping, Cars (Local) | Pedestrians, Landscaping, Cars (Local) |
| Adjacent Uses | Retail, mixed-use of varying height and density | High Density, high intensity uses like office, multifamily, hotel, and retail. | Medium density residential to office. | Primarily residential, some low density office/retail. | |
| Pedestrian zone design priorities | Expanded sidewalk clear zone, storefront zone when possible, and full amenity zone with landscaping. Opportunities for outdoor seating and signage. | Expanded sidewalk clear zone when possible and full amenity zone with landscaping. Opportunities for outdoor seating and signage. | Baseline sidewalk clear zone and amenity zone with landscaping. | Beautification and shade through trees and landscaping within amenity zone. Landscape buffer between building frontage and sidewalk clear zone (when applicable). | Buffer pedestrians through expanded sidewalk clear zone, landscaped amenity zones, and other methods. |

STOREFRONT STREET TYPOLOGY

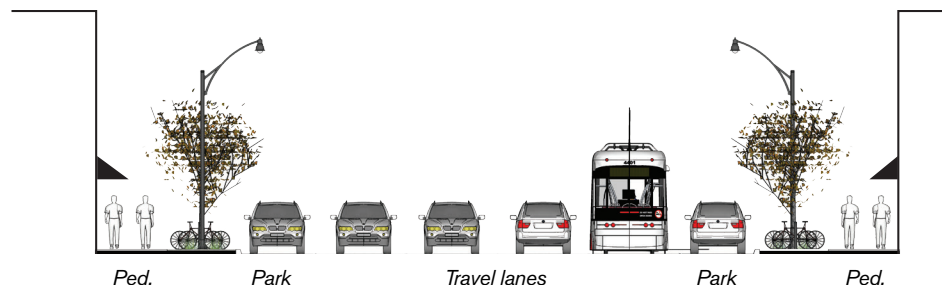


Destination streets that have concentrated amounts of retail, dining and/or entertainment, and subsequently carry the largest amount of pedestrian traffic. Key characteristics of this street typology are expanded pedestrian zones, on-street parking and streetcar routes.

EXAMPLES: Broadway Avenue (Auto Alley), 10th Street (Midtown), Main Street (Film Row), Sheridan (Bricktown).



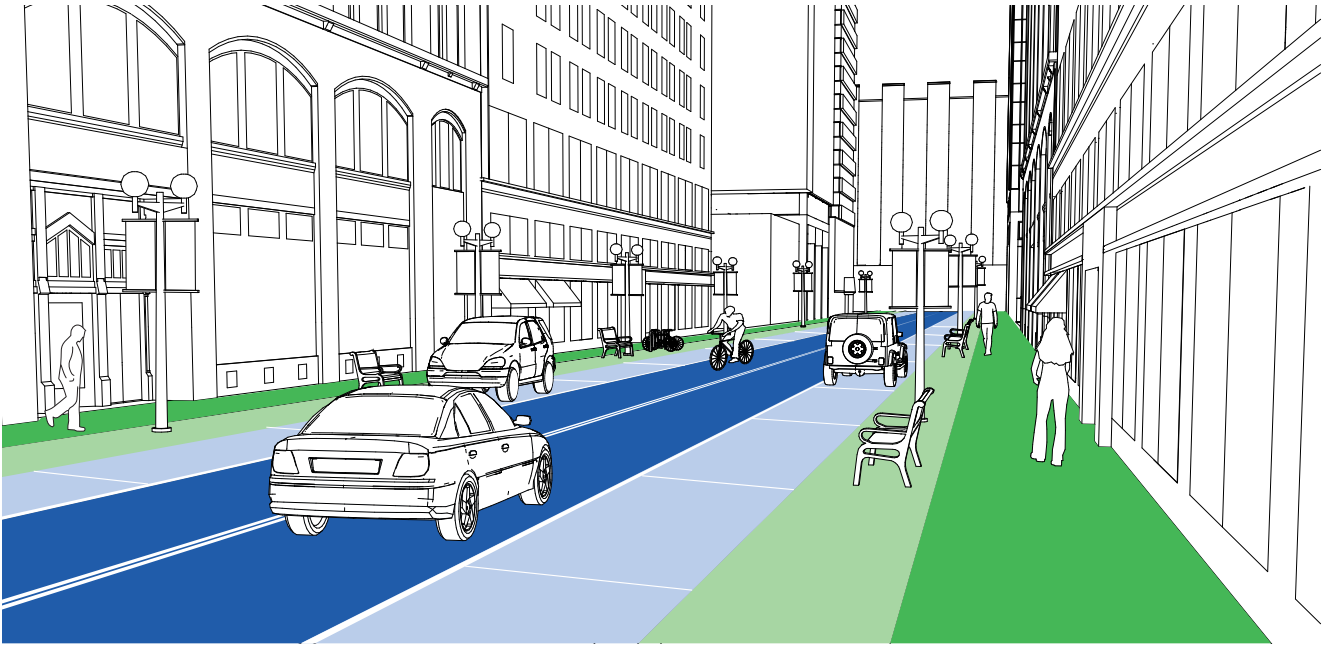
Typical 2 lane Storefront street with expanded sidewalk



Multiple lanes of traffic and streetcar, similar to Broadway or Sheridan

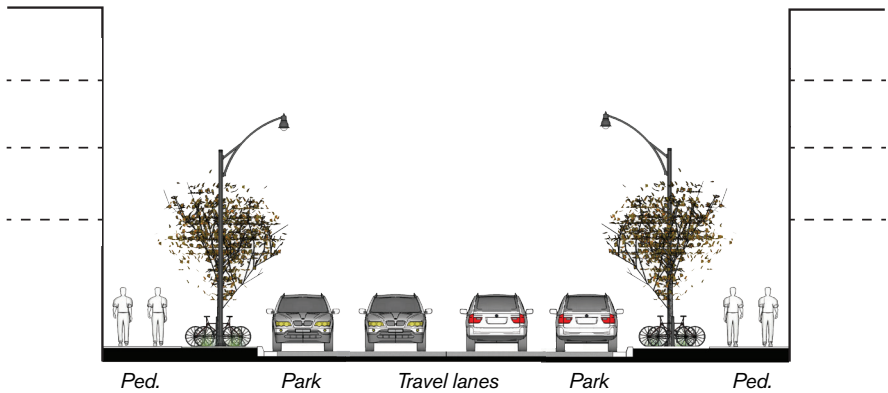
| Traffic Volume | Travel Lanes | Median | Right-of-Way | Traffic Zone | Pedestrian Zone |
|---------------------|--------------|--------|--------------|------------------|------------------|
| 15,000 - 17,500 ADT | 2-4 | No | 60' - 100' | 45-60% of ROW | 40-55% of ROW |

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 of this typology are expanded pedestrian zones, high activity at peak times, slower traffic and a mixture of transportation modes.

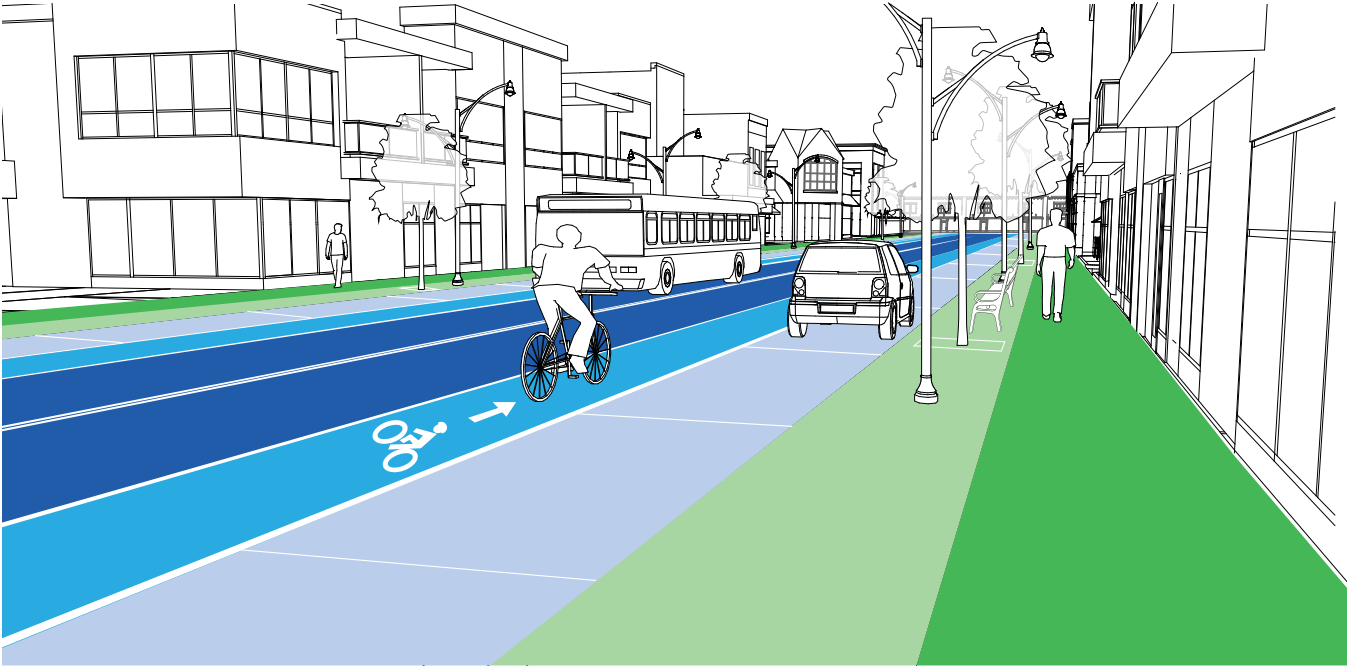
EXAMPLES: Park Avenue, Hudson Avenue, Robinson Avenue (City Center).



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

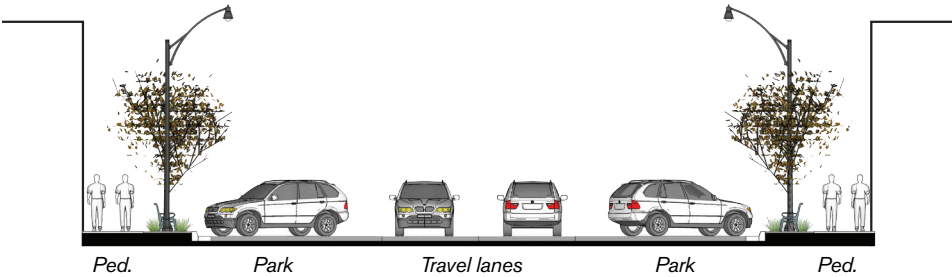
| Traffic Volume | Travel Lanes | Median | Right-of-Way | Travel Zone | Pedestrian Zone* |
|--------------------|--------------|----------|--------------|---------------|------------------|
| 5,000 - 15,000 ADT | 2-4 | Optional | 60' - 100' | 60-65% of ROW | 35-40% of ROW |

GENERAL URBAN STREET TYPOLOGY

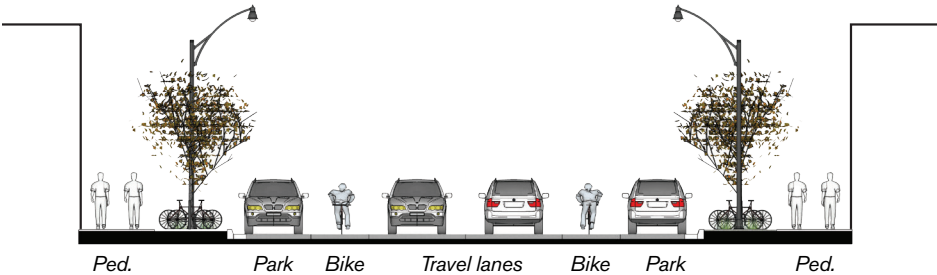


The standard downtown street type - intended to balance needs of all modes of transportation adjacent to medium density land uses. Key characteristics of this street typology are balanced transportation modes, flexibility and a ‘typical’ downtown street.

EXAMPLES: Robinson Avenue (Automobile Alley), NW 5th Street , NW 8th Street, Hudson Avenue (all three in Midtown).



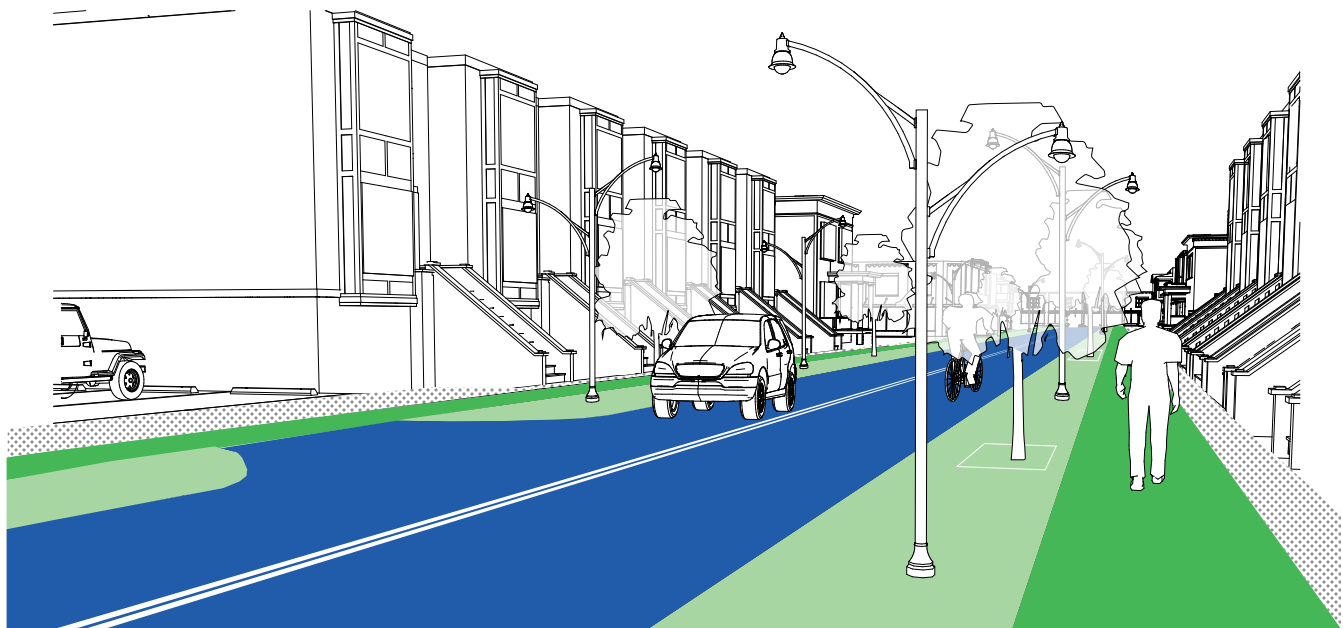
General Urban streets vary in width, and with a less intensive pedestrian zone, can be appropriate for angled parking to increase on-street supply



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.

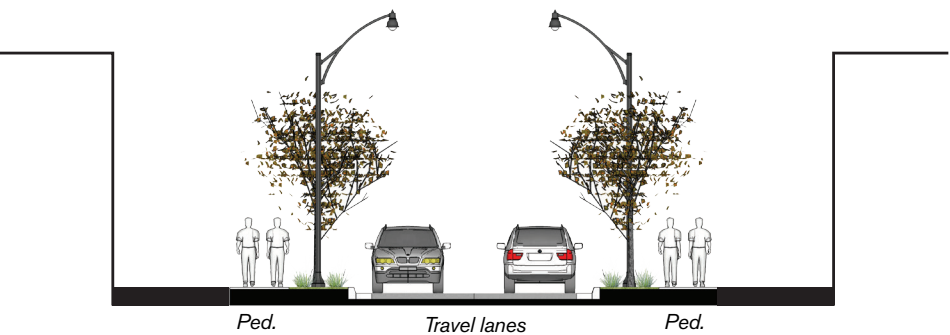
| Traffic Volume | Travel Lanes | Median | Right-of-Way | Travel Zone | Pedestrian Zone |
|-------------------|--------------|--------|--------------|---------------|-----------------|
| 5,000 - 8,000 ADT | 2 | No | 60' - 80' | 70-80% of ROW | 20-30% of ROW |

NEIGHBORHOOD STREET TYPOLOGY



Local downtown streets that provide direct access to residential areas. Emphasis on local speed traffic and landscaped pedestrian zones. Key characteristics of this street typology are local access, slow traffic, greenscape and setback of buildings.

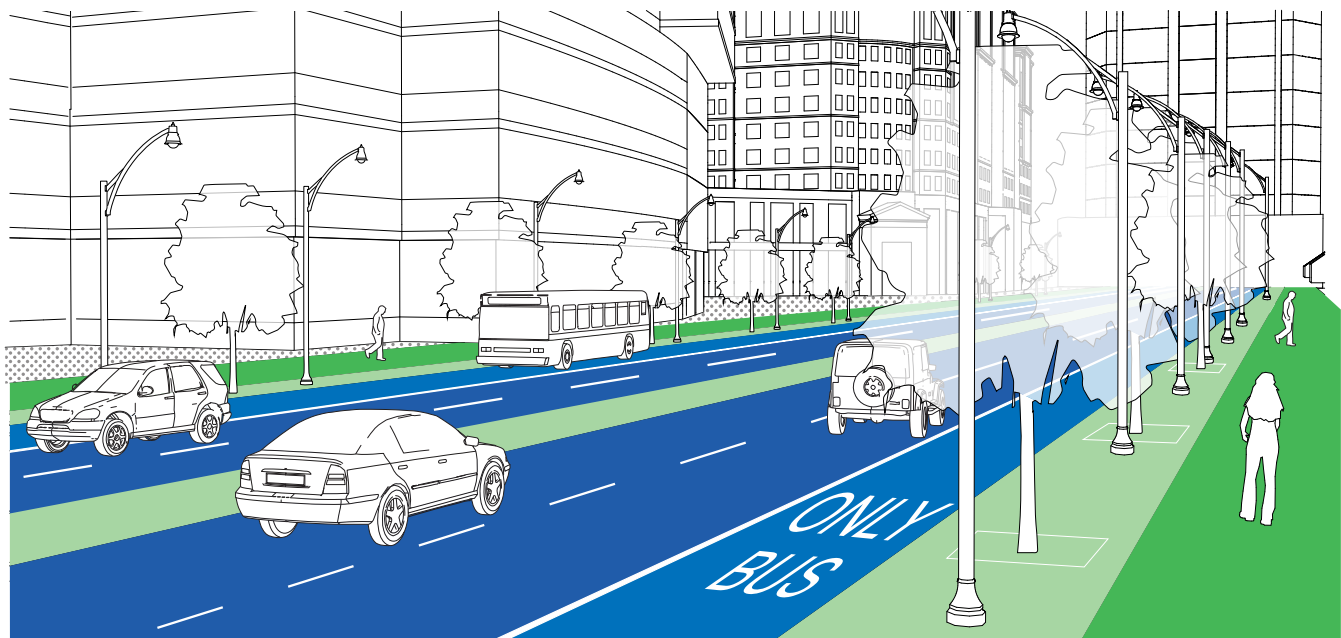
EXAMPLES: Francis Avenue, Lee Avenue (North of 6th), NW 8th Street (west of Walker), NE 2nd Street (east of Walnut).



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

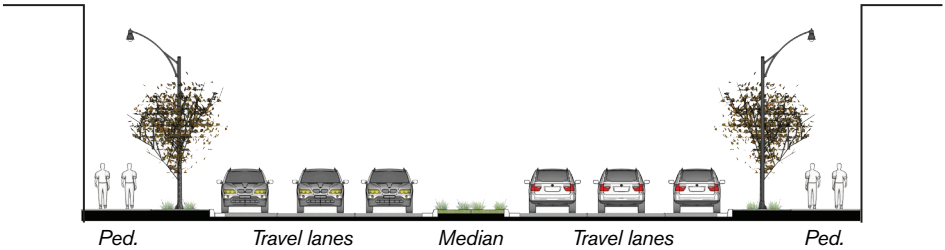
| Traffic Volume | Travel Lanes | Median | Right-of-Way | Travel Zone | Pedestrian Zone |
|----------------|--------------|--------|--------------|---------------|-----------------|
| < 5,000 ADT | 2 | No | 60' - 80' | 50-65% of ROW | 35-50% of ROW |

BOULEVARD STREET TYPOLOGY

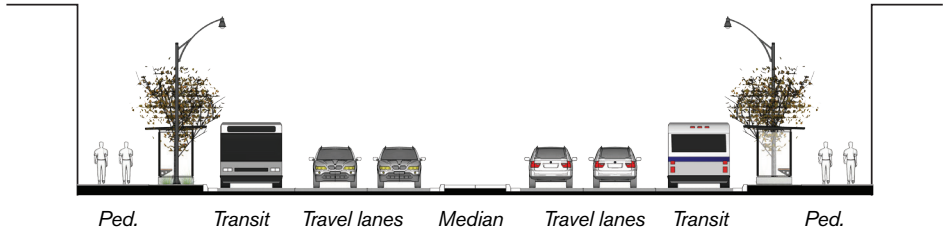


Designed to move larger numbers of vehicles from one part of the city to another, balancing higher vehicular priority with safety and comfort of pedestrians and cyclists, and varied land use intensities. Key characteristics of this street typology are expanded pedestrian zones and streetcar routes.

EXAMPLES: Classen Boulevard, Shields/EK Gaylord Boulevard, Oklahoma City Boulevard.



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

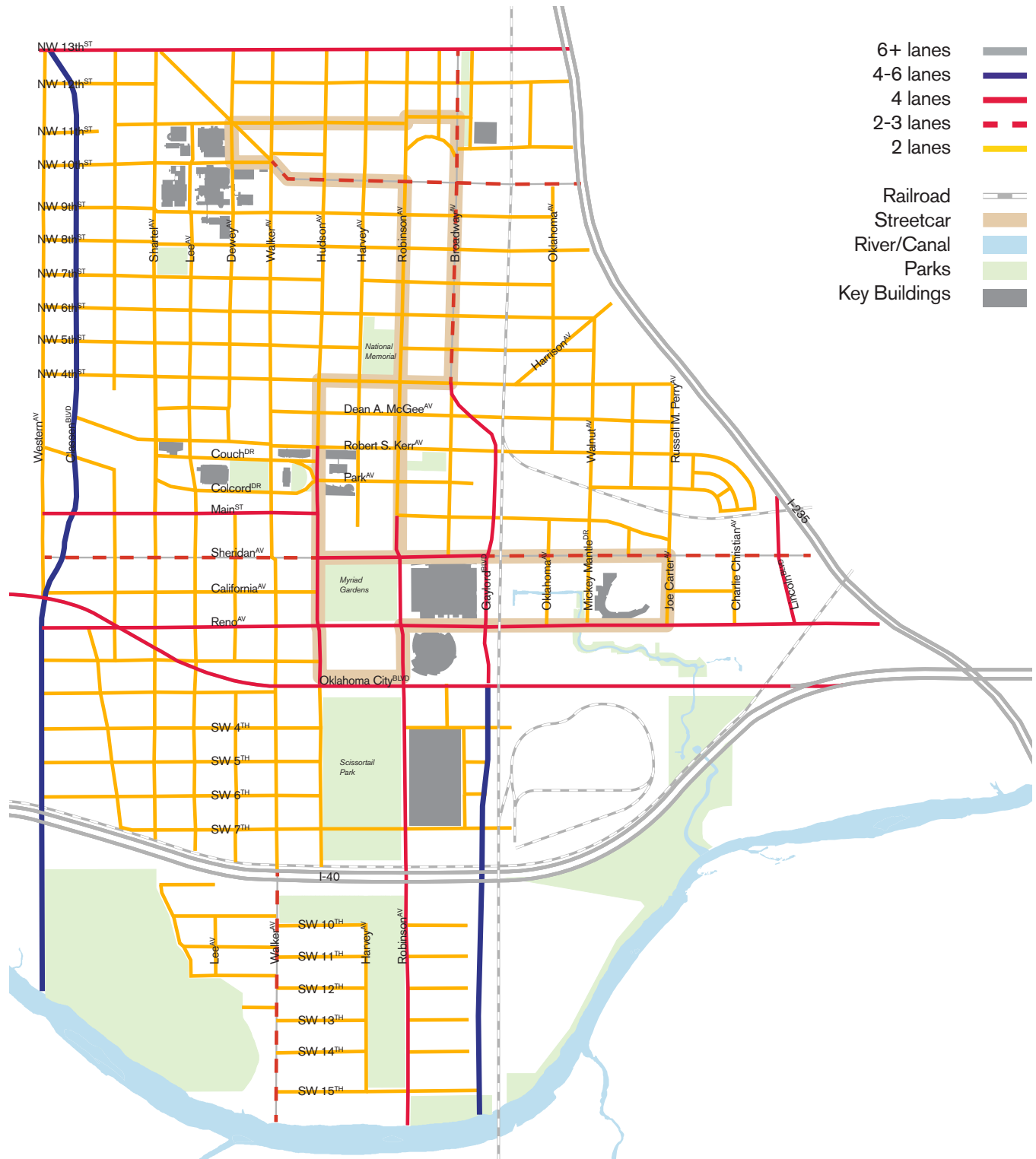


Six lane example, showing the use of Transit in the outer lanes.

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

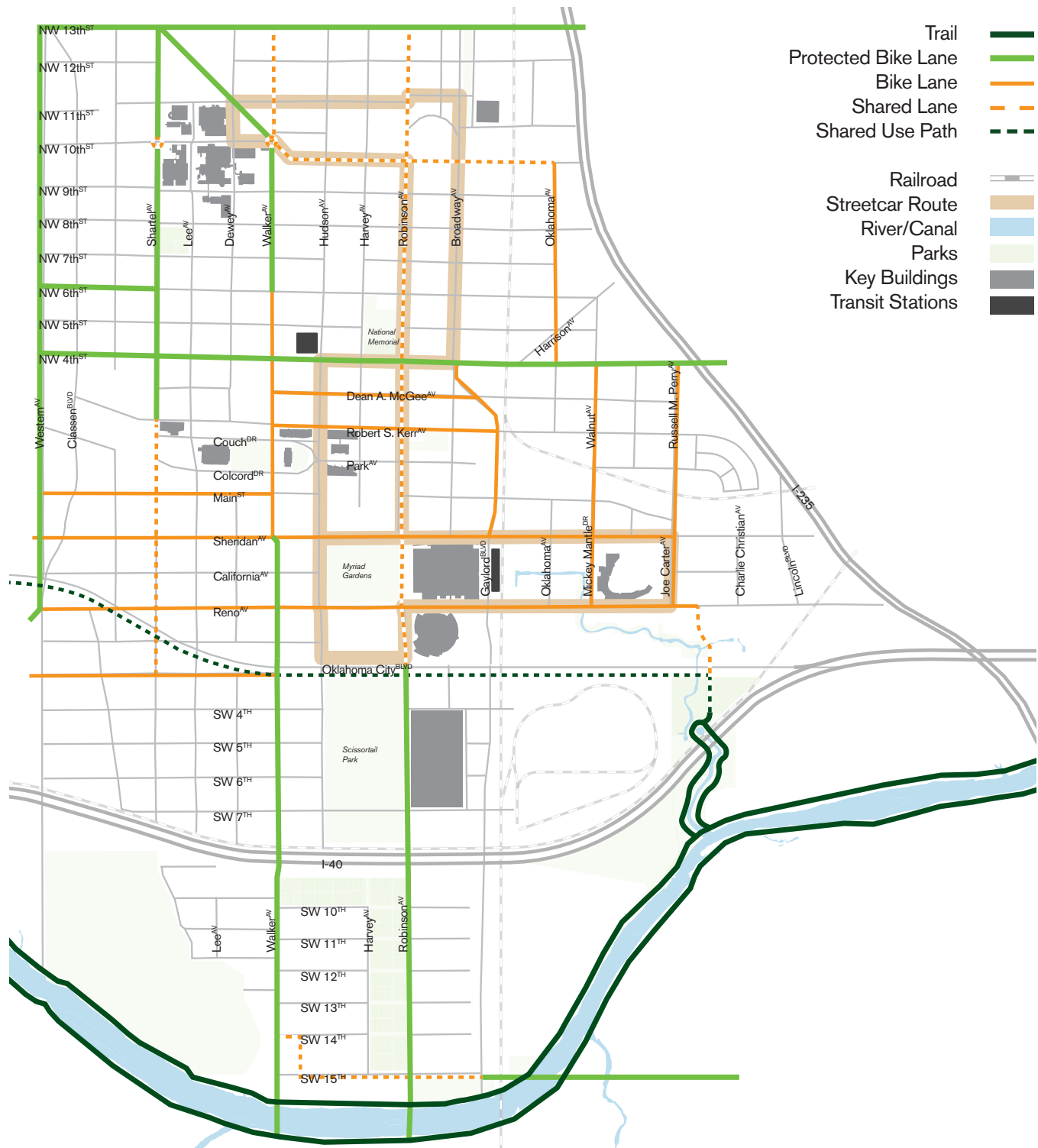
2.2 Automobile Network

The Automobile Network delineates the typical number of travel lanes in existing downtown streets. The configuration and design of streets should follow the guidelines found in Section 3: Street Design.



2.3 Bicycle Network

The Bicycle Network identifies the most appropriate streets for new bicycle infrastructure, including Bicycle Lanes, Trails, and Shared Lanes. Special consideration was given to designating routes that connect to a city-wide system as well as compatibility with the Modern Streetcar route. The network shown below is a proposed network and therefore not all facilities shown are existing.



TRAIL



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

BIKE 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 USE PATH



Side paths are nicely and obviously marked for both bikes and pedestrians and are separated from automobile traffic, apart from intersection crossings.

PROTECTED BIKE 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 LANE



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

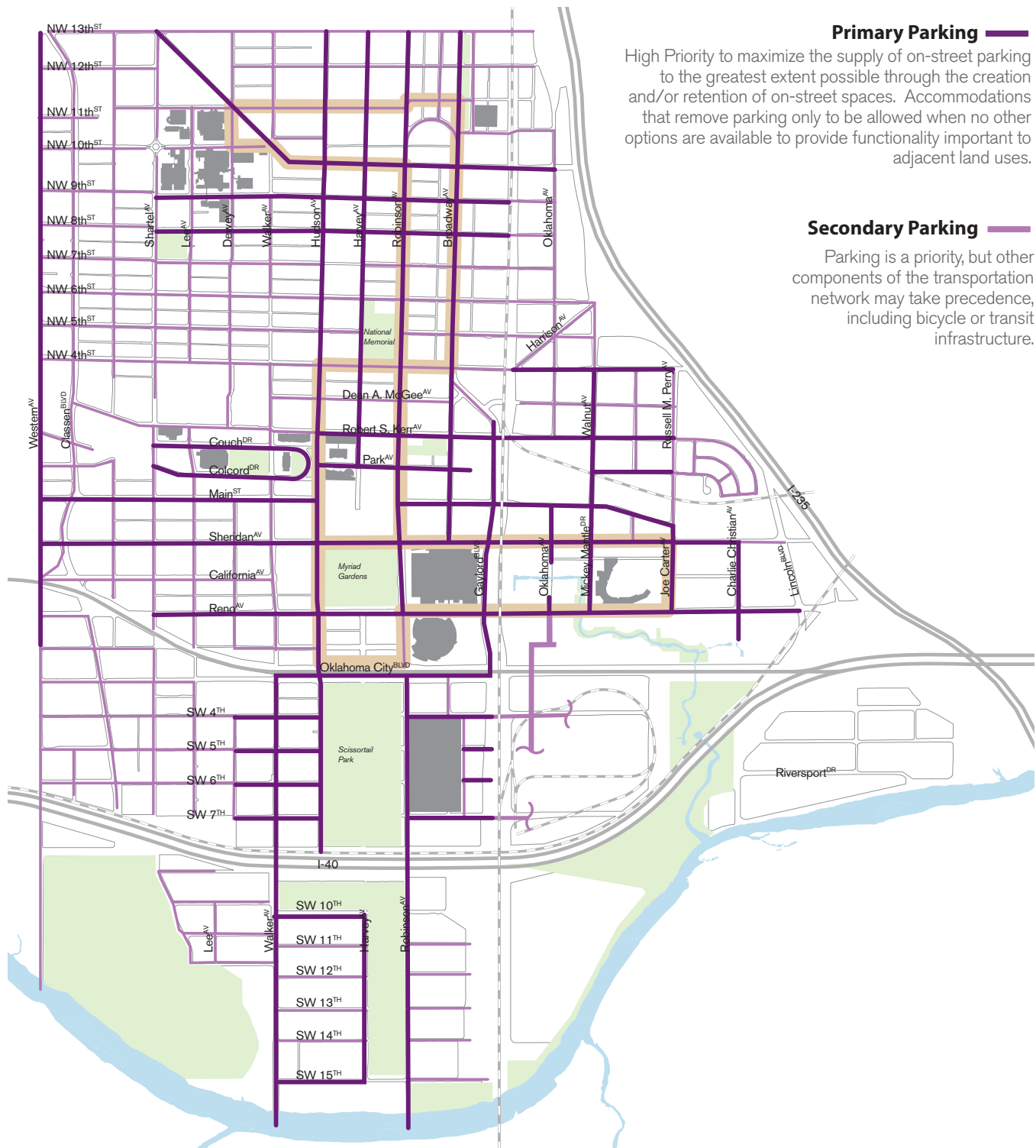
MIXED URBAN ENVIRONMENT



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

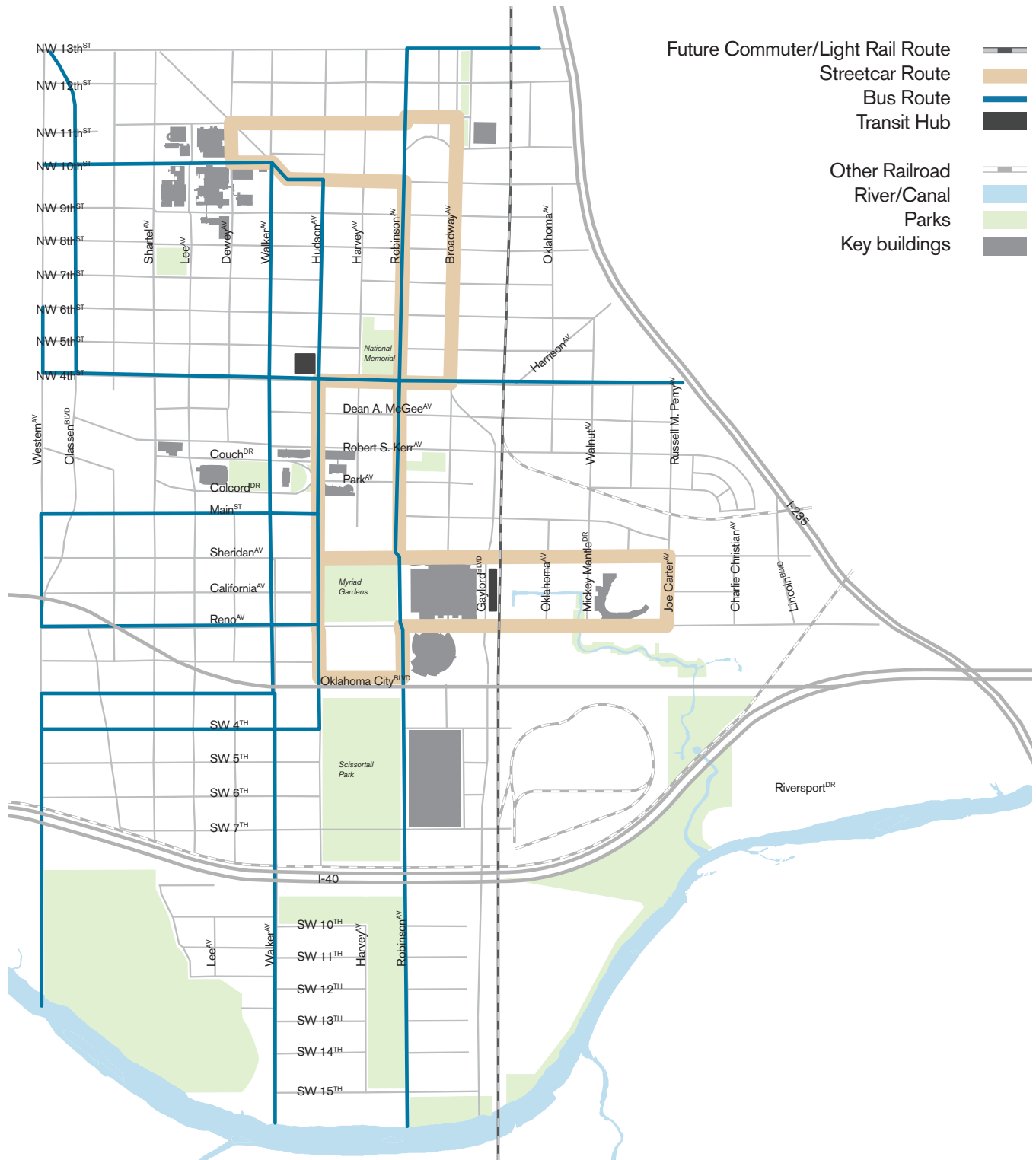
2.4 Parking Priority

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. Any new streets should be designated as secondary parking.



2.5 Transit Network

The downtown multi-modal transit network map depicts bus routes, streetcar routes, transit stations, and future routes for commuter/light rail service. The streetcar system links major employers, entertainment and important districts in and around downtown. The 5-mile Downtown Loop has 22 stops that travel through Bricktown, Automobile Alley, Midtown, Arts District and City Center. The Bricktown Loop provides additional frequency along a 2-mile section of the Downtown Loop, serving 9 platforms in Bricktown and City Center.





DESIGN FRAMEWORK



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.

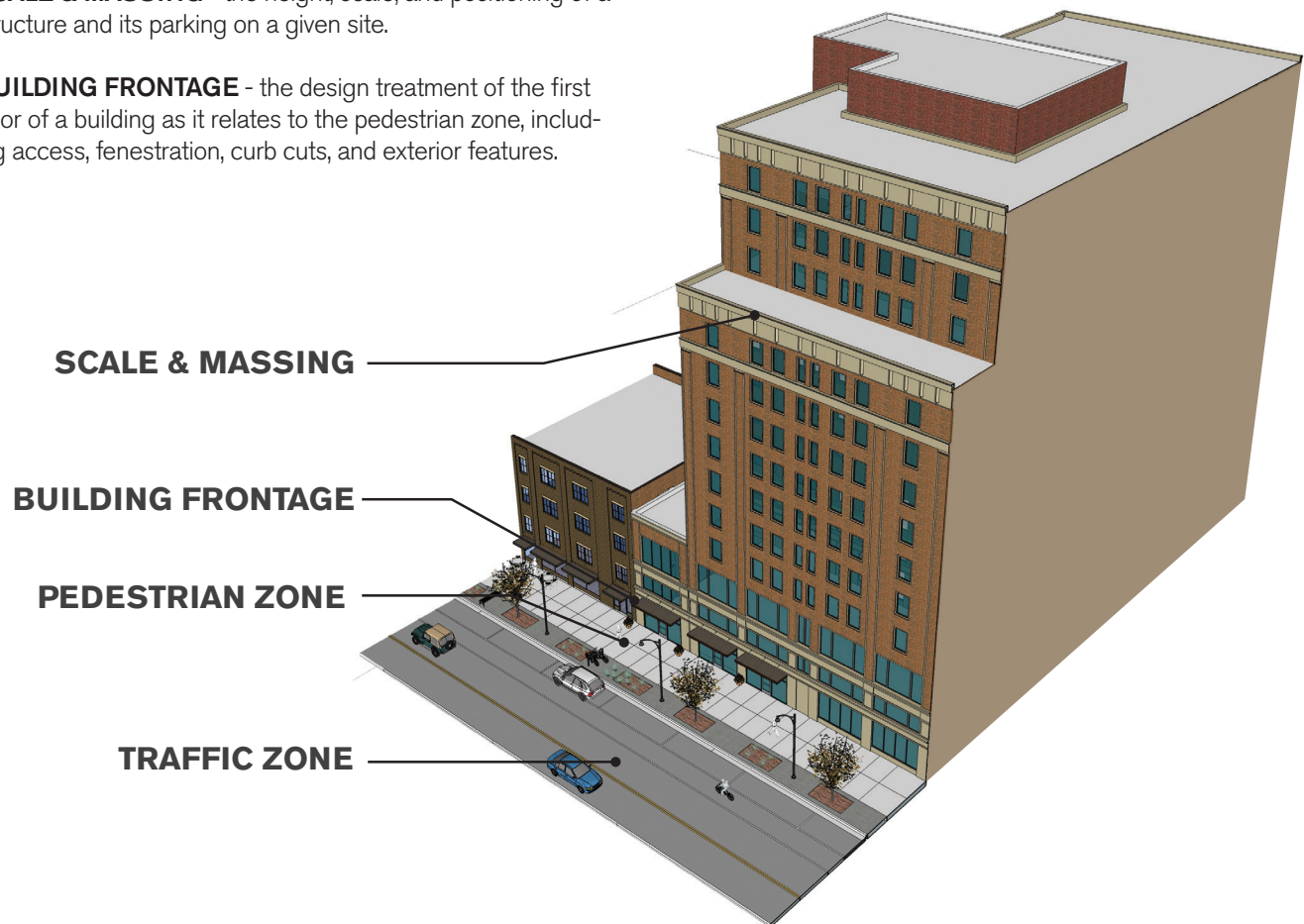
The Design Framework breaks down the components of the urban environment into four basic categories that will be utilized to guide public and private sector construction and investment decisions.

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.



Section 3. Street Design

3.1 Traffic Zone

3.2 Right-of-Way

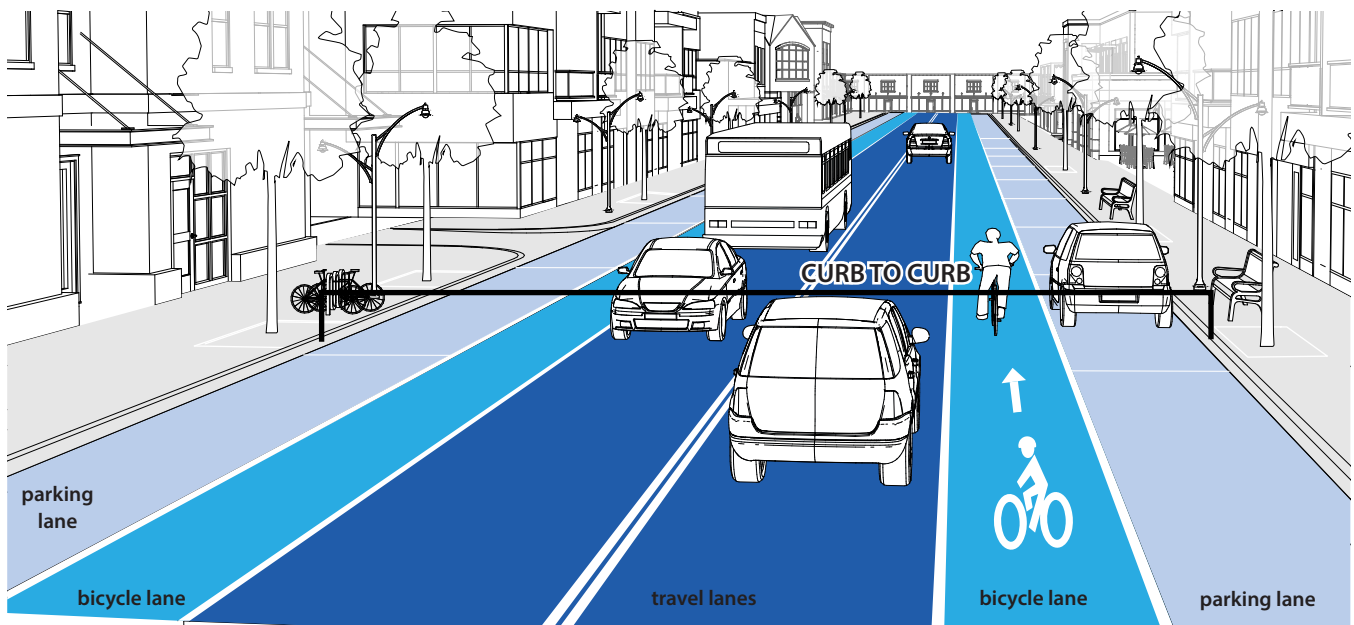
3.3 Pedestrian Zone

3.1 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

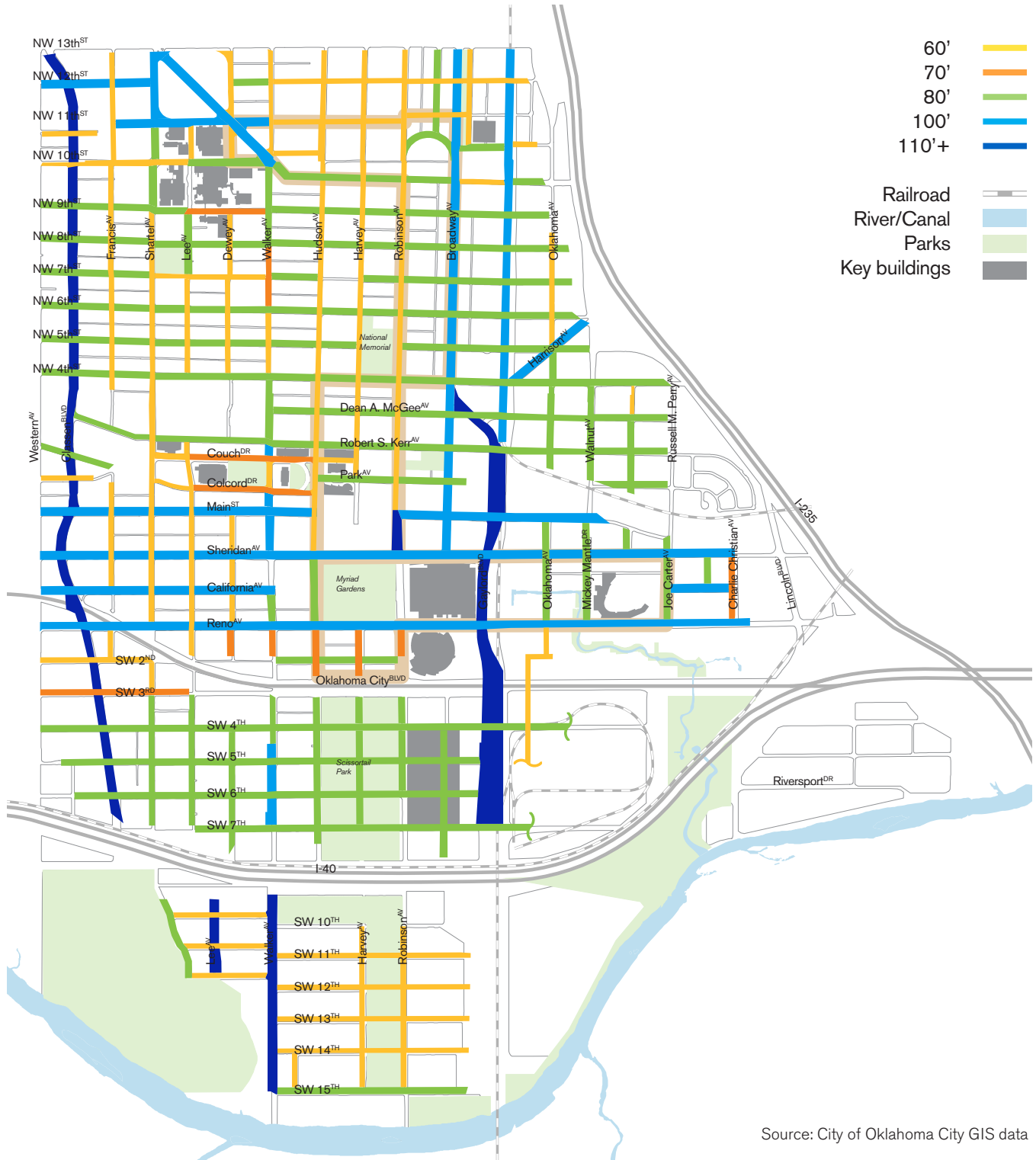
Space dedicated solely to bicycles, separated by paint or physical barriers from cars and pedestrians. Bicycle lanes are typically 4 to 5 feet wide.

PARKING LANE

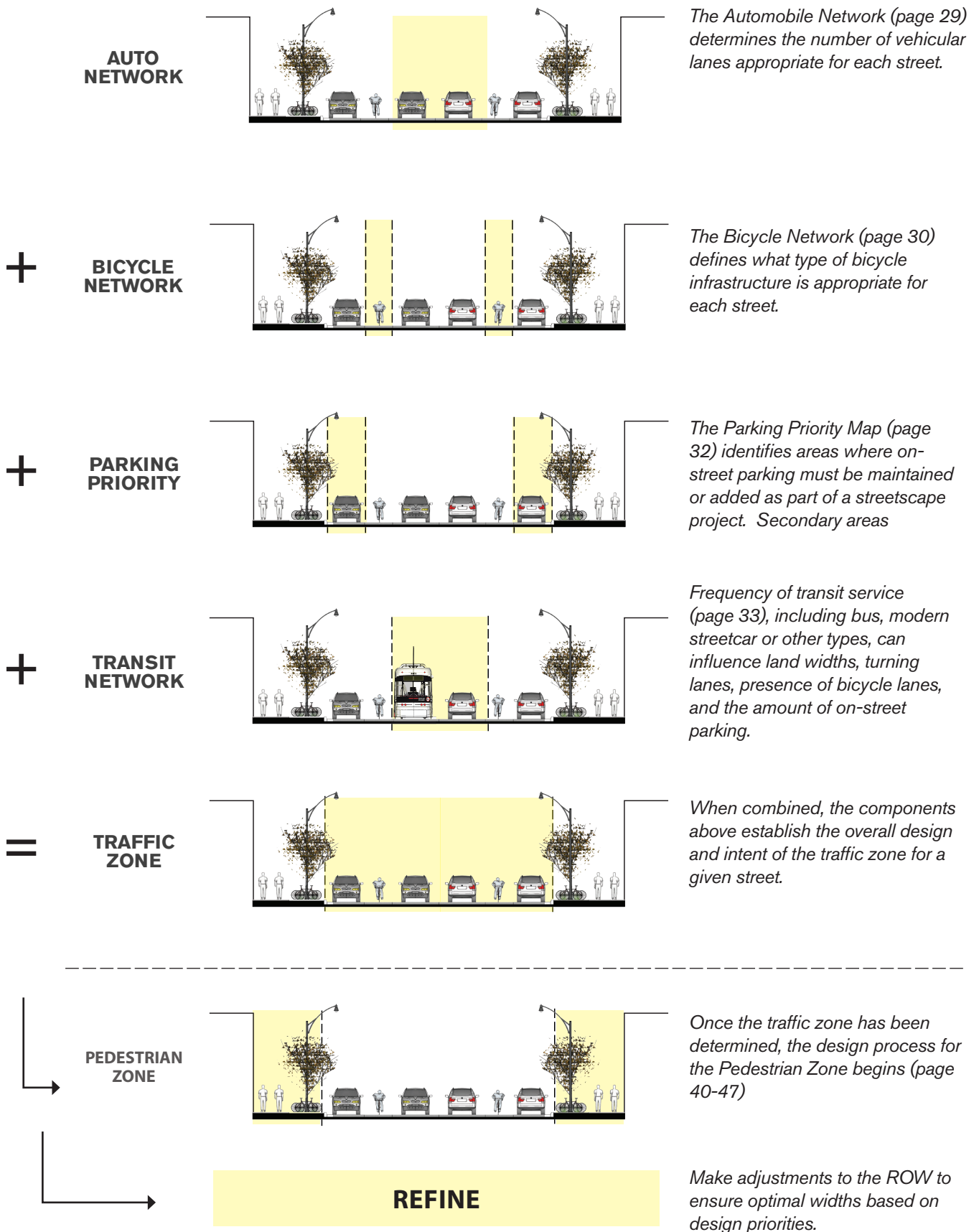
Allocated space for on-street parking. The parking lane can consist of parallel spaces (illustrated above), or angled spaces at 45 or 60 degrees. Parking spaces may be interrupted by transit stops or curb extensions.

3.2 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.



DESIGN PROCESS FOR THE TRAFFIC ZONE



3.3 Pedestrian Zone

The Pedestrian Zone is 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 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 to 10+ foot) sidewalks, while some pedestrian zones may have room only for a sidewalk and nothing else.

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 to 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 as long as the clearance is unobstructed.

AMENITY ZONE

Hardscape - Designated area adjacent to sidewalk zone where various amenity elements are placed including street trees, bicycle racks, landscaping (planters/pots), 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.

AMENITY ZONE EXAMPLES

Hardscape Amenity Zone



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

Supports secondary pedestrian movement and activity.

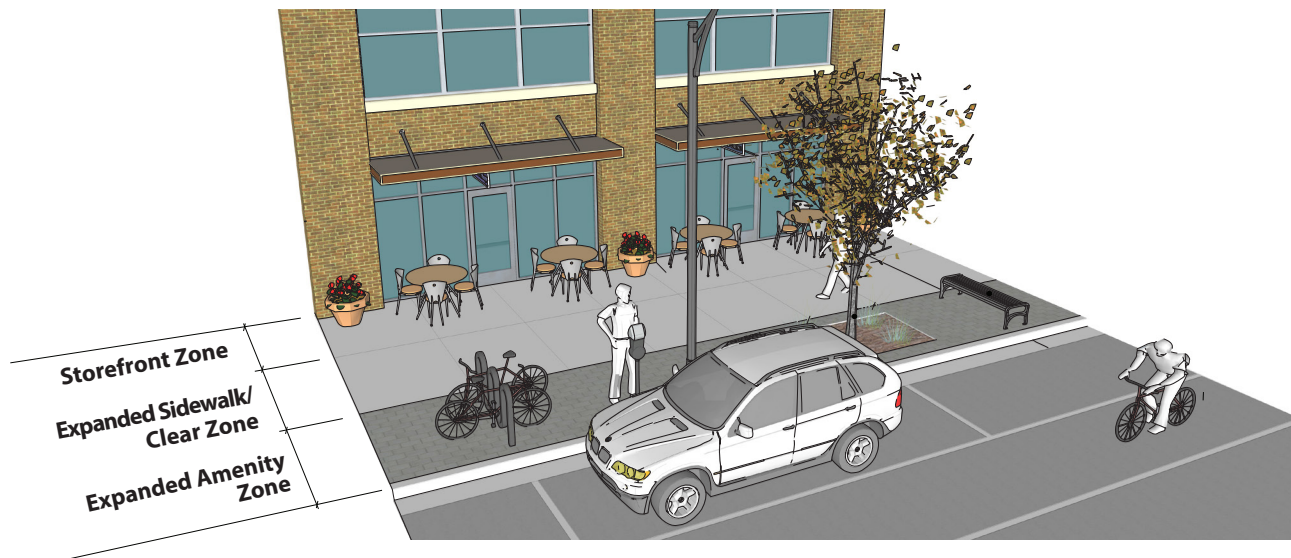
Landscape Amenity Zone



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

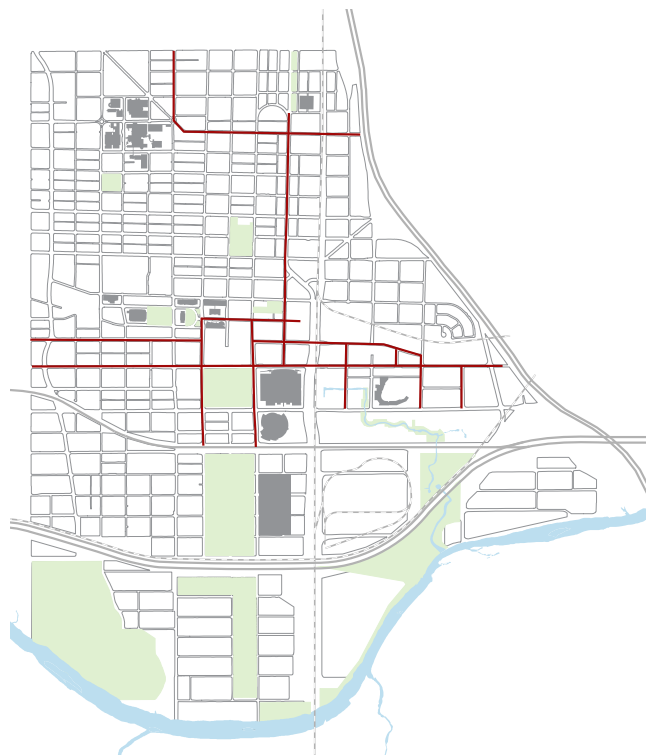


STOREFRONT pedestrian zones are designed to carry the highest levels of pedestrian traffic due to the concentration of retail and commercial businesses at the street level. They also prioritize pedestrian safety and comfort. The amenity zone should be the most intensive of all streetscapes, incorporating 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

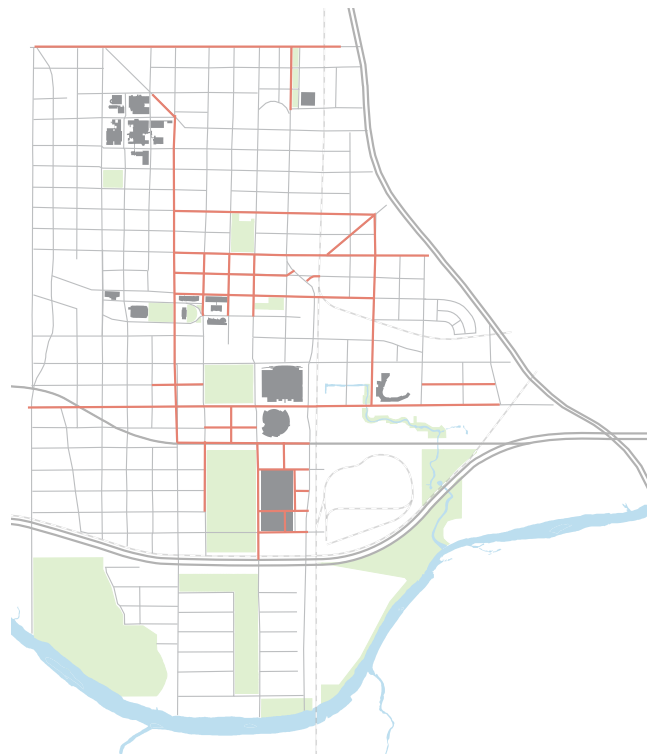


HIGH INTENSITY pedestrian zones have significant pedestrian activity due to the density of uses on those streets, such as office towers, high density residential buildings, hotels, parking garages, and often a combination of all four. They typically have a retail/commercial component on the first floor, 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

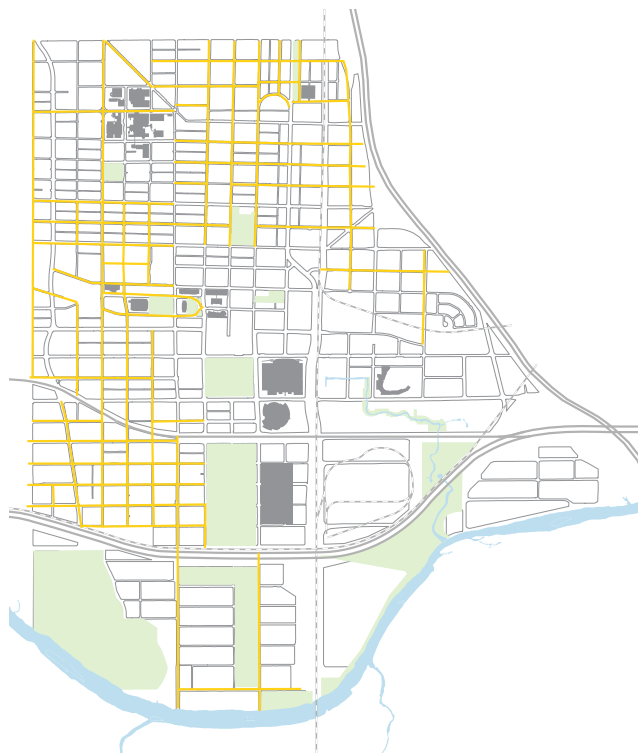


GENERAL URBAN streets are the standard street type of downtown. The pedestrian zone is intended to accommodate medium-to- high pedestrian traffic, but does not require the intensity and level of investment of a Storefront or High Intensity street. Pedestrian zones are likely to range between 8 and 12 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 set back from the sidewalk with landscaping between the building and the sidewalk (setback).

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

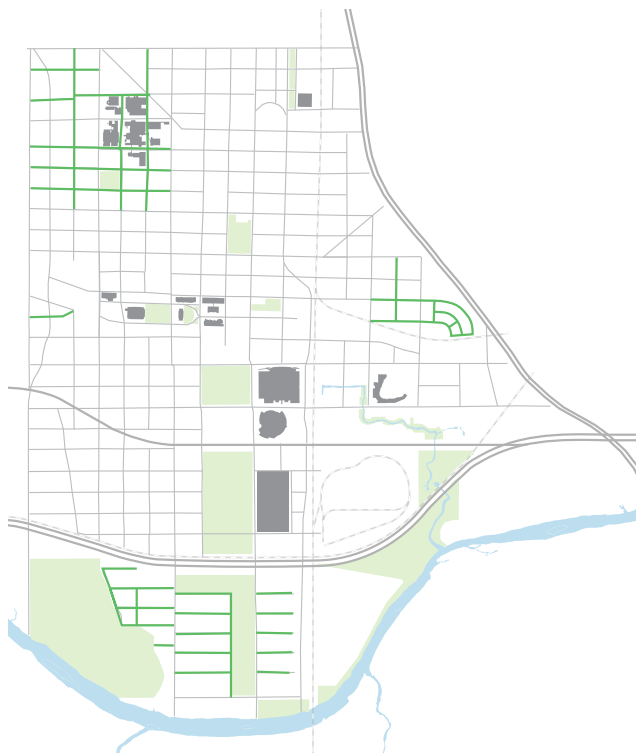


NEIGHBORHOOD streets are local downtown streets that provide direct access to residential areas. The pedestrian zone is intended to accommodate low to medium pedestrian traffic, and range between 8 and 10 feet, with 8 feet being acceptable to accommodate a basic sidewalk and amenity or landscape zone. 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 set back from the sidewalk with softscape between the building and the sidewalk (setback).

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 sidewalk zone if minimum cannot be achieved |
| Clear Zone | 5 feet |



BOULEVARD PEDESTRIAN ZONE

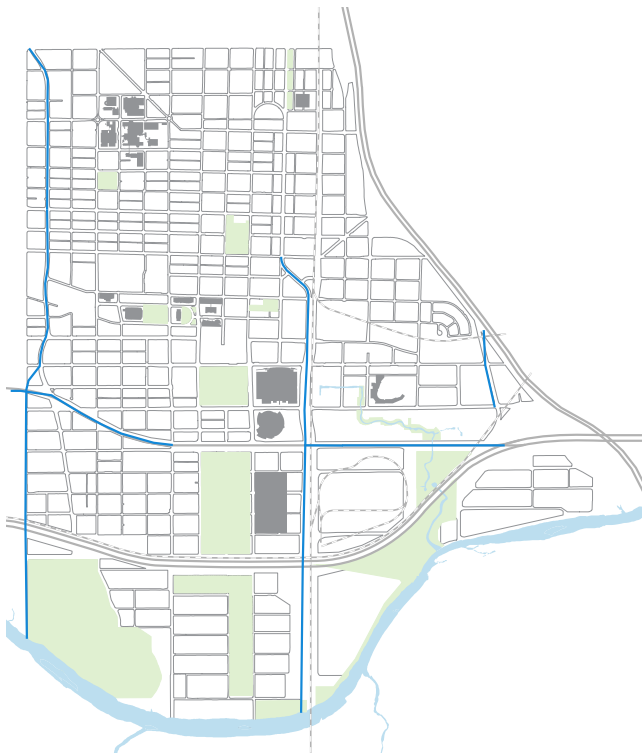


BOULEVARD pedestrian zones recognize that the movement of vehicular traffic is a priority. Accordingly, the amount of pedestrian traffic on these streets may be relatively low, but their safety and comfort are a major priority. Most through-streets will not have on-street parking, which removes a buffer 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 |



Section 4. Building Design

- 4.1 Building Frontage Guidelines**
- 4.2 Building Frontage Zones**
- 4.3 Scale and Massing**
- 4.4 Existing Zoning Districts (2015)**
- 4.5 Character Subdistricts**
- 4.6 Minimum Height Guidelines**
- 4.7 Minimum Lot Coverage Guidelines**
- 4.8 Character Subdistrict Design Guidelines**

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 50) 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 51) 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 52) is applied to areas with diverse urban form, including varied setbacks, land uses, height, scale and retail/commercial presence. Emphasis is placed on a landscaped "buffer" zone or setback between the building and the property line and landscaping or other types of screening of surface parking.

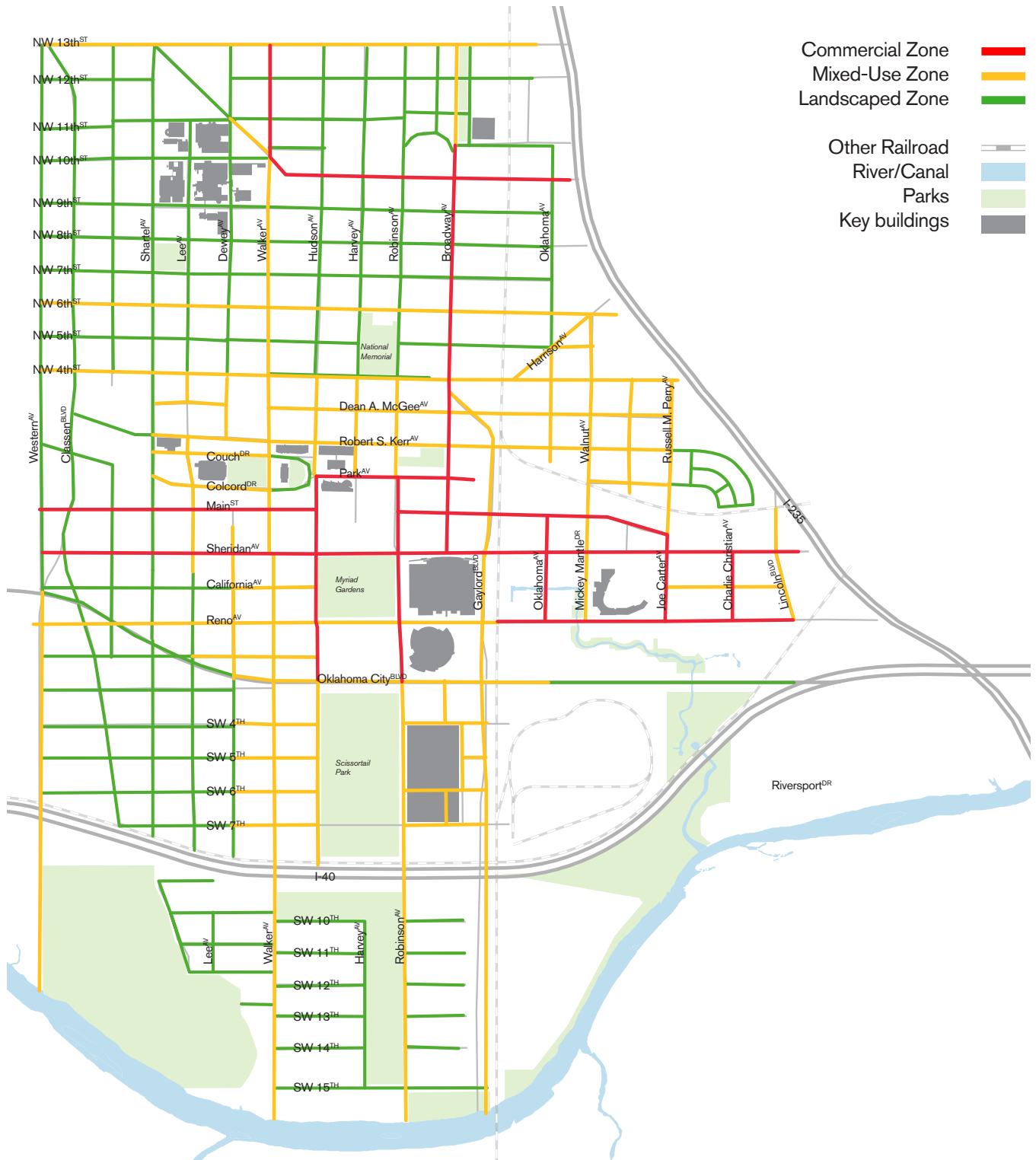


Pedestrian scale height, signage, visible entrances and transparent facades all contribute to an attractive and inviting urban environment for the pedestrian.



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

4.2 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 lots 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 |

4.3 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.

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.

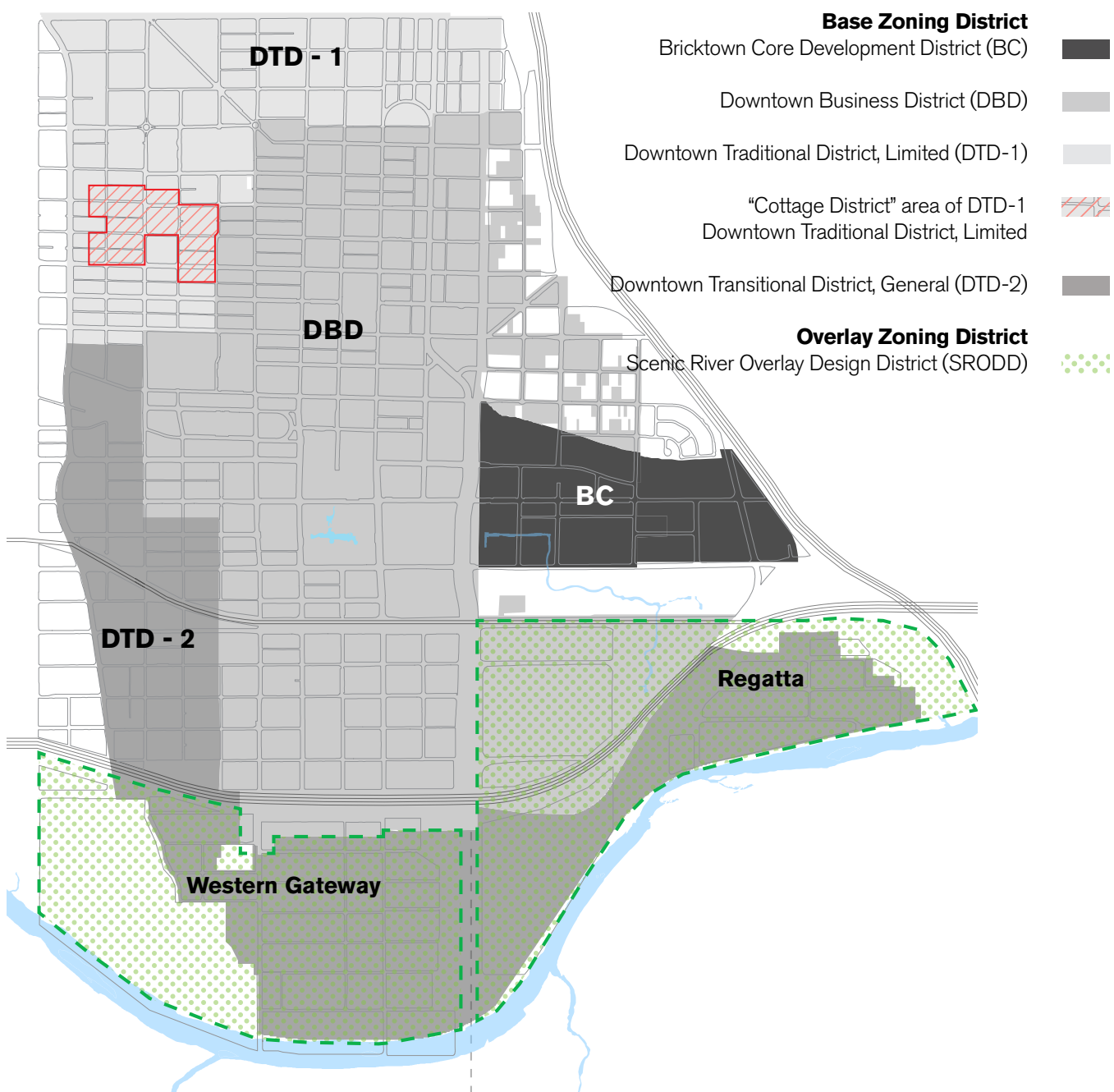


Issues of context sensitive development vary, from a building that is too tall for its surroundings (left), to a building too low density as compared to its urban surroundings.

4.4 Existing Zoning Districts (2015)

Development in downtown Oklahoma City is regulated by the Oklahoma City Municipal Code, Chapter 59: Zoning and Planning Code. The downtown area's zoning is predominantly within four base "Special Purpose" zoning districts, with an overlay zoning district in the area generally south of I-40 to the river. These are Design Review Districts that require all development to undergo a special discretionary design review process to obtain a Certificate of Approval prior to obtaining a building permit. The Certificate of Approval verifies that proposed development meets specific Development Regulations (uses, heights, setbacks, etc.) and Guidelines (building design, materials, screening, etc.) that are customized to each district.

Four different Design Review Committees issue Certificates of Approval for development within these zoning districts, as noted in the summary below. Note one exception for the distinctly defined area within the DTD-1 zoning district called the "Cottage District," which undergoes design review by the Urban Design Commission rather than the Downtown Design Review Committee. Several Planned Unit Developments, which are individually customized zoning districts, exist within eastern downtown and are not subject to design review. A summary of each zoning district is found on the next page, with a summary of all scale and massing requirements found on page 69.



Summary of Zoning Districts

BC - Bricktown

Design Review Body: Bricktown Urban Design Committee

This Bricktown 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.

DBD - Downtown Business District

Design Review Body: Downtown Design Review Committee

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.

DTD-1 - Downtown Transitional District

Design Review Body: Downtown Design Review Committee

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.

“Cottage District” area of DTD-1

Design Review Body: Urban Design Commission

The Cottage District is a special area called out within the DTD-1 zoning district. Development regulations and guidelines are slightly different in this area than the DTD-1 district as a whole to reflect the historic character of a lower-density, predominantly residential neighborhood adjacent to downtown. This area has been evolving into a neighborhood recognized for its 21st Century modern design character and use patterns. Development regulations and guidelines in this area are intended to reinforce the area's residential land use, promote harmonious infill of new structures, encourage creative design, preserve existing structures where desirable to do so, and maintain existing circulation patterns.

DTD-2 - Downtown Transitional District, General

Design Review Body: Downtown Design Review Committee

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.

SRODD - Scenic River Overlay Design Districts

Design Review Body: Riverfront Design Committee

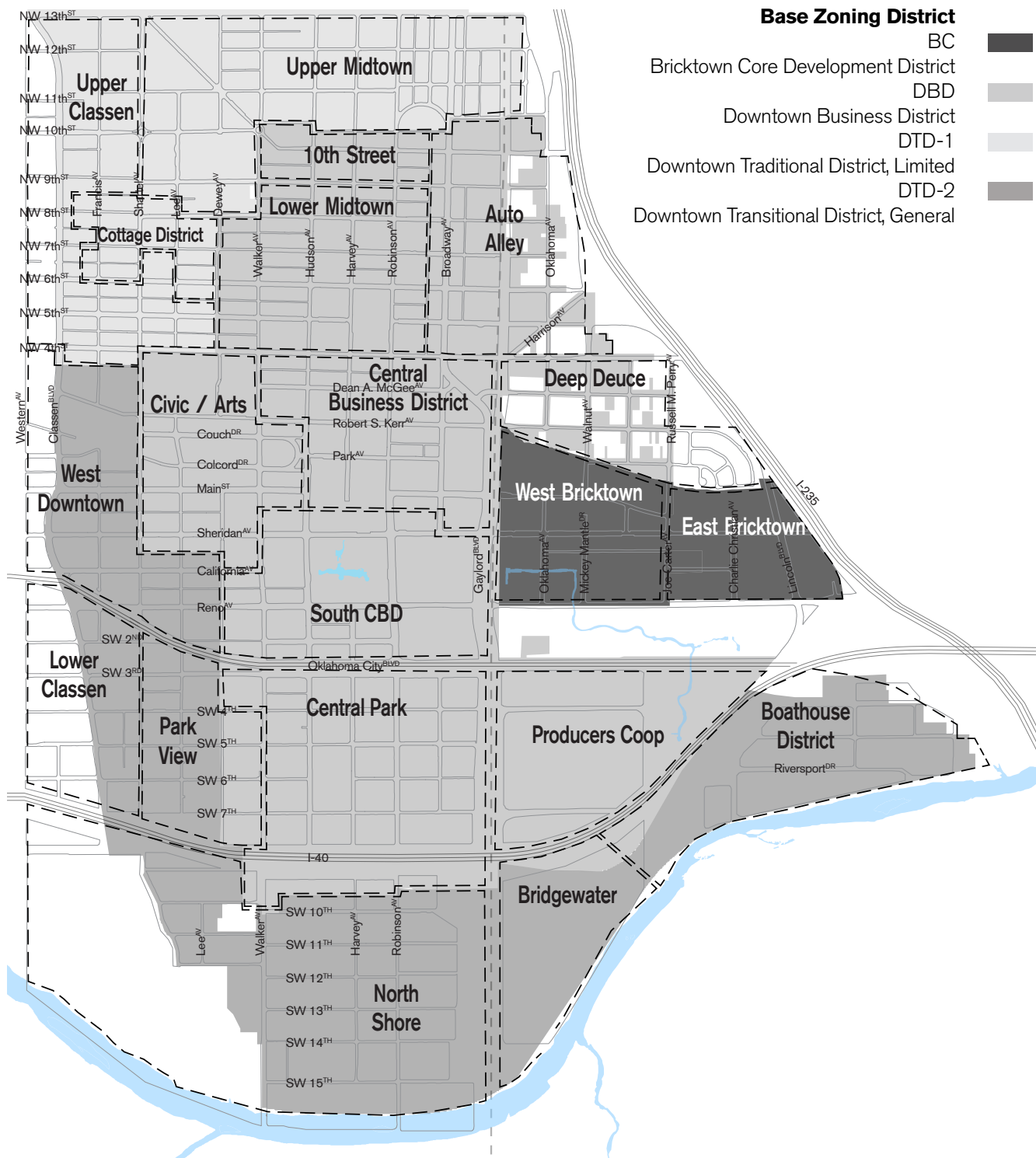
Oklahoma City has made a tremendous investment in infrastructure along the North Canadian River (a portion of which has been renamed the Oklahoma River) in recent years to set the stage for future infill and redevelopment. The implementation of these development regulations and guidelines will protect 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. Several sub-districts have been defined within the SRODD, each with slightly different development regulations, guidelines and land uses to reinforce or establish a distinct character. Two subdistricts, Western Gateway and Regatta, are adjacent to downtown.

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 infill 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.

4.5 Character Subdistricts

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. These Subdistricts reflect the existing character and future development potential within the existing zoning districts. The Scale and Massing Guidelines on the following pages include character elements and design principles appropriate for each of these subdistricts.



Character Subdistrict Descriptions

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, Limited (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), is a compact residential neighborhood generally bounded by Classen Boulevard on the west, Dewey Avenue on the east, 6th Street on the south, and 9th Street 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 rehabilitations of historic structures and new construction. District land uses are predominantly residential, commercial, office, institutional, and civic (Red Andrews Park). | Compact neighborhood form Low density residential and some multi-family Views of Downtown 21st C Modern residential architecture and historic buildings. Adjacency to Medical Office uses | Neighborhood General Urban Park/Open Space |
| 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, General (DTD-2)

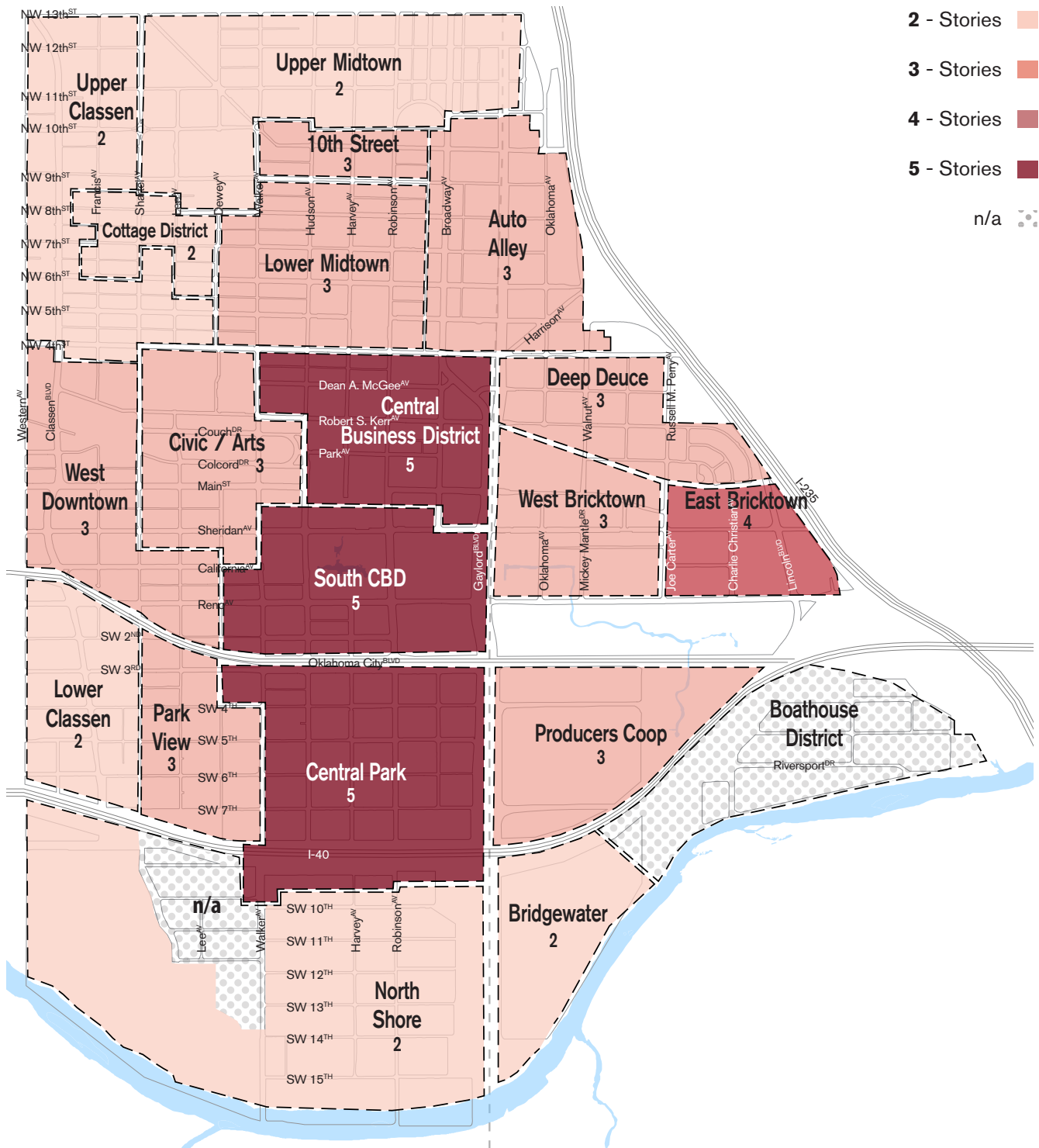
| Description | Key Character Elements | Development Typology (Pages 9-17) |
|--|---|---|
| WEST DOWNTOWN | | |
| West Downtown is a district bordered by Walker Avenue to the east, 4th Street to the north, Western Avenue on the west, and the future Oklahoma Boulevard to the south. West Downtown currently 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 (BC)

| 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 its 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 |

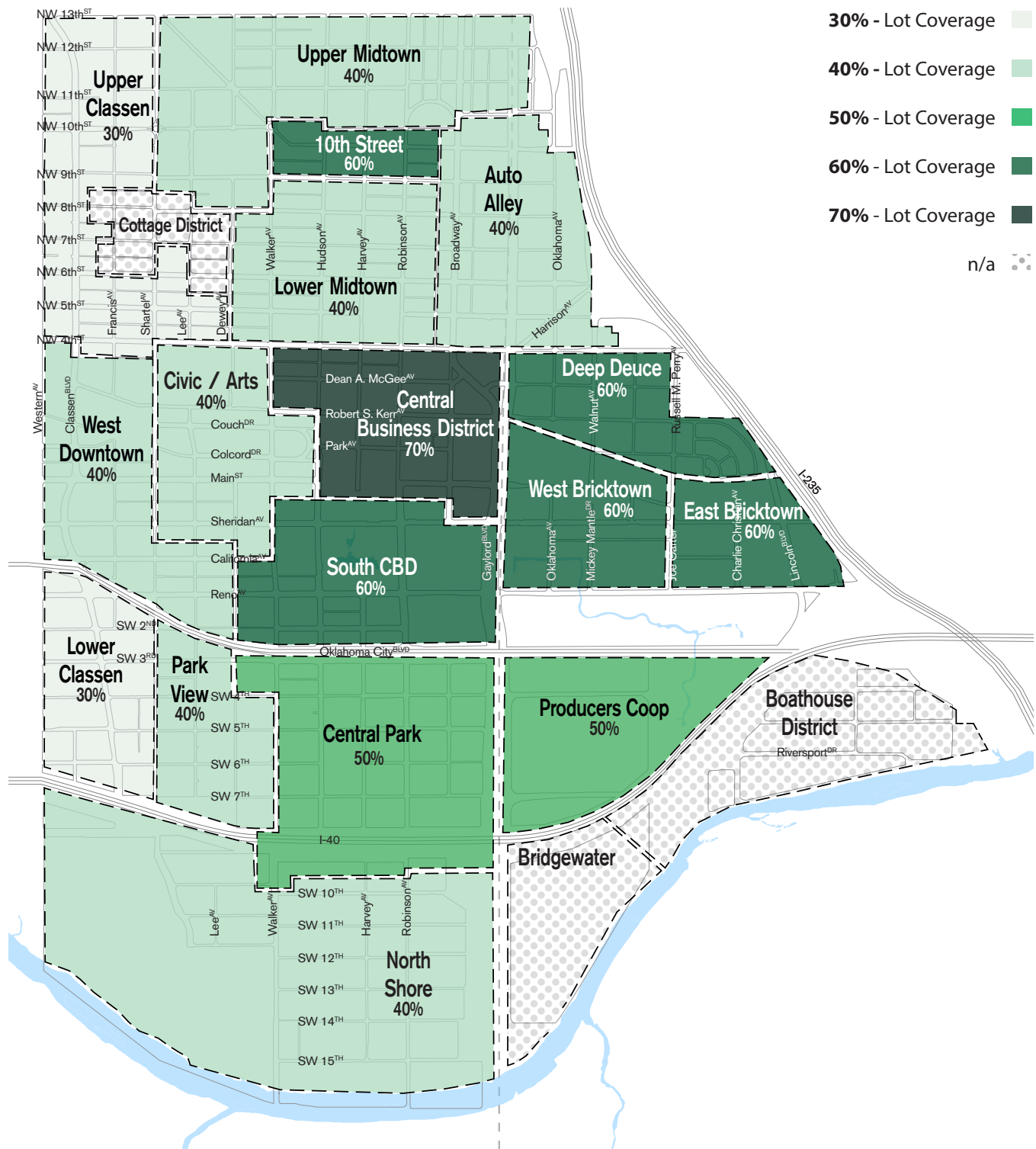
4.6 Minimum Height Guidelines

The vision for development established in the Development Framework means a more detailed examination of expected densities within each Character Subdistrict, 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, South CBD and Central Park are increased to a minimum of 5 (as opposed to 3 per the CBD minimum height requirement); and (2) the minimum height guidelines have been increased from 2 to 3 stories in areas of the Downtown Transitional Districts.



4.7 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 Character subdistrict, 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.



LOT COVERAGE EXAMPLES

30% Lot Coverage



34.4% Lot Coverage Ratio

40% Lot Coverage



36.3% Lot Coverage Ratio

50% Lot Coverage



46.4% Lot Coverage Ratio

70% Lot Coverage



73.0% Lot Coverage Ratio

80% Lot Coverage



84.0% Lot Coverage Ratio

90% Lot Coverage



93.3% Lot Coverage Ratio

4.8 Character Subdistrict 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. | ■ | ■ | ■ | ■ | | ■ | ■ | ■ | ■ | | | | ■ | | ■ | ■ | ■ | ■ | ■ | ■ |



The City of
OKLAHOMA CITY
PLANNING DEPARTMENT