Oklahoma City

Land Use Typology

BASE LAND USE TYPOLOGY AREAS

The core Land Use Typology Areas are oriented around a spectrum of development intensities – from undeveloped Open Space, to the high intensity of Downtown. Each encompasses development patterns designed to encourage connectivity and compatibility as appropriate to the intended level of intensity. The table at right shows the range of land use intensity from lowest to highest.

LAYER LAND USE TYPOLOGY AREAS

"Layer" Typology Areas are content-specific designations that adjust the purpose and function of the base LUTAs. The variations from the base LUTAs differ. Agricultural Preserve, Urban Reserve, and Heavy Industrial narrow the range of land uses or densities to avoid incompatible land use patterns. Regional Districts and Employment Reserve encourage retail and industrial/employment uses in targeted areas, while Urban Commercial and Transit-Oriented districts encourage higher levels of intensity and connectivity.

LUTA DEVELOPMENT POLICIES

The Land Use Typology Areas map is shown at right. Land use policies are explained in detail for each LUTA on the following pages.

(Densities shown in the LUTA descriptions are expressed in gross terms unless otherwise indicated. Gross density is the sum of all residential units divided by the entire site area including all common areas, rights-of-way, etc. and is expressed in dwelling units per acre.)

BASE LUTAS

Open Space (OS)

Concentrations of publicly owned land that are intended to remain undeveloped and natural in character. Certain public uses may be appropriate.

Rural – Low Intensity (RL)

Large-lot residential (5 acres or more) plus related commercial services. No expectation of urbanization or provision of urban infrastructure such as water or sewer.

Rural – Medium Intensity (RM)

Large-lot residential (2 acres or more) plus related commercial services. No expectation of urbanization or provision of water or sewer.

Urban – Low Intensity (UL)

Applicable to the least intensely developed areas of the city that still receive urban water, sewer, police, park, and fire services.

Urban – Medium Intensity (UM)

Medium intensity urbanized area, reflective of the historic urban core, which balances small-and medium-lot housing and commercial districts.

Urban – High Intensity (UH)

Applies to the area surrounding the central business district. Developments are expected to have notably higher densities, scale, and mixture of uses than those found in UM.

Downtown (DT)

The city center, Oklahoma City's most intense development area, envisioned as a regional center for commerce and tourism.

LAYER LUTAS

Agricultural Preserve (AP)

Preserves large scale acreages used primarily for agricultural purposes as well as large floodplain areas. Existing development patterns are expected to remain unchanged for a long period of time.

Urban Reserve (UR)

Reserves agricultural land and large acreage estates until the area is ready for urbanization. Maintains land to provide the most flexibility for future urban development and the ability to efficiently and sustainably deliver services.

Employment Reserve (ER)

Reserves priority areas for large industrial and business development essential for the City's economic stability and future growth.

Urban Commercial (UC)

Encourages the concentration of small-scale retail, office, and service businesses in locations that serve as hubs for neighborhood and city-wide consumer activity.

Regional District (RD)

Designates areas that strategically prioritize the location and concentration of regionally serving retail and entertainment uses.

Transit-Oriented (TO)

Encourages mixed-use development and higher connectivity, density, and intensity, as well as concentrations of commercial activity around areas designated as important future mass transit stops.

Heavy Industrial (HI)

Intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors.

3.0 INFRASTRUCTURE & INVESTMENT

One of the most important functions of the City is to build and maintain our infrastructure, including the transportation network, parks, and other facilities. This function has a profound influence on land use and place-making. The following sections (Livable Streets Principles, Street Typology, Access Management, and Retail Nodes and Corridors) are designed to provide clear direction to the City and the community about appropriate locations and types of infrastructure.

Livable Streets Principles

The Livable Streets concept is a design approach for streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. The City Council has established priorities for guiding decisions and investments to improve the quality of life of our residents. One of these priorities, which is also reflected as one of planokc's Big Ideas, is to develop a transportation system that works for all residents.

Implementation of this goal requires a consistent and thoughtful approach to making investments in our multi-modal transportation network incrementally over time. City departments or City entities (Committees and Commissions) should consult this plan when creating or modifying ordinances, programs, and projects that affect the design of streets.

This chapter defines guiding principles and ideal standards for Livable Streets, but recognizes that physical constraints, context, and character of the surrounding built and natural environment require flexibility in application and implementation. The overarching goal is to ensure all users of the transportation network can travel safely, reliably, and independently, while also having adequate access to all transportation modes. Where accomodations for all users cannot be made, reasonable effort should be made to identify adjacent alternative routes and/or methods of travel.

Guiding Principles:

- Recognize the inextricable relationship of streets and the adjacent land uses, integrating existing and future land uses to design appropriate streets, and vice versa;
- Ensure the needs of all users are balanced;
- Integrate all modes of transportation, including walking, cycling, and public transit;
- Improve safety for all users, regardless of mode;
- Improve connectivity and circulation; and
- Provide adequate facilities for active transportation to improve public health throughout the city.

Street Typology

Previous functional classifications of streets provided a hierarchy that correlated traffic flow to land access. Traffic volume, speed, and level of service provided the basis for design criteria. This classification system fell short in the consideration of other users of the public right of way (pedestrians, bicyclists, and transit users), and was void of context for how adjacent land uses impacted the street and vice-versa. When designing roads, focusing only on traffic volume and speed is less productive than a contextual approach that considers nearby land uses, multiple user groups, and the creation of a sense of place.

The Street Typology augments the previous classification method with new, user-oriented considerations moving beyond considering the street system as a mere conveyor of automobiles. While the Street Typology is the City's new set of guidelines for street design, the functional classification system will continue to be used for federal purposes and where City code requires its usage. The street typology provides ranges of acceptable design parameters, but all designs are subject to engineering review to ensure safety and functionality of the system.

The maps and tables that follow include guidelines for accommodating elements within the public right-of-way. Elements vary, depending on LUTA, the expected intensity of development, and physical conditions and constraints.

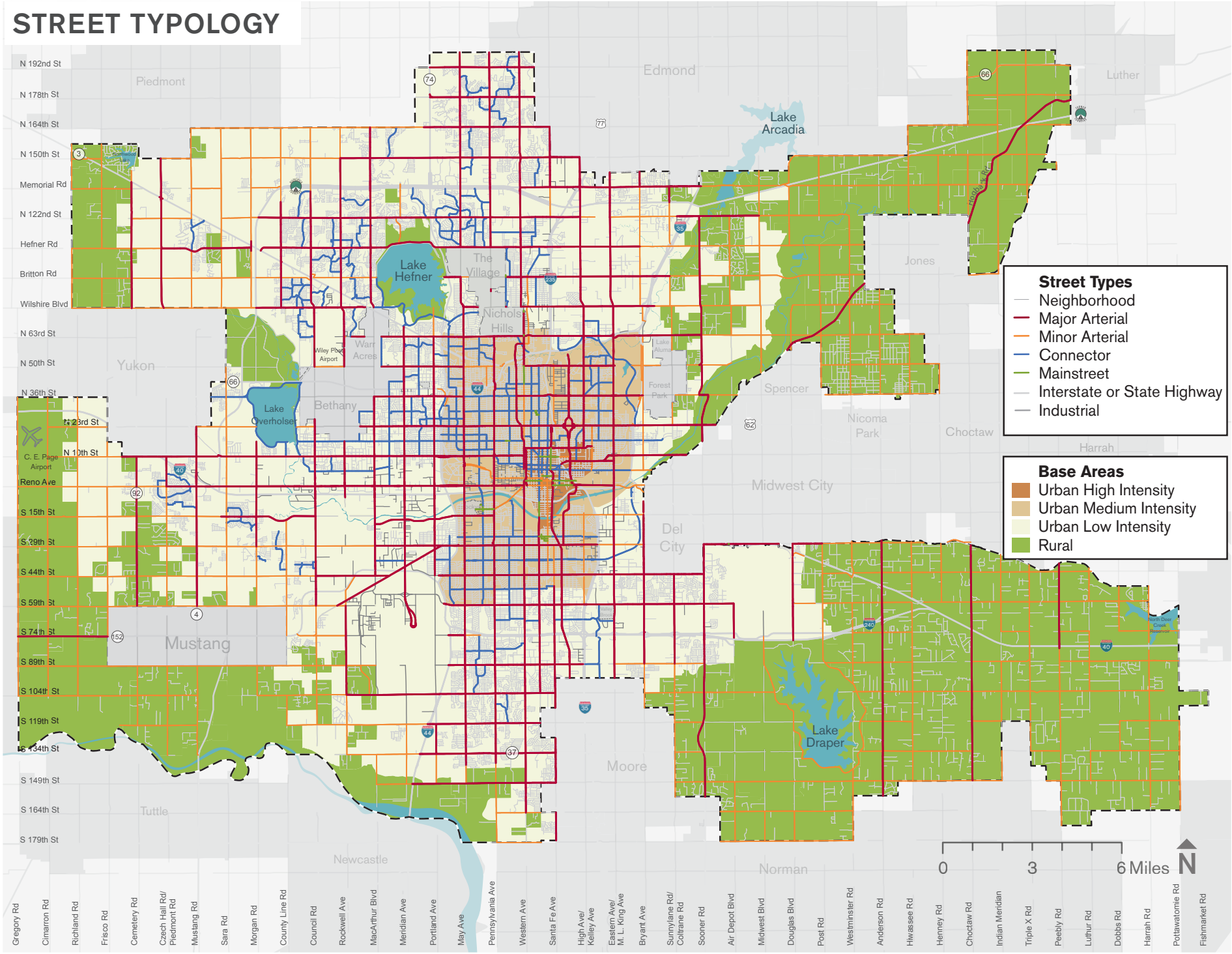
Street Types:

1. Major or Minor Arterial
2. Connector
3. Neighborhood
4. Main Street
5. Industrial
6. Downtown

BALANCE OF USERS

One of the guiding principles of the Street Typology is to ensure that the needs of all users are balanced, including automobiles, pedestrians, bicyclists, and transit-riders.

STREET TYPOLOGY



MAJOR OR MINOR ARTERIAL

LUTAs: UL, UM, UH, DT, ER, UR, HI

Description: Moving people across the city is the priority of the arterial system. Arterial streets need to accommodate through traffic, access to adjacent uses, and connections to the highway system. At the same time pedestrians, bicyclists, and transit users must be considered. Good access management needs to be utilized to protect traffic flow and increase safety. The interaction between the arterial and the abutting lower intensity districts will be determined by how other street types connect to the arterial system. How this interaction is achieved is key to ensuring land uses work together.

Priority Design User: Traffic flow and connectivity are the primary functions of the Arterial. Sidewalks should be separated from the roadway to the greatest degree possible. Bicycles should be accommodated with dedicated space such as cycle tracks or trails, or provided for on alternative routes. Cyclists can be accommodated on rural arterials with the use of wide shoulders.

Access Management: Access management techniques that improve the function of intersections (eliminating driveways from the functional portion of the intersection, median-controlled left hand turns, adequate throat lengths into parking lots, etc.) should be utilized. Where possible, driveways should be shared to reduce the number of collision points and reduce potential congestion problems.

CONNECTOR

LUTAs: UL, UM, UH, DT, ER, UR

Description: Connectors are the streets that move people through and between their neighborhoods. They connect to surrounding areas and uses, and become a secondary network of streets to the arterial system. Connectivity is important for all street types, but imperative for the Connector as it creates an opportunity for pedestrians and bicyclists to use a corridor separate from higher volume streets.

Priority Design User: Pedestrians and cyclists should be accommodated by creating slow vehicular travel speeds. Bike infrastructure could include lanes or sharrows. Safe pedestrian crossings should be achieved through well demarcated crosswalks, bulb-outs, and signage. Intersections with arterials need to be designed for safe pedestrian and bicycle traffic.

Access Management: Driveway cuts should be kept to a minimum while allowing local access to adjacent residential, commercial, or industrial development.

NEIGHBORHOOD

LUTAs: UL, UM, UH, RM, RL

Description: These streets primarily serve residential uses. However, street and neighborhood character can vary dramatically between very urban (Urban High), suburban (Urban Low), and rural contexts. Regardless of the context, neighborhood streets are meant to move people to and from the places they live. But more than that, they are the public realm in which the social interactions occur that make a neighborhood more than a collection of houses. Efforts should be made to ensure that traffic moves at a slow pace, that connectivity is promoted, and the character of the street is a noticeable benefit to the people who live there.

Priority Design User: Pedestrians should be accommodated by creating slow vehicular travel speeds. Safe pedestrian crossings should be achieved through well demarcated crosswalks, bulb-outs, and signage. Bicycles can be accommodated in the travel way intermixed with slow moving traffic.

Access Management: Local access should be provided to adjacent residential, commercial, or industrial development.

MAIN STREET

LUTAs: UM, UH, TO, RD

Description: Main Streets contain a mix of activities and are defined by the character of the district surrounding them. Generally they are the streets on which a person could live, work, and shop. Because they touch so many varied uses they have to comfortably accommodate a multitude of users, including pedestrians bicyclists, transit riders, and drivers.

Priority Design User: The priority consideration in design should be pedestrians. As such, blocks should be shorter and there should be a high level of connectivity. The pedestrian zone should be generous containing safe and inviting sidewalks with emphasis placed on safe crossings when traversing from one side of the streets to the other. Street design that accommodates low-speed traffic through the use of bulb-outs, reduced curb returns and narrow widths on the vehicle travelway should be the norm.

Access Management: High level of access management required to preserve the pedestrian environment and maintain reasonable traffic flow.

INDUSTRIAL

LUTAs: UL, UM, UH, UR, ER

Description: Uses along industrial streets are unique. Streets associated with this use must move goods and materials on large vehicles while being connected to the arterial and highway systems. Design considerations include larger curb radii and wider lane widths.

DOWNTOWN

LUTAs: UH, DT

Description: Downtown Oklahoma City requires a special Street Typology that accommodates high volumes of pedestrian and transit activity. For the appropriate typologies related to Downtown, refer to the *Downtown Development Framework* document.

ACCESS MANAGEMENT

Access management is the systematic control of the location, spacing, design, and operations of driveways, median openings, interchanges, and street connections to a roadway.

The purpose of access management is to provide vehicular access to developed land in a manner that preserves the safety and efficiency of the transportation system.

Within the context of street typologies, access management should be a guiding principle, the details of which will be addressed as a roadway is built, reconstructed, or otherwise improved. The land use context, the functional intent of the road, and the engineering constraints of each project influence the specific access management techniques for any given project. Some areas of Oklahoma City have been prioritized for access management improvements as described in the Access Management Focus Areas section.

STREET TYPOLOGY DIAGRAMS

The diagrams and tables that follow indicate how different users of the public right of way can be accommodated. Elements vary depending on LUTA and the expected intensity of development.

URBAN HIGH INTENSITY (UH)

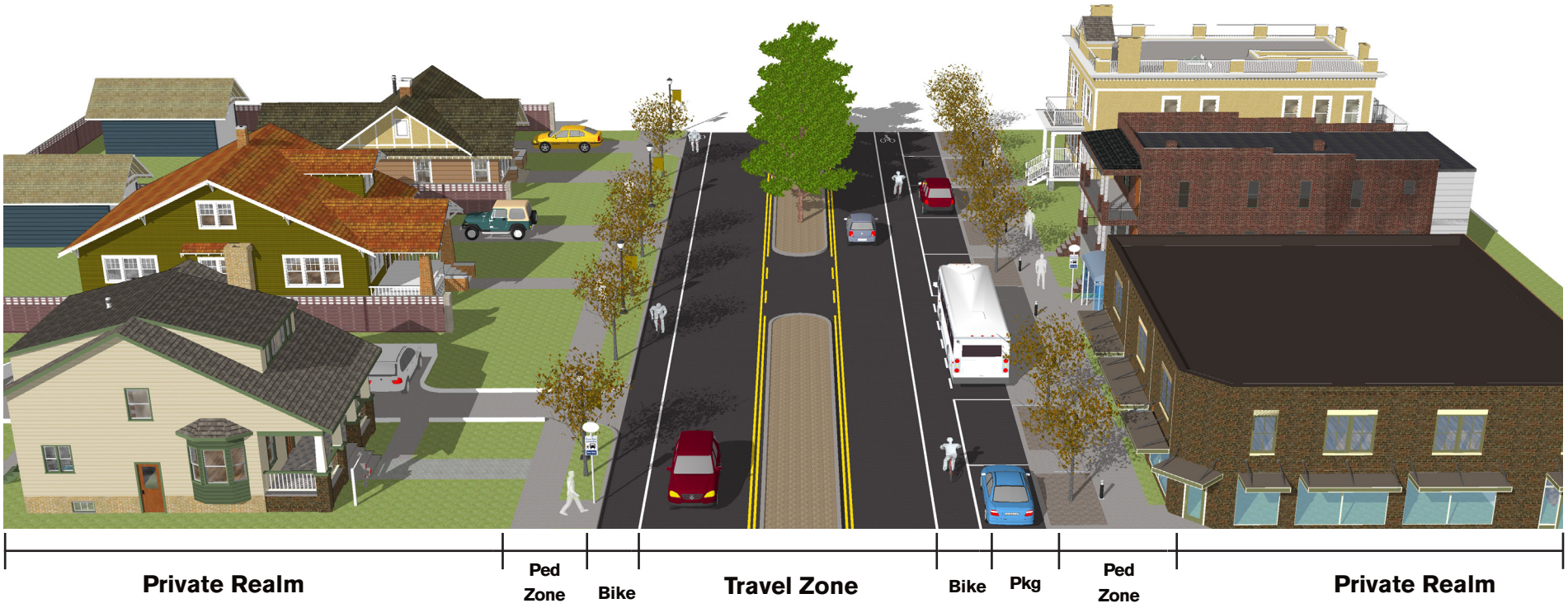
Neighborhood | Connector

Private Realm | Ped Zone | Pkg | Travel Zone | Bike | Pkg | Ped Zone | Private Realm

	UH Neighborhood		UH Connector	
Travel Zone				
Travel Lanes:	Typically 2		Typically 2	
Width:	10 to 11 feet		10 to 12 feet	
Median:	Optional		Optional	Minimum 8 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	10 to 15 feet		12 to 20 feet	
Sidewalk Width:	Minimum 4 feet	Preferred placement at the property line.	Minimum 5 feet	Preferred placement at the property line.
Bicycle Facilities				
Bike Lane:	N/A		Minimum 5 feet	Bike lanes preferred; buffered when space allows.
Bike Route / Sharrow:	N/A	May be used to direct cyclists through neighborhoods.		May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	Preferred-both sides		Preferred	
Transit				
Bus Stops:	N/A		Bus shelter preferred. Signed stops are allowed in low use areas.	
Access Management				
Driveways:	Should not be allowed in intersection functional area. Shared driveways and alleys should be used to reduce curb cuts.		Should not be allowed in intersection functional area. Adequate commercial driveway throat length should allow traffic to move off the roadway. Shared driveways and alleys should be used to reduce curb cuts.	
Land Use				
Primary:	Residential		Residential, Office, Retail	
Secondary:	Retail, Office		Industrial	
Building Orientation:	To the street		To the street or side	
Setbacks:	Typically 15 feet or greater from back of curb		Typically 25 feet or greater from back of curb	

CONNECTOR

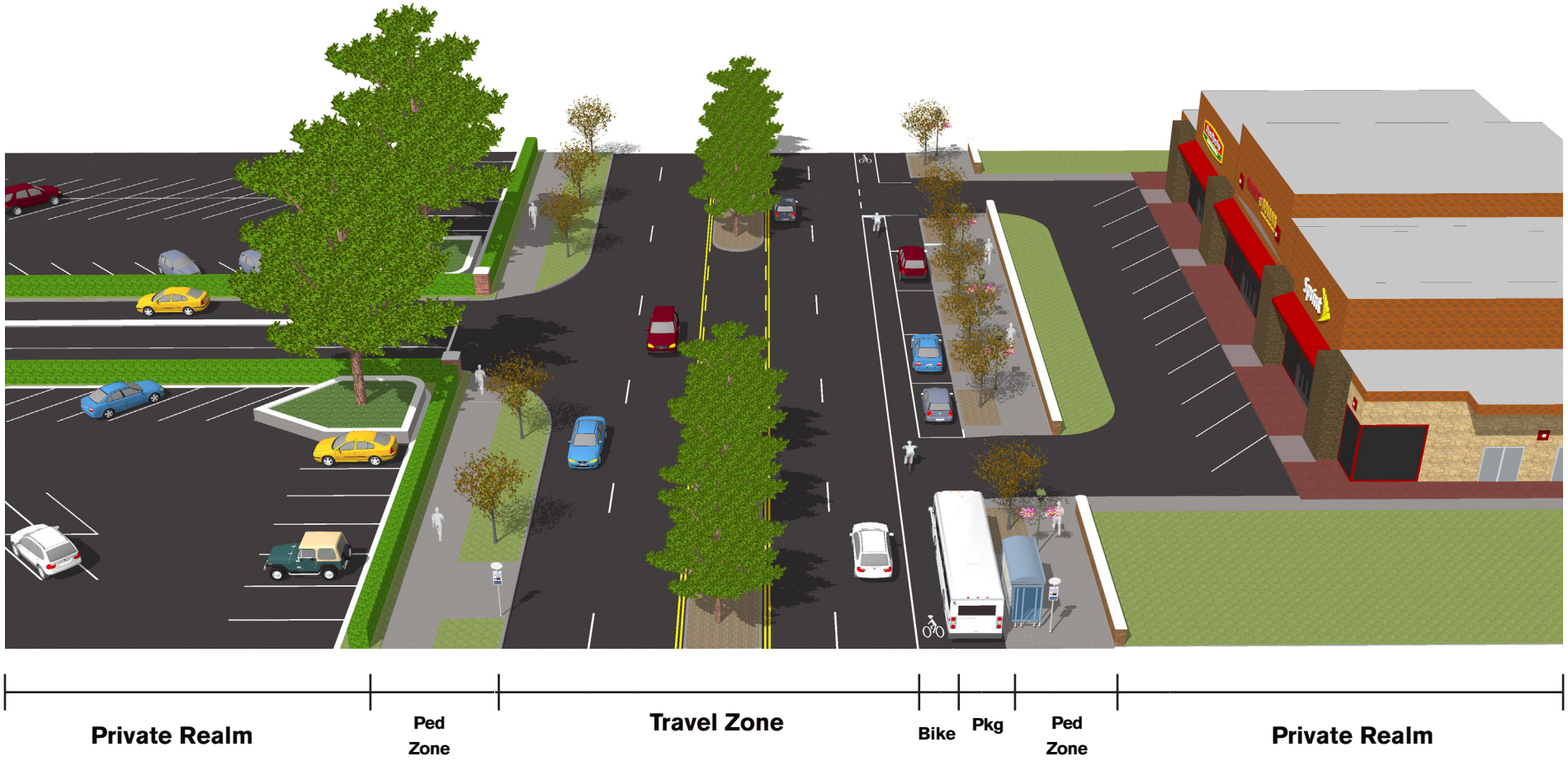
Urban **Low** Intensity (UL) | Urban **Medium** Intensity (UM)



	Urban **Low** Connector		Urban **Medium** Connector	
Travel Zone				
Travel Lanes:	Typically 2		Typically 2	
Width:	10 to 12 feet		10 to 12 feet	
Median:	Optional	Minimum 8 feet wide, can be used to control left turn movements.	Optional	Minimum 8 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	10 to 12 feet		10 to 12 feet	
Sidewalk Width:	Minimum 5 feet	Preferred placement at the property line.	Minimum 5 feet	Preferred placement at the property line.
Bicycle Facilities				
Bike Lane:	Minimum 5 feet	Buffered lanes preferred where space allows.	Minimum 5 feet	Buffered lanes preferred where space allows.
Bike Route / Sharrow:		May be used on streets with insufficient ROW and posted speeds less than 35 mph.		May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	Should be allowed	Limited to one side of the street.	Should be allowed	Limited to one side of the street.
Transit				
Bus Stops:	Signed bus stops are sufficient		Bus shelter preferred at high-use stops. Signed bus stops allowed in low use areas.	
Access Management				
Driveways:	Should not be allowed in intersection functional area. Adequate commercial driveway throat length should allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.		Should not be allowed in intersection functional area. Adequate commercial driveway throat length should allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Residential, Office		Residential, Office	
Secondary:	Retail, Industrial		Retail, Industrial	
Building Orientation:	To the street or side		To the street	
Setbacks:	Typically 25 feet or greater from back of curb		Typically 25 feet or greater from back of curb	

MAJOR ARTERIAL

Urban **Low** Intensity (UL) | Urban **Medium** Intensity (UM)



	Urban **Low** Major Arterial		Urban **Medium** Major Arterial	
Travel Zone				
Travel Lanes:	Typically 3 to 5		Typically 3 to 4	
Width:	10 to 13 feet		10 to 12 feet	
Median:	Optional	Minimum 14 feet wide, can be used to control left turn movements.	Optional	Minimum 14 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	14 to 20 feet		10 to 16 feet	
Sidewalk Width:	Minimum 5 feet	Preferred placement at the property line.	Minimum 5 feet	Preferred placement at the property line.
Bicycle Facilities				
Separated Facility:	8 to 12 feet	Multi-use path preferred when limited commercial drive crossings exist.	8 to 12 feet	Multi-use path preferred when limited commercial drive crossings exist.
Bike Lane:	not appropriate		Minimum 5 feet	Bike lanes preferred; buffered when space allows.
Bike Route / Sharrow:	not appropriate			May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	No		Appropriate	May be used, to be limited to one side of the street.
Transit				
Bus Stops:	Signed bus stops are sufficient. Bus shelters may be needed in high use areas near employment centers or high density housing.		Bus shelter preferred at high-use stops. Signed bus stops allowed in low use areas.	
Access Management				
Driveways:	Should not be allowed in intersection functional area. Adequate commercial driveway throat length needed to allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.		Should not be allowed in intersection functional area. Adequate commercial driveway throat length needed to allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Retail, Office		Residential, Office, Retail	
Secondary:	Industrial		Industrial	
Building Orientation:	To the street or side		To the street	
Setbacks:	Typically 30 feet or greater from back of curb		Typically 20 feet or greater from back of curb	

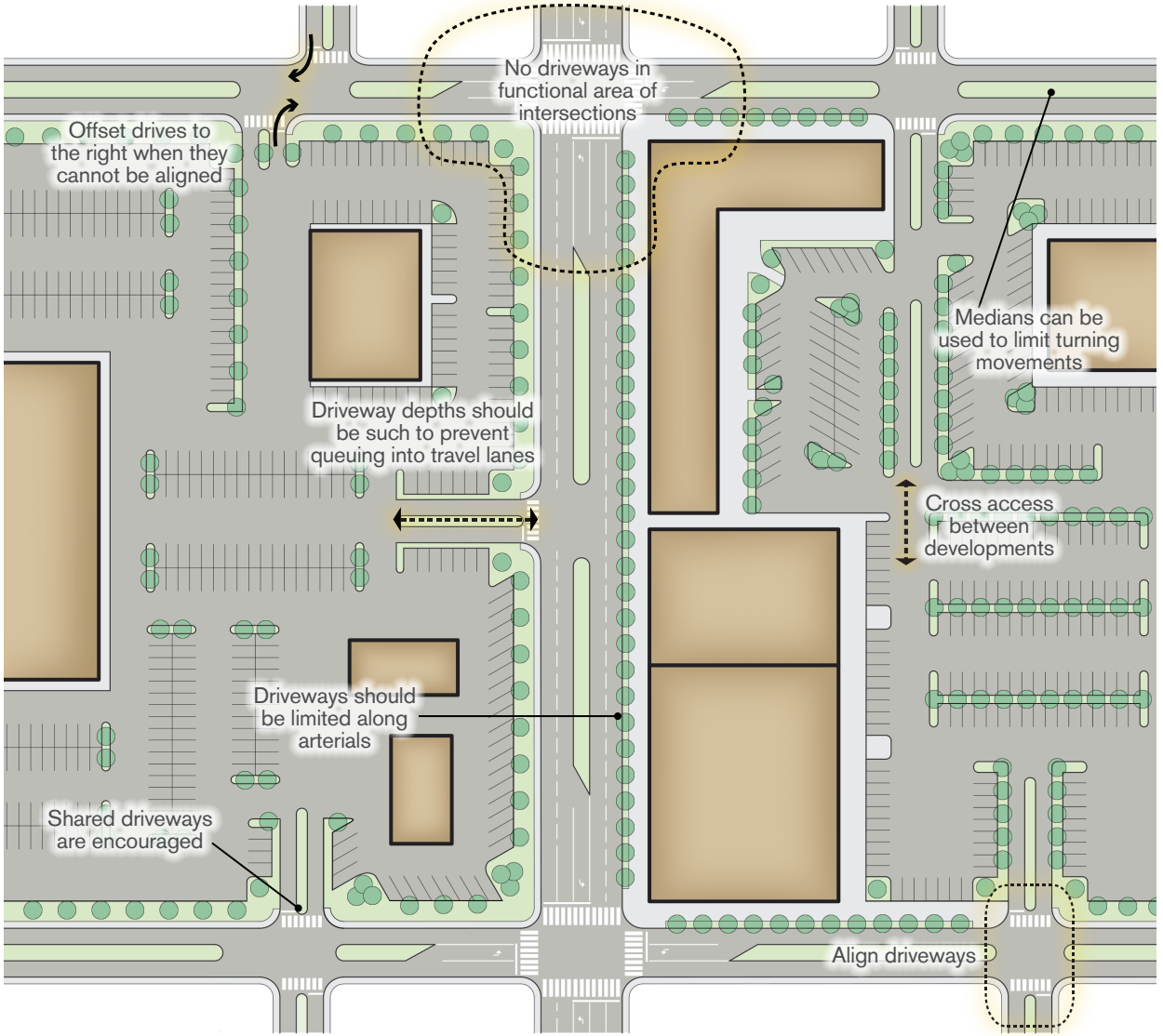
Access Management Focus Areas

The purpose of access management is to provide vehicular access to developed land in a manner that preserves the safety and efficiency of the transportation system. The land use context, the functional intent of the road, and the engineering constraints of each project influence the specific access management techniques for any given project.

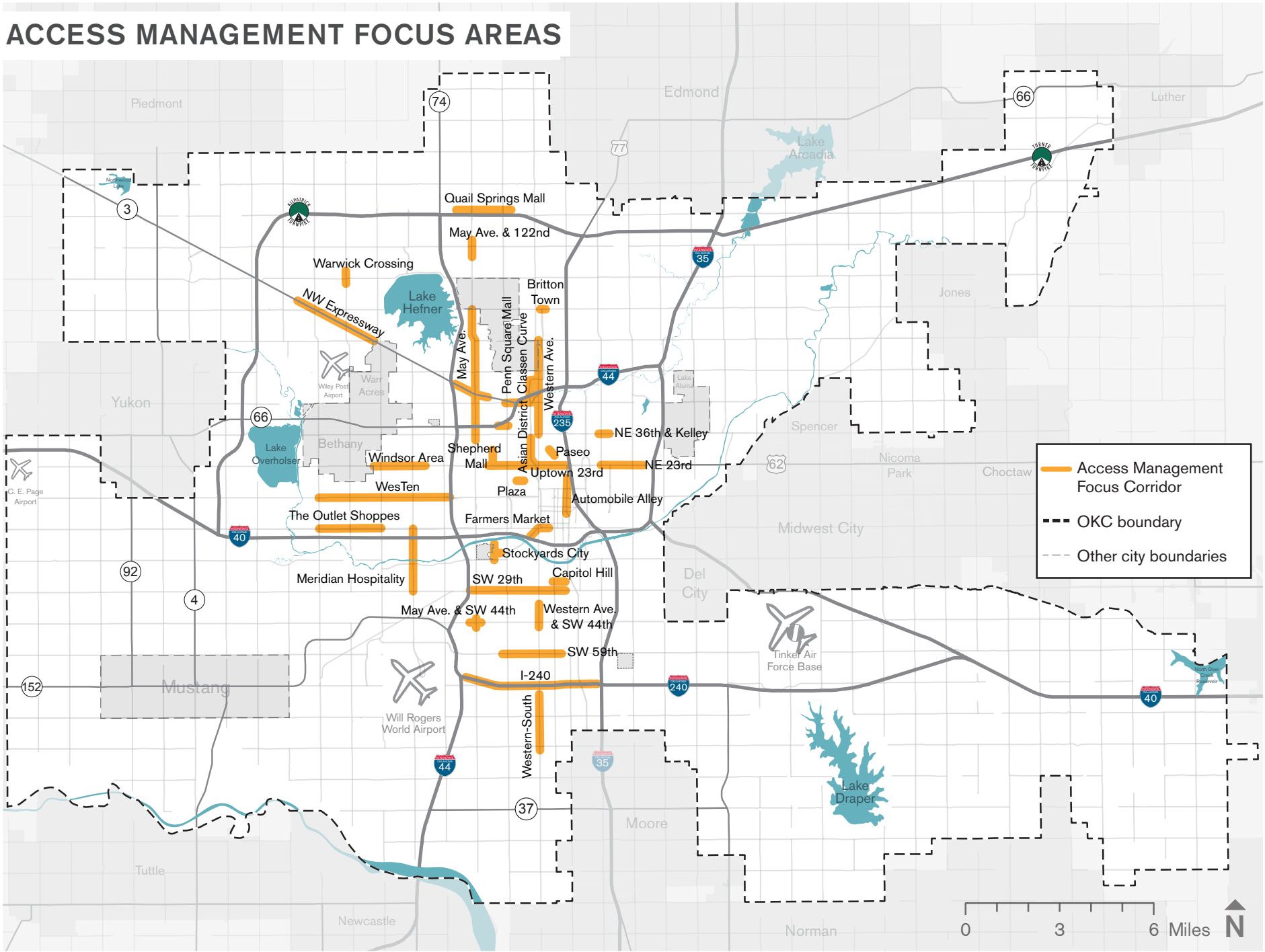
In the areas indicated on the map it is anticipated that retail uses will be increased. Good access management is important across the city, but even more so in these commercial areas of high activity where vehicle and pedestrian safety, comfort, and circulation are crucial. Access should be taken from the intersecting Connector and Neighborhood streets. Cross access connections between uses are encouraged. When developments mid-block have to access the arterial, long shared-drives should be used. These reduce the number of places that traffic must slow for turning and allows multiple cars to safely exit the roadway into the parking lot before becoming backed up by turning movements in the parking lot.

ACCESS MANAGEMENT DIAGRAM

Example highlighting access management techniques which will help maintain traffic flow and increase safety.



ACCESS MANAGEMENT FOCUS AREAS



Data source: OKC Retail Plan, Planning Dept.

Retail Nodes & Corridors

Oklahoma City seeks to develop a robust retail sector to generate the sales tax levels and growth needed to fund quality services for its residents and businesses for years to come. In addition, residents and businesses need healthy retail nodes and corridors to meet their needs for goods and services and to enhance the quality of surrounding neighborhoods. The following goals and policies are applicable to existing retail nodes and corridors within Oklahoma City. They will serve to maintain, and in many cases, revitalize important retail concentrations over the long term.

Key Land Use Goals

The following are the City's main land use goals related to the city's retail nodes and corridors:

- Develop Downtown as a regional retail center.
- New regional retail should be clustered in existing regional nodes, which are immediately accessible by major highway interchanges. These nodes are identified on the Land Use Typology Area map as Regional Districts.
- New community-scale retail should be concentrated in nodes rather than in a linear pattern along highway or arterial corridors.
- The oversupply of older retail space should be reduced by re-purposing space for new retail opportunities or for other uses.

Policy Frameworks

Major nodes and corridors are categorized into one of three possible policy frameworks: **re-vision**, **revitalize**, or **reaffirm**. These were developed to provide context and guide retail policy and implementation tools. Proposals for investment in retail nodes and corridors should receive greater weight, as these areas are critical for the health of surrounding neighborhoods and the City's fiscal health. Investment could be in the form of infrastructure, amenities, further planning, or other technical assistance/capacity building.

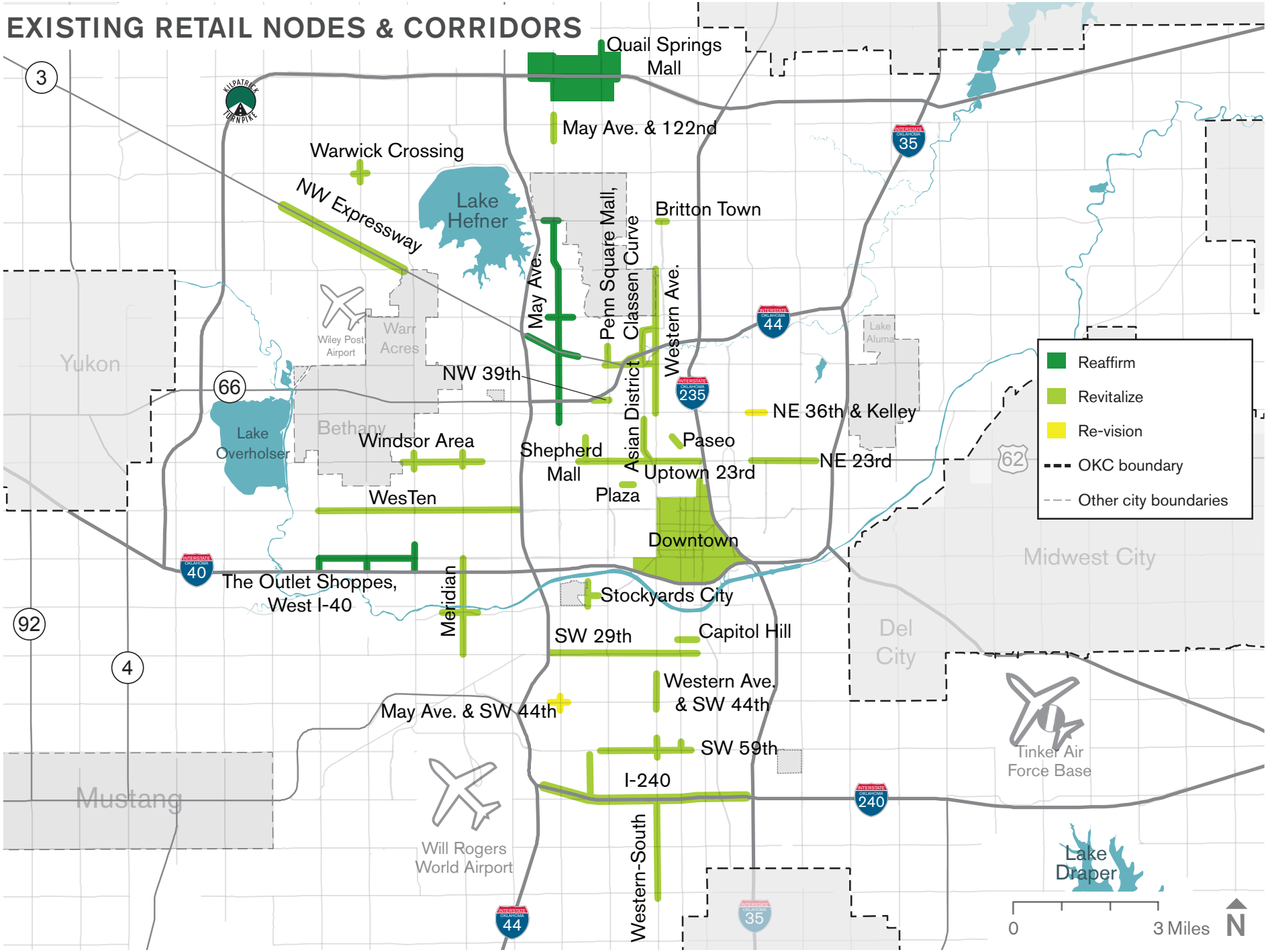
- **Re-vision:** These nodes or corridors have significant challenges related to transportation and physical building quality and perform lowest on a sales per square foot basis. They require significant replacement of outmoded retail into other land uses to reduce the oversupply of retail space in these areas and provide additional demand for remaining retail. Based on the physical obsolescence of many of these areas, the focus should be on redevelopment.
- **Revitalize:** These areas generally do not require wholesale changes in uses, but rather, help strengthening existing retail uses through re-tenanting of vacant space, the elimination of retail space to "right size" the node or corridor, landscape and beautification efforts, façade programs, business coordination, and the introduction of new complementary land uses.
- **Reaffirm:** These nodes and corridors perform at the high end of the sales per square foot range and generally feature well-maintained retail centers and commercial property. The goal for these nodes and corridors is to maintain relevance over the long-term in an increasingly competitive retail environment. Actions to maintain and enhance performance in these areas include attracting new or "one-in-the-market" tenants, assembling under-utilized land to open up expansion opportunities, establishing land use controls to restrict further expansion of linear "strip" development along corridors, and general landscape and beautification efforts.

The table below displays the general policies applicable to each of the frameworks described above. The table indicates what policies are most appropriate or may be most effective in areas needing either re-visioning, revitalization, or reaffirmation.

POLICIES FOR EXISTING RETAIL NODES & CORRIDORS

Policy	Re-vision	Revitalize	Reaffirm
Facilitate expansion opportunities for new retail.			■
Integrate complementary uses such as office and multifamily housing.		■	■
Reinforce, change, or create branding as appropriate.		■	■
Maintain community scale retail in nodes rather than allowing linear expansion.		■	■
Upgrade streetscapes for visual coherency and place quality.		■	■
Re-tenant viable, vacant space.		■	■
Ensure good street connectivity between and within existing and future centers, and retrofit for connectivity as appropriate.	■	■	■
Create or enhance pedestrian connections between buildings and centers.	■	■	■
Undertake landscaping and beautification efforts to enhance the customer experience.	■	■	■
Improve facades and design quality.	■	■	
Create or enhance visual coherency through signage.	■	■	
Seek redevelopment of non-viable space.	■	■	
Limit or reduce curb cuts by encouraging shared entrances.	■	■	
Create small area plans.	■	■	
Replace outmoded retail with other land uses.	■		
Consolidate retail into cohesive centers.	■		

EXISTING RETAIL NODES & CORRIDORS



Data source: OKC Retail Plan, Planning Dept.