

Planning Commission Minutes
August 22, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 8:05 a.m. on August 19, 2024)

7. (PUD-2009) Application by Wheeler District, LLC to rezone 2014 South Western Avenue from R-1 Single-Family Residential, I-2 Moderate Industrial, and SRODD Scenic River Overlay Design Districts to PUD-2009 Planned Unit Development District. Ward 6.

The applicant was present. There were no protestors present.

RECOMMENDED APPROVAL.

MOVED BY GOVIN, SECONDED BY PENNINGTON

AYES: CLAIR, POWERS, MEEK, PRIVETT, NEWMAN, GOVIN, PENNINGTON,
NOBLE, LAFORGE



STAFF REPORT
The City of Oklahoma City
Planning Commission
August 22, 2024

Item No. IV. 7.

(PUD-2009) Application by Wheeler District, LLC to rezone 2014 South Western Avenue from R-1 Single-Family Residential, I-2 Moderate Industrial, and SRODD Scenic River Overlay Design Districts to PUD-2009 Planned Unit Development and SRODD Scenic River Overlay Design Districts. Ward 6.

I. GENERAL INFORMATION

A. Contacts

Applicant

Wheeler District, LLC
(405) 206-6612
ashley@wheelerdistrict.com

Applicant's Representative

David M. Box
Williams, Box, Forshee, and Bullard P.C.
(405) 232-0080
dmbox@wbfbllaw.com

B. Case History

This application was deferred from the August 08, 2024, Planning Commission hearing date.

C. Reason for Request

The purpose of this application is to allow a mixed-use community of residential, commercial, institutional, and recreational development as an extension of the Wheeler District.

D. Existing Conditions

1. Size of Site: (53.7 Acres)

2. Zoning and Land Use

	Subject Site	North	East	South	West
Zoning	R-1 / I-2 / SRODD	R-1 / SRODD	R-1 / SRODD	I-2 / SRODD	PUD-1611 / SRODD
Land Use	Oil Well	Park	Park	Warehouse	Residential

3. Comprehensive Plan Land Use Typology Area: Urban – Medium (UM)

UM applies to fully urbanized areas of the city, most of which were built prior to the 1960s. Developments are expected to be larger in scale and have greater intensity and mixture of uses than developments found in UL. Development within UM areas should support efficient transit usage and provide pedestrian and bicycle access to retail, services, parks, and other destinations. Priorities for the UM areas include “infill” developments on vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.

II. SUMMARY OF PUD APPLICATION

The use and development regulations of the **DTD-2, Downtown Transitional District, General**, shall govern this PUD, except as herein modified. The DTD-2 is intended to promote a high-quality mix of commercial, office, residential, and industrial uses, including mixed-uses in a single building, for areas adjacent to the DBD District. Development regulations in this district are indented to promote the development and redevelopment of areas adjacent to the DBD District in a manner consistent with the unique and divers design elements of the area; to ensure that areas adjacent to the DBD District contain land uses compatible with commercial, residential, and cultural significance of the central city; to create a network of pleasant public spaces and pedestrian amenities; to enhance existing structures and circulation patterns; to preserve and restore historic features; to preserve cultural significance of the central city, and to promote the areas adjacent to the Downtown Business District as dense, urban mixed-use neighborhoods.

Development of structures greater than 20,000 square feet and with frontage along the North Canadian River shall be subject to the standard requirements of the Scenic River Design Review process. All other development shall be permitted without the Scenic River Design Review process.

In additional to all uses permitted under DTD-2, the following uses shall be permitted:

- | | |
|----------|--|
| 8150.6.1 | Community Garden |
| 8150.6.2 | Composting, limited to ancillary use associated with other permitted uses. |
| 8250.3 | Community Recreation: Property Owners Association [parking and maneuvering shall be permitted within recreational amenities and open space] |
| 8150.6.3 | Greenhouse |
| 8150.6.4 | Home Garden |
| 8150.6.5 | Hoop House |
| 8200.7 | Manufactured (Mobile) Home Residential [to provide for “tiny houses” built within the design and aesthetic character of the neighborhood and to be located adjacent to a court, pedestrian walk, or alley. An allowable use so long as the combined square footage of use does not represent more than ten percent (10%) of the built area of the tract] |

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8200.8	Model Home
8200.9	Model Home Accessory Parking Lot
8250.16	Murals
8500.2	Permitted Temporary Uses [including Temporary Buildings, On-Site; Sales Trailer; Retail Building/Kiosk; Sales office in model home garage, which will be converted back to a garage before occupied as a residence by homeowner; Temporary Construction Staging Areas, Off-Site shall be allowed and shall have no screening or gravel requirement; Temporary Concrete/Batch plant uses shall be allowed during the development stages.
8150.7.1	Rainwater Harvesting
8150.7.2	Roof Garden
8200.14	Single-Family Residential
8200.15	Three- and Four-Family Residential [structurally detached, non-adjacent configurations shall be permitted]
8200.16	Two-Family Residential [structurally detached, non-adjacent configurations shall be permitted]
8150.9	Urban Farm

9.0.....SPECIAL CONDITIONS

The following special conditions shall be made a part of this PUD:

9.1.....FAÇADE REGULATIONS

All facades within this PUD shall be constructed of durable materials, including, but not limited to, brick, wood, concrete board, natural stone, architectural concrete, architectural metal, or stucco.

9.2 LANDSCAPING REGULATIONS

Landscaping regulations for this PUD shall be dictated by the standards as shown in the *Wheeler District Design Guidelines*.

9.3 LIGHTING REGULATIONS

Lighting regulations for this PUD shall be dictated by the standards as shown in the *Wheeler District Design Guidelines*.

9.4 SCREENING REGULATIONS

Screening regulations for this PUD shall be dictated by the standards shown in the *Wheeler District Design Guidelines*. Oil and gas sites shall be adequately screened with a fence of sufficient height in accordance with the *Wheeler District Design Guidelines*.

9.5 PLATTING REGULATIONS

All land within this PUD shall be contained within a final plat and any plat dedications shall be approved by the City Council prior to any occupancy permits being issued in the PUD; however, alleys are not required to be constructed prior to the issuance of a Certificate of Occupancy until all houses serviced by the alley are complete.

9.6 DRAINAGE REGULATIONS

Drainage improvements, if required, will be in accordance with applicable sections of the Oklahoma City Code of Ordinances.

The sizing of storm water facilities shall take into consideration both structural and non-structural Low Impact Development (LID) or Green Infrastructure best management practices, including but not limited to:

- Tree preservation and planting
- Bio retention / Rain Gardens
- Minimization of Impervious Areas
- Pervious Infrastructure

9.7 DUMPSTER REGULATIONS

Dumpsters shall be consolidated where practical and located within an area screened by sight-proof fence or masonry wall of sufficient height that screens the dumpster from view, unless located within an alley. Roll off dumpsters shall be permitted during construction.

Trash collection facilities in this PUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

9.8 ACCESS REGULATIONS

Non-residential lots within this PUD shall not be required to have frontage on an approved street or alley. Access to individual lots within the PUD may be permitted to be from a public or private street, common area, pedestrian path or alley. Any public or private streets shall be constructed to City paving standards (City standard right of ways and lane widths shall not apply where outlined within this PUD). The pedestrian paths or alleys shall be placed within a platted common area or easement designated for access purposes. A minimum width of two and a half feet (2.5) feet shall constitute frontage.

9.9 PARKING REGULATIONS

A minimum number of parking spaces shall not be required; however, if provided, off-street parking areas shall meet all design standards defined within Article X and shall meet the Parking Lot Landscaping requirements as specified in Section 9.2, above. On street parking will be allowed on

any street within this PUD and will not be limited except as required by the City of Oklahoma City Fire Marshall. On-street spaces shall not be used in calculating the accessible parking space requirement.

Pervious paving, including brick, cobbles, concrete cobbles, decomposed granite, crushed stone, open/grated aggregate, stone, ground reinforcement grid, porous concrete, porous asphalt, porous pavers and grass pavers, shall be allowed for all parking areas, subject to Public Works review and approval. Gravel drives shall not be permitted except for temporary construction access. Where connected to public rights-of-way the access drive apron will be constructed of hard surface paving meeting City code for driveway construction. A hard surface border may be required around the perimeter of pervious paving areas. Maintenance of the pervious paving is required, and a maintenance plan must be provided when construction documents are submitted for permitting.

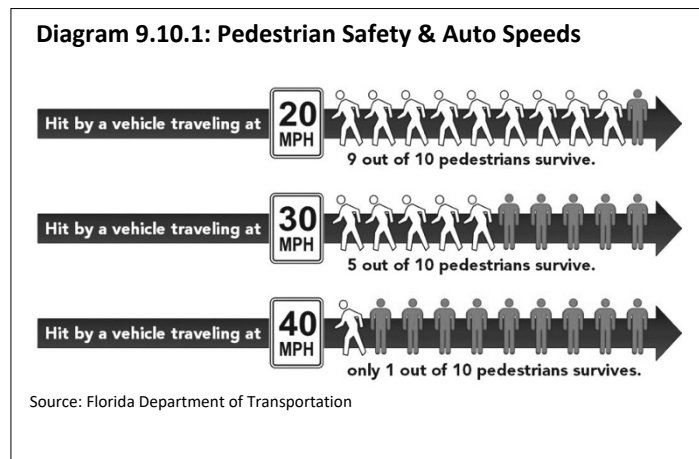
9.10 THOROUGHFARE REGULATIONS

All thoroughfares within or adjacent to this PUD shall be designed and managed to promote a walkable urban neighborhood. Thoroughfares within this PUD are in conformance with the standards and requirements of the Downtown Design Framework (as approved by Oklahoma City Council on September 28, 2015) and/or the Institute for Transportation Engineers “*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*” (as published in 2010).

Street Right-of-way Priorities

Street right-of-way within this PUD shall prioritize (in order):

1. Children walking and biking
2. Pedestrians
3. Bicyclists
4. Public transportation
5. Automobiles



Street Target Design Speed

Streets within this PUD shall have a target design speed for automobiles no greater than twenty (20) miles per hour.

Street Design Dimensions

Allowable lane widths¹ by street classification:

- Neighborhood Streets: 9-10 feet wide
- Connector, Minor and Major Arterial Streets: 10-11 feet wide

¹ Lane widths 9-12 feet, *City of Oklahoma City Downtown Design Framework (2015)*, “4-1 Traffic Zone, pg 38.

Shared Plaza Streets

Shared plaza streets (i.e. woonerfs, shared space streets) that accommodate pedestrians, bicyclists and automobiles in a shared right-of-way shall be permitted.

On-Street Parking

Allowable on-street parallel parking lane widths² by street classification:

- Neighborhood Streets: 7-8 feet wide
- Connector, Minor and Major Arterial Streets: 8 feet wide

Allowable on-street angled parking dimension by street classification:

- Neighborhood and Connector Streets: permitted as specified in Table 9.10.2 of this PUD.
- Major and Minor Arterial Streets: on-street angled parking not permitted.

Table 9.10.2: Minimum Dimensions for Head-In Angled On-Street Parking*

Angle	Stall Width	Stall Depth Perpendicular to Curb	Min. Width of Adjacent Lane (One-Way Street)	Min. Width of Adjacent Lane (Two-Way Street)	Curb Overhang
45°	8.5 - 9.0'	17' 8"	12' 8"	10' 0"	1' 9"
50°	8.5 - 9.0'	18' 3"	13' 3"	10' 4"	1' 11"
55°	8.5 - 9.0'	18' 8"	13' 8"	10' 8"	2' 1"
60°	8.5 - 9.0'	19' 0"	14' 6"	11' 0"	2' 2"
65°	8.5 - 9.0'	19' 2"	15' 5"	11' 4"	2' 3"
70°	8.5 - 9.0'	19' 3"	16' 6"	11' 8"	2' 4"
90°	8.5 - 9.0'	19' 0"	24' 0"	12' 0"	2' 6"

Source: *Dimensions of Parking*, 4th Edition, Urban Land Institute. Modified for on-street application.

Note: Typical design vehicle dimensions: 6 feet 7 inches by 17 feet 0 inches. Use 9.0 feet wide stall in commercial areas with moderate to high parking turnover. On a two-way street, the minimum width of combined through lanes must be greater than the one-way requirement.

*Back-in angled is permitted. For back-in angled, reduce curb overhang by one foot.

Pervious Paving

Streets and parking areas may utilize pervious paving materials, including brick, cobbles, concrete cobbles, decomposed granite, crushed stone, open/grated aggregate, stone, ground reinforcement grid, porous concrete, porous asphalt, porous pavers and grass pavers shall be allowed for all streets and parking areas, subject to Public Works review and approval. Gravel drives shall not be permitted, except for temporary construction access. Where connected to public rights-of-way the

² *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010), Institute of Transportation Engineers, pg 147.

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access drive apron will be constructed of hard surface paving meeting City code for driveway construction. A hard surface border may be required around the perimeter of pervious paving areas. Maintenance of the pervious paving is required, and a maintenance plan must be provided when construction documents are submitted for permitting.

9.11 INTERSECTION REGULATIONS

Permitted Angles of Intersection: allowable angles of intersection by street classification:

- Neighborhood Streets: not less than forty-five (45) degrees
- Connector Streets: not less than sixty (60) degrees
- Minor and Major Arterial Streets: not less than seventy-five (75) degrees unless otherwise approved by the Public Works Director.

Permitted Intersection Offset: allowable intersection offset by street classification:

- Neighborhood Streets: no minimum offset required.
- Connector, Minor and Major Arterial Streets: according to City Standards unless otherwise approved by the Public Works Director.

Western Avenue Access

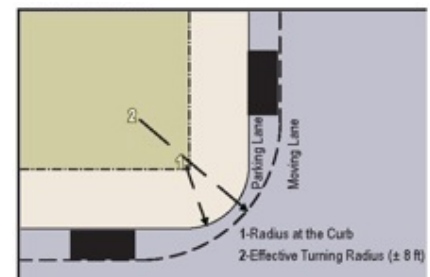
Access points within this PUD shall meet the minimum spacing requirements for a major arterial of 200 feet. With the exception of the intersection of SW 15th and Western Avenue, any improvements to development entrances and/or intersections, including but not limited to signalized intersections, will not be required.

Minimum Curb Radius

Within this PUD, minimum curb radius requirements at street intersections shall be based upon the Effective Turning Radius, which shall be measured from the curb side edge of the nearest intersecting through lanes, excluding any right-of-way allowing on street parking (both striped and un-striped parking).

Minimum Effective Turning Radius requirements by street classification:

- Alleys and Driveway: ten (10) feet minimum
- Neighborhood Streets: fifteen (15) feet minimum
- Connector, Minor and Major Arterial Streets: twenty (20) feet minimum



Effective Turning Radius

Note: Plaza or shared space streets shall have no minimum curb radius requirement.

Sight Triangle Calculation and Requirements

Within this PUD, sight triangle requirements at street intersections shall be 25' measured from the point of intersection of the centerlines of the nearest intersecting lanes. Sight triangle requirements

for alleys and driveways shall be 15' measured from the point of intersection of the centerlines of the alley or driveway and the nearest lane.

In any case, the intersection of SW 15th and Western Avenue shall meet the Sight Distance Triangle requirements specified in (§59-12300).

Exceptions. Where the Public Works Director determines the encroachment will not create a traffic hazard, this planned unit development is exempt from the Sight Triangle Requirement. Also, intersections of streets exclusively classified as Neighborhood Streets, alleys and/or driveway shall be exempt.

So long as this PUD is in compliance with the Sight Triangle Requirements as modified, there shall be no additional intersection sight distance requirements.

Minimum Curve Radius: minimum curve radius by street classification:

- Neighborhood Streets: minimum curve radius shall be equal to the minimum curb radius.
- Connector, Minor and Major Arterial Streets: according to City Standards unless otherwise approved by the Public Works Director.

Note: Plaza or shared space streets without curbs shall have no minimum curve radius requirement.

In keeping with the efforts of Wheeler District masterplan and Wheeler District Design Guidelines to create a memorable, pedestrian-oriented, bicycle-friendly community, this PUD will prioritize the use of roundabout intersections for main thoroughfares.

9.12 STREET CLASSIFICATION AND RIGHT-OF-WAY REGULATIONS

Street Classification: All streets within this planned unit development, unless explicitly stated otherwise, shall be classified as Neighborhood Streets, including shared plaza streets.

Right-of-way

The following minimum rights-of-way shall allowed:

- Alleys³: twenty (20) feet minimum right-of-way
 - o Residential Alleys shall have a minimum pavement width of ten (10) feet
 - o Non-Residential Alleys shall have a minimum pavement width of twenty (20) feet
- Shared Plaza Streets: thirty (30) feet minimum right-of-way
- Neighborhood Street: forty (40) feet minimum right-of-way
- Connector, Minor and Major Arterial Streets: standard minimums shall apply.
- Pedestrian lanes and bicycles paths (non-automotive): no minimum right-of-way

9.13 RAISED INTERSECTIONS AND CROSSWALK REGULATIONS

³ Note: When an alley is shared by non-residential on one side, and residential on the other, one half of the related minimum pavement width shall be applied for each half of the alley measured from the centerline of the alley.

The allowable algebraic difference for raised crosswalk and/or intersection transitions shall be no greater than 8%.

9.14 SIGNAGE REGULATIONS

Signage allowances shall be per the DTD-2, Downtown Transitional District, General base zoning district.

9.15 ROOFING REGULATIONS

All structures within this PUD shall have laminate Class C fire rated shingles, architectural metal (e.g. standing seam, 5v, etc.), metal tile, slate or better, except that commercial buildings, mixed use buildings and clubhouses shall be permitted to have flat roofs.

9.16 SIDEWALK REGULATIONS

A minimum of five-foot wide sidewalk shall be provided on all curbed streets and shall meet all applicable ADA requirements. Shared plaza streets (or shared space streets) that accommodate pedestrians, bicyclists and automobiles in a shared right-of-way shall have no sidewalk requirement.

9.17 HEIGHT REGULATIONS

There shall be no minimum height requirements within this PUD. There shall be no maximum height restrictions.

9.18 SETBACK REGULATIONS

As allowed by the Scenic River Overlay Design District (SRODD) regulations, setback requirements for this PUD shall be dictated by the standards as shown in the *Wheeler District Design Guidelines*.

9.19 PUBLIC IMPROVEMENTS

Public improvements shall be made by the property owner throughout the PUD as required by the City of Oklahoma City Public Works Department or other City, County, or State Department or agency. All Local, State, and Federal ordinances as they shall apply to the site will be adhered to fully.

9.20..... COMMON AREAS AND MAINTENANCE

Maintenance of the common areas, private streets, storm sewer systems, private drainage easements, and islands/medians in the development shall be the responsibility of the property owner or Property Owners Association. No structures, storage of material, grading, fill, or other obstructions, including fences, either temporary or permanent, that shall cause a blockage of flow or an adverse effect on the functioning of the storm water facility, shall be placed within the

common areas intended for the use of conveyance of storm water, and/or drainage easements shown. Certain amenities such as, but not limited to, walks, benches, piers, and docks, shall be permitted if installed in a manner to meet the requirements specified above.

9.21 SPECIFIC PLAN

The development will comply with the Wheeler District Design Guidelines (or the SRODD design review process, as applicable). Therefore, a Specific Plan shall not be required.

9.22 GENERAL DESIGN AND DEVELOPMENT GUIDELINES

See Exhibit D: Wheeler District Design Guidelines

10.0 DEVELOPMENT SEQUENCE

Developmental phasing shall be allowed as a part of the development of this PUD.

11.0 EXHIBITS

The following exhibits are hereby attached and incorporated into this PUD. These exhibits are:

- Exhibit A - Legal Description
- Exhibit B - Conceptual Master Development Plan
- Exhibit C - Topography Plan
- Exhibit D - Wheeler District Design Guidelines

III. REVIEW COMMENTS

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk * indicates that the agency, department, and/or division responded with no adverse comments.

A. Outside Agencies

- 1. Oklahoma City-County Health Department (OCCHD):**
- 2. Oklahoma City Urban Renewal Authority (OCURA):**
- 3. Oklahoma Gas and Electric (OGE):**
- 4. Oklahoma Natural Gas (ONG):**
- 5. Oklahoma Water Resources Board (OWRB):**
- 6. School District(s): (Oklahoma City)**
- 7. Oklahoma Department of Transportation (ODOT)**

B. City Departments

- 1. Airports:**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA):**
- 3. Fire (OCFD):**
The development needs to meet OKC Fire access requirements.
- 4. Information Technology/Geographic Support (IT/GIS):**
- 5. Parks and Recreation:**
- 6. Police (OCPD):**
- 7. Public Works:**

a. Engineering

Storm Sewer Availability

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.
- 2) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance from the centerline of the section. Concrete channels must be entirely outside public right-of-way.
- 3) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 4) Flood Study will be required to show no rise in FEMA Q 100 and the City of Oklahoma City Q 100 water surface elevation, compared pre-and post-development.
- 5) A portion of subject property is situated within a F.E.M.A. Flood Plain. Therefore, the establishment of Minimum Finish Floor Elevation for each lot within the flood plain will be required (100-year) frequency plus 1'. The Public Works Department Engineering staff shall approve these elevations prior to the filing of the final plat.
- 6) A floodplain activity permit must be submitted for any work contemplated in The Waters of the United States.
- 7) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.

- 8) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 9) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 10) Construction within the limits of this PUD will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.
- 11) Sidewalk shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 12) All private roads /streets will have private storm sewer systems.
- 13) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.

b. Streets, Traffic and Drainage Maintenance

c. Stormwater Quality Management

d. Traffic Management *

8. Utilities

a. Engineering

Paving

b. Solid Waste Management

- 1) Residential – Single Family: The City can provide service, providing there is sufficient space for the truck to maneuver to service the addition.
- 2) Residential – Multi Family: The City can provide service for up to 3 units on a single water meter. Any more than 3 units on the same meter will have to be serviced by a private hauler. A dumpster could be utilized provided there is not enough frontage space for cart placement.
- 3) Commercial: The City can provide solid waste collection services to commercial customers providing refuse is not excess of 270 gallons per customer per pick up § 49-30 (a). Otherwise the customer will have to utilize a private hauler for dumpster

service. No service will be provided for waste deemed uncollectable per ordinance § 49-21.(17). The City can also service residential customers providing there is sufficient space for the truck to maneuver to service the addition.

c. Water/Wastewater Quality

Water Availability

- 1) An existing 12-inch water main(s) is located adjacent to the subject site(s).
- 2) Minimum ten (10) feet horizontal separation required from wastewater mains and five (5) feet for other utilities. Minimum two (2) foot vertical separation required for all utility crossings. All water mains must have a minimum cover of five (5) feet along section line roads and four (4) feet elsewhere.
- 3) Proposed and/or existing water mains must be located centrally within a twenty (20) feet wide or larger utility easement or right-of-way. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 4) Dead-end water mains must be avoided when possible. All existing unused water services must be capped and abandoned at the water main in accordance with the City Standard Specifications.
- 5) In accordance with ODEQ regulations, the City provides water at a minimum pressure of 25 psi. The developer is responsible for designing and construction of all fixtures to provide adequate domestic and fire protection under minimum pressure conditions. The developer will be responsible for any failure of domestic or fire protection systems which require water pressure in excess of 25 psi. The developer is responsible for installing pressure reducers if necessary for protection of developer's service lines, plumbing, and fixtures.
- 6) All existing and/or proposed water meters must be located in the right-of-way and/or utility easement within grassy areas outside of sidewalks, driveways, streets, and paving.
- 7) All domestic and fire suppression services must have a separate water service connection. Fire hydrant spacing shall not exceed 500 feet and must be located within ten (10) of a hard surface (i.e. sidewalk, street, paving).
- 8) Supply capacity for development is not guaranteed and will be reviewed at time of review of construction documents.
- 9) Plat may be revised after review and approval of utility plans.

Wastewater Availability

- 1) An existing 42-inch wastewater main(s) is located adjacent to the subject site(s).
- 2) Line capacity is not guaranteed and must be checked by the Engineer of Record and reviewed by the City.

- 3) The developer will be required to extend the City wastewater collection system to and across each lot or site within the subdivision in accordance with the City Standard Specifications and Private Development Design Manual.
- 4) Minimum ten (10) feet horizontal separation is required from water mains and five (5) feet for other utilities. Minimum two (2) feet vertical separation required for all crossings. All wastewater mains must have a minimum cover of four (4) feet and depth no greater than eighteen (18) feet. Developer is responsible for remediating any failure to maintain the minimum four (4) feet of cover.
- 5) Wastewater main(s) must be centrally located in a twenty (20) feet wide easement or larger if necessary. No trees, signs, dumpster, fence, and/or structures shall be permitted over any proposed or existing utility main. An approved revocable permit must be obtained to have any private improvement located within any utility easement and/or right-of-way.
- 6) All existing unused private wastewater service connections must be abandoned and capped at the main in accordance with City Standard Specifications and Private Development Design Manual.
- 7) Plat may be revised after review and approval of utility plans.

9. Planning

a. Comprehensive Plan Considerations

1) LUTA Development Policies:

Site Design:

- Avoid developing within 100-year floodplains or floodways.
- Utilize Best Management Practices (BMP) for stormwater.

Location:

- Mixture of density, lot size and building scale is appropriate as long as land use compatibility is achieved.

Density: The non-residential Floor to Area Ratio (FAR) range for the UM LUTA is 0.4 to 1.2 with a typical FAR of 1. The Urban Medium Intensity LUTA outlines a density range of 10 to 40 dwelling units per acre.

The subject site is located along the southern boundary of the Oklahoma River. Twin Creek runs near the east and south boundaries of the site. Floodway and 100-year floodplain are present on the subject site. The development is required to comply with all City, State, and Federal requirements within the floodplain. The PUD proposes an urban mixed-use development and is extension of the Wheeler District. The proposed regulations could provide a FAR and densities within the Urban Medium LUTA range.

Automobile Connectivity:

- For projects on sites 5 acres and larger that propose new public or private streets, maintain, create, and enhance an overall network that is highly connected, and avoid dead end streets and cul-de-sacs.

- Primary entrance points should be aligned with access points immediately across the street.

The subject site currently has numerous unimproved access points along South Western Avenue. The conceptual plan illustrates four new access points from South Western Avenue, with one new connection eastward to South Walker Avenue and availability of a future connection to the south.

Pedestrian Connectivity:

- Provide sidewalk connections to nearby uses.

Sidewalks are currently only available along South Western Avenue at the northwest portion of the subject site, where a pedestrian connection is provided to the southern portion of the Oklahoma River Trail. The PUD proposes sidewalks on all curbed streets within the development.

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating the proposed uses adjacent to existing Low Intensity Residential or Industrial uses or zoning, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan. Projects in higher intensity LUTAs (UM) may be more appropriate for significant transitions of density, scale and mass.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if the setbacks are significantly deeper or more shallow than the predominant character of adjacent development; the building’s orientation to the street differs from the predominant character of adjacent development; building size or street frontage dramatically differs from that of adjacent uses, the lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent uses, or if buildings within 40 ft. of a single-family residential structure exceed a 3:1 ratio in height. *The PUD proposes higher intensity uses near South Western Avenue. The difference in scale between the proposed uses in the PUD could trigger compatibility issues in plan***okc***; however, the plan recognizes that in higher intensity LUTAs such as Urban Medium, a more significant transition of density, scale and mass may be appropriate. The PUD uses the DTD-2 base zone and development will be similar to the Wheeler District’s first phases to the west. The Wheeler District has its own architectural guidelines and the PUD sets a threshold for when development will require a Certificate of Approval from the Urban Design District.*

Traffic: Mitigation measures should be used if the development is inconsistent with the Street Typology, or would substantially exceed the average daily traffic of existing, adjacent uses. *The subject site is located along the eastern side of South Western Avenue, an arterial street in the Urban Medium LUTA. No issues requiring mitigation measures related to traffic were identified.*

Operational Impact: The comprehensive plan calls for mitigation measures if new projects propose uses that generate noise levels above those found in typical residential settings, have detectable odors, spill light above that found in typical

residential settings, or operate after 10 p.m. within proximity to residential uses. When located near residential uses, the comprehensive plan calls for containing operating effects (including noise and odor) within building walls, using vertical screening to block any mechanical equipment and service areas, and directing light away from adjacent residential areas. *The PUD is in an area that is surrounded by the Oklahoma River to the north, and Twin Creek on the east and south. No new compatibility issues adjacent to residential zoning were identified. The comprehensive plan states that in some cases, a proposed project may need to take measures to reduce the impact of an existing use, and specifically identifies placing residential uses next to an industrial use as an example. The PUD regulations do not specifically identify any mitigation measures from industrial development between the site and South Western Avenue. The site currently contains oil and gas equipment on portions of the site. The Master Design Statement specifies that oil and gas sites shall be adequately screened with fencing in accordance with the Wheeler District Design Guidelines.*

3) Service Efficiency:

- Water: *Close to Service or Served*
- Sewer: *Open Sewer Sheds or Served*
- Fire Service: *Urban Response*

4) Environmentally Sensitive Areas: The following apply to the proposed development site:

- Riparian Areas: Riparian areas are vegetated areas adjacent to streams, lakes, ponds, and wetlands that are composed of a mixture of trees, shrubs, and grasses. These areas may also contain floodplain. The comprehensive plan recommends a 100-foot buffer from stream banks. *Riparian area is present on the subject site in the form of floodway and 100-year floodplain near the Oklahoma River and Twin Creek. The development is required to comply with all City, State, and Federal requirements within the floodplain.*
- Upland Forests: N/A
- Vulnerable Aquifers: The aquifer in this area is considered highly vulnerable to depletion. The comprehensive plan recommends preserving natural open spaces and utilizing low impact development techniques whenever possible in new developments in order to maintain water quality and allow for the infiltration of stormwater onsite. Low impact development techniques include, but are not limited to, using pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., to promote increased water percolation and infiltration.

5) Transportation System: This site is located along the east side of South Western Avenue, a Major Arterial Street in the Urban Low LUTA. The nearest transit (bus) service is located within a quarter mile north and south of the site, along South Western Avenue. Access to the City trail system is available adjacent to the northern boundary of the subject site, along the Oklahoma River Trail. According to Streetlight data, last collected in 2022, South Western Avenue had 18,875 average daily trips, with a capacity of 22,000.

6) Other Development Related Policies

- Encourage the integration and mixing of land uses in urban areas. (SU-1)
- Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. New residential subdivisions should achieve a mixture of housing types within a unified development. (SU-4)
- Favor commercial development clustered in nodes at arterial or collector intersections or along brief “main street” style corridors over commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors. (SU-25)
- Regional-, community-, and neighborhood-scale retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores that draws on the following principles:
 - Concentrate access for new retail development at shared primary entrance points. Primary entrance points should be aligned with access points immediately across intersecting roads. Limit curb cuts on primary highways and arterials.
 - Provide pedestrian circulation, including sidewalks and median breaks along interior and exterior fronting roads and within parking lots.
 - Encourage coordinated development of retail centers in order to facilitate internal pedestrian and vehicle circulation and optimal center performance (SU-27)
- Commercial buildings should be built at the street rather than behind a parking lot in order to promote pedestrian circulation, multipurpose shopping trips, and walkable and attractive streetscapes. (SU-28)
- New neighborhood-scale retail should be located within new residential growth areas to serve daily shopping needs and limit trip distances. In newly developing areas, this retail format is preferred to the existing linear development patterns along arterials. (SU-30)
- Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors. (SU-31)
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips. (SU-48)
- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Improve the functionality and efficiency of the street network by:
 - Providing direct connections from residential developments to nearby places and to each other.
 - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
 - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
 - Reducing block sizes and use of dead-end streets.

- Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)
- Share parking between contiguous developments. (C-31)
- Require that new development tie into the park and trail system by providing linkages to existing parks or dedicating new park land. Connect existing parks and neighborhoods to create a continuous system of open spaces, for example along stream corridors. (P-18)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. (G-26)
- Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizeable individual trees) into the design of all residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features. (E-31)
- Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification (E-14)
- Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships (SU-47)

b. Plan Conformance Considerations

The subject site is located along the eastern side of South Western Avenue, south of the Oklahoma River. Twin Creek runs near the east and south boundaries of the site. The subject site is zoned R-1, a small portion is zoned I-2, and is primarily undeveloped aside from some oil and gas equipment. The PUD surrounds I-2 and I-3 zoned property that fronts South Western Avenue and is vacated office, warehouse, and outdoor storage space. The site, and surrounding land, is within the Scenic River Overlay Design District (SRODD – Western Gateway).

The application is proposed to expand the development currently ongoing west of South Western Avenue, the Wheeler District, which was rezoned from multiple base and PUD/SPUD zoning districts to PUD-1611 in 2016. The Wheeler District is a mixed-use neighborhood that incorporates a variety of housing types along with supporting commercial, institutional, and open space recreational uses with a Downtown Transitional District, General (DTD-2) base zoning.

The new PUD mirrors the existing Wheeler PUD to the west, with the exception that the sign regulations will be per the recently adopted sign code, and the threshold for design review has been modified.

The subject area is within the Scenic River Overlay Design District (SRODD – Western Gateway) and the rezoning application is/was subject to review by the Riverfront Design Committee (RDC). On August 1, 2024, the RDC recommended approval of the application to the Planning Commission. The PUD maintains the regulations of the

Scenic River Overlay Design District. After August 30, 2024, all Certificates of Approval for cases in the Scenic River Overlay Design District will be heard by the Urban Design Commission.

IV. STAFF RECOMMENDATION

Staff recommendations are advisory only and do not constitute Planning Commission decisions. Staff recommendations are based on a technical evaluation of information submitted at the time of review. Determination of conformance with policies contained in the comprehensive plan is the purview of the Planning Commission. Planning Commission decisions require a vote of five members to approve or deny an item. The Planning Commission may consider in its decision-making process any additional relevant information presented at the public hearing by the public, applicant, and/or City departments.

Approval of the application.

All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the PUD may be required during either Divisions review of construction plans and prior to City Council approval.

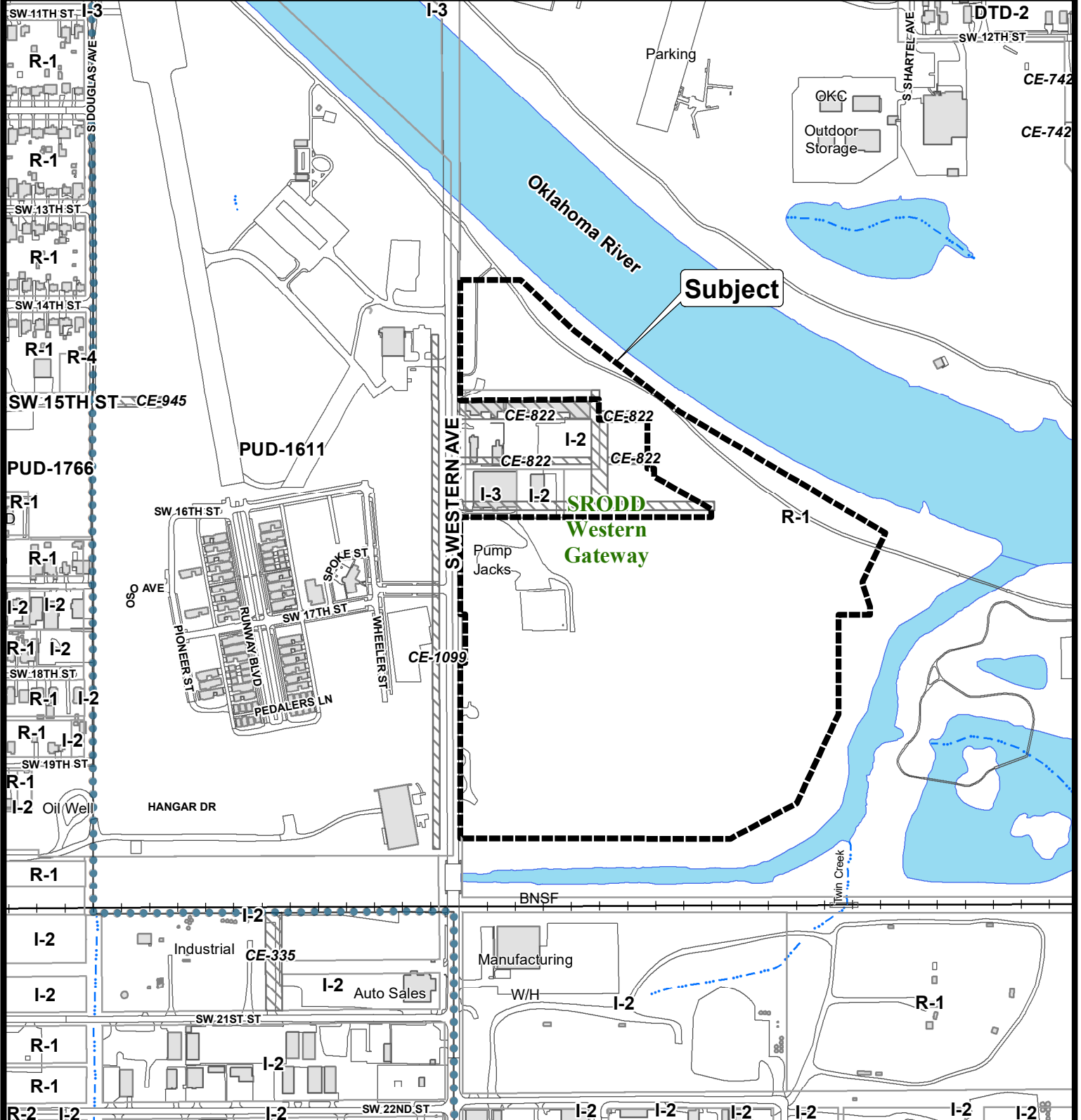
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Case No: PUD-2009

Applicant: Wheeler District, LLC

Existing Zoning: R-1 / I-2 / SRODD

Location: 2014 S. Western Ave.



The City of
OKLAHOMA CITY

Planned Unit Development



0 250 500 Feet



S Western Ave

Twin Creek

Twin Creek

North Canadian River

Twin Creek

S Walker Ave

S Walker Ave

SW 15th St

Exhibit C

S Walker Ave

MASTER DEVELOPMENT PLAN

Future Bike & Pedestrian Bridge

INTERSTATE 40

Wheeler Park

Oklahoma River

Oklahoma River

To Walker Ave >

SW 11th

SW 12th

SW 13th

SW 14th

SW 15th

SW 17th

SW 18th

SW 19th

SW 20th

PUD 1766

PUD 1611

NOT INCLUDED

S WESTERN AVE

S WESTERN AVE





DEVELOPMENT STANDARDS

TOWN FOUNDERS



Blair Humphreys
Kirk Humphreys, Chairman
Harold Nichols
Todd Glass

CLIENT TEAM

ENVIRONMENTAL ENGINEERING

TETRATECH

Jonathan Heusel
Mike Schumacher

PUBLIC RELATIONS

Allison Barta Bailey
Ashley Terry

DESIGN TEAM



Victor Dover
Joseph Kohl
Pamela Stacy
Jason King
James Dougherty
Kenneth Garcia
Aditi Sharma

TRANSPORTATION

HALL PLANNING & ENGINEERING

Rick Hall

CIVIL ENGINEERING

CRABTREE & ASSOCIATES

Paul Crabtree

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**2 BUILDING TYPES &
PLACEMENT**

**3 ARCHITECTURAL
STANDARDS**

4 GENERAL STANDARDS

APPENDIX

A STREET STANDARDS

B DEFINITIONS





INTRODUCTION

OVERVIEW

•

INTENT & ADMINISTRATION

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MASTER PLAN

OVERVIEW

The purpose of these standards is to create a high-quality walkable and bikeable neighborhood. It is envisioned that the development of Wheeler District will happen in phases, and these standards may adapt and expand over time.

Wheeler District is a new urban village comprised of neighborhood wards and streets. The principles of the urban village are based on the study of precedents established by respected and admired historic towns.

WHEELER DISTRICT CRITICAL FEATURES

- Made for walking & biking;
- Evolving gracefully over time;
- Full of varied, cool places to live;
- Built around people-friendly public spaces;
- Energizing the riverfront;
- Compact, complete & connected;
- An interconnected network of slow, pedestrian & cyclist friendly streets;
- A mix of uses and housing types in each neighborhood ward;
- Compact neighborhood wards with clearly defined central gathering places;
- Most buildings within a 5-minute walk of the center;
- Important sites reserved for civic functions;
- Inherent sustainability;
- Integrated public facilities such as schools, parks, and plazas; and
- Environmentally sensitive and practical strategy for dealing with rain water.



HOW TO USE THIS CODE

1. Review the Intent & Administration procedures for the Wheeler District.
2. Review the Master Plan & Illustrations depicting the character intended for the Wheeler District.
3. Find your lot on the Transect Map. Review any requirements specific to the lot.
4. Review the Building Types and Placement Standards for dimensional requirements that correspond to the building type selected.
5. Review the Architectural Standards which contain regulations for building design and materials.
6. Review the General Standards for additional requirements such as signage, lighting, parking, landscaping, and utilities.
7. Review the Appendix for supplemental information about the Wheeler District Master Plan such as street standards and the submittal checklist.

The intent of these Development Standards is to enable and encourage the implementation of the principles and policies outlined below from the Charter of The New Urbanism.

THE REGION

- That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.
- That growth strategies should encourage infill and redevelopment in parity with new communities.
- That development contiguous to urban areas should be structured in the pattern of infill traditional neighborhood development (TND) and be integrated with the existing urban pattern.
- That development non-contiguous to urban areas should be organized in the pattern of cohesive traditional neighborhood development.
- That workforce housing should be fully integrated throughout the region to maximize access to employment and entrepreneurial opportunities to ensure that the region represents a diversity of persons at various income levels.
- That transportation corridors should be planned and reserved in coordination with land use.
- That green corridors should be used to define and connect urbanized areas.
- That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

THE COMMUNITY

- That neighborhoods and regional centers should be compact, pedestrian-oriented and mixed-use.
- That neighborhoods and regional centers should be the preferred pattern of development and that districts specializing in a single use should be the exception.
- That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- That interconnected networks of thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes, and those with disabilities.

- That appropriate building densities and land uses should be provided within walking distance of transit stops.
- That schools should be sized and located to enable children to walk or bicycle to them.
- That a range of open space including parks, squares, and playgrounds should be distributed within neighborhoods and downtowns.

THE BLOCK & THE BUILDING

- That buildings and landscaping should contribute to the physical definition of thoroughfares as civic places.
- That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- That development and street spaces should respect and accommodate cyclists.
- That the design of streets and buildings shall meet or exceed the most current ADA (Americans with Disabilities Act) Architectural Guidelines.
- That architecture and landscape design should grow from local climate, topography, history, and building practice.
- That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
- That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
- That the harmonious and orderly evolution of urban areas should be secured through form-based codes.

THE TRANSECT

- That communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
- That the Transect Zone descriptions in these development standards shall constitute the Intent of these Development Standards with regard to the general character of each of these environments.

ADMINISTRATION

APPLICABILITY

- Provisions of these Development Standards are activated by "shall" when required; "should" when recommended; and "may" when optional.
- The Zoning Ordinances of the City of Oklahoma City shall continue to be applicable to issues not covered by these Development Standards except where in conflict with the Intent, or as defined by a Development Agreement.
- Capitalized terms used throughout these Development Standards may be defined in the definition section. Those terms not defined shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of existing local codes, these Development Standards shall take precedence.
- When in conflict, numerical metrics shall take precedence over graphic metrics.
- In case of contradiction with local safety codes, these Development Standards shall be adjusted in collaboration with the Town Architect.

TOWN ARCHITECT

- The office of the Town Architect (which may consist of either a single person or small board, but referred to singularly as the Town Architect in these Development Standards) shall be appointed by the Town Founders, or other association or entity established by the Town Founders at a later date to fulfill the functions of the Town Founders. The Town Architect should consist of a minimum of one urban designer, planner, or architect familiar with traditional village planning and New Urbanist design principles. The Town Architect need not be a registered architect.
- The role of the Town Architect has been established to administer an internal review procedure for the development of properties within the Wheeler District. It is the responsibility of the Town Architect to review proposed development and building plans for compliance with these Development Standards. The Town Architect, under the direction of these Development Standards, as well as any other applicable standards, shall have authority for internal approval of all aspects of site planning and exterior architecture, including aesthetic appropriateness, environmental implications, traffic impacts, and any other site-specific matters.
- Upon reviewing the application materials (see below) and validating that the application materials are complete and in compliance with these Development Standards, the Town Architect shall issue an approval to the applicant. In the event the Town Architect determines that the materials are not complete or not in compliance, the Town Architect shall issue a Determination of Incompleteness or Noncompliance to the applicant. In response, an applicant may submit supplemental or revised application materials. In no event shall an applicant be entitled to submit applications to governmental agencies for their review prior to obtaining approval from the Town Architect.

APPLICATION MATERIALS

- The following materials shall be submitted to the Town Architect for approval of a new building at the Wheeler District. A detailed checklist can be found in the Appendix.
- **Site Plan** at a minimum of 1/8" scale, depicting building footprint(s) and all site improvements (including landscaping, driveways, pathways, fences, walls, above-ground utilities and mechanical equipment, garden walls) with all materials and items clearly labeled. The building footprints for each building should contain a schematic interior floor plan of the ground floor.
- **Building Elevations** at a minimum of 1/4" scale for all sides of the building, with all materials (including wall cladding, roofing, foundations, chimneys, architectural details) and colors clearly labeled. Elevations should also note the level of interior finished floors and finished ceilings.

REVIEW COMMITTEE

- A Review Committee may be established by the Town Founders to serve as an appeal body for applicants that do not agree with the rulings of the Town Architect. The Review Committee may be created in conjunction with the adoption of Homeowner Association documents providing for the makeup of the Committee and by-laws governing its functions.

EXCEPTIONS

- Exceptions permit a practice that is not consistent with a specific provision of the Development Standards. Exceptions to these Standards may be granted administratively by the Town Architect.

MASTER PLAN

The Illustrative Plan and renderings contained in this section are intended to help guide future development of the Wheeler District by demonstrating the intent of the Master Plan; these are not intended to be regulatory illustrations.

ILLUSTRATIVE PLAN

The Illustrative Plan depicts the streets, lots, civic and landmark buildings, and open spaces of the proposed development. Although some plan details may change over time to meet physical, regulatory, or market constraints, the main concepts contained in these illustrations should be maintained.

The plan for the Wheeler District is comprised of several distinct neighborhood wards. Each neighborhood ward will have its own unique sense of place, established by the urban intensity and building form, signature open spaces, and civic/landmark buildings.

WATERFRONT QUARTER

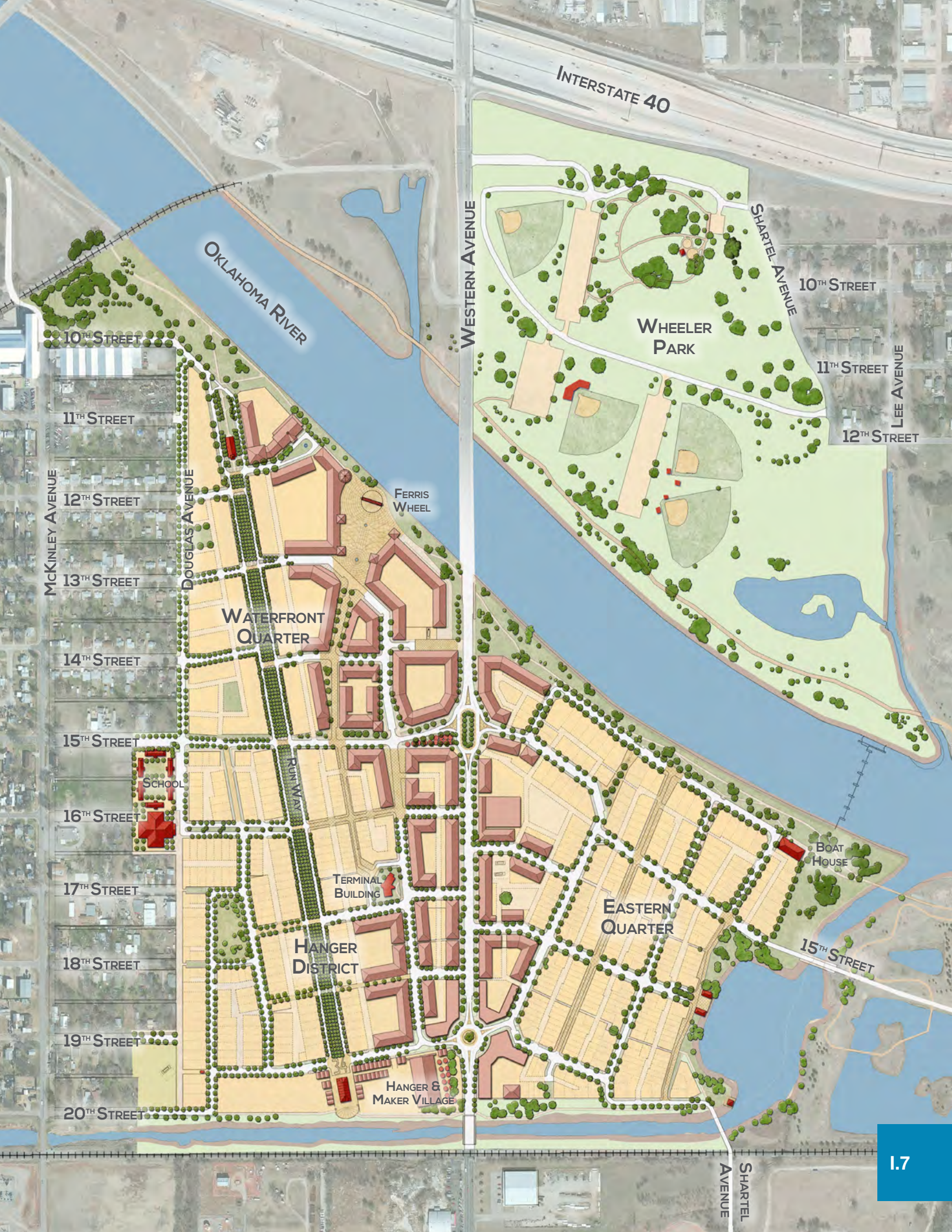
Most people will arrive at the Wheeler District from the north along Western Avenue. The arrival from this route has been carefully designed to create a dramatic first impression emphasizing the project's optimization as a people-friendly place.

When one looks from the Western Avenue bridge toward the Wheeler District, one will see a generous, landscaped riverfront park with generous bike and walking trails. Some of the grandest buildings in Wheeler District will line this park, presenting their best faces to the views from across the river.

The centerpiece of the Wheeler District's riverfront will be a lively urban plaza, that is anchored by a festive Ferris Wheel. The plaza is shaped and sized for comfort and to enhance the drama of the Ferris Wheel, which will feature brilliant colored light shows in the evening.

A grand tree-lined avenue is placed on the former alignment of the airport runway. Its broad, shady median contains pedestrian and bike paths connecting across the neighborhood from the canal to the river.





HANGER DISTRICT

What is the smallest increment of urbanism, of shops, work spaces and homes with shaded public spaces, necessary to begin a community? A single row of storefronts facing one another using Quonset huts or similar temporary structures could create Wheeler District's first main street. Maker spaces hosting metalworking, woodworking, traditional arts and crafts and uses related to the hangar and community garden are envisioned.

One precedent for this are the Christkindlmarkets of Europe which accommodate holiday shopping needs from similar small, temporary structures. If such a street were aligned to coincide with the backstreet of Wheeler District's first neighborhoods, a kind of avenue with landmarks at each end: the hangar and the former terminal building, could be created.



EASTERN QUARTER

Wheeler Eastern Quarter will contain a diverse mix of uses, with the daily needs of residents located close by. It is composed of a wide variety of streets and public spaces both large and small. Its dense, interconnected network of walkable streets creates an alternating rhythm of larger streets and spaces with small, intimate streets and spaces. The ground floor may contain retail, and detached homes such as townhouses. The top floors may contain office spaces, or apartments and studio spaces. Sidewalks, awnings and street trees to provide shade, and on-street parking to separate pedestrians from moving vehicles, all contribute to a pleasant walking environment.

In Wheeler, Woonerfs will also be used, creating a safe shared space tailored for bikes and pedestrians while still allowing vehicle use.

When there's a high-degree of spatial enclosure, even small, subtle step-backs in the building frontage can create unique and inviting spaces. Subtle changes in building size, type, use and setback, as well as the geometry of intersecting streets, all combine to create small, memorable, urban greens and public spaces.







1. THE TRANSECT

THE TRANSECT

•

PERMITTED USES

•

TRANSECT MAP

THE TRANSECT

The Rural-to-Urban Transect is a tool that classifies human habitats in a range from the most natural to the most urban. This section includes a brief introduction to the transect zones; the permitted uses in each zone; and the Transect Map which locates each zone within the Wheeler District.

The Transect is an important tool because it acknowledges the diverse characteristics of villages, towns, and cities, and encourages new development in a predictable manner to respect its context within the plan and reinforce the intended quality of the place.

There are six main Transect Zones commonly used in the planning profession today, ranging from the highest mix of uses and residential density (T6, the Urban Core Zone) to the lowest (T1, the Natural Zone). Sub-zones may be utilized to add an additional level of precision when calibrating a code for a particular site.

Each Transect Zone is defined by particular characteristics that correspond with the density and intensity of land use and urbanism. These characteristics include building placement, landscaping, and curb details, all of which influence the level of walkability and vibrancy in a particular place.

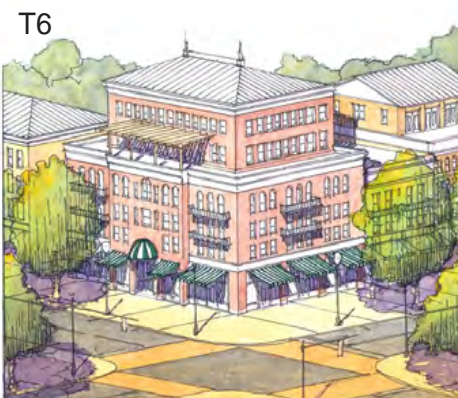
A mix of Transect Zones should be found within each neighborhood ward, however, not all Transect Zones will be found in the Wheeler District.

The Wheeler District Transect Zones include:

- **T2 Rural Zone** consists of lands in open or cultivated state, or sparsely settled. In the Wheeler District this consists of the Urban Farm
- **T4 General Urban Zone** consists of a dense urban fabric of attached and detached building types. Homes normally have a small front setback to allow a front yard with a porch or stoop, and a private rear yard. At Wheeler District, the T4 zone has been subdivided into two sub-zones: T4-R (Restricted) has a primarily residential focus; and T4-O (Open) which allows a greater mix of uses.
- **T5 Urban Center Zone** consists of predominantly attached building types that accommodate a great mix of uses, including retail, offices, rowhouses, cottages, apartments, and civic functions. It has wide sidewalks, steady street tree planting and buildings set close to the street frontage.
- **T6 Urban Core Zone** consists of the highest density, with the greatest variety of uses. It may have larger blocks to accommodate mid-block parking; streets have steady street tree planting and buildings are set close to the right-of-way.



TRANSECTS
PRIMARILY
FOUND IN THE
WHEELER
DISTRICT.



PERMITTED USES

The uses listed are those permitted within each Transect Zone; however, if an owner or developer wishes to have a use not listed they may apply for an exception.

a. RESIDENTIAL	T2	T4-R	T4-O	T5	T6
(LMS): Large Main St. Building				■	■
(LW): Livework Rowhouse			■	■	
(CB): Courtyard Apartment			■	■	■
(AB): Apartment Building			■	■	
(RH): Rowhouse/Townhouse		■	■	■	
(SH): Sideyard House		■	■		
(HO): House		■	■		
(DH): Driveway House		■			
(CC): Cottage Court Buildings		■	■		
(CH): Carriage House	■	■	■		
(WV): Worker Village	■	■	■		
(ADU): Accessory Dwelling Unit	■	■	■	■	
(CV) Civic Building	■	■	■	■	■

b. LODGING

Hotel (no room limit)				■	■
Inn (up to 15 rooms)			■	■	■
Bed & Breakfast (up to 5 rooms)		■	■	■	
School Dormitory			■	■	■

c. OFFICE

Office Building				■	■
Live-work Unit		■	■	■	

d. RETAIL

Open-Market Building	■	■	■	■	
Retail Building		■	■	■	■
Restaurant		■	■	■	■
Display Gallery		■	■	■	■
Kiosk		■	■	■	■
Food Truck	■	■	■	■	■

e. CIVIC	T2	T4-R	T4-O	T5	T6
Bus Shelter	■	■	■	■	■
Boat House		■	■		
Conference Center				■	■
Fountain or Public Art	■	■	■	■	■
Library		■	■	■	■
Movie Theater			■	■	■
Museum				■	■
Outdoor Auditorium	■	■	■	■	■
Parking Structure			■	■	■
Playground	■	■	■	■	■
Surface Parking Lot			■	■	■
Religious Assembly	■	■	■	■	■
Recreation Field	■	■	■		
Trail Head	■	■	■	■	

f. AGRICULTURE

Agricultural Cultivation	■				
Greenhouse	■	■			
Livestock Pen	■				
Stable	■				
Kenel	■	■	■	■	

g. EDUCATION

College				■	■
High School		■	■	■	■
Middle School		■	■	■	■
Trade School				■	■
Elementary School		■	■	■	■
Childcare Center		■	■	■	■

h. OTHER: INDUSTRIAL

Bill Board					
Fire Station		■	■	■	■
Police Station		■	■	■	■
Medical Clinic			■	■	■
Wireless Transmitter	■	■	■	■	■

▪ By Right

TRANSECT MAP

The Transect Map assigns a Transect Zone to each Block segment of the plan. These zones regulate building form and intensity.

Legend

- T6 (The Urban Core Zone)
- T5 (The Urban Center Zone)
- T4-O (The Neighborhood General/ Open Zone)
- T4-R (The Neighborhood General/ Restricted Zone)
- T2 (The Rural Zone)
- Civic Space







2. BUILDING TYPES & PLACEMENT

BUILDING TYPE STANDARDS

•

LARGE MAIN STREET BUILDING

•

SMALL MAIN STREET BUILDING

•

COURTYARD APARTMENT BUILDING

•

APARTMENT BUILDING

•

ROWHOUSE/TOWNHOUSE

•

SIDEYARD HOUSE

•

HOUSE

•

DRIVEWAY HOUSE

•

COTTAGE COURT

•

CARRIAGE HOUSE

•

WORKER VILLAGE

•

ACCESSORY DWELLING UNIT

•

CIVIC BUILDING

BUILDING TYPE STANDARDS

The Building Type Standards establish the physical and functional relationships between buildings and public spaces. They prescribe the rules related to building placement and massing (such as Setbacks, Build-to Lines or Zones, Building Frontage, and Building Height).

LOT COMPATIBILITY MATRIX

The lot compatibility matrix sets the allowable building types within each transect zone.

	T2	T4-R	T4-O	T5	T6
(LMS): Large Main Street Building				■	■
(SMS): Small Main Street Building			■	■	
(CB): Courtyard Apartment Building			■	■	■
(AB): Apartment Building			■	■	
(RH): Rowhouse/Townhouse		■	■	■	
(SH): Sideyard House		■	■		
(HO): House		■	■		
(DH): Driveway House		■			
(CC): Cottage Court		■	■		
(CH): Carriage House	■	■	■		
(WV): Worker Village	■	■	■		
(AD): Accessory Dwelling Unit	■	■	■	■	
(CV): Civic Building	■	■	■	■	■

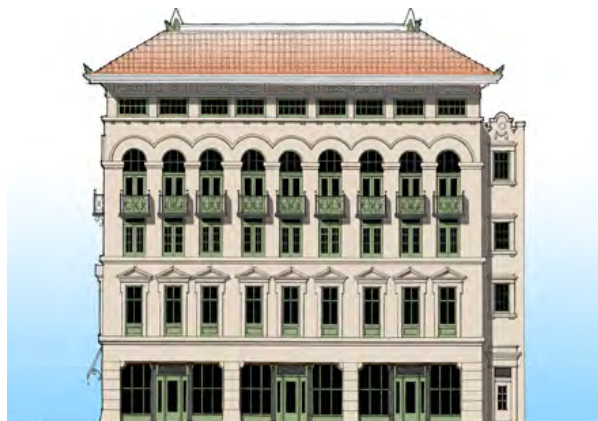
GENERAL REQUIREMENTS

The following shall apply to all building types:

- Precedent images are for illustrative purposes only to demonstrate the intent of the standards. They are provided as examples, and shall not imply that every element in the photograph is permitted.
- "Build-to Line or Zone" refers to the line along which the front wall of the building shall be built. Porches may occur forward of the build-to line or zone, but shall not encroach within the Right-of-Way. Awnings, Marquees, Bracketed Canopies, Arcades, Balconies, Galleries, Stoops, and other building Appurtenances (as described in the Architectural Standards) may occur forward of the Build-to-Line or Zone, and may encroach within the Right-of-Way with special easement permission.
- "Stories" refer to a habitable level within a building measured from finished floor to finished ceiling. Habitable Attics and raised basements are not considered stories for the purposes of determining building height. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which may be a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet for ground floor commercial, shall be counted as two stories. Mezzanines extending beyond 33 percent of the floor area shall be counted as an additional Story.

(LMS) LARGE MAIN STREET BUILDING

Large Main Streets Buildings are mixed-use in nature and feature shopfronts along the sidewalk at the ground level, with office or residential spaces in the upper floors.



GENERAL REQUIREMENTS

APPURTENANCES

An Arcade/Gallery, Awning, Bracketed Canopy, or second floor Balcony is required and may occur forward of the Build-to Line or Zone.

Outdoor dining is permitted in front of the Large Main Street Building and may occur forward of the Build-to Line including within the Right-of-Way. A minimum of 5' of clear sidewalk access for pedestrians shall be maintained.

STORIES

1st Floor: 14' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor may be at the same level as the adjacent sidewalk.

An Expression Line shall delineate the division between the first story and the second story.

PARKING

Parking shall be located behind the building, out of view from primary streets, and shall not be allowed within 20' of the sidewalk along the primary frontage. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. The primary entrance for ADA accessibility should generally be in the front, convenient to on-street parking. Refer to Chapter 4 for additional parking standards.

UTILITIES

Loading docks, service areas and trash disposal facilities shall occur off the alley, and shall not directly face any streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

Accessory Dwelling Units are not permitted.

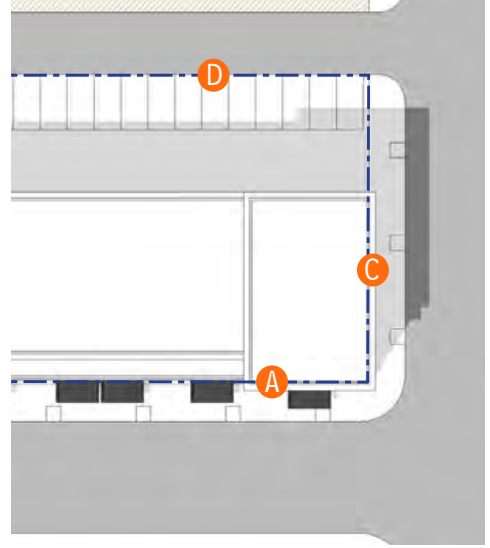
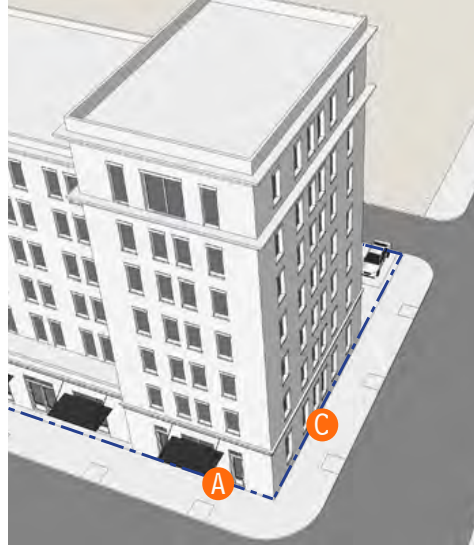


T6

Building Height: 4 - 8 stories

- A** Front Build-to Line: 0' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Line (corner): 0' (from side property line)
- D** Rear Setback: 0' minimum (from rear property line)

Frontage Buildout: 90% minimum (measured from side property line to side property line at the Principal Facade line)

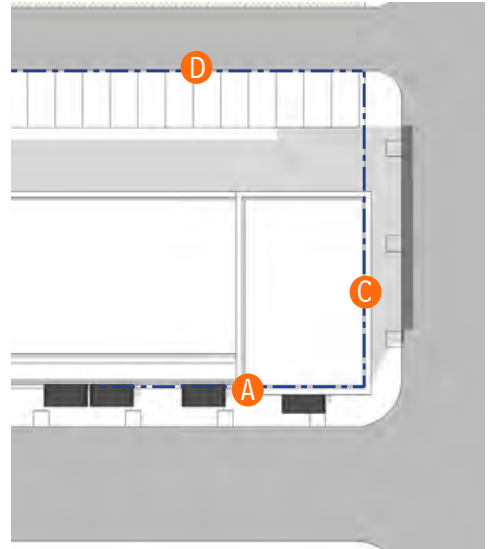
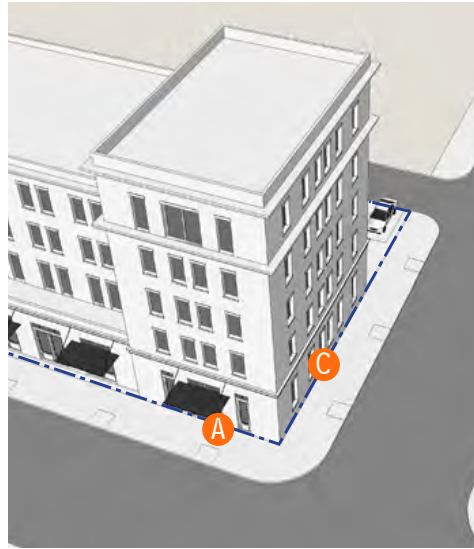


T5

Building Height: 3 - 5 stories

- A** Front Build-to Zone: 0' - 5' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Zone (corner): 0' - 5' (from side property line)
- D** Rear Setback: 0' minimum (from rear property line)

Frontage Buildout: 90% minimum (measured from side property line to side property line at the Principal Facade line)



(SMS) SMALL MAIN STREET BUILDING

The Small Main Street Building provides flexible space at the street level for retail or office, with a complete living unit above. The ground floor should be designed to accommodate changes in use. This type of structure may have a single owner or may be managed as a condominium, with the lower and upper units owned separately.



GENERAL REQUIREMENTS

APPURTENANCES

An Awning, Bracketed Canopy, or second floor Balcony is required, and may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 12' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor may be at the same level as the adjacent sidewalk.

An Expression Line shall delineate the division between the first story and the second story.

PARKING

Parking shall be located behind the building, out of view from primary streets, and shall not be allowed within 20' of the sidewalk along the primary frontage. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. The primary entrance for ADA accessibility should generally be in the front, convenient to on-street parking. Refer to Chapter 4 for additional parking standards.

UTILITIES

Loading docks, service areas and trash disposal facilities shall occur off the alley, and shall not directly face any streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

Accessory Dwelling Units are permitted.

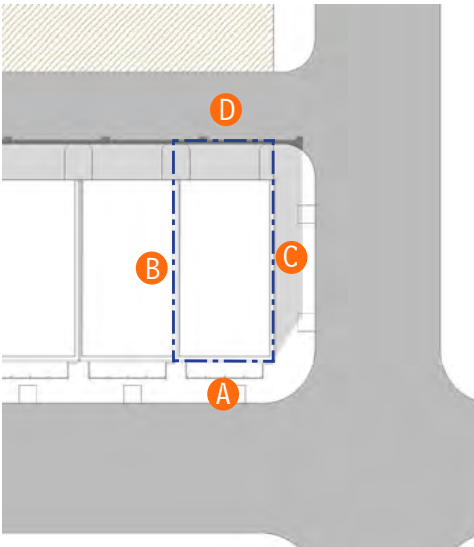
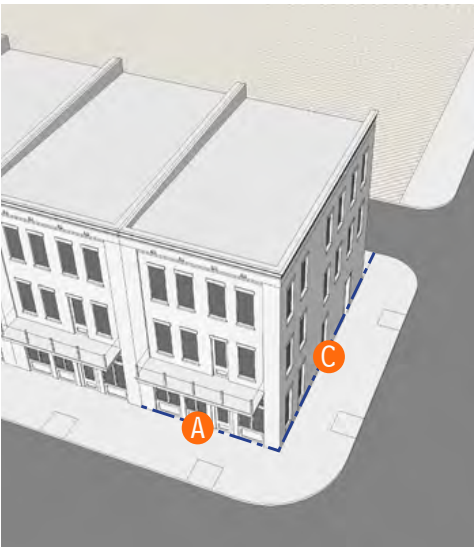


T5

Building Height: 3 - 5 stories

- A** Front Build-to Zone: 0' - 5' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Zone (corner): 0' - 5' (from side property line)
- D** Rear Setback: 0' minimum (from rear property line)

Frontage Buildout: 90% minimum (measured from side property line to side property line at the Principal Facade line)

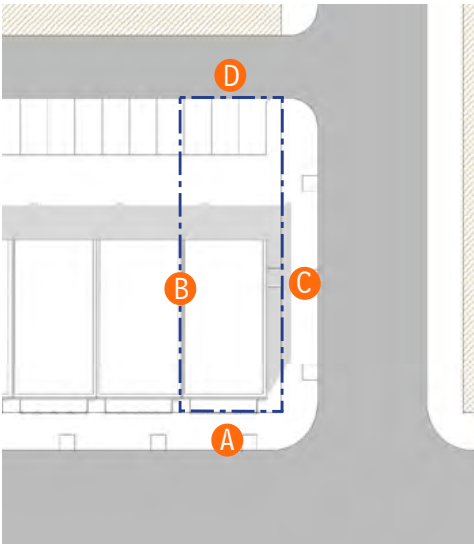
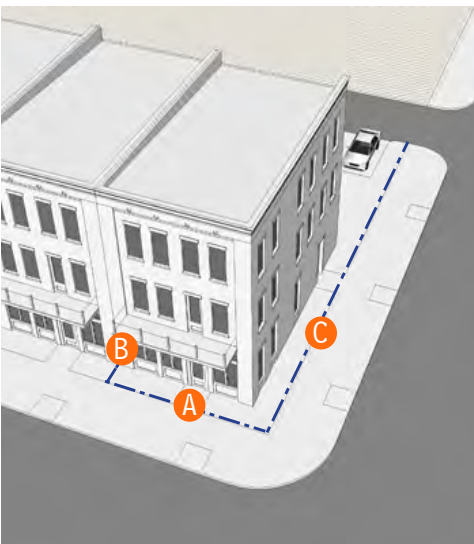


T4-O

Building Height: 2 - 4 stories

- A** Front Build-to Zone: 4' - 10' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Zone (corner): 0' - 10' (from side property line)
- D** Rear Setback: 0' minimum (from rear property line)

Frontage Buildout: 80% minimum (measured from side property line to side property line at the Principal Facade line)



(CB) COURTYARD APARTMENT BUILDING

Courtyard Apartment Buildings accommodate multiple residential units above and beside each other, sharing a common entry accessed directly off of the street when the building occupies the boundaries of its lot, while internally defining one or more private patios. Units may be managed as a rental property or a condominium where each unit is privately held. The first floor may also accommodate commercial uses.



GENERAL REQUIREMENTS

APPURTENANCES

First floor commercial: protection for pedestrians with Awnings, Colonnades, or second floor Balconies is required, and may occur forward of the Build-to Line or Zone.

First floor residential: a front Porch, Stoop or Courtyard Terrace is encouraged and may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: For commercial - 12' minimum finish floor to finish ceiling.

1st Floor: All other uses - 9' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

If residential, the first finished floor shall be a minimum of 24" above the adjacent sidewalk grade.

For all other uses, the first finished floor may be at the same level as the adjacent sidewalk.

PARKING

Parking shall be behind a layer of habitable space, out of view from primary streets, and shall not be allowed within 20' of the sidewalk along the primary frontage. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. The primary entrance for ADA accessibility should generally be in the front, convenient to on-street parking. Refer to Chapter 4 for additional parking standards.

UTILITIES

Loading docks, service areas and trash disposal facilities shall not directly face any streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

Accessory Dwelling Units are not permitted.

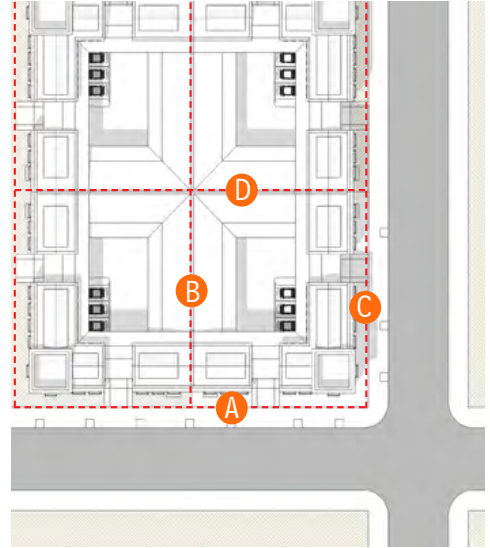
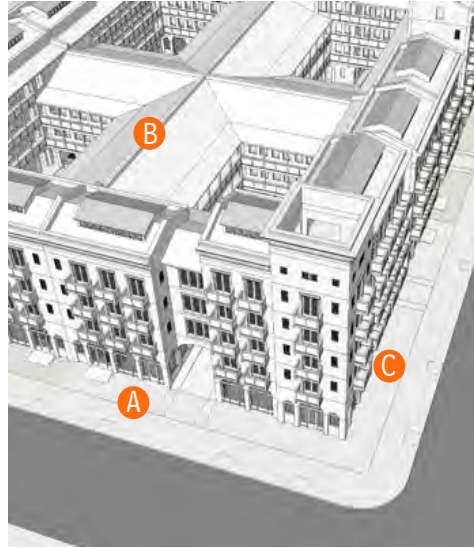


T6

Building Height: 4 - 8 stories

- A** Front Build-to Line: 0' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Line (corner): 0' (from side property line)
- D** Rear Setback: 0' minimum (from rear property line)

Frontage Buildout: 90% minimum (measured from side property line to side property line at the Principal Facade line)

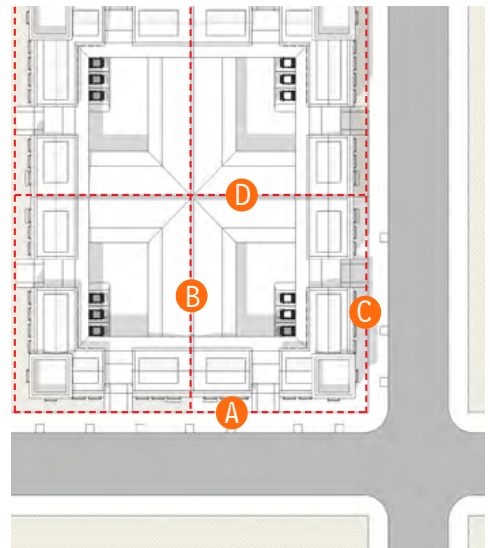
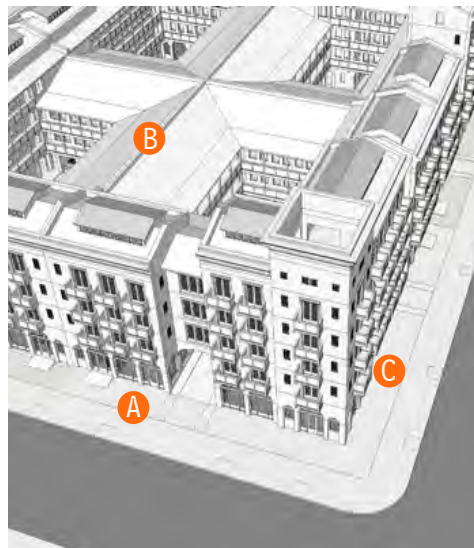


T5

Building Height: 3 - 5 stories

- A** Front Build-to Zone: 0' - 8' (from front property line)
- B** Side Setback (midblock): 0' (from side property line)
- C** Side Build-to Zone (corner): 0' - 8' (from side property line)
- D** Rear Setback: 0' (from rear property line)

Frontage Buildout: 80% minimum (from side property line to side property line at the Principal Facade line)

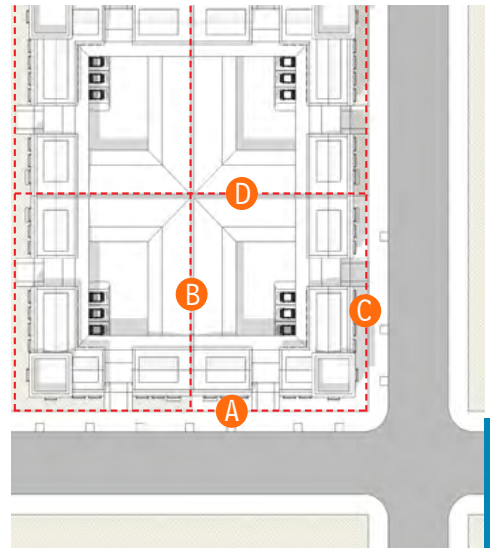
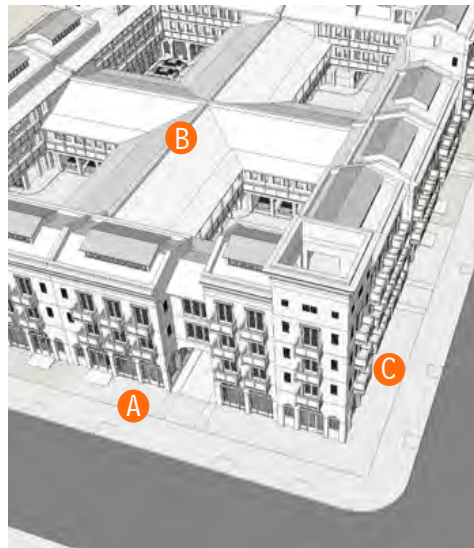


T4-O

Building Height: 2 - 4 stories

- A** Front Build-to Zone: 4' - 10' (from front property line)
- B** Side Setback (midblock): 0' (from side property line)
- C** Side Build-to Zone (corner): 4' - 10' (from side property line)
- D** Rear Setback: 0' (from rear property line)

Frontage Buildout: 70% minimum (from side property line to side property line at the Principal Facade line)



(AB) APARTMENT BUILDING

Apartment Buildings are a residential building type that accommodates multiple units above and/or beside each other sharing a common entry accessed directly off of the street. Units may be managed as a rental property or a condominium, where each unit is privately held. Apartment Buildings are often arranged around a small central courtyard to maximize light and ventilation.



GENERAL REQUIREMENTS

APPURTENANCES

A front Porch, Stoop or Courtyard Terrace is encouraged; the Porch or Stoop may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 9' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor shall be a minimum of 24" above the adjacent sidewalk grade.

PARKING

Parking shall be located behind or to the side of the building, out of view from primary streets, and shall not be allowed within 20' of the sidewalk along the primary frontage. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. The primary entrance for ADA accessibility should generally be in the front, convenient to on-street parking. Refer to Chapter 4 for additional parking standards.

UTILITIES

Loading docks, service areas and trash disposal facilities shall occur off the alley, and shall not directly face any streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

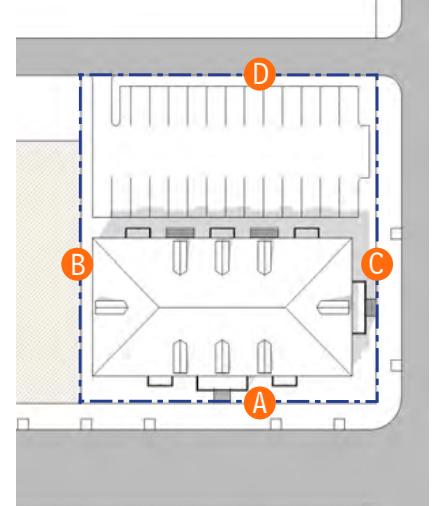
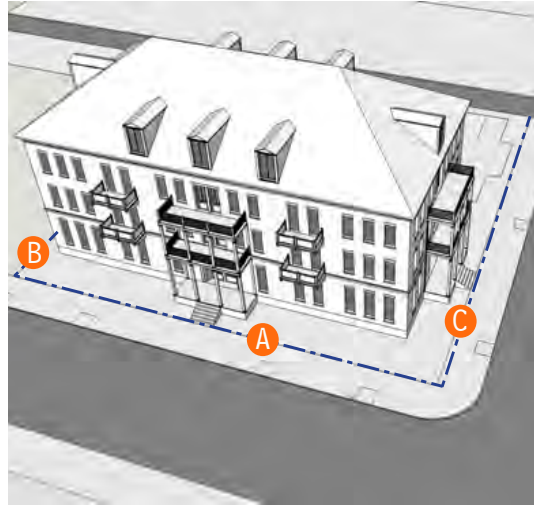
Accessory Dwelling Units are not permitted.



T5

Building Height: 3 - 4.5 stories

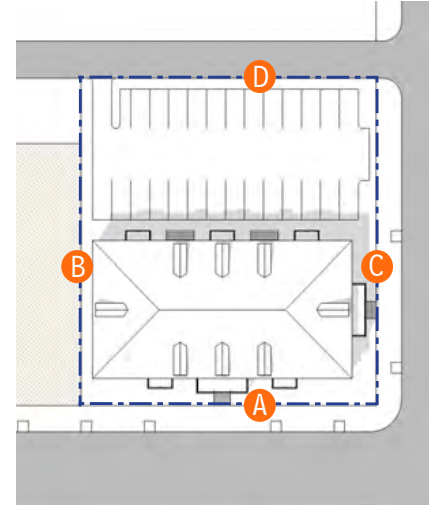
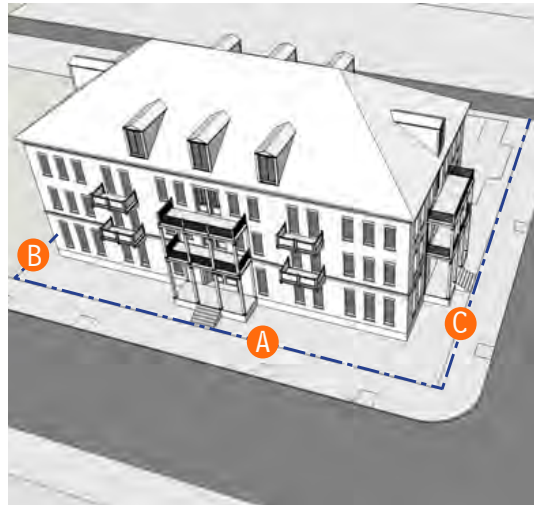
- A** Front Build-to Zone: 0' - 8' (from front property line)
- B** Side Setback (midblock): 3' minimum (from side property line)
- Side Build-to Zone (corner): 0' - 8' (from side property line)
- C** Rear Setback: 0' minimum (from rear property line)
- D** Frontage Buildout: 90% minimum (measured from side property line to side property line at the Principal Facade line)



T4-O

Building Height: 2 - 4 stories

- A** Front Build-to Zone: 4' - 10' (from front property line)
- B** Side Setback (midblock): 3' minimum (from side property line)
- Side Build-to Zone (corner): 4' - 10' (from side property line)
- C** Rear Setback: 0' minimum (from rear property line)
- D** Frontage Buildout: 70% minimum (measured from side property line to side property line at the Principal Facade line)



(RH) ROWHOUSE / TOWNHOUSE

Rowhouses are single-family dwellings attached to abutting dwellings by masonry partition walls. Small front dooryards, and private walled rear yards are often accommodated. Corner Rowhouses may have their Principal Entrance facing the side street, and may step forward to provide vistas down the street.



GENERAL REQUIREMENTS

APPURTENANCES

A front Stoop is required in the T4-O Zone.

A front Porch or Stoop is required in the T4-R Zone.

Porches and Stoops may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 9' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor shall be a minimum of 24" above the adjacent sidewalk grade.

PARKING

Parking shall be located behind the building and accessed from a rear alley, out of view from primary streets. Refer to Chapter 4 for additional parking standards.

UTILITIES

Service areas and trash disposal facilities shall not face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

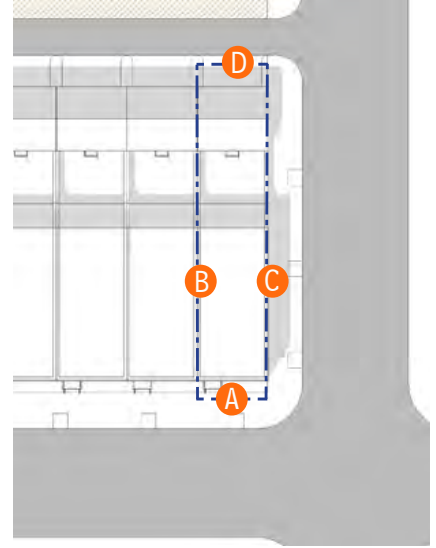
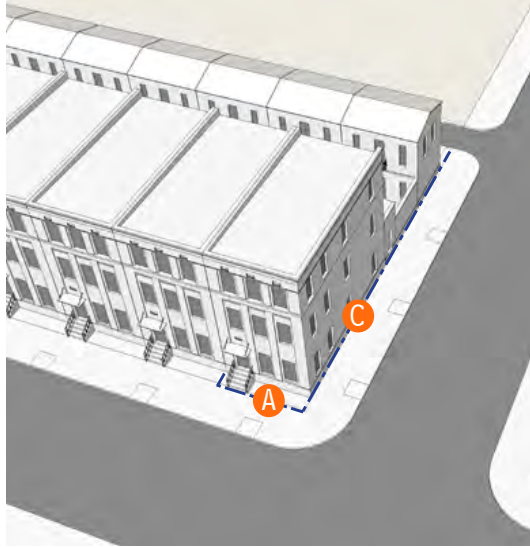
Accessory Dwelling Units are permitted.



T5

Building Height: 3 - 5 stories

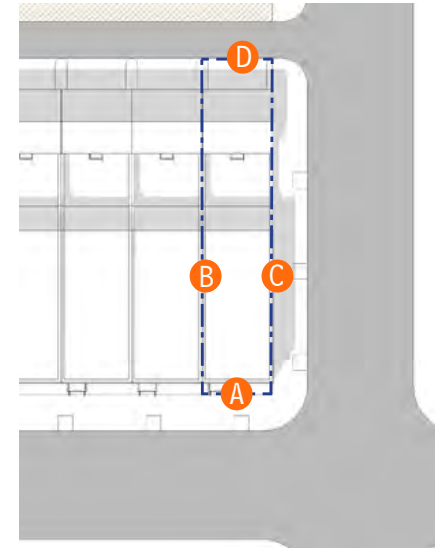
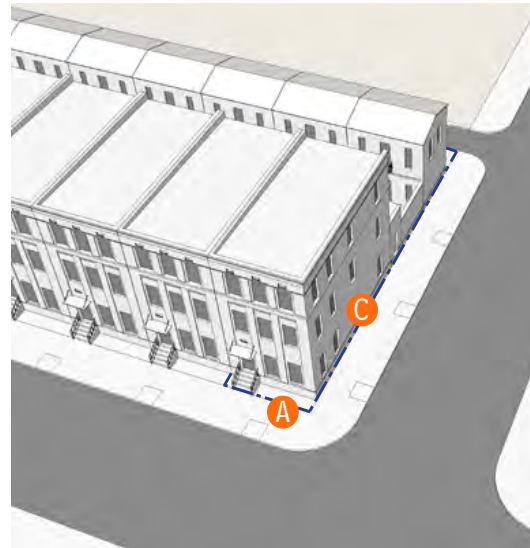
- A** Front Build-to Zone: 0' - 5' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Zone (corner): 0' - 5' (from side property line)
- D** Rear Setback: 0' minimum (from rear property line)



T4-O

Building Height: 2 - 4 stories

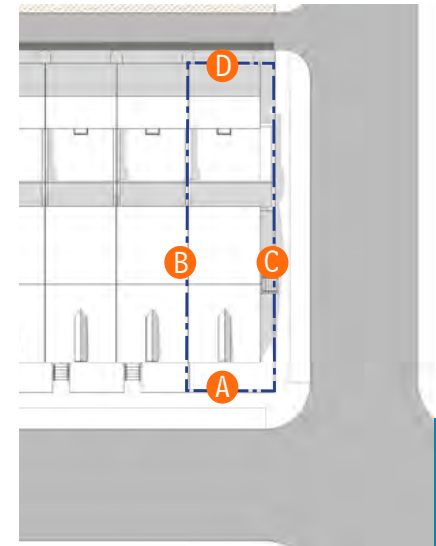
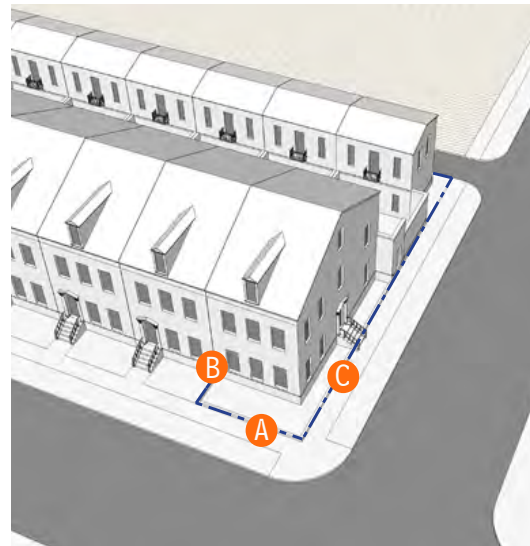
- A** Front Build-to Line: 4' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Zone (corner): 4' - 10' (from side property line)
- D** Rear Setback: 0' minimum (from rear property line)



T4-R

Building Height: 2 - 3 stories

- A** Front Build-to Zone: 6' - 12' (from front property line)
- B** Side Setback (midblock): 0' minimum (from side property line)
- C** Side Build-to Zone (corner): 0' - 10' (from side property line)
- D** Rear Setback: 3' minimum (from rear property line)



(SH) SIDEYARD HOUSE

A Sideyard House is a building that occupies one side of the lot with the setback to the other side. A shallow frontage setback defines its more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.



GENERAL REQUIREMENTS

APPURTENANCES

A front Porch or Stoop is required, and may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 9' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor shall be a minimum of 24" above the adjacent sidewalk grade.

PARKING

Parking shall be located behind the building and accessed from a rear alley, out of view from primary streets. Refer to Chapter 4 for additional parking standards.

UTILITIES

Service areas and trash disposal facilities shall not face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

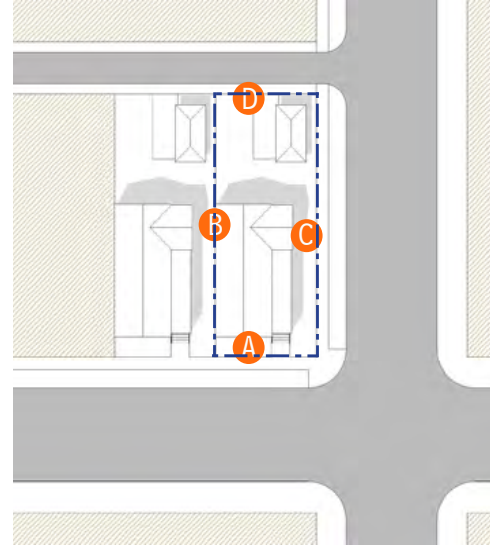
Accessory Dwelling Units are permitted.



T4-O

Building Height: 2 - 3.5 stories

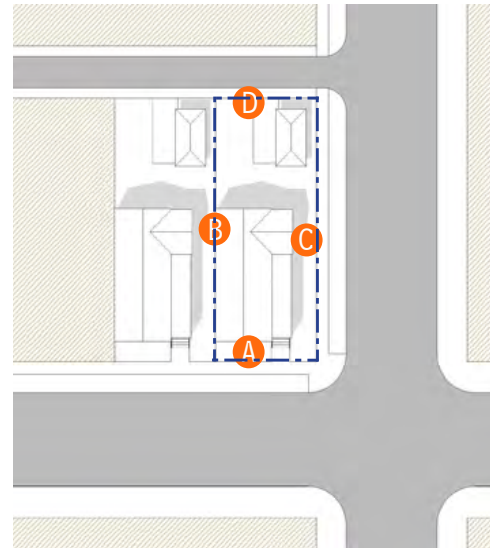
- A** Front Build-to Zone: 4' - 10'
(from front property line)
- B** Side Setback (midblock): 0'
(from one side property line)
6' minimum
(from other side property line)
- C** Side Build-to Zone (corner):
4' - 10'
(from side property line)
- D** Rear Setback: 3'
(from rear property line)



T4-R

Building Height: 1 - 2.5 stories

- A** Front Build-to Zone: 6' - 12'
(from front property line)
- B** Side Setback (midblock): 0'
(from one side property line)
6' (from other side property line)
- C** Side Build-to Zone (corner):
6' - 12'
(from side property line)
- D** Rear Setback: 3'
(from rear property line)



(HO) HOUSE

A House is a single-family dwelling with a small yard. It is often shared with an accessory building in the rear of the yard.



GENERAL REQUIREMENTS

APPURTENANCES

A front Porch or Stoop is required, and may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 9' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor shall be a minimum of 24" above the adjacent sidewalk grade.

PARKING

Parking shall be located behind the principal facade of the house. Refer to Chapter 4 for additional parking standards.

UTILITIES

Service areas and trash disposal facilities shall not face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

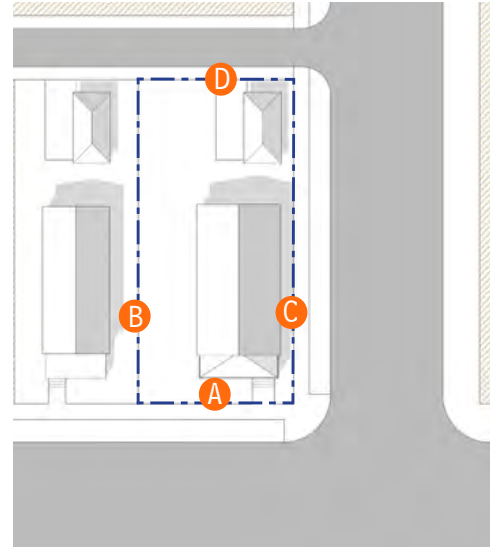
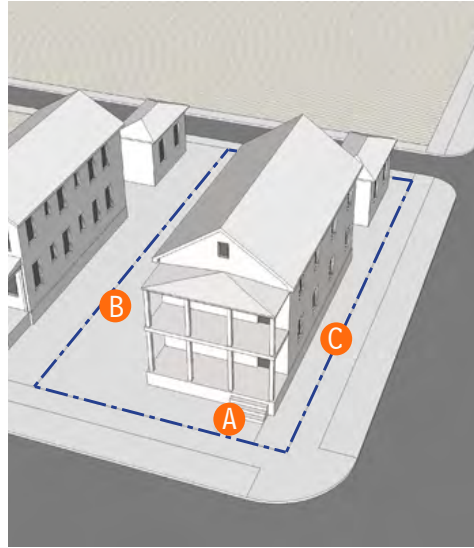
Accessory Dwelling Units are permitted.



T4-O

Building Height: 2 - 3.5 stories

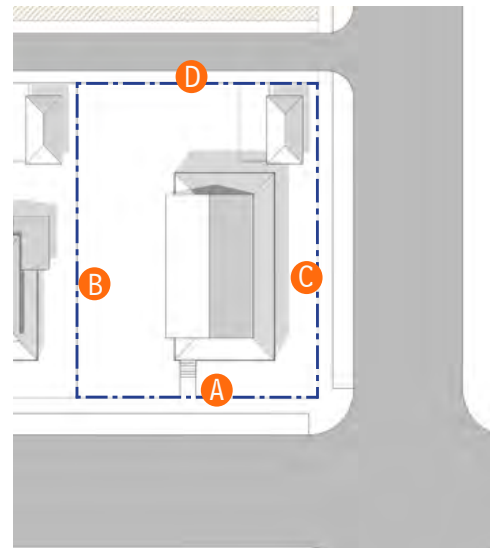
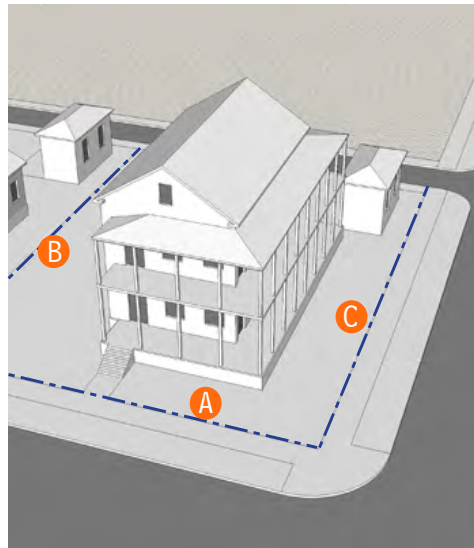
- A** Front Build-to Zone: 4' - 10' (from front property line)
- B** Side Setback (midblock): 3' (from side property line)
- C** Side Build-to Zone (corner): 4' - 10' (from side property line)
- D** Rear Setback: 0' (from rear property line)



T4-R

Building Height: 1 - 3 stories

- A** Front Build-to Zone: 6' - 12' (from front property line)
- B** Side Setback (midblock): 3' (from side property line)
- C** Side Build-to Zone (corner): 6' - 12' (from side property line)
- D** Rear Setback: 3' minimum (from rear property line)



(DH) DRIVEWAY HOUSE

A Driveway House is a single-family dwelling with a driveway along the side, often leading to a garage accessory building in the rear of the yard. Driveway houses should only occur when an alley is not present or accessible to the lot.



GENERAL REQUIREMENTS

APPURTENANCES

A front Porch or Stoop is required, and may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 9' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor shall be a minimum of 24" above the adjacent sidewalk grade.

PARKING

Parking shall be located a minimum of 20' behind the principal building facade line. Driveway may be accessed from the primary street but should be screened from the view of the primary street. On corner lots the parking area may be accessed by a driveway off of the secondary street. Refer to Chapter 4 for additional parking standards.

UTILITIES

Service areas and trash disposal facilities shall not face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

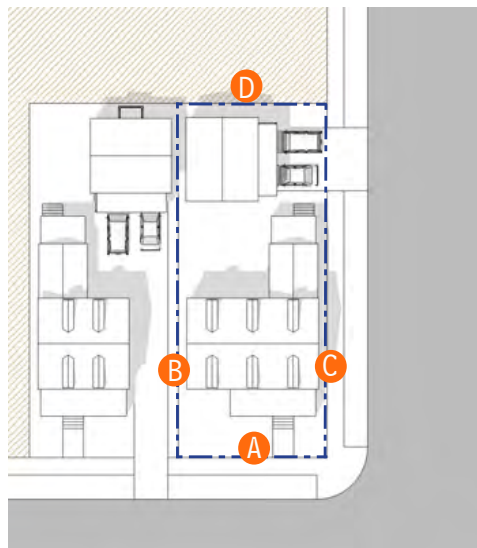
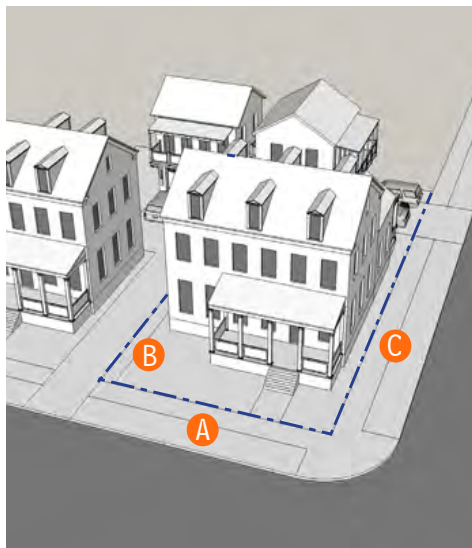
ACCESSORY BUILDINGS

Accessory Dwelling Units are permitted.



Building Height: 1 - 3 stories

- A** Front Build-to Zone: 6' - 12'
(from front property line)
- B** Side Setback (midblock): 3'
(from side property line)
- C** Side Build-to Zone (corner):
6' - 12'
(from side property line)
- D** Rear Setback: 3' minimum
(from rear property line)



(CC) COTTAGE COURT

Cottage Courts are single family dwelling units that front toward a common green instead of a public street. Cottage Courts should only occur when an alley is present for vehicular access to the lot.



GENERAL REQUIREMENTS

APPURTENANCES

A front Porch or Stoop is required, and may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 9' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor shall be a minimum of 24" above the adjacent sidewalk grade.

PARKING

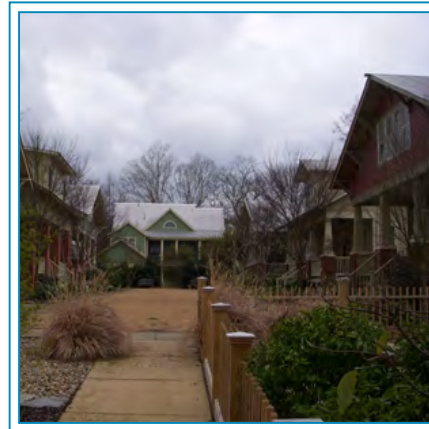
Parking shall be located behind or to the side of the building, out of view from primary streets, or within common lots within the same block. Refer to Chapter 4 for additional parking standards.

UTILITIES

Service areas and trash disposal facilities shall not face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

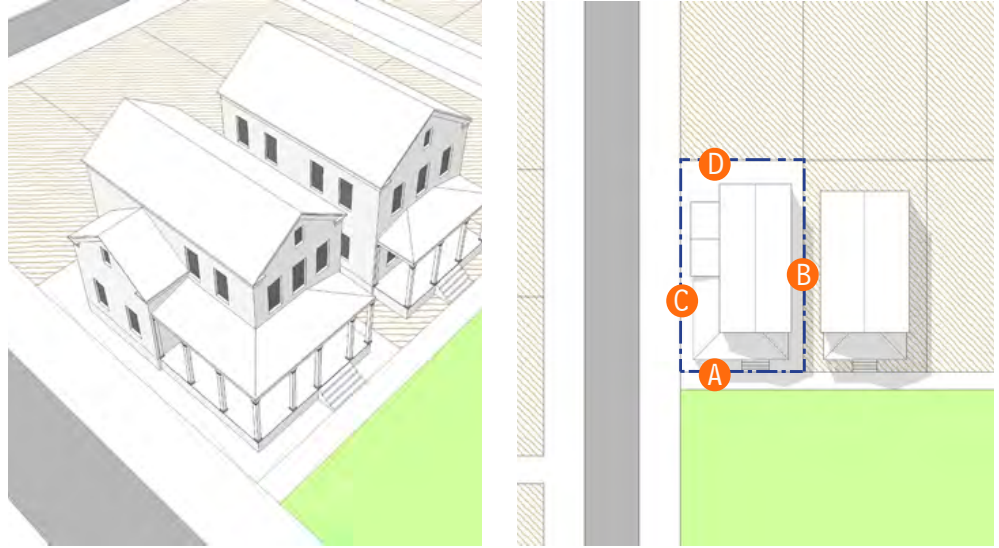
Accessory Dwelling Units are permitted.



T4-O

Building Height: 2 - 3.5 stories

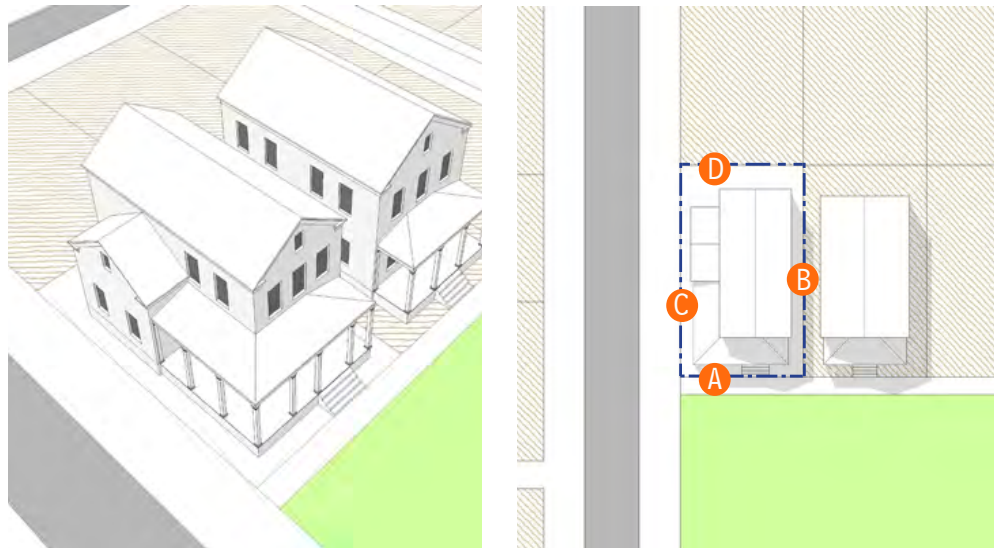
- A** Front Build-to Zone: 4' - 10'
(from front property line)
- B** Side Setback (midblock): 3'
(from side property line)
- C** Side Build-to Zone (corner):
4' - 10'
(from side property line)
- D** Rear Setback: 3'
(from rear property line)



T4-R

Building Height: 1 - 2.5 stories

- A** Front Build-to Zone: 6' - 12'
(from front property line)
- B** Side Setback (midblock): 3'
(from side property line)
- C** Side Build-to Zone (corner):
6' - 13'
(from side property line)
- D** Rear Setback: 3'
(from rear property line)



(CH) CARRIAGE HOUSE

A Carriage House is a small residential unit typically located along an alley. Pedestrian access may or may not be accessible from a path leading from the street. The unit typically has parking on the first floor with the living spaces above. The Carriage House appears similar to an Accessory Dwelling unit but is a single unit, i.e. not accompanied by another principle building.



GENERAL REQUIREMENTS

APPURTENANCES

An entry stoop is encouraged.

STORIES

1st Floor: 8' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor may be at the same level as the adjacent sidewalk.

PARKING

Parking shall be located to the side of the building, out of view from primary streets between the building and rear lot line, and shall not be allowed within 20' of sidewalk along the primary frontage. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. Refer to Chapter 4 for additional parking standards.

UTILITIES

Service areas and trash disposal facilities shall not face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

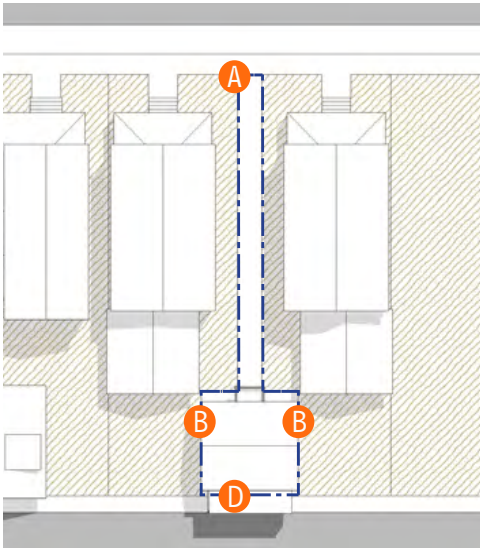
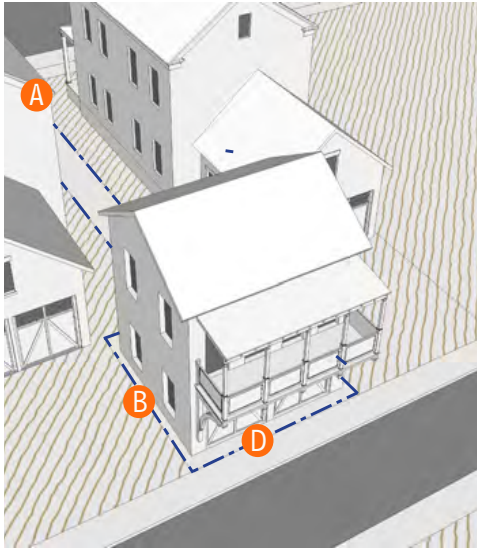
Accessory Dwelling Units are not permitted.



T2, T4-R, T4-O

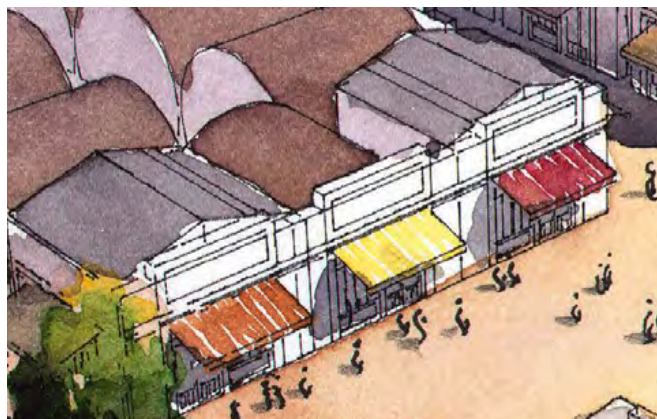
Building Height: 2 - 3 stories

- A** Front Build-to Zone: 20' - 70'
(from front property line)
- B** Side Setback (midblock): 3'
(from side property line)
- C** Side Build-to Zone (corner):
3' - 12'
(from side property line)
- D** Rear Setback: 0'
(from rear property line)



(WV) WORKER VILLAGE UNITS

Worker Village units are small commercial buildings. They may be temporary or permanent structures of simple construction such as Quonset huts.



GENERAL REQUIREMENTS

APPURTENANCES

An Awning, Bracketed Canopy, or second floor Balcony is required, and may occur forward of the Build-to Line or Zone.

STORIES

1st Floor: 12' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

FIRST FLOOR ELEVATION

The first finished floor may be at the same level as the adjacent sidewalk.

PARKING

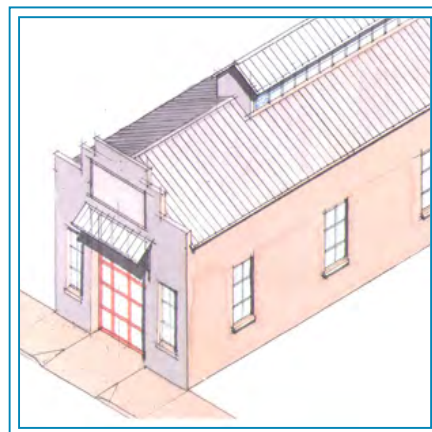
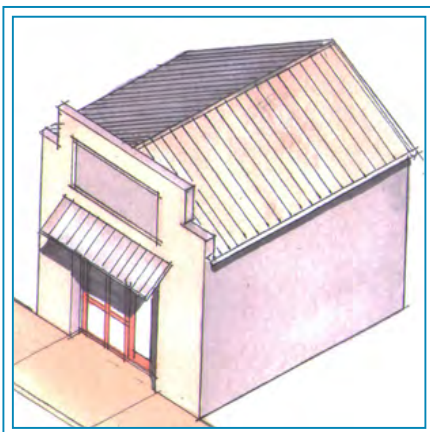
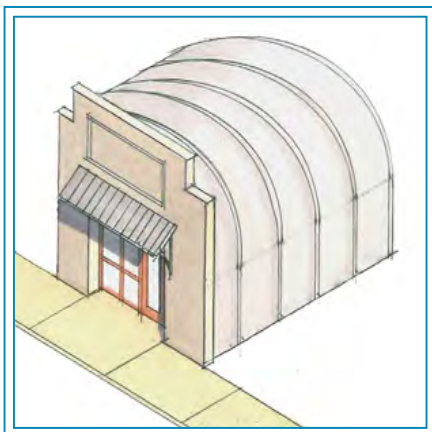
Parking shall be located behind the building, out of view from primary streets. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. The primary entrance for ADA accessibility should generally be in the front, convenient to on-street parking. Refer to Chapter 4 for additional parking standards.

UTILITIES

Loading docks, service areas and trash disposal facilities shall occur off the alley, and shall not directly face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.

ACCESSORY BUILDINGS

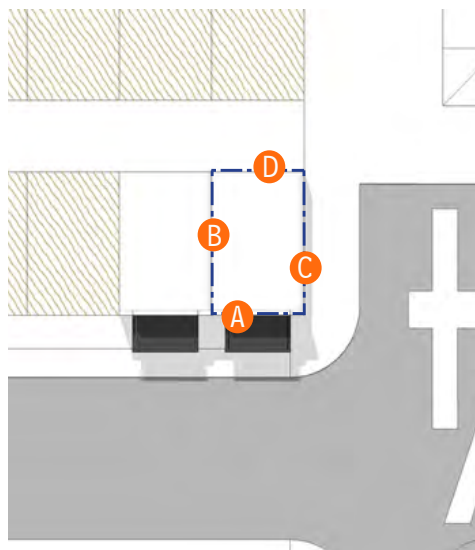
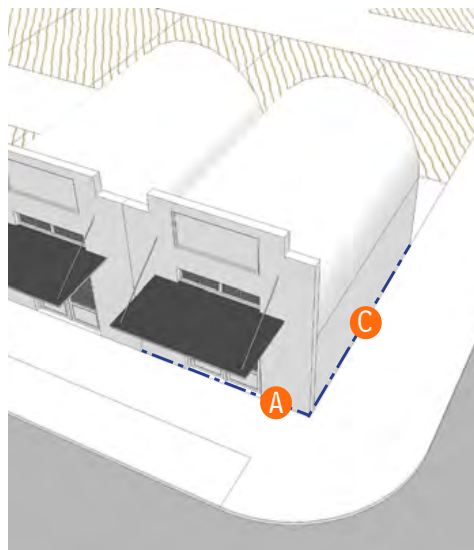
Accessory Dwelling Units are not permitted.



ALL TRANSECTS

Building Height: 1 story

- A** Front Build-to Zone: 0' - 6'
(from front property line)
- B** Side Setback (midblock): 0'
minimum
(from side property line)
- C** Side Build-to Zone (corner):
0' - 6'
(from side property line)
- D** Rear Setback: 0'
(from rear property line)



(AD) ACCESSORY DWELLING UNIT

An apartment sharing ownership with a principal building. An accessory dwelling unit may or may not be within an outbuilding, but are typically located above the garage off of an alley.



GENERAL REQUIREMENTS

STORIES

1st Floor: 8' minimum finish floor to finish ceiling

Upper Floors: 8' minimum finish floor to finish ceiling

PARKING

Parking shall be located to the side of the building, out of view from primary streets between the building and rear lot line, and shall not be allowed within 20' of sidewalk along the primary frontage. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. Refer to Chapter 4 for additional parking standards.

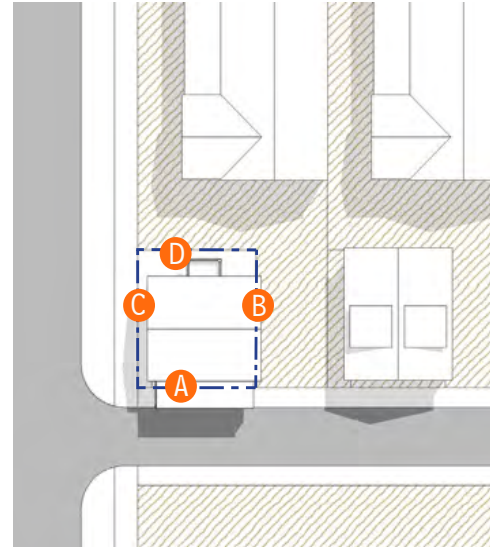
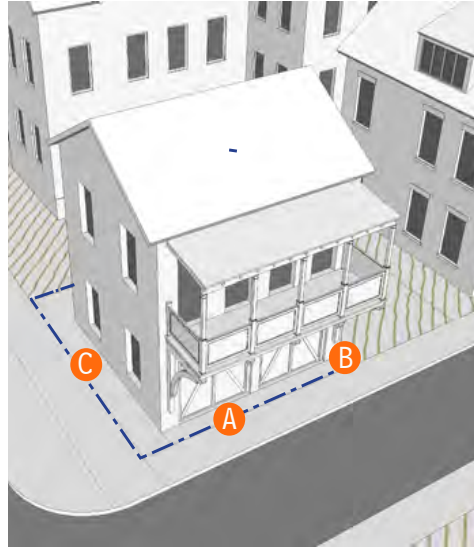
UTILITIES

Service areas and trash disposal facilities shall not face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.



Building Height: 1 - 3 stories

- B** Side Setback (midblock): 3' (from side property line)
- C** Side Build-to Zone (corner): Same as primary building
- D** Rear Setback: 0' minimum (from rear property line)



(CV) CIVIC BUILDING

Civic Buildings include, but are not limited to, municipal buildings, churches, libraries, schools, day-care centers, recreation facilities, and places of assembly. The design and construction of civic buildings should be of the highest quality, to reflect the importance of these buildings within the community. Civic buildings may occur in any part of a neighborhood; special sites for civic buildings have been reserved in prominent locations in the Wheeler District.



GENERAL REQUIREMENTS

PARKING

Parking shall be located behind or to the side of the building, out of view from primary streets, and shall not be allowed within 20' of the sidewalk along the primary frontage. Parking may also be located within 1/4 mile of the building site, either on-street or in a common parking structure or lot. The primary entrance for ADA accessibility should generally be in the front, convenient to on-street parking. Refer to Chapter 4 for additional parking standards.

UTILITIES

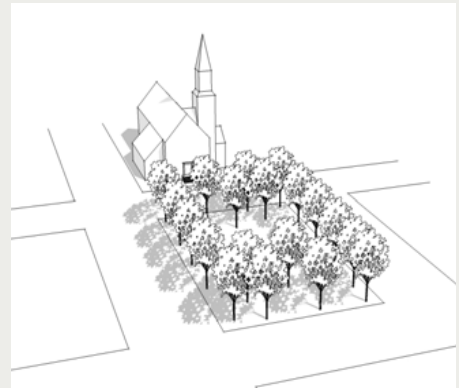
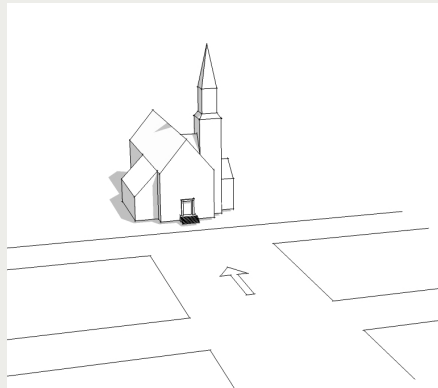
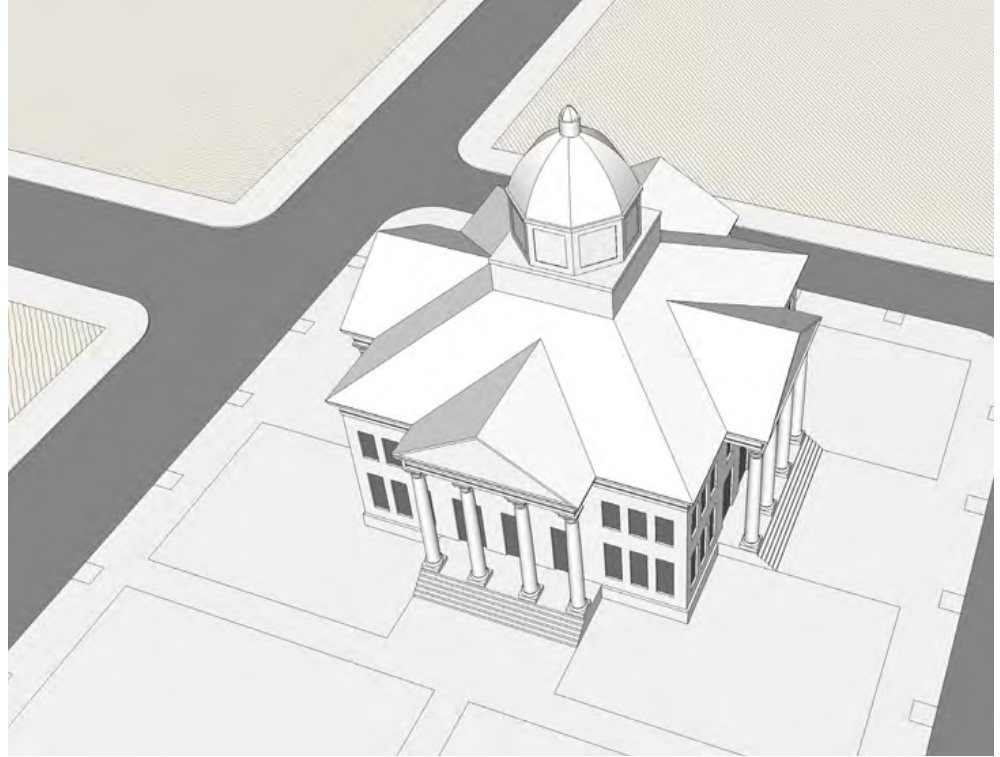
Loading docks, service areas and trash disposal facilities shall occur off the alley, and shall not directly face primary streets, parks, squares or significant pedestrian spaces and should be screened from all public areas.



Building placement requirements (setbacks and build-to requirements) and height limits for all civic buildings shall be determined in conjunction with the Town Architect.

In general:

- The scale of civic buildings should typically be larger than surrounding buildings in order to be more prominent and visible across greater distances.
- Floor-to-ceiling heights and architectural details should be proportionately larger than those of private buildings that exist or are anticipated within adjacent blocks.
- Prominent roof forms and additive elements such as cupolas can visually extend the height of the building, and shall be permitted to exceed the designated height limit of surrounding buildings.
- Civic Buildings should be sited in locations of particular geometric importance, such as anchoring a major public space, or terminating a street vista (see diagrams at right).

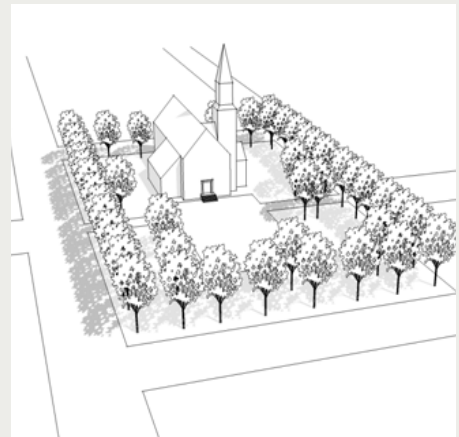


Civic Building Placement Examples

Above: the Civic Building terminates the view down the street.

Above Right: the Civic Building anchors the square at a prominent corner.

Right: the Civic Building anchors the space from within the square.







3. ARCHITECTURAL STANDARDS

INTRODUCTION

•

AWNINGS / MARQUEES / BRACKETED CANOPIES

•

ARCADES / BALCONIES / GALLERIES

•

PORCHES / STOOPS

•

COLUMNS / PIERS / ARCHES

•

RAILINGS / PARAPETS

•

TOWERS / CUPOLAS / LANTERNS

•

DOORS / SHOPFRONTS

•

WINDOWS / DORMERS

•

ROOFS / CHIMNEYS

•

CORNICES / GUTTERS / WATER TABLES

•

GARDEN WALLS / FENCES / HEDGES

•

BUILDING WALL MATERIALS

•

MASONRY DETAILING

INTRODUCTION

A primary goal of the Architectural Standards is authenticity. The Standards encourage construction which is straightforward and functional, and draws its ornament and variety from American architectural traditions. Architectural style is not dictated in the Wheeler District. However, buildings should address the public realm and contain vertical proportions.

For additional reference, refer to *Traditional Construction Patterns*, by Stephen Mouzon (McGraw Hill, 2004), *Get Your House Right* by Marianne Cusato (Sterling, 2007), *Place Making* by Charles Bohl (ULI, 2002), and *The American Vignola: A Guide to the Making of Classical Architecture* by William Ware (Dover, 1994).

These Standards apply to building and site components that are visible from the adjoining streets or public spaces. Exemptions from compliance with these regulations may be granted on the basis of architectural merit, at the discretion of the Town Architect. The Town Architect reserves the right to reject any design for architectural inappropriateness and to waive strict compliance to Architectural Standards on the basis of architectural merit.



GUIDE TO THE ARCHITECTURAL STANDARDS:

Building Appurtenances: These rules apply if any of the following special elements are included in a building design:

- Awnings and Marquees
- Bracketed Canopies and Arcades
- Balconies and Galleries
- Porches and Stoops

Architectural Elements: Contains general requirements and configurations for the following:

- Columns and Piers
- Arches and Railings
- Parapets, Towers and Lanterns
- Cupolas and Shopfronts
- Doors and Windows
- Roofs, Chimneys and Dormers
- Cornices, Gutters, and Water Tables
- Gardens Walls, Fences, and Hedges
- Building Wall Materials
- Masonry Detailing



AWNINGS & MARQUEES



AWNINGS

FIRST FLOOR DIMENSIONAL REQUIREMENTS:

Minimum Awning Depth = 5' (measured perpendicular to the wall face)

Minimum Underside Clearance = 8'

Length: 75 to 100 percent of Building Frontage for Main Street Buildings (to shelter pedestrians along shopfronts)

There are no minimum requirements for Awnings above the first floor.

LOCATION:

Awnings shall occur forward of the Build-to Line or Zone, and may encroach within the right-of-way, but shall not extend closer than 2' to the curb line.

PERMITTED MATERIALS:

Awnings shall be made of durable fabric and may be either fixed or retractable. High-gloss or plasticized fabrics are prohibited. Backlit Awnings are also prohibited.



MARQUEES

FIRST FLOOR DIMENSIONAL REQUIREMENTS:

Minimum Marquee Depth = 6' (measured perpendicular to the wall face)

Minimum Underside Clearance = 8'

Marquees are not permitted above the first floor.

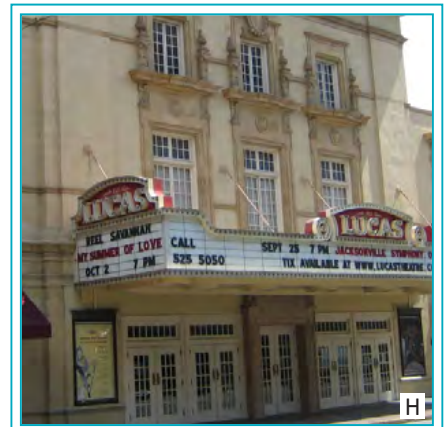
LOCATION:

Marquees shall occur forward of the Build-to Line or Zone, and may encroach within the right-of-way, but shall not extend closer than 2' from the curb line.

ADDITIONAL REQUIREMENTS:

Marquees may be cantilevered (with structure hidden internally) or supported from above by suspension cables or chains.

Examples of Awnings: A, B, C, & D
Examples of Marquees: E, F, G, & H



BRACKETED CANOPIES & ARCADES



BRACKETED CANOPIES

FIRST FLOOR DIMENSIONAL REQUIREMENTS:

Minimum Canopy Depth = 5' (measured perpendicular to the wall face)

Minimum Underside Clearance = 8'

Roof Pitch = 1:12 Minimum, 8:12 Maximum

Length: 75 to 100 percent of Building Frontage for Main Street Buildings (Bracketed Canopies typically run along continuous lengths of the building Facade).

Bracketed Canopies are not permitted above the first floor.

LOCATION:

Bracketed Canopies shall occur forward of the Build-to Line or Zone, and may encroach within the right-of-way, but shall not extend closer than 2' from the curb line.

PERMITTED MATERIALS:

Framing may be constructed of lightweight metal, or heavy wood framing, with metal, shingle or flat terra cotta tile roofing. Bracketed Canopies should have regularly spaced, appropriately sized visual means of support.



ARCADES

DIMENSIONAL REQUIREMENTS:

Minimum Arcade Depth = 8' (measured from face of building to inside column face)

Minimum Underside Clearance = 9'

Length = 75 to 100 percent of Building Frontage for Main Street Buildings

LOCATION:

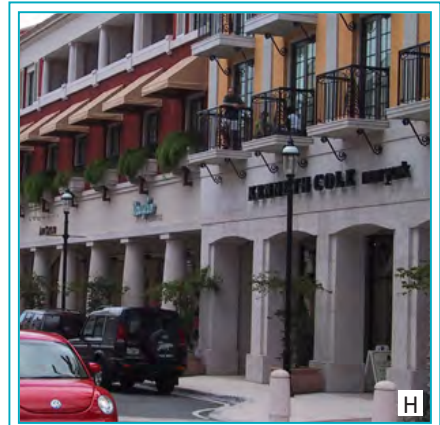
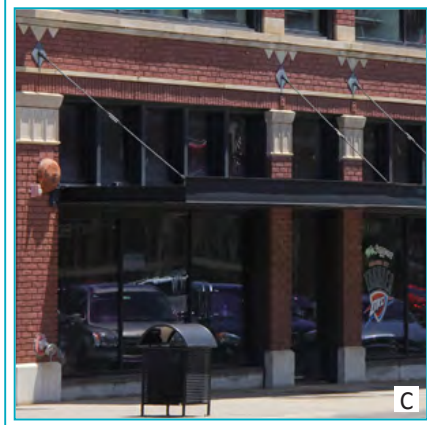
Arcades shall only be constructed where the minimum depth can be achieved. Arcades may occur forward of the Build-to Line or Zone and may encroach within the right-of-way with special easement permission, but shall not extend closer than 2' from the curb line, nor farther than five feet from the curb line.

ADDITIONAL REQUIREMENTS:

Enclosed usable space shall be permitted above the Arcade and within the right-of-way with special easement permission. Arcades shall be supported by Columns, Piers or Arches.

On corners, Arcades shall be permitted to wrap around the side of the building facing the street.

Examples of Bracketed Canopies: A, B, C, & D
Examples of Arcades: E, F, G, & H



BALCONIES & GALLERIES



BALCONIES

DIMENSIONAL REQUIREMENTS:

Minimum Balcony Depth = 5' for 2nd floor Balconies above shopfronts on Main Street Buildings; 3' for all other building types

Minimum Underside Clearance = 8'

LOCATION:

Balconies may occur forward of the Build-to Line or Zone, and may encroach within the right-of-way with special easement permission, but shall not extend closer than 2' from the curb line.

ADDITIONAL REQUIREMENTS:

Balconies shall be permitted to have roofs, but are required to be open, un-airconditioned spaces. Balconies must be visually supported from below by brackets or from above by cables.

On corners, Balconies shall be permitted to wrap around the side of the building facing the street.



GALLERIES

DIMENSIONAL REQUIREMENTS:

Minimum Gallery Depth = 8' (measured from face of building to inside column face)

Minimum Underside Clearance = 9'

Length = 75 to 100 percent of Building Frontage for Main Street Buildings

LOCATION:

Galleries shall only be constructed where the minimum depth can be achieved. Galleries may occur forward of the Build-to Line or Zone and may encroach within the right-of-way with special easement permission, but shall not extend closer than 2' from the curb line.

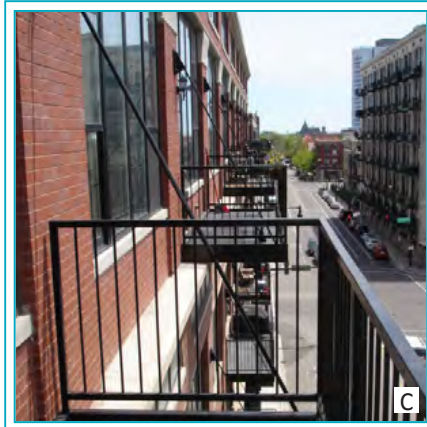
ADDITIONAL REQUIREMENTS:

Galleries shall be only 1 story in height and may have a flat or pitched roof, up to an 8:12 pitch.

On corners, Galleries shall be permitted to wrap around the side of the building facing the street.

Balconies are permitted over Galleries.

Examples of Balconies: A, B, C, & D
Examples of Galleries: E, F, G, & H



PORCHES & STOOPS



PORCHES

DIMENSIONAL REQUIREMENTS:

Minimum Porch Depth = 8' (measured from face of building to inside column face)

Minimum Underside Clearance = 8'

Minimum Finished Porch Floor Height = at or up to 8" maximum below the interior finished floor height.

LOCATION:

Front Porches may occur forward of the Build-to Line or Zone, but shall not extend into the right-of-way or any easement.

Side Porches may extend into the side setback requirements, but not into any easement.

ADDITIONAL REQUIREMENTS:

Front and side Porches may be screened; however, if screened, all architectural expression (columns, railings, etc.) facing a street or public place must occur on the outside of the screen.

Porches shall match the architectural character of the Principal Building and use similar materials and details.

Multi-story Porches are permitted.



STOOPS

DIMENSIONAL REQUIREMENTS:

Minimum Stoop Depth = 4' (measured from face of building to inside column face)

Minimum Stoop Length = 4'

Minimum Underside Clearance = 8'

Minimum Finished Stoop Floor Height = at or up to 8" maximum below the first interior finished floor height.

LOCATION:

Stoops may occur forward of the Build-to Line or Zone, and may extend into the right-of-way with special easement permission; a minimum 5' of clearance shall be maintained on the sidewalk for pedestrians.

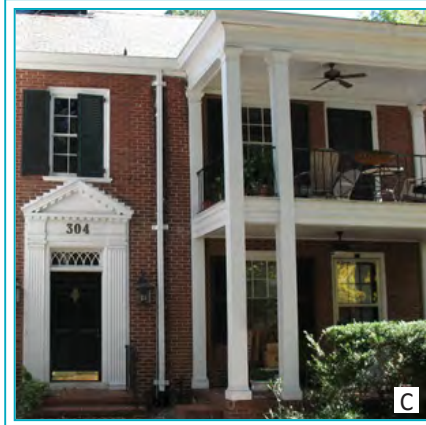
ADDITIONAL REQUIREMENTS:

Stoop stairs may run to the front or to the side.

Stoops shall be covered, either with a roof, or area inset into the main body of the building.

Stoops shall match the architectural character of the Principal Building and use similar materials and details.

Examples of Porches: A, B, C, D,
Examples of Stoops: E, F, G, & H



COLUMNS & PIERS



COLUMNS

Columns should be arranged such that they appear to support the weight of the structure above. Openings created between Columns shall always be vertically proportioned. Use spans of a width that is appropriate for the materials used (i.e. wood spans farther than stone).

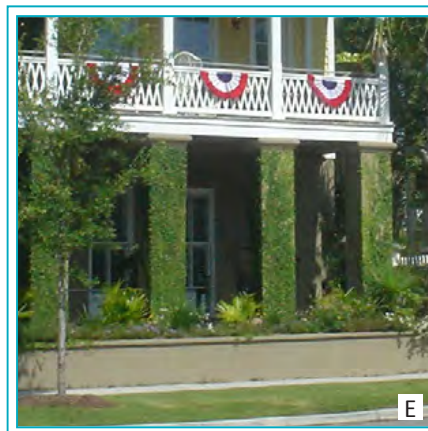
Columns should always support a structural spanning element, such as a Beam or Arch. The outside edge of the Beam or Arch must align with the neck of the Column, not the edge of the capital.

PERMITTED MATERIALS:

Columns may be constructed of wood, metal, concrete with stucco finish, stone, or brick.

PERMITTED CONFIGURATIONS:

Columns may be round or square, and may vary greatly in detailing, from very formal turned columns, to abstracted and simplified wooden posts. Columns shall be 5.5 inches minimum in width and depth (5.5 inch outer diameter for round columns), with or without capitals and bases.



PIERS

Piers usually support walls, Porches, Columns or Arches, but may also support a roof.

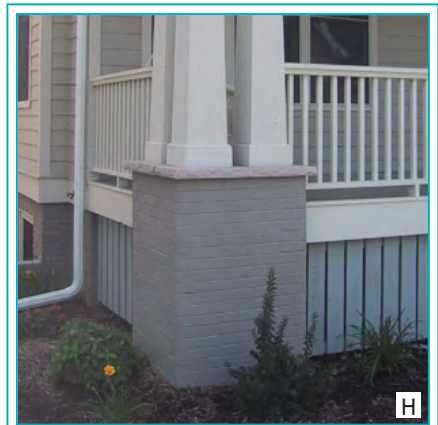
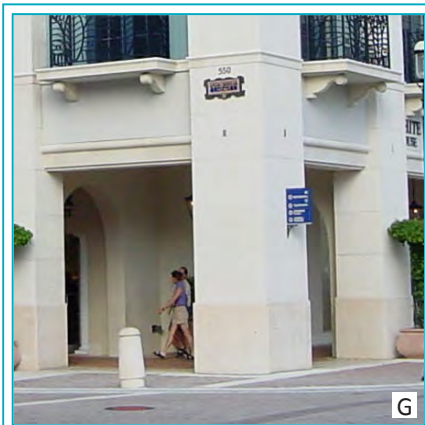
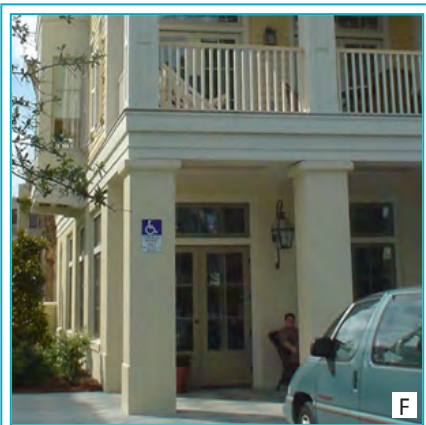
PERMITTED MATERIALS:

As they serve as a type of point foundation, Piers shall be constructed of concrete, stone or brick.

PERMITTED CONFIGURATIONS:

Piers shall be square or rectangular in section, 8" minimum in dimension, and typically align with columns above.

Examples of Columns: A, B, C, & D
Examples of Piers: E, F, G, & H



ARCHES & RAILINGS



ARCHES

PERMITTED MATERIALS:

Arches may be constructed of concrete with stucco finish, brick, or stone.

PERMITTED CONFIGURATIONS:

Arches may be half-round or segmental. Arches should be configured such that their thickness and detailing appear to support the weight of the structure above.



RAILINGS

GENERAL REQUIREMENTS:

Minimum Railing Height = 36"

Railings are supported primarily at the ends by Columns or Balusters, but may have small supporting members under longer Spans.

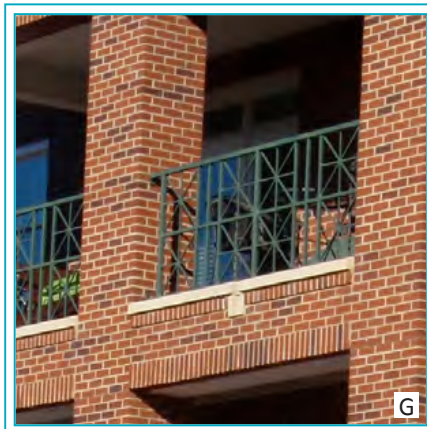
Railings shall match the architectural character and detailing of the Principal Building, and should be painted to match other trim elements, such as door or window frames.

The top rail shall be 2 3/4" minimum diameter. Pickets or balusters shall have 4" on center spacing minimum, 6" on center spacing maximum.

PERMITTED MATERIALS:

Railings shall be constructed of wood, metal, or iron.

Examples of Arches: A, B, C, & D
Examples of Railings: E, F, G, & H



PARAPETS, TOWERS & LANTERNS



PARAPETS

GENERAL REQUIREMENTS:

Parapets are required around the perimeter of flat roofs and shall be a minimum of 2' in height above the roof, or as required to conceal mechanical equipment, whichever is taller.



TOWERS

GENERAL REQUIREMENTS:

Towers are permitted on all Civic Buildings or any building which is located on a corner lot.

Towers with a footprint smaller than 30' x 30' may extend up to 1 story above the designated height limit. Towers with a footprint smaller than 20' x 20' may extend up to 2 stories above the designated height limit. Towers may extend higher than these respective limits by approval of the Town Architect.



LANTERNS

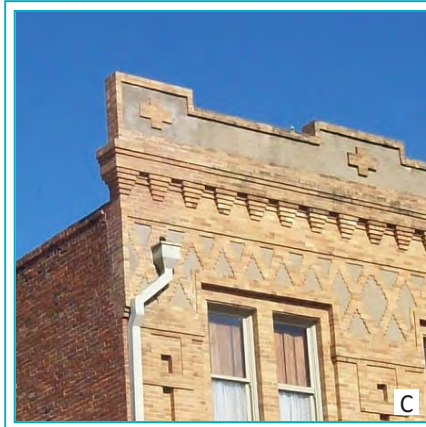
Lanterns generally provide light into interior spaces and are often positioned above an interior light or stair well.

GENERAL REQUIREMENTS:

Maximum Lantern Height = 12' (from ridge of roof upon which it sits, excluding pinnacles)

Lanterns may extend above the designated height limit.

Examples of Parapets: A, B, C, D,
 Examples of Towers: E, F, G, & H
 Examples of Lanterns: I, J, K, & L



CUPOLAS & SHOPFRONTS



CUPOLAS

Cupolas generally serve as vents for roof spaces. They are generally small in size and occur either at the intersection of two roofs, or at the center of a long uninterrupted roof ridge.

GENERAL REQUIREMENTS:

Maximum Cupola Height = 6' (from ridge of roof which it sits upon, excluding pinnacles)

Maximum Cupola Width/Depth = 4' (including roof and base)

Cupolas may extend above the designated height limit.

PERMITTED CONFIGURATION:

Cupolas shall be either square, round or octagonal in plan.

Cupolas overall proportion shall be vertical.



SHOPFRONTS

GENERAL REQUIREMENTS:

In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along Commercial Building Frontages shall have untinted transparent storefront windows and/or doors covering no less than 50 percent of the wall area.

Storefront window sills shall be between 1' - 3' above adjacent sidewalk grade.

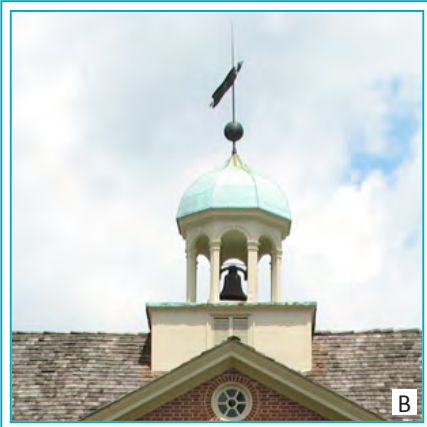
Storefront windows shall extend to at least 8' above adjacent sidewalk grade. Low emissivity glass with high visual light transmittance may be permitted.

On all Main Street Buildings, a minimum of 12' of depth of habitable space shall be provided behind each shopfront on the Building Frontage. This ensures that the area behind all shopfronts is sufficient enough to be an actively used as retail space.

PERMITTED CONFIGURATION:

Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within. Doors or entrances for public access shall be provided at intervals no greater than 50', unless otherwise approved by the Town Architect.

Examples of Cupolas: A, B, C, & D
Examples of Shopfronts: E, F, G, & H



DOORS & WINDOWS



DOORS

GENERAL REQUIREMENTS:

The main doorway entry should be located on the front side of the building plane closest to the street. All doorways shall be vertically proportioned.

PERMITTED CONFIGURATIONS:

Permitted door configuration (excluding garage doors) are casement and french; sliders are permitted in rear yards where not visible from public Right-of-Way or public spaces.

PERMITTED MATERIALS:

Permitted finish materials are metal or wood.

When an alleyway is present, garage doors must face towards the alley. Garage doors may only be a single bay in width, up to a maximum of 10' wide.



WINDOWS

GENERAL REQUIREMENTS:

All windows shall be vertically proportioned, or made up of components which are themselves vertically proportioned.

PERMITTED CONFIGURATION:

Permitted window types include single-, double-, and triple-hung casement windows, and in applications such as shopfronts or small (less than 36 square feet) accent windows, fixed glass.

In masonry construction, a header and sill is required for all windows not located in a shopfront.

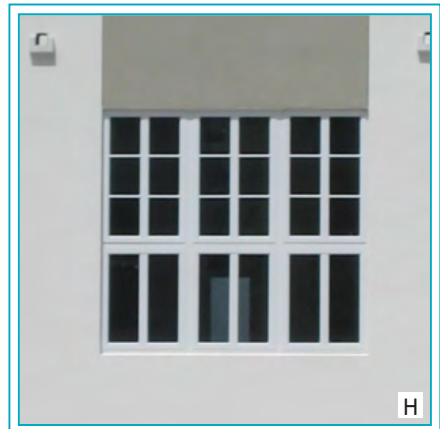
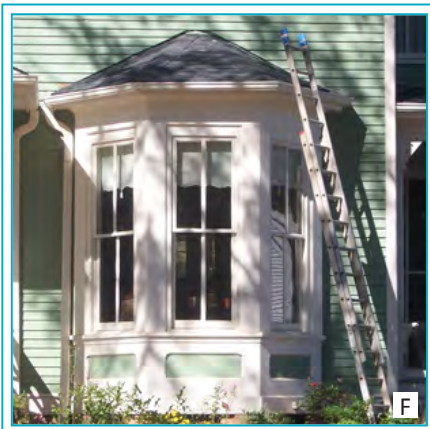
Mullions shall be dimensional on the exterior. True divided lites are encouraged.

PERMITTED FINISH MATERIALS:

Windows may be wood, aluminum, copper, or steel.

When used, shutters shall be appropriately sized to cover the window opening, constructed of wood or wood composite (such as MiraTEC), and should be fully operable. If fully operable shutters are not possible, than they should be omitted.

Examples of Doors: A, B, C, D,
Examples of Windows: E, F, G, & H



ROOFS, CHIMNEYS & DORMERS



ROOFS

PERMITTED CONFIGURATION:

Permitted roof types include gabled, hipped, gambrel, shed and flat, except on quonset huts. Flat roofs shall be enclosed by Parapets.

Applied mansard roofs are not permitted.

Pitched roofs are required in T4-R. Pitched roofs shall be sloped no less than 5:12, except that porches and sheds may be no less than 2:12. Roofs shall be symmetrically sloped. Exposed brackets at wide eaves are encouraged.

PERMITTED MATERIALS:

Roofing materials include metal standing seam, wood shingle, slate, metal tile, and dimensional asphalt shingles.



CHIMNEYS

PERMITTED CONFIGURATION:

Chimneys shall be vertically proportioned and constructed of masonry.

PERMITTED MATERIALS:

The construction material generally matches that of the exposed foundation in the case of wood construction. Brick, stone and stuccoed structures shall have chimneys of the same material.



DORMERS

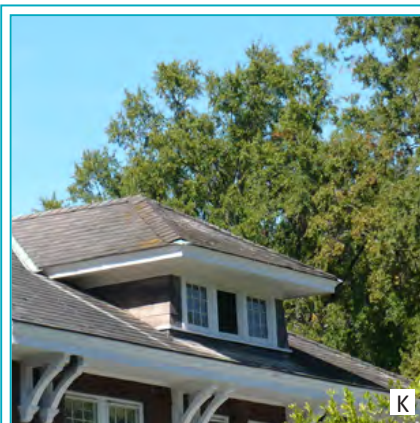
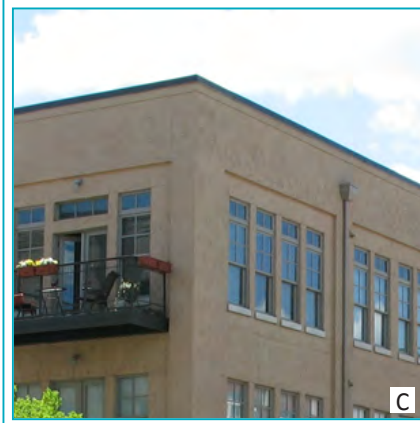
GENERAL REQUIREMENTS:

When composed of a single window, dormers shall not be wider than the width of the opening plus the width of the two corresponding walls on each side.

PERMITTED CONFIGURATION:

Dormer types include gable, hipped, shed, and eyebrow.

Examples of Roofs: A, B, C, D,
Examples of Chimneys: E, F, G, & H
Examples of Dormers: I, J, K, & L



CORNICE, GUTTERS & WATER TABLES



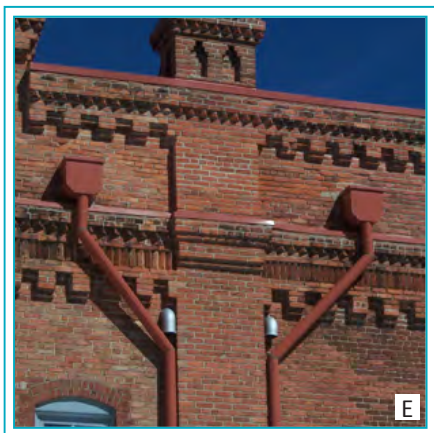
CORNICES

GENERAL REQUIREMENTS:

All buildings with flat roofs are required to have a cornice along the top of the front facade. Cornices shall extend a minimum of 6" from the building wall.

PERMITTED MATERIALS:

Cornices may be composed of brick, wood or stone. Additional materials may be approved at the discretion of the TownArchitect.



GUTTERS & DOWNSPOUTS

PERMITTED CONFIGURATION:

Downspouts shall be round or square in section, and should be placed within 1' of the ends of building walls. When downspouts must occur in the middle of a wall, they should be placed in correspondence with internal structural bays.

PERMITTED MATERIALS:

Downspouts shall match gutters in material and finish.



WATER TABLES

A Water Table is a horizontal exterior molding marking the height of the first finished floor level.

GENERAL REQUIREMENTS:

All civic and masonry buildings with a raised first finished floor level should have a water table. Water tables shall project from the wall surface a minimum of 1/2".

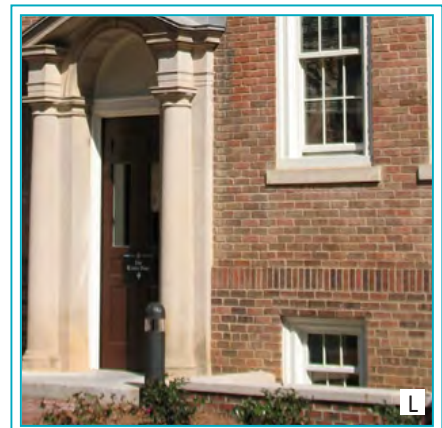
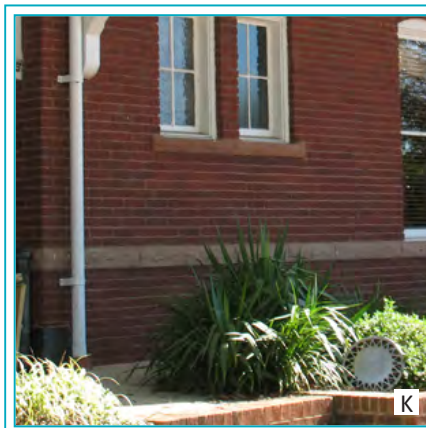
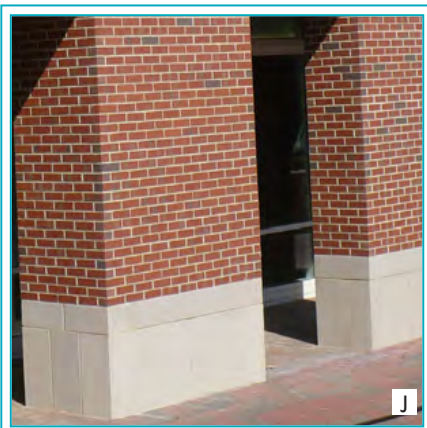
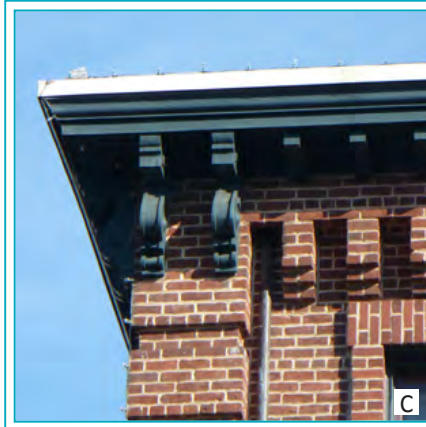
PERMITTED MATERIALS:

Water tables on brick buildings are generally comprised of brick, but may also be comprised of stone or cast stone.

Examples of Cornices: A, B, C, & D

Examples of Gutters: E, F, G, & H

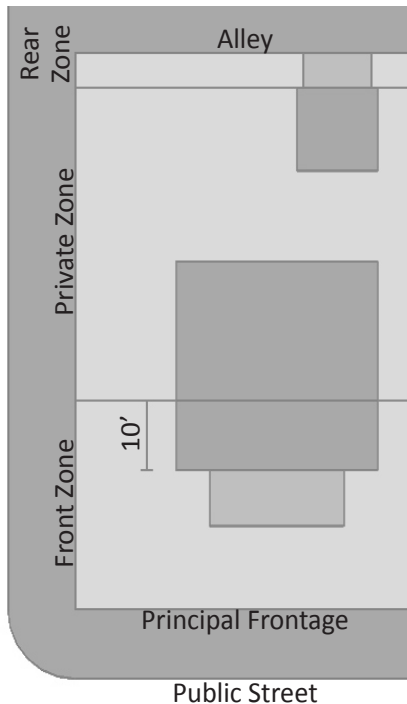
Examples of Water Tables: I, J, K, & L



GARDEN WALLS, FENCES & HEDGES

Garden Walls, fences and hedges are used to provide privacy and delineate the edge of yards.

T4-O, T5 & T6 only: A Garden Wall, fence, or hedge is required along all un-built right-of-way, and shall be located at the Lot Line, or coplanar with the building Facade. Garden Walls, fences, or hedges are encouraged along side yards.



GARDEN WALLS

GENERAL REQUIREMENTS: Minimum Garden Wall Height: T2, T4-R = 1' min. T4-O, T5, T6 = 3' minimum (above adjacent sidewalk) Maximum Garden Wall Height = 4' above adjacent sidewalk grade along street frontages and between front yards; 6' above adjacent grade along interior side or rear property lines.

Garden Walls should be located along street frontages, parallel to the adjacent sidewalks, and typically within 2' of the property line.

PERMITTED MATERIALS: Garden Walls shall be constructed of brick, stone or masonry faced with stucco (with texture and color to match Principal Building walls). They may include panels of wood or iron between piers.

FENCES

GENERAL REQUIREMENTS: Minimum Fence Height: T2, T4-R = 1' minimum; T4-O, T5, T6 = 3' minimum (above adjacent sidewalk)

Maximum Fence Height = 4' above adjacent sidewalk grade along street frontages and between front yards; 6' above adjacent grade along interior side or rear property lines.

Fences should be located along street frontages, parallel to adjacent sidewalks, and typically within 2' of the property line.

PERMITTED MATERIALS: Fences shall be constructed of wood or wood composite (picket fences with corner posts) or iron. Chain link fences are prohibited.

HEDGES

GENERAL REQUIREMENTS:

Minimum Hedge Height = T2, T4-R: no min.; T4-O, T5, T6: 3' min. (above adjacent sidewalk)

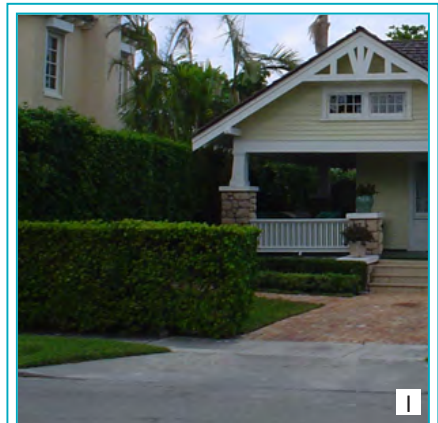
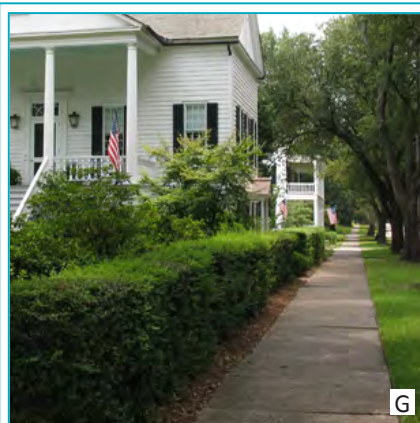
Maximum Hedge Height = 4' above adjacent sidewalk grade along street frontages and between front yards; 6' above adjacent grade along interior side or rear property lines.

Hedgerows may include posts of brick, stone, or masonry faced with stucco.

Examples of Garden Walls: A, B & C

Examples of Fences: D, E & F

Examples of Hedges: G, H & I



BUILDING WALL MATERIALS

Required for all Main Street Buildings: An expression line shall delineate the division between the first story and the second story. Expression Lines shall either be moldings extending a minimum of 2", or jogs in the surface plane of the building wall greater than 2".



SIDING

Permitted siding types include:

- horizontal lap, of wood or composition board (such as Hardiplank)
- vertical wood board and batten
- wood shingles

All siding types must incorporate vertical corner boards on outside building corners. Corner boards shall be a minimum of 3" in width.

Vinyl and aluminum siding are not permitted.



STUCCO

Surfaces finished in stucco should be smooth and hand trowelled in texture and painted. Sprayed on stucco finished are discouraged.

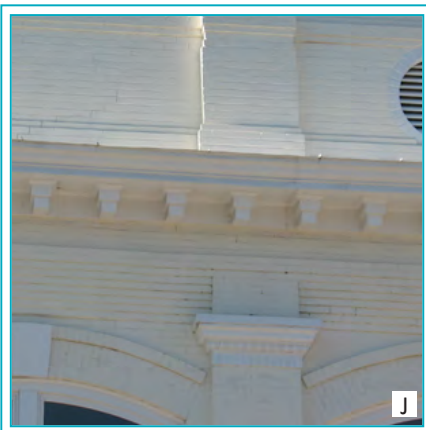
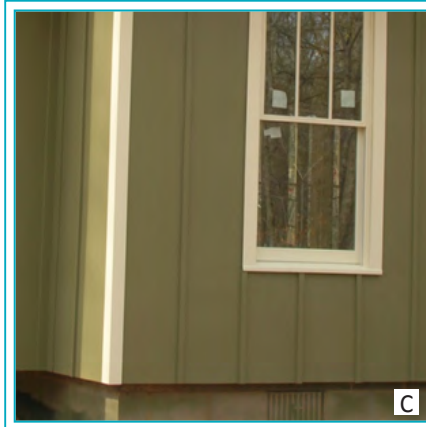
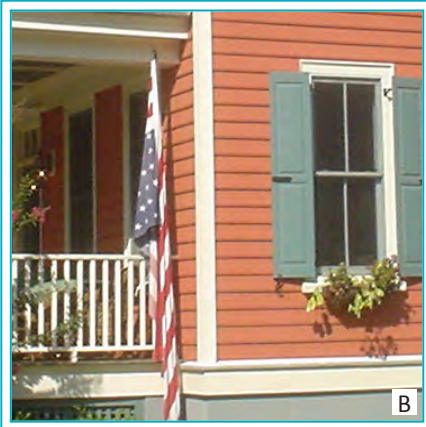


MASONRY

Masonry walls, whether load-bearing or veneer, may be of brick, natural stone, manufactured stone, or architectural concrete masonry units.

Pre-cast concrete panels may be permitted on buildings within the T6 and T5 transect zones.

Examples of Siding: A, B, C, & D
Examples of Stucco: E, F, G, & H
Examples of Masonry: I, J, K, & L



MASONRY DETAILING



HEADER

A Header is the horizontal member spanning the top of an opening.

GENERAL REQUIREMENTS: All openings in masonry construction should be spanned by a header. The header should visually appear able to carry the load of the wall above.

Headers should be a minimum of 4" in height and should project from the wall surface a minimum of 1/2".

Headers should be slightly wider than the opening they span.

PERMITTED CONFIGURATIONS: Lintel, arch, and jack arch.

PERMITTED MATERIALS: Brick, stone, cast stone, terra cotta, and metal.



SILL

A Sill is the horizontal member at the base of a window opening.

GENERAL REQUIREMENTS: Window openings in masonry construction should have a sill at their base.

Sills are generally rectangular in form, and are sloped slightly away from the window opening to shed water.

Sills should be a minimum of 2" in height and should project from the wall surface a minimum of 1".

Sills should be slightly wider than the window opening.

PERMITTED MATERIALS: Brick, stone, cast stone, and terra cotta.



CAP

A cap is protective top layer of a masonry structure exposed to weather from above.

GENERAL REQUIREMENTS: A cap should protect the tops of all masonry structures exposed to the weather including: garden walls, stair treads, planter edges, and freestanding piers.

Caps should project past the edge of the brick structure below a minimum of 1/2".

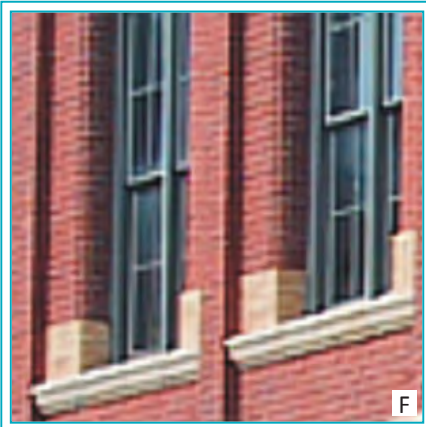
PERMITTED CONFIGURATIONS: The edges of caps may be rectangular, or may be more ornate.

PERMITTED MATERIALS: Stone, cast stone, terra cotta, concrete, or slate.

Examples of Headers: A, B, C, & D

Examples of Sills: E, F, G, & H

Examples of Caps: I, J, K, & L







4. GENERAL STANDARDS

SIGNAGE

•

LIGHTING

•

PARKING & DRIVEWAYS

•

UTILITIES

•

SOLAR DESIGN FEATURES

•

LANDSCAPING

SIGNAGE

Signs in the public right-of-way shall enhance the character of the public realm, provide orientation to pedestrians, cyclists, and motorists, and help to give identity to the street. Signs should be designed and scaled for use by the pedestrian. All signs are subject to a discretionary review by the Town Architect and shall comply with the Oklahoma City's regulations.

Street Signs and Wayfinding Signs shall be approved by the Town Architect.



Blade (projecting) Sign



Building number, Wall Plaque



Building Identification (cornice) Sign

COMMERCIAL SIGNS

GENERAL REQUIREMENTS:

All signs shall be subject to a discretionary aesthetic appropriateness review by the Town Architect in order that signs are consistent and in harmony with the Wheeler District.

All signs shall be attached to the façade. Signs may be flat against the façade, or mounted projecting or hanging from the façade. Free standing monument signs are not permitted.

Signs shall be externally lit from the front. Back lighting is permitted as an exception only for individual letters or numbers (panelized back lighting is prohibited).

Building numbers are required (commercial buildings require building numbers in the front and rear).

CONFIGURATIONS:

Maximum gross area of signs on a given facade shall not exceed ten percent of the facade area. Architectural signs, or signage painted on a building facade or mounted on the roof may exceed this limit, with approval of the Town Architect.

Signs mounted on the facade shall maintain a minimum 8' clear height above the sidewalks grade.

Signs shall not extend within 2' of the curb line.

Permitted in T5 & T6:

Maximum area of any single sign mounted perpendicular to a given facade shall not exceed 9 square feet.

A single external sign band may be applied to the facade of each building, provided that such sign not exceed 3' in height by any length.

Signage shall be lit externally with a full-spectrum source, except that signage within the shopfront which may be neon lit.

Permitted in T4-R & T4-O:

Maximum area of any single sign mounted perpendicular to a given facade shall not exceed 6 square feet.

T4-R & T4-O only: Signage may be lit externally with a full-spectrum source.

PERMITTED FINISH MATERIALS:

Wood: painted or natural

Metal: copper, brass, galvanized steel

Painted or printed canvas

Painted/engraved directly on façade surface

Neon (T6 or T5 only) inside shopfront window

BANNER SIGNS

The use of banner signs is limited to the following:

- The promotion of civic events and activities of general public interest

- To identify a street or district

- Not more than 20 percent of the banner can be used for commercial sponsorship.

Banner signs may be mounted on light poles or other street furniture designed specifically for such a purpose. Banner signs may not be illuminated.

Temporary banners may also be hung over the roadway provided the public right of way is less than 70 feet in width and with approval of the Town Architect.



Banner sign

TEMPORARY SIDEWALK SIGNS

Temporary sidewalk signs such as A-frame sandwich boards are permitted on public sidewalks immediately adjacent to a business for the purpose of advertising food or products sold within.

The placement of signs on the sidewalk must maintain a minimum 5' clear sidewalk path.

The dimensions of the sign shall be no greater than 2.5' wide and 5' high.

Temporary sidewalk signs may not be illuminated.



Temporary sidewalk sign

LIGHTING

Adequate and quality lighting of the sidewalk and street area is essential to creating a safe and inviting streetscape. In addition to Oklahoma City regulations regarding lighting, the following standards and guidelines shall also apply.



Banners on light poles can provide a unifying theme for retail areas.



Shopfronts help to light the sidewalk.

GENERAL REQUIREMENTS:

A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well lit street area and to establish a unifying element along the street. Pedestrian-scaled fixtures shall be used on all streets in the Wheeler District; Intersection-scaled lighting may be used in addition to pedestrian-scaled lights where required by the City of Oklahoma City on major Thoroughfares (Western Avenue).

Street lights shall be placed aligned with the Street Tree Alignment Line (generally between 2.5' and 4' from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, curb cuts, signage, etc.

The height of light fixtures shall be kept low (generally not taller than 15') to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in T6 and T5 areas shall be closely spaced (generally not more than 30' on center) to provide appropriate levels of illumination; however, in T2, T4-R or T4-O areas, close spacing may not be desirable or necessary.

In the commercial streets, business owners are encouraged to assist with lighting the sidewalk and accent their business location by leaving display window and interior lighting on at night. Lighting shall be designed in such a way as to prevent the direct view of the light source from neighboring residential areas.

Light poles may include armature that allows for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.).

Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in public parking lots, at building entries, public plazas, and transit stops.

To increase safety, help geographic orientation and highlight the identity of an area, the below street elements are encouraged to be lit:

- **Transit stops:** People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages use of such amenities.
- **Edges:** Edges of a park or plaza shall be lit to define and identify the space.
- **Architectural details:** Lighting entrances, archways, cornices, columns, and so forth can call attention to the uniqueness of a building, or place. Lighting of building entrances also contributes to safety.
- **Focal points:** Lighted sculptures, fountains, Ferris Wheels, and towers, especially those visible to pedestrians and vehicles, provide a form of wayfinding.

TYPES & CONFIGURATIONS:

Lighting fixtures shall be appropriately chosen for the Transect Zone within which they are located; the diagram below shall be used as a guide to selecting fixtures.

Variety in character is good to establish identity and uniqueness. However, there shall be consistency within each neighborhood, ward, or corridor, creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street.

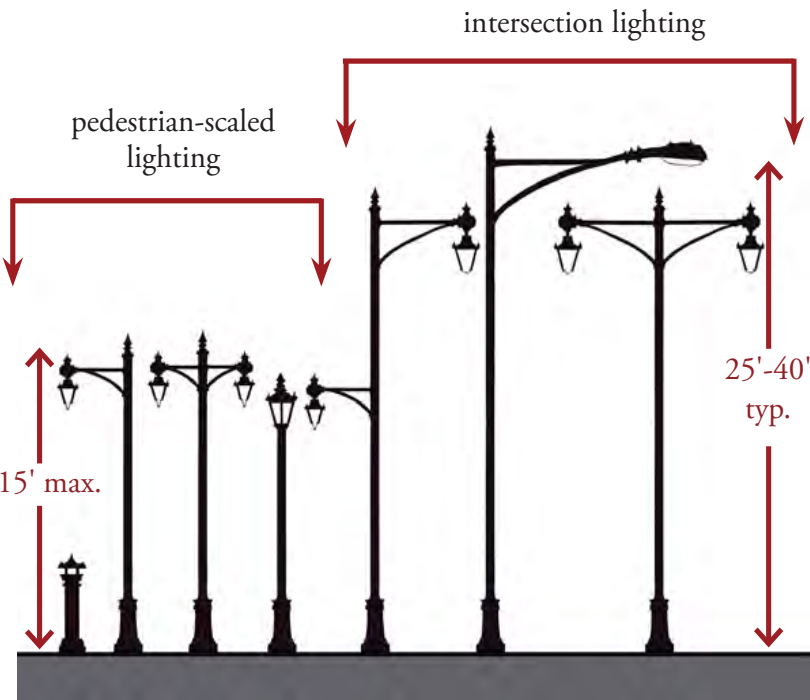
Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.

In order to conserve energy and reduce long-term costs, energy-efficient lamps shall be used for all public realm lighting.



Light fixtures give character to the neighborhood.

Types of Street Lighting



Diagrammatic Fixture Configurations	Diagrammatic Fixture Configurations				
	T2	T4-R	T4-O	T5	T6
Pipe	■				
Post	■	■			
Column		■	■	■	
Double Column			■	■	■

PARKING & DRIVEWAYS

Wheeler District is intended to be a primarily pedestrian and cyclist community, however, some accommodations for motor vehicles must be made.

The intent of these parking regulations is to encourage a balance between compact pedestrian-oriented development and necessary car storage. The goal is to construct the minimum necessary amount of parking that is needed.



Rear parking lot



On-street parking

GENERAL REQUIREMENTS:

Off-street parking and garages shall be located a minimum of 20' from the Principal Facade of the building or within the third layer.

Driveways are permitted only in the absence of a rear Lane or Alley. Maximum front Driveway pavement width for residential building lots shall not exceed 10'. Hollywood Driveways (paved wheel tracks) are encouraged.

Parking lots shall be masked from the frontage by a Liner Building, Garden Wall, fence or hedge.

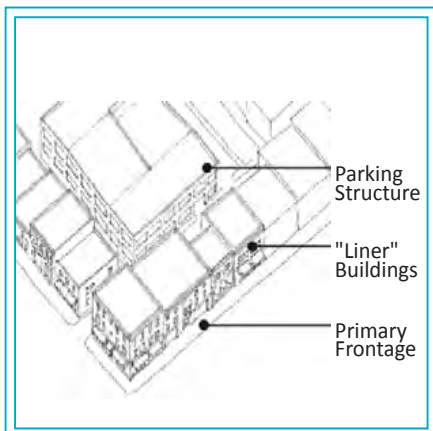
NUMBER OF SPACES:

Shared Parking and district wide parking solutions are permitted and encouraged in all Transect Zones for more efficient parking.

Parking may be provided within one-quarter mile of the site that it serves.

On-street parking spaces and common parking areas may be utilized for the proposed parking solution.

A minimum of one bicycle space within a bicycle rack shall be provided within the public or private frontage for every three vehicular spaces.



Temporary sidewalk sign

STRUCTURED PARKING

Parking structures shall be set back a minimum of 20' from the property lines of all adjacent thoroughfares, except rear Alleys or Lanes, to reserve room for Liner Buildings between the Parking Structure and the Lot Frontage.

Liner Buildings shall be a minimum of 2 stories and may be attached or detached from Parking Structures.

SURFACE PARKING

OFF-STREET SURFACE PARKING:

Off-street surface parking shall be set back a minimum of 20' from all property lines along thoroughfares, except rear Alleys or Lanes.

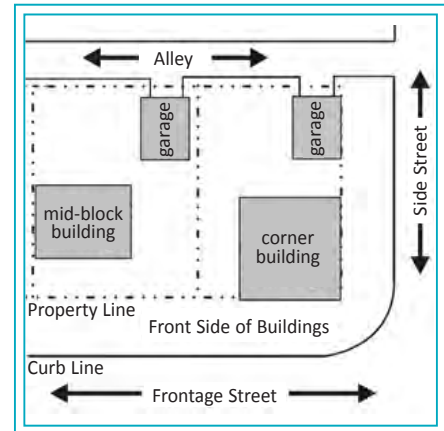
ACCESS TO OFF-STREET SURFACE PARKING:

Rear Alleys or Lanes shall be the primary source of access to off-street parking. Parking along Alleys may be head-in, diagonal, or parallel, but must be a minimum of 20' from the main street or screened with a Garden Wall, fence, or hedge.

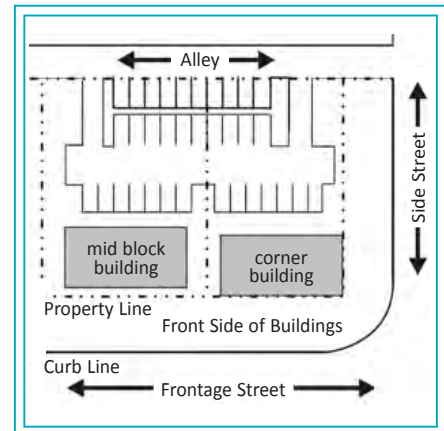
Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the Alley shall be maintained. Access between parking lots across property lines is also encouraged.

Corner lots that have both rear and side access shall access parking through the rear.

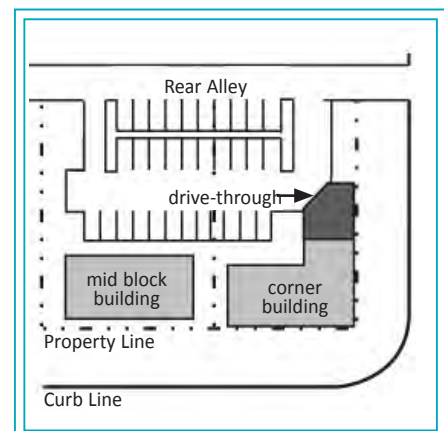
The vehicular entrance/exit of a parking lot or garage shall be no wider than 22'.



Preferred Residential Parking Access



Preferred Surface Parking Lot Access



Preferred Drive-through Access

UTILITIES

The intent of these standards is to regulate the placement of utilities so they can provide necessary amenities without detracting from the public realm.

GENERAL PROVISIONS

All utilities shall be located underground.

The following shall be located only in rear yards or sideyards not facing side streets: window and wall air conditioners, electrical utility meters, air conditioning compressors, and irrigation or pool pumps.

The following shall be located only in rear yards: antennas, permanent barbecues, satellite dishes, and clotheslines.

Electric lines should be located within a 3' easement located at the rear of all Rear Alley/Lane-served Lots. No structure shall be located within this easement.

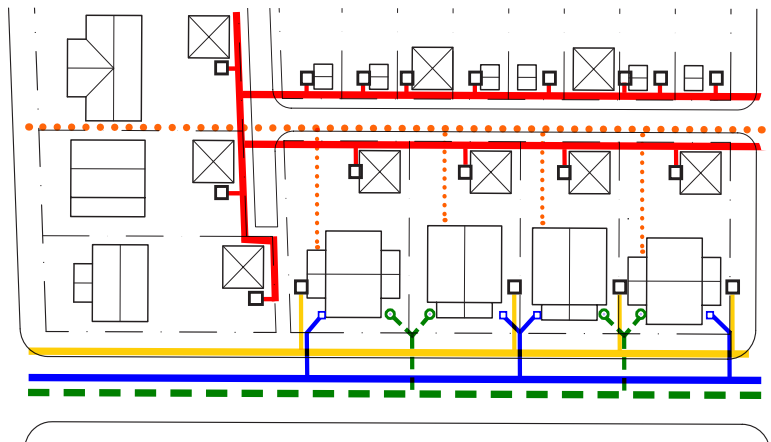
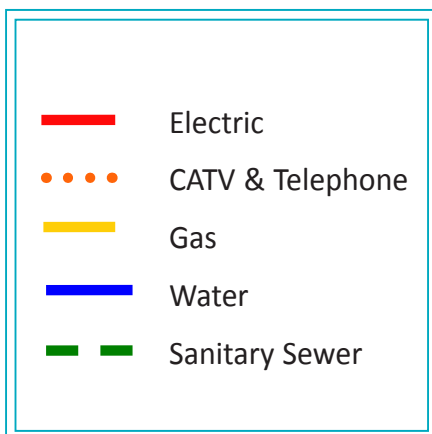
CATV & telephone lines shall be located within the Alley.

Gas lines shall be located within the Thoroughfare Right-of-Way.

Special circumstances may dictate utility easements between Lots as approved by the Town Architect.

Utility easements located between Lots shall be a minimum width as required by the utility agency.

Typical Utility Placement:



SOLAR DESIGN FEATURES

Solar technologies are broadly characterized as either active solar or passive solar, depending on the way they capture, convert and distribute solar energy. Active solar techniques include the use of photovoltaic panels and solar thermal collectors to harness the energy. Passive solar techniques include orienting a building to the Sun, selecting materials with favorable thermal mass or light dispersing properties, and designing spaces that naturally circulate air.

ACTIVE SOLAR

A primary roof facade should face as close to solar south as possible, to allow for installation or retrofit with solar panels.

Homes should be designed and built as “solar-ready” when possible

Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid demand energy use.

Roof-mounted solar panels on the front roof facade shall be flush with the roof.

Structurally attached panels are not permitted to project vertically above the peak of any sloped roof on which they are installed or project more than 6' above any flat roof on which they are installed.

Proposed plantings and/or building additions that will shade pre-existing solar panel installations on adjacent properties must be approved by the Town Architect.

Freestanding solar collectors are not allowed in the required front or side setbacks.



Roof-mounted solar panels



Deep roof overhangs provides shade

PASSIVE SOLAR

Provide south shading by designing properly sized overhangs or awnings on south facing glazing.

Site elements shall not excessively shade potential solar system locations on adjacent properties.

Landscaping design shall consider passive-solar powered irrigation and landscaping lights.



Shading device over large expanses of glazing

LANDSCAPING



Pedestrian paths made of pervious materials



Parking lot with pervious pavers

GENERAL STANDARDS

Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions.

Preservation of existing mature trees is encouraged.

PERVIOUS SURFACES

Driveways, surface parking areas and alleyways are encouraged to be constructed with pervious paving materials to promote surface water absorption and reduce storm water run-off quantity and flow rates.

At-grade walks and pathways are encouraged to be constructed with pervious materials.

Acceptable pervious paving systems include: un-grouted brick or concrete pavers; open cell concrete pavers; pervious asphalt; gravel; and crushed shells.

All bases or underlays for pervious paving systems shall also be pervious. Compacted earth shall be considered pervious for the purposes of these regulations.



Landscaping without turf grass

TURF & LAWN AREAS

Sustainable sites minimize the amount of turf and lawn areas provided to reduce the need for irrigation with potable water sources and need for herbicides and pesticides.

Turf and lawn areas shall be limited to a maximum of 60% of the total landscaped area outside of structures, driveways, sidewalks, and vegetable gardens.

Warm season grasses, such as hybrid Bermuda, Centipedes, and Zoysias should be utilized in the front yard because of their drought tolerance, wear resistance, and climatic zone for Oklahoma City. Cool season tall fescue turf and lawn areas shall be allowed in the Private and Rear Zones.

All turf and lawn areas in the front yard including the tree lawn shall be sodded.

STREET TREES

Street trees are required along both sides of all public streets. Builders must provide street trees approximately 30' on center as approved by the Town Architect.

Street trees shall be located in the tree lawn between the public sidewalk and the street curb, or in open and grated tree wells.

Street tree spacing shall be 30' on center. Deviations for street lights or other utilities are allowed with notification from the Town Architect. Trees shall be spaced no further than 50' on center.

The size of street trees at planting shall be; in T2 and T4-R Zones, 2.5" caliper at time of installation. In T4-O, T5 and T6 Zones, street trees shall be 4" caliper at time of installation.

Only stake trees if necessary. Remove all tree staking after one growing season.



Street trees planted at regular intervals

REAR LANE TREES

Rear lane trees shall be required on both sides of private lanes in T2 and T4-R Zones.

Trees shall be located outside of the lane easement and within 15' of the lane pavement.

Rear lane tree spacing shall be no further than 50' on center and shall be determined by the location of existing and proposed garages and driveways.

Rear lane trees can be large canopy trees or small ornamental trees.

The size of rear lane trees at installation shall be 2" caliper for large canopy trees and 1" caliper for small ornamental trees.



Rear lane tree

YARD TREES

Yard trees shall be located in the Front yard between the building and the public sidewalk.

Yard trees shall be large canopy trees or small ornamental trees.

The size of yard trees shall 2.5" caliper for large canopy trees and 2" caliper for small ornamental trees.



Yard tree



FOUNDATION PLANTINGS

Foundation plantings are required for the building foundation to soften the connection to the landscape. Required plantings are located in the front yard between the building and the public Right-of-Way. Complete foundation screening is not required but encouraged.

Shrubs shall be spaced depending on the variety; 4' to 5' on center for large shrubs, 3' to 4' on center for medium and small shrubs, and 1' to 1.5' on center for groundcover.

Large blank walls void of windows or high foundation walls shall be screened with appropriate plantings to break up and screen the areas devoid of architectural features and ornamentation.

Large accent shrubs shall be a minimum of 4' tall at installation. Medium shrubs shall be a minimum of 24" tall at installation, small shrubs shall be a minimum of 18" tall at installation. Groundcover shall be 8" tall at installation. Annuals and perennials shall be in 4" minimum pots at installation.

Gardens such as flower and vegetable gardens are encouraged. Vegetable gardens shall be located within the third layer and fenced or screened with evergreens from views of all public streets.

Composting bins shall be used in lieu of open composting enclosures to alleviate odors associated with composting.

Use mulches to minimize evaporation, reduce weed growth, and retard erosion. Note: Brick chips are not allowed as a mulching material.

White or lightly colored natural stones are allowed for mulching on a case by case basis, dependent on home design and shall be approved by the Town Architect.



UTILITY SCREENING

Ground-level heating and cooling devices and other utilities shall be screened from view through a combination of landscaping techniques, including but not limited to Garden Walls, fences, and hedges. Medium to small evergreen shrubs shall be required to screen all HVAC units, emergency generators and electrical transformers from view of all public streets and rear lanes.

Two medium or small shrubs, 24" in height at time of installation or one large shrub, 3' tall at time of installation shall be required.

Spacing of screening shrubs shall provide visual screening at the time of installation.

Shrubs shall be placed to maintain 2' to 3' of clear air circulation space around all HVAC equipment.



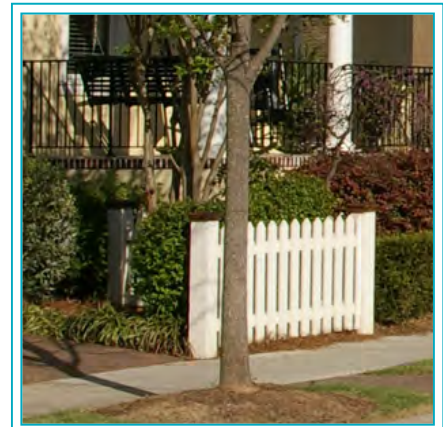
Utilities screened by a fence and shrubs

IRRIGATION

Irrigation of turf and required plantings is required to foster the mission of sustainability thru the utilization of collected rainwater to reduce pollutants entering the Oklahoma River.

Foundation plantings shall utilize drip irrigation methods. Turf and lawn areas shall utilize spray head or underground drip methods.

Rain gauges are suggested to reduce over watering.



Utilities screened by a fence and shrubs

HYDROLOGIC DESIGN FEATURES

The use of underground or above-grade cisterns and/or rain barrels to capture rainwater for reuse is encouraged. Approved cistern construction includes concrete, metal or polyethylene.

Above ground cisterns except rain barrels shall be screened from the view of all public streets and spaces.

Site grading and planting shall be done in a manner that minimizes off-site storm water run-off.

To the extent possible, permanent irrigation systems should utilize captured rainwater and/or building graywater (with approved filtration system). Potable water use is discouraged in permanent irrigation systems.



Rain barrel use is encouraged





A. STREET STANDARDS

GENERAL STANDARDS

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STREET ATLAS

•

STREET STANDARDS

•

BIKEWAY NETWORK

GENERAL STANDARDS

The Purpose and Intent of the Streetscape Standards is to provide guidance to create an interconnected network of streets which can accommodate all modes of travel, including vehicular, pedestrian, and bicycle. The function of streets within the Wheeler District is to create a neighborhood that is memorable, pedestrian-oriented, and bike friendly, while also moving vehicular traffic smoothly. The streets will work together with the trails and canal network to provide multiple options for moving through the neighborhoods. The function of each street will guide the design in concert with its context. The context is determined by the character of its usage.

MAIN THOROUGHFARES

The Main Thoroughfares are those drawn on the Illustrative Plan and identified on the Street Atlas, which provide connectivity between neighborhoods. The location of Main Thoroughfares may be changed at the time of site plan approval, but the number of connections between neighborhoods cannot be reduced. Street sections intended for Main Thoroughfares are contained in this chapter; the prescribed street sections may be interrupted for intersections, roundabouts, central greens and other traffic-calming devices, depending on the context details of the final neighborhood designs. Main Thoroughfares are the highest category of facility type, like arterial streets, within the specified district character.

NEIGHBORHOOD STREETS

In addition to the Main Thoroughfares, Neighborhood Streets will further subdivide the Wheeler District. Typical street sections that shall be approved for use in the neighborhoods are provided in this chapter. Neighborhood Streets are similar to collector and local streets in hierarchy and are designed based on their context and district character. Additional sections may be proposed provided they meet the following criteria:

Streets shall be designed with slow design speeds to increase the safety of bicyclists and pedestrians.

Neighborhood streets shall be pedestrian-friendly, with sidewalks, on-street parking (where needed), and street trees. They shall be organized according to a hierarchy based on function, size, and design speed; rights-of-way are expected to differ in dimension, and be appropriately sized for the districts in which they are located.

BLOCK STRUCTURE

To facilitate connectivity and pedestrian accessibility, the layout of streets and alleys within the Wheeler District shall conform to the following standards:

The maximum perimeter for neighborhood blocks shall be 1800 linear feet. Blocks may exceed this limit: up to 3000 linear feet.

Any block face which exceeds 600' shall have a mid-block pedestrian access of at least 8' in width.

Each neighborhood shall demonstrate appropriate consideration for street connectivity and integration with adjoining neighborhoods. "Stub-outs", or rights-of-way which allow future connections to other areas of development, are encouraged for connections to future phases.

CURB RADIUS

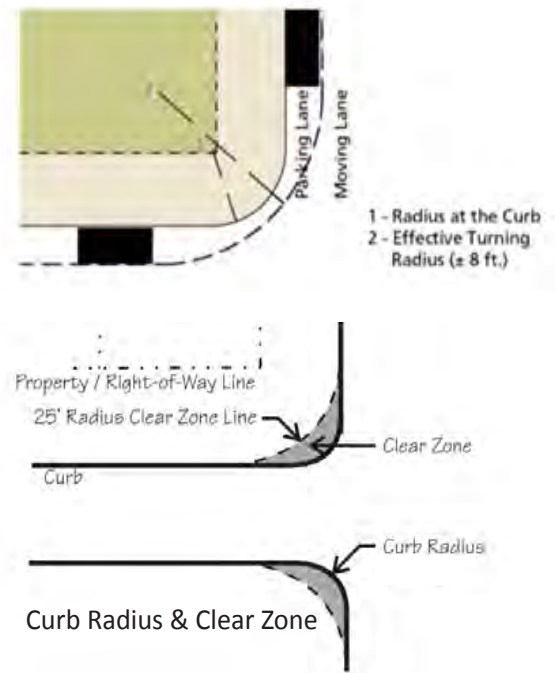
Corner curb radius designs fall into two distinct categories; corners with, and without, on-street parking.

With on-street parking curb radii shall be between 10' and 15'. These tight turning radii inhibit drivers from turning corners at high speeds. The turning radius is always larger than the curb radius when parking is present, as shown in the diagram at right. The right turning vehicle begins adjacent to a parked car and moves close to the apex of the curb, then farther away as the next parking space is reached. Thus, the turn radius can be 30+ feet when the curb radius is only 10' to 15'.

Corners without parallel parking require the turn and curb radii to be similar, with the curb radius equal to, or greater than, 25'. Both designs, therefore, allow for emergency vehicles (e.g. fire trucks) to turn corners.

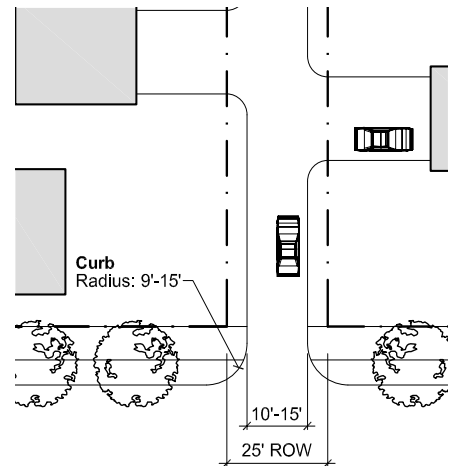
An optional design specifies a 25' radius Clear Zone be established, inside the 10' to 15' curb radius, free of all vertical obstructions such as telephone poles, sign poles, fire hydrants, electrical boxes, or newspaper boxes, etc. (refer to diagram at right).

Wheelchair accessible ramps will be provided at intersections within the Clear Zone for disabled access. For multi-lane streets, tighter curb radii also shorten pedestrian crossings.



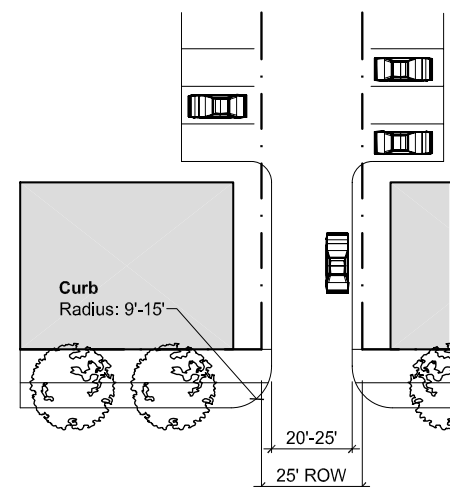
ALLEYS

Where present, alleys shall be used for primary access to parking at the rear of residential and non-residential lots, and shall conform to the following standards. Alleys providing access to residential buildings shall be built to residential alley standards. Alleys providing access to non-residential uses shall be built to non-residential alley standards. Where an alley provides access to a block with both residential and non-residential uses, the alley shall be built to the non-residential standard.



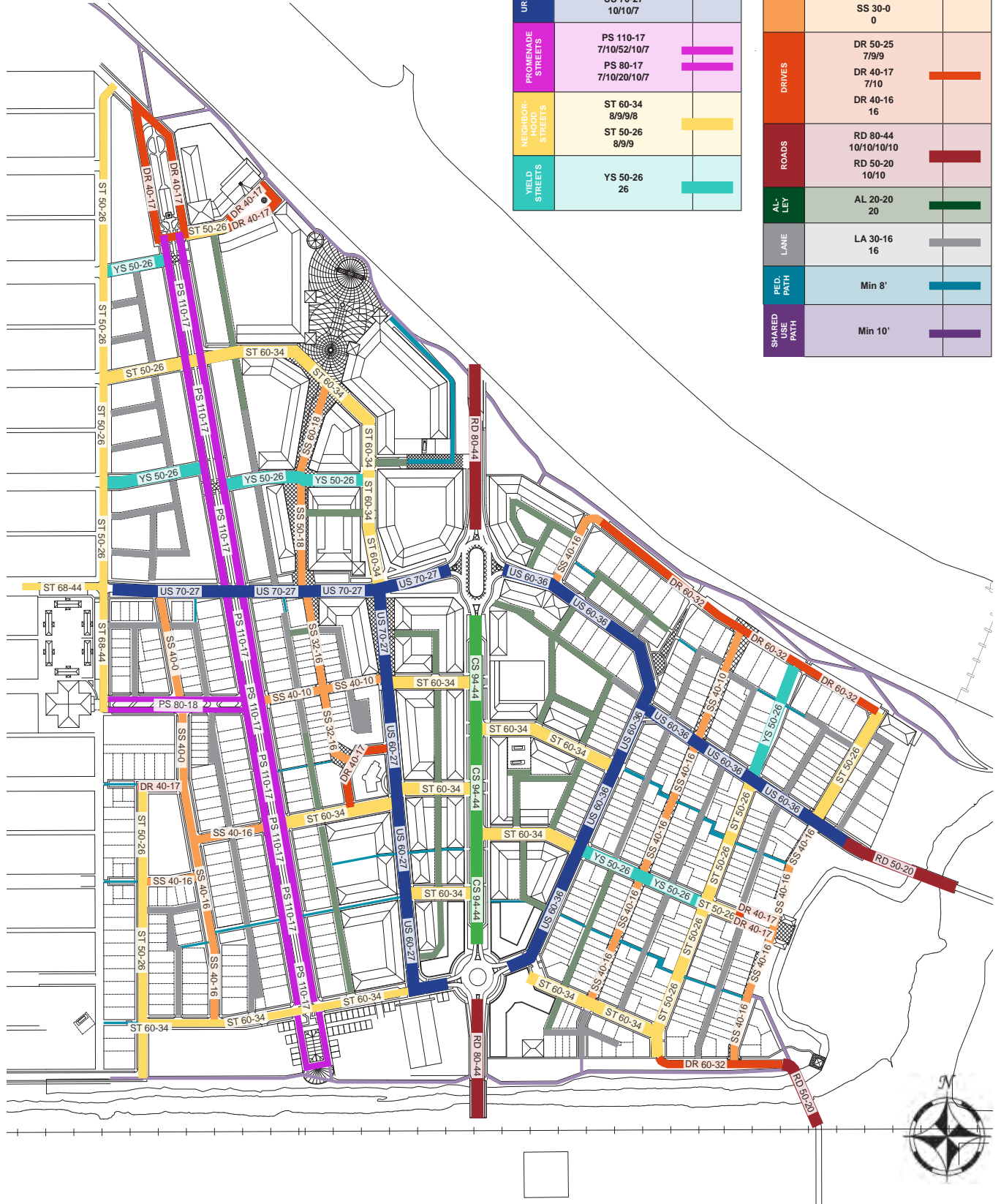
Residential Alley Standards

Alley Type	ROW	Pavement Width	Curb Radius
Residential	30'	10'-15'	9'-15'
Non-Residential	30'	20'-25'	9'-15'



Non-Residential Alley Standards

STREET ATLAS



STREET STANDARDS

CS 94-44



Application	
Street Type	commercial street
Movement Type	free
Design Speed	25 mph
Pedestrian Crossing Time	9.7 seconds

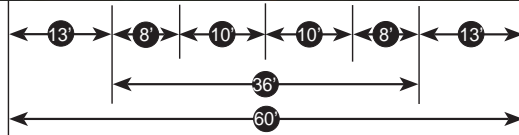
Overall Widths	
Right-of-Way (ROW) Width	94'
Curb Face to Curb Face Width	44'

Lanes	
Traffic Lanes	two 10' lanes
Bikeways	two 5' cycle tracks
Parking Lanes	two sides @ 8' marked
Medians	n/a
Safety Strip	8'
Pedestrian Footway	2'

Edges	
Curb Type	6" Raised
Planter Type	8'x4' tree well
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	18' sidewalks
Lighting	aligned with trees

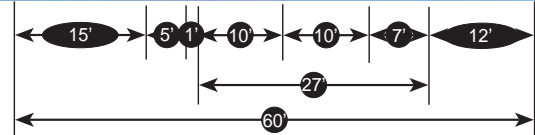
Intersection	
Curb Radius	15'

US 60-36



Application	
Street Type	urban street
Movement Type	free
Design Speed	25 mph
Pedestrian Crossing Time	7.5 seconds
Overall Widths	
Right-of-Way (ROW) Width	60'
Curb Face to Curb Face Width	36'
Lanes	
Traffic Lanes	two 10' lanes
Bikeways	sharrows
Parking Lanes	two sides @ 8' marked
Pedestrian Footway	n/a
Edges	
Curb Type	6" inch raised
Planter Type	8'x4' tree wells
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	13' sidewalks
Lighting	aligned with trees
Intersection	
Curb Radius	5'

US 60-27



Application	
Street Type	urban street
Movement Type	free
Design Speed	25 mph
Pedestrian Crossing Time	5.9 seconds
Overall Widths	
Right-of-Way (ROW) Width	60'
Curb Face to Curb Face Width	27'
Lanes	
Traffic Lanes	two 10' lanes
Bikeways	5' cycle track
Parking Lanes	one side @ 7' marked
Buffer Zone	1'
Edges	
Curb Type	6" inch raised
Planter Type	8'x4' tree wells
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	15' / 12' sidewalks
Lighting	aligned with trees
Intersection	
Curb Radius	15'

US 70-27



Application

Street Type	urban street
Movement Type	free
Design Speed	25 mph
Pedestrian Crossing Time	5.9 seconds

Overall Widths

Right-of-Way (ROW) Width	70' min.
Curb Face to Curb Face Width	27'

Lanes

Traffic Lanes	two 10' lanes
Bikeways	6' cycle track
Parking Lanes	one side @ 7' marked
Pedestrian Footway	n/a

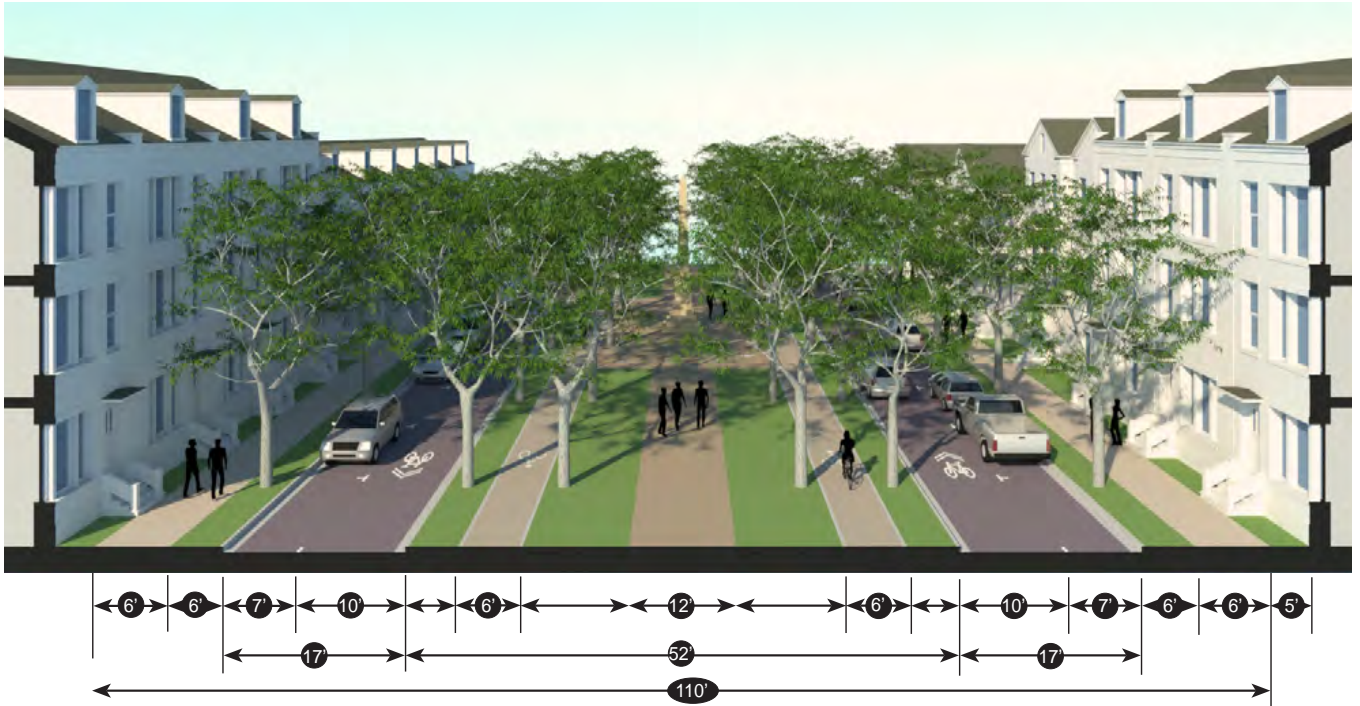
Edges

Curb Type	6" inch raised or 1" raised
Planter Type	5' strips / 8'x4' tree wells
Landscape Type	medium Trees, evenly spaced @ 30' o.c. avg.
Walkway Type	15' / 12' sidewalks min.
Lighting	aligned with trees

Intersection

Curb Radius	15'
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PS 110-17

**Application**

Street Type	promenade street
Movement Type	slow
Design Speed	20 mph
Pedestrian Crossing Time	3.7 seconds (to median)

Overall Widths

Right-of-Way (ROW) Width	110'
Curb Face to Curb Face Width	17'

Lanes

Traffic Lanes	two 10' lanes
Bikeways	two 6' cycle tracks
Parking Lanes	two sides @ 7' Marked
Medians	52'
Central Pathway	10'
Pedestrian Footway	n/a

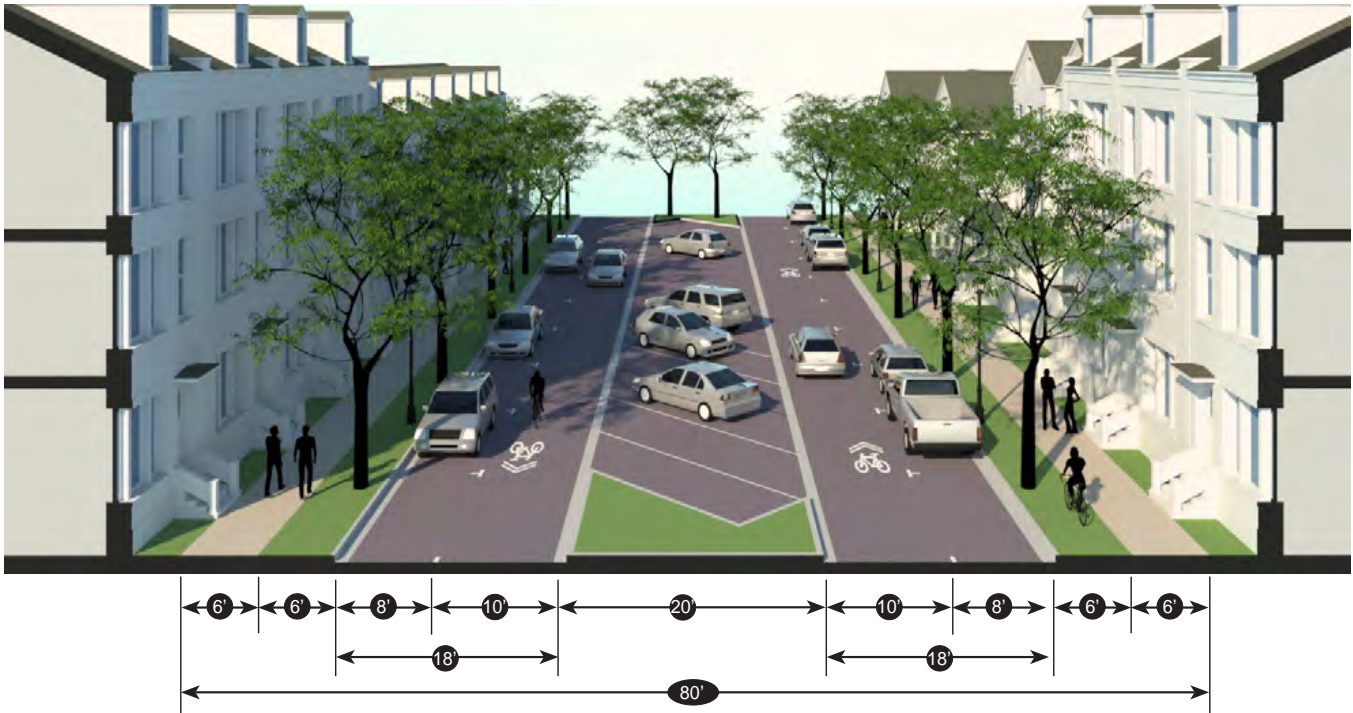
Edges

Curb Type	6" raised
Planter Type	6' planting strip
Landscape Type	medium Trees, evenly spaced @ 30' o.c. avg.
Walkway Type	6' sidewalks
Lighting	aligned with trees

Intersection

Curb Radius	10'
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PS 80-18



Application	
Street Type	promenade street
Movement Type	slow
Design Speed	20 mph
Pedestrian Crossing Time	9.7 seconds

Overall Widths	
Right-of-Way (ROW) Width	80'
Curb Face to Curb Face Width	18'

Lanes	
Traffic Lanes	two 10' lanes
Bikeways	n/a
Parking Lanes	median @ 20' angled, two sides @ 8' marked
Medians	20'
Pedestrian Footway	n/a

Edges	
Curb Type	6" raised
Planter Type	6' planting strip medium Trees, evenly spaced
Landscape Type	@ 30' o.c. avg.
Walkway Type	6' sidewalks
Lighting	aligned with trees

Intersection	
Curb Radius	10'

ST 60-34



Application	
Street Type	neighborhood street
Movement Type	slow
Design Speed	20 mph
Pedestrian Crossing Time	7 seconds

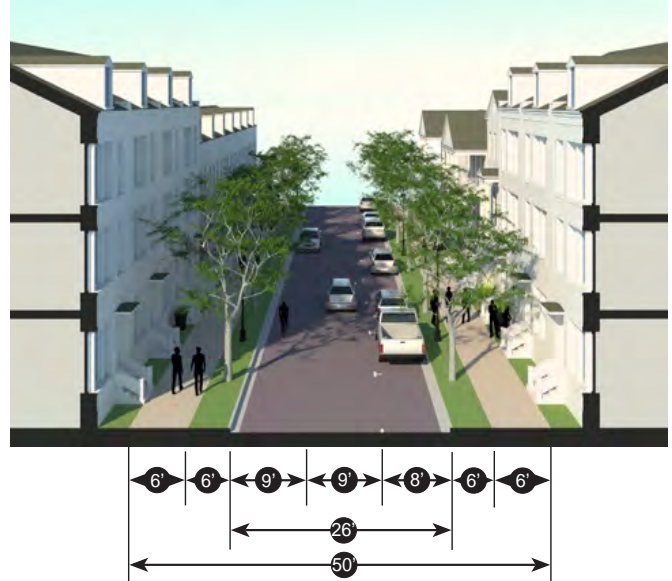
Overall Widths	
Right-of-Way (ROW) Width	60'
Curb Face to Curb Face Width	34'

Lanes	
Traffic Lanes	two 9' lanes
Bikeways	shared
Parking Lanes	two sides @ 8' marked
Pedestrian Footway	n/a

Edges	
Curb Type	6" inch raised or swale
Planter Type	8' planting strip medium trees, evenly spaced
Landscape Type	@ 30' o.c. avg.
Walkway Type	6' sidewalks
Lighting	aligned with trees

Intersection	
Curb Radius	5'

ST 50-26



Application	
Street Type	neighborhood street
Movement Type	slow
Design Speed	20 mph
Pedestrian Crossing Time	5.7 seconds

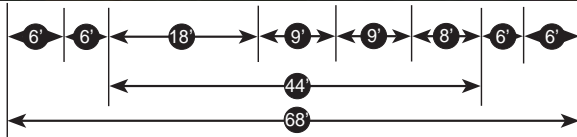
Overall Widths	
Right-of-Way (ROW) Width	50'
Curb Face to Curb Face Width	26'

Lanes	
Traffic Lanes	two 9' lanes
Bikeways	shared
Parking Lanes	one side @ 8'
Pedestrian Footway	n/a

Edges	
Curb Type	6" inch raised or swale
Planter Type	6' planting strip medium trees, evenly spaced
Landscape Type	@ 30' o.c. avg.
Walkway Type	6' sidewalks
Lighting	aligned with trees

Intersection	
Curb Radius	15'

ST 68-44



Application

Street Type	neighborhood street
Movement Type	slow
Design Speed	20 mph
Pedestrian Crossing Time	7.3 seconds

Overall Widths

Right-of-Way (ROW) Width	68'
Curb Face to Curb Face Width	44'

Lanes

Traffic Lanes	two 9' lanes
Bikeways	shared
Parking Lanes	one side @ 8'
Pedestrian Footway	one side @ 18'

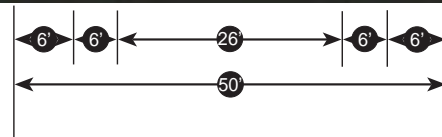
Edges

Curb Type	6" inch raised or swale
Planter Type	6' planting strip
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	6' sidewalks
Lighting	aligned with trees

Intersection

Curb Radius	15'
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YS 50-26



Application

Street Type	yield street
Movement Type	yield
Design Speed	15 mph
Pedestrian Crossing Time	5.7 seconds

Overall Widths

Right-of-Way (ROW) Width	60'
Curb Face to Curb Face Width	26'

Lanes

Traffic Lanes	26' yield
Bikeways	shared
Parking Lanes	two sides unmarked
Pedestrian Footway	n/a

Edges

Curb Type	6" inch raised or swale
Planter Type	6' planting strip
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	6' sidewalk
Lighting	aligned with trees

Intersection

Curb Radius	15'
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SS 60-18



Application	
Street Type	shared street
Movement Type	Yield
Design Speed	15 mph
Pedestrian Crossing Time	n/a

Overall Widths	
Right-of-Way (ROW) Width	60' min.
Curb Face to Curb Face Width	18'

Lanes	
Traffic Lanes	18' shared lane
Bikeways	shared
Parking Lanes	two sides @ 7' marked
Pedestrian Footway	n/a

Edges	
Curb Type	1" inch raised max.
Planter Type	trees between parking
Landscape Type	medium trees, evenly spaced @ 50' o.c. avg.
Walkway Type	8' sidewalks min.
Lighting	aligned with trees

Intersection	
Curb Radius	10'

SS 50-18



Application	
Street Type	shared street
Movement Type	Yield
Design Speed	15 mph
Pedestrian Crossing Time	n/a

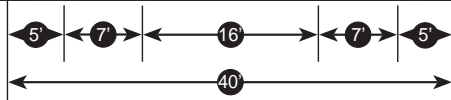
Overall Widths	
Right-of-Way (ROW) Width	50' min.
Curb Face to Curb Face Width	18'

Lanes	
Traffic Lanes	18' shared lane
Bikeways	shared
Parking Lanes	one side @ 7' marked
Pedestrian Footway	n/a

Edges	
Curb Type	1" inch raised max.
Planter Type	4' strip / between parking
Landscape Type	medium trees, evenly spaced @ 50' o.c. avg.
Walkway Type	8' sidewalks min.
Lighting	aligned with trees

Intersection	
Curb Radius	10'

SS 40-16



Application

Street Type	shared street
Movement Type	Yield
Design Speed	10 mph
Pedestrian Crossing Time	n/a

Overall Widths

Right-of-Way (ROW) Width	40'
Curb Face to Curb Face Width	16'

Lanes

Traffic Lanes	16' shared lane
Bikeways	shared
Parking Lanes	two sides @ 7' marked
Pedestrian Footway	n/a

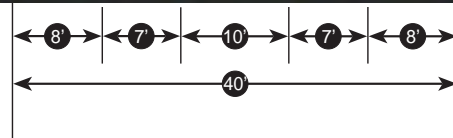
Edges

Curb Type	1" inch raised max.
Planter Type	trees between parking
Landscape Type	medium trees, evenly spaced @ 50' o.c. avg.
Walkway Type	5' sidewalks
Lighting	aligned with trees

Intersection

Curb Radius	10'
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SS 40-10



Application

Street Type	shared street (one way)
Movement Type	Yield
Design Speed	10 mph
Pedestrian Crossing Time	n/a

Overall Widths

Right-of-Way (ROW) Width	40'
Curb Face to Curb Face Width	10'

Lanes

Traffic Lanes	10' shared lane
Bikeways	shared
Parking Lanes	two sides @ 7' marked
Pedestrian Footway	n/a

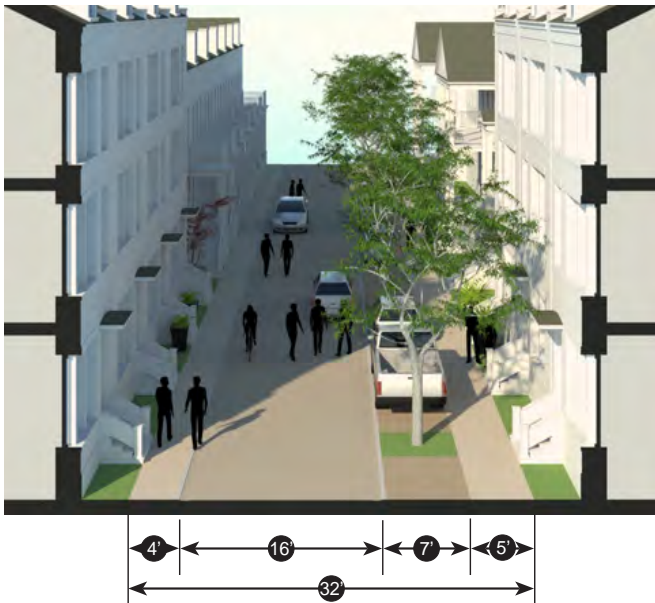
Edges

Curb Type	1" inch raised max.
Planter Type	trees between parking
Landscape Type	medium trees, evenly spaced @ 50' o.c. avg.
Walkway Type	8' sidewalks
Lighting	aligned with trees

Intersection

Curb Radius	10'
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SS 32-16



Application	
Street Type	shared street
Movement Type	Yield
Design Speed	10 mph
Pedestrian Crossing Time	n/a

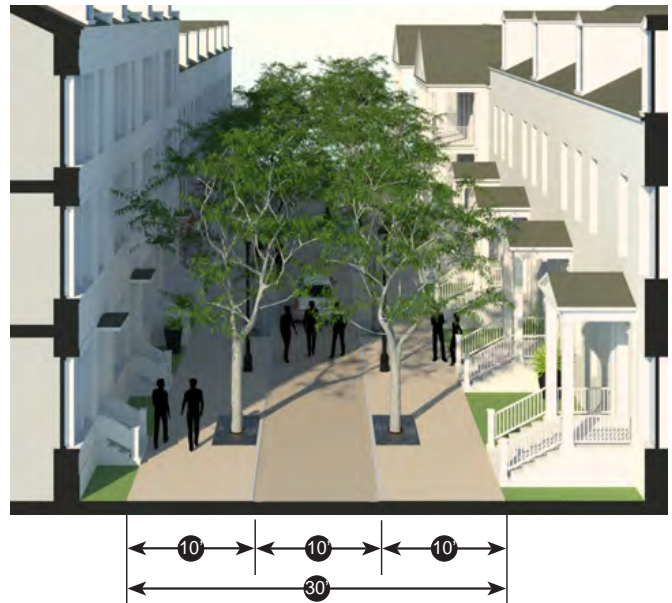
Overall Widths	
Right-of-Way (ROW) Width	32'
Curb Face to Curb Face Width	16'

Lanes	
Traffic Lanes	16' shared lane
Bikeways	shared
Parking Lanes	one side @ 7' marked
Pedestrian Footway	n/a

Edges	
Curb Type	1" inch raised max.
Planter Type	trees between parking
Landscape Type	medium trees, evenly spaced @ 50' o.c. avg.
Walkway Type	4' / 5' sidewalk
Lighting	aligned with trees

Intersection	
Curb Radius	10'

SS 30-10



Application	
Street Type	shared street
Movement Type	One Way
Design Speed	10 mph
Pedestrian Crossing Time	n/a

Overall Widths	
Right-of-Way (ROW) Width	30'
Curb Face to Curb Face Width	10'

Lanes	
Traffic Lanes	10' shared lane
Bikeways	shared
Parking Lanes	n/a
Pedestrian Footway	n/a

Edges	
Curb Type	1" inch raised max.
Planter Type	4'x4' tree well
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	10' sidewalks
Lighting	aligned with trees

Intersection	
Curb Radius	10'

SS 30-0



Application	
Street Type	shared street
Movement Type	Yield
Design Speed	10 mph
Pedestrian Crossing Time	n/a

Overall Widths	
Right-of-Way (ROW) Width	25'-30'
Curb Face to Curb Face Width	n/a

Lanes	
Traffic Lanes	shared
Bikeways	shared
Parking Lanes	n/a
Pedestrian Footway	n/a

Edges	
Curb Type	none
Planter Type	4'x4' tree well
Landscape Type	medium trees, evenly spaced @ 50' o.c. avg.
Walkway Type	shared
Lighting	aligned with trees

Intersection	
Curb Radius	10'

DR 50-25



Application	
Street Type	drive
Movement Type	slow
Design Speed	20 mph
Pedestrian Crossing Time	5.5 seconds

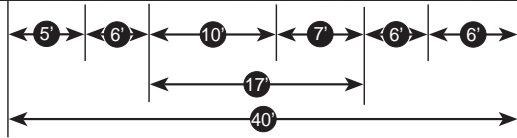
Overall Widths	
Right-of-Way (ROW) Width	50'
Curb Face to Curb Face Width	25'

Lanes	
Traffic Lanes	two 9' lanes
Bikeways	shared
Parking Lanes	one side @ 7' marked
Pedestrian Footway	n/a

Edges	
Curb Type	6" inch raised or swale
Planter Type	5' planting strips
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	7' / 8' sidewalks
Lighting	aligned with trees

Intersection	
Curb Radius	15'

DR 40-17



Application

Street Type	drive
Movement Type	slow
Design Speed	20 mph
Pedestrian Crossing Time	3.7 seconds

Overall Widths

Right-of-Way (ROW) Width	40'
Curb Face to Curb Face Width	17'

Lanes

Traffic Lanes	one 10' lane
Bikeways	shared
Parking Lanes	one side @ 7' marked
Pedestrian Footway	n/a

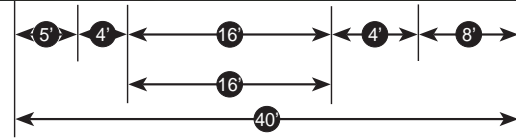
Edges

Curb Type	6" inch raised or swale
Planter Type	6' planting strips
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	5' / 6' sidewalks
Lighting	aligned with trees

Intersection

Curb Radius	15'
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DR 40-16



Application

Street Type	drive
Movement Type	Yield or Slow
Design Speed	15 mph
Pedestrian Crossing Time	n/a

Overall Widths

Right-of-Way (ROW) Width	40'
Curb Face to Curb Face Width	16'

Lanes

Traffic Lanes	16' shared lane
Bikeways	shared
Parking Lanes	one side @ 7' marked
Pedestrian Footway	n/a

Edges

Curb Type	1" inch raised max.
Planter Type	4' strip / between parking
Landscape Type	medium trees, evenly spaced @ 50' o.c. avg.
Walkway Type	5' / 8' sidewalk
Lighting	aligned with trees

Intersection

Curb Radius	10'
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RD 80-44



Application	
Street Type	road
Movement Type	free
Design Speed	30 mph
Pedestrian Crossing Time	9.7 seconds

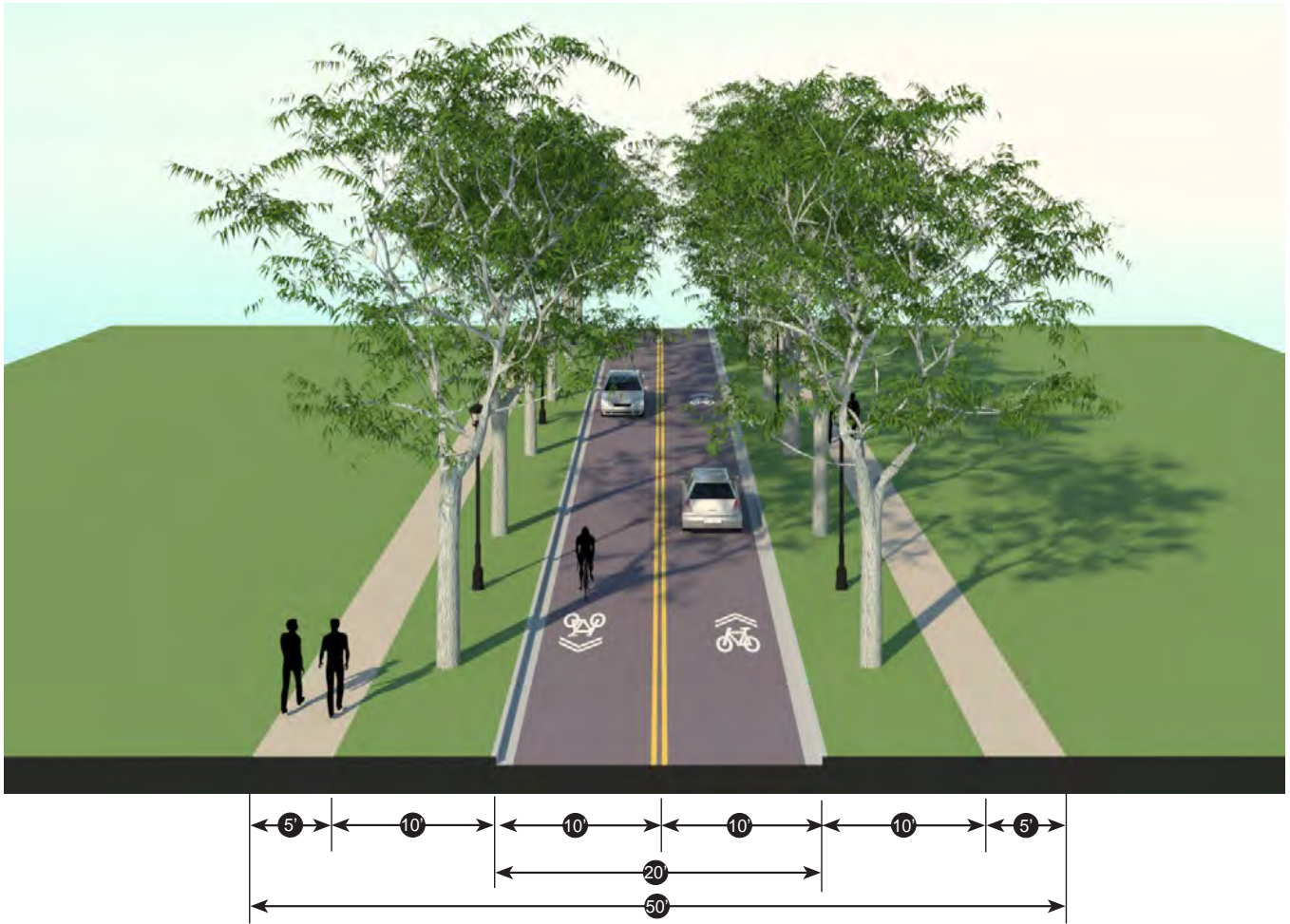
Overall Widths	
Right-of-Way (ROW) Width	80'
Curb Face to Curb Face Width	44'

Lanes	
Traffic Lanes	four 10' lanes
Bikeways	two 5' cycle tracks
Parking Lanes	n/a
Medians	n/a
Safety Strip	4'
Pedestrian Footway	n/a

Edges	
Curb Type	6" raised or swale
Planter Type	6' planting strips
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	6' sidewalks
Lighting	aligned with trees

Intersection	
Curb Radius	20'

RD 50-20

**Application**

Street Type	road
Movement Type	free
Design Speed	30 mph
Pedestrian Crossing Time	4.4 seconds

Overall Widths

Right-of-Way (ROW) Width	50'
Curb Face to Curb Face Width	20'

Lanes

Traffic Lanes	two 10' lanes
Bikeways	sharrows
Parking Lanes	n/a
Pedestrian Footway	n/a

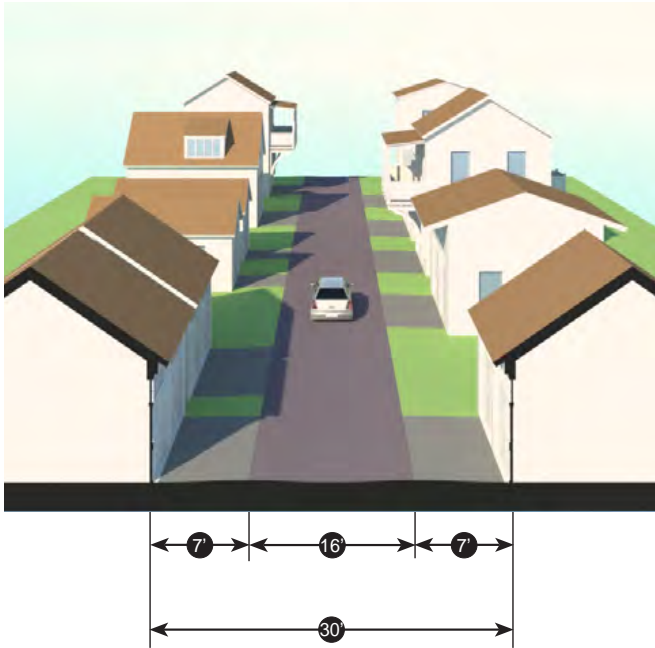
Edges

Curb Type	6" raised or swale
Planter Type	10' planting strips
Landscape Type	medium trees, evenly spaced @ 30' o.c. avg.
Walkway Type	5' sidewalks
Lighting	aligned with trees

Intersection

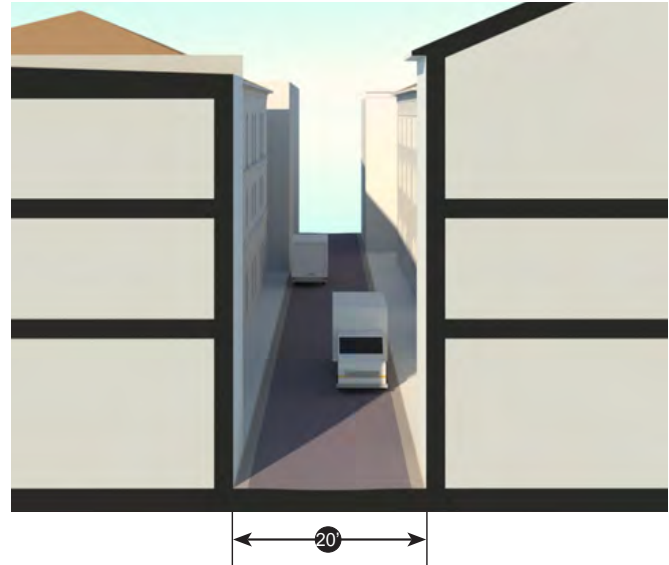
Curb Radius	20'
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LA 30-16



Application	
Street Type	Lane
Movement Type	Yield or Slow
Design Speed	n/a
Pedestrian Crossing Time	n/a
Overall Widths	
Right-of-Way (ROW) Width	30'
Curb Face to Curb Face Width	16'
Lanes	
Traffic Lanes	16' shared lane
Bikeways	n/a
Parking Lanes	n/a
Pedestrian Footway	n/a
Edges	
Curb Type	1" inch raised max.
Planter Type	7'
Landscape Type	n/a
Walkway Type	n/a
Lighting	n/a
Intersection	
Curb Radius	n/a

AL 20-20

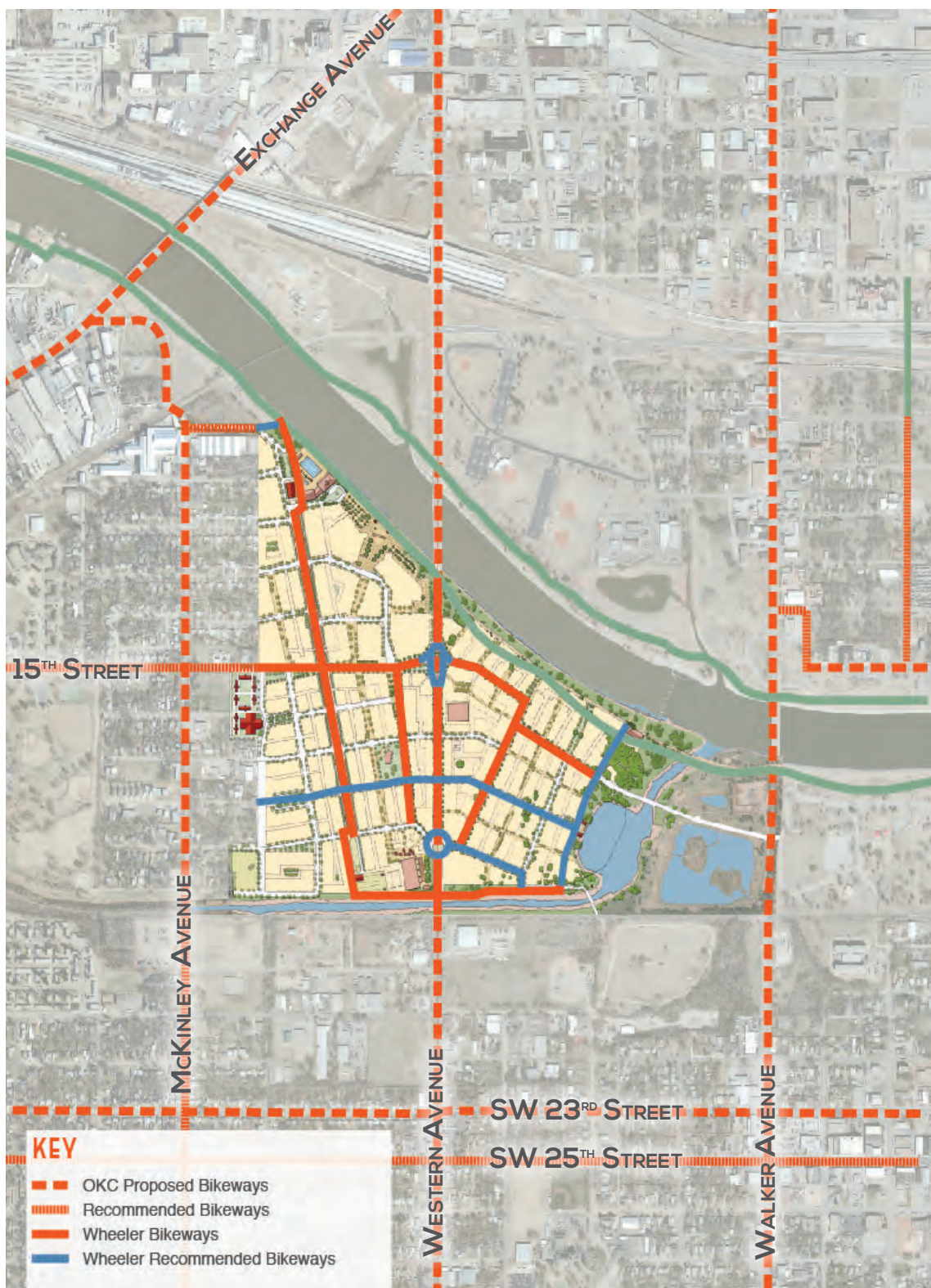


Application	
Street Type	Alley
Movement Type	Yield or Slow
Design Speed	n/a
Pedestrian Crossing Time	n/a
Overall Widths	
Right-of-Way (ROW) Width	20'
Curb Face to Curb Face Width	20'
Lanes	
Traffic Lanes	Two 10' lanes
Bikeways	n/a
Parking Lanes	n/a
Pedestrian Footway	n/a
Edges	
Curb Type	1" inch raised max.
Planter Type	n/a
Landscape Type	n/a
Walkway Type	n/a
Lighting	n/a
Intersection	
Curb Radius	n/a

BIKEWAY NETWORK

EXTERNAL BIKEWAY NETWORK

At present, the bikeway network surrounding the Wheeler District is highly underdeveloped. In 2008, Oklahoma City Planning Department proposed a skeletal network that would connect the whole city, including the Wheeler District with the surrounding neighborhoods. This network was comprised almost exclusively of signed bike routes, with little to no dedicated cycling infrastructure. Beyond the bike paths along the river, which are a great amenity, it appears that implementation has not occurred on the streets within and nearby the Wheeler District. While we haven't made detailed proposals for the type of bikeways these corridors could accommodate, we have made additional suggestions for developing a more robust network. Enhancing these connections with dedicated, context-appropriate bikeways would help the Wheeler District become accessible to downtown Oklahoma City and other areas, like the Capitol Hill district.



INTERNAL BIKEWAY NETWORK

The Wheeler District has a detailed street network that includes a range of high quality bikeways. The Wheeler District is looking to achieve a high level of urban cycling for a wide variety of users and set an example for the entire metropolitan region. Included are bike paths, cycle tracks, and streets marked with shared us lane markings, or “sharrows.” All other streets are designed to share safely with motor vehicles at low speeds.

Developing more detailed intersection design will be critically important to making the bikeway network more usable to residents and visitors. For example, transitioning between a cycle track and a shared street presents some potential conflicts with people walking, driving, and cycling. This is particularly true where a street with cycle tracks exist on two sides intersect with a street with cycle tracks on one side of the street. Another example is found in the proposed roundabouts, where the respective bikeways abruptly stop. A final example is where the Wheeler District ends along Western Avenue to the north and meets the bridge over the Oklahoma River and where it meets an entirely different street section/bikeway configuration than proposed to the south. The current bridge design does not include any bikeways and the proposed RD- 80-44 section’s bikeways do not align well with this critical linkage over the river. Key intersections that need to be further discussed, and ultimately designed, in more detail to create safe and appealing cycling and walking conditions are highlighted in the map below.





WHEELER



B. DEFINITIONS

ACCESSORY DWELLING UNIT (AD): a subordinate living unit added to, created within, or detached from a single family dwelling that provides basic requirements for independent living, (i.e. sleeping, eating, cooking and sanitation).

ALLEY (AL): a vehicular way located to the rear of Lots providing a location for utility easements and access to service areas, parking, and Outbuildings.

APARTMENT BUILDING (AB): a building type that accommodates multiple units and may be managed as a rental property or a condominium, where each unit is privately held. Apartment Buildings are often arranged around a small central courtyard to maximize light and ventilation.

APARTMENT HOUSE (AH): a building type that contains multiple units but is scaled to have a similar character as a Detached House. Apartment Houses may be managed as a rental property or a condominium, where each unit is privately held. Front, rear and side yards are shared amongst residents, often with individual parking or garage areas located along the alley.

APPURTENANCES: architectural features not used for human occupancy, consisting of spires, belfries, Cupolas, or Dormers; Parapet walls, and Cornices without windows; chimneys, ventilators, skylights, and antennas.

ARCADE: a gallery which has habitable space on the second story.

ARCH: a structure that spans a space while supporting weight through compression.

ATTIC: the interior part of a building contained within its roof structure above the ceiling of the top story.

AVENUE (AV): a Thoroughfare of high vehicular capacity yet slow design speed, and typically has a landscaped central median.

AWNING: an architectural projection roofed with flexible material supported entirely from an exterior wall of a building.

BALCONY: an open habitable portion of an upper floor extending beyond a building's exterior wall that is not supported from below by vertical columns or piers but is instead supported by either a cantilever or brackets.

BEAM: a structural element capable of supporting weight primarily by resisting bending. Beams are typically supported by Columns or Piers.

BLOCK: the aggregate of private Lots, Passages, Alleys and Lanes, circumscribed by Thoroughfares.

BLOCK FACE: the aggregate of all the building Facades on one side of a Block. The Block Face provides the context for establishing architectural harmony.

BRACKETED CANOPY: an overhead metal roof structure that projects from a building and supported on brackets that is able to provide shelter and shade.

BUILD-TO LINE: a build-to line identifies the precise horizontal distance from a street right-of-way that the building shall be built to, in order to create a uniform line of buildings along the street.

BUILD-TO ZONE: a build-to zone is a range of allowable distances from a street right-of-way that the building shall be built to in order to create a moderately uniform line of buildings along the street.

BUILDING FOOTPRINT: any structure built for the support, shelter, housing or enclosure of persons, animals or property of any kind, including appurtenances to buildings such as chimneys, stairs, and elevated Stoops, Porches, terraces and decks; except that assisted technology for accessibility including ramps and platform lifts shall not be defined as part of the building for the purpose of measuring setbacks of a building.

BUILDING FRONTAGE: the side of a building which faces the frontage street. The required building frontage per lot type is the percentage of lot width over which the principal building plane extends.

BUILDING HEIGHT: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Building Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads, and similar structures. Building Height shall be measured from the average grade of the enfronting sidewalk.

CAP: a cap is the protective top of a masonry structure exposed to weather from above.

CARRIAGE HOUSE (CH): a small residential unit typically located along an alley. Pedestrian access may or may not be accessible from a path leading from the street. The unit typically has parking on the first floor with the living spaces above. The Carriage House appears similar to an Accessory Dwelling unit but is a simple unit, i.e. not accompanied by another principle building.

CIVIC BUILDING (CV): a building type operated for the use of the public. The design and construction of Civic Buildings should be of the highest quality, to reflect the importance of these buildings within the community.

CIVIC SPACE: an outdoor area dedicated for Civic activities as designated by the Special Requirements Plan. Civic Spaces may be parks, plazas, Playgrounds, or Civic Building sites.

COLUMN: a freestanding vertical structural element that supports Beams and Arches.

CORNICE: projecting horizontal decorative molding along the top of a wall or building.

COTTAGE COURT BUILDING (CC): a cluster of single family units that center around a common green.

COURTYARD APARTMENT BUILDING (CB): a building type that accommodate multiple residential units above and beside each other, sharing a common entry accessed directly off of the street when the building occupies the boundaries of its lot, while internally defining one or more private patios. Units may be managed as a rental property or a condominium where each unit is privately held. The first floor may accommodate commercial uses.

CUPOLA: a domelike structure surmounting a roof, often used as a lookout or to admit light and air.

CURB RADIUS: the curved edge of street paving at an intersection, measured at the inside travel edge of the travel lane.

DORMER: structural element that protrudes from a sloping roof to create usable space in an attic space by adding headroom and enabling the addition of windows.

DRIVE: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a park, green or natural area. One side has the character of a Thoroughfare with Sidewalk and building, while the other has the qualities of a Road or parkway with naturalistic planting and rural details.

DRIVEWAY: a vehicular lane within a lot, or shared between two lots, usually leading to a garage.

ENCROACHMENT: any structural element such as Galleries, fences, garden walls, Porches, Stoops, Balconies, bay windows, terraces or decks that break the plane of a vertical or horizontal regulatory limit extending into a Setback, into the Public Frontage, or above a height limit.

EXCEPTION: permits a practice that is not consistent with a provision of the Wheeler District Development Standards. Exceptions may be granted by the Town Architect.

EXISTING LOCAL CODES: the regulations provided in other codes, ordinances, regulations, and standards of the City of Oklahoma City.

EXPRESSION LINE: a horizontal line, expressed by a material change or by a continuous projection not less than two inches nor more than one foot deep.

FACADE: the exterior wall of a building that is set along a Frontage Line.

FIRST FLOOR ELEVATION: the height of the finished floor on the first floor of a building. First Floor Elevation shall be measured from the average grade of the enfronting sidewalk.

FRONT OF LOT: the front boundary line of a lot bordering the street or closest to the street. In the case of a corner lot, it is the frontage opposite the alley. If there is no alley, it may be either frontage.

FRONTAGE STREET: the public right-of-way which serves as primary access to a property.

GALLERY: a Private Frontage typically used in Retail applications where the Façade is aligned close to the Frontage Line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk, with no enclosed habitable space above.

GARDEN WALL: a freestanding wall along the property line dividing private areas from streets, rear lanes, or adjacent lots.

GREEN: a Civic Space type for unstructured recreation spatially defined by landscaping rather than building Frontages.

HABITABLE SPACE: building space whose use involves human presence. Habitable space excludes parking garages, self-service storage facilities, warehouses, and display windows separated from retail activity.

HEADER: a Header is the horizontal member spanning the top of an opening.

HOUSE (HO): a building type that accommodates a single family residence. An Accessory Dwelling Unit may be accommodated on the rear of the lot.

LANE (LA): a vehicular Thoroughfare located to the rear of Lots providing a location for utility easements and access to service areas, parking and Outbuildings.

LANTERN: a cupola that contains windows or other light source allowing light to access the space within.

LARGE MAIN STREET BUILDING (LMS): a building type that is mixed-use in nature and feature shopfronts along the sidewalk at the ground level, with office or residential spaces in the upper floors.

LINER BUILDING: a building specifically designed to mask a parking lot or a parking garage from a Frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

LINTEL: a horizontal beam that supports the weight of the wall above a window or door.

LOT: a parcel of land having specific boundaries and recorded as such in a deed or subdivision plat.

LOT DEPTH: the mean horizontal distance measured from the front Lot Line to the rear Lot Line.

LOT FRONTAGE: the property line adjacent to the frontage street.

LOTLINE: the boundary that legally and geometrically demarcates a Lot.

LOT WIDTH: the mean horizontal distance measured from side Lot Line to side Lot Line.

MARQUEE: a permanently roofed architectural projection whose sides are vertical. Marquees are intended for the display of signs and are supported entirely from an exterior wall of a building.

MULLIONS: strips of wood or metal that separate and hold in place the panes of a window.

OUTBUILDING: an accessory building, usually located towards the rear of the same lot as a principal building. A back building sometimes connects it to the principal building.

PARAPET: a low guarding wall at the edge of a roof, terrace, or balcony.

PARKING STRUCTURE: a building containing two or more Stories of parking above natural grade.

PIER: a vertical structural element that protrudes from the building wall that supports Beams and Arches.

PORCH: a roofed area, attached at the first floor level to the front of a building, open except for railings and support columns. Porches may be multi-story.

PRIMARY ENTRANCE: the entrance to a structure which is located along the frontage street.

PRINCIPAL BUILDING: the largest building on a Lot.

PRINCIPAL ENTRANCE: the main point of access for pedestrians into a building.

PRINCIPAL FACADE (For purposes of placing buildings along build-to lines or build-to zones): the front plane of a building not including Stoops, Porches, or other attached architectural features.

PRIVATE FRONTAGE: the privately held layer between the Frontage Line and the line of the exterior wall of the Principal Building extended to the side Lot Lines.

PUBLIC FRONTAGE: the area between the curb and the vehicular lanes and the Frontage Line.

RIGHT-OF-WAY: the strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities. This strip of land is either publicly owned or subject to an easement for Right-of-Way purposes benefiting the general public.

ROWHOUSE/TOWNHOUSE (RH): a building type that is a single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. Small front dooryards, and private walled rear yards are often accommodated.

SETBACK: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces, and decks (that align with the first story level) which are permitted to encroach into the Setback.

SHARED PARKING: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity, which are unlikely to require the spaces at the same time.

SHARED STREET: See Woonerf

SHOPFRONT: a Private Frontage, typically for retail use with substantial glazing and an awning, where the Façade is aligned close to the Frontage Line with the building entrance at the level of the sidewalk.

SIDEYARD HOUSE (SH): a building type that occupies one side of the lot with the setback to the other side.

SILL: a sill is the horizontal member at the base of a window opening.

SMALL MAIN STREET BUILDING (SMS): a building type that is mixed-use in nature and provides flexible space at the street level for retail or office, with a complete living unit above. The ground floor should be designed to accommodate changes in use. This type of structure may have a single owner or may be managed as a condominium, with the lower and upper units owned separately.

STOOP: a small platform and/or entrance stairway at a house door, commonly covered by a secondary roof or awning.

STOREFRONT: Building Frontage at the ground floor usually associated with retail uses.

STORY: a habitable level within a building. Attics and raised basements are not considered stories for the purposes of determining building height.

STREET (ST): Streets are Thoroughfares of a lower development intensity that provide critical links between destinations on the vehicular network.

STREET TREE ALIGNMENT LINE: a line going through the center line of the street trees, generally located between two and a half and four feet from the curb.

T-ZONE: (See: Transect Zone).

TERMINATED VISTA: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista is generally designed in response to the axis.

THOROUGHFARE: a way for use by vehicular and pedestrian traffic that provides access to Lots and Open Spaces, and that incorporates Vehicular Lanes and the Public Frontage.

TOWER: a building element that is taller than it is wide and are built in locations that take advantage of their height such as at building entrances and at Terminated Vistas. Towers can stand alone or be part of a larger structure.

TOWN ARCHITECT: The office of the Town Architect (which may consist of either a single person or small board, but referred to singularly as the Town Architect in these Development Standards) shall be appointed by the Town Founders. The Town Architect should consist of a minimum of one urban designer, planner, or architect familiar with traditional Town planning and New Urbanist design principles. The Town Architect need not be a registered architect.

TOWN FOUNDERS: Humphreys Company, its successors and assigns or any other association or entity established by the Humphreys Company, or its successors and assigns, at a later date to fulfill the functions of the Town Founders (such as a Homeowners Association, Town Architect, or Design Review Board).

TRANSECT ZONE (T-ZONE): Transect Zones or T-zones are ordered from the most natural to the most urban and are based upon six (6) Transect Zones which describe the physical character of place at any scale according to the density and intensity of urbanism. Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, height, and Setback requirements, and other elements of the intended habitat are integrated, including those of the private Lot and building and the Public Frontage.

UNDERSTORY: the unfinished space between the lowest finish floor of a building and natural grade.

URBAN STREET (US): a Thoroughfare appropriate for use in high-intensity, mixed-use areas, and typically contains on-street parking, street trees in tree wells, and wide sidewalks.

VEHICULAR LANES: the lanes providing traffic and parking capacity within a Thoroughfare. They usually consist of marked lanes in a variety of widths for parked and for moving vehicles.

WATER TABLE: the horizontal reveal marking the height of the first finished floor.

WOONERF: is a living street implemented in the Netherlands and in Flanders. Techniques include shared space, traffic calming, and low speed limits. Motorized traffic in a woonerf is restricted to walking pace where equal priority is given to all modes of transportation including automobiles, bicycles, and pedestrians.

WORKER VILLAGE (WV): small commercial buildings. They may be temporary or permanent structures of simple construction such as Quonset huts.

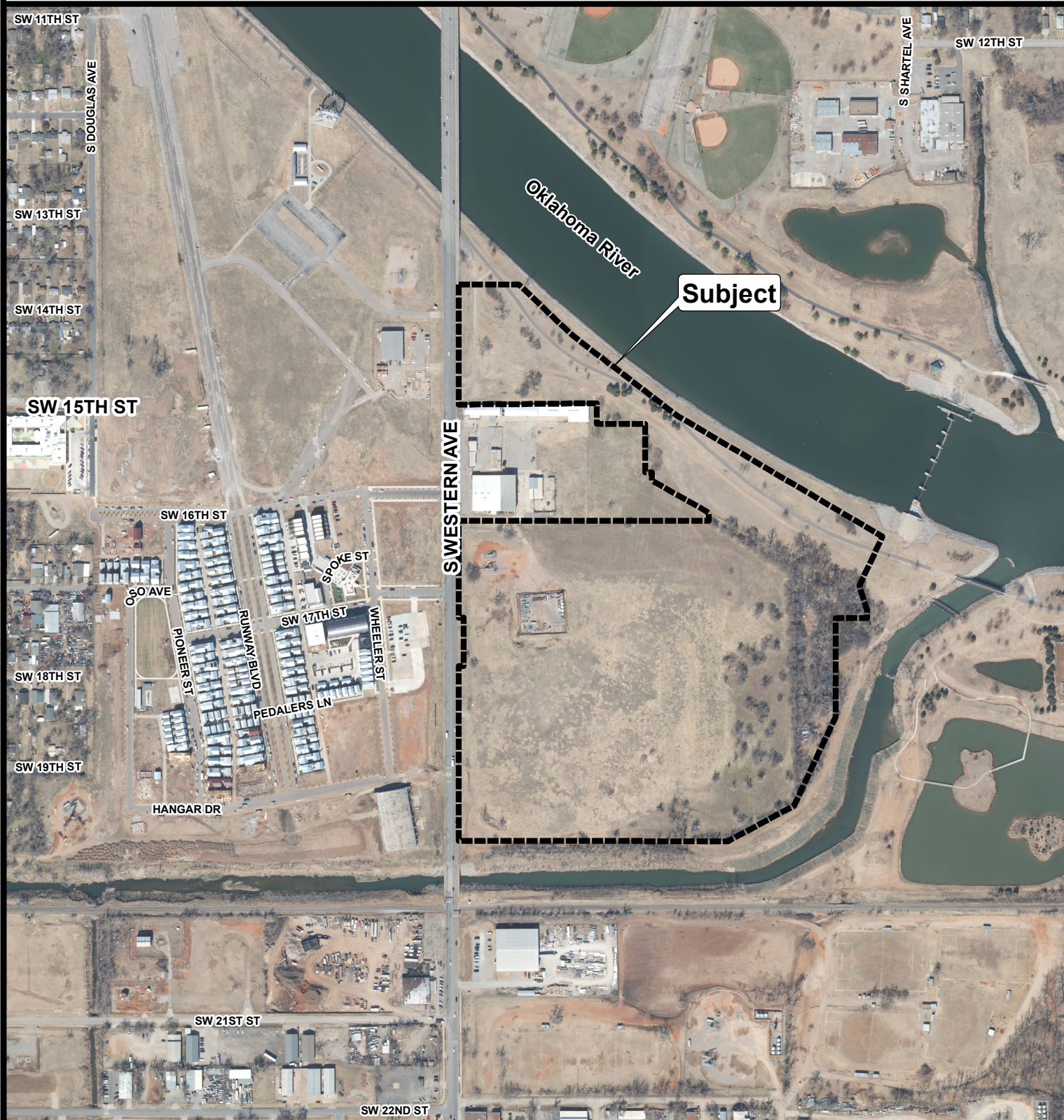
YIELD STREET (YS): a Thoroughfare type that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Yield Streets are local streets that are not as critical to overall network function, and thus will require lower vehicular capacity.

Case No: PUD-2009

Applicant: Wheeler District, LLC

Existing Zoning: R-1 / I-2 / SRODD

Location: 2014 S. Western Ave.



Aerial Photo from 2/2022



The City of
OKLAHOMA CITY

Planned Unit Development



0 250 500
Feet