



POLICY GUIDE

Core to Shore Reinvestment Area TIF Districts
City of Oklahoma City 2020

This Page Intentionally Left Blank

TABLE OF CONTENTS

1.0 Introduction

- 1.1 Summary of Tax Increment Financing
- 1.2 Boundaries of the Reinvestment Area
- 1.3 Components of the Reinvestment Area
- 1.4 Objectives of the Core to Shore Reinvestment Area
- 1.5 Goals of the TIF Districts

2.0 Project Eligibility

- 2.1 Financial Eligibility for Core to Shore Reinvestment Area
- 2.2 Density, Design & Historic Preservation Eligibility
- 2.3 Application Materials and Process

3.0 Allocation of TIF Funds

- 3.1 General Allocation Guidelines
- 3.2 Types of TIF Allocation
- 3.3 Structure of TIF Allocation
- 3.4 Affordable and Workforce Housing TIF Allocation Policy

4.0 Exceptions

- 4.1 Exceptions
- 4.2 Requests for Exceptions
- 4.3 Review and Decision on Exceptions

2

- 2
- 2
- 2
- 4
- 4

6

- 6
- 6
- 6

7

- 7
- 8
- 8
- 8

9

- 9
- 9
- 9

5.0 Density & Design Standards

- 5.1 Overview
- 5.2 General Urban Design Criteria
- 5.3 Building Typologies
- 5.4 Additional Scale & Massing Design Criteria
- 5.5 Building Frontage
- 5.6 Pedestrian Zone

6.0 Historic Preservation Standards

- 6.1 Overview
- 6.2 Preservation Categories
- 6.3 Preservation Priorities
- 6.4 Character Integration Priorities
- 6.5 Potential Revitalization Opportunities

Appendix: Building Construction Type Definitions

Appendix: Definitions

10

- 10
- 10
- 10
- 18
- 22
- 24

26

- 26
- 26
- 26
- 29
- 32

34

40

1.0 Introduction: Policy Guide for Core to Shore Reinvestment Area TIF Districts

This Policy Guide outlines the goals and objectives of the Core to Shore (C2S) Reinvestment Area and its six Tax Increment Financing (TIF) Districts and details how assistance in development financing will be provided by allocation of tax increment revenues to assist private, tax-generating real estate development projects.

1.1 Summary of Tax Increment Financing

A Tax Increment Financing (TIF) District allows the City to invest in public and private projects using incremental growth in property and/or sales taxes generated by new investment. According to State Statute, municipalities are allowed to create TIF districts where it is determined that investment and/or development will be difficult if not for the provision of TIF assistance.

In a TIF District, the taxes from growth in assessed value created from new investment – the “increment” – are allocated to a special fund to be used for the purposes of economic development. District funds are used either to provide allocation of funds to bridge a demonstrated gap in financing of real estate development projects that meet the goals of the district, or on various types of physical improvements such as streets, utilities, and other types of municipal infrastructure. The TIF Districts that make up the C2S Reinvestment Area are intended to support both new construction projects, as well as projects that seek to renovate or restore existing buildings.

1.2 Boundaries of the Reinvestment Area

C2S Reinvestment Area TIF Districts shown in Figure 1.2 are located in between the city's Central Business District to the north, and the Oklahoma River to the south. It is bound generally by Reno, California Avenue and Oklahoma City Boulevard Avenue to the north, Western Avenue to the west, and Walker and Shartel Avenues to the west. The Bricktown Canal to the east, and the Oklahoma River to the south.

1.3 Components of the Reinvestment Area

The C2S Reinvestment Area is made up of two separate geographies; the “Increment District” is the geography where tax increment from new development is collected. The “Project Area” is a geography where TIF proceeds can be spent. Only in areas where the increment and project areas combine can taxes be both collected and spent. Both geographies are illustrated in Figure 1.1. Incremental taxes cannot be collected from parts of the Project Area that do not overlap with the increment area.

Figure 1.1 - Increment District vs. Project Area

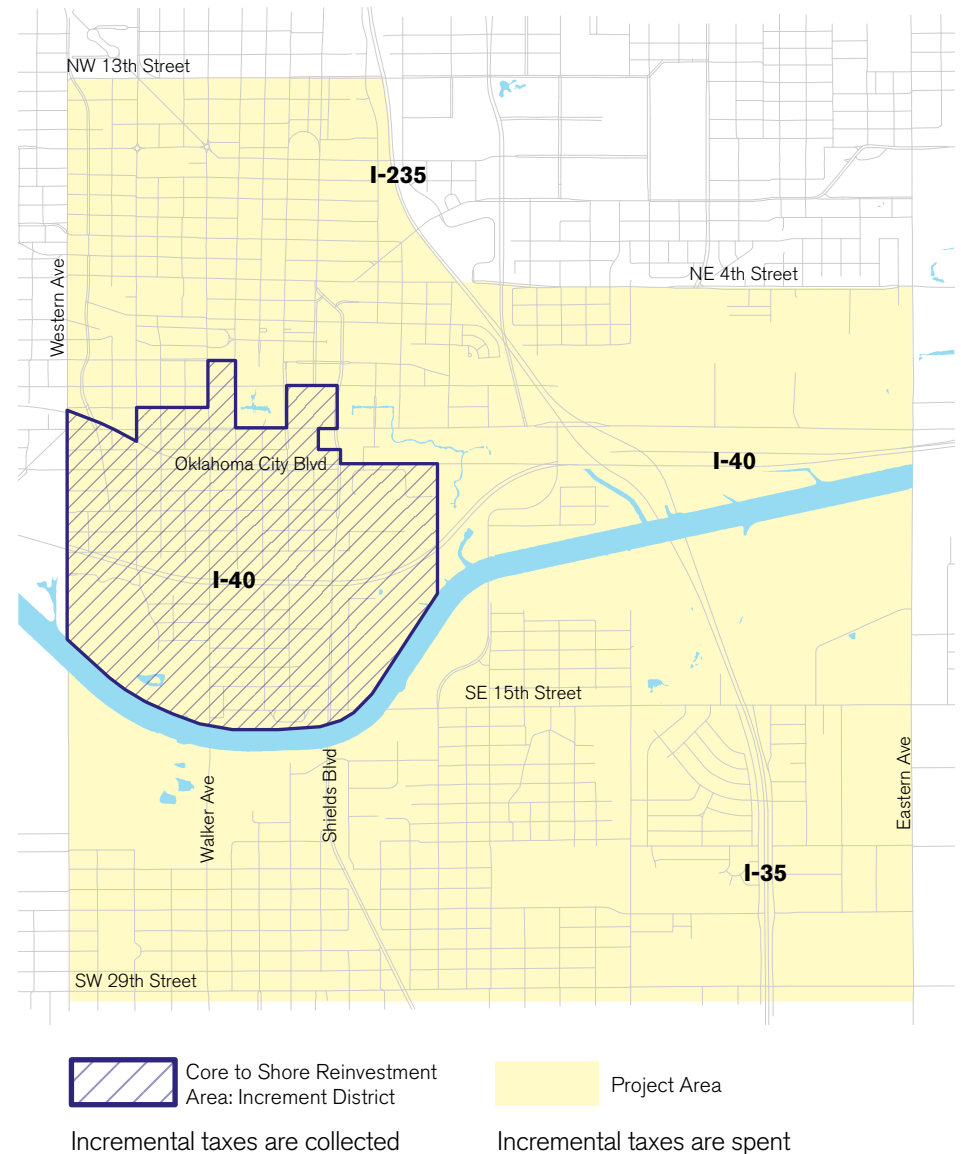


Figure 1.2 - Map of Increment District Boundaries



1.0 Introduction

1.4 Objectives of the Core to Shore Reinvestment Area

It is the intent of the Core to Shore Reinvestment Area to create a series of active, high density and high quality mixed use urban districts as envisioned by the Core to Shore Redevelopment Framework, adopted by the Oklahoma City Council in 2008. Increment created through six (6) TIF districts will be targeted towards both public and private projects that support the following objectives:

City objectives for private development within the Core to Shore TIF Districts include:

- Redevelopment of blighted and vacant property;
- Extension of the Central Business District (“CBD”) to the south to surround Myriad Gardens with high density, mixed-use development;
- Connecting the Central Business District (CBD) and Myriad Gardens south to Scissortail Park and the Oklahoma River through an attractive and engaging urban environment of buildings and streets;
- Creation of opportunities for significant amounts of housing, office, hotel and retail space;
- Leveraging the catalytic investment opportunities generated by the new convention center and hotel;
- Develop impactful and well-designed private development along major public investments, including Scissortail Park, the new Oklahoma City Boulevard, and the Oklahoma River;
- A range of new housing opportunities, from high-rise apartments to single family neighborhoods;
- Enhancement of Wheeler Park as a major open space and recreational asset;
- Preservation of historic resources and adaptive reuse of historic buildings;
- Stimulating private and public development by upgrading and enhancing utility infrastructure;
- Transition of the site of the Cox Convention Center into different functional uses after the completion of the new convention center.

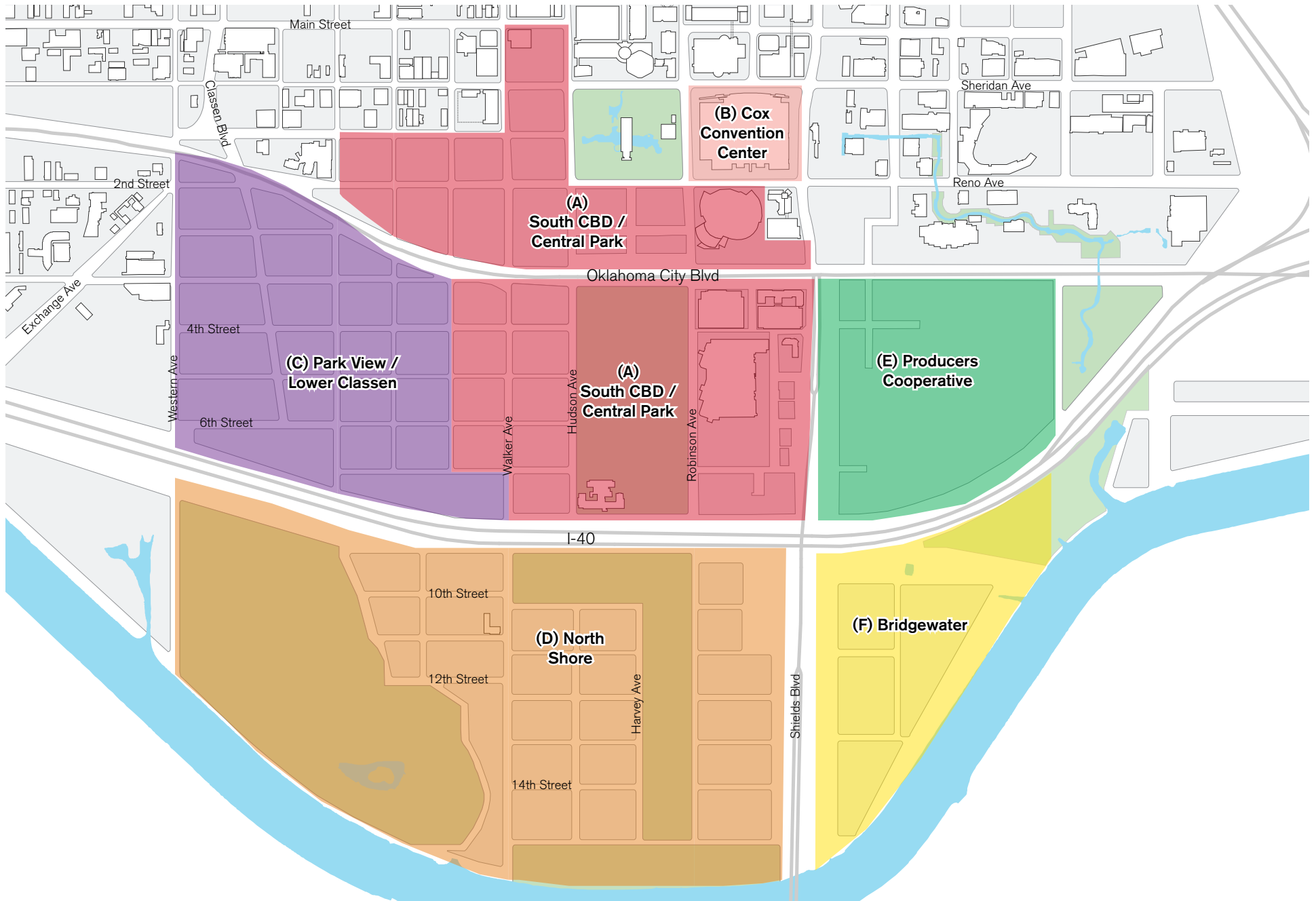
1.5 Goals of the TIF Districts

The Core to Shore Reinvestment Area is split into six (6) TIF Districts, identified in this policy guide as “A”, through “F”, illustrated in Figure 1.3. The City has the authority to activate each of these TIF districts at any given time during the first ten (10) years of the Project Plan, and intends to activate each as development is proposed. Each district has its own eligibility period of 25 years which is distinct from the other districts. If a project is proposed in a district that is not activated, a request will need to be made for activation of that district, which is authorized by City Council.

The City's development goals for each of the six TIF districts are summarized below.

- (A) The **South CBD / Central Park TIF District** will support the creation of two new major urban hubs. The high-density development of the South Central Business District will mix office workers and residents with visitors, tourists, conventioners, hotel guests, shoppers, and sports fans and link the Central Business District and Bricktown to the Oklahoma City Boulevard and Scissortail Park. The Central Park area will include new high density residential, office, retail, entertainment and cultural uses and destinations surrounding the 40-acre Scissortail Park located in-between Oklahoma City Boulevard, Hudson, Robinson, and I-40.
- (B) The **Cox Convention Center TIF District** will support the redevelopment and/or re-use of the Cox Convention Center site once the new MAPS 3 funded Convention Center is complete.
- (C) The **Parkview / Lower Classen TIF District** will support the extension of residential and mixed-use development west from Scissortail Park, as well as the revitalization, in-fill and adaptive re-use of the industrial / warehouse area located between Western and Shartel Avenues.
- (D) The **North Shore TIF District** will support housing, office, retail and other related development in a mixture of densities between I-40 and the River, adjacent to the lower portion of Scissortail Park, and Wheeler Park.
- (E) The **Producer's Cooperative TIF District** will support the transformation of the Producer's Cooperative Oil Mill property and adjacent lumberyard into a new mixed-use center. Many different uses can be accommodated here, from sports, retail and entertainment destinations to a mixture of housing, office, retail and other support uses.
- (F) The **Bridgewater TIF District** will support development along the Oklahoma River on the site currently occupied by the Pull-A-Part Auto Parts Yard.

Figure 1.3 - Tax Increment Finance Districts



2.0 Project Eligibility

Projects seeking TIF allocation will be required to meet specific criteria in order to be considered eligible for funding. The two threshold categories are: (1) Financial Eligibility; and (2) Density and Design Eligibility.

2.1 Financial Eligibility for Core to Shore Reinvestment Area

The City Manager's office will review applications for TIF funding and evaluate the financial eligibility of the application based on the following factors:

1. The implementation of the project will be difficult without TIF allocation, (i.e., there is some sort of "gap" or hurdle that would prevent the project from being built without TIF allocation).
2. The assumptions made in the project pro forma are within reasonable expectations of the market, including leasing, absorption, financing, equity contribution and construction timing, and are not manipulated in a manner to falsely project or create a gap in order to require assistance. The City will pay particular attention to the amount paid for land and whether that price is in excess of market value. Depending on the size of the gap, a gap in financing caused by paying a price for land in excess of market value may not be considered for an allocation.
3. The developer and investors are not creating a scenario in which they will be able to generate an unreasonably high rate of return on investment as a result of receiving TIF funds.

Developers, investors, owners and any other individuals with an ownership interest in a project that could receive TIF allocation must submit a potential conflict of interest letter to the City Manager's office if they are members of one of the following: the City Council, City of Oklahoma City Employees, TIF Review Committee, the Downtown Design Review Committee, or the Riverfront Design Review Committee.

2.2 Density, Design & Historic Preservation Eligibility

Projects seeking TIF must follow density and design standards as adopted by the City of Oklahoma City in order to be eligible.

These standards include minimum height, lot coverage, Floor Area Ratio (FAR), and various urban design guidelines. There are also historic preservation objectives that apply to certain structures located within the Reinvestment Area. These standards are found in Section 6.0 of this policy guide.

2.3 Application Materials and Process

Full TIF application packets must be submitted to the City Manager's office, where individual components will be reviewed by the Economic Development Program Manager, the Planning Director, or their designees.

The application should have three (3) distinct components:

- **A Project Summary and Narrative** that includes the following information: (1) An overview of the project, its location, program and other salient details to communicate to the City; (2) a narrative of how the project meets City goals and objectives for the Core to Shore Reinvestment area; (3) an overview of how the project fits in within the marketplace; and (4) a discussion, if applicable, of any exceptions to the financial or design/density eligibility requirements set forth in this policy that the developer will be seeking.
- **A Financial Summary and Pro Forma** that includes: (1) a sources and uses table with cost per square feet / unit breakdowns; (2) a construction cost break down of individual components (land, site prep, hard costs, soft costs, developer fee, contingency, etc. with parking as a separate item); (3) a 25 year operating pro forma that includes income, expenses, NOI, debt service, cash flow, estimated taxes, debt service coverage ratio and cash on cash or IRR depending on project; (4) income and expense assumptions (lease rates and expense rates by month/year/square foot); (5) debt assumptions (term, rate, loan to value/cost, etc.).
- **Construction Drawings** to include:
 - Legal Description
 - Site Plan drawn to scale with a north arrow
 - Floor Plan
 - Exterior Elevations

3.0 Allocation of TIF Funds

The Economic Development Program Manager or designee will issue a recommendation on financial eligibility to the TIF Advisory Committee, who will in turn submit a recommendation to the TIF Review Committee.

The Planning Director or designee will issue a recommendation on density and design eligibility to the TIF Advisory Committee, who will in turn submit a recommendation to the TIF Review Committee.

Process for TIF Review and Approvals:

- 1) Submit Applications to Economic Development Program Manager.
- 2) Review of Application by Economic Development Program Manager and Planning Director, or designees.
- 3) Initial review of application by TIF Advisory Committee.
- 4) Developer Presentation to TIF Advisory Committee.
- 5) TIF Advisory Submits Recommendation to TIF Review Committee & City Manager.
- 6) Review of Project and Recommendation of Funding by the TIF Review Committee.
- 7) TIF allocation is introduced to City Council.
- 8) TIF allocation is considered by City Council.
- 9) Economic Development Agreement is considered by both OCEDT and City Council outlining terms and conditions of TIF allocation.

Eligibility for TIF funding for private real estate projects is determined by a combination of financial need and impact to the larger commercial corridor or neighborhood. Funding amounts are limited based on the amount of incremental taxes generated by a project. For example, if a proposed project's taxable value is \$5 million, it will generate approximately \$60,000 in annual property taxes. If the property currently pays \$10,000 in annual property taxes, then a maximum of \$50,000 in annual increment is potentially available to be used by that project, assuming the project has determined a sufficient amount of financial need.

3.1 General Allocation Guidelines

Real Estate projects seeking TIF allocation are subject to the following policy guidelines:

- Developers or investors must demonstrate that projects are difficult, but possible with the allocation of TIF funds. The City will consider a TIF allocation based both on financial need and projected generation of taxes.
- Generally, projects located in the increment district are only eligible for amounts supported by their projected incremental taxes. Projects are not automatically eligible for all the increment they generate.
- Projects that are allocated TIF funds will be required to make a minimum tax payment or payment in lieu of taxes for the life of the TIF district.
- An allocation comprising the sum of incremental taxes over 10 years may be a typical benchmark for maximum financial assistance. For example, a project generating \$100,000 in incremental taxes annually will be eligible for assistance up to \$1,000,000. Longer terms may be granted based on the scale and impact of investment and on the lifespan of the district at the time the project allocation is negotiated.

3.0 Allocation of TIF Funds (continued)

3.2 Types of TIF Allocation

The City of Oklahoma City will consider TIF allocation in one of three ways, to be determined on a case-by-case basis.

1) Installment Incentive

This method allocates TIF funds annually over a fixed period of time. During the initial stage of the TIF District – approximately 5-7 years – this will be the only method of funding allocation.

Example: a project may be eligible for \$1 million in TIF Funding, to be paid out in \$100,000 installments over a 10 year period – assuming that the project's incremental taxes support this amount. Projects are expected to pay taxes annually, but will receive back a portion corresponding to the tax increment actually generated and the amount of the installment negotiated. Real estate developers can use the TIF allocation in two ways: assistance in annual cash flow, or an annual pledge to secure additional financing or equity investment using the promise of installment payments to secure that assistance.

2) Gap Incentive

The City may allocate an amount of funding to the project that provides a layer in between debt and equity. This will be provided upon completion of the construction of the project.

3) Interest Bearing Loans

TIF loans will be considered when projects require financial assistance to get started, but have the ability to pay back the loan over a period of time.

3.3 Structure of TIF Allocation

If the City determines the project to meet the eligibility requirements (both financial and density and design) for TIF allocation, the project will be eligible for assistance up to a sum equal to 40% - 70% of its annual ad valorem taxes over a 10 year period. This is equivalent to an amount roughly between 4.5% and 8.5% of total project cost, depending on the assessed value of the building.

TIF allocation can be provided through one of two methods: (1) a Straight-line Installment; and (2) a declining annual (Stair Step) Percentage.

Example of Installment Incentive Allocation:

- 1) Straight-Line Installment
Years 1 – 10: 40% - 70% of Increment Generated
- 2) Stair Step Percentage Installment
(Example)

Years 1 - 2	Years 3 - 5	Years 5 - 8	Years 9 -10
100%	75%	50%	0%

NOTE:

- The percentage allocation above is illustrative, and subject to change based on need and negotiation.
- The “Stair Step” Installment is primarily designed to support risk in leasing or sales absorption. Due to the focus on providing higher percentage allocations up front in years 1-5, the total amount of TIF allocation may end up being less than other scenarios.

3.4 Affordable and Workforce Housing TIF Allocation Policy

The City recognizes the importance of the availability of affordable housing options within the Core to Shore Reinvestment Area. The following policies identify the situations where additional assistance or consideration may be allocated for the creation of affordable and/or workforce housing development.

- Projects featuring residential units affordable to households earning 80% of Area Median Income (AMI) or below may be eligible for increased TIF allocation; the increased amount will be conditional on the number of qualified units created.
- Projects featuring residential units affordable to households earning 80% of Area Median Income (AMI) or below may receive more flexible standards for typology requirement as defined in Section 5.3 Building Typologies.
- Projects with at least 51% of developed residential units affordable to households earning 60% AMI or below may qualify as a higher priority to receive both increased % of TIF allocation and flexible standards for typology requirement as defined in Section 5.3 Building Typologies.

4.0 Exceptions

4.1 Exceptions

The City recognizes that exceptions in policies for eligibility and funding allocations may be required for certain projects to move forward. The City may waive certain policy guidelines if a sufficient case is made to the TIF Advisory Committee, or TIF Review Committee that the project meets general intent of eligibility requirements detailed in Sections 2.0, 3.0 and 5.0.

Justifications for exceptions to eligibility and funding allocations include, but are not limited to:

- Issues with the financing structure.
- Excessive and substantial cost incurred by design eligibility requirements that cannot be solved within the financing and TIF allocation structure.
- Site constraints that prevent meeting all or minimum design eligibility requirements.
- Projects that meet the general intent of the project plan but which incur unnecessary design or cost challenges due to density requirements.
- An applicant is unable to effectively save or integrate a building identified as a historic resource.

In the case of an approved exception, the City may choose to adjust either the eligibility requirements, or the amount of TIF allocation.

4.2 Requests for Exceptions

If an applicant feels that they cannot meet the minimum eligibility requirements laid out in this policy guide, they are encouraged to engage either the Economic Development Program Manager or Planning Director (or their designees) as early on in the process as possible, even prior to submitting a TIF application. If design related, applicants are encouraged to meet with relevant planning staff with their design team to discuss difficulties in meeting eligibility requirements. Staff will subsequently discuss with the TIF Advisory Committee.

When submitting their TIF application, applicants must submit a memorandum documenting the need for an exception from the policy, and the exception will be considered in the context of project impact and need, as well as limitations to the TIF policy.

4.3 Review and Decision on Exceptions

The TIF Advisory Committee will review the Request for Exception and make a recommendation to the TIF Review Committee. Applicants may be asked to present their justification behind the request at either or both the Advisory Committee or Review Committee. The City Council may request a presentation as well.

Any allocation approved by the City Council that is inconsistent with these policy guidelines will be considered a waiver of the policy guidelines.

NOTE: The design review process in this policy guide is completely separate from the requirements in the Downtown or Scenic River Overlay Design Districts. Variances to the requirements of Downtown or Scenic River Overlay zoning are made by separate bodies and are not related to the process of the TIF district. Projects are expected to meet the minimum requirements of the Design Districts.

5.0 Density & Design Standards

5.1 Overview

Projects seeking TIF funds must meet the development and design requirements set forth in this TIF Policy Guide. These requirements are grouped into the following topical areas:

(1) General Urban Design Criteria (page 10) - over-arching urban design standards that apply to the entire Core to Shore Reinvestment area;

(2) Building Typologies (page 10) - construction of new development must conform to specific height, scale, and massing standards as defined by individual building “typologies”.

(3) Building Frontage (page 22) - design standards that guide how the first floor of a building interacts with the street;

(4) Pedestrian Zone (page 24) - standards that guide how the pedestrian zone (defined as the space between building line and curb is to be designed, if to be constructed as part of the new development project.

In addition to the categories above, projects also must meet the requirements set forth in the ordinances related to the existing zoning requirements. These can be found at www.okc.gov/government/municipal-code.

The Planning Director or designee will issue a recommendation on density and design eligibility to the TIF Advisory Committee, who will in turn submit a recommendation to the TIF Review Committee. Deviations from these standards will require written explanation and presentation to the Planning Department and potentially the TIF Advisory Committee and Review Committee. Variances to these standards can only be recommended by the Review Committee.

5.2 General Urban Design Criteria

The following design criteria apply to all projects proposed within the district that request TIF funds.

- Maintain, enhance, or extend the alley network to provide opportunities for service and parking access and secondary pedestrian pathways, open space, and commercial opportunities;

- Provide or preserve points of access through the block to avoid long unbroken stretches of development and encourage an effective secondary vehicular, pedestrian, and open space network;
- To avoid “super-block” scenarios, blocks with over 400 feet of frontage should be divided by pedestrian or vehicular passages with a minimum width of 20 feet;
- Use stepped massing for towers to maximize sunlight to project into neighborhood buildings or uses;
- Building design should have a clear articulation of lower and upper components;
- Special design prominence and definition should be applied at corners of major intersections;
- All visible facades must provide architectural interest, inclusive of parking structures;
- Open air / external stairwells used as primary entrances to buildings, floors, or units are not allowed.

5.3 Building Typologies

Six individual building typologies are identified within the Core to Shore Reinvestment Area (Figure 5.3). Each typology includes components of height, scale, massing, and land use. Applications for TIF funds are required to follow the descriptions of each typology. The following criteria must be adhered to: (See Appendix for definitions: page 40)

- | | |
|----------------|--------------------------|
| ▪ Land Use | ▪ Floor to Area Ratio |
| ▪ Height | ▪ Building Compatibility |
| ▪ Lot Coverage | ▪ Partial Compatibility |

Each typology has a **Target** build-out criteria. Target build-out numbers reflect the ideal development objectives of the TIF district. Projects below the target thresholds are not eligible for TIF incentives.

Figure 5.3 - Building Typologies & Site Names



Central Business District

General Characteristics

SUMMARY

The Central Business District typology targets significant investment in commercial office or hotel development. The typology represents locations where the City prioritizes these uses over others. Any development would be expected to have a substantial ground floor commercial retail component. Mixed-Use projects that mix office and hotel with housing or other uses are encouraged, so long as office or hotel uses remain a majority or significant proportion of total build square footage. Large, block sized developments are highly encouraged to build, or plan for, multiple buildings on the same site. Stand-alone parking structures may be appropriate based on demand and surrounding development.

PRIMARY USE

Office, Hotel

SECONDARY USES

Housing, Hotel, Retail/Dining, Parking

Target Build-Out

MINIMUM

HEIGHT +

TARGET RANGE*

20 minimum stories
20-50+ target range

MINIMUM LOT COVERAGE

80-100%

FLOOR TO AREA RATIO (FAR)

8.0+

** For more detail on how to apply height minimums, see Section 5.4*

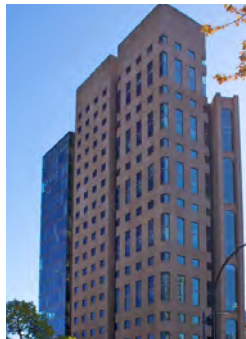


High Density 1 (HD1)

General Characteristics

SUMMARY	High Density 1 targets large-scale development. Mixed-use projects are encouraged but not required, though ground floor commercial retail space is required. Minimum requirements are less strict than high density commercial to allow for maximum flexibility within different markets. When and where appropriate, stand alone parking structures that serve district-wide demand may be appropriate. Lower intensity structures that are major cultural or entertainment destinations are compatible with the intent of the typology.
PRIMARY USE	There are no primary or secondary land use preferences or requirements in High Density. Projects must integrate ground floor commercial space.
SECONDARY USES	
Target Build-Out	
MINIMUM HEIGHT + TARGET RANGE	10 minimum stories 10-20+ target range
MINIMUM LOT COVERAGE	80-100%
FLOOR TO AREA RATIO (FAR)	6.0-8.0+

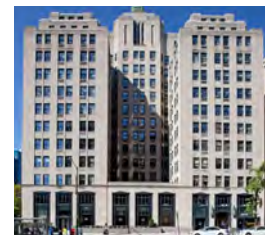
** For more detail on how to apply height minimums, see Section 5.4*



High Density 2 (HD2)

General Characteristics	
SUMMARY	High Density 2 targets high density, mid-rise type projects that maximizes utilization of a site without a specific need or objective for height. Ground floor commercial space is highly recommended but not required.
PRIMARY USE	There are no primary or secondary land use preferences or requirements in High Density 2 . Projects must integrate ground floor commercial space.
SECONDARY USES	
Target Build-Out	
MINIMUM HEIGHT + TARGET RANGE*	7 minimum stories 7-15 target range
MINIMUM LOT COVERAGE	80-100%
FLOOR TO AREA RATIO (FAR)	4.0 - 6.0+

* For more detail on how to apply height minimums, see Section 5.4



Medium Density 1 (MD1)

General Characteristics

SUMMARY	Medium Density 1 targets projects between 5-8 stories. Ground floor commercial space is to be provided as the market demands.
PRIMARY USE	There are no primary or secondary land use preferences or requirements in Medium Density 1 .
SECONDARY USES	
Target Build-Out	
MINIMUM HEIGHT + TARGET RANGE	5 minimum stories 5-8 target range
MINIMUM LOT COVERAGE	60-80%
FLOOR TO AREA RATIO (FAR)	3.0+

** For more detail on how to apply height minimums, see Section 5.4*



Medium Density 2 (MD2)

General Characteristics	
SUMMARY	Medium Density 2 targets projects between 3-5 stories. Ground floor commercial space is to be provided as the market demands.
PRIMARY USE	There are no primary or secondary land use preferences or requirements in Medium Density 2 .
SECONDARY USES	
Target Build-Out	
MINIMUM HEIGHT + TARGET RANGE	3 minimum stories 3-5 target range
MINIMUM LOT COVERAGE	50 - 70%
FLOOR TO AREA RATIO (FAR)	3.0+

** For more detail on how to apply height minimums, see Section 5.4*



Low Density

General Characteristics	
SUMMARY	Low Density targets projects between 2-4 stories. Ground floor commercial space is to be provided as the market demands.
PRIMARY USE	There are no primary or secondary land use preferences or requirements in Low Density.
SECONDARY USES	
Target Build-Out	
MINIMUM HEIGHT + TARGET RANGE	2 minimum stories 2-4 target range
MINIMUM LOT COVERAGE	30-50%
FLOOR TO AREA RATIO (FAR)	1.0 - 2.0+

** For more detail on how to apply height minimums, see Section 5.4*



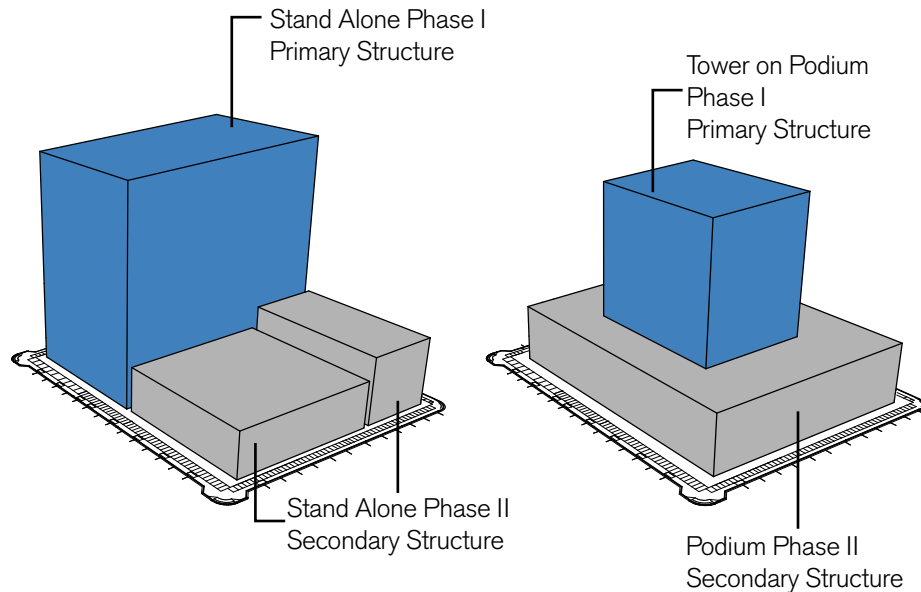
5.4 Additional Scale & Massing Design Criteria

Height and Massing Standards

The height requirements for each typology do not require an entire project area to be developed at the minimum height. Buildings may be composed of one primary structure, flanked by secondary structures. Secondary structures can include various uses including structured parking but can not be lower than what is required by design ordinance.

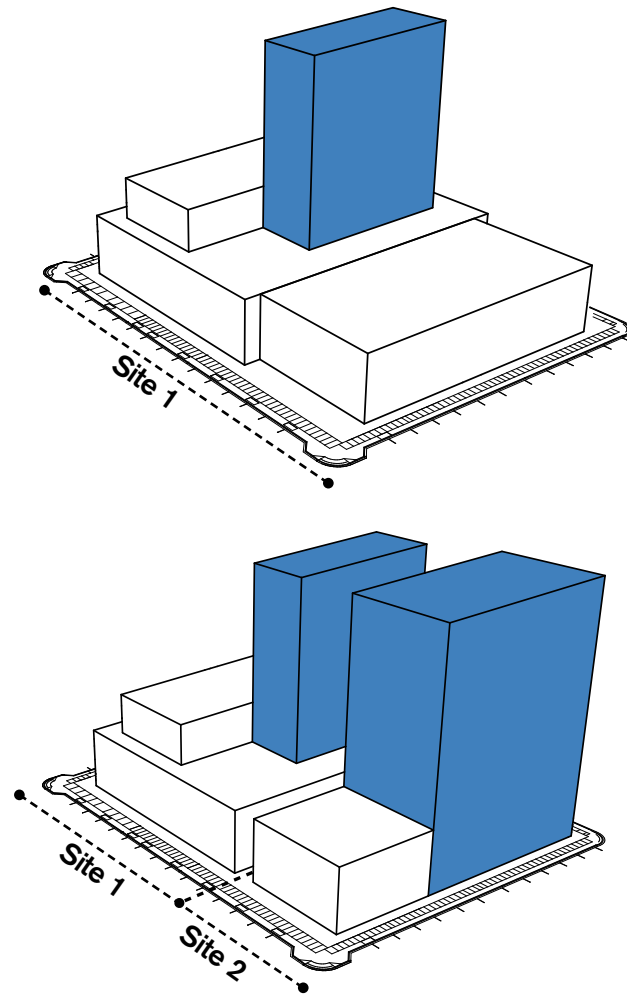
- **Primary structures** must be at least 51% of gross leasable SF and meet minimum TIF height requirements and must be constructed during the first phase of development.
- **Secondary structures** can include various uses and heights including structured parking but must meet minimum height requirements defined by the design ordinance. Secondary structures can also be considered component of the primary structure to accomplish a “stair-step” down from the tallest height. Secondary structures can be constructed during later phases of development.

Variances to be considered by Planning Department if TIF standards are not met but the development meets the intent of the development typology.



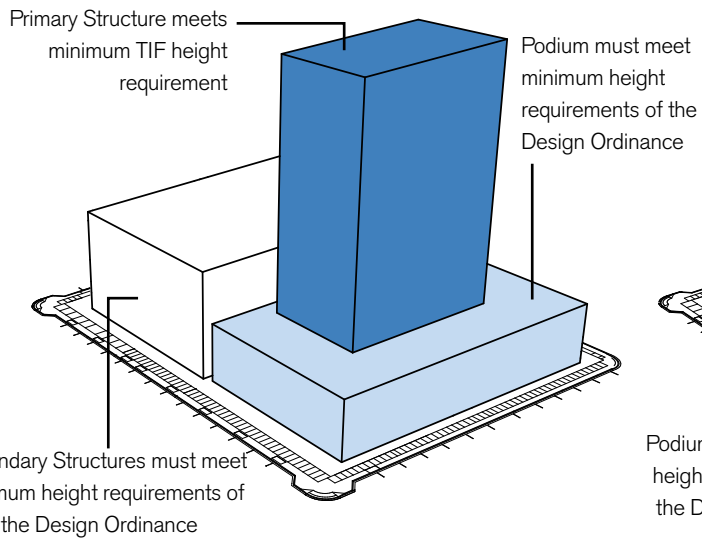
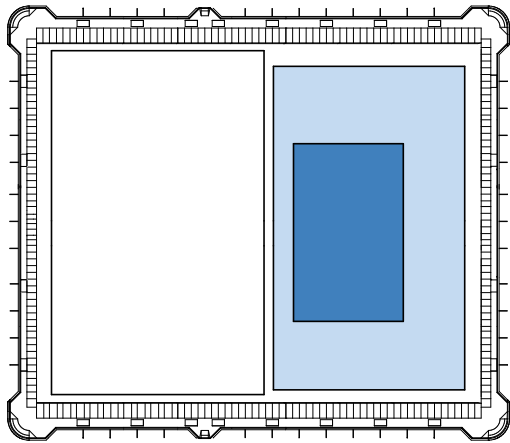
Site Development: One Project vs. Multiple

Projects that are developed through one developer / owner can utilize secondary structure height requirements. Different projects on the same block must individually meet the TIF requirements.



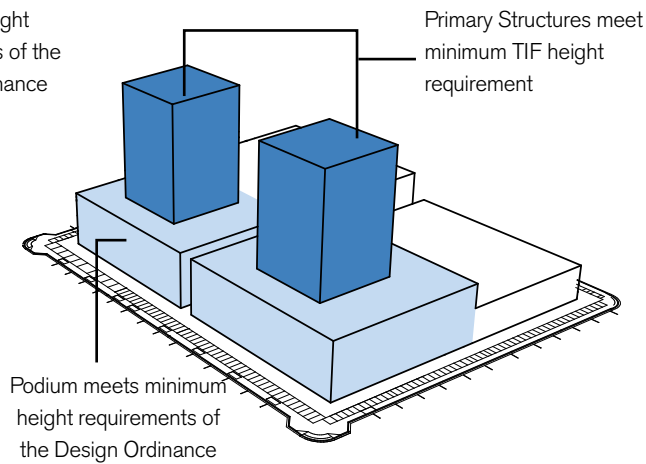
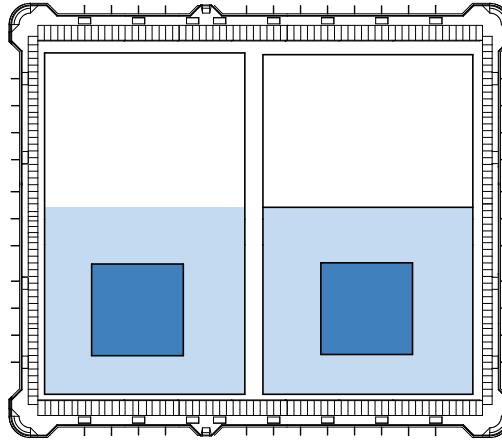
Tower / Podium Design Criteria

Tower-on-Podium is a multi-level building organized around a primary structure, with the secondary structure making up the first floors of the building and acting as the podium of the structure.



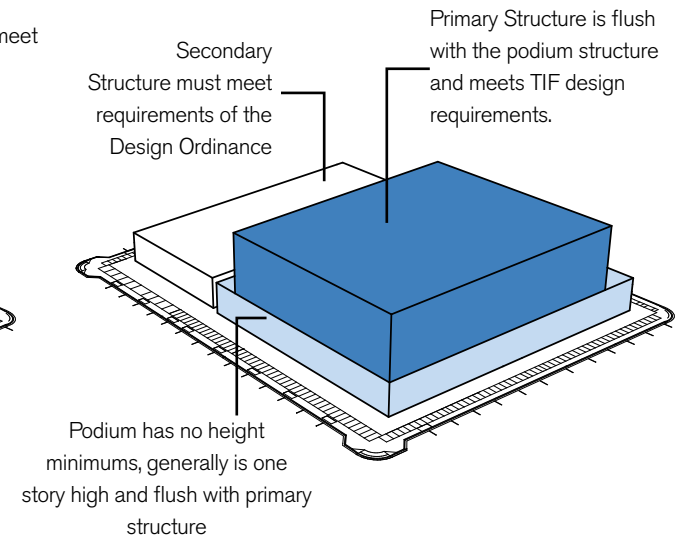
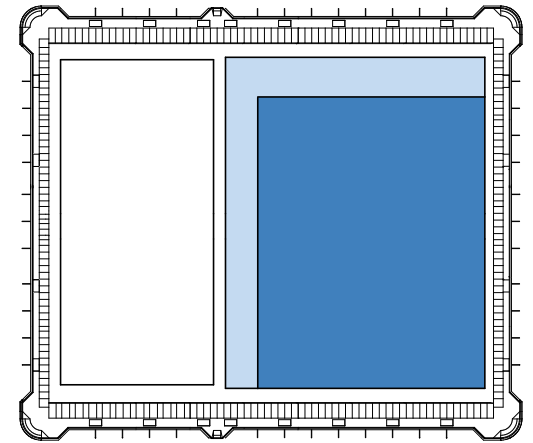
Mid-Rise on Podium Design Criteria

Mid-Rise on Podium is a multi-level building organized around a primary structure ranging in heights between 5 - 15 stories, with the secondary structure making up the first floors of the building and acting as the podium of the structure.



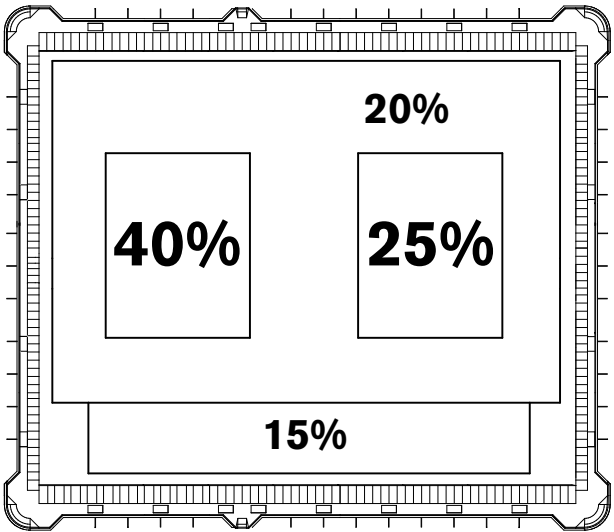
Woodframe on Podium Design Criteria

Wood-Frame on Podium is a low rise structure with a maximum height of 5 Stories (60ft). There are no height requirements for the podium, the primary structure must meet TIF design requirements such as lot coverage and height.

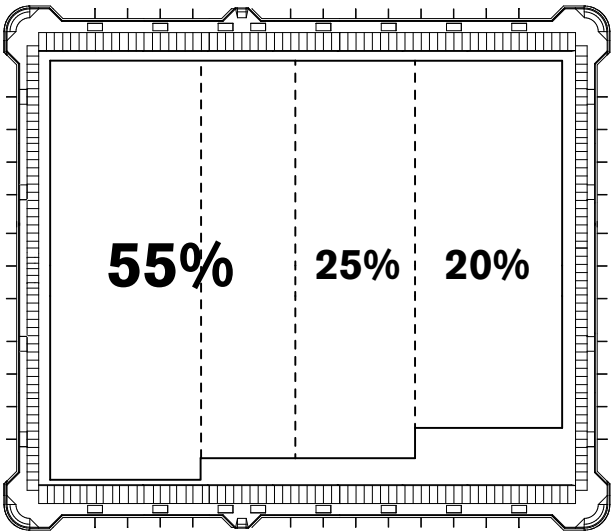


Examples of Development Scenarios that Meet TIF Design Requirements

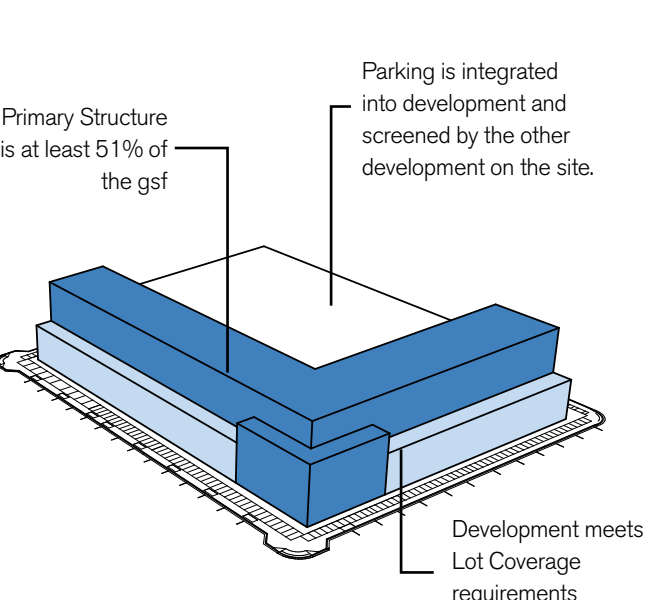
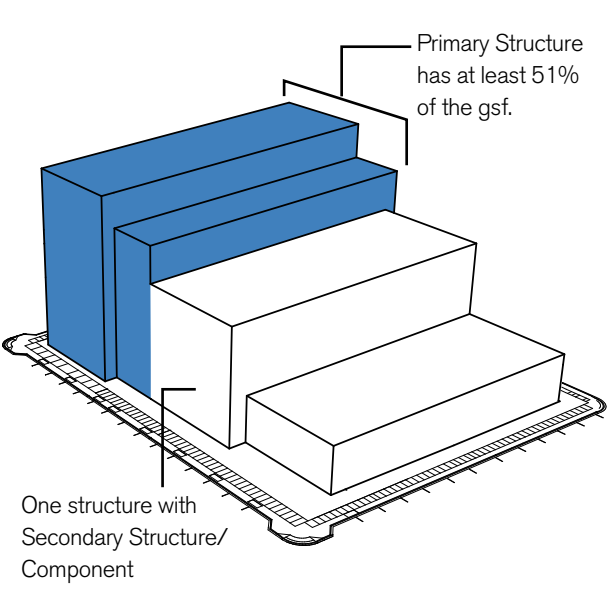
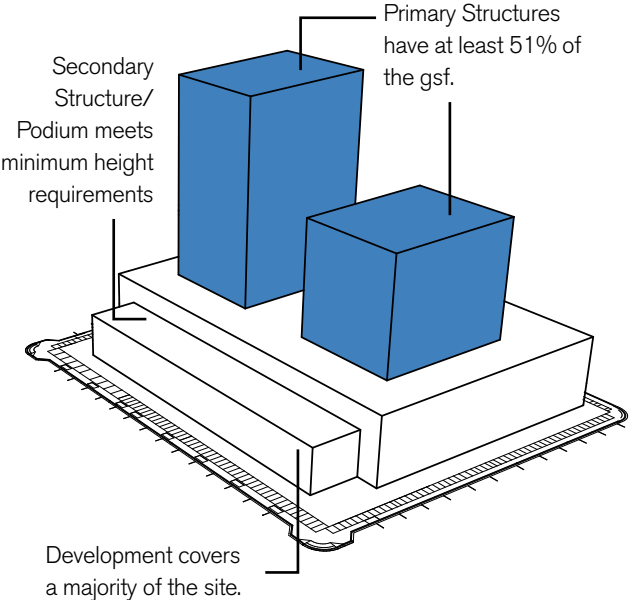
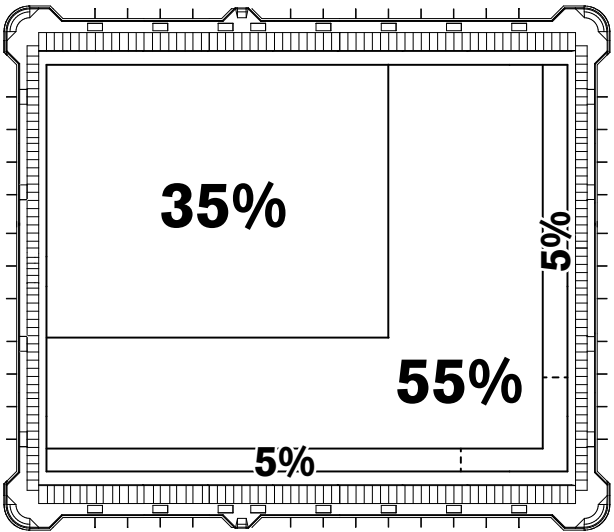
Tower on Podium w/ Mid-Rise Tower



Mid-Rise Tower w/ Step down Secondary Structures

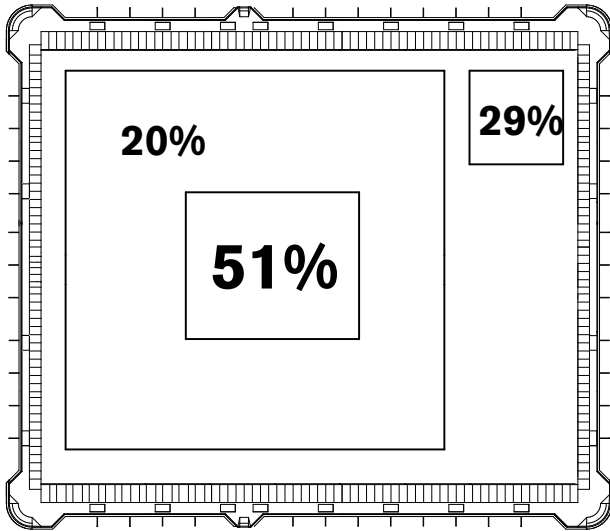


Woodframe on Podium w/ Integrated Parking

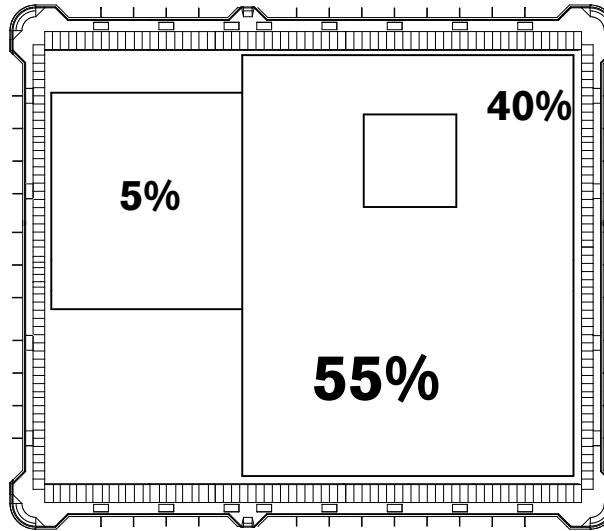


Examples of Development Scenarios that Do Not Meet TIF Design Requirements

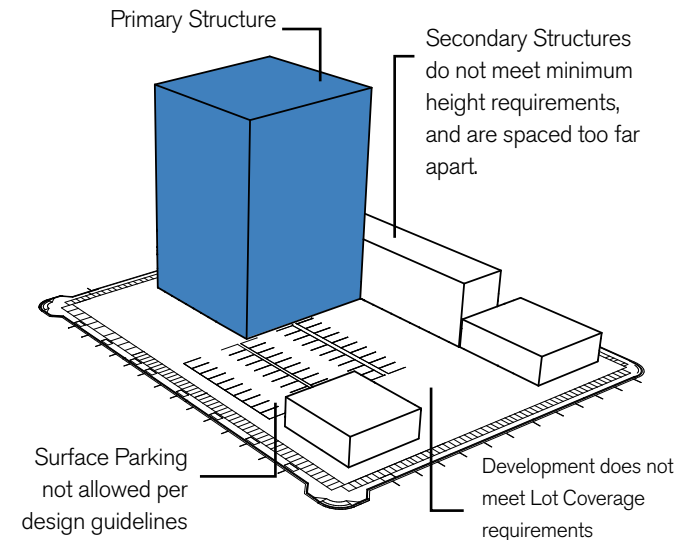
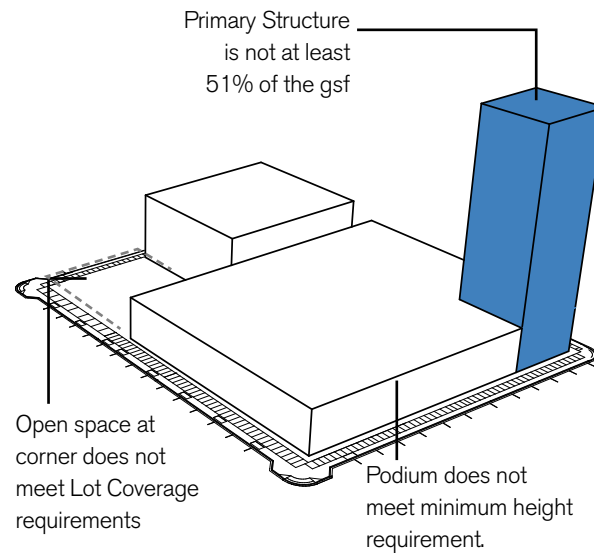
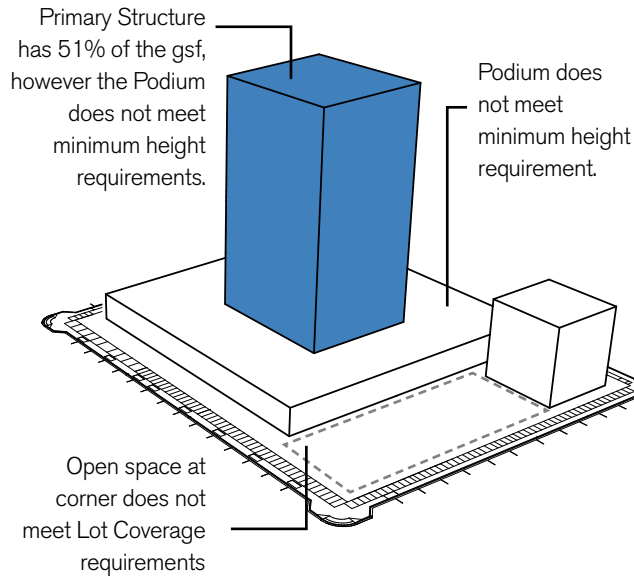
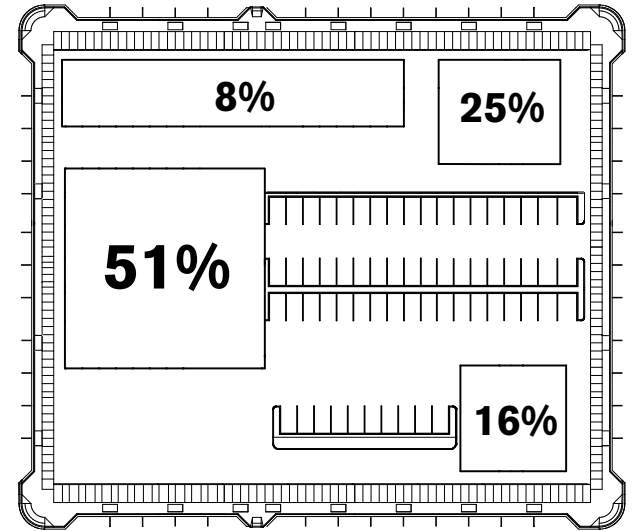
Tower on Podium w/ Lot Coverage Requirement Not Met



Tower on Podium w/ Podium not meeting minimum Height



Development with Surface Parking

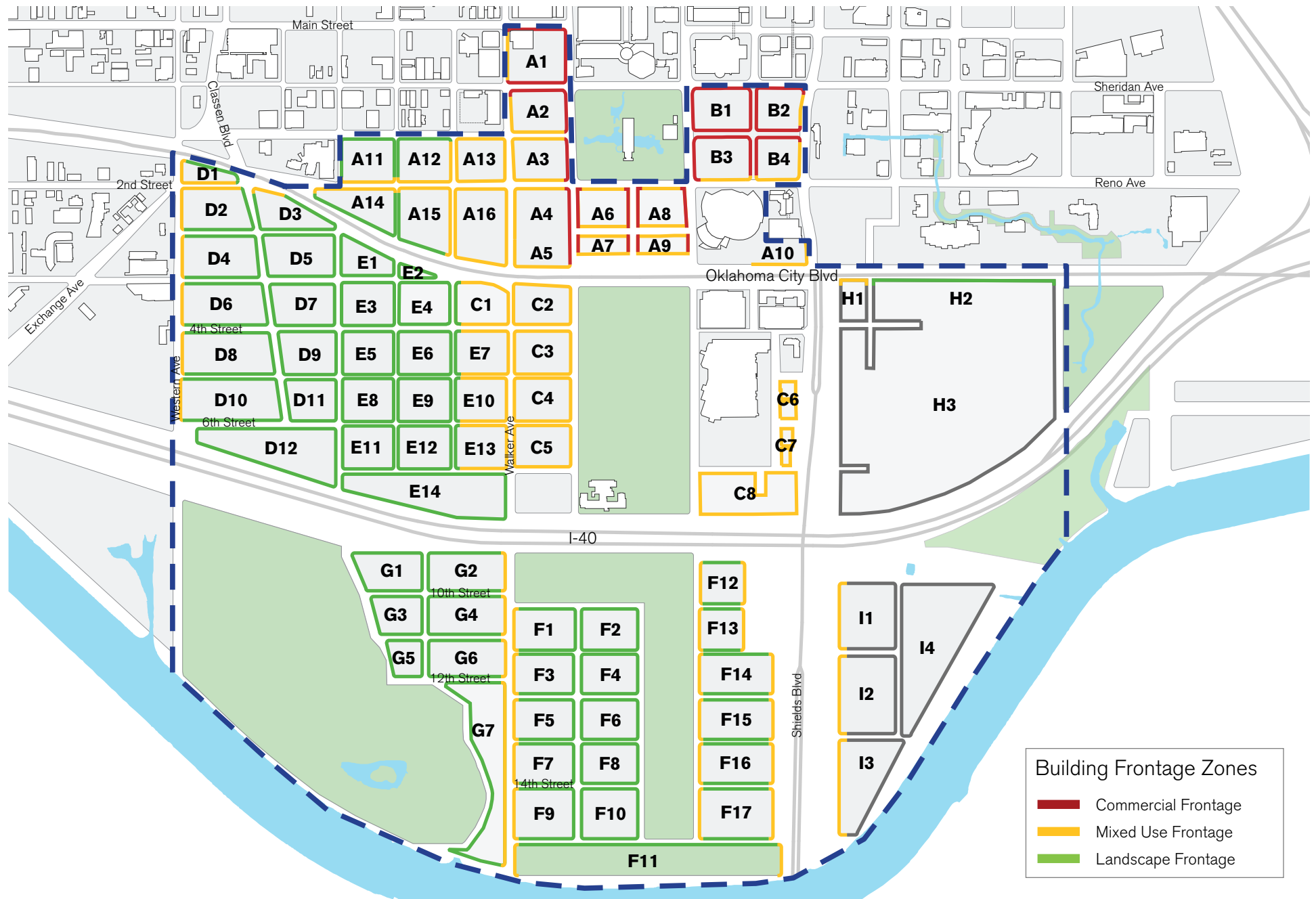


5.5 Building Frontage

Building Frontage refers to the specific relationship between a building and the sidewalk / street. Components include the placement of the building on the site, the location of primary entrances, windows, exterior wall treatments, landscaping provided in the front of the property, and the access and location of parking. There are three types of frontages, shown in Figure 5.2 with design criteria for each outlined in the chart below.

	Commercial Frontages	Mixed-Use Frontages	Landscaped Frontages
Building Setback	0-5 feet (10' max)	0-5 feet (10' max)	0-10 feet
Street Wall	At least 90% of building abuts build-to line and up to 10% can be recessed for a plaza or other purpose.	At least 70% of building abuts built-to line.	At least 50% of building abuts build-to line.
Building Entrances	Primary building entrances required to face the street and be flush with the sidewalk. Entrances may be recessed if pedestrian zone is less than 12 feet.	Primary building entrances are required to face the street and be flush with the sidewalk. Entrances may be recessed if pedestrian zone is less than 12 feet. Residential frontages may use a stoop, or direct/angled staircase.	Primary building entrances are required to face the street and be flush with the sidewalk. Entrances may be recessed if pedestrian zone is less than 12 feet. Residential frontages may use a stoop, or direct/angled staircase.
Blank Walls	No more than 15 feet of linear frontage can be blank (no windows or doors)	No more than 25 feet of linear frontage can be blank (no windows or doors)	No more than 25 feet of linear frontage can be blank (i.e. without windows or doors)
Facade Transparency	At least 60% of building is transparent between 30" and 12' above the sidewalk.	Retail uses to follow Commercial frontage guidelines. Office: minimum 60% transparency with clear glass. Residential: Minimum 25% transparency.	Retail uses to follow Commercial frontage guidelines. Office: minimum 40% transparency with clear glass. Residential: Minimum 25% transparency.
Surface Parking	Surface lots are not allowed to abut or face street and must be placed to the rear.	Surface lots are not allowed to abut or face street, and must be placed to the rear.	Surface parking allowed to the side and rear. Landscaping or fencing required if abutting the street.
Curb Cuts / Driveways	Curb cuts are not permitted when secondary access from side street or alley is sufficient to access parking. Projects are encouraged to remove existing curb cuts in streetscape reconstruction.	Access from side street or alley is encouraged but not required.	No restrictions
Structured Parking	Ground floor of parking garages must have commercial space fronting the street. Upper floors must be architecturally screened/wrapped, unless integrated into building structure.	Lower and upper floors of parking garages must be architecturally screened, unless structured parking is integrated into the building.	No restrictions
Other	(1) Ground floor must be delineated from upper floors through design, materials, awnings, floor height, window height, or a combination of above; (2) Awnings, galleries, and similar features are encouraged to articulate commercial street level uses, protect pedestrians, and add visual interest (3) Service entries are located off of the street; (4) Building lobbies to take up as little street frontage as possible in order to preserve for commercial space.	Only applicable to buildings with commercial ground floor design.	Not required

Figure 5.2 - Building Frontage Designations & Site Names



5.6 Pedestrian Zone

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

DESIGN GUIDELINES *Minimum design requirements absent of constraints*

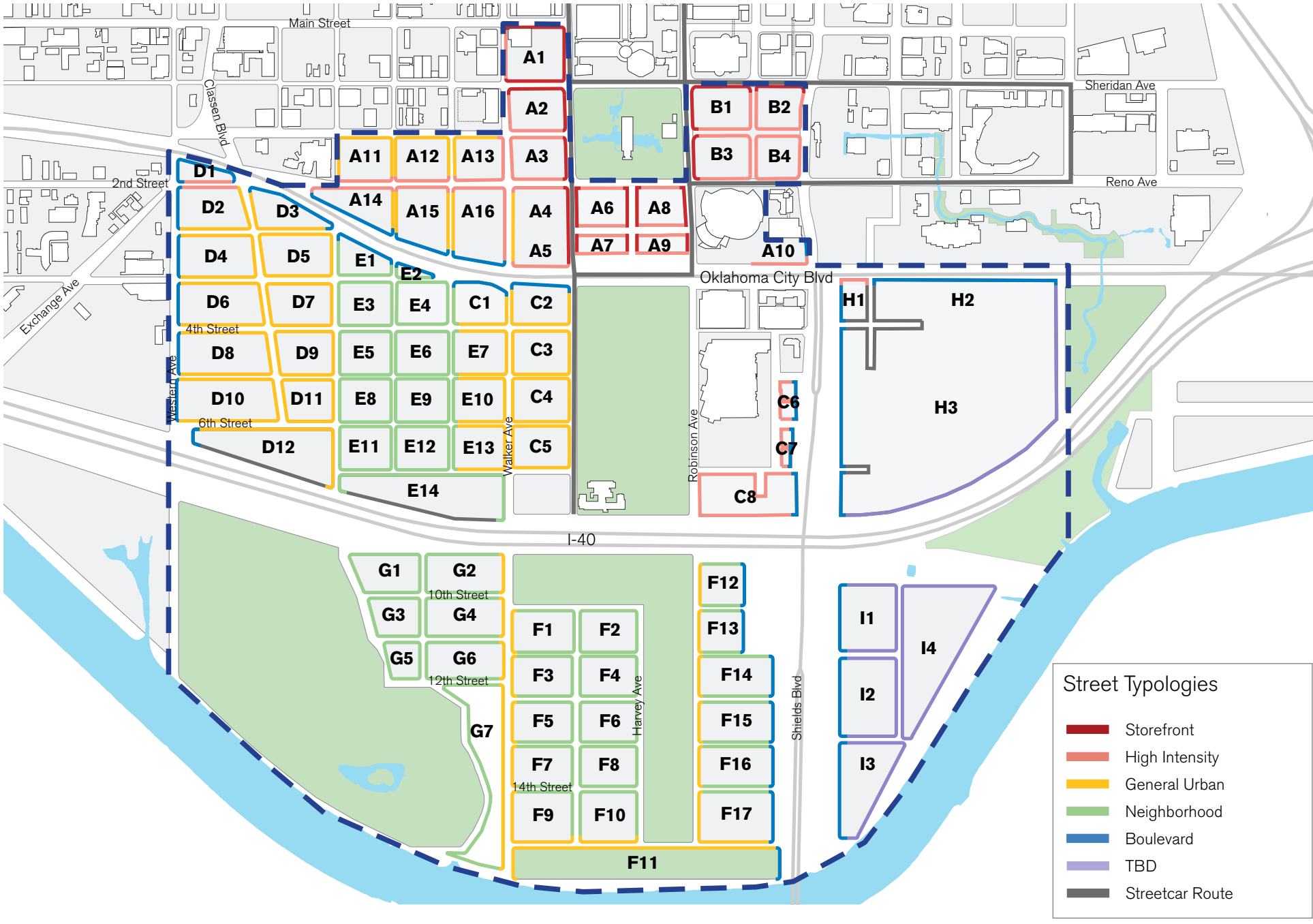
	STOREFRONT	HIGH INTENSITY	GENERAL URBAN	NEIGHBORHOOD	BOULEVARD
	Designed to carry the highest levels of pedestrian traffic due to the concentration of retail and commercial businesses at the street level, prioritize pedestrian safety and comfort. Amenity zones should be the most intensive of all streetscapes, incorporating trees and landscaping with street furniture, parking meters, and wayfinding.	Significant pedestrian activity due to the density of uses, typically have a retail/ commercial component on the first floor, though not necessarily as concentrated or intensive as a Storefront street. Pedestrian zones share many traits with a Storefront zone, though they do not require amenity zones that include pedestrian oriented elements.	The standard street type of downtown. The pedestrian zone is intended to accommodate medium-to-high pedestrian traffic, but does not require the intensity and level of investment of a Storefront or High Intensity street. The non-sidewalk portion of the pedestrian zone can flex between a hardscape amenity zone or a softscape landscaped zone.	The pedestrian zone is intended to accommodate medium-to- high pedestrian traffic, but does not require the intensity and level of investment of a Storefront or High Intensity street. Pedestrian zones are likely to range between 8 and 12 feet, with 10 feet being acceptable to accommodate	Recognize that the movement of vehicular traffic on these streets is a priority, the amount of pedestrian traffic on these streets may be relatively low, but safety and comfort are a major priority. The sidewalk should be properly buffered from traffic, either through distance from the street or by the use of a landscape buffer. Street trees are strongly encouraged.
Minimum Width	10 feet	10 feet	5 feet	5 feet w/o landscape zone, 8 feet with	10 feet
Preferred Width	15+ feet	15+ feet	8-11+ feet	10 feet	15+ feet
Sidewalk Zone (Width & Materials)	8 feet minimum, 5 feet if combined with a storefront zone. Concrete	8 feet minimum, 5 feet if combined with a storefront zone. Concrete	5 feet minimum, Concrete	5 feet minimum, Concrete	8 feet minimum, 5 feet if combined with a storefront zone. Concrete
Amenity Zone (Width & Materials)	5 feet, Concrete with Pavers	5 feet, Concrete with Pavers	3-5 feet minimum. Concrete or Landscaped, no pavers	Minimum 3 feet for landscaped zone, or all sidewalk zone / concrete if minimum cannot be achieved	5 feet, Concrete or Landscaped, no pavers
Clear Zone	6 feet	6 feet	5 feet minimum	5 feet	6 feet

SIDEWALK ZONE The primary area allocated to the pedestrian, typically clear of all obstacles to ensure sufficient space for movement and ADA compliance.

CLEAR ZONE the minimum width that should be free of all obstacles that would impede walking or universal accessibility.

AMENITY ZONE The Designated area adjacent to sidewalk zone where various amenity elements are placed including street trees, bicycle racks, landscaping, street lights, benches, maps, parking meters, etc.

Figure 5.6 - Street Typologies & Site Names



6.0 Historic Preservation Standards

6.1 Overview

The neighborhoods that comprise the Core to Shore Reinvestment Area are some of the oldest in the City and contain many areas and individual properties that are eligible for historic designation, such as listing in the National Register of Historic Places. Despite years of disinvestment in the area, there are several structures of historic value and character that deserve to be preserved as vital historic resources. The City of Oklahoma City recognizes that a TIF allocation can be utilized to preserve these resources. If a development project seeking a TIF allocation is located on one of the blocks identified in this section, then it should consider which of the following categories it falls into in order to qualify for TIF funds.

6.2 Preservation Categories

The City of Oklahoma City maintains a Historic Resources Inventory to identify properties that have been formally designated as historic, either through the National Register of Historic Places, local zoning designation, or other means, as well as properties with the potential to qualify for such designation. This inventory should be consulted in order to determine if a property not listed below may fall into one of the following categories, or if categorization should be revised to reflect changes to the property or new relevant information.

(1) Preservation Priorities

The buildings identified as preservation priorities in Figure 6.1, or in the Historic Resource Inventory as Historic or Architectural Resources, are highly important structures whose loss would damage vital city cultural resources. A TIF allocation may be available for the renovation and preservation of these structures according to the Secretary of the Interior's Standards for Rehabilitation. However, no TIF allocation will be provided for these properties if they are proposed to be demolished or significantly altered in a way that harms their historic character. A short description of each of these properties is found in Section 6.3.

(2) Character Integration Priorities

Buildings identified as Character Integration Priorities in Figure 6.1 or identified in the Historic Resource Inventory as potential historic resources may have significant historic and architectural character, including features such as architectural detail, massing, and relationship to the streetscape. However, some structures may be difficult to retain in their current use, or to adapt to the intended land uses. Developers will be required to preserve as much of the historic character as possible, such as integrating the façade into new construction and/or constructing an addition to the historic structure. TIF may be made available for adaptive reuse of these structures, and to assist with the

preservation of key historic character into new construction. Projects will not be eligible for TIF if the building(s) are demolished without approval from the applicable design review committee and the City's Historic Preservation Officer, who will evaluate the economic viability of preserving the historic features.

(3) Potential Revitalization Opportunities

TIF funds may be available for revitalization of the structures such as those identified in Figure 6.1 that do not possess the historic or architectural significance of the other categories but may still contribute to the character and urban form of the redevelopment area; however, developers are not required to retain any portion of the structure to still be considered for TIF allocation for new projects. Revitalization strategies such as integration of these structures into larger development projects, relocation of structures to consolidate blocks with many "missing teeth" in order to create a more dense and cohesive development, or integrating elements of the façade such as cornice lines, decorative brickwork, windows, or signage, into new construction is encouraged but not required.

6.3 Preservation Priorities

Historic Resource Descriptions

Detailed descriptions are provided below for identified "priorities" for preservation in the Core to Shore Reinvestment Area shown in Figure 6.1. A TIF allocation may be available for the renovation and preservation of these structures according to the Secretary of the Interior's Standards for Rehabilitation. However, no TIF allocation will be provided for these properties if they are proposed to be demolished or significantly altered in any way. Note that additional review and consultation of the City of Oklahoma City's Historic Resource Inventory may identify additional properties not listed here as preservation priorities.

The **Little Flower Church** and **Riverside School** are some of the last remaining institutions and architectural landmarks of one of Oklahoma City's early residential neighborhoods, established between 1900 and the 1920s. This neighborhood was largely composed of and served a Mexican population that worked in the meat packing and railroad industry.

Little Flower Church – The shrine of Our Lady of Mt. Carmel and St. Therese was erected in 1926. On October 15, 1931, the shrine was made a national church for all Mexican people by His Excellency Francis Kelly, D.D. The Little Flower Church was formerly a Carmelite college of philosophy and theology. The property is individually eligible for listing in the National Register of Historic Places and potentially for local

designation as a Historic Landmark and contributes to the Little Flower / Riverside District.

Riverside School (Latino Community Development Agency) – The Riverside School was built in 1909 and enlarged in 1910-1935. It was formerly an all-white school, opening to all children in 1958. It is eligible for listing in the National Register of Historic Places and potentially for local designation as a Historic Landmark and contributes to the Little Flower / Riverside District, a potential historic district.

Assembly of God – Similar to Little Flower and Riverside, this is a rare remaining community institution for immigrant populations in this area; this building has been moved from its original location as a result of the 1923 flood. It is potentially eligible for listing in the National Register of Historic Places and potentially for local designation as a Historic Landmark.

Czech Hall – Czech, or Bohemian Hall, was a cultural and civic center for a substantial population of Czechoslovakian immigrants that came to Oklahoma and settled in this neighborhood prior to and just after statehood. It is one of the only remaining structures representing this population's history. It is listed in the National Register of Historic Places and is potentially eligible for local designation as a Historic Landmark.

Harbour-Longmire Building – The building, recently renamed the James D. Couch Municipal Office Building, was constructed in 1925 for the Harbour-Longmire Furniture Company. Harbour-Longmire occupied the building until 1945. The building is now home to many of the City of Oklahoma City offices. It is listed in the National Register of Historic Places and is potentially eligible for local designation as a Historic Landmark.

Union Station – The station was constructed in 1930-1931 to serve the Rock Island and Frisco railroads, relocating them from their original location in the middle of Oklahoma City's downtown business district. The railroad lines were relocated because of increasing congestion, with their former location becoming today's Civic Center and Municipal Hall. The railroad station incorporated modern amenities and architectural styles of the era. No longer in operation as a train station, the building is now owned by the City of Oklahoma City. Plans for the station include a historically sensitive renovation to the building, which serves as an anchor to Scissortail Park.

Historic District Descriptions

The following descriptions highlight areas and districts of distinct character or historic significance within the Core to Shore Reinvestment Area. These areas have been identified previously as potentially eligible for listing in the National Register under Criterion A: Commerce, Transportation and Industry and Criterion C: Architecture, and may include individual resources with historic significance that qualify as preservation priorities. These district descriptions are intended to illustrate the unique character and potential historic elements to be included in future development.

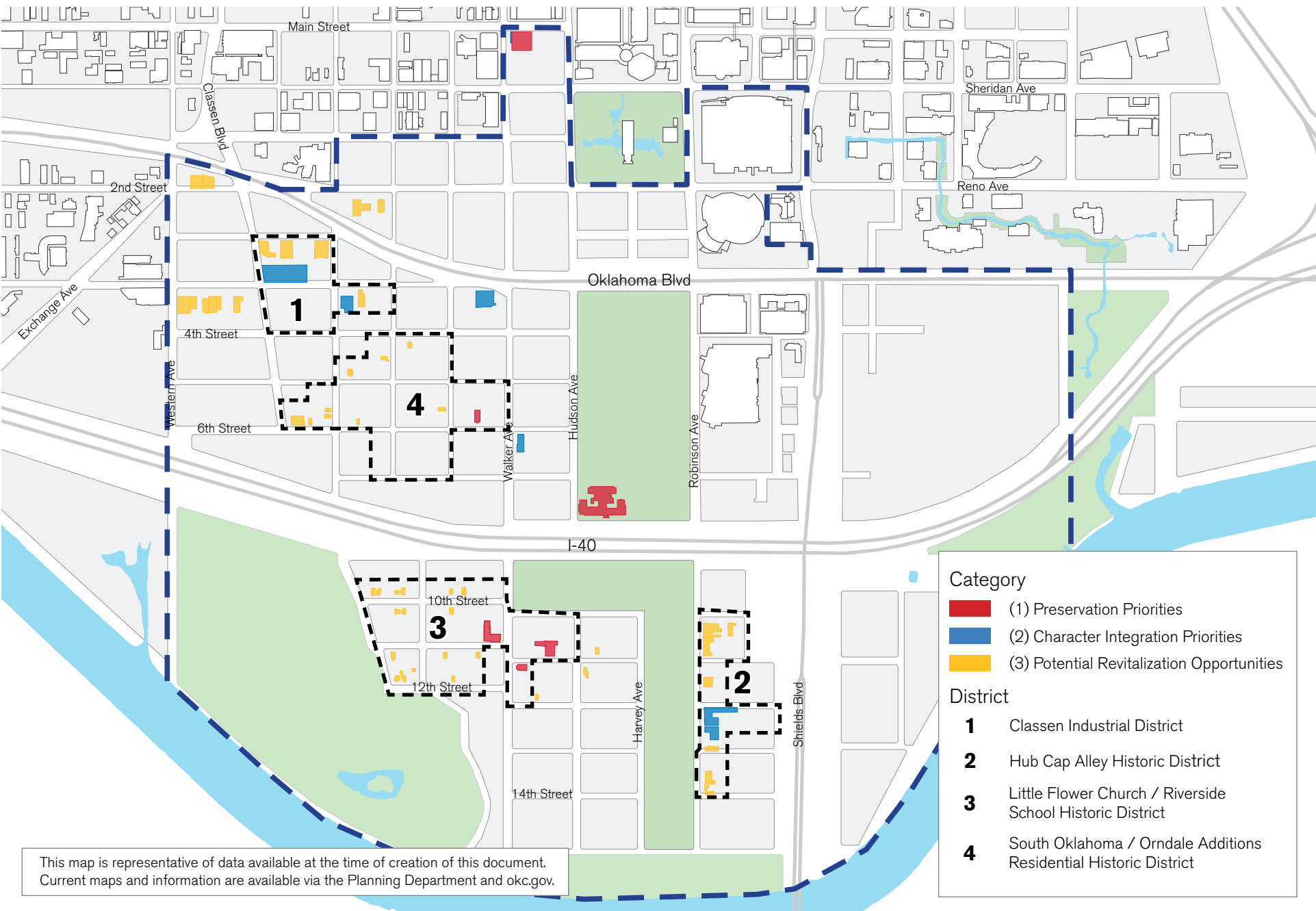
Classen Industrial District – The Classen Industrial District centers on Classen, Southwest 2nd Street and Southwest 3rd Street. The industrial district relates to the important role of the railroad lines in and around downtown Oklahoma City and their impact on the growth and development of Oklahoma City. This industrial area developed along the adjacent railroad tracks that provided access to the materials needed for manufacturing and transportation of goods to other markets. Development of the area began in the 1890s due to the trains; buildings in the area were all completed by 1955.

Hub Cap Alley Historic District – The Hub Cap Alley Historic District developed from the early 1900s until the late 1950s. Originally centered along South Robinson Avenue between Southwest 10th and Southwest 14th Streets, only the east side of this district remains today. The proximity to the rail line made this area desirable for commercial and industrial uses, including the new industry of automobiles. Much like Automobile Alley on North Broadway, Hub Cap Alley developed as the automobile industry expanded rapidly, providing an industrial center for repairs, salvage, and parts as a compliment to the more glamorous showrooms to the north.

Little Flower Church/Riverside School Historic District – This district includes the historic Riverside School; the Little Flower Church Complex; the Assembly of God Church, 1200 South Walker Avenue, constructed in 1935; the Wesley Community House at 431 Southwest 11th Street, constructed in 1940, and the some of the surrounding neighborhood, developed primarily between the early 1900s and 1965.

South Oklahoma/Orndale Additions Residential Historic District – The South Oklahoma/Orndale Additions developed between 1898 to 1955. Land in the area was purchased for development in the late 1890s. Though few structures remain, this residential area represents some of the earliest development in Oklahoma City and once provided workforce housing for immigrant populations that served Oklahoma City's earliest commerce and industry.

Figure 6.1 - Historic Property Inventory & Categories



6.4 Character Integration Priorities

A number of buildings in the Reinvestment Area have significant historic and architectural character but may be difficult to retain in their current use, or to adapt to the intended area land uses. Developers will be required to preserve as much of the historic character as possible, such as through adaptive reuse and construction of compatible additions or the integration of façades into new construction. TIF may be made available for adaptive reuse of these structures, and to assist with the integration of historic character into new construction. Projects will not be eligible for TIF if the building(s) are demolished without approval from the design review committee and from the City's Historic Preservation Officer, who will evaluate the economic viability of preserving historic features.

Sites within this category fall into two main goal categories:

Incorporation into Larger Development:

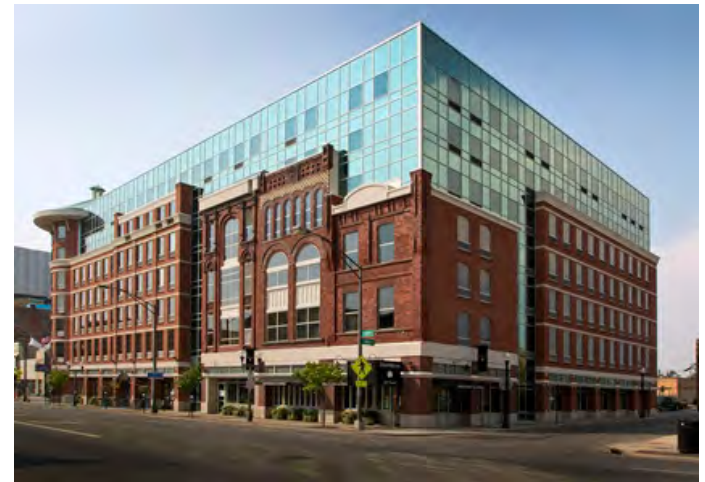
Retain the historic structure, including key architectural features, and integrate the building into a new development. This can be done by constructing new developments on the same site or by constructing an addition to the historic structure. This preserves the historic structure's massing and relationship to the street and street level activity. This is ideal when the key structure makes up a small portion of a larger redevelopment site.

Facade Integration:

Keep the historic exterior of the building and integrate it into a larger structure immediately beyond the facade. The final product integrates new construction into a historic structure while preserving the architectural features, materials, and relationship to the street of the historic building or buildings.



The Marketer: Empower Headquarters
Incorporation into Larger Development
Historic Uses: German bakery and residence
Cincinnati's Over-the-Rhine historic neighborhood



Hampton Inn & Suites
Facade Integration
Incorporated Brick Facade of Historic Building
Short North District in Downtown Columbus

Character Integration Sites

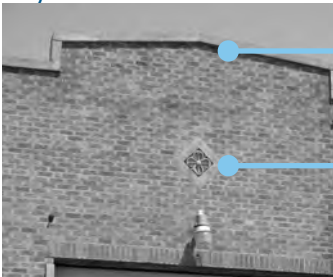
Sites identified in Figure 6.1 as historically significant structures that should be integrated and/or key elements preserved and incorporated into new development.

819 SW 3rd Street



Oklahoma Operating Company Site
Year Built: 1930
Historic Uses: Business, Transportation
Architectural Style/Influence: Commercial Style

Key Features:



Arch and roof line

Brick or stone detail



Stone signage detail

Storefront

726 SW 3rd Street

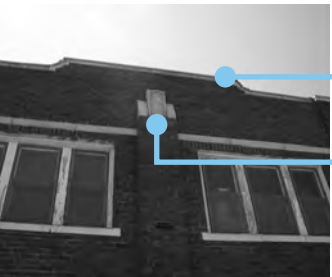


Orthopedic Bedding Company Site
Year Built: 1935
Historic Uses: Funerary
Architectural Style/Influence: Commercial Style

Key Features:



Storefront



Arch and roof line

Brick or stone detail

512 SW 3rd Street



C.C. Cooke Building

Year Built: 1936

Historic Uses: Manufacturing

Architectural Style/Influence: Commercial Style

Key Features:



Brick detail

Stone signage detail

Storefront



Arch and roof line detail

Tile and awning detail

700 S Walker Ave



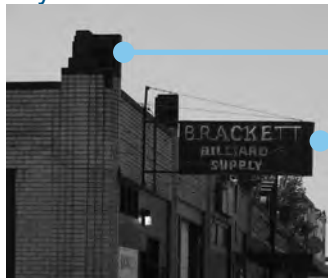
Brackett Billiard Supply

Year Built: 1946

Historic Uses: Business

Architectural Style/Influence: Art Deco

Key Features:



Brick detail and bold accent color

Sign style



Awning style and detail

Storefront

1300 S Robinson Ave



A & A Auto Site

Year Built: 1940

Historic Uses: Industry

Architectural Style/Influence: Commercial Style

Key Features:



Brick and roof line detail

Storefront

6.5 Potential Revitalization Opportunities

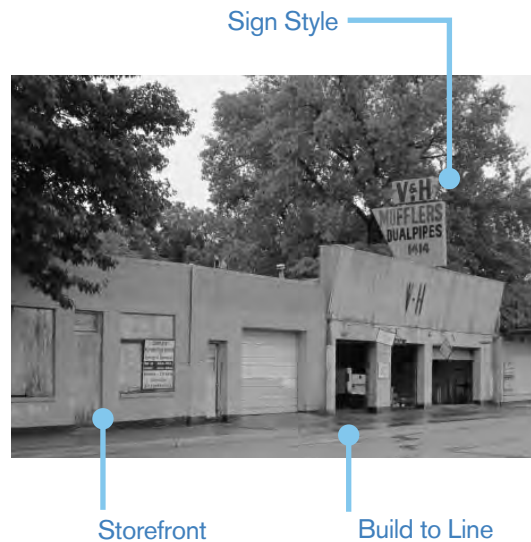
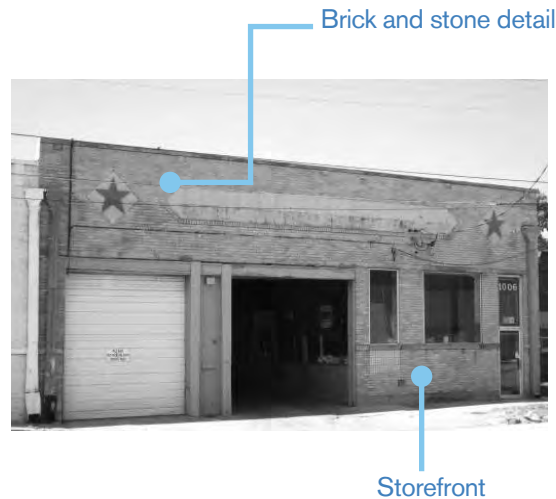
TIF allocation may be available for revitalization of properties that do not rise to the level of historic or architectural significance, or possess the feasibility for restoration, of those identified in the previous categories, such as the structures identified on page 28 in Figure 6.1. Integration of these historic structures into larger development projects is encouraged where feasible, but not required.

Historic Element Integration

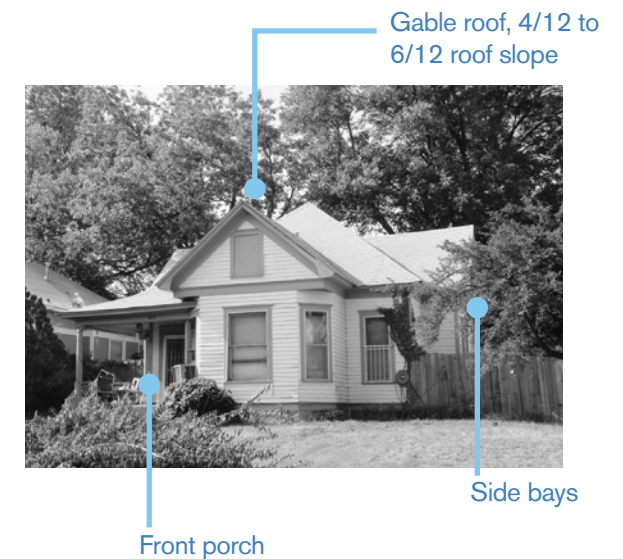
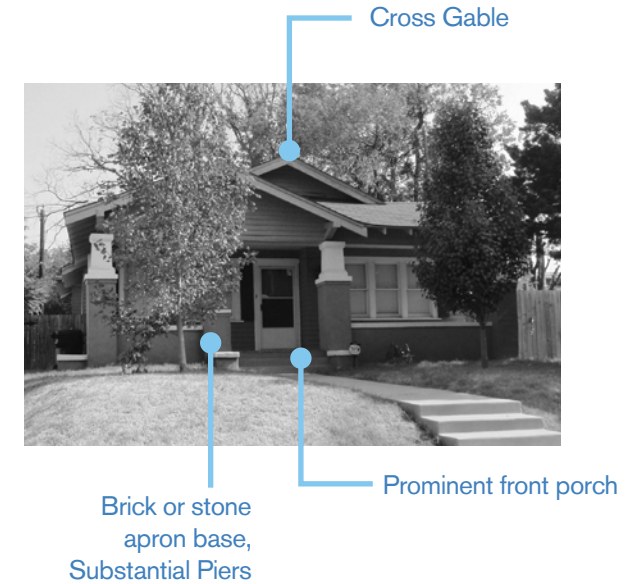
Integrates historic elements such as awnings, brick, or signage into new use or design. New elements can mimic historic features to maintain the building's historic character and uniqueness. Key features include:

- Roof Line
- Brick/Stone Detail
- Signage Detail
- Storefront/Awning Design
- Color
- Materials

Key Features for Revitalization



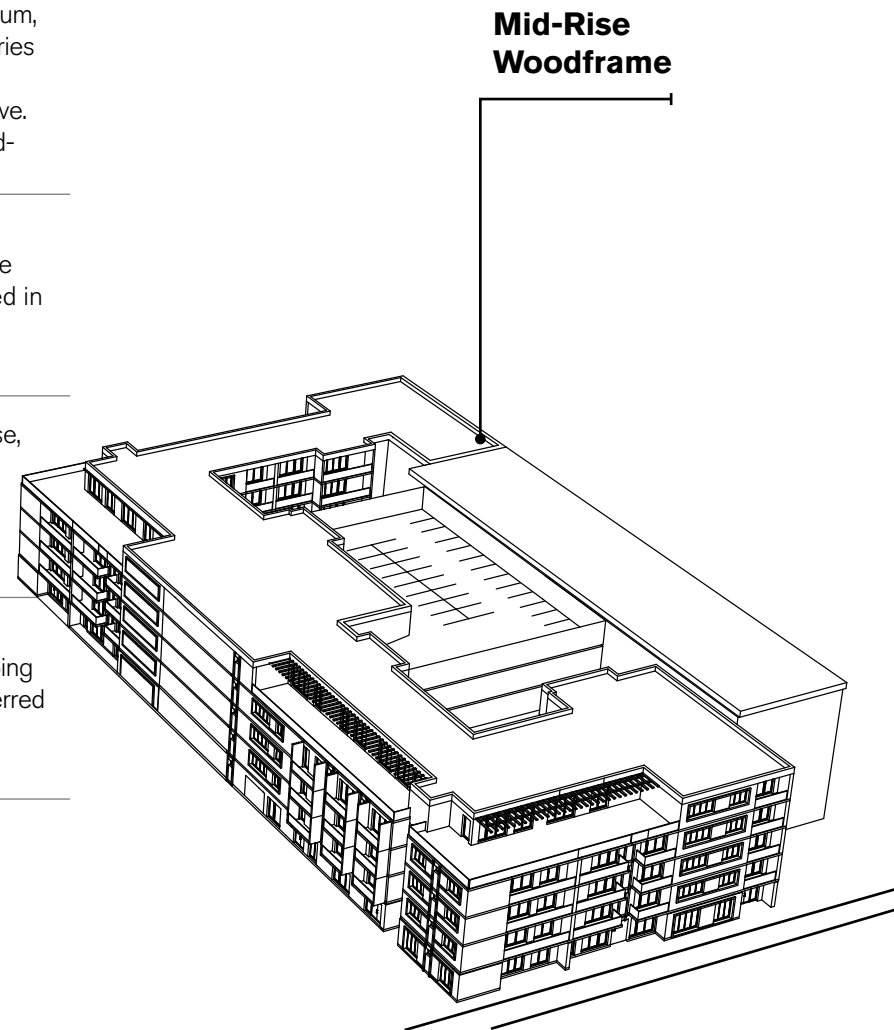
Key Features for Revitalization

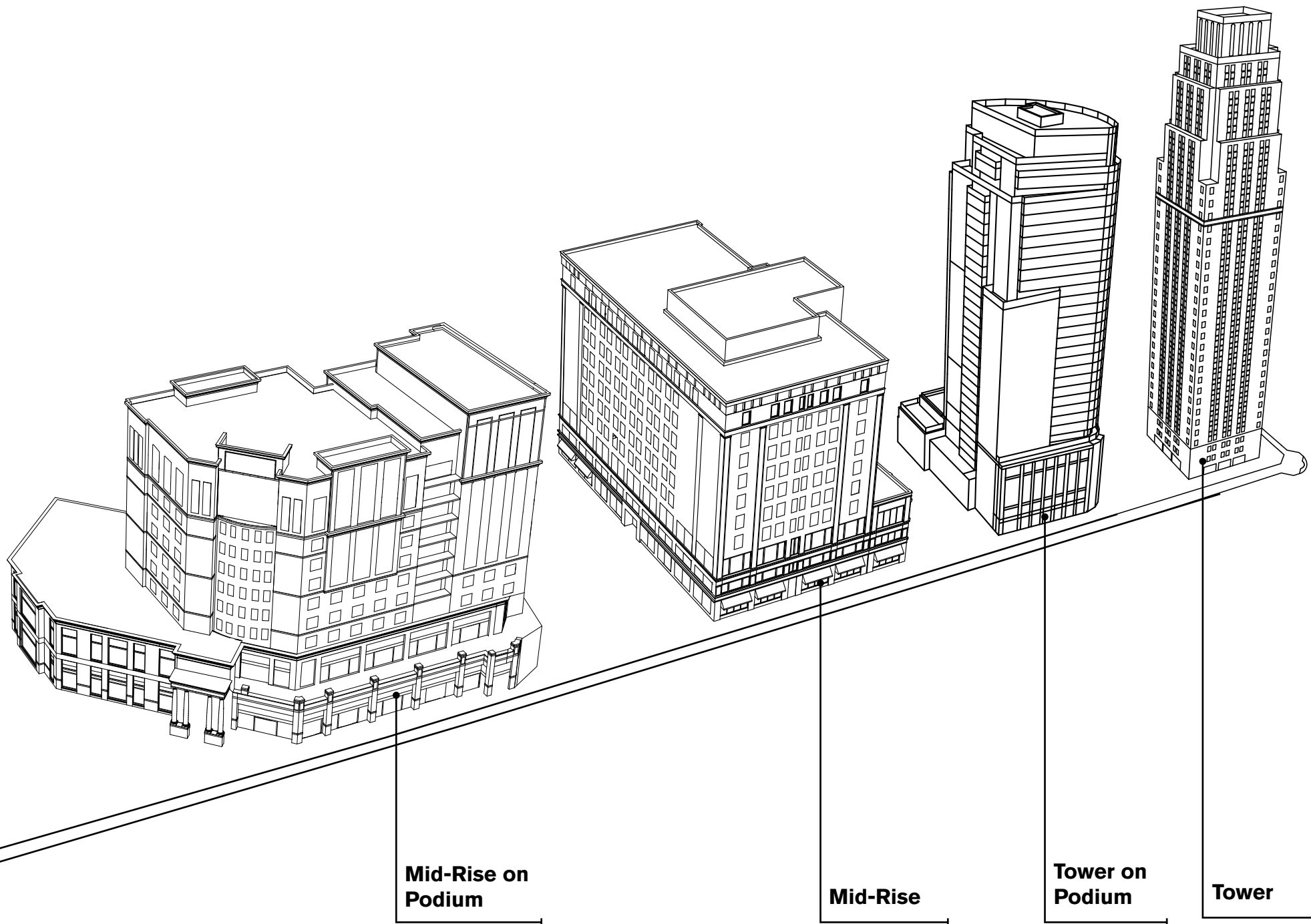


This Page Intentionally Left Blank

Appendix. Building Construction Type Definitions

Tower	A “tower” is a high-rise building that has at least 10 to 15 stories of vertical construction and goes up to 50+ stories. Towers utilize parking integrated into the building, attached stand-alone parking garages, or off-site parking facilities.
Tower on Podium	A high-rise structure of at least 10-15 stories placed above a shorter podium, or base, which has a wider footprint than the tower and is typically 3-8 stories tall. Space in the podium is typically used for lobby space, commercial / retail space, parking, leasable space, amenities or a combination of all above. Parking is either integrated into the structure or provided in attached stand-alone structures
Mid-Rise	A structure of 5-10 stories that is commonly built with steel or concrete construction. Parking is typically integrated into the building or provided in attached stand-alone structures.
Mid-Rise on Podium	A mid-rise structure of 5-10 stories placed above a shorter podium, or base, which has a wider footprint than the tower and is typically 1-3 stories tall. Space in the podium is typically used for lobby space, commercial/retail space, parking, leasable space, amenities or a combination of all above. Parking is typically integrated into the building.
Mid-Rise Woodframe	A wood frame or “stick-built” structure of 3-4 stories built around or wrapping an attached stand-alone parking structure and common spaces. Also referred to as a “Texas Donut”.





**Mid-Rise on
Podium**

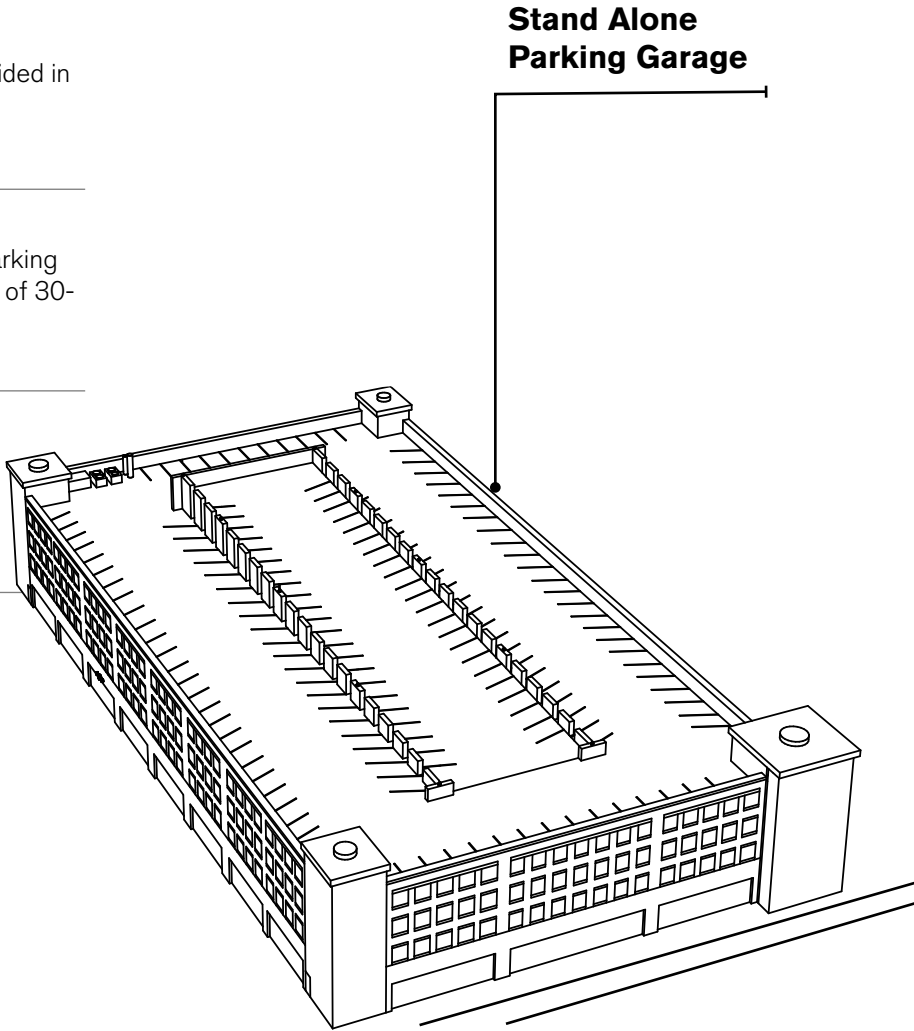
Mid-Rise

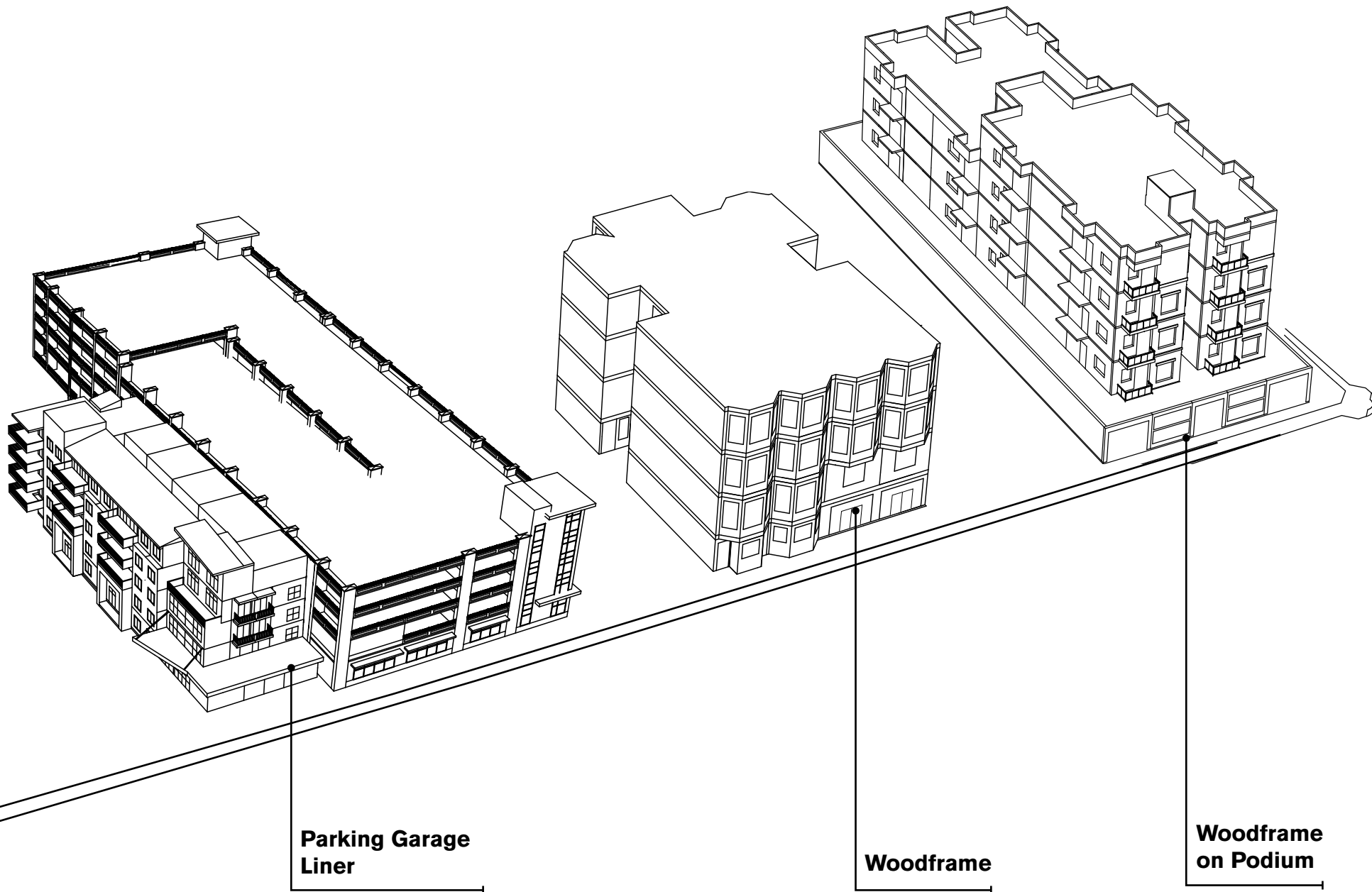
**Tower on
Podium**

Tower

Appendix. Building Construction Type Definitions

Woodframe on Podium	A wood frame or “stick-built” structure of 3-4 stories placed on top of a podium structure built of steel or concrete no more than 1 or 2 stories. The podium does not typically have a wider footprint than the woodframe structure, and is designed primarily to accommodate parking and/or commercial space.
Woodframe	A wood frame or “stick-built” structure of 2-5 stories. Parking is provided in adjacent stand-alone parking structures or surface parking lots.
Parking Garage Liner	A wood-frame or mid-rise structure built adjacent to a stand-alone parking garage. The garage being the primary structure, with “liner” buildings of 30-50 feet in depth adding leasable space to the site.
Stand Alone Parking Garage	A parking structure constructed to be structurally self-sufficient without the intention of adding leasable stories above the stories utilized for parking, and intended to be the primary use on a particular development site, with secondary uses including ground floor commercial space



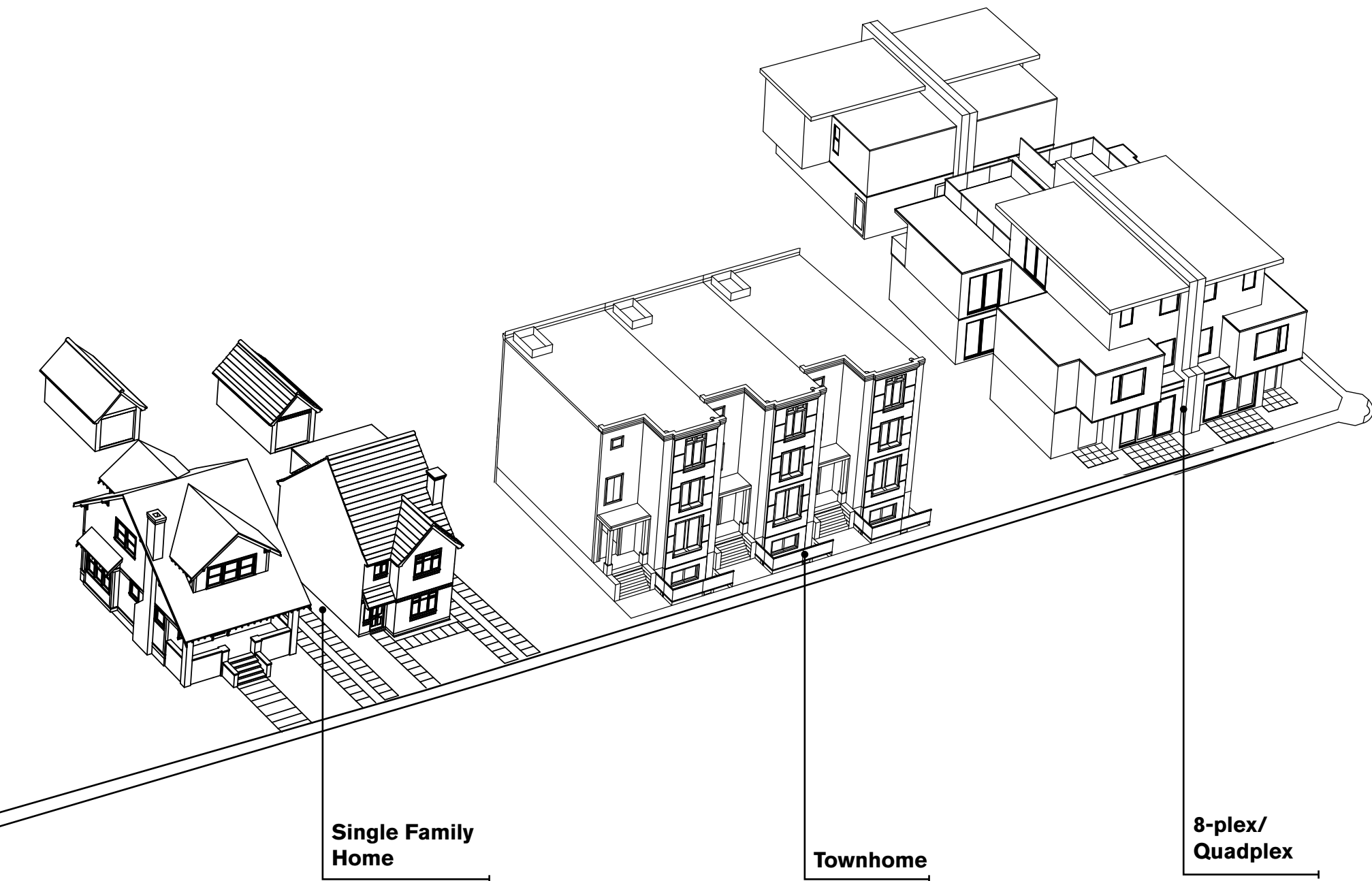


Appendix. Building Construction Type Definitions

8 / Quadplex A structure having 8 - 4 dwelling units, typically with wood-frame construction.

**Tri/Duplex/
Townhome** Medium density attached dwelling units with 1-3 units within one structure.
Townhomes may be semidetached and constructed side by side, while a tri/
duplex share at least one wall.

**Single Family
Home** A detached dwelling unit constructed as a free standing structure.



Appendix. Definitions

Amenity Zone	<p>Hardscape - Designated area adjacent to sidewalk zone where various amenity elements are placed including street trees, bicycle racks, landscaping, street lights, benches, maps, parking meters, etc. Amenity zones vary in width, but are considered "hardscape" that is designed to support secondary pedestrian movement and activity. These are typically found on high intensity streets.</p> <p>Softscape - Secondary zone similar to a hardscape amenity zone, but focused primarily on green landscaping, including trees, shrubs/bushes, and grass. Landscape zones are "softscape" zones that focus on aesthetics and buffering pedestrians from the street."</p>
Building Compatibility	<p>The compatibility matrix summarizes and reinforces the appropriateness of different building types in each typology as defined by Construction/Building Type, Height, Lot Coverage and FAR.</p>
Clear Zone	<p>The clear zone is the minimum width that should be free of all obstacles that would impede walking or universal accessibility. Minimum clear zones are between 5 - 6 feet depending on the Street Typology. Sidewalks do not necessarily have to accommodate the entire width of the clear zone. The zone can combine sidewalk, amenity, or storefront zone so long as the clearance is unobstructed.</p>
Floor to Area Ratio	<p>Floor to Area Ratio (FAR) measures the amount of net square feet against the area of a parcel. Site targeted for High Density are expected to have FARs above 6.0, inclusive of structured parking.</p>
Height	<p>As the district is intended to be an extension of the Central Business District, height and scale that contributes to the city's skyline and produces opportunities for additional Class A office space and high-rise residential and hotel products is a key objective. High Density typologies are expected to meet height guidelines. Mid-Rise developments are more appropriate for blocks targeted for medium densities.</p>
Land Use	<p>Some sites within the TIF District are targeted for specific uses in order to be compatible with district-wide, and city-wide economic development goals. Primary uses are sometimes restricted to office or hotel uses, while several typologies require ground floor commercial space.</p>

Appendix. Definitions

Lot Coverage

Maximum utilization of each development site is a core design objective for the district. Projects will be asked to be built in a manner that covers the maximum amount of parcel or site, as defined by the percentage of building that covers a development site, inclusive of structured parking.

Partial Compatibility

Requires contextual analysis and review, a building construction type and height may be appropriate depending on surrounding development and intent of typology.

Pedestrian Zone

The Pedestrian Zone generally the area between the property line and curb. It is devoted entirely to the movement of the pedestrian to and from destinations.

Sidewalk Zone

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

Storefront Zone

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