

**JOINT  
CITY COUNCIL/PLANNING COMMISSION  
AND CENTER CITY STEERING COMMITTEE  
STUDY SESSION**

**MUNICIPAL BUILDING COUNCIL CHAMBERS  
201 WEST GRAY, NORMAN, OK**

**DECEMBER 1, 2015**

**5:30 P.M.**

- 1. PRESENTATION OF THE FINAL DRAFT REPORT ON THE CENTER CITY FORM-BASED CODE BY MARY MADDEN, AICP, FORM-BASED CODE SPECIALIST WITH FERRELL-MADDEN.**



# CENTER CITY FORM-BASED CODE

NORMAN, OKLAHOMA

FINAL DRAFT

NOVEMBER 2015

## How to Use this Code

### Why are some words shown in SMALL CAPITAL LETTERS?

The Norman Center City Form-Based Code (CCFBC) includes terms with special meanings and their definitions are included in *Part 8. Definitions*. Defined terms are shown throughout the document in SMALL CAPITAL LETTERS.

### I want to know what is allowed for my property:

1. Look at the [*map reference*] and determine if property in question is located within the Center City Form District. (CC Form District) If not, this Code is not applicable.
2. Look at the adopted REGULATING PLAN in *Part 3. The Regulating Plan*. Find the property in question. Note the REQUIRED BUILDING LINE and the PARKING SETBACK LINE. Note the color of the fronting STREET-SPACE—this determines the applicable BUILDING FORM STANDARD (see the key located on the REGULATING PLAN).
3. Find the applicable BUILDING FORM STANDARD in *Part 4. Building Form Standards*. (Note the *General Standards in Section 403* that apply to all properties in the district.) The BUILDING FORM STANDARD will tell you the parameters for development on the site in terms of height, siting, elements, and use.
4. Additional regulations regarding streets and other public spaces surrounding the property, parking requirements, and building functions are found in the following sections: *Part 5. Urban Space Standards*; *Part 6. Parking and Loading Standards*; and *Part 7. Building Functions*.
5. See *Part 2. Administration, Application Process & Appeals* for information on the development review process.

### I want to modify an existing building:

1. If this code is applicable to your property, determine whether your intended changes would trigger a level of code compliance by looking at the *Part 2. Section 209* and.
2. If yes, follow the process delineated in *Appendix A* and the indicated portions of steps 2-5, above.

### I want to establish a new use in an existing building:

1. Find the property on the REGULATING PLAN and determine the applicable BUILDING FORM STANDARD.
2. Determine whether the use is allowed by looking at the Permitted Use Table in *Part 7. Building Functions*. If the use is listed with a cross-reference in the right-hand column, refer to those standards.

### I want to change the Regulating Plan regarding my property:

See *Part 2. Section 207. Amendments to the Center City Form-Based Code*.

### I want to subdivide my property:

1. Property can only be subdivided in accordance with the procedures of the Norman Municipal Code.
2. Any such subdivision shall also meet the standards of this Code.

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# Part 1. General Provisions

## 101. Title

This Code is known as the Norman Center City Form-Based Code (CCFBC).

## 102. Applicability

- A. The CCFBC is in effect for that part of the City of Norman, Oklahoma, designated on the [map reference \_\_\_\_\_] as the Center City Form District (CC Form District).
- B. All properties within the CC Form District shall be eligible to develop in accordance with the CCFBC requirements.
- C. The CCFBC is an optional zoning tool and property owners retain the zoning rights under the existing zoning. Use of the CCFBC is selected through the filing of an application for development under the CCFBC. Once the CCFBC is selected for developing a property, all applicable portions of this Code apply.
- D. The process for developing within the CC Form District is delineated in Appendix A.

## 103. Purposes

- A. The goal of *Norman Center City Vision Project and Plan* was to reset the conversation and provide guidance for future development and redevelopment in Center City.<sup>1</sup> This CCFBC is intended to implement the purpose and goals of that Plan by providing strong implementation tools for the Center City area.
- B. The CCFBC shall be applied to new, infill development, and re-development within the district both in order to achieve the vision set forth for the Center City and to provide a mechanism for implementing the following specific goals, using both public and private sector investment:
  - 1. Capitalize on public investment in existing infrastructure
  - 2. Stabilize and strengthen mixed-use commercial centers and residential neighborhoods
  - 3. Create a pedestrian-oriented and multi-modal district
  - 4. Promote, create, and expand housing options
  - 5. Ensure transit-supportive and transit-serviceable development
  - 6. Ensure a complementary relationship with surrounding neighborhoods
- D. The creation of transit- and pedestrian-oriented development is dependent on three factors: density, diversity of uses, and *design*. This Code places greatest emphasis on design, or physical form, because of its importance in defining neighborhood and district character. All places evolve—density and uses can be expected to change over time as the area continues to grow and mature.

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<sup>1</sup> From the *Norman City Center Vision Summary Charrette Report*, May 2014.

## 104. Other Applicable Regulations

- A. All development must comply with relevant Federal, State and City regulations. Whenever any provision of this Code imposes a greater requirement or a higher standard than is required in any State or Federal statute or other City ordinance or regulation, the provisions of this Code shall govern unless preempted by State or Federal law.
- B. Where apparent conflicts exist between the provisions of the CCFBC and other existing ordinances, regulations, or permits, or by easements, covenants, or agreements, the Director shall determine, based on which best meets the requirements of this Code and Vision plan, which provisions shall govern within the Center City Form District.

## 105. Minimum Requirements

In interpreting and applying the provisions of the CCFBC, they are the minimum requirements for development under this Code.

## 106. Severability

Should any provision of the CCFBC be decided by the courts to be unconstitutional or invalid, that decision shall not affect the validity of the CCFBC other than the part decided to be unconstitutional or invalid.

## 107. Components of the Code

The CCFBC places a primary emphasis on physical form and placemaking, with a secondary focus on land uses. The principal regulatory sections of this Code are described below.

### A. Administration

Administration covers application and review process for development project approval.

### B. The Regulating Plan

The REGULATING PLAN is the application key for the CCFBC. It provides a public space master plan with specific information on development parameters for each parcel and shows how each lot relates to the STREET-SPACE (streets, SQUARES/CIVIC GREENS, PLAZAS, PEDESTRIAN PATHWAYS, etc.) and the surrounding neighborhood. The REGULATING PLAN may identify additional regulations and/or opportunities for lots in specific locations.

### C. The Building Form Standards

The BUILDING FORM STANDARDS establish basic parameters governing building form, including the buildable envelope (in three dimensions) and certain permitted and/or required elements—such as SHOPFRONTS, BALCONIES, and STREET WALLS. The BUILDING FORM STANDARDS establish both the boundaries within which things may be done and specific things that must be done.

The primary intent of the BUILDING FORM STANDARDS (BFS) is to shape the STREET-SPACE, or public realm, through placement and form controls on buildings. Their secondary intent is to ensure that the buildings cooperate to form a functioning, sustainable, BLOCK structure. The applicable standard for a building site is determined by the STREET FRONTAGE designated on the REGULATING PLAN.

## **D. The Urban-Space Standards**

The purpose of the Urban-Space Standards is to ensure coherent STREET-SPACE and to assist builders and owners with understanding the relationship between the public realm and their own building. These standards set the parameters for the placement of STREET TREES, sidewalks, and other amenities or furnishings within the STREET-SPACE. They set recommended configurations for the vehicular part of the street as well as other public spaces such as greens, squares, and plazas.

## **E. Building Function Standards**

The Building Function Standards define the uses allowed and/or required on ground floors and in upper floors, correlated with each BUILDING FORM STANDARD. Because the CCFBC emphasizes form more than use, it includes fewer, broader categories than those provided in the larger Norman Zoning Ordinance.

## **F. Parking and Loading Standards**

Parking and loading standards provide goals and requirements to promote a “park once” environment through shared parking and encourage a pedestrian-friendly, walkable CC Form District.

## **G. Definitions**

Certain terms in the CCFBC are used in very specific ways, often excluding some of the meanings of common usage. Wherever a word is in SMALL CAPITALS format, consult *Part 8. Definitions* for its specific and limited meaning. Where there is an apparent contradiction between the definitions in the CCFBC and those in the Norman Zoning Ordinance, the definitions in this Code shall prevail. Words used in the CCFBC, but not defined by this Code, but that are defined in the Norman Zoning Ordinance, shall have the meanings set forth therein.

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## Part 2. Administration, Application Process & Appeals

### 201. Applicability

Development proposals within the Center City Form District shall be subject to the provisions of this Part 2.

### 202. Director

#### A. Authority

The Director of Planning and Community Development (“Director”) is authorized to review and approve applications for Certificates of Compliance and Administrative Adjustments.

#### B. Delegation of Authority

The Director may designate any member of the staff of the City’s Planning and Community Development Department to represent the Director in any function assigned by the Center City Form-Based Code (CCFBC). The Director, however, shall remain responsible for any final action taken under this Section.

### 203. FBC Development Review Team

The existing Development Review Team (DRT) will provide a coordinated and centralized technical review process to ensure compliance with the requirements of the CCFBC. The Development Review Team is comprised of personnel from the City departments that have an interest in the development review and approval process.

#### A. Powers and Duties

1. The Development Review Team shall be responsible for the review of Concept Plans, Site Plans and any other development related applications that may be required by the CCFBC.
2. The Development Review Team shall be responsible for making determinations on the application and interpretation of guidelines, standards, and requirements of the CCFBC.
3. The Development Review Team may require the applicant to submit additional information not otherwise specifically required by the CCFBC, which is reasonably necessary to review and determine whether the proposed development complies with the requirements of the CCFBC.
4. The Development Review Team shall not be authorized to waive or vary requirements of the CCFBC or any other applicable ordinance of the City of Norman unless specifically allowed in the CCFBC.

#### B. Operational Procedures

The Development Review Team shall meet on their regularly scheduled Third Monday of the month to review development applications. It shall be the responsibility of the Planning Director, or the Director’s designee,

to collect the comments of the DRT, prepare a written staff analysis of the outstanding issues related to each application, and provide it to the applicant in a timely manner.

## 204. Certificate of Compliance

An application for approval of a Certificate of Compliance, demonstrating compliance with the provisions contained in the CCFBC and the REGULATING PLAN shall be submitted to the Director.

### A. Pre-Application Conference

A pre-application conference with a member of the professional planning staff of the Department of Planning and Community Development is required prior to the submission of any application for a Certificate of Compliance. The applicant shall provide a schematic site plan and schematic drawings of all FACADES at a scale of 1"=100' (or 1"= 50') for consideration by the staff. The discussions and any conclusions based thereon at such a pre-application conference are not binding on any party thereto.

### B. Certificate of Compliance Application Requirements

The application for a Certificate of Compliance shall include:

1. A brief narrative describing the Development Proposal;
2. Five (5) sets of completed plans for the Development Proposal at a scale sufficient to read [Site Plans at 1"= 50', Building Plans and Elevations at 1"= 20', Details as necessary to demonstrate form-based code ("FBC") compliance at 1"=4' to 1"=10'] prepared by a Registered Professional Engineer, Registered Land Surveyor, Architect, or Landscape Architect, as appropriate, and including the following information, which shall be submitted on the following sheets:
  - (i) Location and dimensions of all proposed buildings and other construction;
  - (ii) Internal roadways, streets and/or STREET-SPACES, ALLEYS, common access easements, and access ways to adjacent public roadways;
    - a. Location and dimensions of all parking areas,
    - b. Utility Strategy,
    - c. Architectural drawings of all proposed building FACADES.
3. A completed Form-Based District Review Checklist, the form of which shall be developed, maintained, and made available by the Director, demonstrating compliance with the provisions of the FBC; and
4. Any other documents and/or materials required by the Director to determine compliance with the FBC.

### C. Certificate of Compliance Review

1. The Director of Planning and Community Development may administratively provide for submission and review deadlines for materials and studies required in support of any application for a

Certificate of Compliance. The need for technical studies shall be at the Director's discretion or as required by City ordinances.

2. Applicants shall be notified at the Development Review Team meeting if additional materials and studies will be required in order for review of their application to commence.
3. After the effective date of the CCFBC, no property which has been zoned under or is contained in an application applied to use the CCFBC may be developed or redeveloped without approval of a Certificate of Compliance from the Director of Planning and Community Development. Disapproval of a Certificate of Compliance may be appealed to the Planning Commission within 10 days following the Director's determination. The decision of the Planning Commission on the appeal may be appealed to the Governing Body by either the property owner or the Director by filing a notice of appeal with the Director within 10 days following the Planning Commission's decision.

## **205. Effect of Certificate of Compliance Issuance**

Issuance of a Certificate of Compliance by the Director allows an applicant to apply for other necessary permits and approvals which include, but are not limited to, those permits and approvals required under the City Building Code.

### **A. Certificate of Compliance Modification**

After the Director has issued a Certificate of Compliance, any change in the Development Proposal from the plans submitted to the Director, other than those permitted under Section 206 below, shall be considered a Material Modification and shall be subject to the following review procedure:

1. Material Modification requests shall be submitted to the Director for review and approval, and shall include sufficient information to determine compliance with the FBC.
2. A complete application for a Material Modification shall be referred to the DRT at its next regularly scheduled meeting.
3. The Director may administratively provide for submission and review deadlines for materials and studies required in support of any application for a Material Modification.
4. The DRT shall determine if the proposal is in compliance.

### **B. Certificate of Compliance Expiration**

1. A Certificate of Compliance shall lapse twenty-four (24) months from its issuance if an applicant does not secure a building permit.
2. Upon written communication by the applicant submitted at least thirty (30) days prior to the expiration of the Certificate of Compliance, and upon a showing of good cause, the Director may grant one extension not to exceed six (6) months. Upon an application for extension, the Certificate of Compliance shall be deemed extended until the Director has acted upon the request for extension.

## **C. Appeal**

An appeal by a person aggrieved by the Director's decision on a Certificate of Compliance application will be to the Planning Commission and City Council.

## **206. Administrative Adjustments**

### **A. Purpose and Intent**

The purpose and intent of this section is to provide an administrative mechanism for allowing minor adjustments to limited and specific requirements of the Center City Form-Based Code, with the intent of providing relief where the application of a standard creates practical difficulties in allowing development to proceed. These adjustments are intended to provide relief for minor construction/survey issues; they are not intended for designed deviations from the CCFBC, like those governed by Section 208 below. This optional process occurs only where an applicant requests an Administrative Adjustment to a standard specified below.

### **B. Administrative Adjustment Application and Review Procedure**

1. An application for approval of an Administrative Adjustment shall include:
  - a. A brief narrative describing the Administrative Adjustment sought;
  - b. A completed Administrative Adjustment Checklist, the form of which shall be developed, maintained, and made available by the Director, demonstrating that the adjustment sought is limited to the standards set forth below; and
  - c. Any other documents and/or materials required by the Director to determine that the adjustment sought is limited to the standards set forth below.
2. The Director may seek assistance from the DRT in making a determination under this Section.
3. Within ten (10) business days of receipt of a complete application, the Director shall review the application in accordance with the Administrative Adjustment Standards below, and take one of the following actions:
  - a. Approve the application as submitted;
  - b. Approve the application with conditions; or
  - c. Deny the application.

### **C. Administrative Adjustment Standards**

The Director is authorized to approve Administrative Adjustment applications in strict conformance with the following standards only:

#### **1. Height**

- a. Minimum and maximum height - up to five percent (5%) for any cumulative increase or decrease in building height.
- b. STREET WALL/fence requirements – up to ten percent (10%).

- c. Finished floor elevation – up to five percent (5%).

## 2. Siting

- a. REQUIRED BUILDING LINE – move forward up to six (6) inches.
- b. REQUIRED BUILDING LINE minimum percentage built-to – reduction of up to five percent (5%) of required length.
- c. PARKING SETBACK LINE – move forward up to six (6) feet.
- d. Mezzanine floor area – up to ten percent (10%) additional area.
- e. STREET WALL requirements – up to ten percent (10%) of the height/FENESTRATION/access gate requirements.
- f. Entrances (maximum average spacing) – up to ten percent (10%) increase in spacing.

## 3. Elements

- a. FENESTRATION (minimum and maximum percent) – up to five percent (5%).
- b. Elements (minimum and maximum projections) – up to five percent (5%).

## 4. Streets, Blocks and Alleys

- a. Street center lines may be moved up to 50 feet in either direction, so long as:
  - (i) the street connectivity is maintained (no cul-de-sacs);
  - (ii) no street intersection occurs within 125 feet of another street intersection; and
  - (iii) the BLOCK configuration meets the standards defined in *Section 301.D*.

## D. Unlisted FBC Standards

Any request for relief from a required FBC standard other than those listed above shall be made through the procedures set forth in Section 22.441 of the Zoning Ordinance. (*See also Section 207 below.*)

## E. Applicability

Any Administrative Adjustment approved under this Section shall run with the land and not be affected by a change in ownership.

# 207. Amendments to the Center City Form-Based Code

## A. Text Amendments

Any application for an amendment to the FBC text shall be considered an application for a zoning text amendment subject to Section 22:442.1 of the Zoning Ordinance and any other regulations applicable to zoning text amendments.

## B. Regulating Plan Amendments

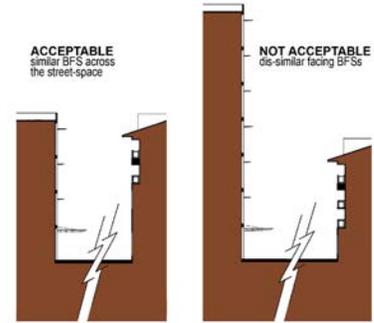
Any application for an amendment to the Center City REGULATING PLAN shall be considered an application for a zoning map amendment subject to *Zoning Ordinance Sections 22:442.1 - Amendments* and any other regulations

applicable to rezoning.

In addition, any amendment to the REGULATING PLAN shall conform to the following requirements.

### 1. Change of Building Form Standards (BFS)

In determining the allocation and, thereby, the form and mixed-use character of the district, attention must be paid to both the physical context (what goes next to what) and diversity of allowed/required uses. When amending the BFS on the REGULATING PLAN, the following standards apply when determining which BFS can share common or rear lot lines, be separated by an ALLEY, or face across the STREET-SPACE (see *Illustration 207.B.1* for the latter).



207.B.1 Illustrative intent

- a. CIVIC USE BUILDINGS (sites designated on the REGULATING PLAN) are not restricted by these standards.
- b. See *Chart 207.B.1 (below)* for the BUILDING FORM STANDARD permitted adjacencies.

### 2. Changes to Streets, Blocks, Alleys

Any amended REGULATING PLAN shall conform to the standards defined in Section 301.

207.B.1.b Chart of Permitted Adjacencies for the Building Form Standards

BFS Frontages	Urban Storefront	Urban General	Townhouse/ Small Apt	Neighborhood Middle	Detached
Urban Storefront	d	d	a,b,c	a,b,c	a
Urban General	d	d	d	d	a
Townhouse/Small Apt	a,b,c	d	d	d	d (Townhouse Form Only)
Neighborhood Middle	a,b,c	d	d	d	a,b,c
Detached	a	a	d (Townhouse Form Only)	a,b,c	d
<i>BFS Frontages may be designated adjacent to one another as per the parameters below:</i>					
a. When separated by an ALLEY or rear lot line, or when fronting different streets (i.e. a corner lot and its adjacent lot).					
b. When sharing a COMMON LOT LINE. Such changes must be consistent with both sides of the street and must not occur more than once per 150 linear feet of STREET FRONTAGE.					
c. When facing across a SQUARE or CIVIC GREEN.					
d. When facing and/or in any adjacency.					

## 208. Designed Deviations

- A. Deviations can be granted by the Planning Director for minor design changes which means that the applicant has an alternative way to meet the intent of the CCFBC rather than on the “hardship” or other variance standards used by the Board of Adjustment for Variances.

- B. Any person seeking one or more deviations from the provisions of the FBC shall follow the procedure outlined in 204. *Certificate of Compliance*. At the time of application, they shall specifically identify in writing those standards from which the proposed design is deviating, including a written explanation of how the proposed design fulfills the intent of the CCFBC.
- C. The Director, after consultation with the DRT, shall make a report regarding the deviation application to the Planning Commission within thirty (30) days of the date of filing.

## 209. Non-Compliant Structures and Uses<sup>1</sup>

Non-compliant structures within the CC Form District may be altered or repaired according to the following schedule:

### A. Single-family and duplex structures:

- 1. Repairs, remodeling, and additions to a single-family or duplex structure may be made in conformance with the underlying base zoning district.
- 2. Intentional demolition requires conformance to the process standards of the CC Form District. (See *Appendix A, Section A. Process.*)
- 3. Single-family and duplex structures destroyed by fire, explosion, act of God, or the public enemy may be replaced in conformance with the underlying base zoning district.

### B. Other Structures:

(existing as of the date of adoption of the CCFBC)

- 1. Additions of up to 10% of the square footage of a non-compliant structure may be made subject to conformance with the underlying base zoning district.
- 2. Additions greater than 10% but equal to or less than 50% of the square footage of a non-compliant structure may be made subject to conformance with the siting requirements of the CC FBC relative to the new addition only or following the process established in *Appendix A* for redevelopment using the underlying base zoning district.
- 3. Additions greater than 50% of the square footage of a non-compliant structure or which exceed 75% of the Cleveland County appraised value of the non-compliant structure shall be made in conformance with the CC FBC or following the process established in *Appendix A* for redevelopment using the underlying base zoning district. Non-compliant site improvements must be brought into complete compliance using the same standards and process applied to the structure, whether FBC or underlying base zoning.
- 4. Existing structures destroyed by fire, explosion, act of God, or the public enemy may be replaced with a structure of comparable height and siting, redevelop following the CC FBC standards, or follow the process established in *Appendix A* for using the underlying base zoning.

<sup>1</sup> We think that this section be called “non-compliant” rather than “non-conforming” since technically, there should be no new non-conformities since it is an optional overlay district.

### C. Non-conforming and Non-compliant Uses:

1. A non-conforming use may be extended throughout any portion of a completed building that, when the use was made non-conforming by the base zoning district, was manifestly designed or arranged to accommodate such use.
2. A non-compliant use may be extended throughout any portion of a completed building that, when the use was made non-compliant by the CC FBC, was manifestly designed or arranged to accommodate such use.
3. Neither a use that is non-conforming with the base zoning nor a use that is non-compliant with the CC FBC may be extended to additional buildings or to land outside the original building.

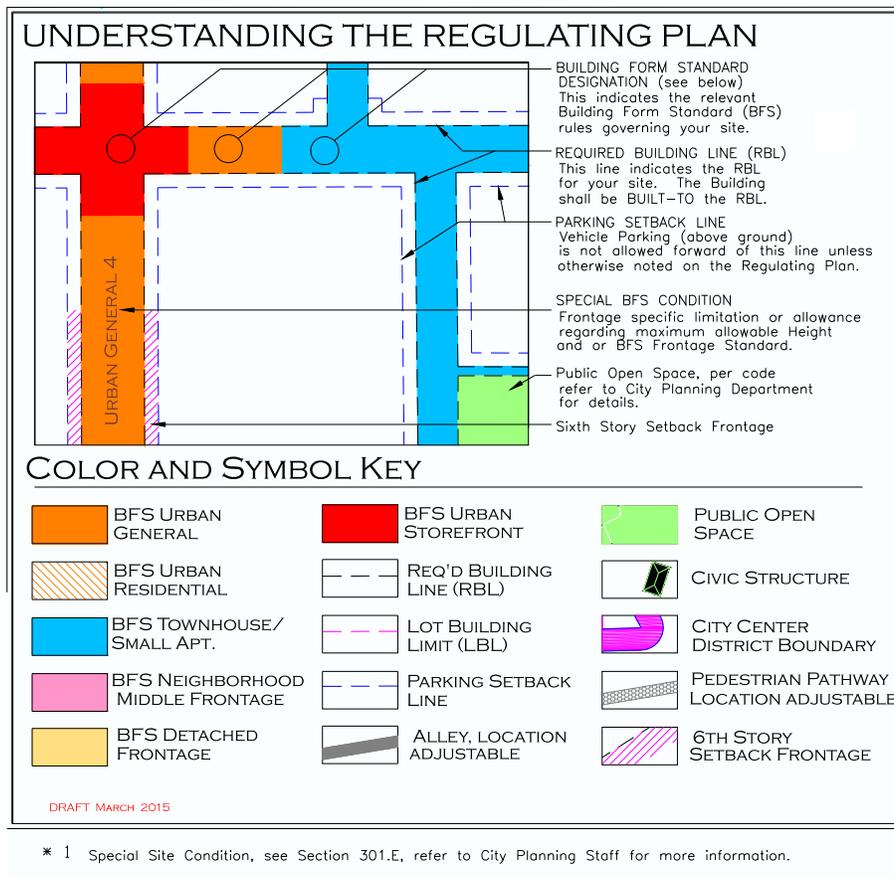
# Part 3. The Regulating Plan

## 301. Rules for Regulating Plans

### A. Purpose and Intent

1. The REGULATING PLAN is the controlling document and principal tool for implementing the Center City Form-Based Code (CCFBC).
2. The REGULATING PLAN makes the development standards place-specific, by designating the BUILDING FORM STANDARDS (BFS) and delineating the public spaces. The REGULATING PLAN identifies: the boundaries for the district; existing and proposed streets and ALLEYS; the REQUIRED BUILDING LINE and PARKING SETBACK LINE throughout the plan area.
3. The REGULATING PLAN may identify specific characteristics assigned to a lot or building site and may identify additional regulations (and opportunities) for lots in specific locations, as well as exceptions to the BFS or other standards.

### B. Regulating Plan Key



## C. Building Form Standards (BFS) on the Regulating Plan

- a. BUILDING FORM STANDARDS are designated on the REGULATING PLAN by STREET FRONTAGE.
- b. The allocation and distribution of BFS frontages—which define the form and character of the district—was based on the Center City Vision Plan and determined by the physical context (what goes next to what) and diversity of allowed/required uses.

## D. Streets, Blocks & Alleys on the Regulating Plan

### 1. Streets

Recommended street configurations called out in *Part 5. Urban Space Standards* or on the REGULATING PLAN may or may not be immediately constructed. They should be placed into the system such that, when reasonable for the City's street maintenance/reconstruction plan, they can be rationally constructed.

- a. Additional streets may be added to the REGULATING PLAN to create a smaller BLOCK pattern; however, no streets may be deleted without being replaced elsewhere within the district.
- b. Where new ALLEYS OR PEDESTRIAN PATHWAYS are designated on the REGULATING PLAN, they are critical to the working of the CC Form District and shall be considered mandatory. While the street infrastructure may not be constructed until some point in the future, the RBL, and other regulations of the REGULATING PLAN shall be respected.
- c. New ALLEYS OR PEDESTRIAN PATHWAYS shall be public or publicly accessible.
- d. All lots shall share a frontage line with a STREET-SPACE.

### 2. Blocks

#### a. Maximum Size:

No BLOCK FACE shall have a length greater than 300 feet without an ALLEY, access easement, or PEDESTRIAN PATHWAY providing through-access to another STREET-SPACE, ALLEY OR COMMON DRIVE. Individual lots with less than 100 feet of STREET FRONTAGE are exempt from the requirement to interrupt the BLOCK face; those with over 200 feet of STREET FRONTAGE shall meet the requirement within their lot, unless already satisfied within that BLOCK FACE.

#### b. Curb Cuts:

- (i) Unless otherwise specified on the REGULATING PLAN, no new curb cuts are permitted.
- (ii) For lots with ALLEY access, existing curb cuts shall be eliminated/vacated at the time of redevelopment.
- (iii) For lots without ALLEY access, existing curb cuts may be maintained or relocated.
- (iv) Where a parking structure is being provided with at least 30% of its spaces publicly available, existing curb cuts may be relocated (even if the lot has ALLEY access.)

### 3. Alleys

- a. ALLEYS or COMMON DRIVES must provide access to the rear of all lots, except where a lot has streets on three sides and the absence of an ALLEY or COMMON DRIVE would not deprive an adjacent neighbor of rear lot access.
- b. For new ALLEYS (or COMMON DRIVES), public access, public utility, and drainage shall be dedicated via an easement.
- c. ALLEYS may be incorporated into (rear) parking lots as standard drive aisles. Access to all properties adjacent shall be maintained.
- d. Where an ALLEY does not exist but is identified on the REGULATING PLAN and it is not feasible to construct at the time of redevelopment, no permanent structure shall be constructed within the proposed ALLEY right-of-way. The applicant is required to dedicate the ALLEY right-of-way within the rear setback to the City (for future construction) and maintain the area within the rear setback by, at a minimum:
  - (i) Providing routine landscape maintenance to the area.
  - (ii) Keeping the area clear of debris, stored materials, and stored or parked vehicles.

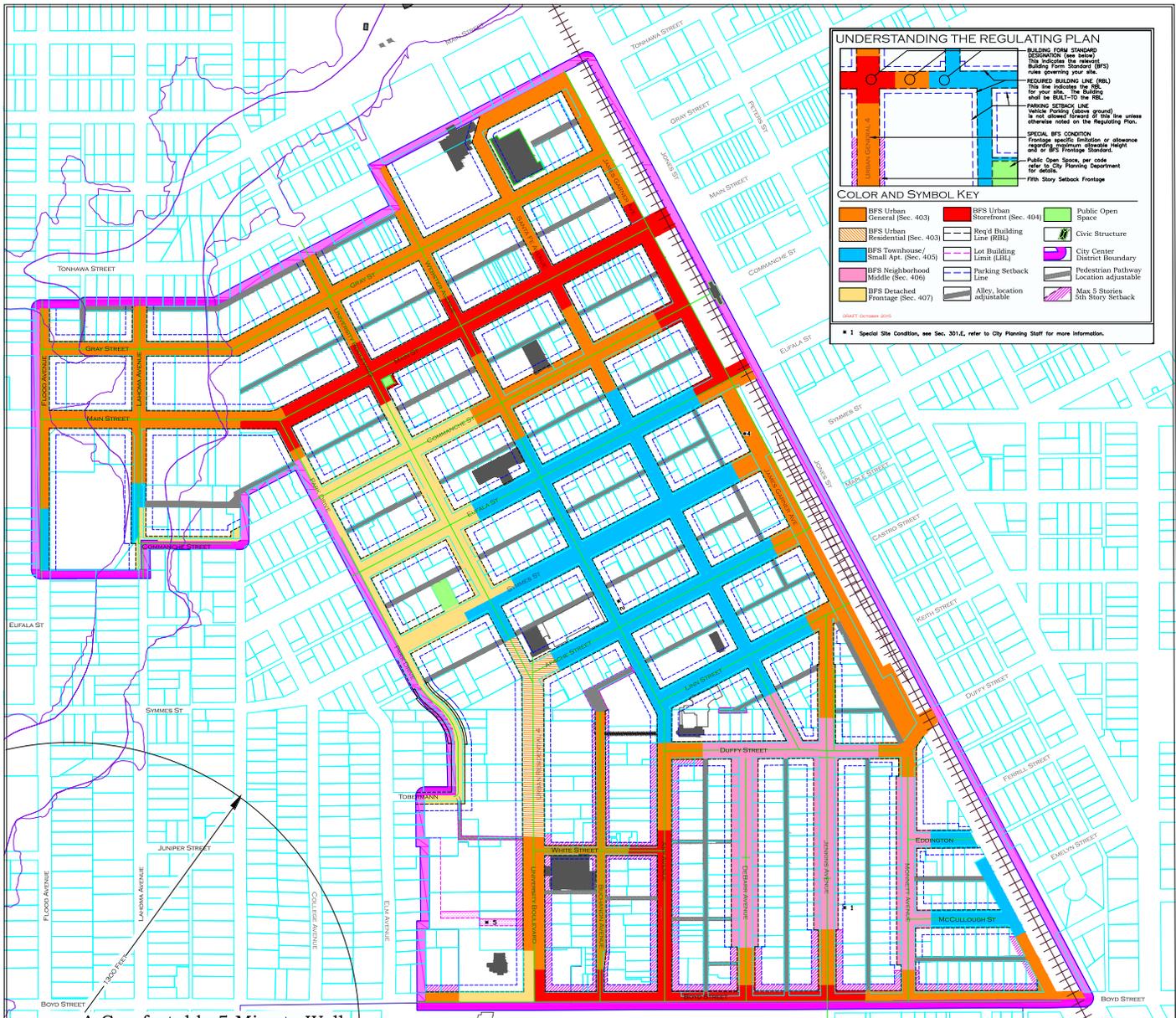
Any amendment or change to the REGULATING PLAN, beyond those specified above, will be a zoning map amendment of this code. See *Section 207.B*.

### E. Special Site Conditions on the Regulating Plan

The following conditions are identified by numbered asterisks (\*) on the REGULATING PLAN. They may require additional performance standards or provide additional development opportunities due to their unique context.

1. Located on Jenkins at the transition from Urban General to Neighborhood Middle frontages. Existing building form is that of strip commercial. Future redevelopment may continue the range of uses, but should follow Neighborhood Manners requirements to create a better transition between areas of different character and intensity.
2. Located on Webster at Apache. Existing historic building form is that of neighborhood commercial. Future redevelopment may continue use of existing buildings for commercial use.
3. Located on Park Drive. REQUIRED BUILDING LINE (RBL) is a “zone” as defined on the REGULATING PLAN. This is to accommodate the small lot/ tightly curving Detached Frontage.)
4. Located on James Garner between Eufala and Symmes. This location was identified in the *Norman Center City Vision Plan* as a potential Farmers Market site. Market structures should be permitted forward of RBL to Parking Lane. Additional adjustments to RBL may be warranted.
5. Located off University behind Boyd House. The LOT BUILDING LIMIT provides a ‘no structures’ area; an additional 30-foot deep zone establishes an additional buffer area wherein the maximum height for any structure is 30 feet.

# 302. Illustrative Regulating Plan



This version of the Center City Form District Regulating Plan is shown for illustrative purposes only. A large-scale version of the adopted REGULATING PLAN can be found at: [www.normanok.gov/planning/norman-center-city-vision](http://www.normanok.gov/planning/norman-center-city-vision). Contact the Planning and Community Development Department for further information about the Center City Form District and REGULATING PLAN.

# Part 4. Building Form Standards

## 401. Intent

- A. The goal of the BUILDING FORM STANDARDS (BFS) is the creation of a vital, and coherent public realm through the creation of good STREET-SPACE. The intent of these form standards is to shape the STREET-SPACE—the specific physical and functional character—of the Center City Form District. The form and function controls on building frontages work together to frame the STREET-SPACE while allowing the buildings greater latitude behind their FACADES. The BUILDING FORM STANDARDS aim for the minimum level of control necessary to meet this goal.
- B. The BFS set the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required or permitted functional elements, such as FENESTRATION (windows and doors), STOOPS, BALCONIES, FRONT PORCHES, and STREET WALLS.
- C. The BFS establish the rules for development and redevelopment on private lots, unless otherwise indicated on the REGULATING PLAN.
- D. The REGULATING PLAN identifies the BUILDING FORM STANDARD for all private building sites within the CC Form District.
- E. These BFS establish a range of development intensity and character within the CC Form District specific to each individual frontage, beginning in *Section 403*. The BFS frontages are:
  - 1. Urban General
  - 2. Urban Storefront
  - 3. Urban Residential
  - 4. Townhouse/Small Apartment
  - 5. Neighborhood Middle
  - 6. Detached

## 402. General Provisions

The following apply to all BFS, unless expressly stated otherwise within an individual BFS or otherwise designated on the REGULATING PLAN.

### A. Frontage Transitions

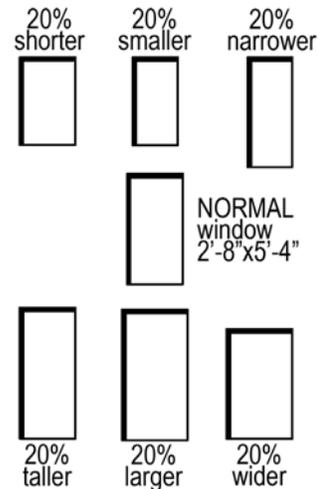
When the BFS designation shown on the REGULATING PLAN changes along a property's REQUIRED BUILDING LINE (RBL), that property owner has the option, for that property's STREET FRONTAGE only, of applying either BFS for a maximum additional distance of 50 feet, from the transition point shown on the REGULATING PLAN, in either direction along that RBL.

### B. Façade Composition

- 1. "Façade composition" is the arrangement and proportion of FACADE materials and elements (windows, doors, columns, pilasters, bays). "COMPLETE AND DISCRETE" distinguishes one part of the FACADE from

another to break down the perceived scale of large buildings and provide a better pedestrian experience.

2. For each BLOCK FACE, FAÇADES along the RBL shall present A COMPLETE AND DISCRETE VERTICAL FAÇADE COMPOSITION to maintain and/or create the pedestrian-scale for the STREET-SPACE, at no greater than the following average STREET FRONTAGE lengths:
  - a. 60 feet for Urban Storefront frontage sites;
  - b. 75 feet for Urban General, Urban Residential and Townhouse/Small Apartment, Neighborhood Middle, and Detached frontages.
  - c. A longer FAÇADE COMPOSITION may be presented, as long as smaller compositions appear within the same BLOCK FACE in order to achieve the above-stated average.
3. Each FAÇADE composition shall include a functioning street entry door.
4. Individual infill projects on lots with STREET FRONTAGE of less than 100 feet on a BLOCK FACE are exempted from the overall FAÇADE composition requirement for that BLOCK FACE, but shall still include a functioning street entry. This requirement may be satisfied for large footprint uses, such as large grocery stores, through the use of LINER SHOPS.
5. To achieve a COMPLETE AND DISCRETE vertical FACADE composition (*Item 2* above) within a STREET FRONTAGE requires, at a minimum, *Item a* and at least two additional *Items b-e*, below:
  - a. Clearly different GROUND STORY FAÇADE composition (both framing materials and FENESTRATION proportions) from one bay to the next.
  - b. FENESTRATION proportions differing at least 20 percent in height or width or height:width ratio. (*See figure 402.B.5.b.*)
  - c. At least two different bay configurations. (*See figure 402.B.5.c.*)
  - d. Change in wall material (changes in paint color are insufficient).
  - e. Change in total FENESTRATION percentage (minimum difference 12 percent; ground floor FAÇADES are not included).



402.B.5.b. Facade composition illustrative intent



402.B.5.c. Facade composition illustrative intent

- a. Clearly different GROUND STORY FAÇADE composition (both framing materials and FENESTRATION proportions) from one bay to the next.
- b. FENESTRATION proportions differing at least 20 percent in height or width or height:width ratio. (*See figure 402.B.5.b.*)
- c. At least two different bay configurations. (*See figure 402.B.5.c.*)
- d. Change in wall material (changes in paint color are insufficient).
- e. Change in total FENESTRATION percentage (minimum difference 12 percent; ground floor FAÇADES are not included).

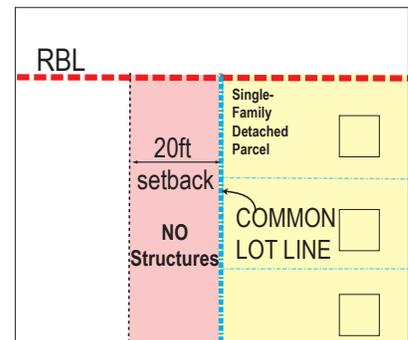
### C. Building Size

The maximum footprint for a building is 25,000 gross square feet; beyond that limit a special use permit is required (*see Part 2. Administration*). This shall not limit parking structures built according to the standards of this Code.

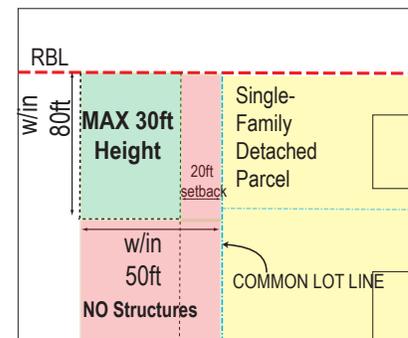
### D. Neighborhood Manners

For the Urban General, Urban Storefront, and Urban Residential BFS frontages, the following rules apply:

1. Where a site shares a COMMON LOT LINE with a Detached BFS frontage lot within the City Center Form District or an R-3 lot adjacent to the western boundary of the District:
  - a. There shall be at least a 20 foot setback from the COMMON LOT LINE. (*See figure 402.D.1.a.*)
  - b. Within 50 feet of the COMMON LOT LINE, and within 80 feet of any RBL, any structures shall have a maximum height of 30 feet. This



402.D.1.a. Neighborhood Manners – Required setback



402.D.1.b. Neighborhood Manners – Height limitations and required setbacks

requirement supersedes the minimum STORY requirement. (See *figure 402.D.1.b-c.*)

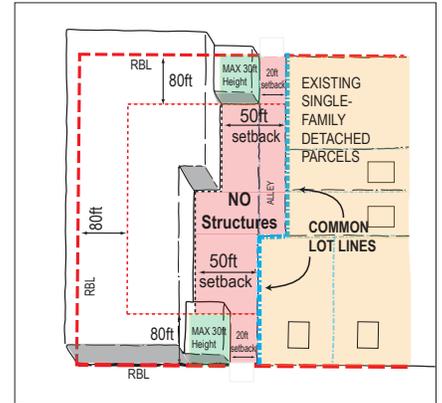
- c. Farther than 80 feet from any RBL, there shall be an additional 30 foot setback (for a total of 50 feet) from the COMMON LOT LINE for all structures. Surface parking is allowed. (See *figure 402.D.1.b-c.*)
2. Where a site has a COMMON LOT LINE with a Detached BFS frontage lot within the City Center District or an R-3 lot adjacent to the District, a GARDEN WALL, 4 to 6 feet in height, shall be constructed within one (1) foot of the COMMON LOT LINE. Trees from the Street Tree List shall be planted, on maximum 30-foot centers, within 10 feet of this wall.

## E. Height

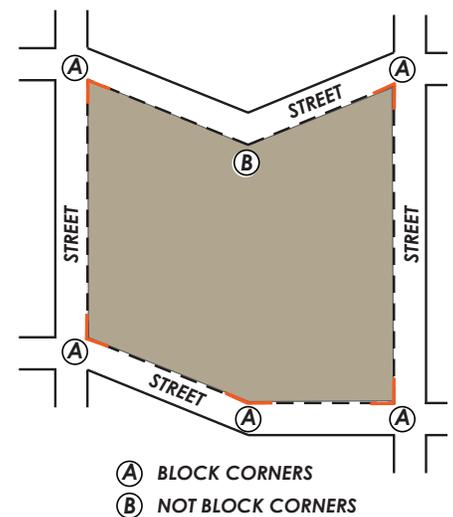
1. The height of all buildings is measured in STORIES, with an ultimate limit in feet, measured from the average fronting sidewalk elevation to the top of the wall plate, unless otherwise designated herein.
2. The minimum FACADE height that is required at the RBL is shown on the individual BFS.
3. The ceiling of an ENGLISH BASEMENT is at least 3 feet above sidewalk grade with windows above grade. ENGLISH BASEMENT units do not count against the STORY height limit but do count against the ultimate height measurement.
4. An ATTIC STORY is not included in the building height measurement.
5. Any portion of a parking structure within 20 feet of a building constructed under this Code shall not exceed 40 feet or that building's primary ridge or parapet height, whichever is greater.
6. MEZZANINES that have a floor area greater than 1/3rd of the floor area of the STORY in which they are located shall count as an additional full STORY in the building height measurement.
7. At least 80% of each STORY shall meet the minimum CLEAR HEIGHT prescribed in the individual BFS.
8. The GROUND STORY finished floor elevation requirements shall be measured:
  - a. from the average exterior sidewalk elevation at the RBL, and
  - b. within 30 feet of any RBL.

## F. Siting

1. Building FACADES shall be built to the RBL as prescribed in the BFS.
2. The building FAÇADE shall be built to the RBL within 30 feet of a BLOCK CORNER, unless otherwise specified in the BFS. (See *figure 402.F.2.*)
3. The RBL, designated on REGULATING PLAN as an absolute line, incorporates an offset area (or depth) of 24 inches behind that line (into the BUILDABLE AREA) allowing for jogs, FAÇADE articulation, etc. unless otherwise designated herein. Therefore, where the FAÇADE is placed within that 24-inch zone, it is considered to be "built to" the RBL.



402.D.1.c. Neighborhood Manners -- Limitations on buildable envelope



402.F.2. Block Corner diagram

4. Where a STREET WALL is required, it shall be located along any RBL frontage that is not otherwise occupied by a building.
5. Buildings may only occupy that portion of the lot specified as the BUILDABLE AREA—the area behind the RBL as designated by the BFS.
6. No part of any building may be located outside of the BUILDABLE AREA except overhanging eaves, awnings, BALCONIES, SHOPFRONTS, BAY WINDOWS, STOOPS, steps, or handicapped ramps approved by the Director. STOOPS, steps, and ramps shall not be located within the CLEAR WALKWAY. For appropriate COMMERCE and RETAIL uses, temporary displays or cafe seating may be placed in the DOORYARD.
7. There is no required setback from ALLEYS (or COMMON DRIVES) except as otherwise indicated on the individual BFS. On lots without ALLEY access, there shall be a minimum 15-foot setback from the rear lot line.
8. There are no side lot setbacks, except as specified in *Section D. Neighborhood Manners* (above) or in the individual BFS.
9. The PARKING SETBACK LINE is generally 30 feet behind the RBL and extends, vertically from the first floor level, as a plane unless otherwise indicated on the REGULATING PLAN or in the individual BFS. Vehicle parking shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade, on-street, or otherwise indicated on the REGULATING PLAN.
10. All lots, including CORNER LOTS and through lots, shall satisfy the build-to requirements for all their RBL frontages, and the DOORYARD and/or FRONT YARD requirements for each designated BFS, unless otherwise specified in this Code.

## G. Private Open Area

1. Any required PRIVATE OPEN AREA located on the ground shall have at least 1 tree per 800 square feet, of at least 2.5 inches in diameter at designated breast height (DBH) and at least 10 feet in overall height. Where new trees are planted to meet this requirement, they shall be no closer than five feet to any COMMON LOT LINE. Urban General, Urban Storefront, and Urban Residential lots that are reusing existing structures (without expansion) are exempt from this requirement.
2. Species must be selected from a list approved by the Director or their designee. Trees listed on the Norman Invasive Species list are prohibited from private open areas.

## H. Garage and Parking

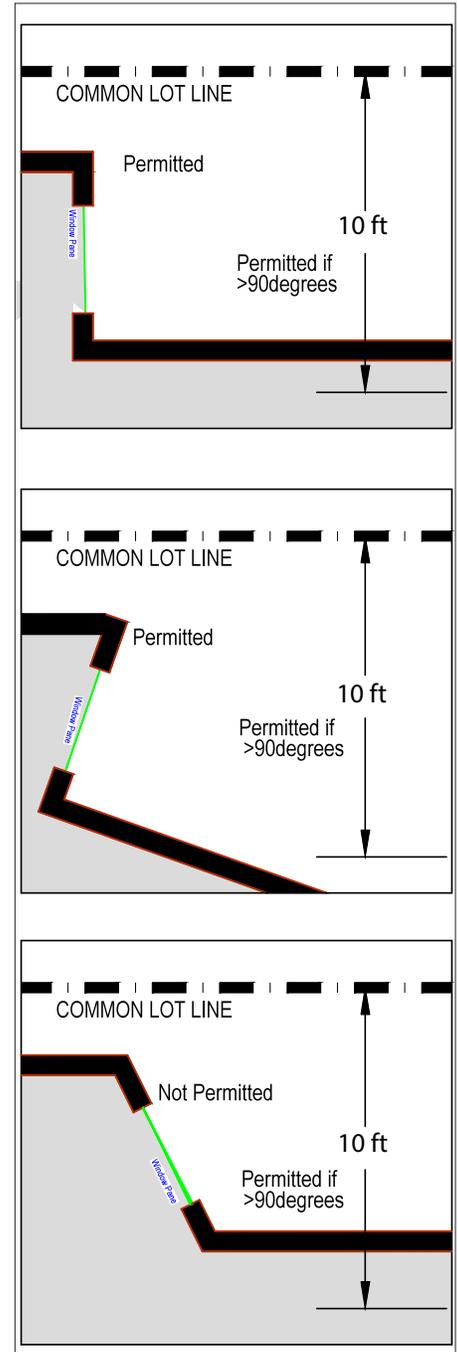
1. Curb cuts or driveways, except those along ALLEYS, shall be located at least 75 feet away from any BLOCK CORNER or parking structure entry on the same BLOCK FACE.

## I. Elements

1. FENESTRATION is regulated as a percentage of the FAÇADE between floor levels. It is measured as glass area (including mullions and similar

window frame elements with a dimension less than one inch) and/or as open area.

2. FENESTRATION shall be distributed such that no 30-foot square section of a FACADE violates the BFS percentage parameters.
3. Unless otherwise designated in the individual BFS, no window may be at an angle of less than 90 degrees from a COMMON LOT LINE within 10 feet, unless:
  - a. That view is contained within the lot (e.g. by a PRIVACY FENCE/ GARDEN WALL, opaque glass), or
  - b. The sill is at least 6 feet above its finished floor level.
4. No part of any building may project forward of the RBL except overhanging eaves, AWNINGS, SHOPFRONTS, BAY WINDOWS, STOOPS, steps, BALCONIES, or handicapped ramps approved by the Director.
5. GROUND STORY awnings shall maintain a minimum horizontal clearance of 1 foot from any point where the TREE LAWN meets the CLEAR WALKWAY and shall maintain a CLEAR HEIGHT of at least 10 feet above the CLEAR WALKWAY.
6. BALCONIES may not project within 5 feet of a COMMON LOT LINE. Balconies may encroach within the public right-of-way, subject to the issuance of applicable permits.
7. Where an individual BFS includes BALCONIES as a method for achieving the required PRIVATE OPEN AREA, the BALCONY:
  - a. shall be enclosed by balustrades, railings, or other means that block at least 55 percent of the view through them;
  - b. shall not otherwise be enclosed above a height of 42 inches, except with insect screening and/or columns/posts supporting a roof or connecting with another BALCONY above; and
  - c. shall be roofed.
8. BAY WINDOWS shall have an interior clear width of between four and eight feet at the main wall. BAY WINDOWS shall project no more than 42 inches beyond the RBL.
9. ATTIC STORIES are permitted within all BFS frontages.
  - a. On the RBL/FACADE side of the roof pitch (BLOCK interior elevations are not restricted) ATTIC STORY windows may only be located in DORMERS and/or gable-ends.
  - b. ATTIC STORY DORMERS are permitted so long as they do not break the primary eave line, are individually less than 15 feet wide, and their collective width is not more than 60 percent of the RBL FACADE length.
  - c. An ATTIC STORY may not occupy an area greater than 75% of the floor area of the STORY immediately below.
  - d. ATTIC STORIES meeting the above standards do not count against the maximum building height in feet or STORIES.
10. At least one functioning entry door shall be provided along each GROUND STORY FAÇADE. No GROUND STORY FACADE may include a section of greater than 75 feet without a functioning entry door, unless otherwise specified in the BFS.



402.1.3. Common Lot Line privacy diagrams

11. All required FRONT PORCHES shall be completely covered by a roof. FRONT PORCHES may be screened when all architectural elements (columns, railings, etc.) occur on the outside of the screen on the side facing the STREET-SPACE. The finished FRONT PORCH floor height shall be no more than 8 inches below the first interior finished floor level of the building to which it is attached. FRONT PORCHES shall not extend past the DOORYARD into the CLEAR WALKWAY.
12. The finished STOOP floor height shall be no more than 8 inches below the first interior finished floor level of the building to which it is attached. STOOPS shall not extend past the DOORYARD into the CLEAR WALKWAY.
13. PRIVACY FENCES may be constructed along COMMON LOT LINES behind the RBL, and along ALLEYS. PRIVACY FENCES shall have a maximum height of 8 feet.

## J. Architectural Materials (exteriors)

The Center City is a compact, walkable, mixed-use urban district. Traditional, sustainable, durable materials appropriate to the central Oklahoma climate are encouraged. Innovative, energy-efficient materials detailed appropriate to a pedestrian-scaled urban environment are encouraged. The following materials are prohibited:

1. Any lap siding except natural wood or cementitious fiber board.
2. Composition roofing shingles used as a wall material
3. Exposed fastener metal panels
4. Artificial stucco or EFIS, except high impact quality

## K. Roof Configurations

Where CLEARLY VISIBLE FROM THE STREET-SPACE, pitched roofs, exclusive of roofs behind parapet walls, shall be pitched between 4:12 and 12:12. Shed roofs, attached to the main structure, shall be pitched between 3:12 and 8:12. (See *Section 403* for standards for screening mechanical equipment.)

## L. Building Functions

Allowable uses for GROUND STORIES and upper STORIES are identified in each BFS. Additional use standards are provided in *Part. 8 Building Function Standards*.

## M. Civic Buildings

When CIVIC BUILDINGS are designated on the REGULATING PLAN, they are exempt from the BFS provisions except those required under *Section 402.D. 1-2 Neighborhood Manners* (above.)

## N. Signage

The standards in this section, *N. Signage*, apply in the Urban General, Urban Storefront, and Urban Residential frontages and supersede *Chapter 18 (Sign Code)* of the *Norman Municipal Code* in the areas so designated.

### 1. Intent and Guiding Illustrations

Signs along commercial and mixed-use frontages should be clear, informative and should weather well. Signage is desirable for advertising shops and offices, and as decoration. Signs should be scaled to the District: mixed-use,



Wall sign

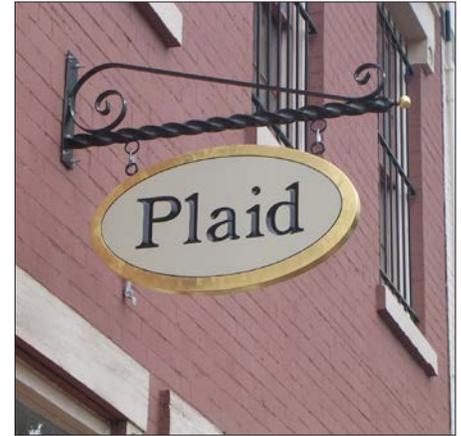
pedestrian-oriented, with slow-moving automobile traffic. Signage that is glaring or too large creates distraction, intrudes into and lessens the district experience, and creates visual clutter. The photographs in this *Section 402.N. Signage* are advisory only. Refer to *Sections 402.N.2. General Standards* and *402.N.3. Prohibited Signs* (below) for the specific requirements.

## 2. General Standards

- a. Wall signs are permitted within the area between the second story floor line and the first floor ceiling with a horizontal band not to exceed 2 feet in height. In no case shall this band be higher than 20 feet or lower than 11 feet above the adjacent sidewalk.
- b. Letters shall not exceed 18 inches in height or width. Signs shall not come closer than 2 feet to an adjacent COMMON LOT LINE.
- c. Additionally company logos or names may be placed within this horizontal band or placed or painted within ground floor or second story windows. Company logos or names shall not be larger than 8 square feet.
- d. A masonry or bronze plaque bearing an owner's or building's name may be placed in the building's cornice/parapet wall or under the eaves, and above the upper story windows. Any such plaque shall be no larger than a rectangle of 18 square feet.
- e. Blade signs (perpendicular to the REQUIRED BUILDING LINE) not more than 2 feet by 3 feet and minimum 9 feet clear height above the sidewalk may be hung below the second story level, from the FACADE, or from an overhang or awning.
- f. Neon signs are allowed within SHOPFRONT windows throughout the District.
- g. No more than 25% of a shop or store window may be covered by signage.
- h. Temporary sidewalk easel signs of up to 36" in height are permitted within the DOORYARD area. They may also be considered a permitted obstruction to the sidewalk or right-of-way, with prior approval from the City.
- i. All illumination of signs and buildings shall be by constant light—flashing, traveling, animated, or intermittent lighting shall not be mounted on the exterior of any building, whether such lighting is temporary or permanent.

## 3. Prohibited Signs

Outdoor advertising signs, roof signs, free-standing pole signs, monument signs, any kind of animation, and signs painted on the exterior walls of buildings. No digital, flashing, scrolling, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising located outside any building are not allowed.



Blade sign



Painted window sign



Masonry parapet sign



Neon sign within shopfront window

## O. Lighting & Mechanical

### 1. Purpose and Intent

Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution. Every attempt should be made to preserve the ambiance of the night, to conserve public funds through the use of energy-efficient lights, and to respect the privacy of neighboring properties by applying the appropriate fixtures in the correct locations. Street lights are pedestrian-scaled and should occur along all streets but “cobra-head” highway fixtures should only occur at intersections if absolutely necessary. All materials and equipment chosen for lighting fixtures should be durable to age well without demanding maintenance requirements.

Mechanical equipment is generally any Heating, Ventilation and Air Conditioning (HVAC) or electrical machinery but also includes air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar elements. These elements should not be located in any public areas or be CLEARLY VISIBLE FROM THE STREET-SPACE. Mechanical equipment should not detract or interfere with the pedestrian space or block the sight triangle.

### 2. Lighting Standards<sup>1</sup>

- a. Street lights shall be located between 9 feet and 12 feet above grade with a maximum average spacing (per block face) of 60 feet on center on Storefront frontage sites, 75 feet on Urban General frontage sites, and 100 feet on other frontage streets along the street tree alignment line on each side of the street-space and travel lanes (unless otherwise indicated on the regulating plan). Full cut-off fixtures are required.
- b. Direct light (i.e. the lighting element) shall be shielded from view from public spaces and adjoining properties.
- c. All lots with ALLEYS, except for the Detached Frontage, shall have lighting fixtures within five feet of the ALLEY right-of-way. These fixtures shall illuminate the ALLEY, be between 9 and 16 feet in height, and not cause glare in adjacent lots.
- d. Lighting elements shall be specified to proscribe those that cast an unnatural spectrum of light (such as low pressure sodium). LED, metal halide or halogen elements with a spectrum of light more perceptively natural are preferred. HID or fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) shall not be used on the exterior of buildings. These standards may be updated by the Planning and Community Development Director as technologies advance and produce additional equivalent or better elements.

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<sup>1</sup> **Note:** We need to incorporate the preferred OG&E specifications for Street Light standards in this section.

- e. Floodlights or directional lights (maximum 75-watt bulbs) may be used to illuminate ALLEYS, parking garages and working (maintenance) areas, but shall be shielded or aimed in such a way that they do not shine into other lots, the STREET-SPACE, or direct light out of any district.
- f. Flood or uplighting may not be used to illuminate private building walls. Accent lighting may be permitted on civic buildings, historic buildings, or monuments to highlight architectural features (such as church steeples or courthouse domes).
- g. Site lighting shall be of a design and height and be located so as to illuminate only the lot. An exterior lighting plan shall be approved as consistent with these standards by the Code Administrator.
- h. All illumination of signs and buildings shall be by constant light—flashing, traveling, animated, or intermittent lighting shall not be mounted on the exterior of any building, whether such lighting is temporary or permanent.
- i. Lighting for parking garages shall consider general Crime Prevention Through Environmental Design (CPTED) standards and guidelines.

### 3. Mechanical Equipment Standards

- a. Ground level equipment shall be placed behind and away from any REQUIRED BUILDING LINE, may not be stored or located within any STREET-SPACE, and shall be screened, i.e. not be CLEARLY VISIBLE FROM THE STREET-SPACE. Screening may be achieved by an approved STREET WALL or by placement behind the building or part thereof. These standards apply to: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar equipment.
- b. Roof mounted equipment shall be placed behind and away from any REQUIRED BUILDING LINE and be screened from view from the STREET-SPACE.
  - (i) For pitched roofs, the equipment shall not be located on the roof pitch on the STREET-SPACE side.
  - (ii) For flat and/or parapet roofs, the screening shall be no more than 5 feet in height or the equipment shall be located farther than 20 feet from the REQUIRED BUILDING LINE.
- c. Screening material and equipment does not count toward the ultimate building height limit.

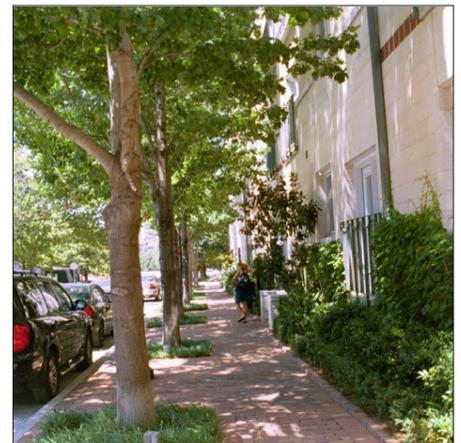
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## 403. Urban General Frontage

### ILLUSTRATIONS AND INTENT

*Note: These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of this Building Form Standard. Where these photos or statements may be inconsistent with the regulations, the regulations prevail.*

Urban General is the basic urban street frontage, once common across the United States. The purpose of this frontage is to develop multi-story buildings placed directly at the sidewalk or behind small DOORYARDS, and with one or more entrances and windows across the FACADE. The uses range from commercial to residential, municipal to retail and restaurants— and combinations of all of the above. There could be several buildings lined up shoulder to shoulder, filling out a BLOCK, or on smaller BLOCKS, a single building might fill the BLOCK face. This frontage is designated in the most intense areas of the Center City District and it is anticipated that there will be significant pedestrian traffic along these BLOCKS.



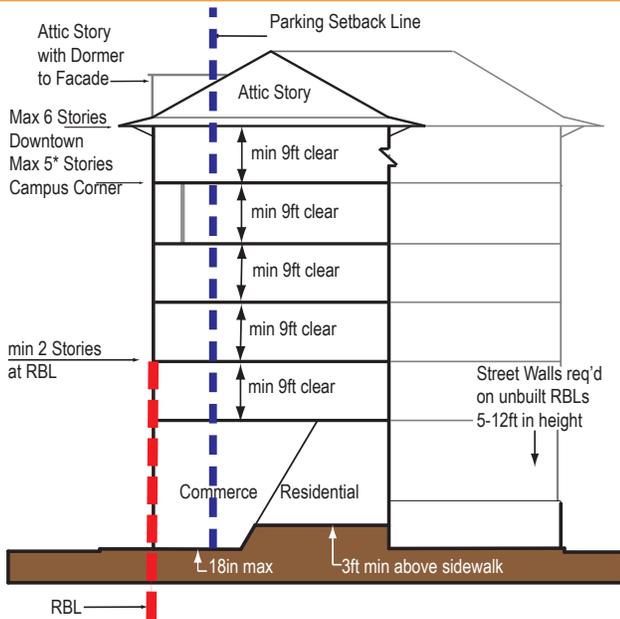


Diagram 403.a: Height

## HEIGHT

### Building Height

The building shall be at least 2 STORIES in height at the REQUIRED BUILDING LINE (RBL), but no greater than 6 STORIES and 82 feet in height in Downtown, and 5 stories and 70 feet in height in the Campus Corner area. \*Where designated on the REGULATING PLAN, the 5th STORY FACADE shall be stepped back at least 10 feet behind the RBL and no ATTIC STORY is permitted above it.

### Ground Story Height

1. COMMERCE, RETAIL and CIVIC uses

(See also *Urban Storefront Standards on page 30.*)

- a. The GROUND STORY finished floor elevation shall be:
    - i. no lower than the average fronting exterior sidewalk elevation;
    - ii. no higher than 18 inches above the average fronting sidewalk elevation.
  - b. The GROUND STORY shall have a CLEAR HEIGHT of at least 12 feet contiguous to the RBL frontage for a minimum depth of 25 feet.
2. Residential Units
- a. The finished floor elevation shall be no less than 3 feet.
  - b. The GROUND STORY shall have a CLEAR HEIGHT of at least 9 feet.

### Upper Story Height

The minimum CLEAR HEIGHT for each upper STORY is 9 feet.

### Street Wall Height

A STREET WALL not less than 5 feet in height or greater than 12 feet in height shall be required along any RBL frontage that is not otherwise occupied by a building on the lot.

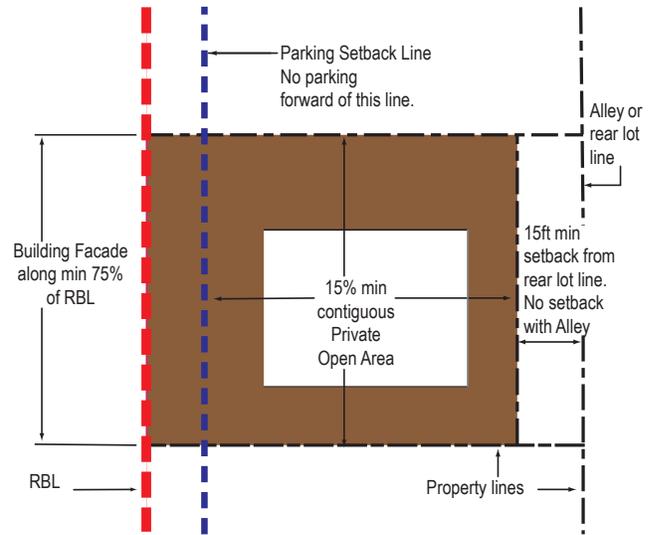


Diagram 403.b: Siting

## SITING

### Façade

1. On each lot the building FAÇADE shall be built to the REQUIRED BUILDING LINE for at least 75% of the RBL length.
2. Within 8 feet of the BLOCK CORNER, the GROUND STORY FAÇADE may be chamfered to form a corner entry.

### Buildable Area

1. The buildable area is delineated in the *Diagram 403.b* above.
2. A PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot. Up to 33% of the required PRIVATE OPEN AREA may be satisfied through the BALCONIES of individual units. At least 67% of the PRIVATE OPEN AREA shall comprise no more than two separate contiguous areas, as follows:
  - a. Where located at grade, such PRIVATE OPEN AREA may be located anywhere behind the PARKING SETBACK LINE, but not within any required side or rear setbacks.
  - b. Where provided above the GROUND STORY but below a building's highest roof level, the PRIVATE OPEN AREA may be located forward of the PARKING SETBACK LINE (such as in a raised courtyard configuration) and shall open onto no more than one STREET-SPACE and shall be set back at least 30 feet from any BLOCK CORNER or BUILDING CORNER.
  - c. Where located on the building's highest roof level, the PRIVATE OPEN AREA may be located anywhere on the roof.

### Garage and Parking

Openings in any RBL for parking garage entries shall have a maximum CLEAR HEIGHT no greater than 16 feet and a clear width no greater than 22 feet.

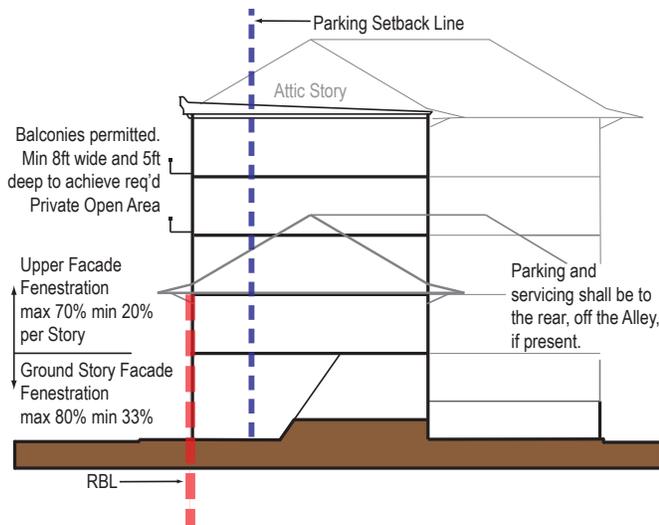


Diagram 403.c: Elements

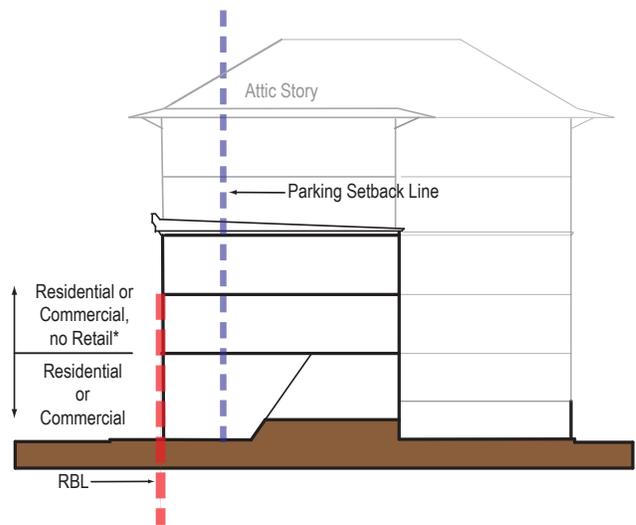


Diagram 403.d: Use

## ELEMENTS

### Fenestration

1. Blank lengths of wall exceeding 20 linear feet are prohibited on all REQUIRED BUILDING LINES (RBL).
2. GROUND STORY FENESTRATION shall comprise between 33% and 70% of the GROUND STORY FAÇADE.
3. UPPER STORY FENESTRATION shall comprise between 20% and 70% of the FAÇADE area per STORY.

### Building Projections

1. Awnings shall project:
  - a. a minimum of 4 feet from the FAÇADE
2. Awnings may have supporting posts at their outer edge provided that they:
  - a. Have a minimum of 8 feet clear width between the FAÇADE and the awning support posts or columns, and
  - b. Provide a continuous walking path at least 5 feet wide within that clear width, running parallel to the awning posts/ columns.

### Street Walls

One access gate no wider than 22 feet and one pedestrian entry gate no wider than 5 feet shall be permitted within any required STREET WALL.

## USE

### Ground Story

The GROUND STORY may only house COMMERCE or RESIDENTIAL uses. See height specifications above for specific requirements unique to each use.

### Upper Stories

1. The upper STORIES may only house RESIDENTIAL or COMMERCE uses. \*No restaurant or retail sales uses shall be allowed in upper STORIES unless they are second STORY extensions equal to or less than the area of the GROUND STORY use, except that restaurant uses are allowed on the roof level of Urban Storefront frontages.
2. No COMMERCE use, except for permitted rooftop restaurants, is permitted above a RESIDENTIAL use.
3. Additional habitable space is permitted within the roof where the roof is configured as an ATTIC STORY.

## Urban Residential

Where Urban Residential is designated on the REGULATING PLAN, these Urban General BFS standards shall apply, except that:

1. the building shall be no greater than 4 stories and 51 feet in height; and
2. the uses shall be limited to RESIDENTIAL and related support services, such as lobbies, leasing offices, resident exercise facilities, etc.

## 404. Urban Storefront Frontage

### ILLUSTRATIONS AND INTENT

The Urban Storefront represents the prototypical “main street” form with shopfronts along the sidewalk and a mix of uses above. A high level of pedestrian activity is anticipated. It is a subset of the Urban General frontage, with more specific requirements at the street level.



*These photos are provided as illustrations of intent. They are advisory only and do not have the power of law. Refer to the standards below and on the previous pages for the specific prescriptions and restrictions of this Building Form Standard. Where these photos or statements may be inconsistent with the regulations, the regulations prevail.*

Where Urban Storefront is designated on the REGULATING PLAN, the Urban General BFS standards (previous pages) shall apply, except that the GROUND STORY configuration shall be for RETAIL—that of a SHOPFRONT.

- A. GROUND STORY uses are limited to RETAIL SALES, RETAIL SERVICE, or PROFESSIONAL SERVICE within the first 20 feet behind the RBL.
- b. The minimum GROUND STORY CLEAR HEIGHT is 15 feet.
- c. The GROUND STORY FENESTRATION shall comprise between 50% and 90% of the GROUND STORY FAÇADE.
- d. Single panes of glass shall not be permitted larger than 10 feet in height by 5 feet in width.
- e. GROUND STORY windows may not be made opaque by window treatments or tinting (except operable sunscreen devices within the conditioned space). A minimum of 75% of the window surface shall allow a view into the building interior for a depth of at least 15 feet.
- f. SHOPFRONTS may extend up to 24 inches beyond the FAÇADE or RBL into the DOORYARD, but may not project into the CLEAR WALKWAY.

## 405. Townhouse/Small Apartment

### ILLUSTRATIONS AND INTENT

*Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the Townhouse/Small Apartment Building Form Standard. Where these photos or statements may be inconsistent with the regulations, the regulations prevail.*

The Townhouse/Small Apartment frontage is of moderate intensity, often created by a series of smaller attached structures—configured as single-family residential or stacked flats. This BUILDING FORM STANDARD has frequent STREET-SPACE entrances. The character and intensity of this frontage varies depending on the STREET-SPACE and the location of the REQUIRED BUILDING LINE—the buildings may be placed up to the sidewalk with STOOPS, or further back with small DOORYARD gardens and/or FRONT PORCHES.

Similar in scale to the townhouse and row house, a small apartment is of limited size and can also be used to transition from the more intense areas of the Center City Form District to adjacent single-family neighborhoods. It is anticipated that the pedestrian activity along these frontages will vary considerably based on the time of day and week.



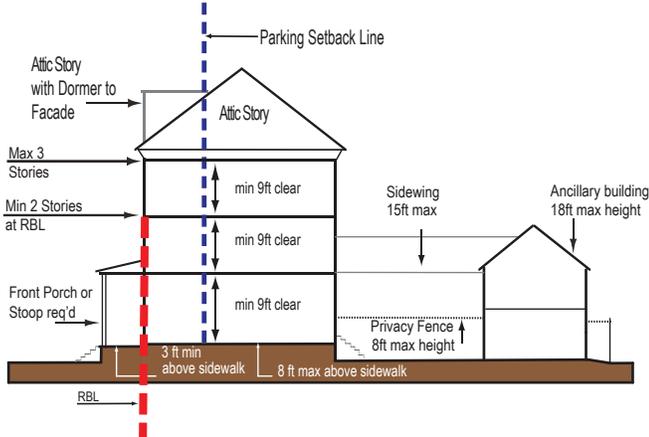


Diagram 405.a: Height

## HEIGHT

### Building Height

1. Each building shall be at least 2 STORIES high at the REQUIRED BUILDING LINE (RBL), but no more than 3 STORIES and 44 feet in height.
2. A SIDEWING shall be no higher than 15 feet.
3. An ancillary structure in the BUILDABLE AREA at the rear of the lot line shall be no higher than 18 feet.

### Ground Story Height

1. The finished floor elevation shall be no less than 3 feet and no more than 8 feet above the average exterior sidewalk elevation at the RBL.
2. The GROUND STORY shall have an interior CLEAR HEIGHT of at least 9 feet.
3. Main entrances may be at grade, with transitions to meet the minimum finished floor elevation within the building interior.

### Upper Story Height

Each upper STORY shall have an interior CLEAR HEIGHT of at least 9 feet.

### English Basements

The finished floor level of the ENGLISH BASEMENT shall be no greater than 4 feet below the average elevation of the fronting sidewalk.

### Street Wall Height

A STREET WALL not less than 4 feet or greater than 8 feet in height shall be required along any RBL frontage that is not otherwise occupied by a FACADE.

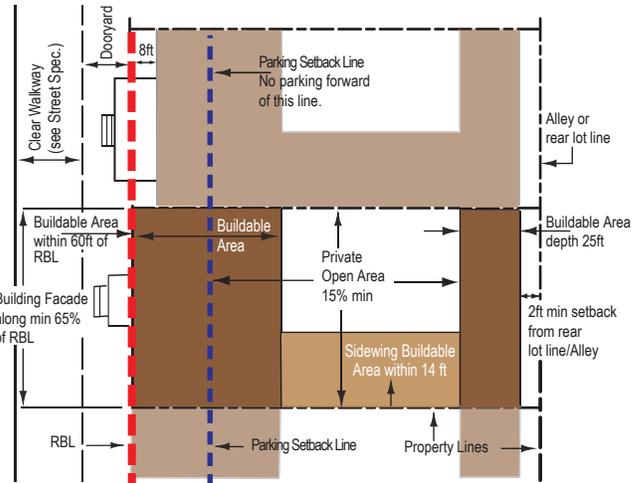


Diagram 405.b: Siting

## SITING

### Facade

1. On each lot, the FACADE shall be built to:
  - a. the RBL for at least 65% of the RBL length, or
  - b. a line an additional 8 feet behind the RBL (only permitted to accommodate FRONT PORCH depth—see *Elements* on the next page for FRONT PORCH requirements) with a width not less than 65% of the RBL.

### Buildable Area

1. The BUILDABLE AREA is as defined in *Diagram 405.b.* above.
2. A PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot.
  - a. For lots deeper than 50 feet, up to 33% of the required PRIVATE OPEN AREA may be satisfied through roof decks or BALCONIES of individual units. The remaining required PRIVATE OPEN AREA shall be located at grade anywhere behind the PARKING SETBACK LINE and shall not include any required side or rear setback areas.
  - b. For all other lots, 100% of the required PRIVATE OPEN AREA may be satisfied above grade, via BALCONIES or decks.

### Garage and Parking

1. Garage doors/entries are not permitted on any RBL/FACADE.
2. At-grade parking may be forward of the PARKING SETBACK LINE only when it is within a garage on a CORNER LOT and the parking area's RBL frontage is less than 25 feet.

### Frontage Widths

1. Newly subdivided TOWNHOUSE lots shall have a minimum width of 18 feet.
2. Although there are no individual side lot setbacks, no individual SMALL APARTMENT BUILDING or set of TOWNHOUSES may exceed 100 feet of STREET-SPACE FRONTAGE. A gap of 10 to 20 feet is required between each building.

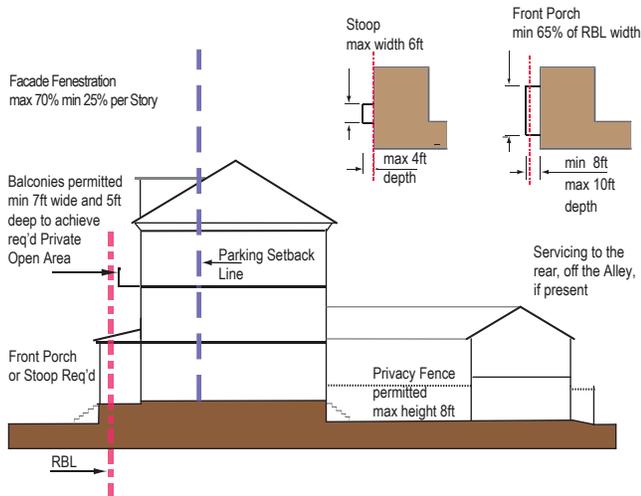


Diagram 405.c: Elements

## ELEMENTS

### Fenestration

1. Blank lengths of wall exceeding 15 linear feet are prohibited on all FACADES.
2. FENESTRATION shall comprise between 25% and 70% of the FACADE.
3. Each TOWNHOUSE and/or SMALL APARTMENT BUILDING shall include a functioning STREET-SPACE entry.

### Building Projections

1. Each TOWNHOUSE shall include either:
  - a. a STOOP of not more than 4 feet deep and 6 feet wide (not including steps), or
  - b. a FRONT PORCH, between 8 and 10 feet deep,
    - that projects no more than 2 feet forward of the RBL, and
    - with a width not less than 65% of the RBL
2. A SMALL APARTMENT or LIVE-WORK TOWNHOUSE may be configured with a STOOP or FRONT PORCH, as prescribed above, or with a main entrance at grade. (See *Live-Work Option* below.)

### Street Walls

One access gate no wider than 16 feet and one pedestrian entry gate no wider than 5 feet shall be permitted within any required STREET WALL.

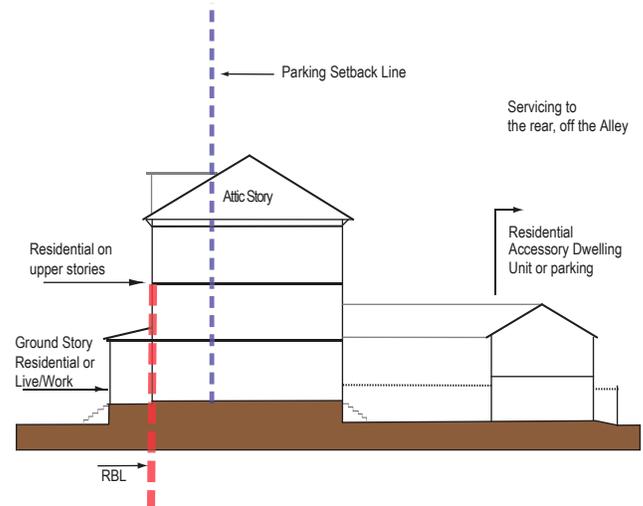


Diagram 405.d: Use

## USE

### Ground Story

1. Only RESIDENTIAL uses are permitted in SMALL APARTMENTS.
2. LIVE-WORK uses are permitted in TOWNHOUSES. (See *Part 7. Building Functions* for specific standards.)

### Upper Stories

1. Only RESIDENTIAL uses are permitted.
2. Individual TOWNHOUSES shall have no more than two residential units, including an ACCESSORY UNIT.
3. Additional habitable space is permitted within the roof where the roof is configured as an ATTIC STORY.

### Accessory Units

1. ENGLISH BASEMENT ACCESSORY UNITS are only permitted in TOWNHOUSES.
2. Only one ACCESSORY UNIT is permitted per TOWNHOUSE.
3. On TOWNHOUSE lots, an ACCESSORY UNIT (maximum 650 square foot footprint) use is permitted in the BUILDABLE AREA at the rear lot line.

### Live-Work Option

Where LIVE-WORK is designated on the REGULATING PLAN, these TOWNHOUSE/SMALL APARTMENT standards shall apply, except that the GROUND STORY may be configured at grade, as a SHOPFRONT. (See *404. Urban Storefront* for specific requirements and *Part 7. Building Functions* for restrictions on uses.)

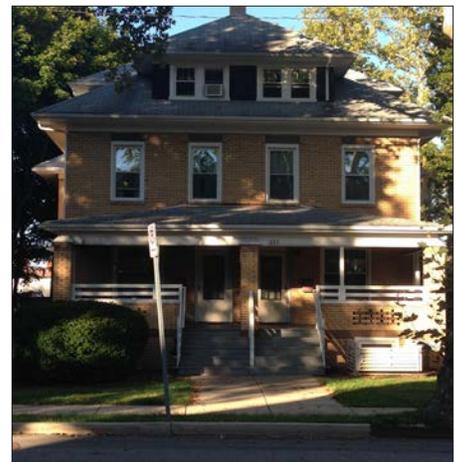
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## 406. Neighborhood Middle Frontage

### ILLUSTRATIONS AND INTENT

*Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the Neighborhood Middle Building Form Standard. Where these photos or statements may be inconsistent with the regulations, the regulations prevail.*

The Neighborhood Middle frontage is represented by traditional duplex, triplex and courtyard bungalow residences with small front, side, and rear yards along a tree-lined street. Structures are 1 to 2 stories in height with pitched roofs and front porches. This frontage is intended to protect the character of existing neighborhoods while allowing more intense and compact infill development in a form that is compatible with the existing context.



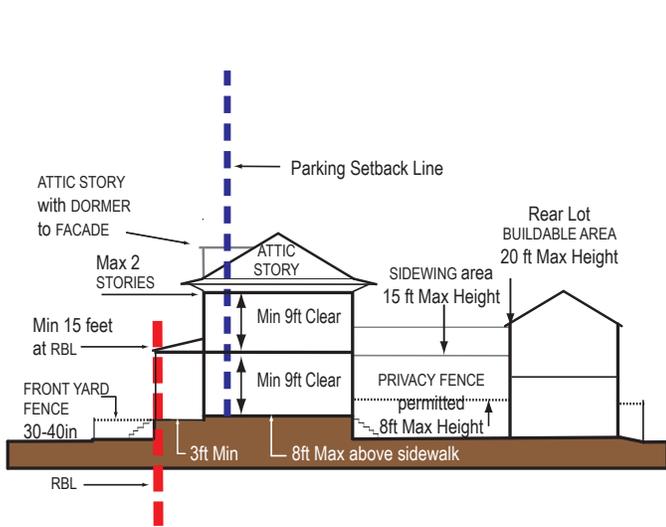


Diagram 406.a: Height

## HEIGHT

### Building Height

1. Each building shall be at least 15 feet at the REQUIRED BUILDING LINE (RBL), but no greater than 2 STORIES with an ultimate building height of 27 feet.
2. A SIDEWING shall be no higher than 15 feet.
3. Any structure in the BUILDABLE AREA at the rear of the lot shall be no higher than 18 feet.

### Ground Story Height

1. The finished floor elevation shall be no less than 3 feet and no more than 8 feet above the average exterior sidewalk elevation at the RBL.
2. The GROUND STORY shall have an interior CLEAR HEIGHT of at least 9 feet.

### Upper Story Height

Each upper STORY shall have an interior CLEAR HEIGHT of at least 9 feet.

### Front Yard Fence

Any FRONT YARD FENCE has a minimum height of 30 inches and a maximum height of 40 inches.

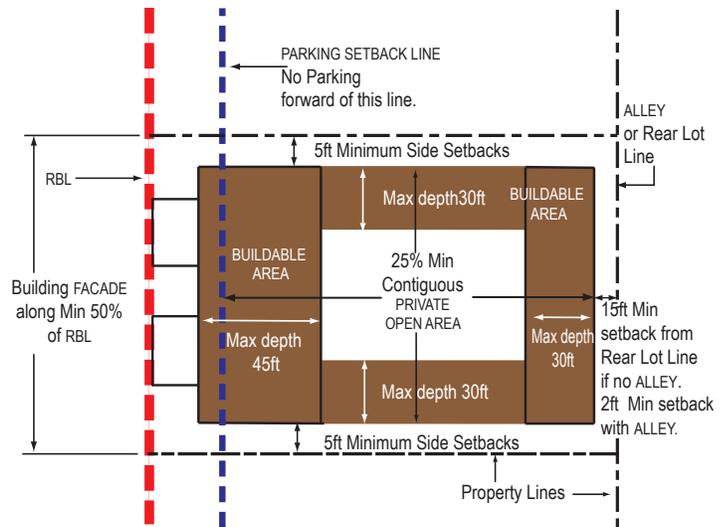


Diagram 406.b: Siting

## SITING

### Façade

1. On each lot, the FAÇADE shall be built to:
  - a. the RBL for at least 50% of the RBL length, or
  - b. a line an additional 8 feet behind the RBL (only permitted to accommodate FRONT PORCH depth—see *Elements* on the next page for FRONT PORCH requirements) for at least 50% of the RBL length.
2. For CORNER LOTS the minimum build-to shall include the frontage within 20 feet of the BLOCK CORNER.

### Buildable Area

1. The BUILDABLE AREA is as defined in *Diagram 406.b.* above.
2. A PRIVATE OPEN AREA equal to at least 25% of the total BUILDABLE AREA shall be preserved on every lot and shall not include any required side or rear setbacks. Not less than 60% of the required PRIVATE OPEN AREA shall be contiguous and located at grade, behind the PARKING SETBACK LINE, with a minimum dimension of 20 feet. Not more than 40% may be located above grade on roof terraces/gardens, BALCONIES, or raised decks.

### Lot Size and Setbacks

1. Lots shall be from 50 to 100 feet in width, and a minimum of 100 feet deep.
2. The minimum side lot setbacks are 5 feet or as otherwise designated on the REGULATING PLAN.

### Front Yard

The FRONT YARD/DOORYARD shall not be paved except for walkways.

### Garages, Parking and Alleys

1. Garage doors shall not be located on the RBL/FAÇADE.
2. There is a 2 foot required setback from ALLEYS.

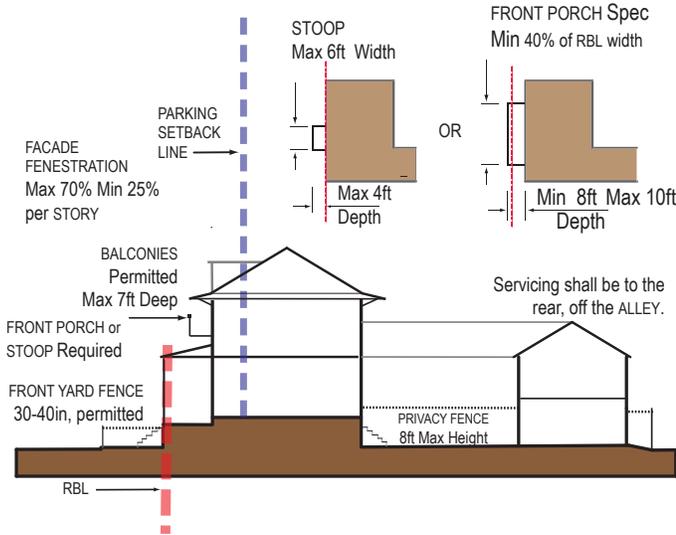


Diagram 406.c: Elements

### ELEMENTS

#### Fenestration

1. Blank lengths of wall exceeding 15 linear feet are prohibited on all FAÇADES.
2. FENESTRATION shall comprise between 25% and 70% of the FAÇADE.

#### Building Projections

Each building shall include either one or more:

1. STOOP(S) of not more than 4 feet deep and 6 feet wide (not including steps), or
2. FRONT PORCH(ES), between 8 and 10 feet deep,
  - a. that project(s) no more than 2 feet forward of the RBL, and
  - b. with a width not less than 40% of the RBL

#### Doors/Entries

At least one functioning entry door shall be provided along the GROUND STORY FAÇADE of each building.

#### Street Walls and Fences

1. There is no STREET WALL requirement.
2. Any FRONT YARD FENCE shall be within one foot of the CLEAR WALKWAY/DOORYARD line parallel to the RBL and along COMMON LOT LINES to a point at least 10 feet behind the RBL.
3. A GARDEN WALL or STREET WALL may be constructed parallel to the RBL to enclose a COURT configuration where there are multiple buildings fronting the STREET-SPACE.

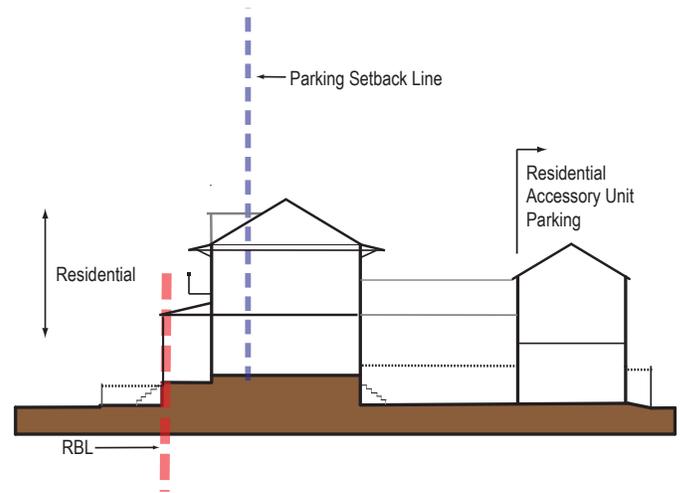


Diagram 406.d: Use

### USE

#### All Stories

1. Only RESIDENTIAL uses are permitted.
2. Additional habitable space is permitted within the roof where the roof is configured as an ATTIC STORY.

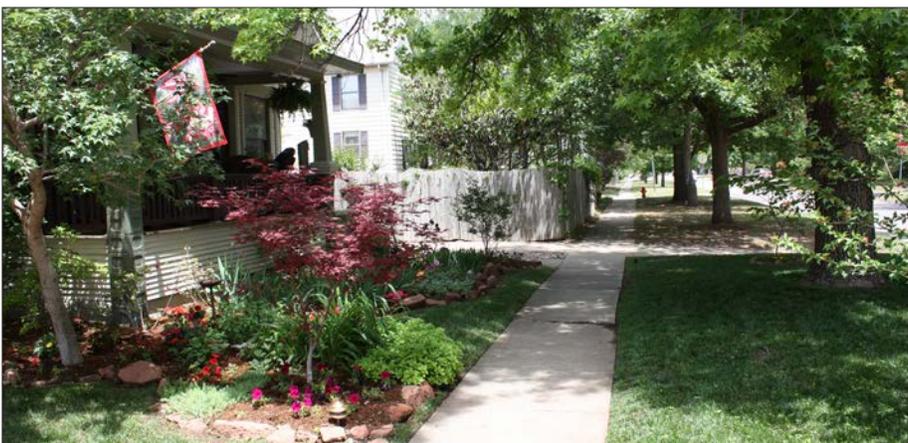
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## 407. Detached Frontage

### ILLUSTRATIONS AND INTENT

*Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the Detached Building form standard. Where these photos or statements may be inconsistent with the regulations, the regulations prevail.*

The Detached frontage is represented by the traditional single family house with small front, side, and rear yards along a tree-lined street. Structures are 1 to 2 stories in height with pitched roofs and front porches. Its purpose is to protect the character of existing single family neighborhoods.



## Detached

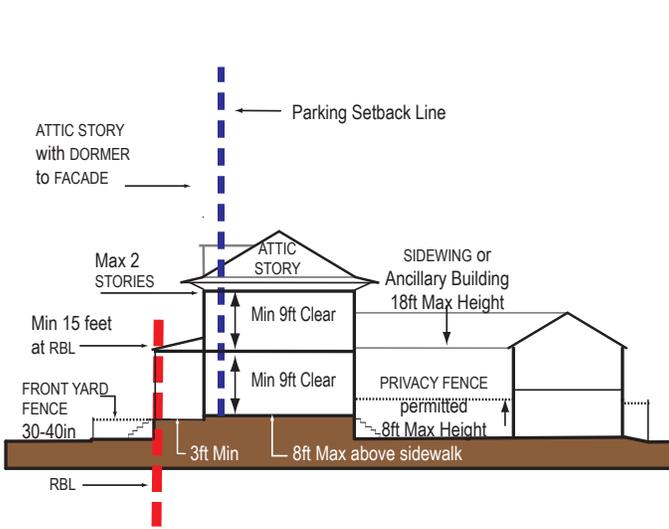


Diagram 407.a: Height

### HEIGHT

#### Building Height

1. Each building shall be at least 15 feet at the REQUIRED BUILDING LINE (RBL), but no greater than 2 STORIES or 27 feet in height.
2. A SIDEWING shall be no higher than 15 feet.
3. Any ancillary structure in the BUILDABLE AREA at the rear of the lot shall be no higher than 18 feet.

#### Ground Story Height

1. The finished floor elevation shall be no less than 3 feet and no more than 8 feet above the average exterior sidewalk elevation at the RBL.
2. The GROUND STORY shall have an interior CLEAR HEIGHT of at least 9 feet.

#### Upper Story Height

Each upper STORY shall have an interior CLEAR HEIGHT of at least 9 feet.

#### Front Yard Fence

Any FRONT YARD FENCE has a minimum height of 30 inches and a maximum height of 40 inches.

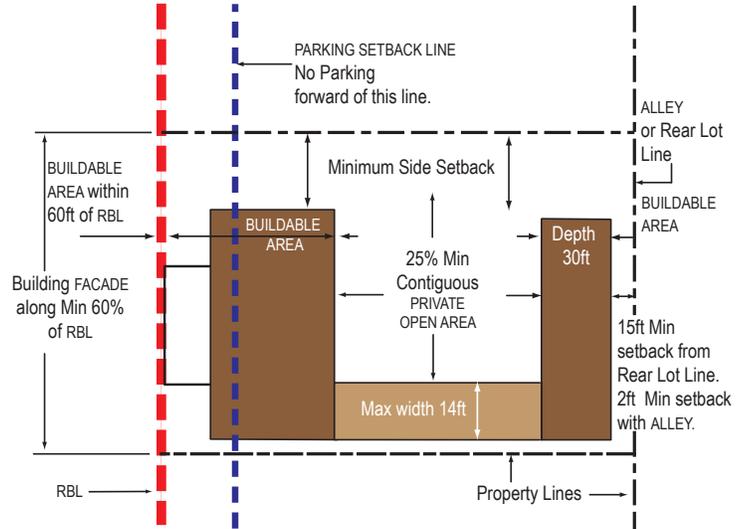


Diagram 407.b: Siting

### SITING

#### Façade

1. On each lot the FAÇADE shall be built parallel to the REQUIRED BUILDING LINE (RBL) for at least 60% of the building width. The FRONT PORCH shall be built-to the RBL.
2. For CORNER LOTS the minimum 60% build-to shall include the frontage within 20 feet of the BLOCK CORNER.

#### Buildable Area

1. The BUILDABLE AREA is as defined in *Diagram 407.b.* above.
2. A contiguous PRIVATE OPEN AREA equal to at least 25% of the total BUILDABLE AREA shall be preserved on every lot. Such contiguous area shall be located at grade, anywhere behind the PARKING SETBACK LINE and not include any side or rear setbacks.

#### Lot Size and Setbacks

1. All lots of record are buildable under this code.
2. Newly subdivided lots shall have a minimum width at the RBL of 32 feet, a maximum width of 55 feet, and a minimum depth of 85 feet.
3. The minimum side lot setbacks are 5 feet or as otherwise designated on the REGULATING PLAN.

#### Front Yard

The FRONT YARD/DOORYARD shall not be paved except for walkways.

#### Garages, Parking and Alleys

1. Garage doors shall not be located on the RBL/FAÇADE.
2. There is a 2 foot required setback from ALLEYS.

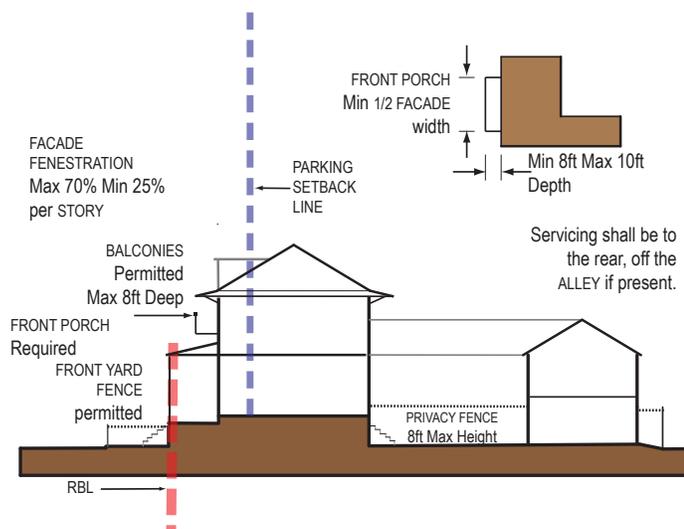


Diagram 407.c: Elements

### ELEMENTS

#### Fenestration

1. Blank lengths of wall exceeding 15 linear feet are prohibited on all FACADES.
2. FENESTRATION shall comprise at least 25%, but not more than 70%, of all FACADES.
3. No window may face or direct views toward a COMMON LOT LINE within 10 feet unless:
  - a. that view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL), or
  - b. the window sill is at least 6 feet above the finished floor level.

#### Building Projections

1. Each building FACADE shall include a FRONT PORCH at the RBL, between 8 feet and 10 feet deep with a width not less than 1/2 of the FACADE width.
2. No part of any building except the FRONT PORCH roof (overhanging eaves) and steps may encroach beyond the RBL into the DOORYARD.

#### Doors/Entries

At least one functioning entry door shall be provided along the GROUND STORY FACADE.

#### Street Walls and Fences

1. There is no STREET WALL requirement.
2. Any FRONT YARD FENCE shall be within one foot of the CLEAR WALKWAY/DOORYARD line parallel to the RBL and along COMMON LOT LINES to a point at least even with the FACADE.
3. A PRIVACY FENCE may be constructed along a COMMON LOT LINE behind the FACADE.

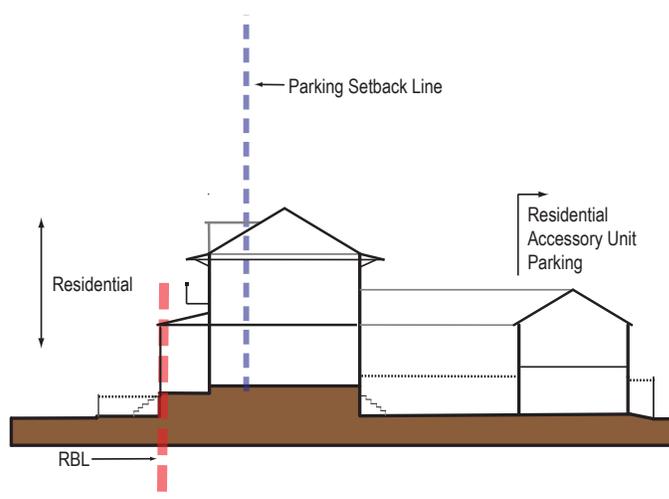


Diagram 407.d: Use

### USE

#### All Stories

1. Only RESIDENTIAL uses are permitted.
2. Additional habitable space is permitted within the roof where the roof is configured as an ATTIC STORY.

#### Accessory Uses

Parking and ACCESSORY UNIT (maximum 650 square feet) uses are permitted in the BUILDABLE AREA at the rear of the lot.

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# Part 5. Urban Space Standards

## 501. Applicability

- A. The Urban Space Standards apply to new development as well as the reconstruction of existing streets and other public (and publicly accessible) spaces.
- B. The Urban Space Standards establish the rules and standards for the complete STREET-SPACE (especially streets and sidewalks).

## 502. Intent

- A. Although commonly thought of as just parks or greens, the urban space (or public realm) is much more; it includes the complete STREET-SPACE—the public domain between the building FAÇADES; the travel lanes between the curbs as well as the sidewalks; public plazas as well as urban squares and CIVIC GREENS.
- B. The Urban Space Standards have the following goals:
  - 1. To establish an environment that encourages and facilitates pedestrian activity. “Walkable” streets are comfortable, efficient, safe, and interesting.
  - 2. To ensure the coherence of the STREET-SPACE, serving to assist residents, building owners, and managers with understanding the relationship between the STREET-SPACE and their own properties.
  - 3. To contribute to ultimate sustainability. Native (and non-native adapted) trees and plants contribute to privacy, the reduction of noise and air pollution, shade, maintenance of the natural habitat, conservation of water, and storm-water management.
- C. Property frontages and building FAÇADES are part of the public realm, literally forming the walls of the public STREET-SPACE and are therefore subject to more regulation than the other portions of the private property.
- D. The private, interior portions of the lots (toward the ALLEY or rear lot lines) are much less regulated to allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private (semi-private for apartment and condominium dwellers) gardens and courtyards.

## 503. Street Type Specifications

The Street Type Specifications illustrate the recommended typical configurations for STREET-SPACES within the City Center Form District. The plans and sections specify ideal vehicular travel lane widths, curb radii, sidewalks, tree planting areas, and on-street parking configurations. They also provide a COMPARATIVE PEDESTRIAN CROSSING time as a gauge of relative pedestrian crossing-comfort between the various street types. The streets within the CC Form District must work in conjunction with the Building Form Standards to create the type of walkable, mixed-use place envisioned by the community.

### A. Intent and Principles

#### 1. General Intent

- a. Streets are a community's first and foremost public spaces and should be just as carefully designed and planned as any park or public building. The character of the STREET-SPACE—both its scale and its details—determines the pedestrian quality of a given location.
- b. Streets must balance the needs of all forms of traffic—auto, transit, bicycle and pedestrian—to maximize mobility and convenience for all residents and users. Their character will vary depending on their location: some streets will carry a large volume of traffic and provide a more active and intense urban pedestrian experience while others will provide a less active and more intimately scaled STREET-SPACE.
- c. These are city streets—not highways or roads—and must be developed as such to create people-oriented places balancing all transportation modes. The neighborhood streets are designed primarily for walkability and pedestrian comfort, with automobile movement as a secondary focus. The Main, Gray and Boyd specifications grant more to the free movements of vehicles, while maintaining fair walkability.

#### 2. Principles

- a. The appropriate design of streets is one of the most important design elements for *Center City place-making*.
- b. To design for continuous free-flowing vehicle traffic creates situations where vehicles will travel at speeds greater than desirable for pedestrians.
- c. With appropriate design, drivers will choose slower speeds and less aggressive behavior, a feat typically not achieved through basic speed limit signage/postings.
- d. Scale is a threshold design consideration for street design elements (from signage to crossing distances)—in a neighborhood, town or city it should be that of the pedestrian.
- e. An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.
- f. Emergency vehicle access must be maintained, but with an interconnected street network, there will always be at least two routes of access to any lot or parcel.

- g. Differences between “requirements” and “preferences” can be significant—increased lane width and the accompanying increased vehicle speed more often than not decrease the overall safety for pedestrians.
- h. On-street parking slows passing vehicular traffic and acts as a buffer between moving vehicles and pedestrians.
- i. Overall function, comfort, safety and aesthetics of a street are more important than automobile efficiency alone.
- j. In a pedestrian-oriented area, non-vehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.
- k. Street design should take into consideration what is reasonably foreseeable, not every situation that is conceivably possible.
- l. Designing a street to facilitate (rather than accommodate) infrequent users may actually result in the wrong design for the frequent users of the Street-Space.
- m. When the street design creates a conflict between the vehicular and non-vehicular user, it should be resolved in favor of the non-vehicular user unless public safety will be truly jeopardized by the resolution.

## B. Street Types

1. These are the proposed street types and ideal configurations within the CC Form District. The numbers refer to dimensions within the STREET-SPACE. The first number<sup>1</sup> is the literal STREET-SPACE (the distance between FAÇADES across the street) and the second is the distance to the back-of-curb (includes travel lanes, any on-street parking, and curb and gutter).
  - a. Main Street: MS - 98/43
  - b. Boyd Street ST - 88/43
  - c. Neighborhood Street ST - +80/38
  - d. Neighborhood Street ST - +66/38
  - e. Alley A - 24
 See *Diagrams 503.B.1.a. - e.* on the following pages.
2. On the Main Street: MS - 98/43 specification, sharrows, clearly marked shared bicycle and automobile lanes are shown. On Boyd Street: ST - 88/43 specification, dedicated bike lanes are shown. The other street types are configured such that in-lane bicycle travel is encouraged and appropriate.
3. DOORYARDS and ALLEYS are generally reserved for utility easements.

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<sup>1</sup> Note: Due to the fact that the existing rights-of-way within the CC Form District vary dramatically, the first number for the Neighborhood Streets includes a plus (+) sign. The distance above the base number (either 80 or 66) is typically added to the front yard or dooryard space in the Neighborhood Street Type diagrams on the following pages.

Diagram 503.B.1.a: Main Street: MS - 98/43

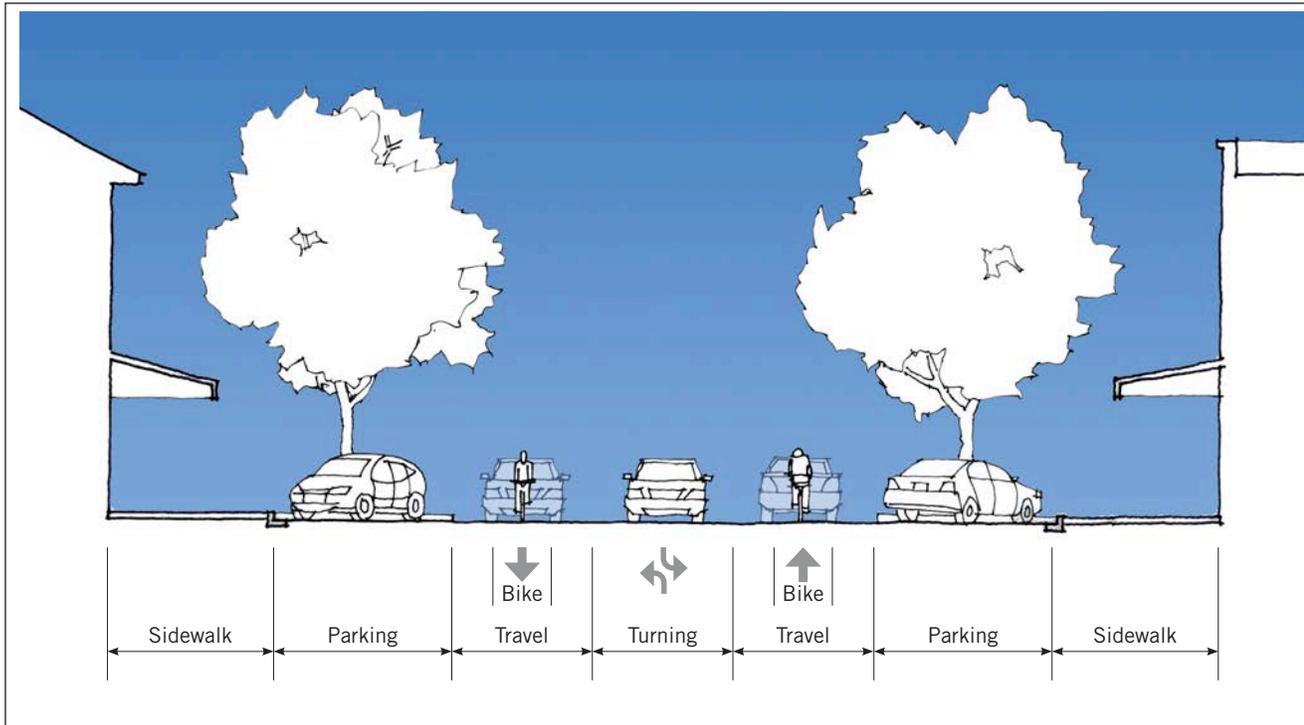
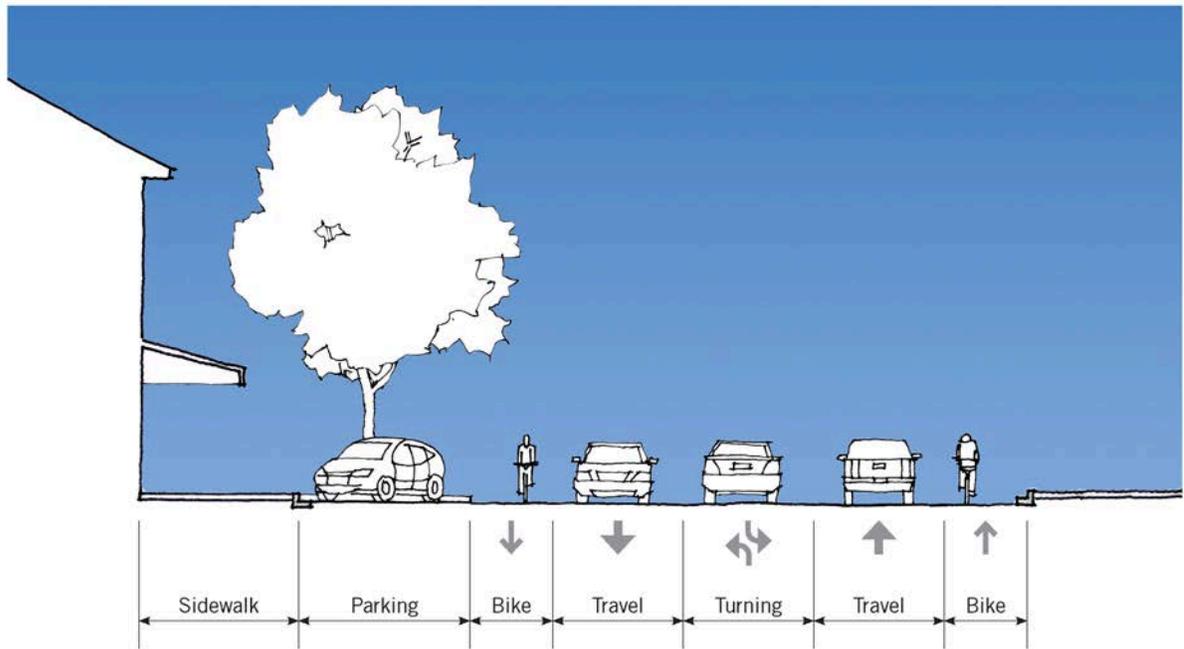
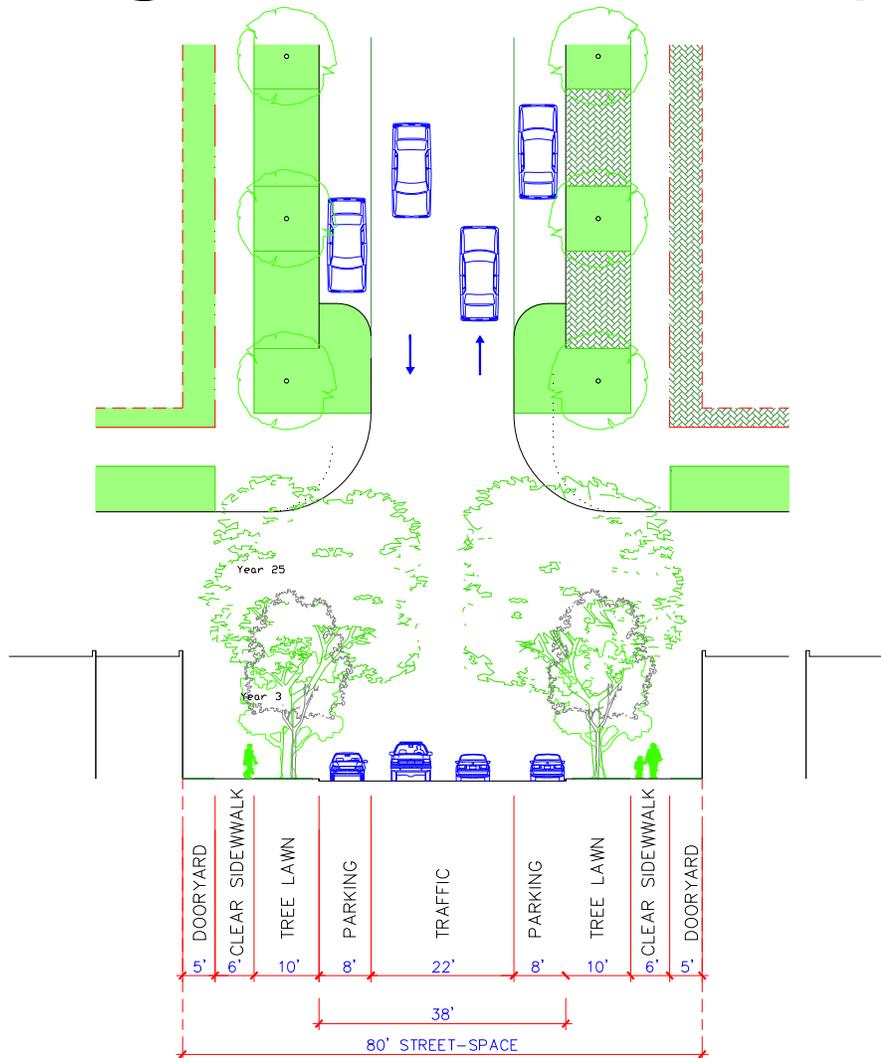


Diagram 503.B.1.b: Boyd Street ST - 88/43

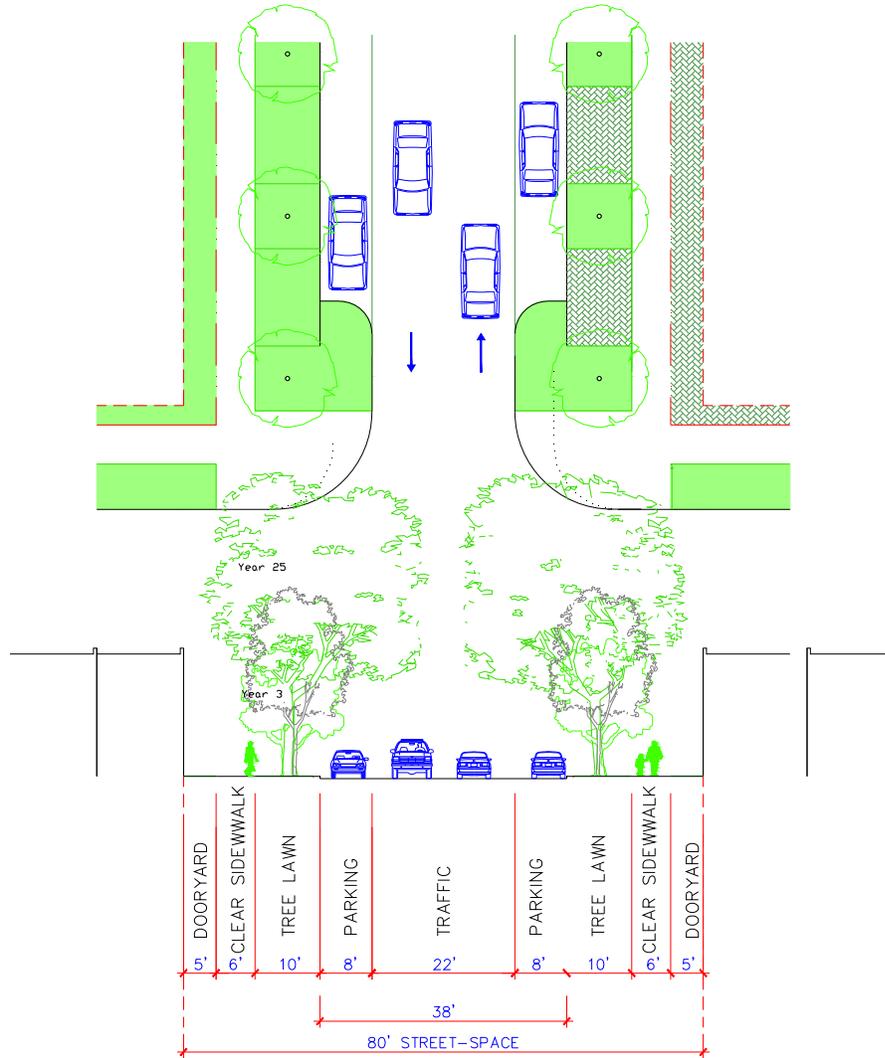


# Neighborhood ST+80/38



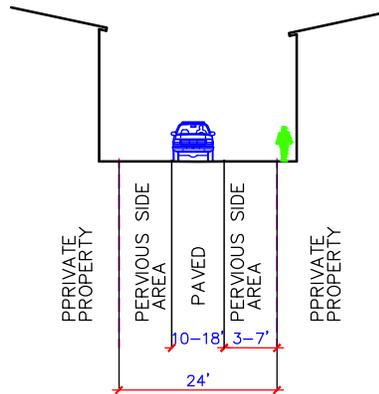
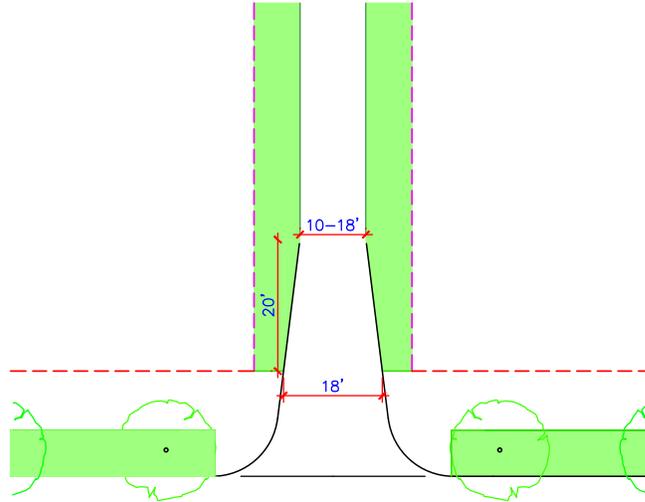
STREET-SPACE	80', per RBL
Traffic Lanes	11'
TREE LAWN	10'
Clear Sidewalk	6'
DOORYARD	5'
type	street
movement	Free
design & posted speed	20-25 mph
traffic function	two way
on street parking	Both Sides, Striped
Right of Way	70' (varies)
pavement width	38'
curb type	vertical
curb radius	20' with curb extensions 10' w/o
planting	Street Trees Max Avg 30'ctc
comparative pedestrian crossing time	5.9 seconds w/curb extensions, 10.2 seconds without

# Neighborhood ST+80/38



STREET-SPACE	80', per RBL
Traffic Lanes	11'
TREE LAWN	10'
Clear Sidewalk	6'
DOORYARD	5'
type	street
movement	Free
design & posted speed	20-25 mph
traffic function	two way
on street parking	Both Sides, Striped
Right of Way	70' (varies)
pavement width	38'
curb type	vertical
curb radius	20' with curb extensions 10' w/o
planting	Street Trees Max Avg 30'ctc
comparative pedestrian crossing time	5.9 seconds w/curb extensions. 10.2 seconds without

# Alley A-24



ROW or Easement	24'
PERVIOUS SIDE AREA	3'-7'
type	alley
movement	Slow
design speed	5-10 mph
traffic function	two way- Yield Situation
pavement width	10'-18'
curb type	vertical, at Entry Only
curb radius	10-15''
comparative pedestrian crossing	4.3 seconds

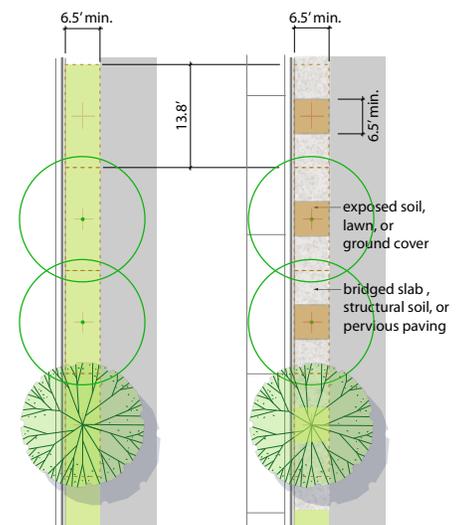
## 504. Streetscape Standards

### A. General Provisions

1. All plant material (including trees) shall pass any inspections required under State regulations.
2. All turf grass shall be solidly sodded at installation—not seeded, sprigged, or plugged. Vegetative groundcovers may be used in place of turf grass.
3. In addition to the lot, the owner must maintain the following areas:
  - a. The portion of the STREET-SPACE between their RBL and the back of the curb.
  - b. The portion of the ALLEY between the lot line and the edge of the ALLEY pavement.
4. Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any STREET-SPACE. (Water pumps for public fountains or irrigation not visible are not included in this prohibition. Temporary placement of private garbage cans within the STREET-SPACE may be allowed to accommodate scheduled pick-up.)

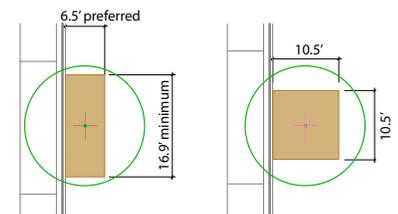
### B. Street Trees

1. Each STREET-SPACE must have STREET TREES planted along the STREET TREE ALIGNMENT LINE (generally 3 to 3½ feet from the back of the curb unless otherwise specified in the REGULATING PLAN or Street Type Specification) at an average spacing not greater than 30 feet on center (calculated per BLOCK FACE). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants and other infrastructure elements; however, in no location may STREET TREE spacing exceed 45 feet on center except where necessary for transit stops or stations. Required STREET TREE planting area configurations are specified in the Street Type Specifications and below.
2. Required tree planting area minimum specifications are as follows:
  - a. STREET TREE planting areas shall be at grade or not greater than six inches in height above or below the sidewalk
    - (i) Soil surface area shall not be less than 110 square feet per isolated tree or 90 square feet per tree for connected (TREE LAWN) situations.
    - (ii) No dimension of the soil surface area may be less than 6 feet unless otherwise specified in this Code.
    - (iii) The Street Type Specifications above are configured for street tree trenches. The above requirements may be met through the use of bridged slab, structural soil, or other techniques that clearly exceed these standards in the fostering of vital and long-lived STREET TREES.



90 square feet minimum per tree

Continuous Tree Lawn      Continuous Soil Area  
504.B.2(i) Connected Situation



110 square feet minimum per tree

Individual Tree Planting  
504.B.2(i) Isolated Tree Situation

- b. At planting, STREET TREES shall be at least 2.5 inches in diameter at designated breast height (DBH) and at least ten feet in overall height. Species must be selected from the STREET TREE LIST (see Tree Lists). Consult with the designated City Staff Forester for the designated tree species for a particular STREET-SPACE.
- c. Any unpaved ground area shall be planted with groundcover, flowering vegetation, or climbing vines, not to exceed 12 inches in height. STREET TREES must be “limbed up” as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 7 feet clear over the sidewalk and 14 feet over any travel lanes) and to maintain visibility.

### C. Streetscape Elements

- 1. STREETLIGHTS shall be installed on both sides of streets, aligned with the STREET TREES, and unless otherwise designated on the REGULATING PLAN, at intervals of not more than 80 feet, measured parallel to the STREET SPACE.
- 2. STREETLIGHTS shall be between 9 and 16 feet above ground.
- 3. At the time of development, the developer is required to install STREETLIGHTS and sidewalks, as illustrated in Street Type Specifications, on the side of the STREET-SPACE being developed.
- 4. Sidewalks not otherwise designated in the REGULATING PLAN or Street Type Specifications shall be a minimum of six feet wide and be constructed to meet all City (and ADA) standards and specifications.
- 5. Street furniture is an element of the overall STREET-SPACE design—not an afterthought. Street furnishings should be simple, functional, and durable.

### D. On-Street Parking

- 1. On-street parking spaces shall count towards parking requirements. (See *Part 7. Parking and Loading*.)
- 2. The parking space/tree planting pattern may be interrupted by existing or new driveways designated in the REGULATING PLAN, streets, and ALLEYS, but the requirements in B.1 above shall be met, except where necessary for and transit stops or stations.
- 3. Parking spaces must be constructed in a manner that allows proper drainage (generally a “w” profile, having a gutter pan between the travel and parking lanes).
- 4. Bicycle parking shall be provided forward of the DOORYARD area; the racks shall be located in alignment with the STREET TREES. (The “U” rack is recommended as the standard rack.)

## 505. Plazas, Squares and Civic Greens

### A. Intent

1. These standards apply to those spaces that are either publicly owned or publicly accessible, as designated on the REGULATING PLAN.
2. SQUARES, CIVIC GREENS and plazas should be situated at prominent locations. The green plants and trees of SQUARES and CIVIC GREENS provide a landscape and civic architecture that complement the surrounding private building architecture.
3. SQUARES are active pedestrian centers. CIVIC GREENS are spaces intended for less intensive foot traffic. Surface treatment is regulated accordingly.
4. Pervious paving materials (to allow oxygen for tree roots and absorb stormwater run-off) are encouraged in both SQUARES and CIVIC GREENS, and the percentage of impervious paving material is limited. (see *C. Materials and Configurations* below.)

### B. Standards

SQUARES and CIVIC GREENS must be designed, planted and maintained according to the following requirements:

1. SQUARES and CIVIC GREENS shall have at least 60 percent of their perimeter fronting public rights-of-way. Both shall be surrounded by STREET TREES. Their dimensions shall be no narrower than a 1:5 ratio and no SQUARE or CIVIC GREEN width or breadth dimension shall be less than 25 feet.
2. Appropriate to their high (pedestrian) traffic level SQUARES must be designed with a higher percentage of paved surface area. (see C.2 below)
3. A clear view through the SQUARE or CIVIC GREEN (from two to seven feet in height) is required, both for safety and urban design purposes.
4. SQUARES and CIVIC GREENS shall not include active recreation structures such as ball fields and courts.

### C. Materials and Configurations

#### 1. General

- a. STREET TREES shall be planted along the alignment shown in the street type specification, and in accordance with *Section. 504, B. Street Trees*. They may (generally will) be of a different species than the connecting streets.
- b. The ground surface level elevation shall be between 0 and 18 inches above the top of the adjacent curb.
- c. The maximum slope across any SQUARE or CIVIC GREEN shall not exceed ten percent.
- d. Except for tree trunks, streetlights, CIVIC USE BUILDINGS, public art or monuments, there shall be a clear view between two and seven feet above grade. The foliage of newly planted trees may intrude

into this area until the tree has sufficient growth to allow such a clear trunk height.

- e. Trees within a SQUARE or CIVIC GREEN may also be selected from the public space tree lists (see *Sec. 507. Tree Lists*).
- f. Asphalt is prohibited within a SQUARE or CIVIC GREEN tract.

## 2. Squares

Appropriate to their high (pedestrian) traffic level, SQUARES shall incorporate a higher percentage of paved surface area. Surface treatment and materials (within the back-of-curb to back-of-curb area, excluding any CIVIC USE BUILDING, public art or monument footprint) shall be between 20 percent and 35 percent unpaved pervious surface (turf, groundcover, gravel, soil or mulch).

## 3. Civic Greens

Appropriate to their less intensive character, CIVIC GREENS shall be designed with a lower percentage of paved surface area. Surface treatment and materials (within the area back-of-curb to back-of-curb area excluding any CIVIC USE BUILDING, public art or monument footprint) shall be a minimum 50 percent unpaved pervious surface area (such as turf, groundcover, gravel, soil or mulch).

## 4. Pedestrian Pathway

The area within a PEDESTRIAN PATHWAY shall be a public access easement or public right of way. The easement width for these pathways must not be less than 20 feet with a paved walkway not less than ten feet wide providing an unobstructed view straight through its entire length, except where otherwise specified on the REGULATING PLAN.

# 506. Tree Lists<sup>1</sup>

## A. General

1. The following lists contain all approved tree species for use in the CC Form District. The lists include native and acceptable adapted species. Other species may be used for planting within a private lot. These lists may be periodically amended by the City.
2. Invasive exotic species may not be used anywhere on private lots or other areas.

## B. Street Trees

1. Species in the Street Tree List are for placement as shown in Street Type Specifications, or as specified in the REGULATING PLAN for placement along the STREET TREE ALIGNMENT LINE. The use of alternate species may be permitted, but only if approved by the designated City Staff Forester.

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<sup>1</sup> **Note:** *The following Tree Lists need to be checked to ensure they are 'tailored' to the Norman micro-climate and current disease and pest issues. Tree species in bold text should be regionally appropriate—but disease issues are constantly changing. These are submitted with the understanding that they will be checked-out by a local expert.*

2. STREET TREES are part of an overall STREET-SPACE plan designed to provide both canopy and shade and to give special character and coherence to each street. The desired aesthetic must be achieved through the use of native and/or proven hardy adapted species. Appropriate STREET TREE species may change over time and this lists may be periodically amended by the designated City Staff Forester. Inclusion in this list shall be based on the following criteria:
  - a. Structural – STREET TREES shape and subdivide the STREET-SPACE, increasing pedestrian comfort and adding (literal) value to the street/community. “Canopy Shade Tree” species grow to heights in excess of 60 feet and have a broad canopy—enabling them to clear auto traffic and pedestrians, form a ceiling-like enclosure, and open a clear view of the STREET-SPACE, FAÇADES, and SHOPFRONTS at eye-level.
  - b. Pragmatic – Life as a typically placed street tree is nasty, brutish, and short. Few species are tough enough to survive and grow. Appropriate species have special tolerance to salt and soil compaction. STREET TREE planting techniques and configurations provide a healthy environment in which the tree can thrive—this will ensure that the trees increase their value to the community as they grow.
  - c. Design – Species are planted consistently along a given STREET-SPACE to provide a special form and character. This provide species diversity at the same time it provides a specific street character by planting different STREET-SPACES with different trees.

**STREET TREE LIST**

(Large Canopy Trees – mature height 60 feet and above)

<i>Celtis occidentalis</i>	Common Hackberry
<i>Ginkgo biloba</i>	Ginkgo (male only)
<b><i>Gleditsia triacanthos</i> var. <i>inermis</i></b>	<b>Thornless Honey Locust</b>
<b><i>Platanus acerifolia</i> ‘Yarwood’</b>	<b>Yarwood Plane tree</b>
<b><i>Platanus occidentalis</i> ‘Bloodgood’</b>	<b>London Plane tree</b>
<i>Quercus acutissima</i>	Sawtooth Oak
<i>Quercus alba</i>	White Oak
<i>Quercus coccinea</i>	Scarlet Oak
<b><i>Quercus muhlenbergii</i></b>	<b>Chinquapin Oak</b>
<i>Quercus palustris</i>	Pin Oak (disease?)
<i>Quercus phellos</i>	Willow Oak
<i>Quercus rubra</i>	Red Oak
<b><i>Quercus buckleyi shumardii</i></b>	<b>Red Oak</b>
<b><i>Quercus virginiana</i></b>	<b>Live Oak</b>
<i>Quercus velutina</i>	Black Oak
<i>Tilia Americana</i>	Basswood/American Linden
<i>Ulmus hollandica</i> ‘Groenveldt’	Groenveldt Elm
<b><i>Ulmus americana</i> “libertas”</b>	<b>Liberty Elm</b>
<b><i>Ulmus parvifolia</i></b>	<b>Chinese/Lacebark/Drake Elm</b>

3. Public Space Trees

In addition to the above trees, the following trees may be placed within DOORYARDS, SQUARES OR CIVIC GREENS.

**PUBLIC SPACE TREE LIST**

<b><i>Carya illinoensis</i></b>	<b>Pecan</b>
<b><i>Cerus canadensis</i> var. <i>texensis</i></b>	<b>Texas Redbud</b>
<b><i>Cerus x texensis</i></b>	<b>Oklahoma Redbud</b>
<b><i>Juglans nigra</i></b>	<b>Black Walnut</b>
<b><i>Magnolia grandiflora</i></b>	<b>Magnolia</b>
<b><i>Quercus macrocarpa</i></b>	<b>Bur Oak</b>
<b><i>Quercus muhlenbergii</i></b>	<b>Chinquapin Oak</b>
<b><i>Taxodium ascendens</i></b>	<b>Pond Cypress</b>
<b><i>Taxodium distichum</i></b>	<b>Bald Cypress</b>

4. Private Space Plantings

No trees or other plant species that have been identified as invasive may be planted in any outdoor location within the City Center District.

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## Part 6. Parking and Loading Standards

### 601. Intent

- A. Promote a “park once” environment that will enable people to conveniently park and access a variety of commercial, residential, and civic enterprises in pedestrian friendly environments by encouraging shared parking.
- B. Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking.
- C. Avoid adverse parking impacts on neighborhoods adjacent to redevelopment areas.
- D. Maximize on-street parking.
- E. Provide flexibility for redevelopment of small sites and for the preservation or reuse of historic buildings.
- F. Increase visibility and accessibility of public parking.
- G. Support and encourage a multi-modal, bicycle and pedestrian-friendly environment.

### 602. Other Applicable Regulations

Pervious surfaces approved by the City Engineer are encouraged for surface parking lots.

### 603. Minimum Parking Requirements

- A. There is no minimum parking requirement for the re-use or renovation of an existing structure in which there is no gross floor area expansion.
- B. Minimum Reserved Parking: Reserved parking includes all parking that is not shared parking.
  - 1. COMMERCE/CIVIC uses: There is no minimum requirement for reserved parking.
  - 2. Residential—minimum reserved parking spaces per unit:
    - a. Up to 650 sf, regardless of bedroom count .5 spaces/unit
    - b. Between 650-1,000 sf 1 space/unit
    - c. Above 1,000 sf 1.25 spaces/unit
- C. Minimum Shared Parking for Urban General, Urban Storefront, and Urban Residential frontages:
  - 1. COMMERCE: There are no minimum shared parking requirements where the non-residential Gross Floor Area (GFA) is under 10,000 square feet. Sites over 10,000 square feet in non-residential GFA shall have a minimum of 1 and 1/4 spaces per 1,000 square feet of non-residential GFA provided as shared parking.
  - 2. RESIDENTIAL: A minimum of 1/4 parking space per residential unit shall be provided as shared parking.

3. Shared parking shall be designated by appropriate signage and markings (parking shall be clearly visible and accessible to the public) as determined by the Director.

D. Achieving parking requirements:

1. Minimum parking requirements may be met either on-site or within a 1000-foot walking distance of the development.
2. Parking shall be located in compliance with the PARKING SETBACK LINE or other regulations for the site on which it is located, as indicated on the REGULATING PLAN and/or BUILDING FORM STANDARD.
3. In lieu of minimum parking requirements, the City may accept a one-time payment per each space of required shared parking. The Director shall establish the amount of payment annually based on the approximate cost to build structured parking.
4. Existing parking in all Center City Form District frontages may be used to achieve parking requirements in accordance with *Section 605.C. Off-Site Parking*.

E. Bicycle Parking: sites and/or projects over 10,000 square feet in land area have the following requirements:

1. For COMMERCE, the developer must provide 1 employee bicycle parking rack (2- bike capacity) per 5,000 square feet of commercial floor area and 1 visitor/customer bicycle parking rack (2-bike capacity) per 10,000 square feet of commercial floor area. The employee and visitor racks may be co-located.
2. For RESIDENTIAL, the developer must provide 1 tenant bicycle parking rack (2- bike capacity) per 4 units and 1 visitor bicycle parking rack (2-bike capacity) per 10 units. Projects under 4 units shall have no requirement.
3. Bicycle parking facilities shall be visible to intended users. The bicycle parking facilities shall not encroach on any area in the public right of way intended for use by pedestrians, nor shall they encroach on any required fire egress.
4. On-street bicycle parking spaces (typically along the STREET TREE ALIGNMENT LINE) may be counted toward the minimum customer/ visitor bicycle parking requirement. (For areas with constrained STREET-SPACE, an optional approach is to consolidate public bicycle parking in a single dedicated on-street parking space per block. *See figure 603.E.4*)

F. Permissive parking and loading facilities. Nothing in this ordinance shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any existing use of land or buildings, in accordance with all regulations herein governing the location, design, and operation of such facilities.



603.E.4.Consolidated public bicycle parking

## 604. Maximum Parking Standards

### A. Reserved Parking for Urban General, Urban Storefront, and Urban Residential frontages:

1. Surface and structured parking spaces may be reserved for a specific tenant or unit, provided that the following standards are not exceeded:

Use	Reserved (non-shared) Spaces (maximum)
<b>Residential</b>	1.0 per one-bedroom multifamily unit 1.25 per two bedroom multifamily unit 1.5 per three or more-bedroom multifamily unit
<b>Nonresidential</b>	2.0 per 1,000 non-residential GFA

2. Reserved parking above the maximum may be provided upon payment to the City. The Director shall establish the amount of payment annually based on the approximate cost to build structured parking.

### B. Shared Parking Limits

1. Any time or hour of the day restrictions on shared parking shall be subject to approval by the Director. The Director may give approval based on a finding that: the parking is visible and accessible to the public, at least 12 hours of public parking are provided in any 24-hour period, and that at least 8 of those hours are provided during either business or nighttime hours depending on whether the Director determines that the primary use will be for COMMERCE OR RESIDENTIAL USES.
2. There are no maximum limits on the amount of shared parking.

### C. Maximum Surface Parking

1. For any new development within Urban General, Urban Storefront, and Urban Residential frontages, the total surface parking, shared and reserved, shall not exceed 2.25 spaces per 1000 square feet of gross floor area.
2. For any new development within Townhouse/Small Apartment, Neighborhood Middle, and Detached frontages, the total surface parking, shared and reserved, shall not exceed 2.25 spaces per 1000 square feet of gross floor area, except that surface parking above the maximum may be provided:
  - a. upon payment to the City (the Director shall establish the amount of payment annually); and
  - b. the parking is constructed using approved pervious paving materials.
3. Maximum surface parking standards do not apply to structured or underground parking.

## 605. Special Parking Standards

### A. Joint Parking

Sites abutting one another shall physically connect their surface parking areas at the lot line to create connecting drive aisles. Where such surface parking areas

lie within 50 feet of one another, a mutual access easement acceptable to the Director shall be executed. Site configurations existing prior to the adoption of the CCFBC (2015) are exempt from this requirement.

## **B. On-Street Parking**

1. A parking space located on a public street may be included in the calculation of shared parking requirements if it is adjacent to the building site (where more than 50% of the space is fronting).
2. Each on-street parking space may only be counted once.

## **C. Off-Site Parking**

1. Off-site parking, shared or reserved, must be located within a walking distance of 1000 feet from the site it is serving.
2. The off-site parking shall be located within the Center City Form District.
3. The off-site parking must be the subject of a long-term lease approved as to form by the City Attorney, or permanently dedicated for off-site parking use.

## **D. Tandem Parking**

1. Tandem parking is only allowed for:
  - a. Single-family residential projects; and
  - b. Residential projects and the residential component of mixed-use projects.
2. Two parking spaces in tandem shall have a combined minimum dimension of 9 feet in width by 34 feet in length.
3. Up to 75 percent of the total required off-street parking spaces provided may incorporate tandem parking.
4. Tandem spaces shall be assigned to the same dwelling unit. Tandem parking shall not be used to provide guest parking.

## **606. Parking Lot Plantings for New Development**

- A. For any surface parking lot not separated from the STREET-SPACE by a building, the space between the RBL and the PARKING SETBACK LINE shall be planted with canopy shade trees from the Tree Lists in *Part 5. Urban Standards*. Trees shall be planted at an average distance not to exceed 30 feet on center and aligned parallel 3 to 7 feet behind the RBL/STREET WALL.
- B. The edge of any Urban General, Urban Storefront, or Urban Residential surface parking lot adjacent to a Detached, Neighborhood Middle or Townhouse/Small Apartment lot shall:
  1. Be planted with canopy shade trees from the Tree Lists in *Part 5. Urban Standards*, placed at an average distance not to exceed 40 feet on center and aligned parallel 3 to 7 feet behind the COMMON LOT LINE.

2. Have a STREET WALL, GARDEN WALL or PRIVACY FENCE along the COMMON LOT LINE.

## **607. Loading Facilities**

- A. No loading facilities are required.
- B. Where loading facilities are provided, they shall be located to the rear and/or ALLEY side of buildings.

# Part 7. Building Functions

## 701. General Provisions

### A. Permitted Uses

Permitted uses by BUILDING FORM STANDARD frontage are shown in *Section 802*. The categories in the use table are listed in *Section 804*.

### B. Use Determination

1. The Director is responsible for categorizing all uses. If a proposed use is not listed in a use category, but can be said to be reasonably similar in impact on the CC Form District to a listed use, the Director shall treat the proposed use as a use under that category. If a proposed use is not listed in a use category, and is fundamentally different from any other listed use, the use shall be prohibited.
2. Uses Not Specifically Listed: When determining whether a proposed use is similar to a use listed in *Section 703*, the Director shall consider the following criteria:
  - a. The actual or projected characteristics of the proposed activity in relationship to the stated characteristics of each use.
  - b. Types of vehicles used and their parking and or loading requirements.
  - c. The likely impact on surrounding properties.
  - d. The intent of the CC Form District.

### C. Temporary Uses and Structures

Temporary structures such as shipping containers and other modular structures may be permitted to provide new business incubator space by housing retail and restaurant uses in the Urban General and Urban Storefront frontages for up to 24 months, with an optional annual renewal thereafter dependent on their performance and upkeep. Such temporary structures are not required to meet the Building Form Standards, but other performance standards may apply.

## 702. Use Table

The use table identifies the uses allowed in the respective BFS (BUILDING FORM STANDARD) frontages by STORY.

BUILDING FORM STANDARD (BFS)													
USE CATEGORY		Urban General		Urban Storefront		Urban Residential		Townhouse/ Small Apt		Neighborhood Middle		Detached	Additional Regulations
		Ground Story	Upper Story	Ground Story	Upper Story	Ground Story	Upper Story	Ground Story	Upper Story	Ground Story	Upper Story	All Stories	
<b>RESIDENTIAL</b>	Household Living	■	■	■	■	■	■	■	■	■	■	■	Sec. 703.B.1-2
	Group Living		■		■	■	■	■	■	■	■	■	See City for specifications.
<b>COMMERCE</b>	Office	■	■	■	■			■		■	■		Sec. 703.D.1-2
	Overnight Lodging	■	■	■	■	■	■	■	■	■	■	■	Sec. 703.E.1-3
	Recreation/Entertainment	■	■	■	■								Sec. 703.F.1-5
	Vehicle Sales	■	■		■								Sec. 703.F.2
	Passenger Terminal	■											
	Day Care	■	■		■			■	■	■	■	■	See City for specifications.
	Retail Sales & Service	■	■	■	■			■					Sec. 703.F.2, 6, 7
	Restaurant/Bar	■	■	■	■					■			Sec. 703.F.1-4
	Art Studio/Artisinal Manufacturing	■	■	■	■			■					Sec. 703.F.7
	Research & Development	■	■		■								
	Self-service storage		■		■								
Auto Repair	■											Sec. 703.G.	
<b>CIVIC</b>	See Part 9. Definitions	■		■		■		■		■	■		Sec. 703.C.

**Key:** ■ = Permitted □ = Additional Regulations Apply Blank Cell = Not Permitted

## 703. Use Categories

### A. Residential Uses

#### 1. Household Living

One-, two-, and three-family dwellings  
Multi-family dwellings  
Elderly housing

#### 2. Group Living

Assisted Living  
Boarding house, rooming house, lodging house  
Hospice  
Dormitory  
Fraternity and Sorority  
Monastery/convent  
Nursing home  
Transitional home

### B. Commerce Uses

1. Any use permitted in the C-3 District, subject to applicable development and performance standards, except for those differences listed below.
2. RETAIL SALES AND SERVICES:  
Any use permitted under the C-1 District subject to applicable development and performance standards, except for those differences listed below:
  - a. Automobile parking lots, unless behind the PARKING SETBACK LINE
  - b. Outdoor or indoor courts
3. Hotels and Lodging
4. Auditoriums and arenas
5. Conference facilities and convention centers
6. Communication antennas mounted on existing structures

### C. Civic Uses

1. See *Part 8. Definitions: CIVIC USE*
2. College, community college, university
3. Museum, library, auditorium, arena
4. Places of worship including church, mosque, synagogue, temple
5. Police, fire, EMS station, substation
6. Public or private (K-12) school
7. Neighborhood arts center, Community Center or similar community facility (public)
8. Farmers Market

## 704. Development and Performance Standards

### A. General

1. All permitted uses shall meet the *Section 402. General Provisions* and those standards specified in the applicable individual BUILDING FORM STANDARD pages.
2. No CIVIC, COMMERCE OR WORKSHOP use is permitted above a RESIDENTIAL use, except for rooftop restaurants where specifically designated in the Urban Storefront frontage.
3. No drive-through services are permitted.
4. No smoke, radiation, vibration or concussion, heat or glare shall be produced that is perceptible outside a building, and no dust, fly ash or gas that is toxic, caustic or obviously injurious to humans or property shall be produced.
5. Communication antennas may be installed on any existing structure (such as a building, utility pole, water tower etc., but excluding single-family residences and accessory uses) 3 STORIES in height or greater but no less than 45 feet provided that the additional antennas shall add no more than 20 feet to the height of said existing structure. Communication antennas which are architecturally compatible to the building architecture may locate on non-residential buildings less than 3 STORIES or 45 feet in height, subject to receiving a Certificate of Conformity. Associated equipment may be in height, subject to final development plan approval. Associated equipment may be permitted on the roof so long as it is screened from view.

### B. Residential

1. See the Urban General BFS for configuration requirements for GROUND STORY RESIDENTIAL uses.
2. A lobby serving an upper STORY RESIDENTIAL use is permitted on the GROUND STORY of a Urban Storefront site.

### C. Civic

Buildings that house CIVIC USES located on civic sites specifically designated on the REGULATING PLAN are not subject to *Part 4. Building Form Standards* except for *402.D. Neighborhood Manners*.

### D. Office

1. Office uses are not permitted within the required minimum depth for the STOREFRONT space in an Urban Storefront site.
2. Office uses are permitted within the GROUND STORY of designated LIVE-WORK Townhouse frontage units.

### E. Overnight Lodging

1. GROUND STORY guest rooms shall meet the configuration standards for ground STORY residential uses as specified in the Urban General bfs.

2. A lobby serving an upper STORY overnight lodging use is permitted on the GROUND STORY of any Urban Storefront site.
3. For Detached, Neighborhood Middle, and Townhouse/Small Apartment frontages, only Bed & Breakfast types are permitted.

## **F. Restaurant/Bar, Retail Sales**

1. Outdoor eating areas for eating/drinking establishments shall be allowed on the public sidewalk in Urban General and/or Urban Storefront frontages, subject to:
  - a. the provision of a minimum clear width of five (5) feet within the CLEAR WALKWAY area; and
  - b. subject to the issuance of applicable permits.
2. A restaurant or RETAIL use is permitted in the second STORY of a Urban Storefront or Urban General site provided it is an extension equal to or less than the area of the same GROUND STORY use.
3. An eating/drinking establishment is permitted on the rooftop of a Urban Storefront site. The use shall be set back from any COMMON LOT LINE by at least 20 feet.
4. The sale and consumption of cereal malt beverages and alcoholic liquor shall be subject to all existing permitting provisions, as applicable.
5. Clubs and drinking establishments are required to obtain a Special Use Permit if the walls of the facility are within 100 feet of a solely residential BFS within the CC Form District or a residential zoned property which is not included in the CC Form District.
6. No merchandise (including motorcycles, scooters, and automobiles) may be left within the STREET-SPACE when the business is not open.
7. Only merchandise or a commodity manufactured on premise may be sold in the GROUND STORY of a LIVE-WORK unit.

## **G. Auto Repair**

Auto repair services may be permitted, subject to the following:

1. The property shall be at least 100 feet from any solely residential lot;
2. The use shall not include the display and rental of cargo trailers, trucks, or similar uses;
3. The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited.
4. Repair service shall be completed within 48 hours after the vehicle is left for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored inside the main structure;
5. Upon the abandonment of the auto repair service, the use shall terminate and all structures exclusively used in the business (including underground storage tanks), except buildings, shall be removed by the owner of the property. For the purpose of this Subsection, the term “abandonment” shall mean non-operation as an auto repair for a period of 14 months after the retail services cease.

## Part 8. Definitions

The following terms are defined for the purpose of the Center City Form-Based Code. Terms not defined here may be defined elsewhere in the City of Norman Zoning Ordinance. In such case, the definition contained in the Zoning Ordinance shall be used. Certain terms in this Code are used in very specific ways, often excluding some of the meanings of common usage. Where there is an apparent conflict or contradiction, the definition herein shall prevail.

**Accessory Unit.** A building or addition for living purposes (maximum footprint of 650 square feet—or the footprint of the main structure for ENGLISH BASEMENT type ACCESSORY UNITS) that is not the primary structure or principal dwelling unit on a lot, that can be used as additional residential or home occupation space.

**Accessory Use.**

**Alley/Alley Access Easement.** The public right-of-way or easement for vehicles and pedestrians within a BLOCK that provides access to the rear or side of properties, vehicle parking (e.g., garages), utility meters, recycling containers, and garbage bins.

**Attic Story.** Habitable space situated within the structure of a pitched roof and above the uppermost STORY. They are permitted for all BFS sites and do not count against the maximum STORY height or ultimate height limits of their BFS.

**Awning.** A roof-like covering, projecting from a building FACADE, usually of canvas, metal, or similar material and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain.

**Balcony.** An exterior platform attached to the upper floors of the building FAÇADE (forward of the REQUIRED BUILDING LINE).

**Bay Window.** Generally, a U-shaped enclosure extending the interior space of the building outward of the FACADE/REQUIRED BUILDING LINE (along its STREET-SPACE side).

**Block.** An increment of land comprised of lots, ALLEYS and tracts circumscribed and not traversed by streets (PEDESTRIAN PATHWAYS excepted). BLOCKS shall be measured at the REQUIRED BUILDING LINE (RBL).

**Block Corner.** The outside corner of a BLOCK at the intersection of any two STREET-SPACES (the RBLs). Inside corners, where the resulting angle formed by the block face is less than 180 degrees (concave) are not considered BLOCK CORNERS for the purposes of this Code.

**Block Face.** The REQUIRED BUILDING LINE frontage between BLOCK CORNERS.

**Buildable Area.** The area of the lot that building(s) may occupy, which includes the area of the lot behind the REQUIRED BUILDING LINE as designated by the BUILDING FORM STANDARD. The BUILDABLE AREA sets the limits of the building footprint now and in the future—any additions shall be within the specified BUILDABLE AREA.

**Building Corner.** The outside corner of a building where the primary building mass is within an angle less than 180 degrees. Inside corners, where the exterior space of the building mass forms an angle of more than 180 degrees are not considered BUILDING CORNERS for the purposes of this Code.

**Building Form Standards (BFS).** The part of this Code that establishes basic parameters regulating building form, including the envelope (in three dimensions), placement and certain permitted/required building elements, such as SHOPFRONTS, BALCONIES, and STREET WALLS. The BUILDING FORM STANDARDS establish both the boundaries within which things may be done and specific things that must be done. The applicable BUILDING FORM STANDARD(S) for a site is determined by its STREET FRONTAGE as per the REGULATING PLAN. This produces a coherent STREET-SPACE and allows the building owner greater freedom behind the FAÇADE.

**Building Face.** See FAÇADE.

**Civic Green or Square.** A public open space designated on the REGULATING PLAN. The term *square* is generally used to describe spaces that have more paved surface area. The term *civic green* is generally used to describe a formally configured small public lawn or park that is primarily unpaved. CIVIC GREENS and SQUARES do not include active recreation structures such as ballfields and courts. See *Part 5. Urban Space Standards* for the specific controls on SQUARES and CIVIC GREENS.

**Civic Use Buildings.** Those buildings that house strictly CIVIC USES or historically and urbanistically significant structures designated on the REGULATING PLAN. CIVIC USE BUILDINGS and publicly-owned public art are not subject to the BUILDING FORM STANDARD prescriptions of this Code. See also USE, CIVIC.

**Clear Height.** Within a structure, the distance between the floor and ceiling. For entrances and other external building features, the unobstructed distance from the ground to the bottom of the lowest element above.

**Clear Walkway.** The portion of the sidewalk within a STREET-SPACE that shall remain clear of obstructions and allow public passage. The CLEAR WALKWAY width is specified in the *Street Type Specifications*.

**Clearly Visible from the Street-Space.** Many requirements of this Code apply only where the subject is “CLEARLY VISIBLE FROM THE STREET-SPACE.” (Note that the definition of STREET-SPACE includes SQUARES, CIVIC GREENS, PEDESTRIAN PATHWAYS, parks, and all public space except ALLEYS.) A building element more than 30 feet from a REQUIRED BUILDING LINE or STREET-SPACE is by definition not CLEARLY VISIBLE FROM THE STREET-SPACE (such as elements facing a COMMON LOT LINE). Also, common or party walls are by definition *not* CLEARLY VISIBLE FROM THE STREET-SPACE. This does not exempt vehicle parking lots or parking structures from any BUILDING FORM STANDARD requirements.

**Commerce.** See USE, COMMERCE.

**Common Lot Lines.** Lot lines shared by adjacent private lots.

**Comparative Pedestrian Crossing.** The measured distance, shown on the Street Type Specifications, that a pedestrian would be within an automobile travel lane (or turning movement) while crossing a street. A crossing time is calculated based on a pedestrian speed of 3.7 feet per second (a generally accepted urban average). This distance/time is calculated in order to provide a relative gauge of the comfort level for pedestrians crossing the street.

**Complete and Discrete Façade Composition.** The FAÇADE articulation that breaks down the apparent scale of a large building into smaller apparent pieces. The intent of such a FAÇADE COMPOSITION is to provide ‘human scale’ for the STREET-SPACE. The objective requirements of the COMPLETE AND DISCRETE FAÇADE COMPOSITION section of the BUILDING FORM STANDARDS regulate and ensure such scalar break-down.

**Corner Lot.** A lot in which one side lot line is adjacent to a street or STREET-SPACE. Special building placement, fencing and landscape requirements may apply.

**Covered Sidewalk.** A roofed or built structure attached to the FAÇADE and extending beyond the REQUIRED BUILDING LINE and over the sidewalk or SQUARE, open to the STREET-SPACE except for supporting columns, piers, or arches. (See BUILDING FORM STANDARDS for complete specifications.)

**Detached Frontage Building.** Building form and functions resulting from/as determined by the Detached BUILDING FORM STANDARD as indicated on the REGULATING PLAN.

**Dooryard.** The area within the STREET-SPACE between the FAÇADE of the building (generally the REQUIRED BUILDING LINE) and the CLEAR WALKWAY area of the sidewalk. The DOORYARD area is designated in the Street Type Specifications.

**Dormers.** Roofed ancillary structures with windows providing light and air to habitable space within the roof.

**Eave Height.** EAVE HEIGHT shall be measured at the bottom of the top layer of roofing material at its outermost point from the building wall.

**English Basement.** A habitable floor level below the first floor that is partially above and below grade, with direct STREET-SPACE access. **Equivalent or Better.** A building material or construction technique that has been determined, by the Director, to be at least equal to, in appearance, durability, etc., or surpassing those expressly permitted herein.

**Façade (Building Face).** The building elevation facing the STREET-SPACE OF REQUIRED BUILDING LINE. Building walls facing private interior courts, COMMON LOT LINES, ALLEYS, and COMMON DRIVES are NOT FAÇADES.

**Façade Composition.** The arrangement and proportion of materials and building elements (windows, doors, columns, pilasters, bays, etc.) on a given FAÇADE.

**Fenestration.** Openings in the building wall, including windows and doors, allowing light and views between interior (private realm) and exterior (public realm).

**First Floor.** See GROUND STORY.

**Front Porch.** The ground floor platform attached to the FAÇADE OF REQUIRED BUILDING LINE side of the main building.

**Front Yard.** An open (unpaved) space required by certain BUILDING FORM STANDARDS extending across the entire width of the lot between the FAÇADE and the CLEAR WALKWAY. This area is contiguous with the STREET-SPACE, and includes any FRONT PORCH.

**Front Yard Fence.** The wood (picket), wrought iron fence, or masonry wall located along and surrounding the FRONT YARD. (For placement, height and gate specifications, see the BUILDING FORM STANDARDS.)

**Garden Wall.** A masonry wall defining a property line or delineating a private area. (For placement, height and gate specifications, see the BUILDING FORM STANDARDS.) A GARDEN WALL may serve as a FRONT YARD FENCE.

**Ground Story.** The first habitable level of a building at or above grade. The next STORY above the GROUND STORY is the second floor or STORY.

**Liner Shops.** Small shops (which can be as shallow as 15 to 20 feet) along the REQUIRED BUILDING LINE of a larger structure, with doors opening directly to the sidewalk. These small retail spaces break down the scale of large building FACADES. (Liner shops may or may not connect to the larger interior space.)

**Live-Work.** Where designated on the REGULATING PLAN, a TOWNHOUSE is permitted to contain COMMERCE uses where it has its GROUND STORY configured as a SHOPFRONT.

**Mezzanine.** An intermediate level between the GROUND STORY and the second STORY. It may be in the form of a platform, podium, or wide balcony. Its uses shall be limited to a continuation of the GROUND STORY uses.

**Neighborhood Middle Building Frontage.** Building form and functions resulting from/as determined by the Neighborhood Middle BUILDING FORM STANDARD indicated on the REGULATING PLAN.

**Open Area.** See PRIVATE OPEN AREA.

**Parapet Height.** Where used to limit building height in this Code, PARAPET HEIGHT shall be measured at the top of the parapet, including any coping. An additional three feet in height by 12 feet in width or 15 percent of the FAÇADE, whichever is greater, is permitted for a section of the parapet to emphasize the building's primary street entry or a BLOCK CORNER.

**Parking Setback Line.** A line or plane indicated on the REGULATING PLAN which extends vertically up from the GROUND STORY floor level (unless otherwise noted on the REGULATING PLAN or BFS) and is generally parallel to the REQUIRED BUILDING LINE. The PARKING SETBACK LINE is a permissive minimum distance from the REQUIRED BUILDING LINE and parking may be placed anywhere within the lot behind this line, except where otherwise specified in this Code.

**Pedestrian Pathway.** An interconnecting paved way providing pedestrian and bicycle passage through BLOCKS running from a STREET-SPACE to another STREET-SPACE, an ALLEY or an interior block parking area. The area within a PEDESTRIAN PATHWAY shall be a public access easement or public right-of-way.

**Plaza.** See SQUARE.

**Privacy Fence.** An opaque fence made of wood or masonry (not chain link or any other type of rolled fence) along ALLEYS, COMMON DRIVES, PEDESTRIAN PATHWAYS, and COMMON LOT LINES (where behind the REQUIRED BUILDING LINE). See the BUILDING FORM STANDARDS for height specifications.

**Private Open Area.** An occupiable area within the BUILDABLE AREA and generally behind the PARKING SETBACK LINE, accessible only to occupants of the particular building or site, and (primarily) open to the sky. Additional specifications for the PRIVATE OPEN AREA may be included in each BUILDING FORM STANDARD. Private open area shall not be built-upon, used to satisfy minimum stormwater Best Management Practice area (if thereby excluding active tenant use), parked or driven upon (except for emergency access).

**Regulating Plan.** The implementing site plan for the development of the Center City Form District under this Code. REGULATING PLANS allocate the BUILDING FORM STANDARDS and street types and provide specific information for the disposition of each building site. The REGULATING PLAN also shows how each site relates to adjacent STREET-SPACES, the overall district, and the surrounding neighborhoods.

**Required Building Line (RBL).** A line or plane indicated on the REGULATING PLAN, defining the STREET FRONTAGE which extends vertically and generally parallel to the street, at which the building FAÇADE shall be placed. This is a requirement, not a permissive minimum. The minimum length and height of FAÇADE that is required at the RBL is shown on the appropriate BUILDING FORM STANDARD.

**Sidewing.** The portion of a building extending along a COMMON LOT LINE toward the ALLEY or rear of the lot.

**Small Apartment Building.** See TOWNHOUSE/SMALL APARTMENT FRONTAGE BUILDING.

**Square.** See CIVIC GREEN.

**Stoop.** An entry platform on the façade of a building. (See the BUILDING FORM STANDARDS for specifications.)

**Shopfront (Storefront).** That portion of the GROUND STORY FAÇADE FENESTRATION intended for marketing or merchandising of COMMERCE uses and allowing visibility between the sidewalk and the interior space.

**Story (Story Height).** That space within a building and above grade that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. STORY HEIGHT parameters are as specified by the appropriate BUILDING FORM STANDARD.

**Street Frontage.** That portion of the lot or building that is coincident with the REQUIRED BUILDING LINE as required by this Code.

**Streetlight.** A luminaire installed on both sides of the STREET-SPACE, along the STREET TREE ALIGNMENT LINE or median centerline, unless otherwise designated in this code, with the design criteria in the CC Form District giving equal weight to the lighting of the pedestrian areas and the automobile areas.

**Street-Space.** All space between fronting REQUIRED BUILDING LINES (streets, SQUARES, PLAZAS, PEDESTRIAN PATHWAYS, CIVIC GREENS, sidewalks, parks)—including any transit service operator passenger platform—but not garage entries or ALLEYS.

**Street Tree.** A tree required per this code and listed in the Street Tree List located in *Part 5. Urban Space Standards* that is of a proven hardy and drought tolerant species and large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded.

**Street Tree Alignment Line.** A line along which STREET TREES shall be planted and STREETLIGHTS and other such infrastructure are to be placed. It is generally parallel with the STREET-SPACE.

**Street Wall.** A masonry wall set on the REQUIRED BUILDING LINE which assists in the definition of the STREET-SPACE in the absence of a building. See the BUILDING FORM STANDARDS for height and gate specifications.

**Townhouse/Small Apartment Frontage Building.** Building form and functions resulting from/as determined by the Townhouse/Small Apartment BUILDING FORM STANDARD indicated on the REGULATING PLAN.

**Tree Lawn (Tree Trench).** A continuous strip of soil area—typically covered with grass, other vegetation, bridging pavement, or sometimes porous pavers—located between the back of curb and the CLEAR WALKWAY AREA, and used for planting STREET TREES and configured to foster healthy STREET TREE root systems. TREE LAWN dimensions are specified in the Street Type Specifications.

**Urban General Frontage Building.** Building form and functions resulting from/as determined by the Urban General BUILDING FORM STANDARD as indicated on the REGULATING PLAN.

**Urban Residential Frontage Building.** Building form and functions resulting from/as determined by the Urban Residential BUILDING FORM STANDARD as indicated on the REGULATING PLAN.

**Urban Storefront frontage Building.** Building form and functions resulting from/as determined by the Urban Storefront BUILDING FORM STANDARD as indicated on the REGULATING PLAN.

**Use, Civic.** For the purpose of this Code, CIVIC USES include: meeting halls; libraries; schools; police and fire stations; post offices (retail operations only, no primary distribution facilities); places of worship; museums; cultural, visual and performing art centers; transit centers; government functions open for the public; and, other similar community uses. Public ownership alone does not constitute CIVIC USE.

**Use, Commerce.** For the purpose of this Code, COMMERCE USES shall be considered to encompass all of the by-right uses included in the C-1, C-2, and C-3 zoning districts of the City of Norman Zoning, and all of the CIVIC USES defined above, except transit centers.

**Use, Professional Services.** For the purpose of this Code, PROFESSIONAL SERVICES are occupations in the tertiary sector of the economy requiring special training in the arts of sciences. Some PROFESSIONAL SERVICES require holding professional licenses such as architects, auditors, engineers, doctors and lawyers. Other professional services involve providing specialist business support to businesses of all sizes and in all sectors; this can include tax advice, supporting a company with accounting, or providing management advice.

**Use, Residential.** RESIDENTIAL USES shall be considered to encompass all of the uses allowed by-right uses in the residential zoning districts as defined in the City of Norman Zoning.

**Use, Retail.** Includes the following:

**Retail Service.** Establishments providing services, as opposed to products, to the general public, including restaurants, hotels and motels, finance, real estate and insurance, travel agencies, health and educational services, and galleries; as well as personal services as defined in the City of Norman Zoning.

**Retail Sales.** Establishments wherein the primary use is the sale of merchandise for use or consumption by the immediate purchaser.

# NormanCenterCityVision

## CHARRETTE SUMMARY REPORT

JULY 2014



# Norman Center City Vision

WAS CREATED BY:



*and*

## RESIDENTS OF THE CITY OF NORMAN

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- Susan Atkinson, Neighborhood Planner

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- Greg Jungman
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- Becky Patten
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### Center City Vision Steering Committee, continued

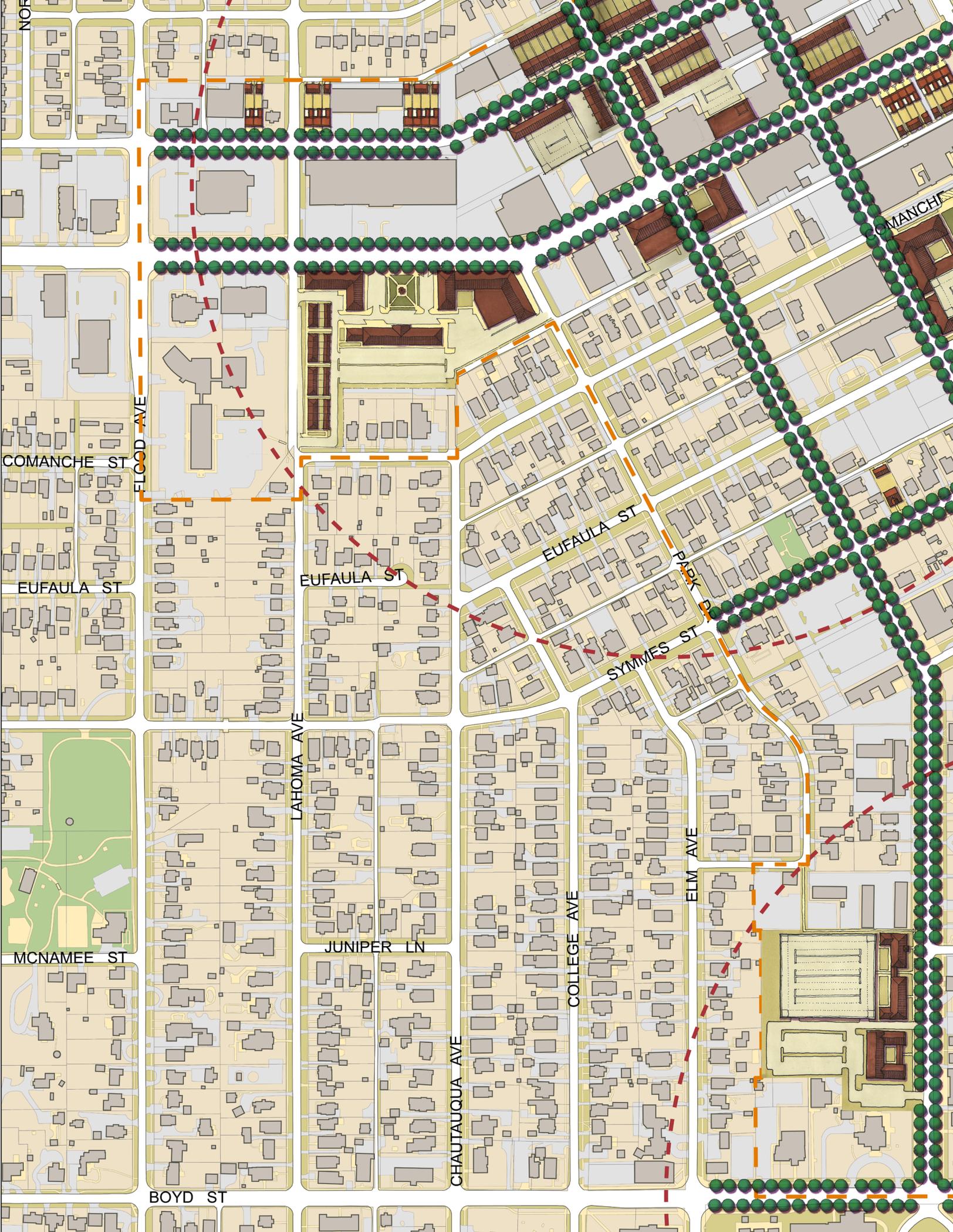
- Cindy Rogers
- Cindy Rosenthal, Project Co-Chair, Executive Committee member
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### Charrette Sponsors

- Image Net Consulting
- Institute for Quality Communities
- Judy Hatfield
- Loveworks Leadership
- NEDC Norman Economic Development Council
- Norman Chamber of Commerce
- Norman Downtowners Association
- Republic Bank & Trust
- University of Oklahoma

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NO

FLOOD AVE

COMANCHE ST

EUFAULA ST

EUFAULA ST

EUFAULA ST

SYMMES ST

LAHOMA AVE

JUNIPER LN

CHAUTAQUA AVE

COLLEGE AVE

ELM AVE

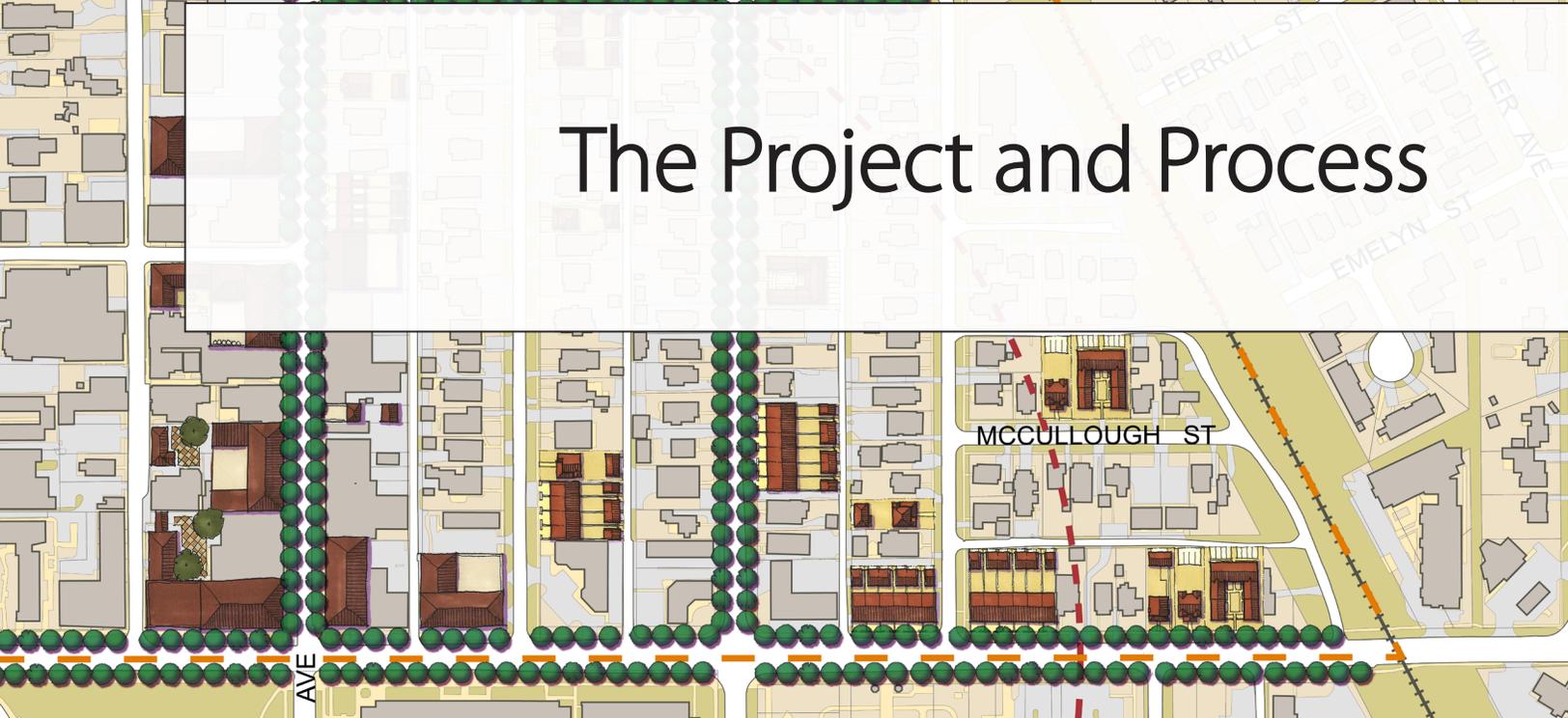
MCNAMEE ST

BOYD ST

MANCHE



# The Project and Process



## 1.1 BACKGROUND

For the past two years, the community of Norman, OK has been engaged in an active conversation about how it should grow. In 2012, concern over proposals for developments within the Core Norman area led to a series of six city sponsored community meetings and discussions called the High Density Discussion Series. In these meetings the community participated in detailed presentations, discussions and exercises about various forms of development in Core Norman. The 2013 Placemaking Conference sponsored by the Institute for Quality Design provided another opportunity for the Norman community to consider the question of how to grow. The conference brought a diverse group of leaders in the areas of economics, design, sustainability and public involvement. Over 800 civic leaders, design professionals and interested community members attended this event. The result of these conversations was a community well prepared to create a clear vision and action plan for how Core Norman should grow.

*“The Center City Vision Project is a way for us to connect the dots between our hopes for the future of Norman, good planning, and market demand. Vision can come from many places, but smart communities realize that engaging the public in the city-making process leads to better answers and a deeper public ownership of our future.” - Cindy Rosenthal, Norman Mayor*

In response to this challenge, the City of Norman and the University of Oklahoma created and jointly funded the Center City Vision Project. The goal of the project is to provide guidance and regulations for future development and redevelopment of the Center City. The project intends to reset the conversation from specific ad hoc development projects to a broader vision and acknowledge, recognize and honor the work done previously by the community.

Norman Mayor Cindy Rosenthal observes, “the Center City Vision Project is a way for us to connect the dots between our hopes for the future of Norman, good planning, and market demand. Vision can come from many places, but smart communities realize that engaging the public in the city-making process leads to better answers and a deeper public ownership of our future.”

The Center City Vision Project area includes Downtown’s West Main Street and Campus Corner as well as residential neighborhoods in between, many of which are experiencing rapid change. Project boundaries are roughly Gray Street on the north, Boyd Street on the south, the BNSF tracks on the east and Flood Street on the west. Project partners, the City of Norman and the University of Oklahoma, chose a project boundary that includes Campus Corner, Downtown and the neighborhoods in between because the area is already experiencing significant development pressure. Both partners believe that developing a publically-supported vision for this area will provide long-term benefits inside the project area and also in surrounding neighborhoods.

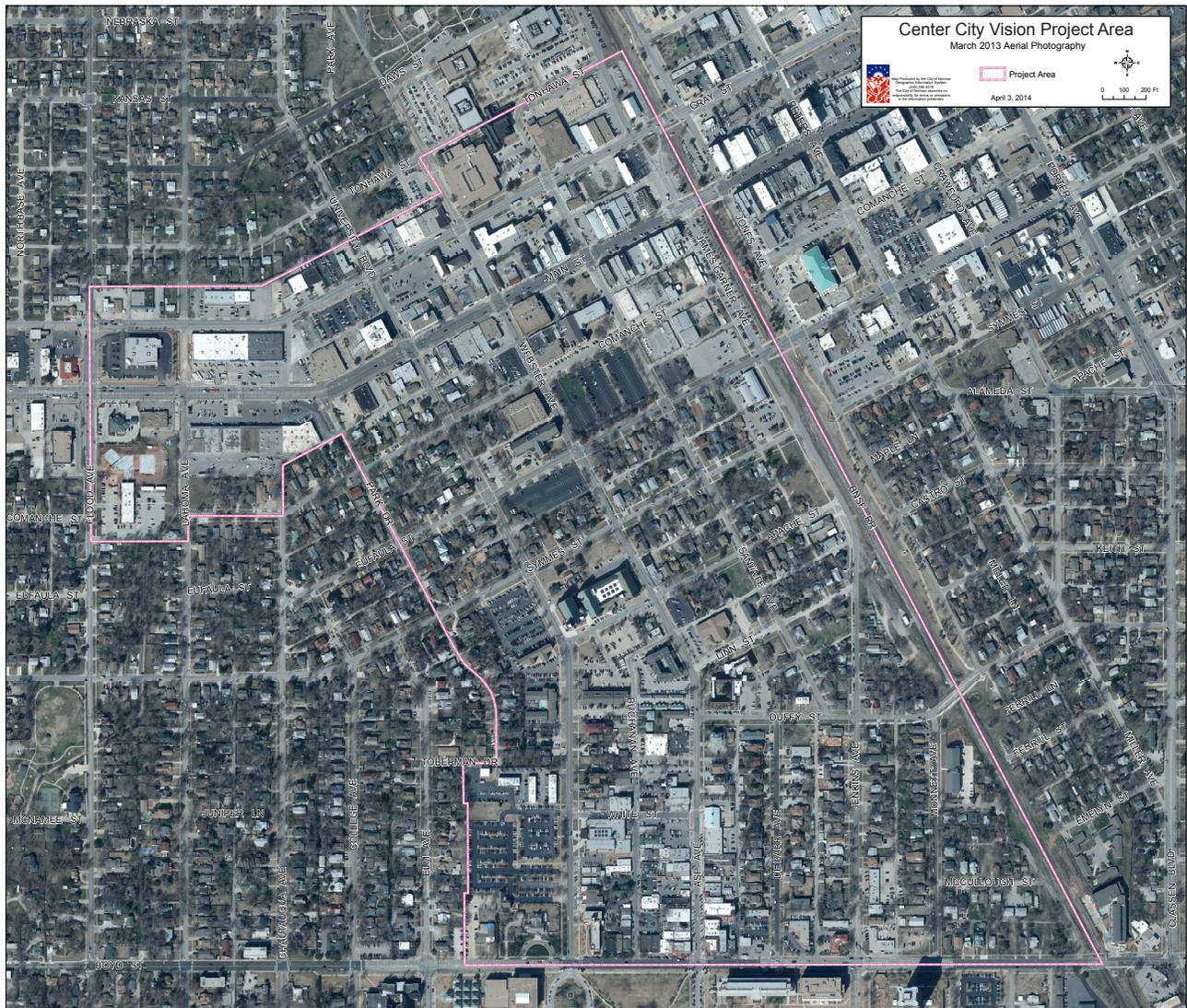


Figure 1.1: Center City Vision Project Area

The project process consists of three phases: pre-charrette, charrette, and zoning ordinance. The pre-charrette phase was the information sharing period beginning February 2014, three months prior to the charrette. The goal of this phase was to assure that the community and charrette team were informed about the project background and process. Transportation, economic, environmental, and land-use base data were gathered and analyzed by the consultant team. A series of meetings with the committee and community members were held over the course of 1.5 days in March 2014. A five-day charrette in May 2014, the second phase of the process, engaged the entire community in the creation of a drawn and written vision for how the Center City should grow. The third phase, zoning ordinance, will be completed during the autumn of 2014. It will result in a zoning ordinance based on the vision created during the charrette. The ordinance will provide certainty for both the community and developers about the form and process of future developments.

## 1.2 PREVIOUS PLANS AND STUDIES

The Center City Vision Project benefits from work previously undertaken by the University of Oklahoma. The charrette team carefully studied these reports before starting their work.

- **Public Spaces Public Life**, Institute for Quality Communities 2012. The study focused on public spaces in central Norman and the people who use them. This study provided the charrette team with valuable detailed information about where and how people in Norman interact with the environment and each other.
- **Signal District Study**, University of Oklahoma School of Art and Art History and the College of Architecture, 2011. The interdisciplinary student team studied the history of the downtown, the demographics of the community, the stakeholders, the importance of branding and wayfinding, the impact of public art, with the intention of fostering a sense of empathy and unity in Norman.

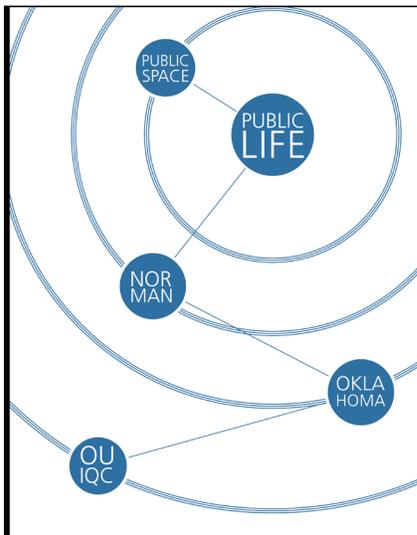


Figure 1.2: Public Spaces, Public Life Study Cover

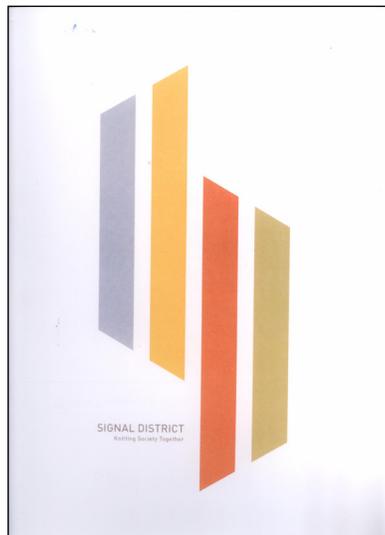


Figure 1.3: Signal District Study Cover

## 1.3 PRE-CHARRETTE ACTIVITIES, MARCH 25-26<sup>TH</sup>, 2014

A primary goal of the Center City Vision Project is to create a realistic plan and supportive zoning regulations that lead to the implementation of private and public projects in line with the vision. To do so will require a plan that is understood and owned by a range of community members. Broadly supported ideas are created first by listening. It is for this reason that a series of meetings with community members were held six weeks before the start of the design charrette. On March 25<sup>th</sup> and 26<sup>th</sup> 2014, members of the charrette team visited Norman.

### 1.3.1 March 25<sup>th</sup>, Committee meetings and interviews

The charrette team conducted a series of meetings with the steering committee and with groups representing neighborhoods, business owners, the arts, faith-based groups, developers and the University. The primary purpose of these meetings was for the charrette team to hear first-hand about the key issues with the community.

### 1.3.2 March 26<sup>th</sup>, Public Kick-off Meeting

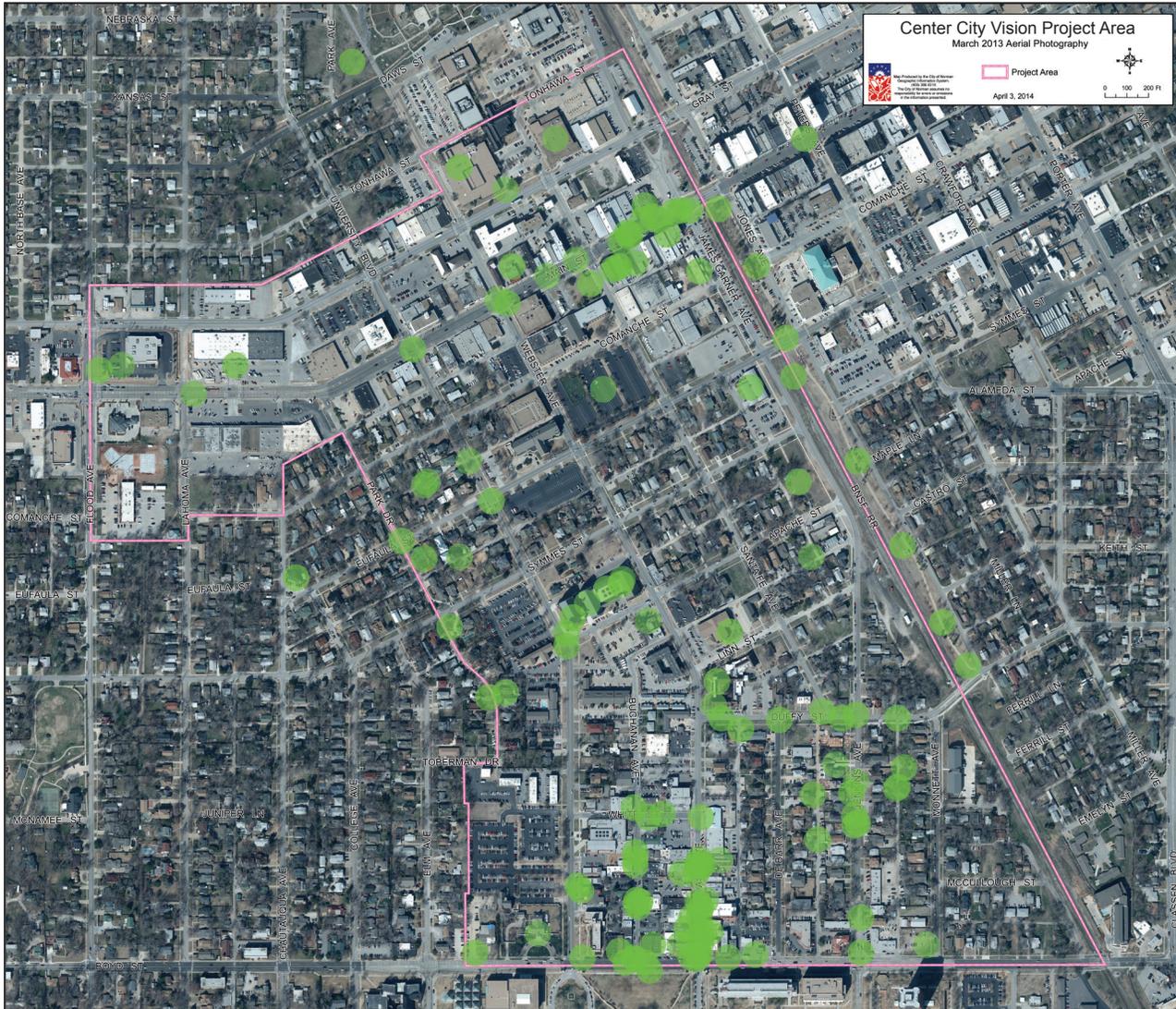
Over 125 people attended a public kick-off meeting at St. Johns Episcopal Church on the evening of March 26<sup>th</sup>. As people arrived they were invited to participate in a “vision wall” by posting ideas of their future vision for the Center City. Next was a presentation by members of the charrette team about the project process along with a food for thought presentation about community planning. Participants sat at small tables. Each table participated in exercises for stating their visual preferences for buildings and streetscapes plus mapping strong places and weak places within the study area. The results of these exercises can be found on the following pages.

## Public Kick-off Meeting, St John’s Episcopal Church, March 26<sup>th</sup>, 2014



Figure 1.4: Community members participating in photo preference survey and table mapping activity

## Community Feedback 1.1: Strong Places in the Center City Project Area (Responses from the Public kick-off meeting, March 26<sup>th</sup>):



The combined mapping completed by community members at the public kick-off meeting. People were asked to place a green dot on strong places in the study area

### Top Themes of Strong Places within Center City Norman, OK

#### Campus Corner

- Shopping
- Walkability
- Attractive

#### Main St./Downtown Locations

- Good night life
- Activities
- Attractive Architecture

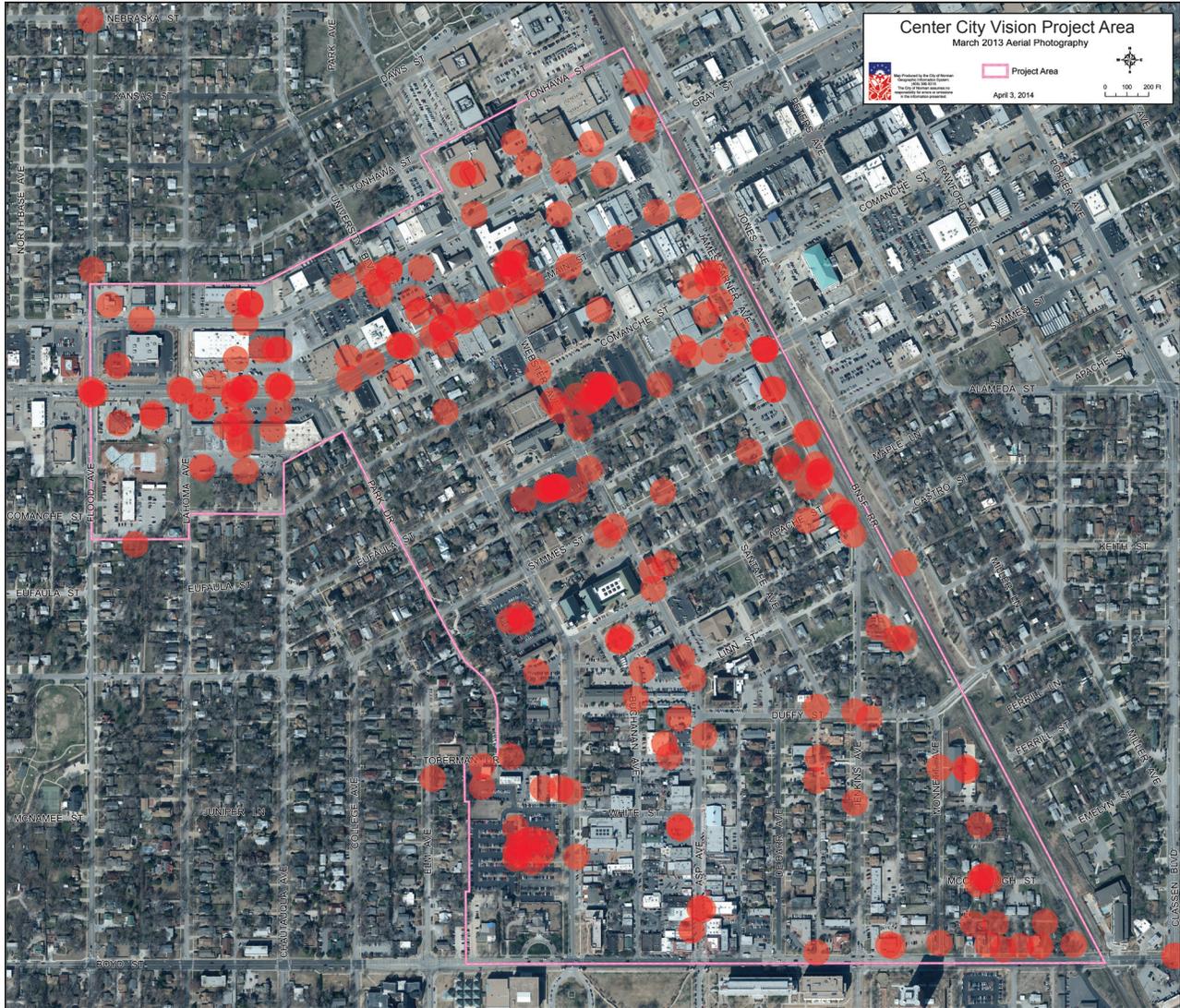
#### Historically Significant Areas:

- Residential Buildings/ Neighborhoods
- OU Founders site
- Train Depot
- Trees

#### Boyd St

- McFarlin
- Legacy Trail
- Jenkins
- St. John's Church

## Community Feedback 1.2: Weak Places in the Center City Project Area (Responses from the Public kick-off meeting, March 26<sup>th</sup>):



The combined mapping completed by community members at the public kick-off meeting. People were asked to place a red dot on weak places in the study area

### Top Themes of Weak Places within Center City Norman, OK

#### Main/Gray Corridor

- Poor walkability
- Strip mall
- Fast traffic
- Lack of vegetation

#### Abundance of Parking Lots:

- Church lots unused majority of the time
  - Too much pavement
- James Garner Blvd.
- Dangerous intersections
  - Blight

#### Poorly Maintained Buildings

- Library
- Main and Webster
- Duffy and Monette
- Boyd St

## Community Feedback 1.3: Top Vision Wall Themes and Ideas (Responses from the Public kick-off meeting, March 26<sup>th</sup>):

### *Bikeability*

- Bicycle/efficiency apartments
- Full-city, connected, and safe bicycle lanes/trails

### *Building Heights*

- 2-story height maximum
- 3-story, mixed-use: NOT 6-story
- Under 4 floors

### *Community Aesthetics*

- Better enforcement of exterior housing rules
- Clean up neighborhoods
- Enforce existing environmental codes
- Quality neighborhoods
- Compatible Infill Development
- Compatible architectural style
- Match existing scale
- Retain identity

### *Housing*

- More urban-type housing; new lifestyle appeal
- New housing options, mid-rise apartments

### *Parking*

- Multi-story parking garages
- No expansion of surface parking

### *Local Business*

- Adopt ordinances to encourage responsible growth
- Create small, local business incubators
- Promote local, small businesses
- Take advantage of the thriving population who want to support local businesses

### *Mixed-Use*

- High density, mixed-use development with housing options
- Mixed-use; iconic downtown building

### *Open Space*

- Big central park
- Community gardens
- Generous green, open space
- Infill vacant lots with parks
- Outdoor seating communal areas
- Pedestrian mall/central plaza
- Renovate parks

### *Preservation*

- Honor, preserve, and retain historic Norman identity
- Maintain historic neighborhoods; keep infill/redevelopment compatible
- Respect historical area/residential areas

### *Public Art*

- Art!!
- More public art, murals

### *Sidewalks and Walkability*

- Better, wider sidewalks
- Consistent, wide sidewalks
- More walkable areas
- Pedestrian friendly
- Safe areas for walking at night
- Street lights

### *Storefronts*

- Buildings at street
- Interesting, interactive, ground-level storefronts

### *Stormwater/Drainage*

- Better drain systems to control flooding
- Cistern/rain barrel tax credit to encourage water diversion from drainage system
- Xeric landscaping/greenspaces encouragement to control runoff

### *Trees and Streetscape*

- Beautify W. Main St.
- Nice landscaping with trees and flowers
- Tree-lined streets
- Trees, trees, trees!

### *Transportation and Traffic*

- Avoid making traffic/parking worse
- Better traffic light timing
- Better public transportation
- Connect downtown and Campus
- Efficient public transportation
- Two-way Main St. and Gray, with roundabouts

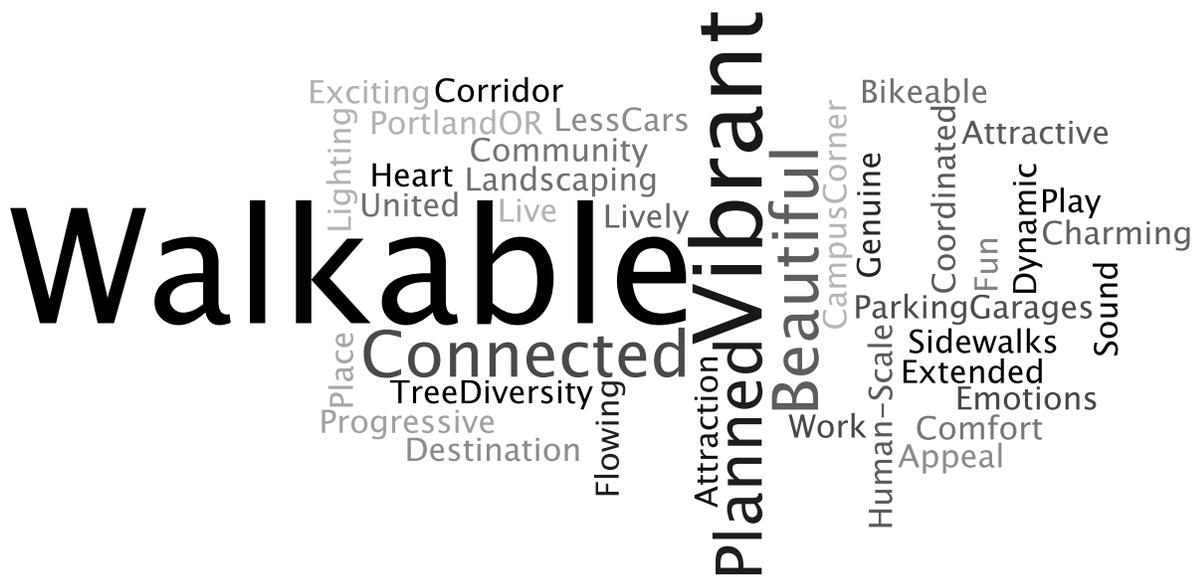
### *Other ideas*

- Bury electrical lines
- Build on vacant lots in business areas
- Diverse student/family/senior and economic population
- Sensitivity to all income demographics
- Welcoming and inclusive Norman

Community Feedback 1.4: One word that comes to mind about Center City NOW:  
(Responses from the Public kick-off meeting, March 26<sup>th</sup>):



Community Feedback 1.5: One word that comes to mind about Center City in the future (Responses from the Public kick-off meeting, March 26<sup>th</sup>):





# Community Feedback 1.8: Visual Preference Survey, Residential Buildings (Responses from the Public kick-off meeting, March 26<sup>th</sup>):



36 to 1



33 to 1



30 to 1



26 to 3



21 to 3



21 to 4



20 to 1



20 to 5



20 to 19



18 to 7



17 to 7



13 to 3



10 to 6



5 to 18



4 to 21



1 to 30



2 to 37



0 to 35



0 to 41



2 to 43

## Community Feedback 1.9: Visual Preference Survey, Mixed-Use Buildings (Responses from the Public kick-off meeting, March 26<sup>th</sup>):



46 to 1



38 to 0



34 to 4



30 to 2



30 to 3



16 to 0



16 to 5



16 to 6



13 to 5



12 to 9



9 to 3



6 to 11



9 to 18



5 to 14



3 to 11



2 to 35



0 to 27



0 to 35



0 to 40



1 to 50

# Community Feedback 1.10: Visual Preference Survey, Streetscapes and Parking (Responses from the Public kick-off meeting, March 26<sup>th</sup>):



42 to 0



40 to 0



37 to 1



35 to 0



34 to 1



32 to 1



31 to 3



27 to 2



22 to 1



4 to 22



1 to 26



0 to 33



0 to 37



0 to 39



0 to 40



42 to 1



28 to 3



15 to 8



10 to 36



1 to 45

## 1.4 THE VISIONING CHARRETTE, MAY 12-16<sup>TH</sup>, 2014

A charrette is a series of design-based meetings held over a consecutive number of days. The goal of this charrette was to harness the talents and energies of the community to create and support a feasible vision for the City Center. The charrette team, comprised of consultants and city staff, began by listening to the community before launching into a five-day design session held at the charrette studio at the Loveworks location. At the May 12<sup>th</sup> opening meeting, the community and staff participated in the charrette through a series of technical reviews and public meetings, during which the work-in-progress was reviewed and revised. People also participated by dropping by the design studio to view and discuss the work with staff and design team members. During the charrette there were three formal public events, six technical reviews, and numerous unscheduled meetings with people dropping by the studio. In total, the charrette provided over 65 hours of open public meeting time.

### 1.4.1 May 12<sup>th</sup>, Opening Meeting

On the evening of May 12<sup>th</sup> approximately 125 people gathered at the Loveworks building for the opening public meeting of the charrette. The meeting began with a presentation by the charrette team about the project purpose and process including a description of the approach taken by the lead design firm, Opticos, to a neighborhood vision plan. The central activity of the evening was a “hands-on” drawing exercise, during which small groups of community members each worked with a charrette design leader to draw their vision of how the Center City might look and operate some 20 years from now. At the end of the evening a representative from each group reported on their top vision items. This exercise allowed all participants to see the common vision ideas as well as the disagreements. This information was then handed off to the charrette design team as a starting point for the development of design alternatives starting the next day. See pp. 16-20 for meeting results.



Figure 1.5: The charrette team reviewing the study area.

## Community Response 1.11: Hands-on Exercise Maps (Responses from the opening meeting, May 12<sup>th</sup>):



Table 1



Table 2



Table 3



Table 4



Table 5

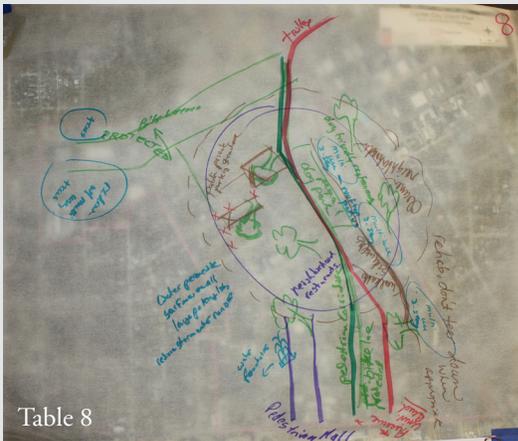


Table 8

## Community Response 1.12: Hands-on Exercise Maps (Responses from the opening meeting, May 12<sup>th</sup>):

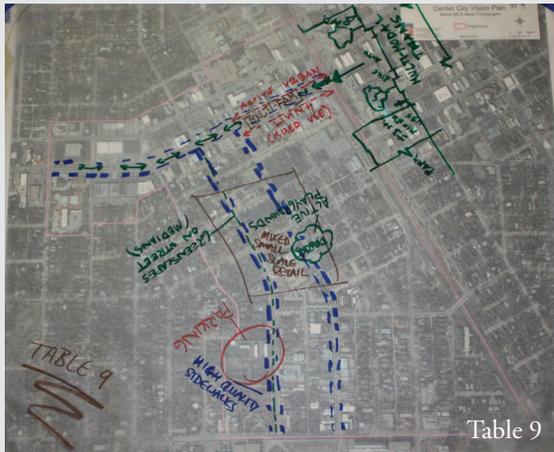


Table 9



Table 11



Table 12

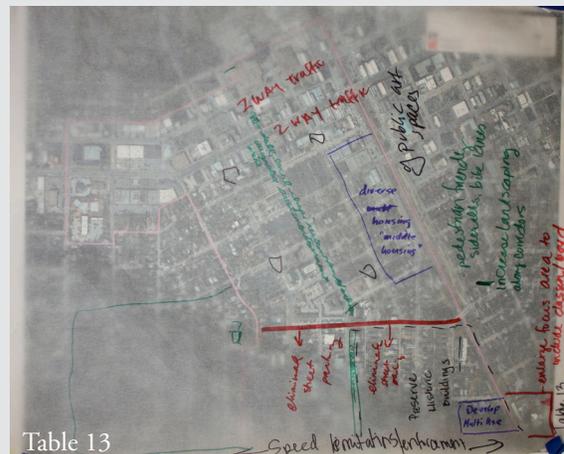


Table 13



Table 14

These maps are illustrative of the hands-on exercise conducted during the opening meeting on May 16<sup>th</sup>, 2014. Each table created unique solutions to creating a vision for Center City Norman.

## Community Feedback 1.13: Big Ideas from the Hands-on Workshop (Ranked responses from the opening meeting, May 12<sup>th</sup>):

### *Mixed-Use Development*

- Acting as buffer
- Live/work buildings
- Along railroad tracks
- Along west-side of Downtown between Santa Fe and Jenkins, south of Main
- Mixed housing

### *Wide, Consistent Sidewalks*

- Connecting Campus Corner and Main St
- Along Main St., University, and Asp/Webster
- Shaded with trees and sails to keep cool during summer
- Walkable sidewalks

### *Multi-Modal/Public Transportation*

- Expand public transportation routes and timing
- Mass Transit/Light Rail
- Shuttle buses along Front St./James Garner
- Trolley from new library to Boyd

### *Iconic Features*

- Downtown Farmer's Market
- Curves, circles and arches
- Basketball/event complex at Boyd or near train station
- Historic hotel serving downtown
- University Blvd. to be protected as gateway to OU
- Library to be moved to downtown
- Signage, maps, and waysigns

### *Local-Only Businesses*

- Downtown/Campus Corner filled with local businesses
- Continuous local retail, restaurants, and other storefronts with entertainment

- Maintain local businesses, keep downtown local, special, and distinct from Campus Corner
- Business incubators and temporary business structures

### *Bike Lanes*

- Dedicated bike lanes
- Biking on Buchanan/Casper/Santa Fe – Narrow streets
- Bicycle paths

### *Historic Preservation*

- Protect and preserve the historic homes/neighborhoods
- Build with architecture sensitive to historic areas
- Rehab/Revitalize old storefront buildings

### *Parking Structures*

- Multiple within study area
- Close to campus
- Centralized

### *Increase City Parks*

- Center City park
- Only one, small park in study area – we need more
- Community Parks

### *Greenspace*

- Between Campus Corner and Downtown
- Tree-lined street
- Greenscapes on streets/medians
- Lots of vegetation
- Less concrete, more trees with greater variety

### *Development*

- Healthy living amenity center
- Increase activity north of Campus Corner
- Bike rental/Bike share
- Extend business footprint to street

### *Water Fountain Feature*

- Water feature on Baptist church, Main St parks
- Fountains, sculptures, and public gardens
- Roundabout with water fountain on Main

### *Public Space*

- More public space along retail corridors
- Use current on-street parking as creative public space
- More public art, aesthetics, and revitalization

### *Small-Scale Retail*

- Main St. Makeover with coffee shops, trees, bike lanes
- Mixed small-scale retail (Laundromat, post office, corner store, bank)
- Several adjoining blocks of small shops and cafes with outdoor entertainment

### *Diverse Residential*

- Affordable public housing blended with new construction
- Middle housing along railroad
- Less student housing and more 'adult' housing
- High density/high mid-rise housing for student/alumni mix – more likely to spend \$\$
- Open section 8, low-income housing to registered sex offenders

### *Main & Gray Decoupling*

- 2-way traffic on Main St and Gray St.

### *Reduce Speeds*

- Remove speed humps on Symmes
- Speed enforcement on Boyd

### *Street Lighting*

- Well-lit, safe streets
- More street lighting with consistent design

### *Commuter/Passenger Rail*

- Only passenger rail through Norman – no BNSF 20+ times a day
- Commuter rail without overhead lines

### *Pedestrian-Only Zone*

- Pedestrian mall on Buchanan and Asp @ Campus Corner
- Pedestrian corridor

### *Pet Friendly/Safe*

- Pet friendly streets

### *Mixed Parking Options*

- Multi-use church parking lots
- Mixed parking plan: internal integrated, street parking, subsurface
- Need parking authority

### *Public Infrastructure*

- More recycling stations/options
- Underground utilities

### *Neighborhoods*

- Cleaner neighborhoods
- Fewer chopped-up neighborhoods

### *Accessibility*

Handicap and elderly friendly  
Accessibility for disabled/challenged

Opening Meeting, Loveworks Building, May 12<sup>th</sup>, 2014



Figure 1.6: Community members participating in the hands-on workshop.

1.4.2 May 13-15th, The Charrette Design Studio

The place of work for the charrette team was the design studio located at Loveworks. The design studio is a temporary working office combined with meeting space and a public reception/gallery area. During the five days, hundreds of community members, activists, community leaders, university staff, property owners, developers, church leaders and others visited the studio during open hours to view the ongoing work and to provide their input. Six technical meetings were held at the studio around the topics of transportation, land use, buildings, code administration.

Open Studio, Loveworks Building, May 13-15<sup>th</sup>, 2014



Figure 1.7: During the charrette community members visited the charrette studio to discuss the work-in-progress with city staff and members of the charrette design team.

### 1.4.3 May 14th, Open House Review

On Wednesday May 14, between 5:00 and 7:00pm, the charrette studio hosted a two-hour open house. The purpose of the open house was to have a designated period during which community members could view the mid-course work-in-progress. During the open house hours the charrette team put down their pencils to take time to present and discuss their drawings posted on the walls around the studio. Over 90 people visited the charrette studio during the open house.

#### Open House Review, Loveworks Building, May 14<sup>th</sup>, 2014



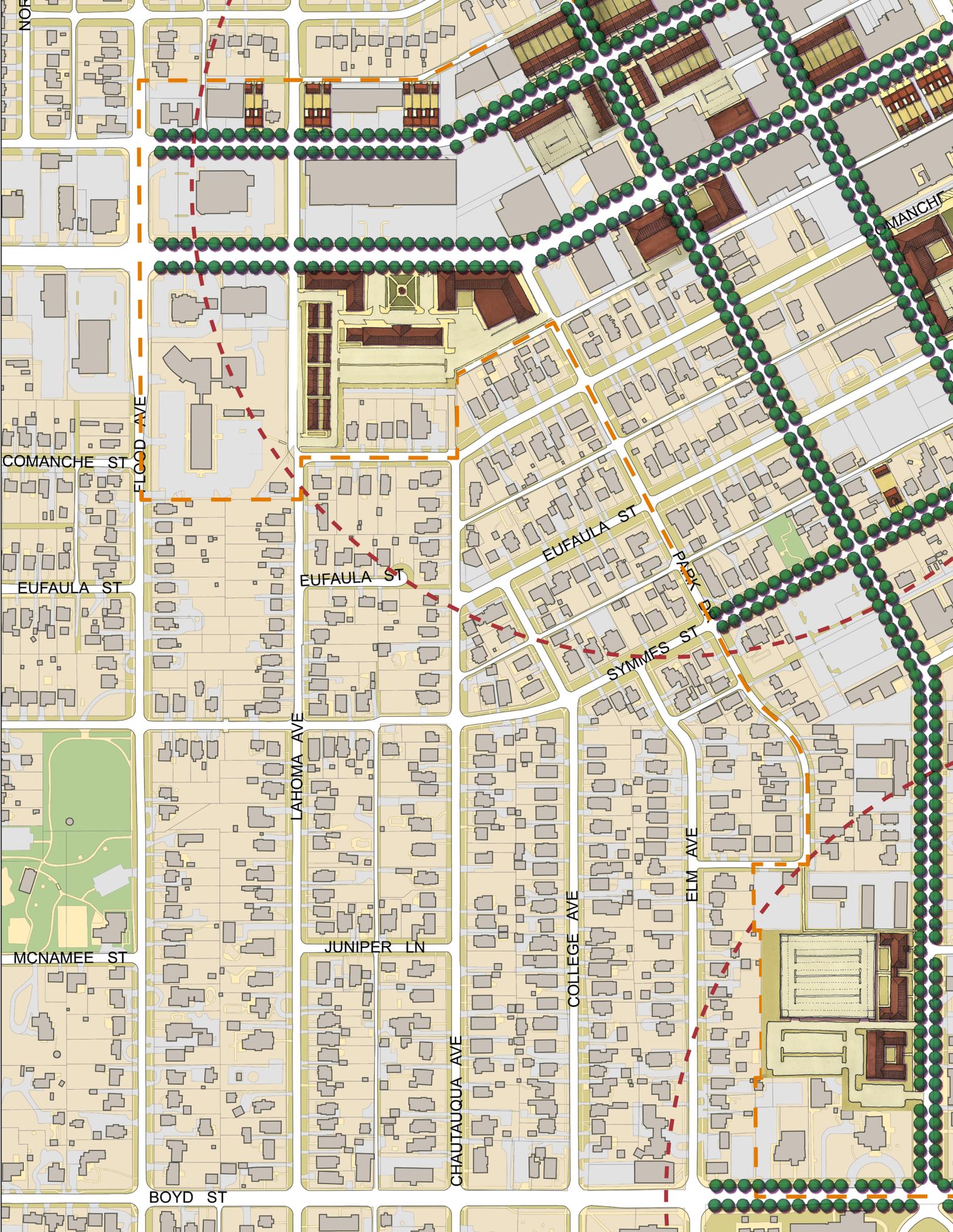
Figure 1.8: Community members participating in the charrette open-house, May 14th, 2014.

#### 1.4.4 May 16<sup>th</sup>, The Charrette Summary Presentation

On the evening of May 16th approximately 100 people attended a presentation and comment session that summarized the work of the five-day charrette. The work represented more than 500 people hours logged by the charrette team and city staff and over 1200 people hours logged by the community. The resulting drawings and documents were co-created by the charrette design team and community members starting with several alternatives that were merged into a single vision over the five days. During the summary presentation, members of the design team presented the story and outcomes of the charrette using drawings and data. The charrette team and staff wanted to have a clear idea of how the community felt about the presented vision. Each participant received a keypad that was used as a polling device. At various points throughout the evening the audience was asked to use their keypad to respond to questions related to the content of the presentation. The complete presentation and polling results are included on the following pages.



Figure 1.9: Community members attending the Charrette Summary Presentation, May 16th, 2014.



NO

FLOOD AVE

COMANCHE ST

EUFAULA ST

EUFAULA ST

EUFAULA ST

SYMMES ST

LAHOMA AVE

MCNAMEE ST

JUNIPER LN

CHAUTAQUA AVE

COLLEGE AVE

ELM AVE

BOYD ST

MANCHE



# A Vision for Center City Norman

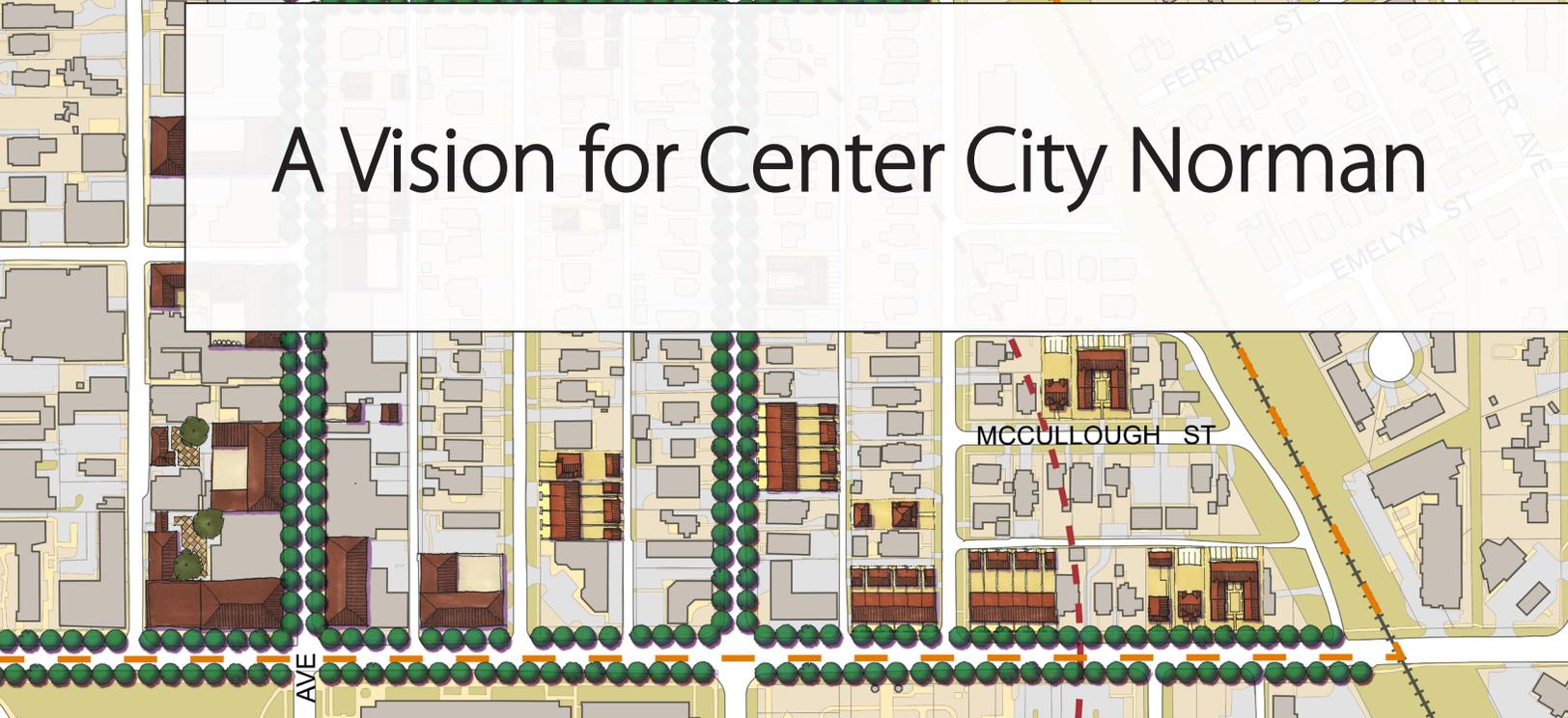




Figure 2.1: Norman, OK as a pioneer community

## 2.1 PLACEMAKING AND WALKABILITY

All places evolve. No city is a static invention built in a single motion, but is rather a place that grows organically responding to the community's needs, aspirations, lifestyles, and character. Norman was once little more than a handful of wooden shopfront buildings informally emerging from a prairie frontier. Today, the historic main street, thriving university community, and tree-covered residential neighborhoods offer proof that the city has gone through generations of reinvention since Norman's inception. What is the future vision for Norman's Center City that responds to its community today? And what is the clear design framework that will enable Norman to evolve toward this vision?

Understanding the current character of the project area is one fundamental aspect to determine the appropriate framework for evolution. Figure 2.2 illustrates how the built environment can be categorized into two different patterns based on dependence on auto travel, resulting in distinct characters and

behaviors of place: Walkable Urban, and Drivable Suburban<sup>1</sup> Walkable Urban areas are places where a person can walk, bike, or ride transit to work, shopping, and recreation needs. These environments allow for the use of automobiles, but do not require the use of a vehicle to accommodate most daily needs. Drivable Suburban areas are places where a person is mostly dependent on the automobile to travel to work, shopping, and recreation needs. The design and layout of the built environment in these areas is driven by the need to accommodate the automobile. Land uses are segregated from each other and often buffered by wide arterial streets, leaving large distances between each land use, which further requires the automobile for day-to-day functions. Walkable Urban and Drivable Suburban places also require different tools to be effectively implemented and reinforced because these types of places differ in behavior and structure.

Norman's Center City has the form, street network, and character to be reinforced as a great walkable place. This visioning process seeks to set goals for Norman's evolution to improve walkability, reinforce the community's character, and continue to promote Norman as a wonderful place in which to live.

### Walkable Urban



### Drivable Suburban



Figure 2.2: Visual comparison of Walkable Urban vs. Drivable Suburban communities

1 The Option of Urbanism: Investing in a New American Dream, Christopher Leinberger

## 2.2 THE VISION FOR NORMAN

### 2.2.1. Define Centers: Reinforcing “Places to Go” and Focused Large-Scale Development

Successful placemaking requires defining a hierarchy of places within a community. Walkable urban places do not display a homogenous scale across their entire built environments, nor is larger-scale development located arbitrarily throughout their neighborhoods. Rather, urban form intensifies around major centers in the community, which both creates a synergy of activity at these nodes, and preserves the integrity of surrounding neighborhoods of their residential character. Norman’s Center City supports two such nodes – Campus Corner and West Main Street – that should be reinforced as focus points for larger-scale development (Figures 2.3-2.5).

Campus Corner, a University-focused center, is one appropriate location for larger, carefully designed development opportunities. New development at Boyd and Asp could integrate existing facades, Spanish Revival architecture, and building step-backs on upper floors that provide outdoor terraces. Downtown Norman is a larger community-focused center compared to Campus Corner; this activity node could be centered around University Boulevard and Main Street, to serve as a pivot-point of connection between Main Street businesses and traffic heading to and from the University. Tiered-scales of mixed-use development should respond appropriately to the current design context of downtown, with larger building projects taking place along Main Street, transitioning to live/work and townhouse units toward the nearby residential neighborhoods. Larger buildings should also be visually scale-appropriate by “breaking down” buildings to look like a series of smaller buildings with variations in form.

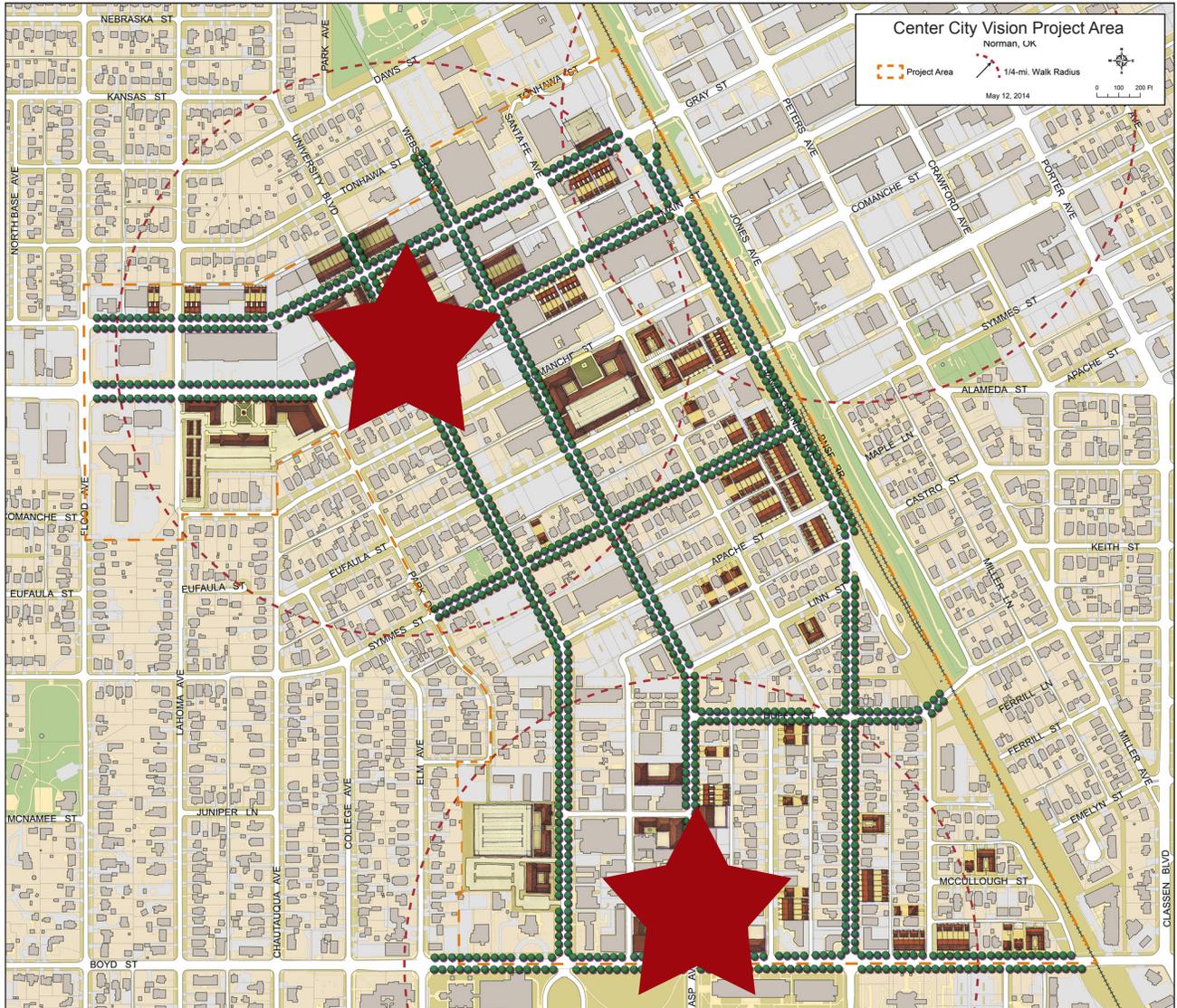


Figure 2.3: Primary goal: make the starred areas walkable



Figure 2.4: Defining Focus Points: Campus Corner looking North



Figure 2.5: Defining Focus Points: Downtown looking South

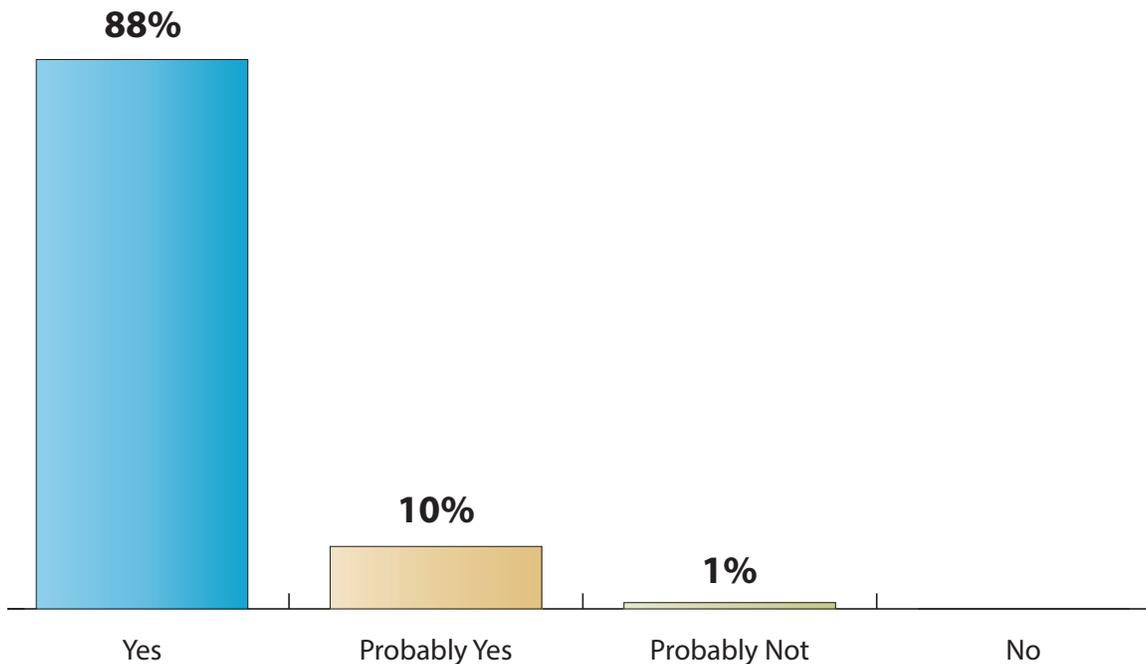
### 2.2.2. Transform Main & Gray to Two-Way: Generate Economic Development Through Placemaking

One-way streets through downtowns prioritize vehicular travel flow instead of a successful main-street business environment and thriving economy. Cars quickly drive through town, rather than being encouraged to make downtown their destination and local main-street businesses suffer from diminished visibility and access from passing traffic. Main Street and Gray Street can be converted back to two-way thoroughfares within the current curb-to-curb widths, creating one travel lane in each direction with a center turning lane, and maintaining diagonal parking on both sides of the road (Figures 2.6, 2.7). Travel lanes may be marked as sharrows also, to notify vehicles to share the road with bicycles (Figures 2.8, 2.9).

There are great potential economic benefits to support this change; recent examples of one-way removals in American downtowns (such as the conversion of Clematis Street in West Palm Beach, FL) have led to significant increases in property values, rents, occupancy, and private investment. Converting Main and Gray to two-way thoroughfares is the best way to promote change towards a thriving business district in downtown Norman by increasing auto mobility, pedestrian safety, transit accessibility, and retail visibility (Figures 2.10-2.12).

Table 2.1 compares one-way vs. two-way street performance, including mobility, vehicle miles, and travel time. For example, two-way streets require less recirculation or less distance and time for local trips, can accommodate between 2-5% more traffic, and reduces potential for dangerous “conflicts” between pedestrians and motor vehicles<sup>2</sup>.

### Community Feedback 2.1: Transform Main and Gray to Two-Way Streets? (Responses from the summary presentation meeting, May 16<sup>th</sup>):



<sup>2</sup> Walker, W., Kulash, W., and McHugh, B. 1999. Downtown Streets: Are we strangling ourselves on one-way networks? *TRB Circular E-C019: Urban Street Symposium*. Dallas TX.

## Charrette Vision: Convert Gray St. to Two-Way Traffic



Figure 2.6: Existing Gray Street with one-way traffic



Figure 2.7: View of proposed Gray Street at Santa Fe, transformed into a two-way street with center median, on-street parking interrupted by occasional “parklets”

## Charrette Vision: Convert Main St. to Two-Way Traffic - Lane Configurations

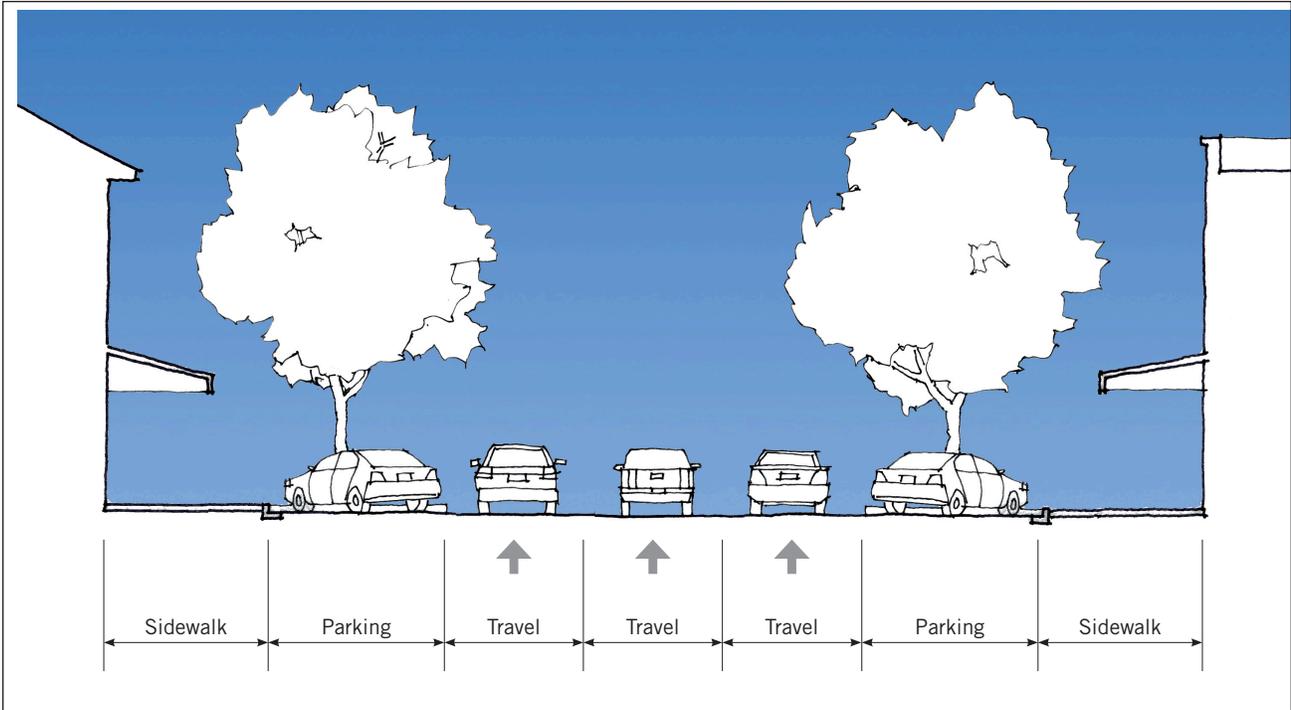


Figure 2.8: Existing Main Street with one-way traffic

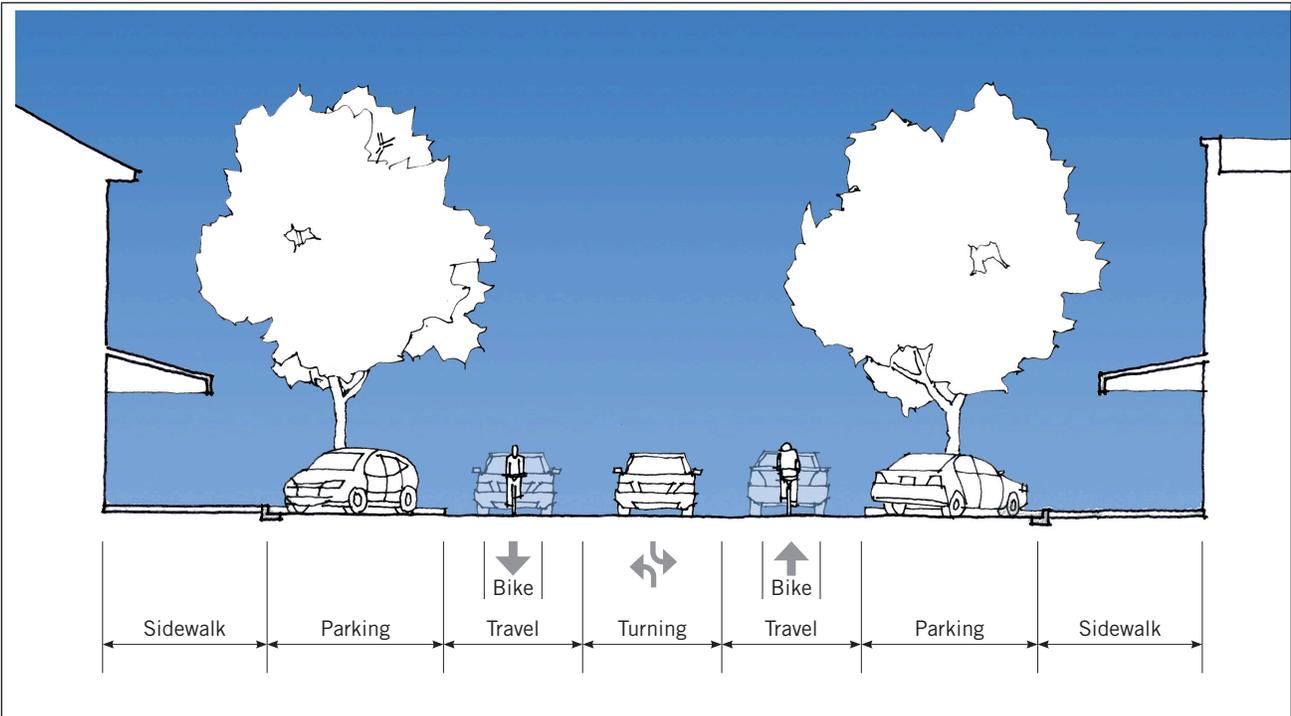


Figure 2.9: Main Street as a two-way street

Table 2.1 Comparison of One-Way to Two-Way Street Conversion Effects

COMMUNITY IMPACTS	ONE-WAY	TWO-WAY
<b>Mobility</b>		
Mobility	Out of Direction	Direct
Vehicle Miles	130-140% Direct	Direct
Turns	160% Direct	Direct
Travel Time (Through)	< Minutes Better	
Travel Time (Local)		Direct
Capacity	2-5% Better	
Parking	1/2 L.H.	Normal
<b>Pedestrians</b>		
Conflict Sequences	16	2
Conflict Quantity	3	2,1
Transit	Complex	Single Route
<b>Retail</b>		
Visibility	>25% Eclipsed	100% Visible
Accessibility	Out of Direction	Direct



Figure 2.10: One-way streets risk the “multiple threat” conflict as the crossing pedestrian may be “shadowed” by a stopped vehicle

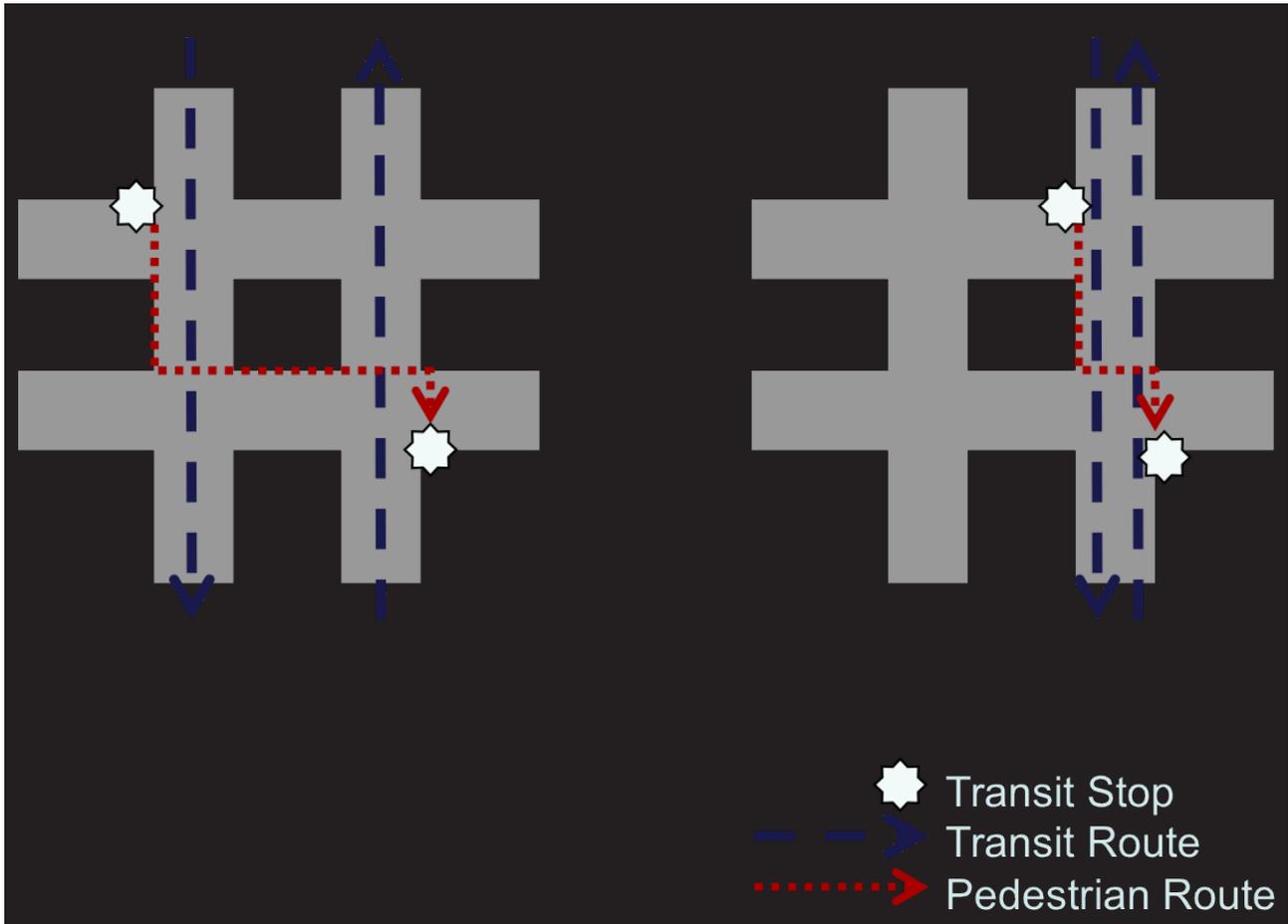


Figure 2.11: One-way streets (left) separate transit routes, which creates confusion for pedestrians using public transportation who might not realize the distance between stops is over a block away. Two-way streets (right) allow transit to operate both directions of a route on the same street, minimizing the distance between transit stops and reducing confusion for transit riders.

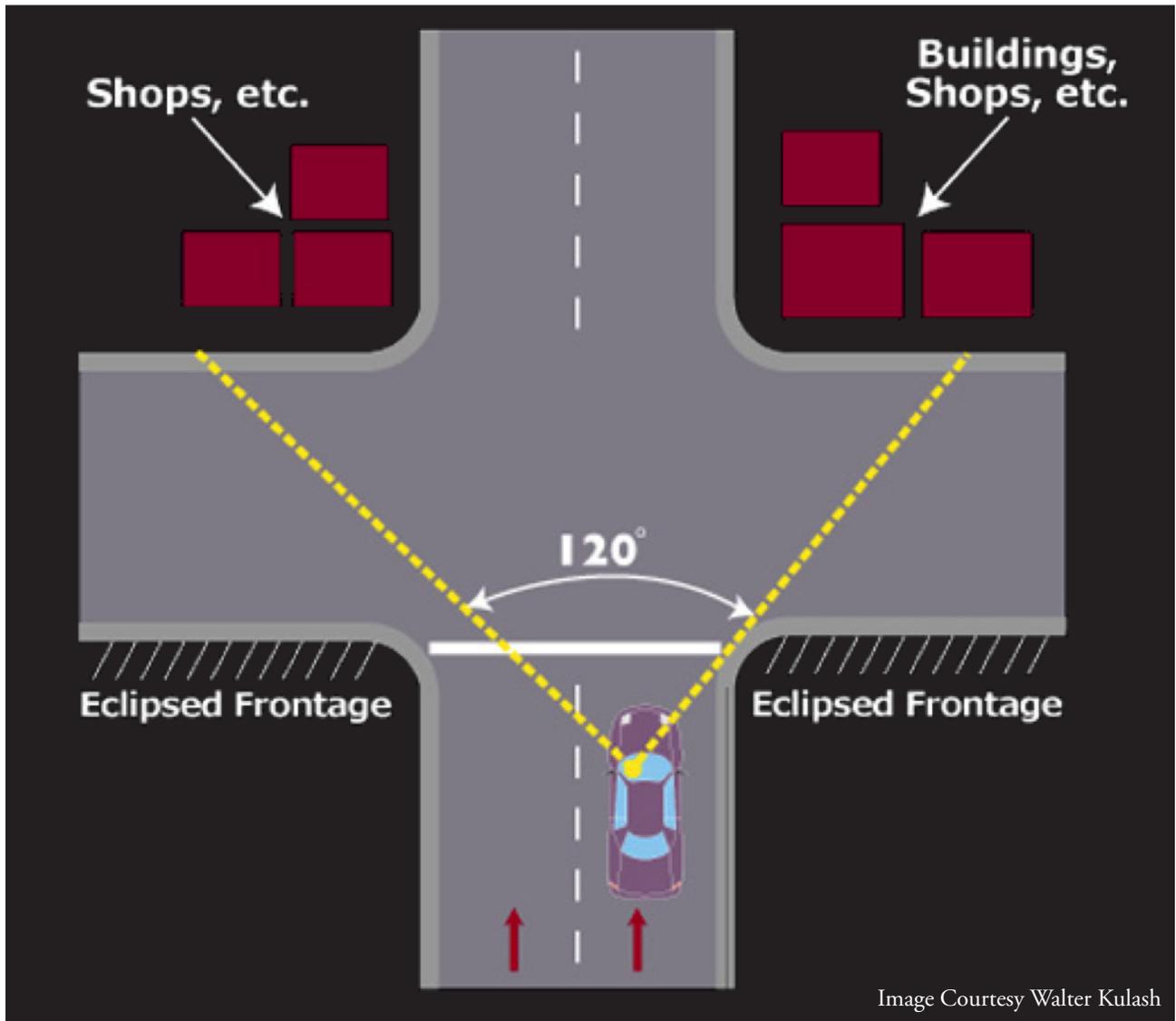


Figure 2.12: In a one-way street configuration (above), the view of building retail frontages on the upstream side of the intersection are compromised by eclipsing and not seen by drivers. Two-way streets allow all corners to be seen by passing vehicles in both directions.

### 2.2.3. Provide Housing Choices: Diversifying and Stabilizing the Area

Over recent decades, American cities have lost all vocabulary of housing types besides single-unit detached houses and mixed-use mid-rise apartments. Yet previously, American urban communities had a rich diversity of housing options between these extremes, such as bungalow courts, duplexes, fourplexes, and mansion apartments.



Figure 2.13: Diagram of ‘Missing Middle’ housing types illustrating the range of types and their location between single-family homes and mid-rise buildings

Current housing trends show that demand is increasing for the lost diversity of attached and small-lot housing, yet there is not an adequate supply of these housing types to respond to this demand. Meanwhile, the market is oversaturated with conventional large-lot, single-family housing. The best way for thriving communities to capture this new demand, and encourage creative yet compatible density, is by encouraging ‘Missing Middle’ housing. Norman still retains many historic examples of these ‘Missing Middle’ types that have the following characteristics (Figure 2.14):

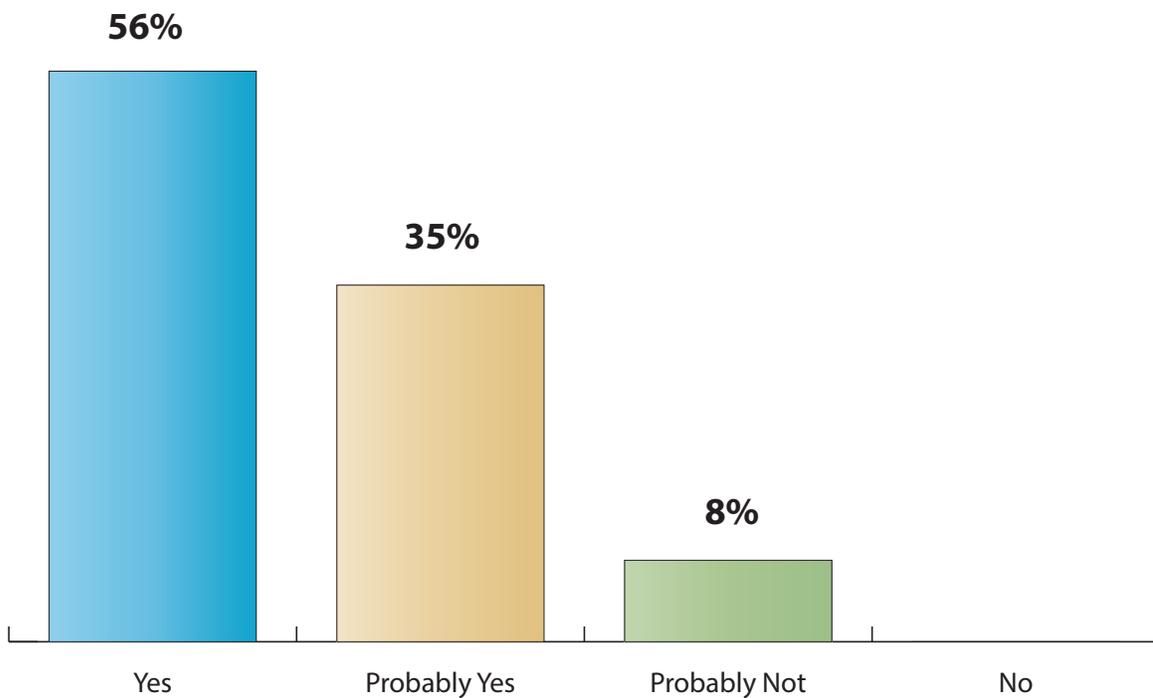
- Smaller, well-designed units
- Off-street parking does not drive the site plan
- Lower perceived population densities
- Small footprint buildings
- Simple construction
- Community supportive
- Marketability

In the project area, ‘Missing Middle’ housing is a great opportunity in between the nodes to encourage appropriate infill and meet the demand for housing between Campus Corner and Downtown Norman. Encouraging ‘Missing Middle’ housing types in Norman, such as those illustrated in figure 2.23, reinforces an important value of the community: that appropriate form and scale, not density, are the most important priorities in deciding how to evolve its neighborhoods. See the appendix for the complete ‘Missing Middle’ article and housing types.



Figure 2.14: Norman, OK: Comparison of Missing Middle Housing Types

Community Feedback 2.2: Is 'Missing Middle' housing an appropriate strategy to stabilize neighborhoods? (Responses from the summary presentation meeting, May 16<sup>th</sup>):



#### *2.2.4 Improve the Public Realm: Connectivity and Social Space*

All streets should be designed as spaces for both people and cars. This is a concept often called “complete streets,” with equal emphasis given to all users when making improvements or changes to the streets. Two ways this emphasis is accomplished are through connecting streets and creating social spaces. The city should go beyond complete street policies to adopting street design guidelines. Such guidelines provide greater assurance of complete street implementation.

Establishing a hierarchy of street connections helps prioritize efforts for public realm improvements, and reinforces the most effective routes for pedestrian and bicycle connectivity. University Boulevard and Asp Avenue are important north-south connectors between the downtown and the University; Symmes Street is a good east-west connector and boundary between the two community centers; and Duffy Street is a critical route connecting the Legacy Trail to Campus Corner (Figure 2.3, page 29).

As the Campus Corner area evolves, building a network of mid-block pedestrian spaces between Asp and Buchanan Avenues would both support walkability and create interesting spaces for community activities and outdoor seating. Lane reductions (road diet) along Boyd Street would accommodate new bicycle lanes, while also improving vehicular travel flow (Figures 2.15-2.18). Developing Asp Avenue as a curbsless, “festival street” will make it more pedestrian-friendly, with the potential for temporary closures for events and game days.

One simple yet powerful way to reinforce the public realm is by planting street trees. The first president of the University of Oklahoma, Dr. David Ross Boyd, himself used trees as a civic gesture; a plaque on campus recalls that, “President Boyd not only busied himself with the building of an academic institution, but he himself planted the trees that became the forebears of this beautiful campus.”

The community desires a downtown farmers’ market; vacant and underutilized land along James Garner Avenue at Symmes is one ideal location. The market could be set up within the extremely deep planting strip, with new live/work units lining the space (Figure 2.19).

*“The city should go beyond complete streets policies to adopting street design guidelines. Such guidelines provide greater assurance of complete street implementation.”*

# Charrette Vision: Create Social Space at Campus Corner

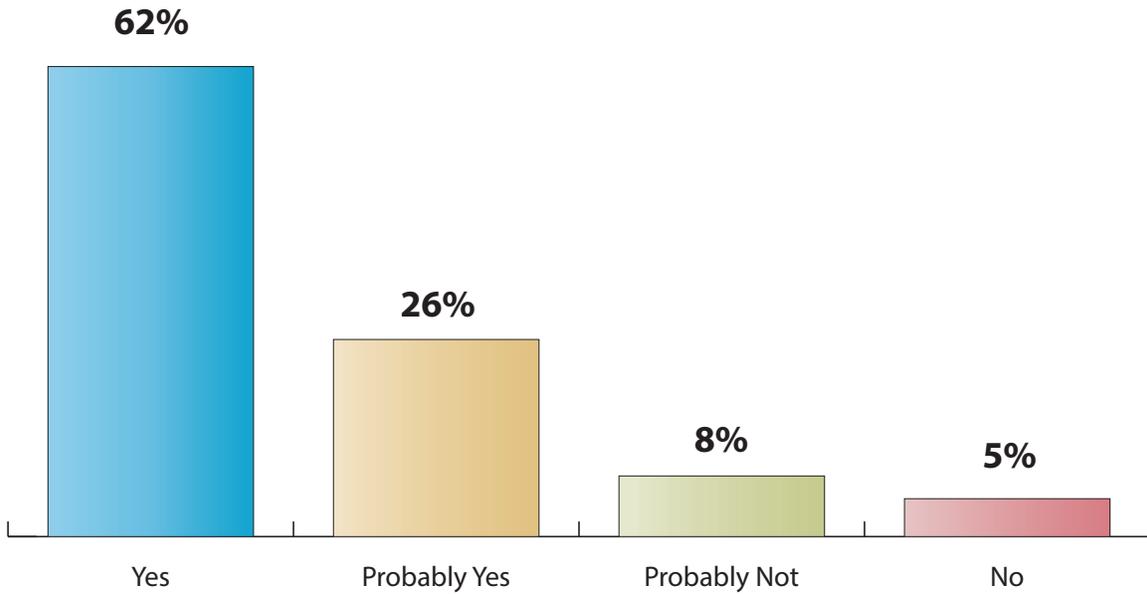


Figure 2.15: Campus Corner Current Conditions

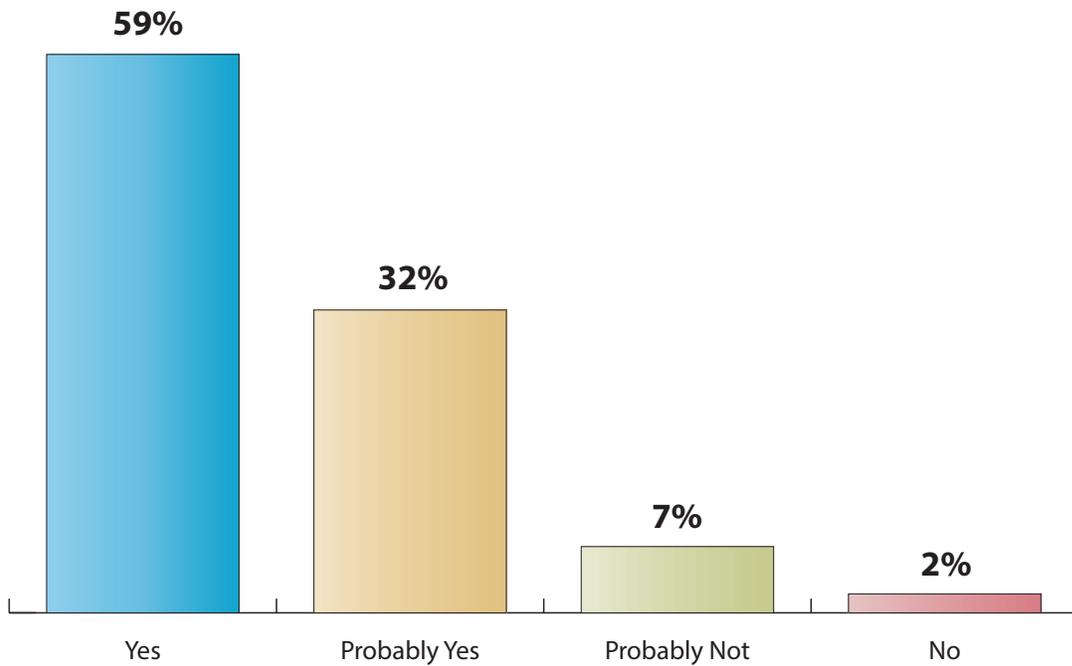


Figure 2.16: Campus Corner with stepped back, five-story building and three-lane Boyd Street with bike lanes

Community Feedback 2.3: Is Figure 2.16 an Appropriate Way for Campus Corner to Evolve? (Responses from the summary presentation meeting, May 16<sup>th</sup>, image p. 39):



Community Feedback 2.4: Transform Boyd to 3 Lanes? (Responses from the summary presentation meeting, May 16<sup>th</sup>):



## Charrette Vision: Add Bike Lanes on Boyd St. - Lane Configurations

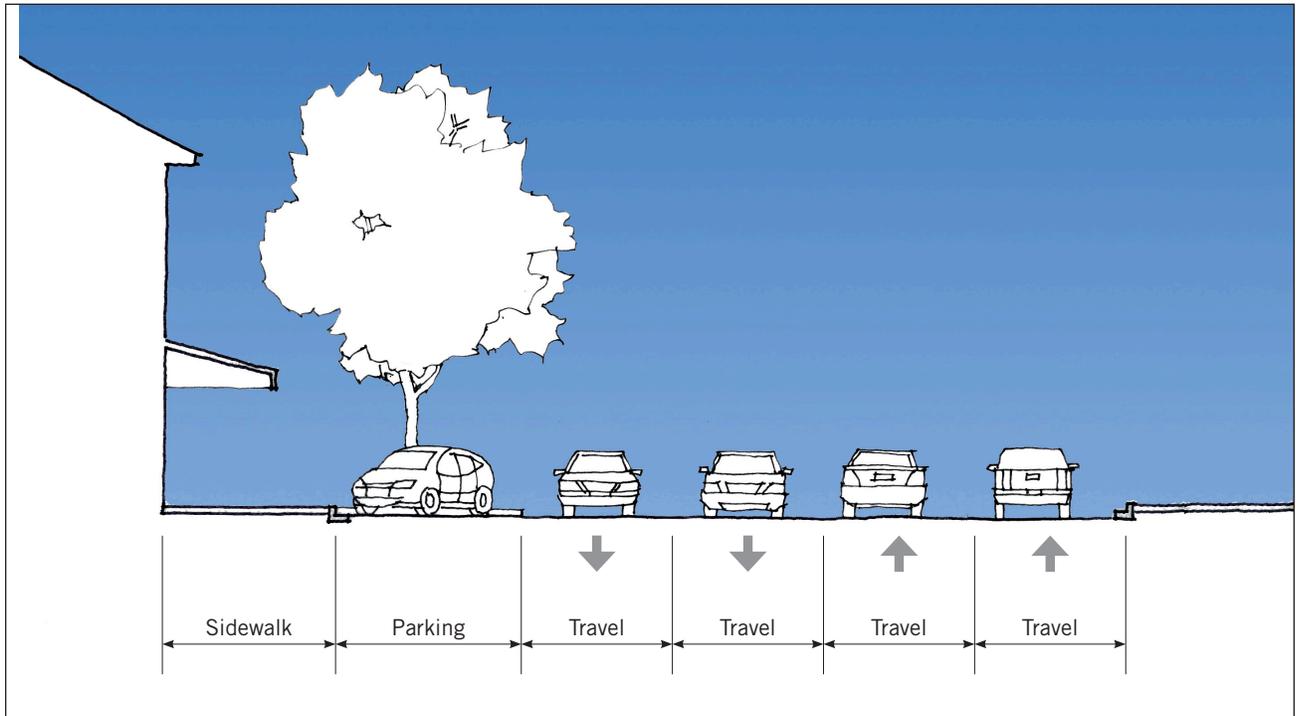


Figure 2.17: Boyd Street Current Lane Configuration

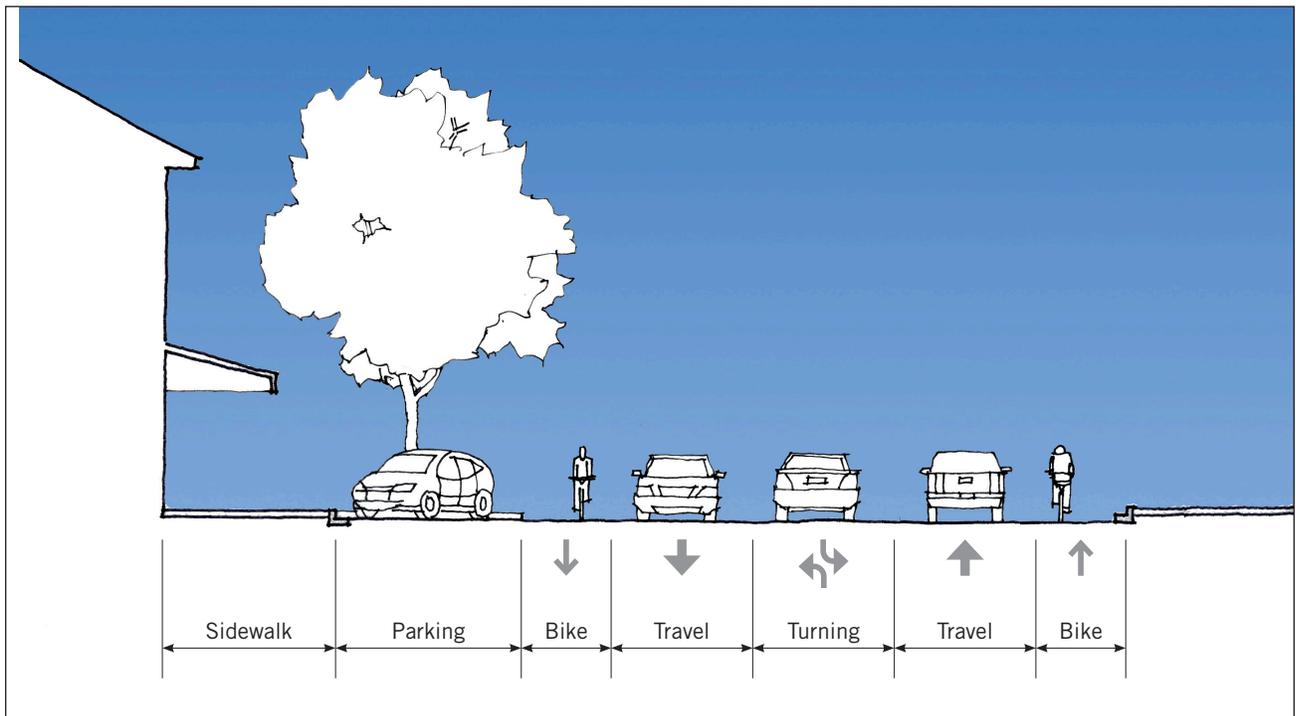
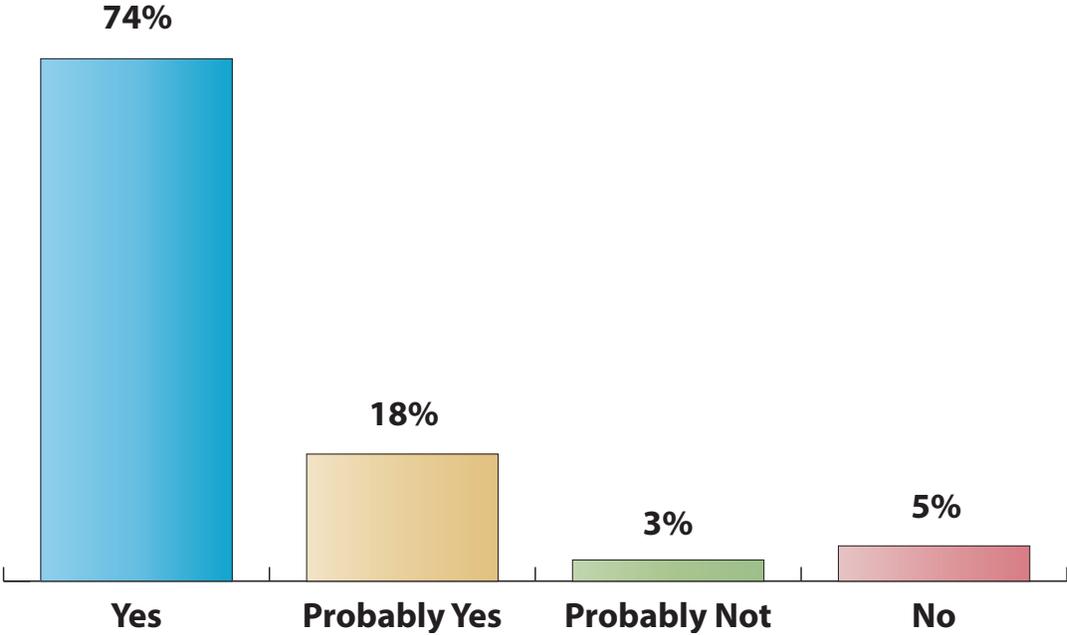


Figure 2.18: Boyd Street at Campus Corner with three lanes and bike lanes



Figure 2.19: Future Vision: Farmer's Market at the intersection of Symmes and James Garner Avenues

**Community Feedback 2.5: Is Symmes and James Garner an appropriate location for a farmers market? (Responses from the summary presentation meeting, May 16<sup>th</sup>):**



### 2.2.5 Repair and Stabilize the Neighborhoods: Don't Let Parking Dominate the Perception of Place

Active street frontages with buildings opening onto the street are critical for encouraging walkability, improving pedestrian perceptions of safety, general comfort, and enjoyability. Today, many large surface parking lots across central Norman create continual voids in the built environment, making it a less pleasant and welcoming place for walking and cycling. For Norman to achieve its goal of walkability, it must ensure more active frontages line its streets while reducing the need for parking through alternative means of transportation.

While efforts can be made to reduce the amount of parking needed by the community, parking structures wrapped by active spaces are a solution to provide parking when needed while also creating active street frontages. The impact of large inactive parking structures on a street environment is minimized with active buildings and uses (such as townhouses) wrapping its perimeter (Figure 2.20). Appropriate city parking standards are key to achieving the vision of the Center City as a walkable place. The Center City with its proximity to Main Street services and the campus is an area that can support reduced parking standards. Table 2.2 contains a sample of parking standards that could be applied to the Center City study area. Further study will be required to determine the actual standards for the study area.

Campus Corner and Downtown Norman will need the long-term support of parking structures, either as a large primary structure or a series of smaller structures within the area. University Boulevard, as it approaches the campus, is another important public realm priority in this project area. It has a large opportunity site, and some have discussed using this area as a possible location for a large, shared parking garage (Figure 2.21, 2.22). Yet this section of University Boulevard is prominently situated as a gateway to the University. It is important for the community to ensure that active frontages engage the street edge, even through means of liner buildings in the case of a parking garage structure. For Downtown Norman, a city-owned location should be selected for a future parking structure.

Table 2.2: Sample Right-size Parking Standards. Additional study will be required to determine similar optimal rates.

USE	TYPE	MAXIMUM	BIKE PARKING
Multifamily	Efficiency	0.5 per unit	1 per 4 units
	1 BR	1.0 per unit	
	2 BR	1.25 per unit	
	3 BR	1.5 per unit	
	4 or more BR	1.67 per unit	
Business (retail)		1 per 300 ft <sup>2</sup>	Under 100,000 ft <sup>2</sup> floor area: Min 4; 2 additional spaces per every 2,500 ft <sup>2</sup> of floor area for first 10,000 ft <sup>2</sup> ; then 1 additional space per 5,000 ft <sup>2</sup> .

## Charrette Vision: Stabilizing the Neighborhoods

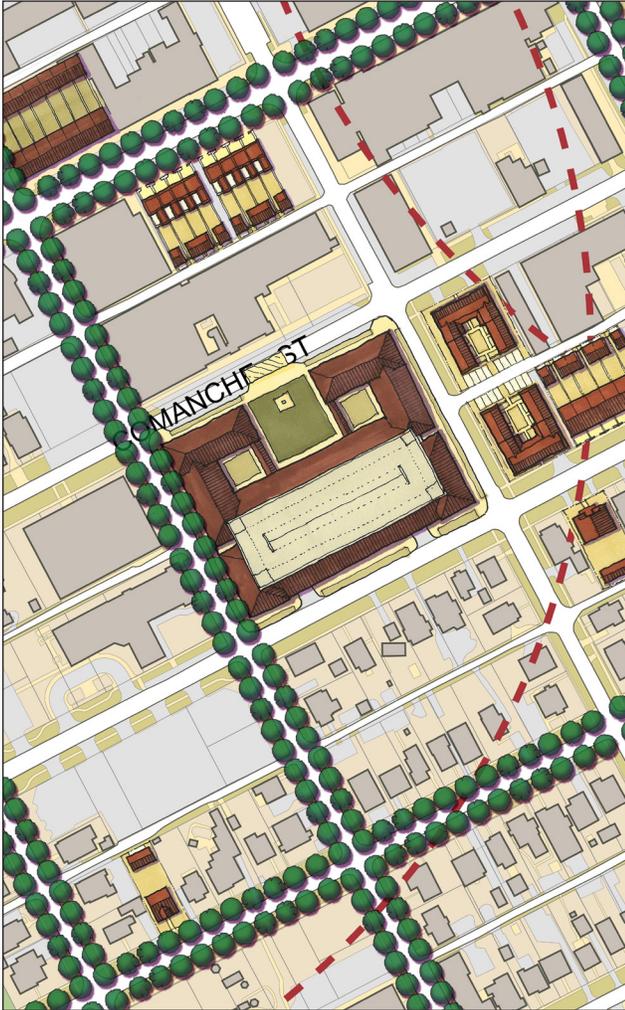


Figure 2.20: Development of the parking lot at Comanche and Webster showing a parking structure wrapped by buildings that houses church activities. Greenspace faces the main church entrance

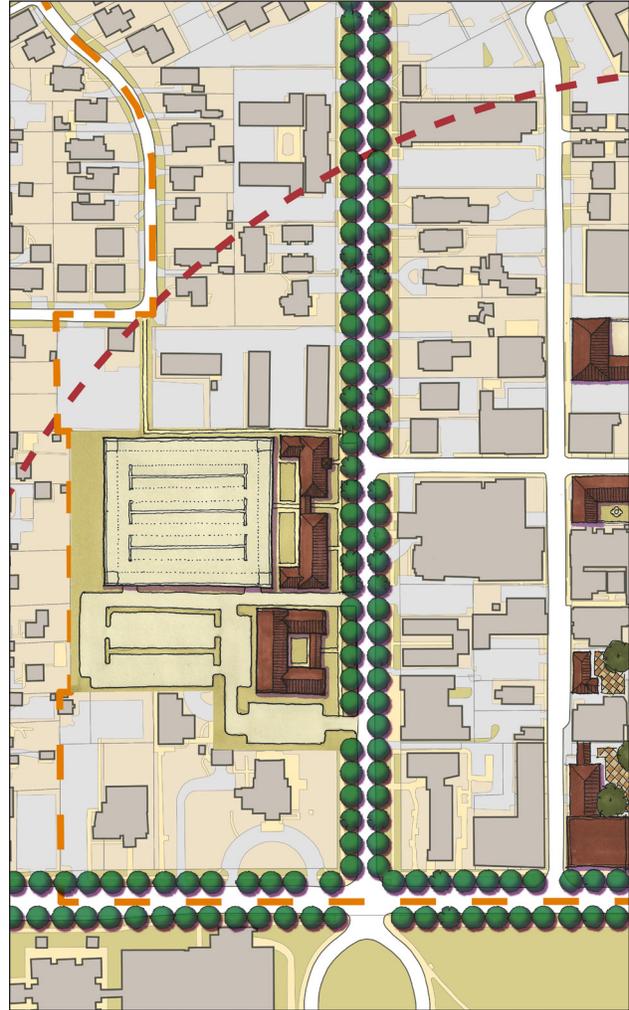


Figure 2.21: Parking garage off University, north of Boyd. Buildings line the street frontage, while the parking garages are positioned in back

## Charrette Vision: Stabilizing the Neighborhoods



*Figure 2.22 (Left):* Opportunity location for a shared parking structure near Campus Corner

*Figure 2.23 (Below):* 'Missing Middle' courtyard apartments provide an active street frontage compatible with surrounding detached houses



### 2.2.6 Incubating Local Business: Provide Small Incubator Spaces

Norman’s vision should “think big” with long-term goals and significant game-changing projects. However, small-scale, short-term projects can also make a great impact on a community’s sense of place. Norman can encourage its current and future local business owners to think creatively about ways to foster a more active main street and economy today. One great opportunity being used across the country is temporary commercial space. Temporary commercial structures - from reclaimed shipping containers, to food trucks, to low-cost construction, temporary commercial structures - are able to make a big economic impact for a small initial investment (Figure 2.24).

Another great opportunity in the project area for incubating small local businesses is the vacant old lumberyard site on Main Street at Santa Fe. This place would be a great central location for flexible live/work units, offering small spaces perfect for a start-up business (Figures 2.25, 2.26).



Figure 2.24: Shipping container modified to 'pop-up' ice cream stand in Cambridge, MA



Figure 2.25: Old Lumberyard Current Conditions



Figure 2.26: Old Lumberyard site development as “missing-middle” live-work units with housing on top of work or retail space

### *2.2.7 Integrate a Holistic Transportation Strategy: Provide Choices*

Simultaneous transportation improvements are key to supporting all other efforts at improving walkability in the Center City. Proposed projects and policies for the project area include:

1. Convert Main and Gray Streets to two-way with bike lanes (Section 2.2.2)
2. Locate shared parking garages at centers (Section 2.2.5)
3. Reduce Boyd to three lanes with bike lanes (Figure 2.18)
4. Reduce/right-size parking requirements (Table 2.2)
5. Adopt Complete Streets policies and guidelines (Section 2.2.4)
6. Enhance bicycle connectivity (Figure 2.27)
7. Enhance transit service (Figure 2.28)

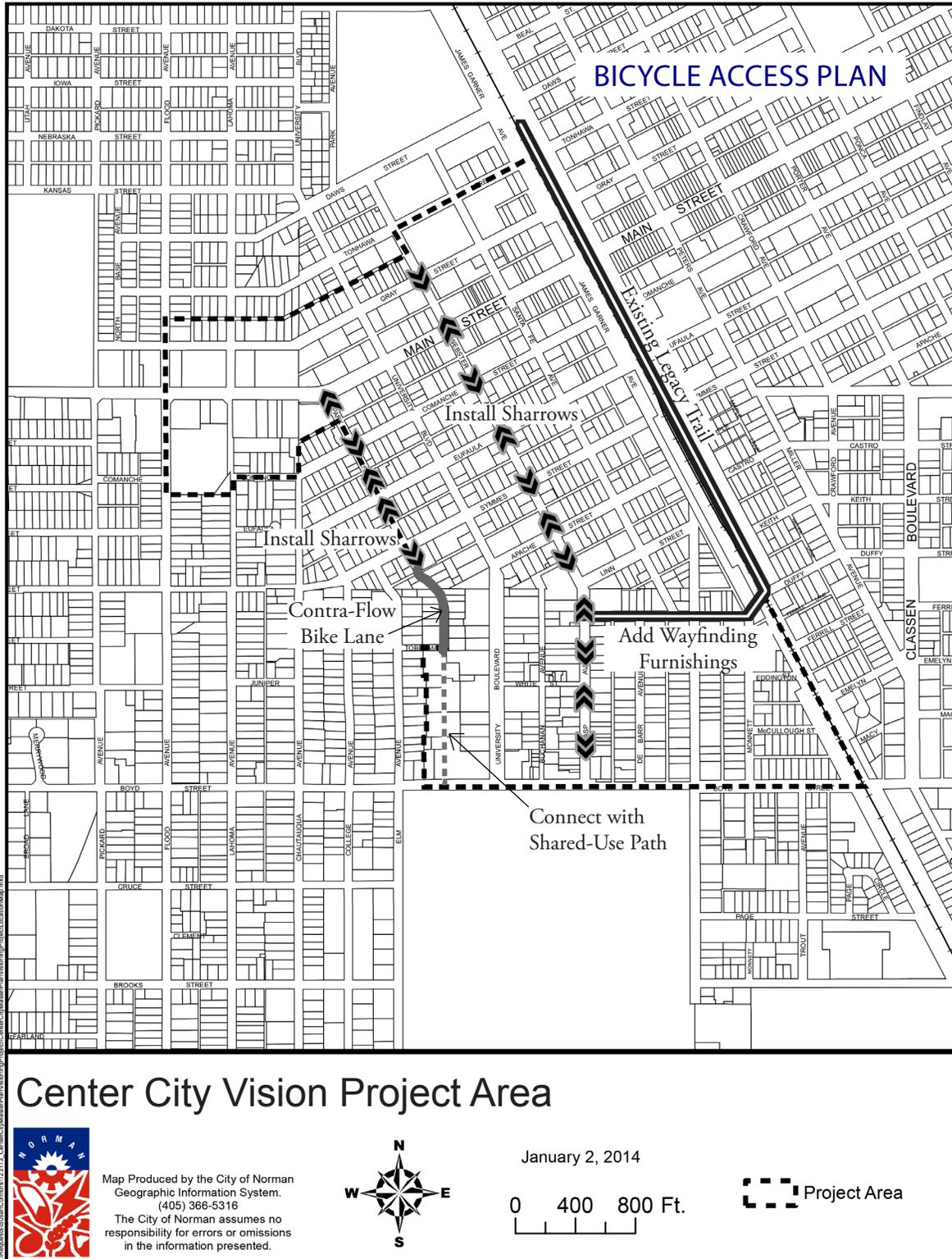
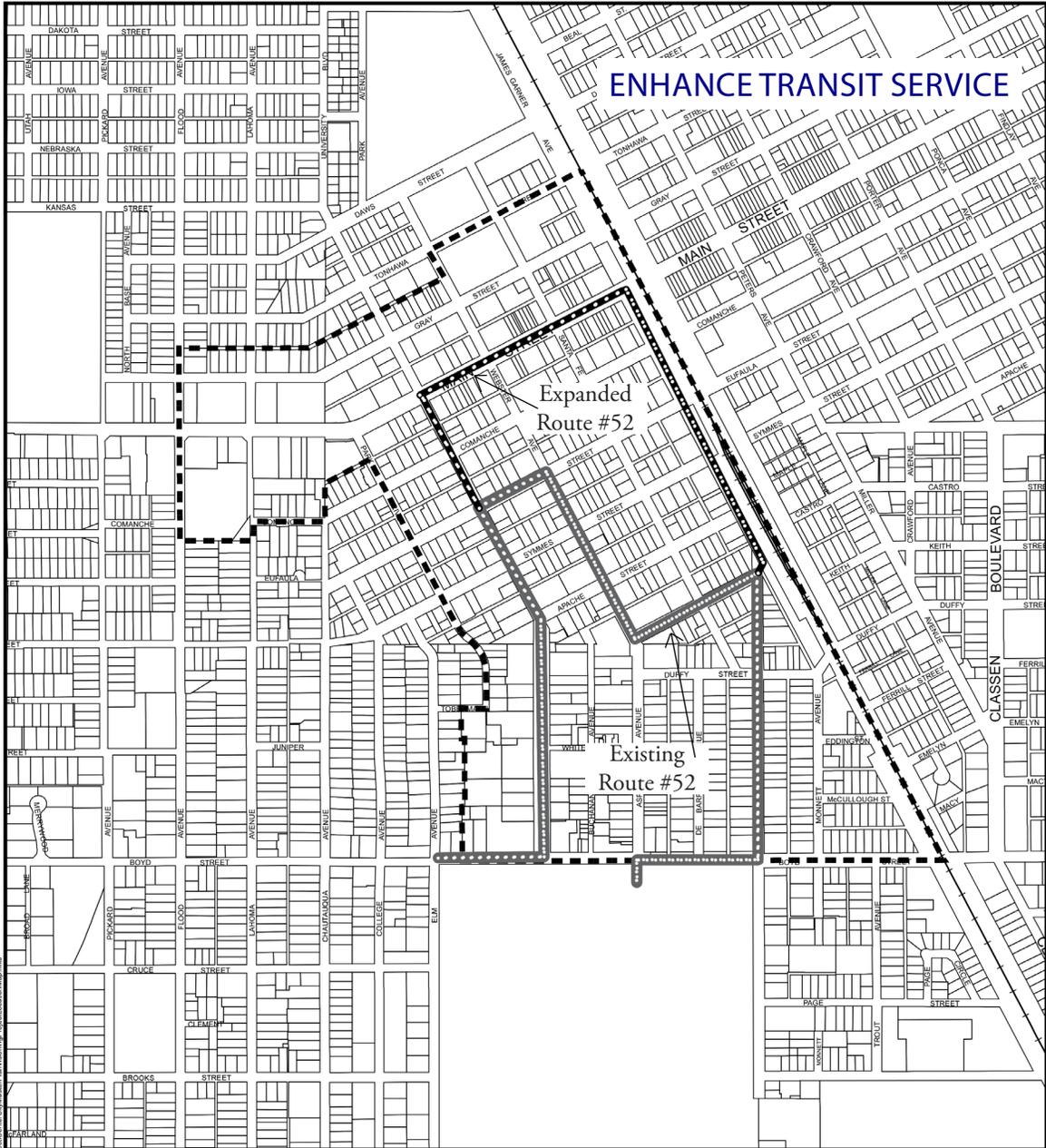


Figure 2.27: Map illustrating enhanced bicycle connectivity within the study area



ENHANCE TRANSIT SERVICE

Expanded Route #52

Existing Route #52

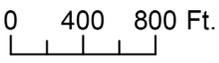
# Center City Vision Project Area



Map Produced by the City of Norman  
 Geographic Information System.  
 (405) 366-5316  
 The City of Norman assumes no  
 responsibility for errors or omissions  
 in the information presented.



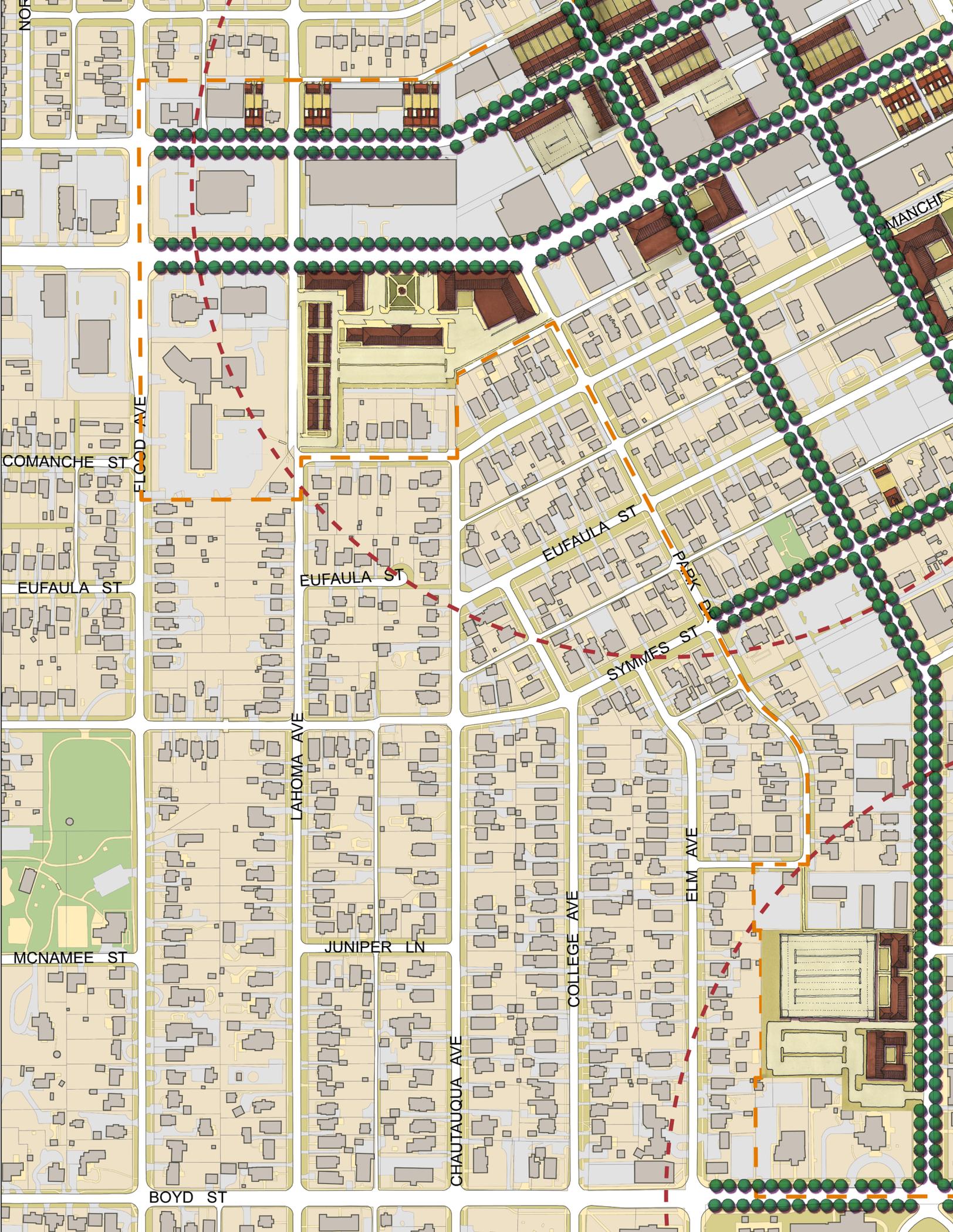
January 2, 2014



Project Area

Figure 2.28: Map illustrating enhanced public transportation within the study area





NO

FLOOD AVE

COMANCHE ST

EUFAULA ST

EUFAULA ST

EUFAULA ST

SYMMES ST

LAHOMA AVE

MCNAMEE ST

JUNIPER LN

CHAUTAQUA AVE

COLLEGE AVE

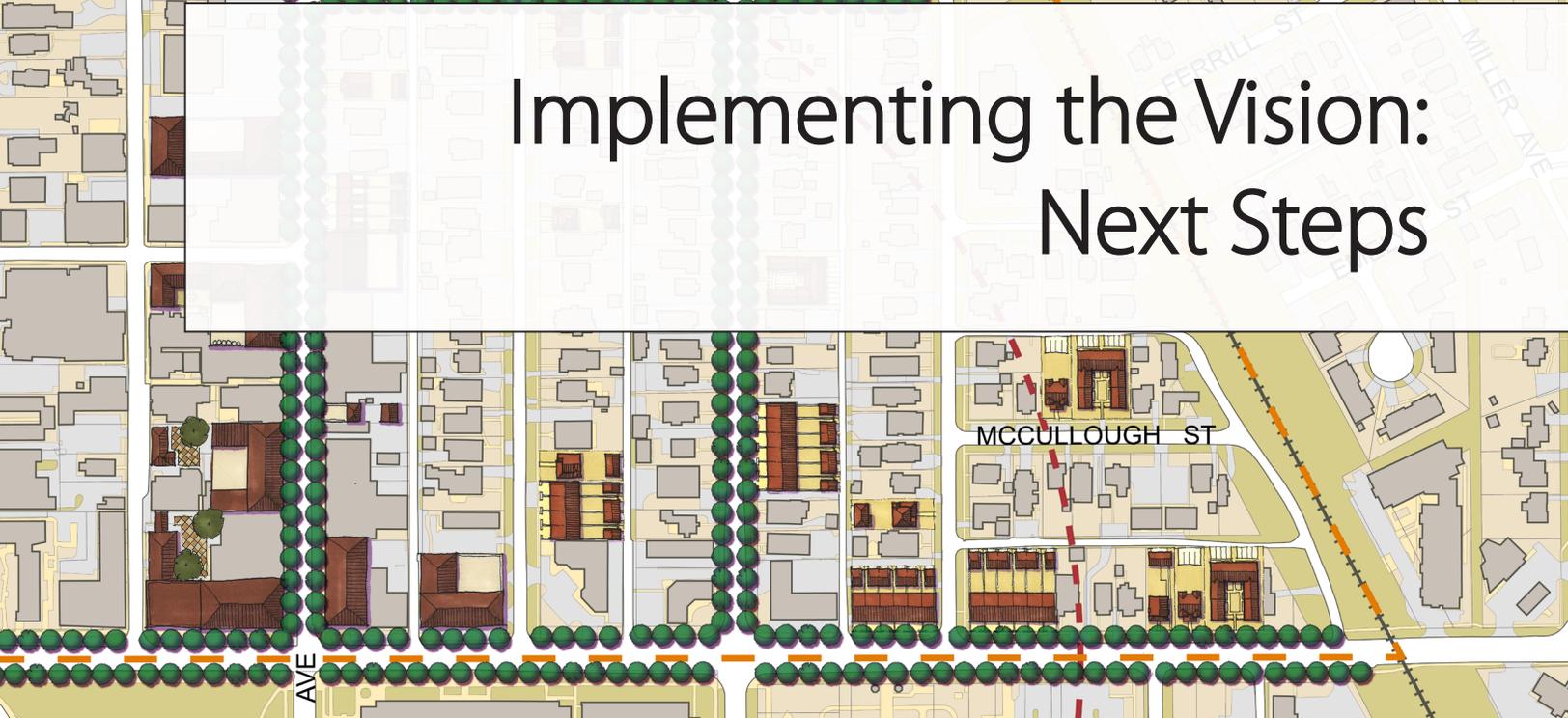
ELM AVE

BOYD ST

MANCHE



# Implementing the Vision: Next Steps



### 3.1 NOT A ONE-SIZE FITS ALL APPROACH

After developing the community Center City Vision, what is needed for Norman to bring that vision into reality? Based on the initial site visit, context analysis, stakeholder interviews, review of existing ordinances, and public engagement process of the charrette, the next phase in the Center City Visioning process is to establish a priority framework of public policy, investment, and regulations for the area. This effort will unlock the potential for increased private sector investment in the Center City to create the walkable, mixed-use environment that the community desires.

The team spent time in Norman researching the current situation by meeting with stakeholders, citizens, and city staff, and walking every block of the area at different times of the day and night to gain understanding of the Center City. Several things became clear, 1) the study area is not one uniform character and should not be treated as such, 2) the current zoning ordinance and development review process have had many unintended consequences, from allowing inappropriate development “by right” to adding time and uncertainty to the development process (for citizens and developers alike), 3) the existing automobile traffic and parking patterns inhibit pedestrian and bicycle mobility, and 4) many of the vision ideas are simply not possible under the existing zoning.

A new set of form-based development standards for the Center City—with greater focus on character and placemaking and less emphasis on use and density—will be clear about the quality and character of development that the community expects for future infill and redevelopment in Norman. A streamlined set of objective administrative processes and development review procedures will provide greater certainty to homeowners, landlords, and developers for future investments.

To move forward with implementing the Center City Vision, the team recommends the creation of a new Center City Form District (using the basic standards established by the Form-Based Codes Institute, [www.formbasedcodes.org](http://www.formbasedcodes.org)) to replace the existing zoning for the study area. Additional information about form-based codes has been posted on the Center City Vision website (<http://www.ci.norman.ok.us/sites/default/files/Planning/Images/Zoning%20FAQs%20final.pdf>).

## 3.2 UNDERSTANDING THE EXISTING CONTEXT AND CHARACTER

Understanding the economic, political, and physical context of the Center City—the existing zoning, the local market, historic urban fabric, and current character—is fundamental. Any new rules must recognize that there are at least five distinct sub-areas within the study area (Figure 3.1). The standards will vary accordingly, based on whether the vision for that sub-area is one of maintenance and stabilization; evolution and enhancement; or revitalization and transformation. The scale and character of each sub-area is currently unique and should remain so in the future. The team generally defined the primary sub-areas as:

- the Main and Gray mixed-use corridors (orange);
- the residential neighborhood primarily west of University from Comanche to Apache (blue);
- the mixed-use area from Eufaula to Linn and James Garner/BNSF railroad to University (green);
- the mixed-use Campus Corner area along University and Asp and from Apache to Boyd (red);
- and the primarily residential area along DeBarr and Jenkins from Linn to Boyd (yellow).

The edges of these areas are often indistinct and overlapping and the boundaries above need refining as the project moves forward. One of the specific issues for now is where and how positive transitions can occur between sub-areas of different intensity and character, using tools such as building height step-downs and lot-line setbacks.

In each of the Center City sub-areas, there are intact buildings and blocks that epitomize the character of the area. They are well-liked and reflect the desired scale and character of future infill or redevelopment—such as the traditional shopfront buildings on Main Street, the numerous historic homes between Park and University; and the “postcard view” of Campus Corner. There are also opportunity sites where complete transformations are possible - particularly in regard to creating a mixed-use, walkable, bike-friendly urban neighborhood - because very little of the original context or character exists. These include the vacant parcels along James Garner and the railroad, numerous parking lots, and the aging strip shopping centers. (These opportunity sites were explored in some detail during the Charrette visioning process with illustrations of potential redevelopment.) There are also buildings in each area that residents and stakeholders have indicated they would hope to never see repeated—for a variety of reasons ranging from inappropriate infill that ignored the surrounding context, blank walls toward the street and sidewalk, lack of architectural character and details, to the demolition of the structures that they replaced—many of which are allowed by-right under the existing zoning.

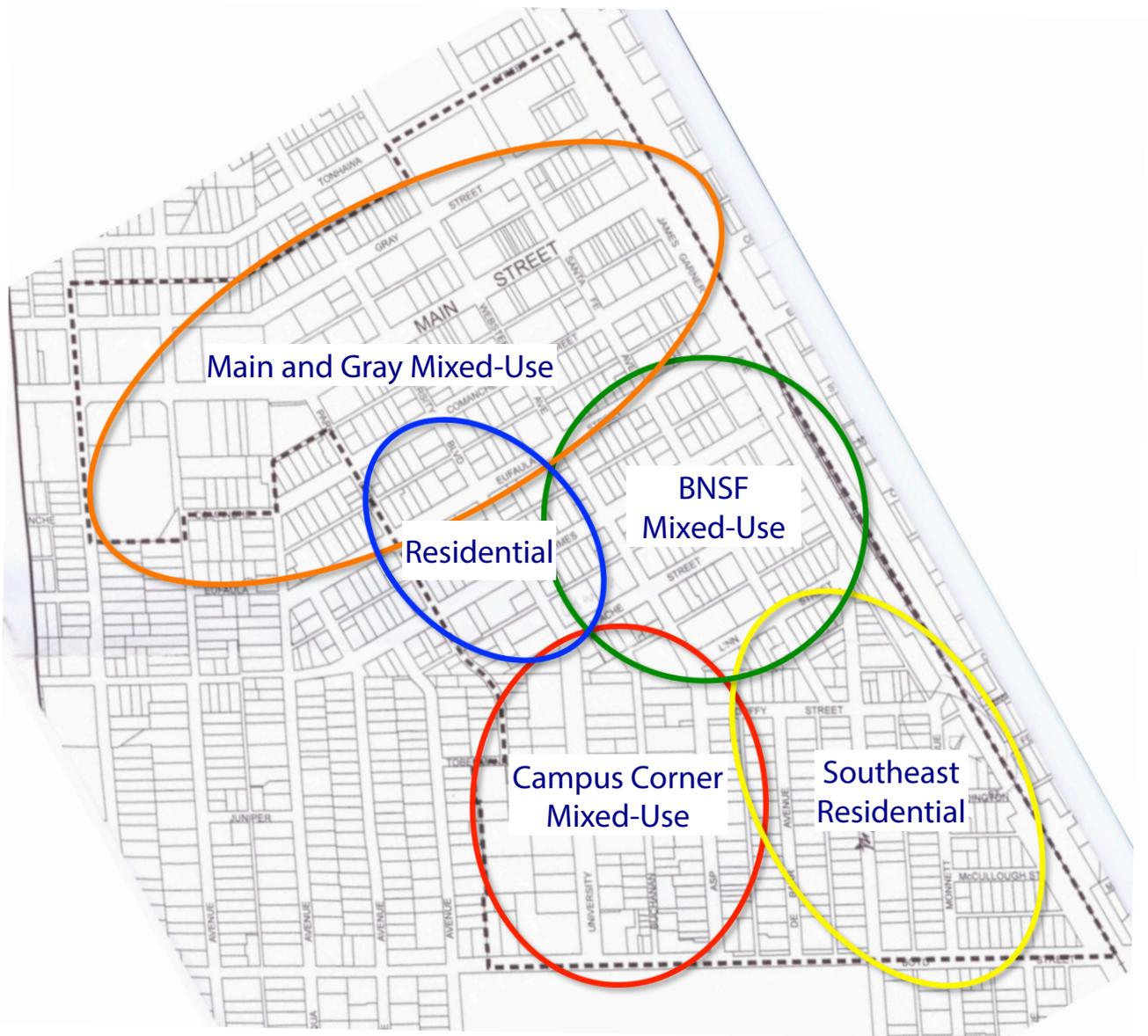


Figure 3.1: Sub-Areas within the Norman Center City

### 3.3 SETTING THE STANDARDS FOR FUTURE DEVELOPMENT CHARACTER

What new standards will be needed to implement the Center City Vision? In drafting a new form-based code for the district, four basic questions will be considered for each sub-area:

- What features should be required for new development in the area?
- What should be encouraged?
- What should be allowed or permitted?
- And what should be prohibited?

Building on the team's analysis of the study area and the public input during the charrette week, development regulations will be drafted for the Center City, primarily addressing building form with an emphasis on building frontage (the way a building fronts, or faces, the street and defines the public realm). The new regulations will address height, where a building sits on the lot, building elements (such as windows, doors, porches, and balconies), the intensity and ranges of uses allowed, and parking requirements—with the goal of creating the type of place that the community has identified that it desires. Some of these standards could be the same across different sub-areas and others unique to each sub-area.

### 3.4 NEW STANDARDS, NEW FORMAT

The proposed new form-based code for the Center City will look very different from the existing zoning ordinance, and they will be more user-friendly for staff, citizens, property owners, and developers. The document will include text (in plain English), diagrams, and photo illustrations. The following are recommendations for the third phase of the Center City Vision Project, to be completed in the fall of 2014. This phase calls for the writing of a zoning ordinance based on the vision created in the charrette. The ordinance will provide certainty for both the community and developers about the form of development and the development process.

The new code will be organized with general standards that apply across all sub-areas, a set of sub-areas, or frontage type standards that will apply in specific locations within the Center City. These frontage standards would regulate things such as the design of shop fronts, the way building facades relate to the sidewalk, and the scale and character of 'Missing Middle' housing types—from infill duplexes to townhouses to small apartment—to promote walkability and insure compatibility with the surrounding context. The new form district should also comprehensively address parking to promote a multi-modal, "park once" environment. This should include parking management strategies to be used in conjunction with parking standards related to the quantity, location, and design of parking that are tailored to each sub-area.

Following are selected samples of Form-Based Codes used in Kansas (Figures 3.2, 3.3).

### 403. General Urban Frontage

#### ILLUSTRATIONS AND INTENT

*Note: These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the Building Envelope Standard.*

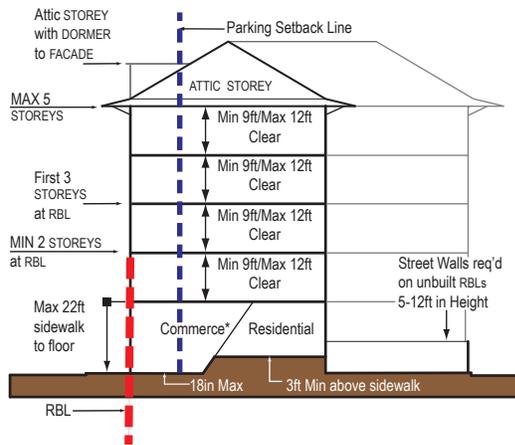
This is the basic urban STREET FRONTAGE, once common across the United States. The uses range from commercial to residential, retail to municipal—and combinations of all of the above. The primary form is that of a multi-story building placed directly at the sidewalk with windows across the FACADE. There could be several buildings lined up shoulder to shoulder, filling out a BLOCK, or on smaller BLOCKS, a single building might fill the BLOCK face.



September 2011

Overland Park Form-Based Code 23

Figure 3.2: Example Form-Based Code Illustrations: Overland Park, KS



### HEIGHT

#### Building Height

The building shall be at least 2 STORIES in height, but no greater than 5 STORIES and 79 feet in height, unless otherwise designated on the REGULATING PLAN.

#### Ground Story Height: Commerce Uses

- The average GROUND STORY finished floor elevation within 30 feet of the RBL shall be:
  - not lower than the fronting exterior sidewalk elevation.
  - not higher than an average finished floor elevation of 18 inches above the sidewalk.
- See Commerce Frontage Special Conditions box below Use.
- The GROUND STORY shall have at least 15 feet of clear interior height (floor to ceiling) contiguous to the RBL frontage for a minimum depth of 20 feet.
- The maximum GROUND STORY height is 22 feet, measured from the sidewalk to the second STORY floor.

#### Ground Story Height: Residential Units

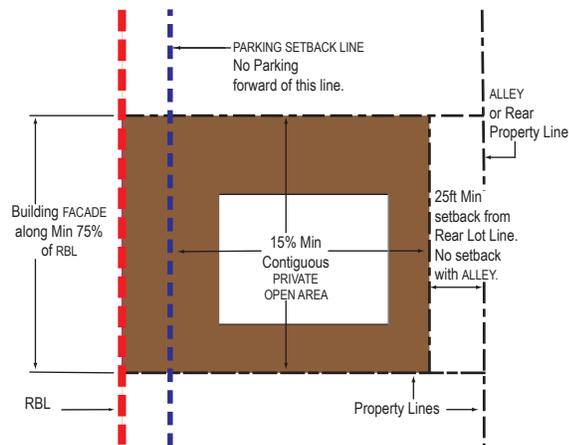
- The average finished floor elevation shall be no less than 3 feet above the exterior sidewalk elevation at the RBL.
- The GROUND STORY shall have an interior clear height (floor to ceiling) of at least 9 feet and a maximum sidewalk to second STORY floor height of 22 feet.

#### Upper Story Height

- The maximum clear height (floor to ceiling) for STORIES other than the GROUND STORY is 12 feet.
- At least 80% of each upper STORY shall have an interior clear height (floor to ceiling) of at least 9 feet.

#### Street Wall Height

A STREET WALL not less than 5 feet in height or greater than 8 feet in height shall be required along any RBL frontage that is not otherwise occupied by a building on the lot.



### SITING

#### Façade

- On each lot the building FAÇADE shall be built-to the REQUIRED BUILDING LINE for at least 75% of the RBL length.
- Within 8 feet of the BLOCK CORNER, the GROUND STORY FAÇADE may be pulled away to form a corner entry.

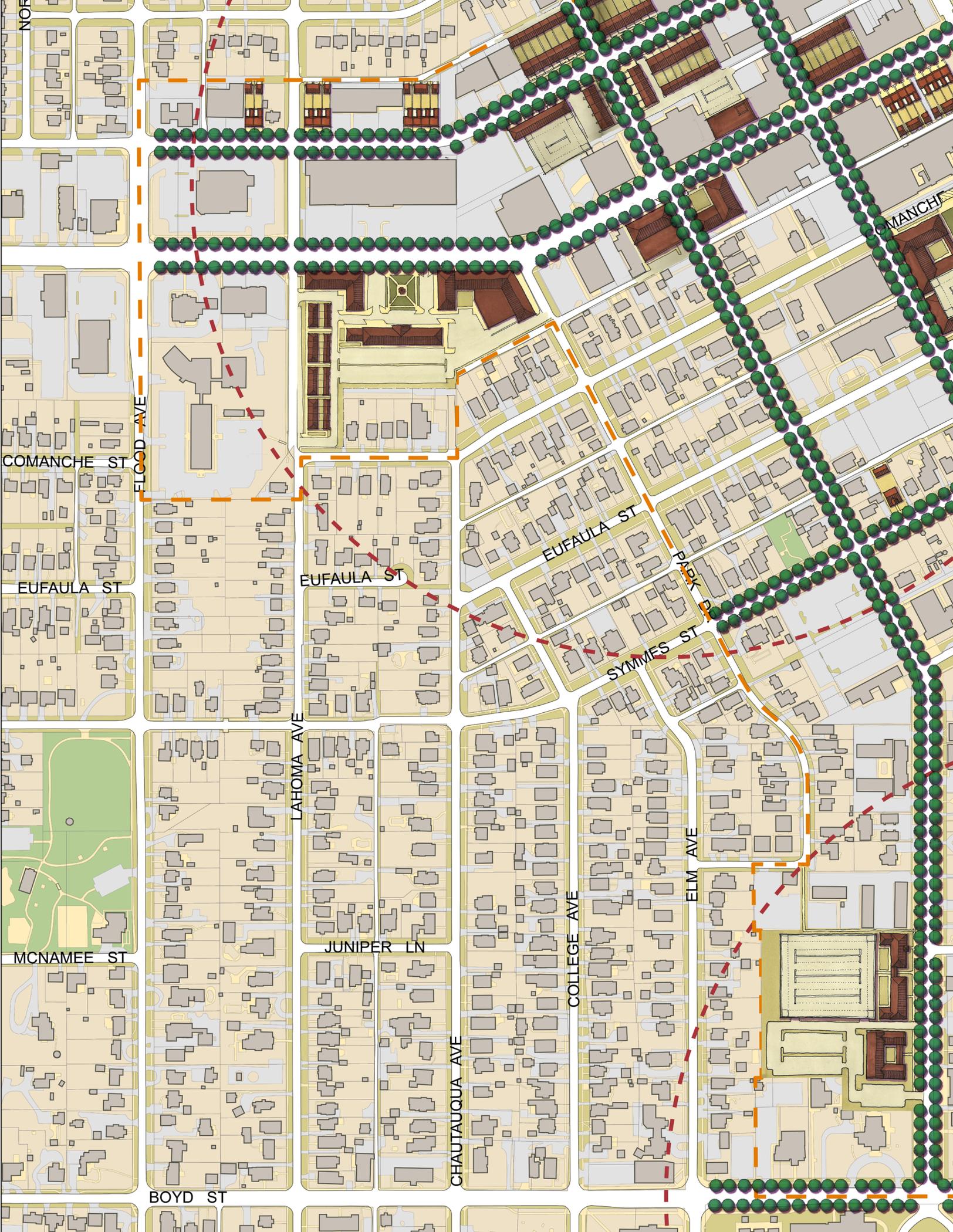
#### Buildable Area

A contiguous PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot. Up to 33% of the required open area may be satisfied through the BALCONIES of individual units. Such contiguous PRIVATE OPEN AREA may be located anywhere behind the PARKING SETBACK LINE and not including any side or rear setbacks, at or above grade.

#### Garage and Parking

Openings in any RBL for parking garage entries shall have a maximum clear height no greater than 16 feet and a clear width no greater than 22 feet.

Figure 3.3: Example Form-Based Code Illustrations: Overland Park, KS



NO

FLOOD AVE

COMANCHE ST

EUFAULA ST

EUFAULA ST

EUFAULA ST

SYMMES ST

LAHOMA AVE

MCNAMEE ST

JUNIPER LN

CHAUTAQUA AVE

COLLEGE AVE

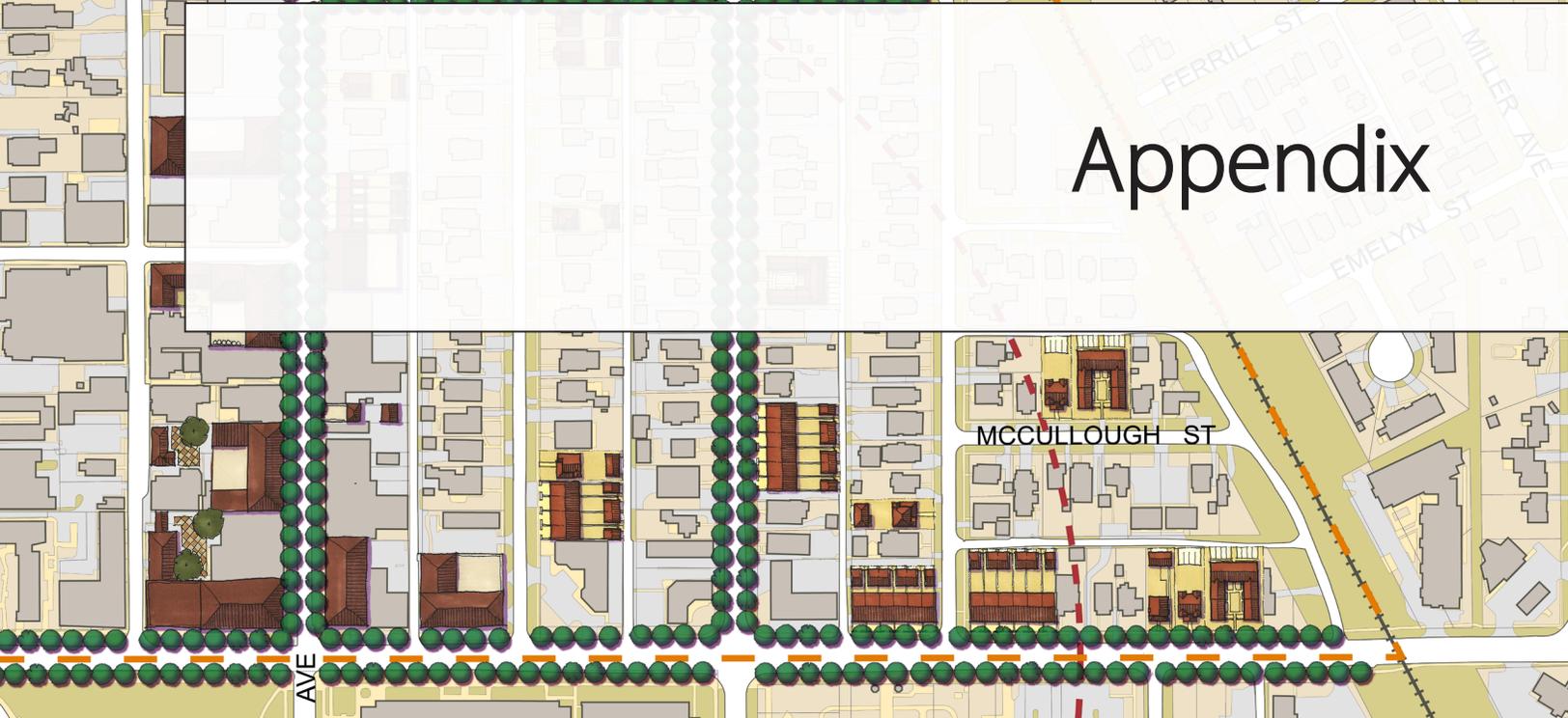
ELM AVE

BOYD ST

MANCHE



# Appendix



# Missing Middle Housing: Responding to the Demand for Walkable Urban Living

By Daniel Parolek

The mismatch between current US housing stock and shifting demographics, combined with the growing demand for walkable urban living, has been poignantly defined by recent research and publications by the likes of Christopher Nelson and Chris Leinberger and most recently by the Urban Land Institute's publication, *What's Next: Real Estate in the New Economy*. Now it is time to stop talking about the problem and start generating immediate solutions! Are you ready to be part of the solution?

Unfortunately, the solution is not as simple as adding more multi-family housing stock using the dated models/types of housing that we have been building. Rather, we need a complete paradigm shift in the way that we design, locate, regulate, and develop homes. As *What's Next* states, "it's a time to rethink and evolve, reinvent and renew." Missing Middle housing types, such as duplexes, fourplexes, bungalow courts, mansion apartments, and live-work units, are a critical part of the solution and should be a part of every architect's, planner's, real estate agent's, and developer's arsenal.



*Diagram of missing middle housing types illustrating the range of types and their location between single-family homes and mid-rise buildings*

Well-designed, simple Missing Middle housing types achieve medium-density yields and provide high-quality, marketable options between the scales of single-family homes and mid-rise flats for walkable urban living. They are designed to meet the specific needs of shifting demographics and the new market demand and are a key component to a diverse neighborhood. They are classified as "missing" because very few of these housing types have been built since the early

1940's due to regulatory constraints, the shift to auto-dependent patterns of development, and the incentivization of single-family home ownership.

The following are defining characteristics of Missing Middle housing:

## **A walkable context**

Probably the most important characteristic of these types of housing is that they need to

be built within an existing or newly created walkable urban context. Buyers or renters of these housing types are choosing to trade larger suburban housing for less space, no yard to maintain, and proximity to services and amenities such as restaurants, bars, markets, and often work. Linda Pruitt of the Cottage Company, who is building creative bungalow courts in the Seattle area, says the first thing her potential customers ask is, “What can I walk to?” So this criteria becomes very important in her selection of lots and project areas, as is it for all Missing Middle housing.

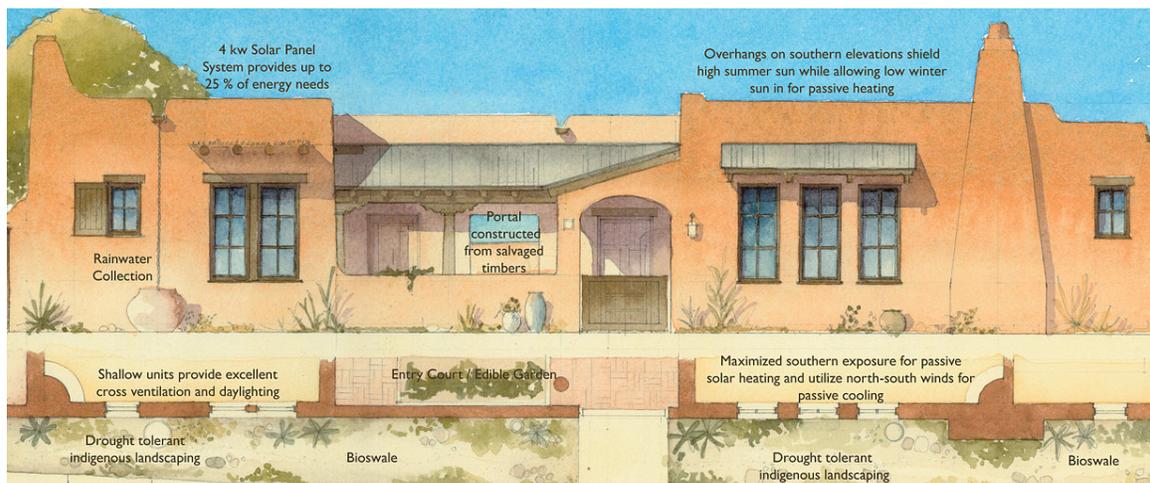
### Medium density but lower perceived densities

As a starting point, these building types typically range in density from 16 dwelling units/acre (du/acre) to up to 35 du/acre, depending on the building type and lot size. It is important not to get too caught up in the density numbers when thinking about these types. Due to the small footprint of the building types and the fact that they are usually mixed with a variety of building types, even on an individual block, the perceived density is usually quite lower—they do not look like dense buildings.

A combination of these types gets a neighborhood to a minimum average of 16 du/acre. This is important because this is generally used as a threshold at which an environment becomes transit-supportive and main streets with neighborhood-serving, walkable retail and services become viable.

### Small footprint and blended densities

As mentioned above, a common characteristic of these housing types are small- to medium-sized building footprints. The largest of these types, the mansion apartment or side-by-side duplex, may have a typical main body width of about 40-50ft, which is very comparable to a large estate home. This makes them ideal for urban infill, even in older neighborhoods that were originally developed as single-family but have been designated to evolve with slightly higher intensities. As a good example, a courtyard housing project in the Westside Guadalupe Historic District of Santa Fe, New Mexico sensitively incorporates 6 units and a shared community-room building onto a ¼ acre lot. In this project, the buildings are designed to be one room deep to maximize cross ventilation/passive cooling and to enable the multiple smaller structures to relate well to the existing single-family context.



*This courtyard housing project in Santa Fe, NM incorporates 6 units on a ¼ acre lot (24 du/acre) in a form that is compatible with adjacent single-family homes.*



*A new mansion apartment in the East Beach project successfully integrated into a neighborhood with mostly single-family homes*

### **Smaller, well-designed units**

One of the most common mistakes by architects or builders new to the urban housing market is trying to force suburban unit types and sizes into urban contexts and housing types. The starting point for Missing Middle housing needs to be smaller-unit sizes; the challenge is to create small spaces that are well designed, comfortable, and usable. As an added benefit, smaller-unit sizes can help developers keep their costs down, improving the pro-forma performance of a project, while keeping the housing available to a larger group of buyers or renters at a lower price point.

### **Off-street parking does not drive the site plan**

The other non-starter for Missing Middle housing is trying to provide too much parking on site. This ties back directly to the fact that these units are being built in a walkable urban context. The buildings become very inefficient from a development potential or yield standpoint and shifts neighborhoods below the 16 du/acre density threshold, as discussed above, if large parking areas are provided or required. As a starting point, these units should provide no more than 1 off-street parking space per unit. A good example of this is newly constructed mansion apartments in the new East Beach neighborhood in Norfolk, Virginia. To enable these lower off-

street parking requirements to work, on-street parking must be available adjacent to the units. Housing design that forces too much parking on a site also compromises the occupant's experience of entering the building or "coming home" and the relationship with its context, especially in an infill condition, which can greatly impact marketability.

### **Simple construction**

The days of easily financing and building complicated, expensive Type-I or II buildings with podium parking are behind us, and an alternative for providing walkable urban housing with more of a simple, cost-effective construction type is necessary in many locations. What's Next states, "affordability—always a key element in housing markets—is taking on a whole new meaning as developers reach for ways to make attractive homes within the means of financially constrained buyers." Because of their simple forms, smaller size, and Type V construction, Missing Middle building types can help developers maximize affordability and returns without compromising quality by providing housing types that are simple and affordable to build.

### **Creating community**

Missing Middle housing creates community through the integration of shared community spaces within the types, as is the case for courtyard housing or bungalow courts, or simply from the proximity they provide to the community within a building and/or the neighborhood. This is an important aspect, in particular within the growing market of single-person households (which is at nearly 30% of all households) that want to be part of a community. This has been especially true for single women who have proven to be a strong market for these Missing Middle housing types, in particular bungalow courts and courtyard housing.



*Fourplexes like this one in the Midtown neighborhood of Sacramento are highly sought after.*

### **Marketability**

The final and maybe the most important characteristic in terms of market viability is that these housing types are very close in scale and provide a similar user experience (such as entering from a front porch facing the street versus walking down a long, dark corridor to get to your unit) to single-family homes, thus making the mental shift for potential

buyers and renters much less drastic than them making a shift to live in a large mid-rise or high-rise project. This combined with the fact that many baby boomers likely grew up in similar housing types in urban areas or had relatives that did, enables them to easily relate to these housing types.

This is a call for architects, planners, and developers to think outside the box and to begin to create immediate, viable solutions to address the mismatch between the housing stock and what the market is demanding—vibrant, diverse, sustainable, walkable urban places. The Missing Middle housing types are an important part of this solution and should be integrated into comprehensive and regional planning, zoning code updates, TOD strategies and the business models for developers and builders who want to be at the forefront of this paradigm shift.

The market is waiting. Will you respond?



*Dan Parolek is principal of Opticos Design, an architecture and urban design firm with a passion for vibrant, sustainable, walkable urban places. This article originally appeared on Logos Opticos: Composing Vibrant Urban Places.*

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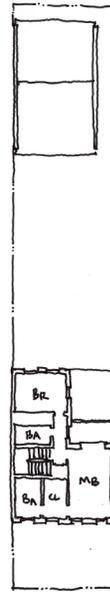
# 3-STORY LIVE/WORK UNIT



3-STORY LIVE/WORK  
 3BR 3BA 1500SF  
 COMMERCIAL 900SF  
 STUDIO (CH) 600SF



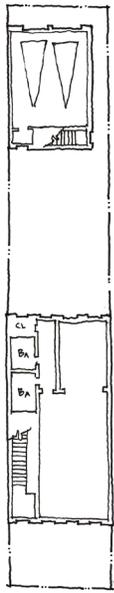
3-STORY LIVE/WORK  
 3BR 3BA 1500SF  
 COMMERCIAL 900SF  
 STUDIO (CH) 600SF



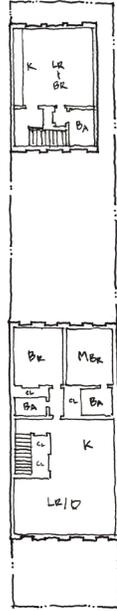
3-STORY LIVE/WORK  
 3BR 3BA 1500SF  
 COMMERCIAL 900SF  
 STUDIO (CH) 600SF



## 2-STORY LIVE/WORK UNIT



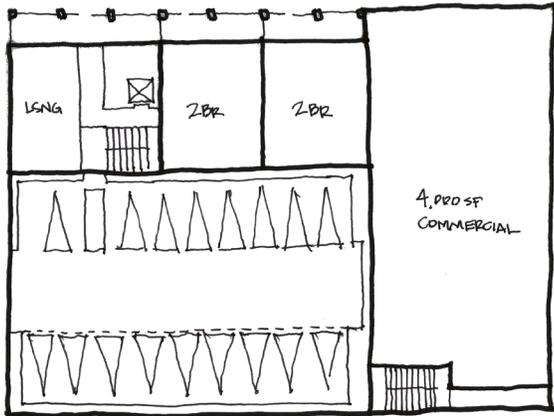
2 STORY LIVE/WORK  
W/ CAR GARAGE HOUSE  
2BR 2BA 1250 SF  
COMMERCIAL 1200 SF  
STUDIO (GARAGE) 600 SF



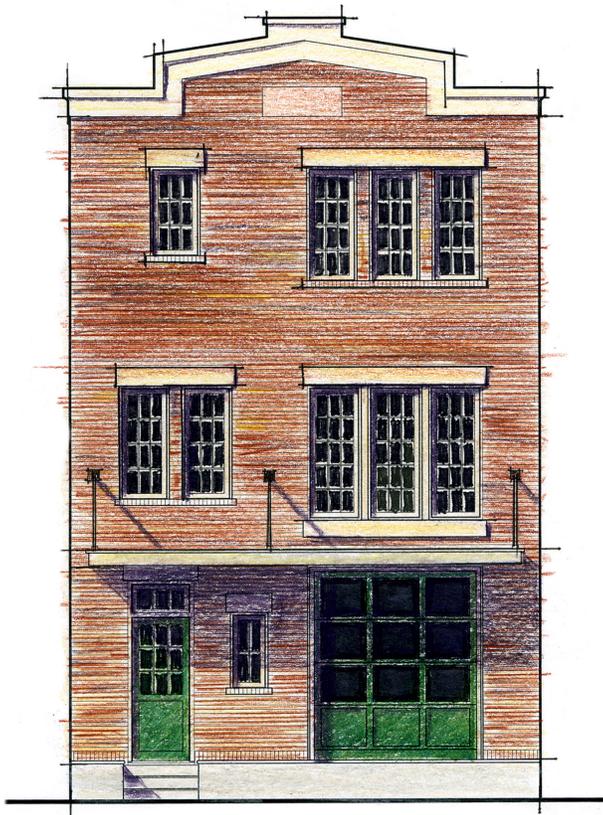
2 STORY LIVE/WORK  
W/ CAR GARAGE HOUSE  
2BR 2BA 1250 SF  
COMMERCIAL 1200 SF  
STUDIO (GARAGE) 600 SF



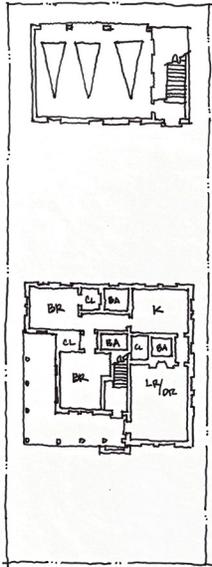
### 3-STORY LIVE/WORK UNIT



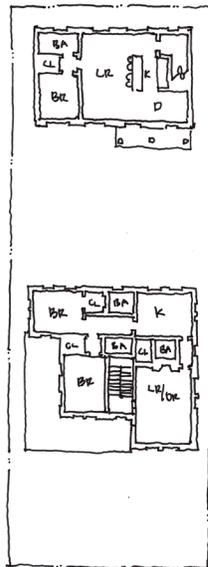
4.5 STORY RESIDENTIAL  
 12 UNITS PER FLOOR  
 (6) 1BR 1BA OR STUDIO 24/30  
 (4) 2BR 2BA 16/20  
 (2) 3BR 2BA 8/10



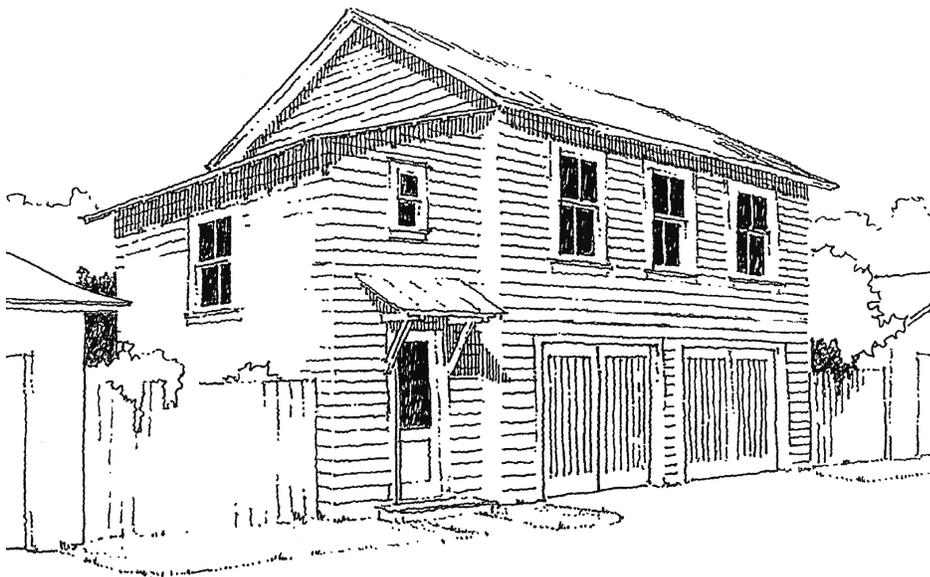
# CARRIAGE HOUSE APARTMENTS



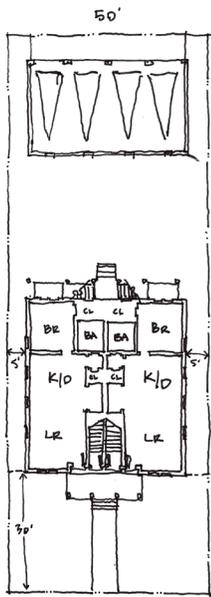
STACKED DUPLEX  
 W/ CARRIAGE  
 50x140 LOT  
 (2) 2BR 2.5 BA DUPLEX  
 1600 SF  
 1BR 1BA CARRIAGE  
 960 SF



STACKED DUPLEX  
 W/ CARRIAGE  
 50x140 LOT  
 (2) 2BR 2.5 BA DUPLEX  
 1600 SF  
 1BR 1BA CARRIAGE  
 960 SF

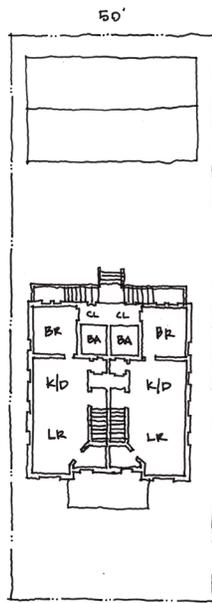


# 4-PLEX APARTMENTS



14'

4-PLEX  
 (4) 1 BR, 1 BA UNITS  
 ~100SF PER UNIT  
 4 OFF-STREET PARKING

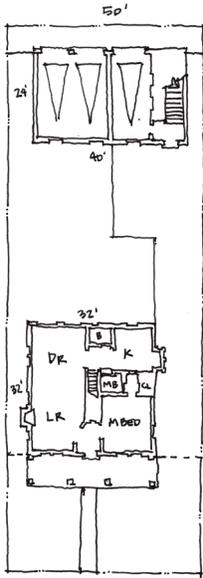


14'

4-PLEX  
 (4) 1 BR, 1 BA UNITS  
 ~100SF PER UNIT  
 4 OFF-STREET PARKING

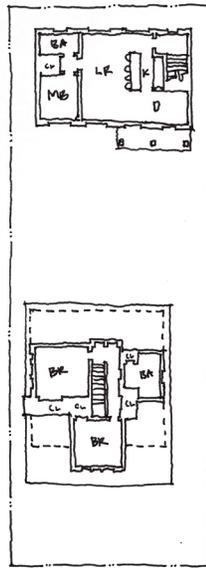


# BUNGALOW APARTMENTS



40'

BUNGALOW w/ CARRIAGE HOUSE  
 50 x 140 LOT  
 3 BR 2.5 BA BUNGALOW 1775 SF  
 1 BR 1 BA CARRIAGE 960 SF  
 5 PARKING SPACES



BUNGALOW w/ CARRIAGE HOUSE  
 50 x 140 LOT  
 3 BR 2.5 BA BUNGALOW 1775 SF  
 1 BR 1 BA CARRIAGE 960 SF  
 3 PARKING SPACES



## CHARRETTE TEAM

### **Bill Lennertz, AIA, Project Lead, National Charrette Institute**

Bill Lennertz, co-founder and Executive Director of the National Charrette Institute, is co-author of *The Charrette Handbook* and has co-developed and teaches the NCI Charrette System™, the first structured approach to design-based collaborative community planning. With Duany Plater-Zyberk & Company and as a partner in Lennertz Coyle & Associates, Bill has directed over 150 charrettes.

### **Daniel Parolek, Design Leader, Opticos Design**

Daniel Parolek is a nationally recognized thought leader in architecture, design, and urban planning, specifically in terms of creating livable, sustainable communities and buildings that reinforce them. Since establishing himself early in his career as an expert in these fields, he has won national competitions and awards for his work and is often asked to contribute to publications and resources.

### **Christopher Janson, Senior Designer, Opticos Design**

Christopher Janson is an architect and urban planner who is highly skilled at bridging the two disciplines. He has a passion for and expertise in integrating important architectural-scale details within the perspective of the bigger planning picture—a skill that makes him an effective project manager and an office leader in the exploration of innovative urban building types and sustainability from the building to citywide scales.

### **Mary Madden, AICP, Form-Based Code Specialist, Ferrell-Madden**

Mary Madden has 20 years of experience in the fields of urban planning and design, community development, and historic preservation at the federal, state, and local levels. Her practice includes town planning and urban design for public and private sector clients, with an emphasis on revising zoning codes to promote compact development and walkable environments.

### **Geoffrey Ferrell, Architect Form-Based Code specialist, Ferrell-Madden**

Geoffrey Ferrell is one of the originators of the modern practice of Form-Based Codes. His work ranges from site-specific urban designs to zoning-toolkits to replace Euclidean zones —development regulations that emphasize clarity for end-users. Before establishing his firm in 1992, Geoff was an urban designer and code writer for Duany Plater-Zyberk Architects in Miami. He also served for two years as the Director of Urban Design for the Treasure Coast Regional Planning Council in Florida.

### **G. Wade Walker, Regional Engineering Manager/Complete Streets Regional Leader, Alta Engineering SE/LLC Davidson**

For the past 20 years, Wade has been focused on rebalancing transportation systems to support the urban and rural areas. He creates context sensitive solutions that increase community livability. He is a recognized expert in walkability and Smart Growth, and often speaks at national conferences on the subject of Complete Streets and balanced multi-modal solutions.

