OKLAHOMA CITY

Innovation District and Capitol Environs

Land Use Plan

November 2021

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City of Oklahoma City
Planning Department

Perkins&Will HR&A TECONOMY PARTNERS LLC PEGASUS NELSON NYGAARD Kimley»Horn Point A Consulting From Point A to Point B and beyond

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Background

The area of the Oklahoma Health Center and Research Park in Oklahoma City has been home to health care facilities since 1900 when the OU College of Medicine was founded there, joined by the original University Hospital in 1919. Other institutions followed but it was not until the mid-1960s that a plan was developed to create the campus we know today.

Later, in the late 1980s and early 1990s, growth in research and jobs began to increase dramatically, which led to continued strategic investment. A 2005 plan set a path for continued growth in research and development but there was growing concern that the area had become an isolated, mostly daytime campus that had created barriers between the health center and the surrounding neighborhoods.

In 2015, several major Oklahoma City institutions came together to study the potential of transforming the suburban style campus into a center of innovation—often referred to as an Innovation District—where innovation and entrepreneurship can flourish, where interaction can happen and ideas can develop, and where people can congregate, collaborate and network in order to share ideas, leading to new companies, inventions and breakthroughs in technology.

The resulting report by the Brookings Institution and the Project for Public Spaces was released in 2017. Titled "Positioned for Growth: Advancing the Oklahoma City Innovation District," the report provided recommendations for establishing a vibrant and inclusive Innovation District. Specifically, it made strategic recommendations on how the district could become an economic development driver, including bringing jobs and amenities to the underserved neighborhoods adjacent to the district.

In 2017, the design firm of Perkins and Will was engaged to develop a Land Use and Strategic Development Plan report as the first step in implementing the recommendations of the Brookings Institution report. In its work, Perkins and Will involved key community leaders and a wide range of stakeholders with the goals of shaping a series of projects that would allow for an incremental and achievable implementation. The report was to provide recommendations on how to utilize the land, the existing and future buildings, public spaces, and physical connections in order to weave these assets together and transform them into a greater economic engine than they could ever be on their own. Objectives included aligning with target industry sectors, prioritizing infrastructure investment, establishing an economic strategy, leveraging public-private partnerships, and embodying the vision framed in the prior study.

Perkins and Will's report was introduced in 2019 and consisted of three sections: The Land Use Plan, the Strategic Development Plan for the Innovation District, and the Strategic Development Plan for the Capitol Environs. The Land Use Plan portion is presented in this document. It defines land use priorities and establishes a roadmap for future development This plan also expands on the long-range land use, transportation and open space policy guidance of the City's Comprehensive Plan, planokc, as they relate to the urban design of the study area, while ensuring that the design of new development is compatible and complementary to the existing context.

Since Perkins and Will's 2019 report, the Oklahoma City Planning Department further enhanced the Land Use Plan portion to align it with bikewalkokc and preserveokc, and to accommodate a broader variety of housing types and transportation choices.

GOALS/OBJECTIVES

CREATE A DENSE, ACTIVE, SAFE AND WELL-CONNECTED MIXED-USE ENVIRONMENT THAT:

- Accommodates future needs of entities and supports their missions
- Protects and strengthens neighborhoods, both existing and new
- Integrates the Oklahoma Health Center and Capitol environs harmoniously with neighborhoods
- Supports opportunities for investment and enterprise
- Promotes a balanced mix of transportation modes, including transit, walking, automobiles and bicycles

IDENTIFY OPPORTUNITIES FOR:

- Infrastructure and civic investments that support innovation within the study area
- Placemaking
- New development and redevelopment
- Neighborhood stabilization
- Growth of existing institutions within the project area

SUPPORT THE MISSION OF EXISTING ENTITIES AND NEIGHBORHOODS, FOSTER COLLABORATION BETWEEN ENTITIES, AND COORDINATE DESIRED ENHANCEMENTS DURING THE PLANNING PROCESS AND BEYOND.

1900

College of Medicine Established

1965

Medical Center Campus Expanded

1970s

Oklahoma City Urban Renewal Authority Demolished Structures throughout the Medical Center and Adjacent Neighborhoods

1985

PHF Research Park Development

2019

18,000 Employees

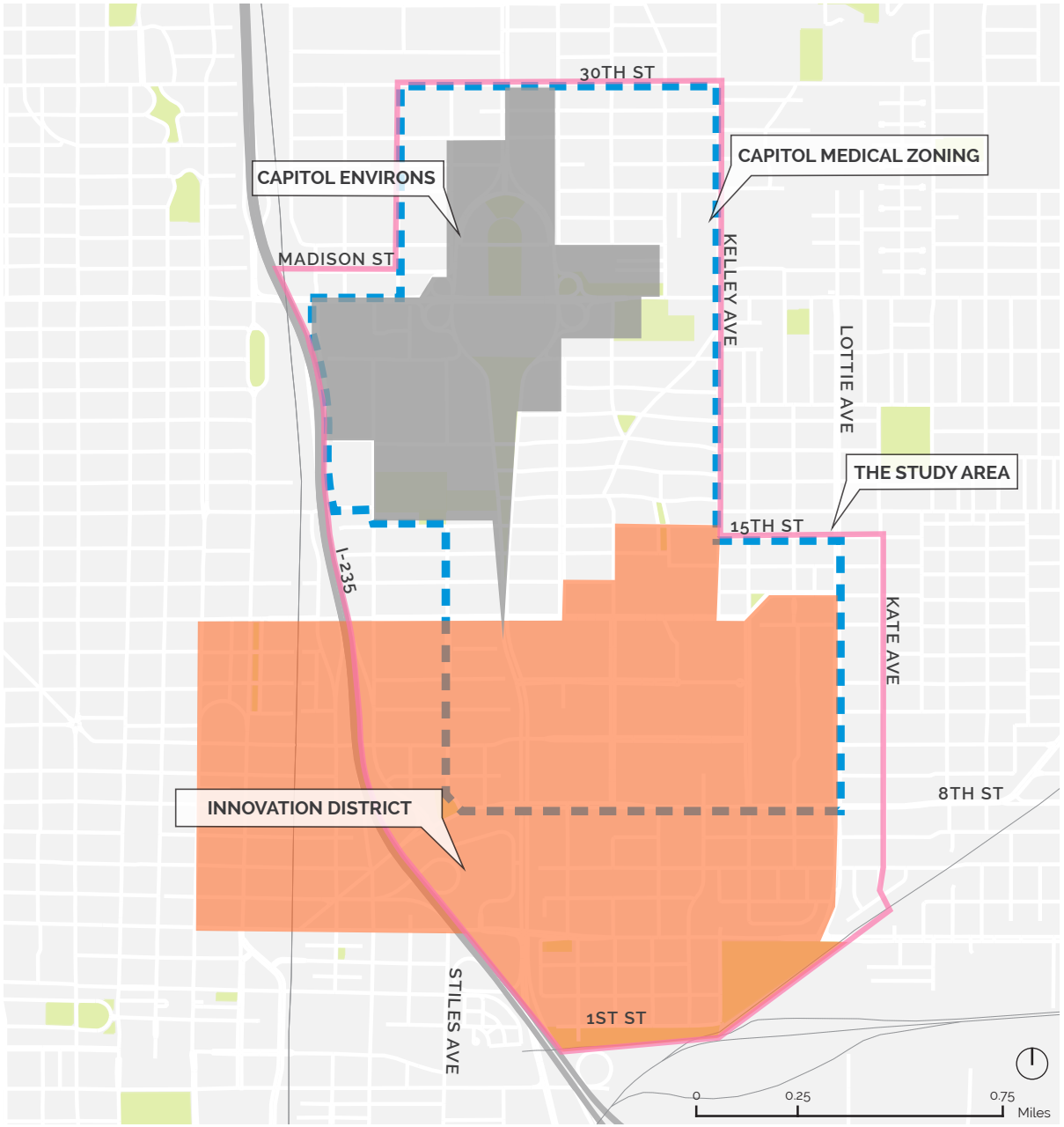
The Study Area

The land use plan specifically focuses on the area east of I-235 in order to provide a vision for growth that matches the vibrancy of the recent investments west of the highway such as Automobile Alley and improve connections to the neighborhoods to the east. Much of this area falls within the Capitol-Medical Center Improvement and Zoning Commission (CMCIZC), so the state recognized an opportunity to ensure that the entire area was planned comprehensively.

Innovation District

Bounded roughly by Robinson Avenue to the west, Lottie Avenue to the east, NE 1st Street to the south, and NE 15th Street to the north, the emerging Oklahoma City Innovation District is a 1.3-square-mile area encompassing both the Oklahoma Health Center and the vibrant commercial corridor of Automobile Alley. It is the geographic area where the Health Sciences Center, OU Medical School and other health-related institutions are located, along with private companies doing research and development.

Study Area Boundaries



- Innovation District
- Capitol Medical Center Improvement and Zoning District
- State Capitol Environs
- The Study Area
- Open Space

Capitol-Medical Center Improvement and Zoning District

Over 70% of the study area is governed by the rules and regulations of the Capitol-Medical Center Improvement and Zoning Commission (CMCIZC). A unique fixture of Oklahoma state government, the CMCIZC is an 11-member body created to develop and maintain a comprehensive land use plan for the orderly development of the district within and surrounding the State Capitol Complex and the Oklahoma Health Center. The commission oversees the physical development to maximize its potential and allow the district the opportunity to grow with optimum benefit to the state, property owners and residents of the district. The commission directly supervises approximately 950 acres and 20 miles of roadway within district boundaries on behalf of the state. In addition to government and health center complexes, the district includes historic preservation, single and multi-family residential, office, commercial/ retail and industrial uses. The CMCIZC boundary falls completely within the study area and this document can be used as a tool to guide future CMCIZC planning and zoning code updates or guidance for CMCIZC design review committees, if desired.

Oklahoma State Capitol Environs

The Capitol environs is also a vital asset to the growth and vitality of this 1400-acre study area. Located just north of the Innovation District, the Capitol complex/ environs consists of the Capitol building, surrounding government buildings, tree-lined streets and boulevards. The area includes State Capitol Park, the Oklahoma History Center, the Oklahoma Judicial Center and the Oklahoma Governor's Mansion. Underutilized areas present a major opportunity to cluster existing state facilities and maximize the use of state-owned land while building new iconic office buildings, pedestrian-friendly retail spaces and tourism destinations that celebrate Oklahoma state government.

Neighborhood Context

There are several existing and historic neighborhoods in and near the 1400-acre study area. The Brookings study points out that the growing number of employment opportunities within the study area have not brought similar economic prosperity to neighboring residents. Poverty rates in the surrounding neighborhoods are persistently above 45 percent. Moreover, median household incomes are below $25,000, compared to over $50,000 for the region as a whole. Unemployment levels hover above 15 percent, nearly three times the metro rate.

These disparities are exacerbated by a difficult history of redevelopment and urban renewal in the area. In efforts undertaken by the Oklahoma City Urban Renewal Authority in the 1970s, significant portions of African American communities were razed and replaced with what is now much of the Health Center (and later, I-235). The legacy of these actions—both physically and socially—are still felt today. As noted above, surrounding neighborhoods are physically disconnected from the area, with large blocks, vast parking lots and closed-off private structures having replaced the former human-scale, walkable street grid. To the south of the Health Center, a once vibrant commercial corridor along 4th Street was demolished and remains largely underutilized today. Residents have limited access to basic amenities such as grocery stores and open space.

Land Use Plan Overview

The purpose of the land use plan is to provide strategies for a vibrant, active district that benefits the community by celebrating existing assets, enhancing connectivity, providing new amenities and ensuring that the design of new development is compatible and complementary to the existing buildings. The strategies will ensure that already established communities, such as the surrounding and historically underrepresented neighborhoods, are included in the new vitality emerging in the area. Each section contains specific recommendations for growth and redevelopment.

Specifically, this plan can guide the following:

- Planning and zoning code updates, including the establishment of a new design review district for the area of the plan that does not fall within the Capitol-Medical Zoning.
- The utilization of Tax Increment Financing (TIF) incentives to encourage development that is consistent with the Land Use Plan.
- Prioritization of future bicycle and pedestrian improvements and other potential capital improvement projects that could be funded by general obligation (G.O.) bonds, federal grants, sales tax or other sources.

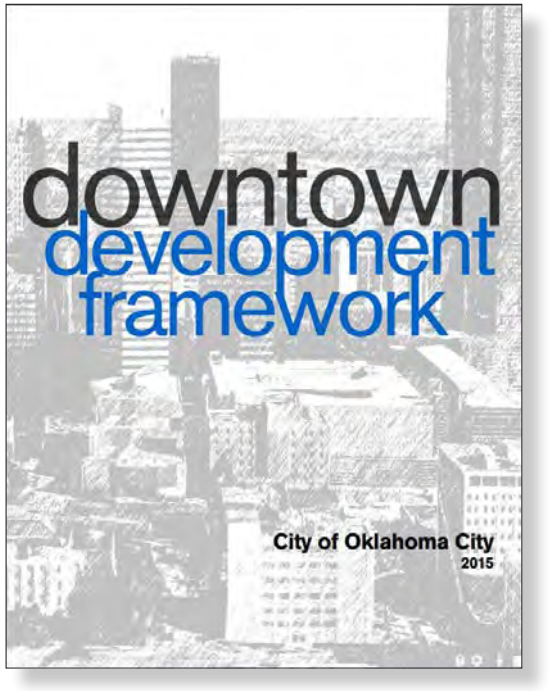
Building on planokc and the Downtown Development Framework

Oklahoma City's Comprehensive Plan, plan**okc** was adopted in 2015 and amended in 2020. It provides long-range policy direction for land use, transportation, economic development, housing, public services, and natural and cultural resources. It outlines the city's vision and priorities, and describes where, how, and in some cases, when development should occur. Plan**okc** recommends the creation of small area plans for neighborhoods and districts throughout the community. This document provides further definition of the land use and corridor priorities defined in plan**okc** as they relate specifically to the urban design of the 1400–acre study area.

Plan**okc** recommends Land Use Typology Areas (LUTAs) oriented around a spectrum of development intensities—from undeveloped Open Space, to the high intensity of Downtown.

The Downtown Development Framework (DDF) is a tool developed by the City of Oklahoma City to guide land use, urban design, transportation and infrastructure for downtown to coordinate public and private investment. This Land Use Plan is modeled after the framework established in the DDF and customizes the recommendations to the study area.

planokc
planning for a healthy future

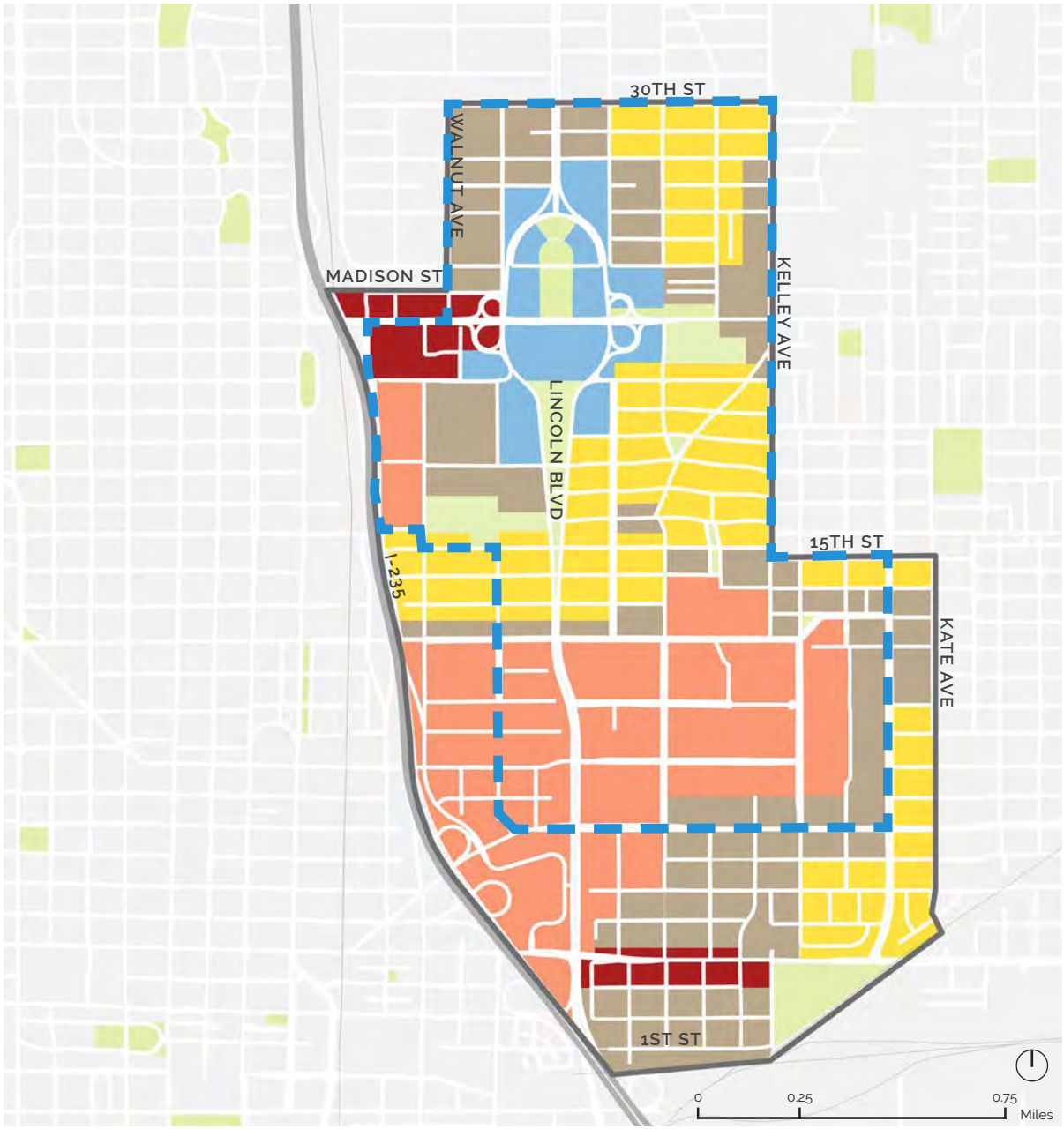


Land Use Framework

Development Typologies

The following development typology descriptions provide a vision for how the study area might develop over time. The descriptions provide future guidance to the City of Oklahoma City and the CMCIZC, as the city and the state embark on future development code updates and implementation projects. The typologies are modeled after the City of Oklahoma City's DDF but customized to the study area context. Like the DDF, this is not a regulatory document and does not include additional requirements or standards for development beyond what is regulated in the municipal code.

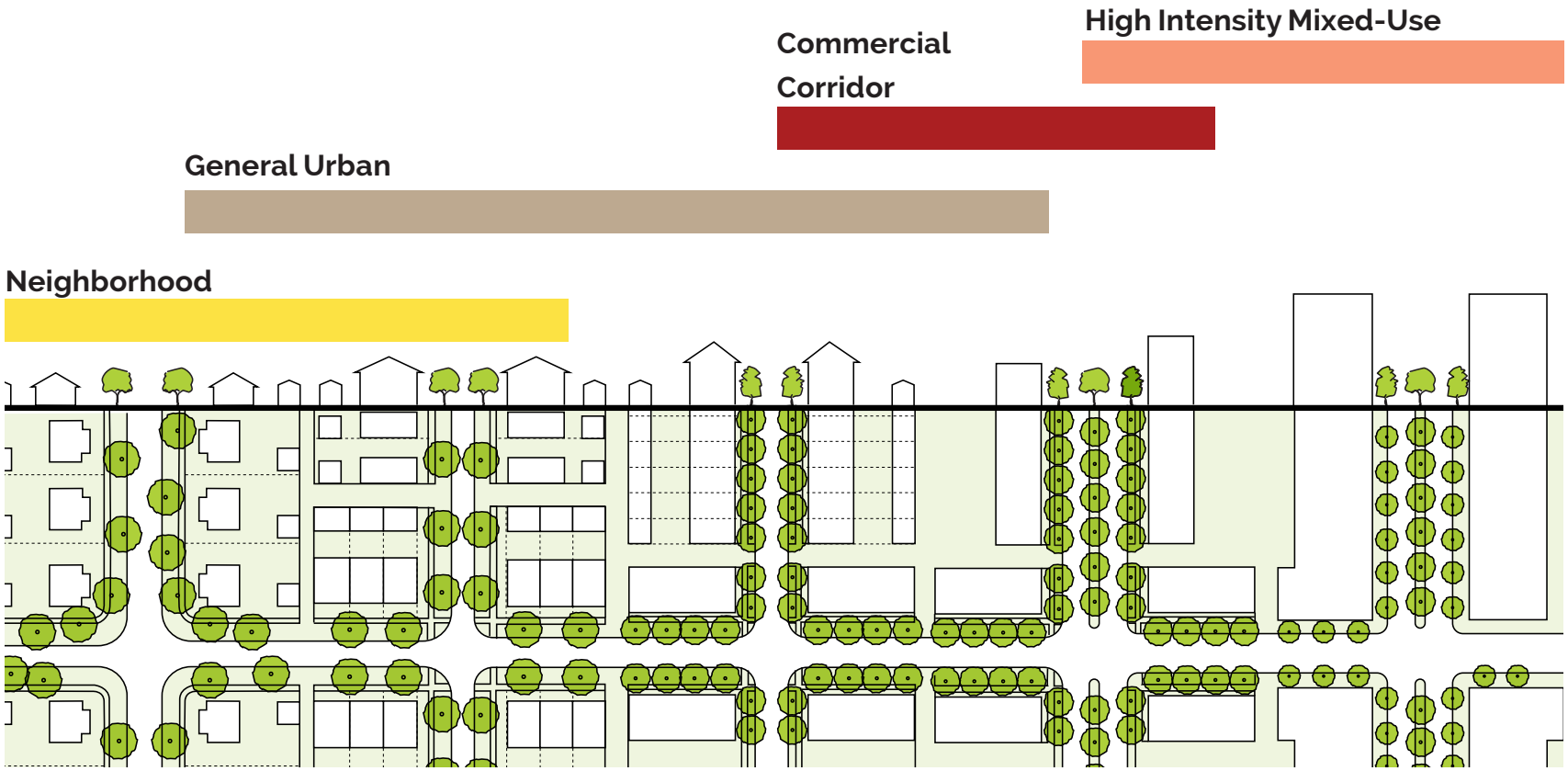
Land Use in the Study Area



- High Intensity Mixed-Use
- Commercial Corridor
- General Urban
- Neighborhood
- Special Destination: State Capitol Area
- Open Space
- Capitol Medical Center Improvement and Zoning District

Transect Diagram

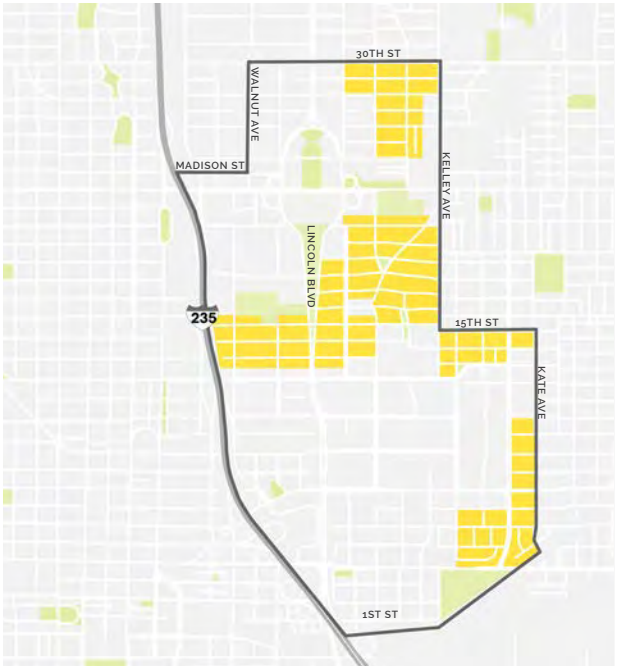
The Development Typologies diagram and descriptions establish a vision for the study area that focuses on the type, height and scale of future buildings within various areas. Like the transect diagram below illustrates, the development typologies are meant to scale in height and intensity in order to ensure compatibility with existing development and lower density uses. The following pages provide descriptions, photos and design considerations for each development type.



Transect Diagram

Neighborhood

Neighborhood areas should be the lowest density, with primarily historic and existing single-family detached homes and "house scale" multifamily such as duplexes and fourplexes. Existing neighborhoods could be identified with opportunities to infill. Parcels are typically deep with narrow street frontages. Setbacks and front yards vary. This development type should have the lowest pedestrian and vehicular activity due to its predominance of less intense residential uses and limited amount of office, retail and dining.



Neighborhood areas should maintain existing and historic residential character.

Block Sizes: Maintain existing residential block sizes. Existing block sizes vary greatly but the standard is roughly 300 to 630 feet. Avoid subdivisions that consolidate small blocks into larger blocks or disrupt existing street patterns. Avoid cutting off through-streets. Seek opportunities to align new streets with existing adjacent streets. Avoid creating new cul-de-sacs.

Lot Widths: Use existing lot dimensions where feasible. Typical existing lot dimensions are roughly 50 feet wide by 140 feet deep. Avoid creating disproportionately wide lots.

Building Setbacks: Match setbacks of existing houses within the block face. If the block face does not have a prevailing setback, conform with adjacent blocks or neighborhoods. Existing setbacks vary block to block but are typically between 20-30 feet.

Sidewalks: Provide a main sidewalk (one for each unit) that leads directly from the front porch to the public sidewalk (or street curb where no sidewalk exists). Sidewalk should be added where it does not exist. Sidewalk width should be a minimum of 5 feet, or 6 feet where it touches the curb. Sidewalks can have alternate secondary paths to connect to driveways, but the driveway should not be the primary pedestrian access point.

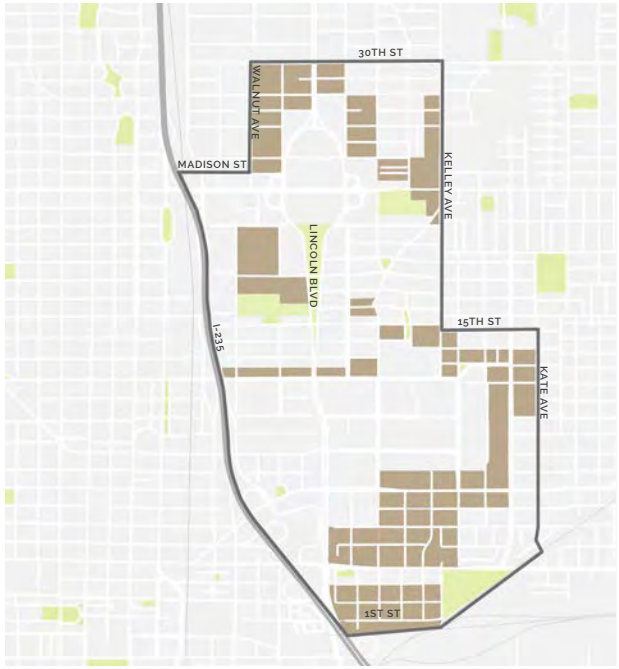
Parking: Garages should be located on the lot as not to be the dominant physical feature. Garages can be located to the side or the rear of the primary facade of the house (rear is preferred). Primary facades of front-facing garages should be at least 15 feet behind the primary facade of the house. Rear garages can be attached or detached. Access the garages via mid-block alleys, where feasible. In locations where mid-block alleys are possible, avoid driveways connecting to the front/primary street. Driveways should be no more than 10 feet in width for the entire length that extends beyond the primary front facade of the house. Driveways can widen to up to 18 feet in width at a point that is behind the line of the primary house facade. Shared driveways or alleys between lots are encouraged where feasible.

Neighborhood Example

General Urban

The General Urban areas should be made up primarily of horizontally mixed residential and commercial uses in a variety of building forms and have a density ranging from 2 to 4 stories. Single-unit and multi-unit residential uses should be integrated with low-scale commercial buildings. Commercial uses should occur in a variety of building forms that may contain a mixture of uses within the same structure. Residential uses should be primarily located along local residential streets. Commercial uses should be primarily located along mixed-use arterial and connector streets but may be located at or between intersections of local neighborhood streets.

These areas have many existing residential uses but may be considered for increased intensity over time due to its location along Lincoln Boulevard, 4th Street and 8th Street. The General Urban category is located between High-Intensity Mixed-Use and Neighborhood and provides a range of middle-density building types in order to transition between higher and lower intensity development.



General Urban is a transitional land use category that includes a range of building types in between high intensity redevelopment and residential areas in order to buffer residential areas from higher intensity development.

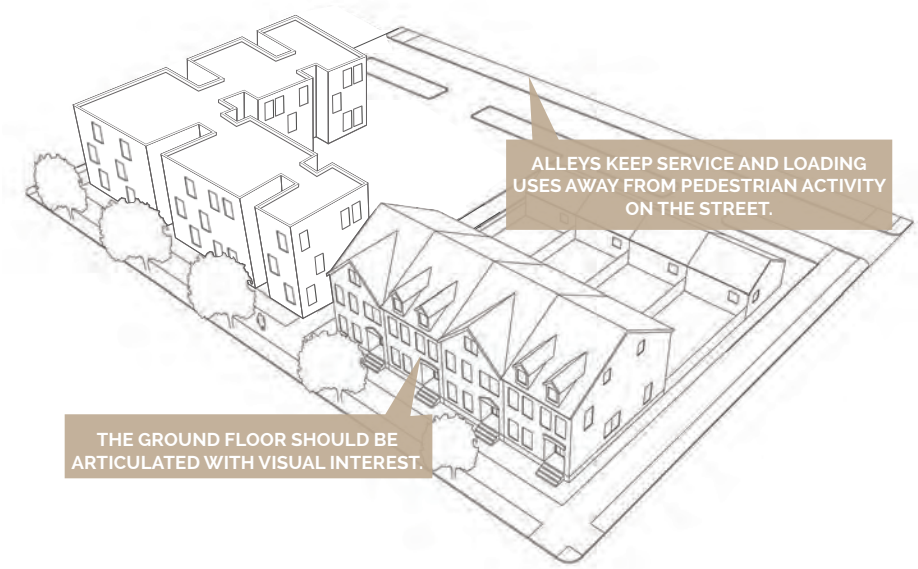
Block Sizes: Consists of regular shaped blocks surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context and there is a consistent presence of alleys. Include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

Lot Widths/Building Forms: Include many different building forms. Residential forms can range from single-family houses, to duplexes, multiplexes, garden courts, townhouses and apartments. Commercial forms can range from commercial storefronts on primary streets to drive-through services, gas stations and general office buildings.

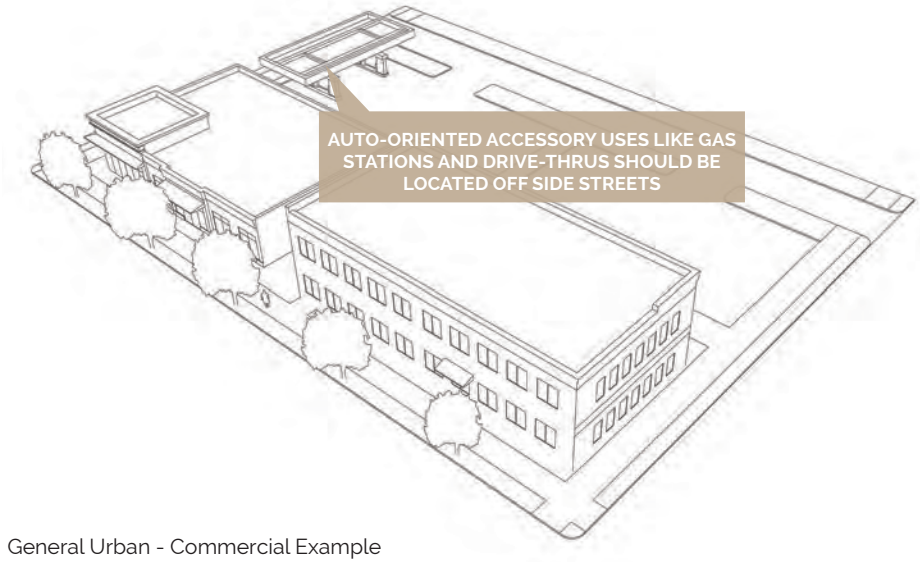
Building Setbacks: Match front and side setbacks to adjacent structures to create a consistent street wall. Locate structures at the sidewalk along primary streets to create continuity of frontage.

Sidewalks: Consider pedestrian access in site planning, including building size and placement, circulation and open space design. Provide adequate walkways without obstructions to pedestrian movement (such as curbs and steps), but separated from traffic.

Parking: Other than for existing residential, locate parking behind buildings or on the side. Provide bicycle parking facilities at all new development that occurs on any street intersection. Parking areas abutting properties used or designated residential should be separated by a landscape buffer a minimum of 10 feet wide. In addition to landscaping, consider perimeter earth berms to reduce the visual impact of surface parking lots. Provide at least one drive aisle large enough to accommodate emergency vehicle access and maneuverability. Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Light fixtures should be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill over onto abutting properties. Parking and building light fixtures should be cut-off luminaries that have less than 90-degree cut-off so that the light is not emitted horizontally or upward.



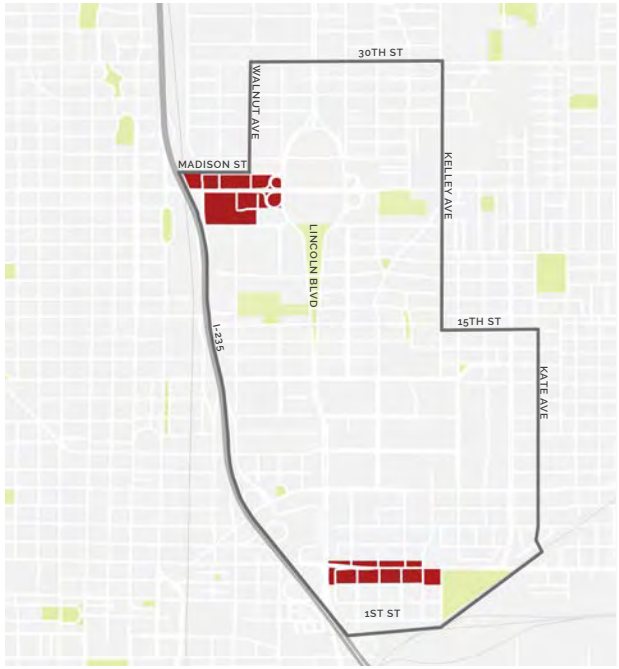
General Urban - Residential Example

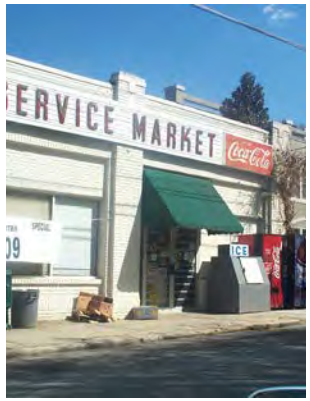


General Urban - Commercial Example

Commercial Corridor

Commercial Corridor areas should include a mix of historic buildings and new construction and have a general density ranging from 1 to 5 stories, but development of higher buildings may occur. These should be "main street" environments outside of core downtown areas that offer centrally located retail and dining destinations for both visitors and residents. Ground floors should be primarily used for retail, dining, entertainment or service businesses with residential, office or hospitality use on the upper floors. The type does not necessarily represent the only areas of retail, dining and entertainment concentration within the area.





Commercial Corridors should be vibrant areas that offer centrally located retail and dining destinations for both visitors and residents.

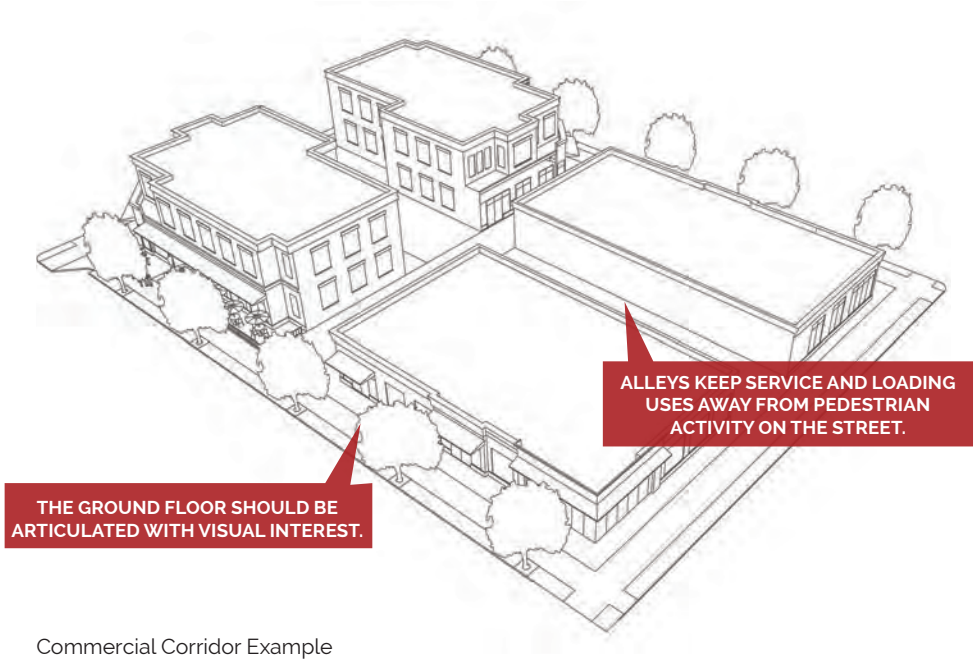
Block Sizes: Consists of regular shaped blocks surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context with a consistent presence of alleys. Include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

Lot Widths/Building Forms: Avoid monotonous facades for developments with frontages of 100 feet or more. This can be achieved by breaking up the building mass and roofline by incorporating variety, articulation, vertical elements, color and material changes to add interest. Orient buildings toward the primary nearby street. Avoid deep setbacks behind large expanses of parking areas or vacant land.

Building Setbacks: Match front and side setbacks to adjacent structures to create a consistent street wall. Locate structures at the sidewalk along primary streets to create continuity of frontage.

Sidewalks: Consider pedestrian access in site planning, including building size and placement, circulation and open space design. Provide adequate walkways without obstructions to pedestrian movement (such as curbs and steps), but separated from traffic.

Parking: Locate parking behind buildings or on the side. Provide bicycle parking facilities at all new development that occurs on any street intersection. Parking areas abutting properties used or designated residentail should be separated by a landscape buffer a minimum of 10 feet wide. In addition to landscaping, consider perimeter earth berms to reduce the visual impact of surface parking lots. Provide at least one drive aisle large enough to accommodate emergency vehicle access and maneuverability. Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Light fixtures should be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill over onto abutting properties. Parking and building light fixtures should be cut-off luminaries that have less than 90-degree cut-off so that the light is not emitted horizontally or upward.

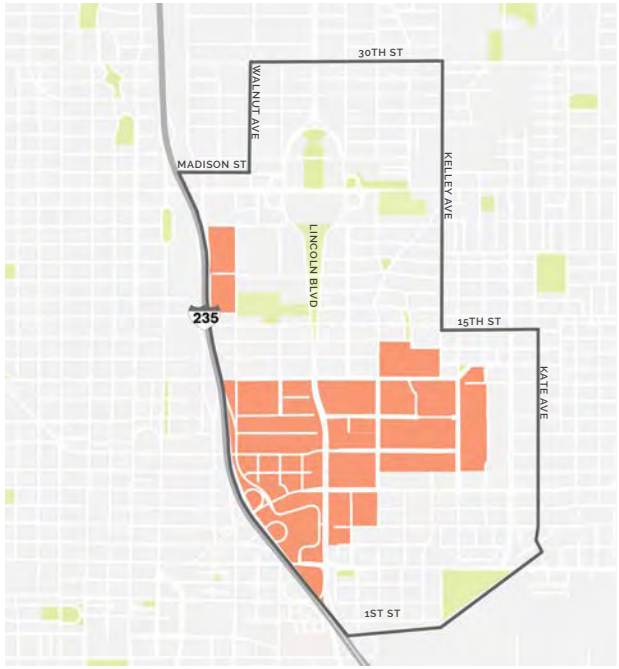


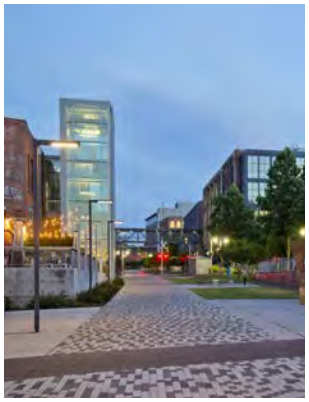
Commercial Corridor Example

High-Intensity Mixed-Use

High-Intensity Mixed-Use is recommended as the most dense type in the study area. It is the area closest to downtown and provides an opportunity to expand development eastward over the highway– bringing more jobs and amenities across I-235. High-Intensity Mixed-Use areas should consist of employment zones, high-density urban neighborhoods, office and hotel towers, midrise buildings, clinical, research and development, and academic uses. Density should be created through consistent urban massing and scale as opposed to height, which can range from three to more than 10 stories, and sometimes much taller. Most buildings should be vertically mixed with office, housing or hotel uses on the upper floors and commercial space on the ground floor. Housing typologies might include townhomes, flats and apartments typically 12 to 50 dwelling units/acre or more with integrated commercial storefronts.

The OK Health Center primarily consists of office and hospital uses but the density is similar in intensity to High Density Mixed-Use and currently allows mixed-use facilities.





High Intensity Mixed-Use is intended to encourage walkable neighborhood centers and corridors conducive to transit, with a vibrant mix of uses.

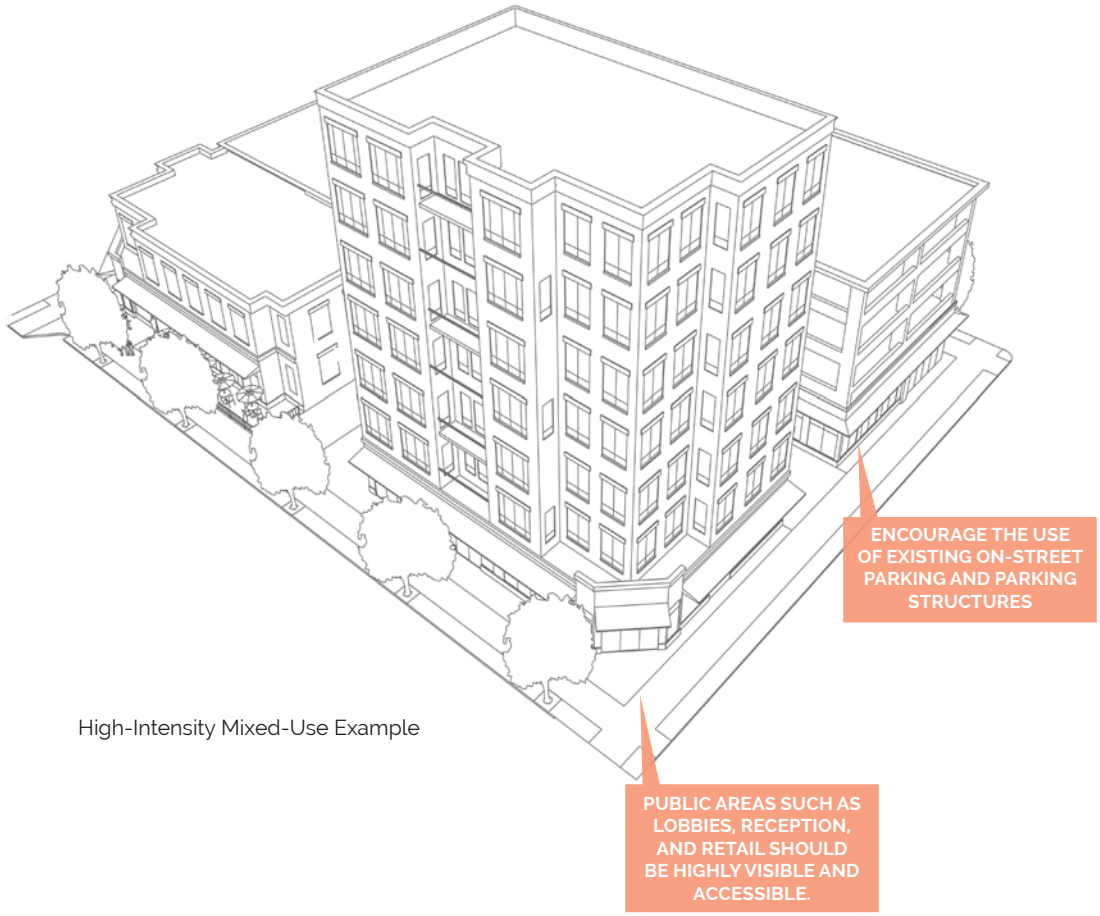
Block Sizes: The High-Intensity Mixed-Use area should consist of regular shaped blocks surrounded by an orthogonal street grid. Orthogonal streets provide a regular pattern of pedestrian and vehicular connections through this context and there is a consistent presence of alleys. Block sizes and shapes include detached sidewalks, tree lawns, street and surface parking, and landscaping in the front setback.

Lot/Building Forms: Buildings should incorporate architectural features along sidewalks and other primary public rights-of-way that add visual interest and provide visual cues for pedestrians and cyclists relating to access and use. This should be accomplished at the ground floor through façade transparency, public entries, awnings, lighting and signage.

Building Setbacks: Align building frontage along the sidewalk edge. The uniform alignment of building fronts along a block helps to define a street wall that provides a sense of enclosure and a comfortable scale for pedestrians. Locate public areas such as lobbies, reception, retail and dining along building walls that face the street, alley or pedestrian cut-through so that they are highly visible and accessible.

Sidewalks: Connect all new sidewalks to the existing sidewalks. Provide continuous sidewalks along both sides of all vehicular rights-of-way. Separate sidewalks from vehicular traffic by a planted area, which should be located a minimum of 5 feet from the street curb edge.

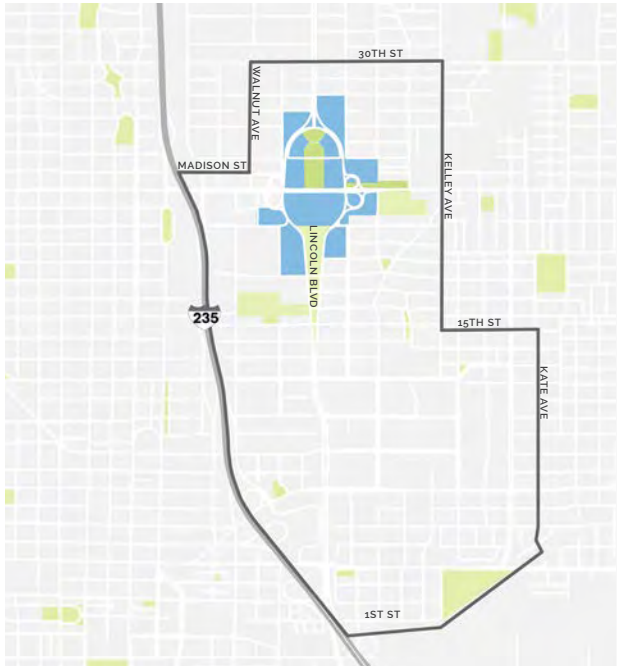
Parking: Locate vehicle access where conflicts with pedestrian circulation will be minimized. Encourage the use of existing on-street parking and parking structures rather than surface parking lots. When unavoidable, locate on-site parking where it will not constrain pedestrian activity; for example, to the rear or interior of the property.



High-Intensity Mixed-Use Example

Special Destination - State Capitol Area

The Special Destination - State Capitol area consists of the State Capitol building, surrounding government buildings, tree-lined streets and boulevards. The area also includes the State Capitol Park, the Oklahoma History Center, the Oklahoma Judicial Center and the Oklahoma Governor's Mansion. Underutilized areas such as surface parking lots present a major opportunity to cluster existing state facilities and maximize the use of state-owned land, while building new iconic office buildings, pedestrian-friendly retail spaces and tourism destinations that celebrate Oklahoma's state government.



The Special Destination zone must respect the monumental stature of the existing buildings while creating new iconic office buildings.

Block Sizes: The block sizes in the State Capitol area are larger than the surrounding neighborhood because the state government buildings typically require a larger footprint and considerably more parking than the adjacent residential uses. To encourage walkability, pedestrian connections such as alleys and pedestrian paths should be provided at least every 500 feet.

Lot Widths/Building Forms: Many of the existing buildings within the State Capitol area are historic or prominent in scale to reflect their civic significance. New buildings should be contextually responsive and respectful of existing historic state government structures but not attempt to replicate the architecture. While considering the architectural context of existing buildings, this can be achieved by breaking up the building mass and roofline, and incorporating variety, articulation, vertical elements, color and material changes to add interest. Buildings should be oriented toward the primary nearby street, and new facility design should be scaled to address the pedestrian experience. The new buildings should be contextual, yet visually distinctive from the historic archictecture so that new and old elements can be distinguished from one another.

Building Setbacks: New buildings should front onto primary streets such as Lincoln Boulevard and 23rd Street. They should respect the existing architecture by integrating with the curve frontages to help this area better address the adjacent parcels and draw people into the spaces within the Capitol grounds.

Sidewalks: Pedestrian orientation must be considered in site planning, including building size and placement, circulation and open space design. Provide adequate walkways without obstructions to pedestrian movement (such as curbs and steps), but separated from traffic. A small amount of surface parking could remain within the core of these blocks but would be shielded from view by the buildings. Parking garages separated from the historic core of the Capitol environs but within walking distance, should be connected to the core with safe and comfortable pedestrian passages.

Parking: Locate vehicle access where conflicts with pedestrian circulation will be minimized. Encourage the use of existing on-street parking and parking structures rather than surface parking lots. When unavoidable, locate on-site parking where it will not constrain pedestrian activity; for example, to the rear or interior of the property.

Proposed build out of State Capitol Area.

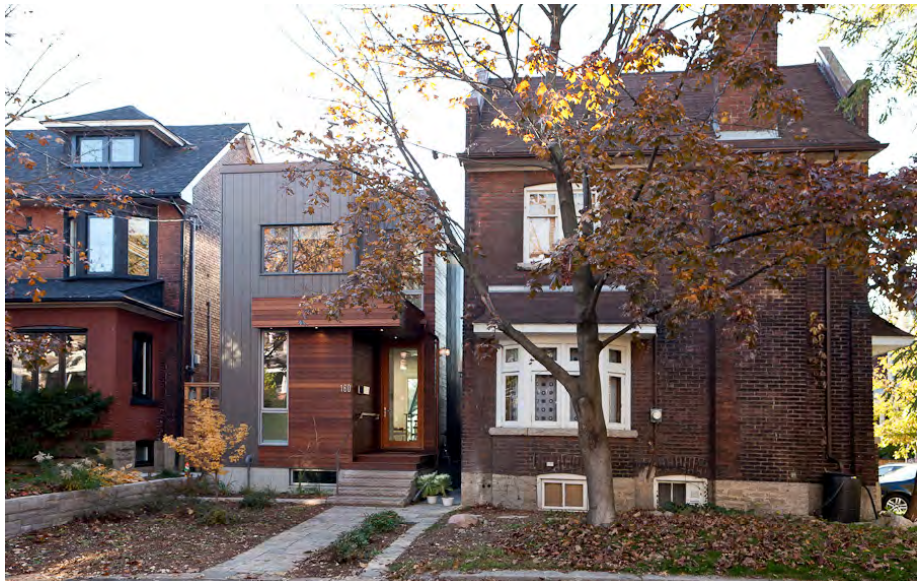
Building Frontage Types

The Building Frontage generally refers to the approach a particular development typology takes to the street as defined by the Downtown Development Framework (DDF) which identifies three types of building frontage. Applying the framework established in the DDF to the study area, the graphic to the right indicates the applicable building frontage for each street. Refer to Section 4-1 Building Frontage Guidelines in the DDF to review the specific design guidance. The building frontage types are as follows:

- **Commercial Frontage** is mainly associated with storefront areas. These frontages are proposed to have maximum amount of commercial and pedestrian activity possible through various design principles for increasing access and visual connectivity to activities.
- **Mixed-Use Frontage** is generally assigned to areas with various activities in the district with the intent of creating connectivity and cohesion between different uses.
- **Landscape Frontage** is the general category for urban frontages covering a variety of uses with an emphasis on a landscaped "buffer" setback between the building and property line.

Mixed-Use Frontage Example

Commercial Frontage Example

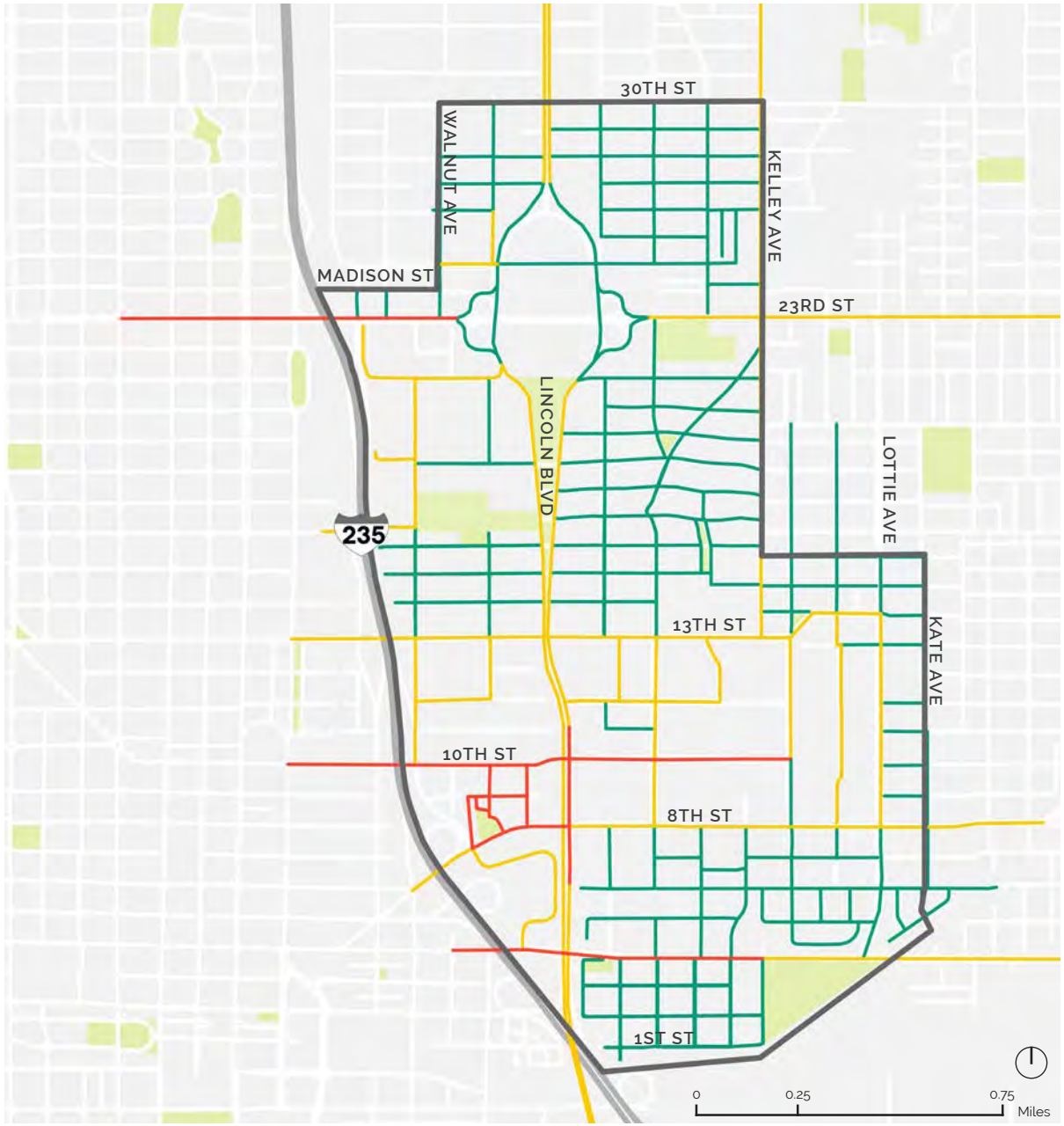


Landscape Frontage Example

Building Frontage Types

Like the building typologies, the building frontage type can indicate a step down in intensity. The area east of I-235 is significantly less dense than downtown and development should step down in intensity towards the residential neighborhoods to the east. The project team recommends Mixed-Use Frontage for high intensity land uses and Commercial Frontage for properties along key commercial corridors and activity nodes. Landscape Frontage should be used for the remaining portions of the study area.

Building Frontage Types



Commercial Frontage

Mixed-Use Frontage

Landscaped Frontage

Preservation of Existing Assets

Across the country, "placekeeping" has become a popular term to accompany placemaking to ensure that neighborhood revitalization efforts are woven into the fabric of the existing community. Placekeeping is the active care and maintenance of a place and its social fabric by the people who live and work there. It is not just preserving buildings but keeping the cultural memories associated with the area alive, while supporting the ability for members of the community to maintain their way of life as they choose.

The following is a list of potential strategies that citizens, government staff and elected officials can consider to protect the unique and irreplaceable memories and physical structures that tell the story of the area.

The once vibrant 4th Street should be restored with low-rise commercial retail buildings to bring back the retail corridor that once stood.

Redevelop Historic Assets Along 4th Street

There are several vacant historical assets, such as the Henrietta B. Foster Center and the Jewel Theatre, that were once part of a vibrant stretch along 4th Street that included restaurants, barbershops, doctor's offices, a grocery store and hotels. The property owners of these parcels should work together to restore the existing assets and redevelop vacant properties with low-rise commercial buildings to bring back the vibrant commercial corridor that once stood. With the upcoming construction of the new Willa D. Johnson Recreation Center at Douglass Park, the Henrietta B. Foster Center should continue to be a place of importance with a new mission to support current and aspiring local businesses to bring prosperity and redevelopment.

Consult the Historic Resources Inventory for all Historic and Cultural Assets

During the public engagement process, participants identified several historically and culturally significant places that should be preserved and celebrated in the study area. The City of Oklahoma City Historic Preservation Office 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. Buildings identified in the inventory may be highly important structures whose loss may damage vital cultural resources; renovation and preservation of these structures according to the Secretary of the Interior's Standards for Rehabilitation is encouraged. This inventory should also be consulted to determine if a property not listed should be evaluated for inclusion or if the inventory should be revised to reflect changes to the property.

Consider Character Integration

Buildings 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 new uses. Redevelopment strategies should consider preservation of 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. Other structures that do not possess historic or architectural significance may still contribute to the character and urban form of the redevelopment area. Integration of these structures into larger development projects, relocation of structures to blocks with many "missing teeth" or integrating elements of the façade into new construction is encouraged.

Develop a Cultural Trail

A cultural trail could tell the story of the historical assets in the study area to tourists and visitors. This can be as simple as developing a self-guided tour of the area with a map and pamphlet available at the Oklahoma Historical Society, the Department of Tourism, the Capitol and other tourist destinations in the study area. Emphasis could be placed on highlighting the places important to Civil Rights and African American history.

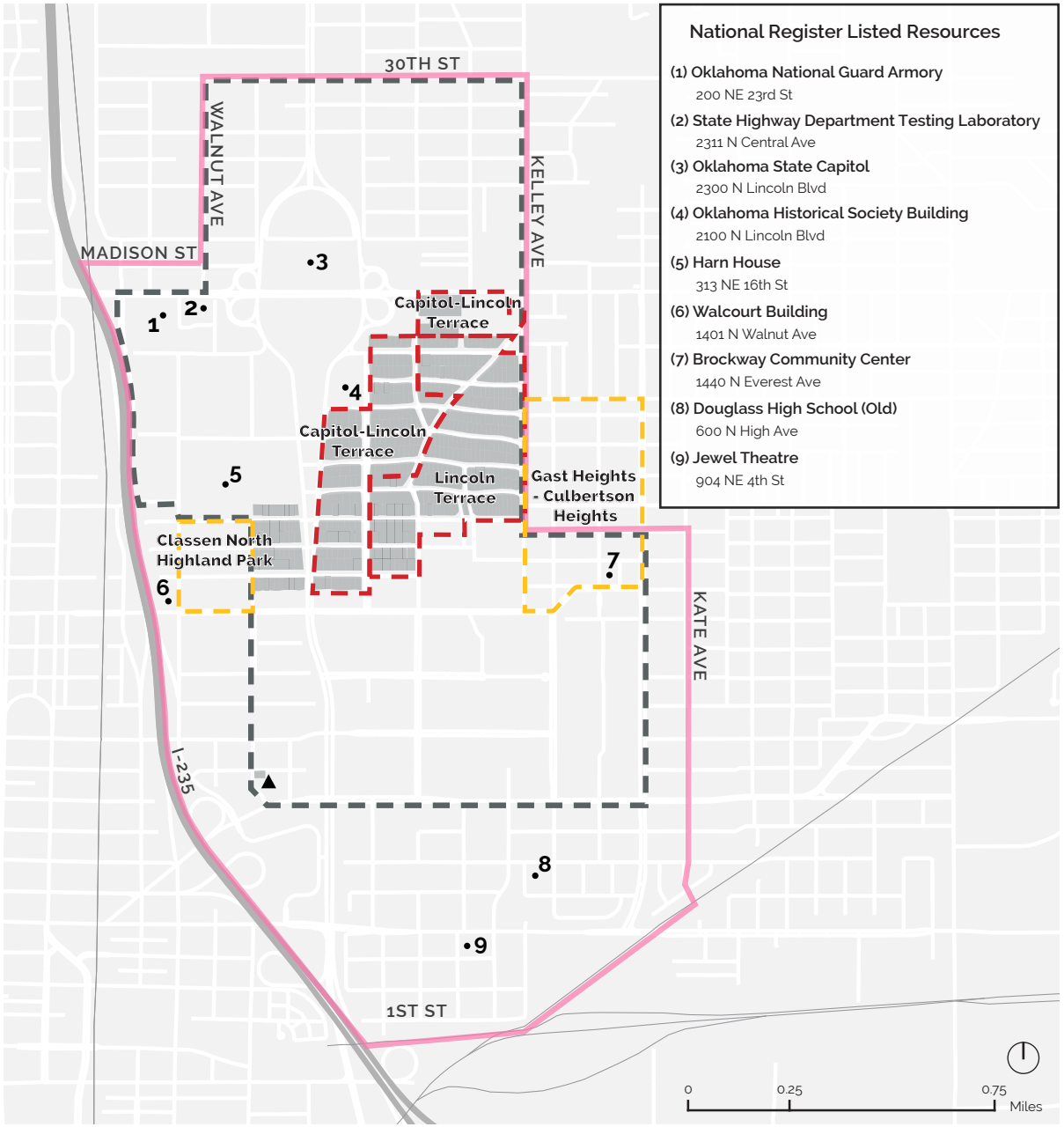
Host "Story Circles" to Capture Memories of Place

Story circles can help capture the memories of the places in the study area that are no longer standing. Through partnerships with community centers and libraries, story circles can explore the shared recollections of the study area and culminate with a written document. This program gives elders an opportunity to find their stories, develop a voice, hear the stories of the group and reflect on commonalities and differences. The recent event, "Lecture 1: Stories from our Elders: NE Oklahoma City Storytelling Project", hosted by Blackspace Oklahoma is an example of this effort to capture and share the history of the area.

Existing Historic Resources

The Capitol-Medical Center Improvement and Zoning Commission has designated three historic districts and one historical landmark through its own zoning process. While the area is not subject to City of Oklahoma City zoning regulations, some of the city's most significant buildings and neighborhoods reside within its boundaries. Alongside the Capitol-Medical Zoning District, an effective tool for preservation in the study area is the National Register of Historic Places. Districts and individual properties are identified though survey and a nomination process for addition to the National Register of Historic Places. The study area includes resources and districts that have been listed on the National Register of Historic Places or formally determined as eligible for listing.

National Register & Capitol-Medical Zoning Historic Resources



Study Area

Capitol-Medical Center Improvement and Zoning District

Capitol-Medical Historic Preservation Zoning Parcels

▲ CMZ Historical Landmark: Maywood Presbyterian Church

National Register Eligible District (Determination of Eligibility)

National Register District (Listed)

● National Register Listed Resources
(see key in upper right)

National Register Listed Resources

(1) Oklahoma National Guard Armory - Built 1938

(2) State Highway Dept. Testing Laboratory - Built 1934

(3) Oklahoma State Capitol - Built 1914

(4) Oklahoma Historical Society Building - Built 1929

(5) Harn House - Built 1904

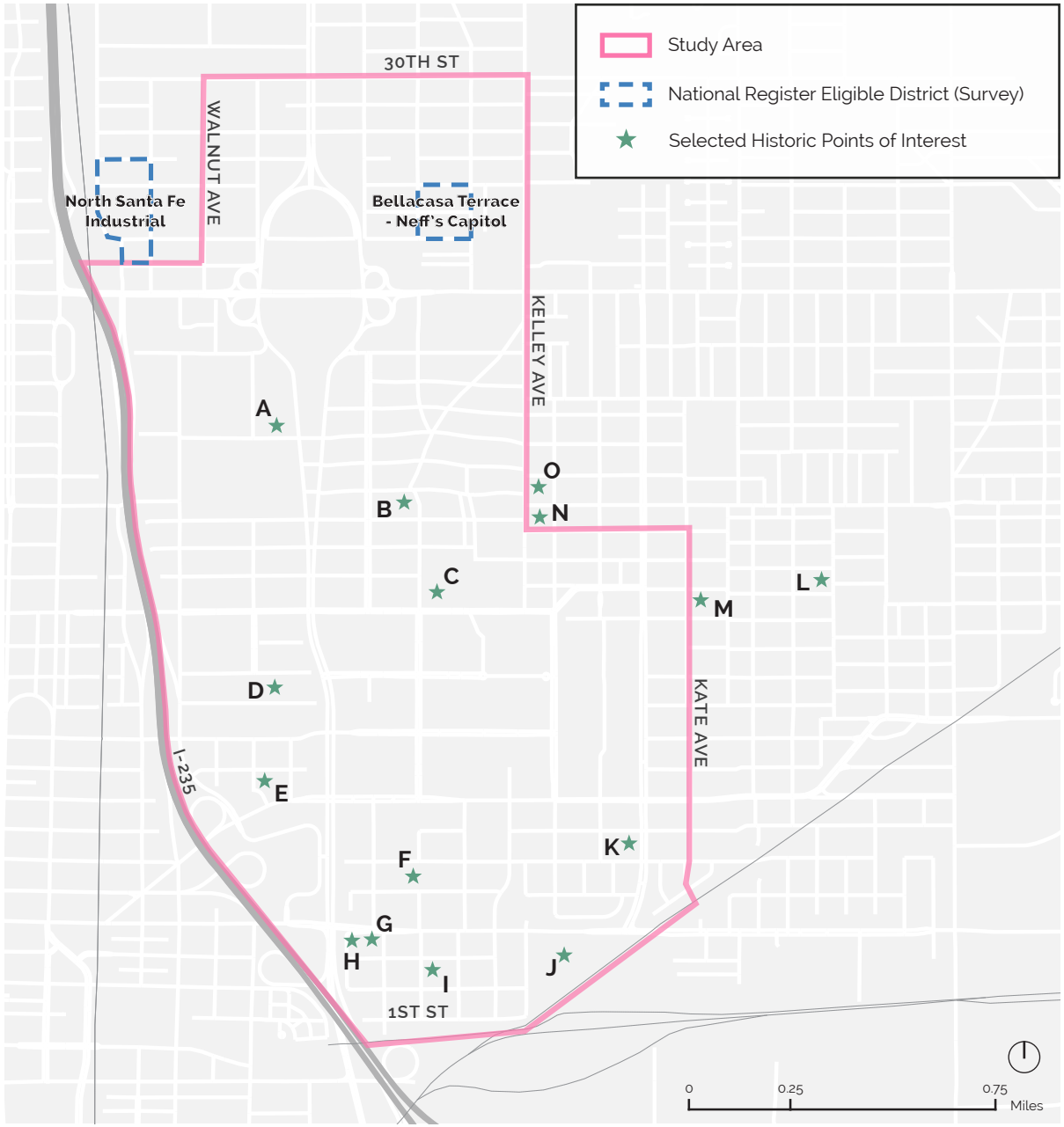
(6) Walcourt Building - Built 1927

(7) Brockway Community Center - Built 1915

(8) Douglass High School (Old) - Built 1910

(9) Jewel Theatre - Built 1931

Selected Historic Points of Interest



(A) Oklahoma Bar Association Building - Built 1962

(B) Culbertson Plaza - Built 1928

(C) OU Medical School College of Health - Built 1928

Selected Historic Points of Interest

(D) Oklahoma School of Science and Math - Built 1948

(G) Henrietta B. Foster Center - Built 1951

(J) Booker T. Washington Park - Circa 1924

(E) Maywood Presbyterian Church - Built 1907

(H) Morgan Building - Built 1946

(K) New Hope Baptist Church - Built 1950

(F) Fifth Street Missionary Baptist Church - Built 1939

(I) Third Street Church of God - Built 1921

(L) Allen Chapel AME Church - Built 1924

Selected Historic Points of Interest

(M) Avery Chapel AME Church - Circa 1940

(N) Corpus Christi Catholic Church - Built 1945

(O) Christ United Methodist Church - Built 1958

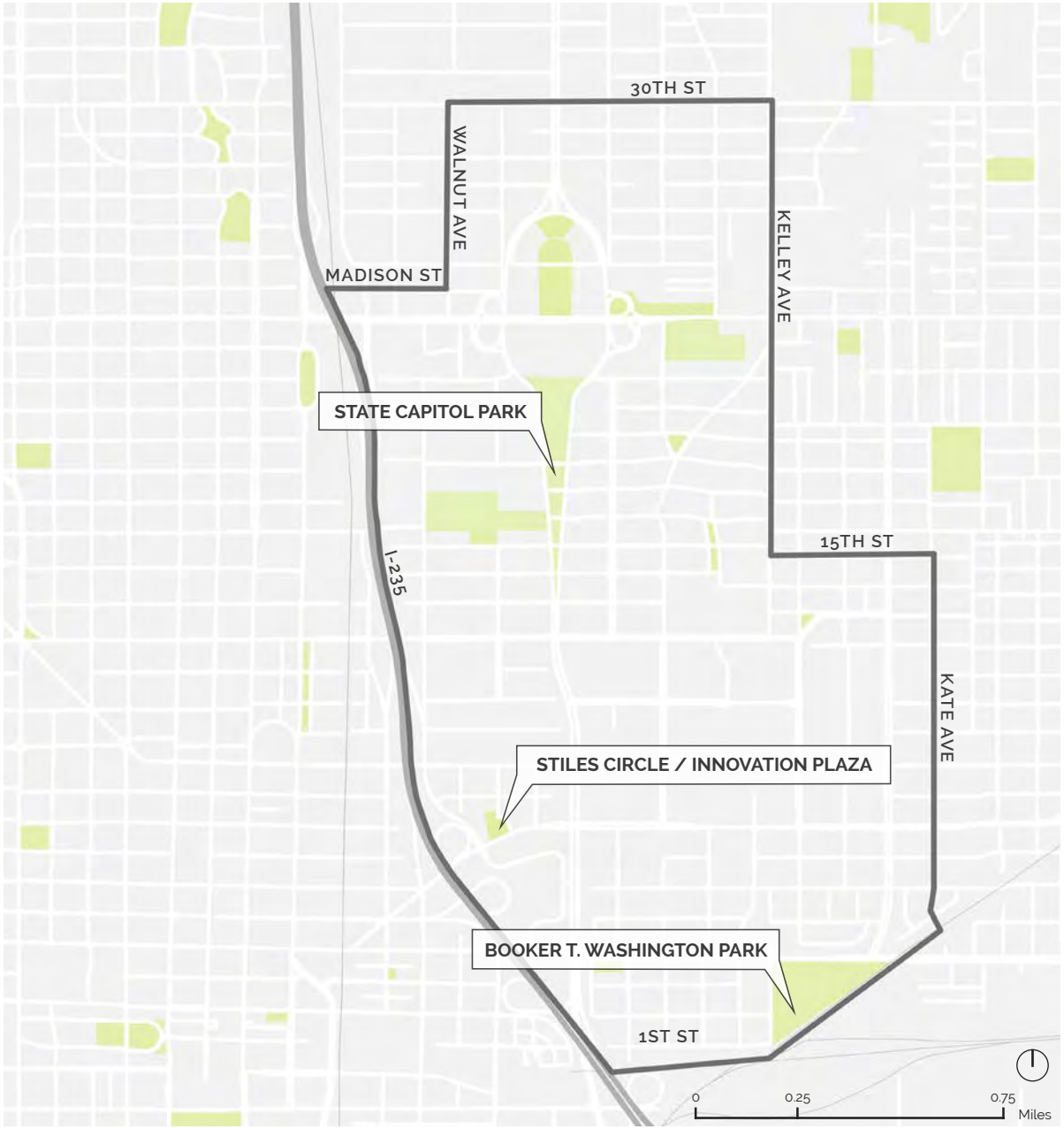
Open Space and Placemaking

The project team overlaid community input with applicable recommendations in the 2020 Oklahoma City Parks Master Plan.

According to the 2020 Oklahoma City Parks Master Plan, many local parks are located within the study area. Stakeholders expressed a desire to see more amenities and programs in existing parks and under utilized parcels throughout the study area.

The strategic direction of the plan focuses on maintaining and improving physical assets of existing parks and developing new facilities in existing parks to meet community needs. The Parks Master Plan recommends connecting 4th Street and Booker T. Washington Park into the city's trail system. Building on this direction, the project team focused on enhancing existing parks like Stiles Park, Booker T. Washington Park and Capitol Plaza, while providing short term activation strategies for vacant and underutilized lots.

Existing Parks in the Study Area



Existing Parks

Booker T. Washington Park

Booker T. Washington Park is envisioned to become a center of neighborhood activity that anchors the restored commercial corridor envisioned for 4th Street. The 2013 Oklahoma City Parks Master Plan recommends that future trails connect Booker T. Washington Park to the Katy Trail and the City's trail system.

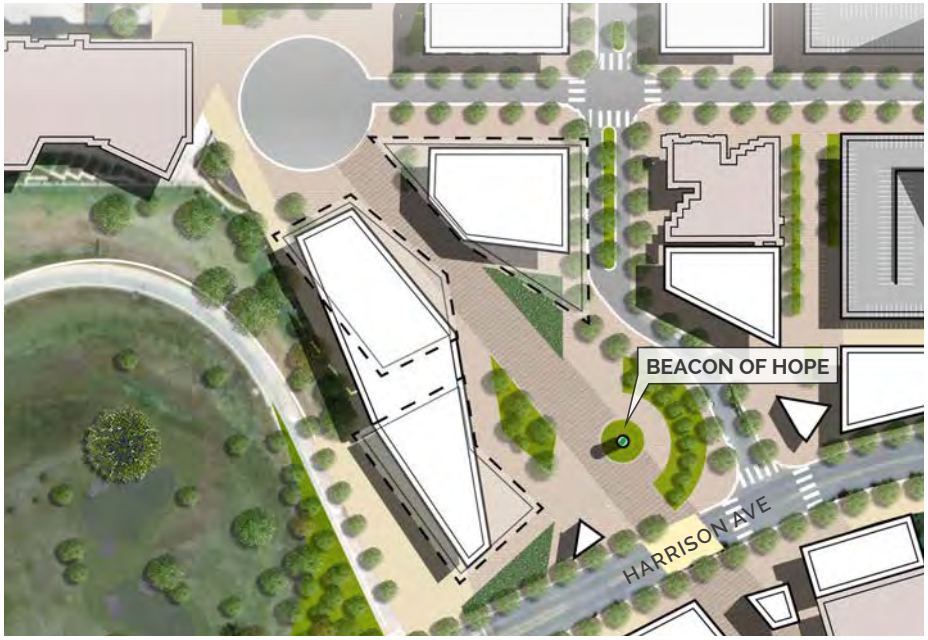
Master Plan Designed by Oklahoma City's Parks & Recreation

Existing Booker T. Washington Park

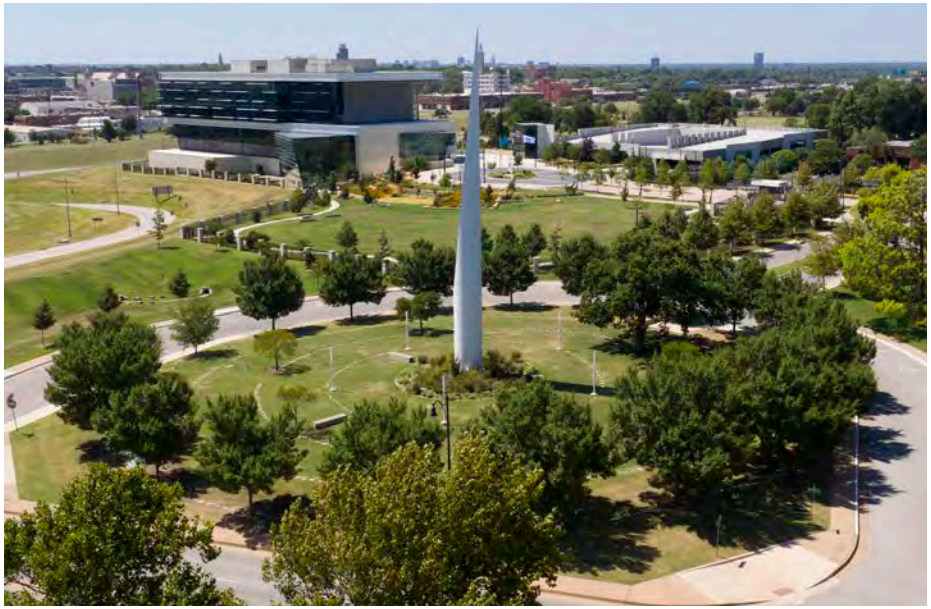
Proposed Booker T. Washington Park Envisioned with New and Improved Amenities

Innovation Plaza

Innovation Plaza is a reinterpretation of Stiles Circle Park that creates a new public plaza, which acts as a link between the Innovation District's existing uses and new proposed uses. Its flexible design allows for outdoor dining, programmed activation and community events with the Beacon of Hope remaining as the plaza's centerpiece. Additional public realm improvements include enhanced pavements, green infrastructure, street tree plantings, a variety of seating options and landscaped garden areas.



Proposed Plan of Innovation Plaza


Existing Stiles Circle Park


Proposed Innovation Plaza Encouraging Outdoor Dining & Community Events

Proposed Capitol Commons

The existing lands around the Capitol are proposed to be converted into the Capitol Commons. This area should be enhanced as a formal landscape design that frames the Capitol and creates a variety of outdoor landscape rooms. Within these landscape rooms are various public realm amenities, such as public gardens, tree plantings and public art. Parking should be removed from the Capitol's most prominent areas and replaced by public open space, with new shared structured parking located at the Capitol area's edges. The design also improves circulation around the Capitol and the overall vehicular and pedestrian experience.

Proposed Plan of Capitol Commons

Existing Capitol Environs

Proposed Capitol Environs with an Enhanced Public Realm—the Capitol Commons

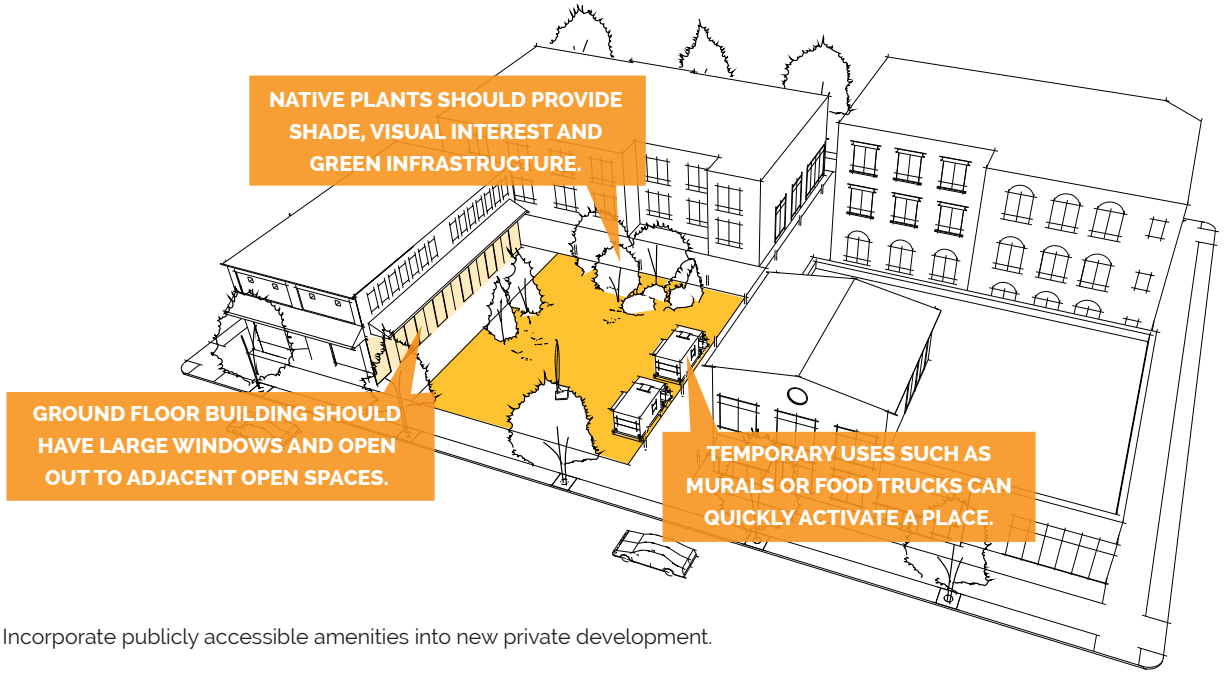
Placemaking Considerations

Temporary Activation of Vacant Property

Vacant storefronts and underutilized lots can be used to temporarily promote the work of local artists, musicians, chefs or creative businesses as well as improve perception and the experience by minimizing the visual impacts of vacancy. In primarily residential areas, a community program like Adopt-a-Lot in Baltimore could encourage neighbors to temporarily transform vacant lots into community gardens or temporary parks. In Baltimore, residents can apply for permits for temporary structures such as tool sheds or gazebos and the city provides assistance and advice on planting, fertilizing and overall garden planning.

Incorporate Community Amenities into New Private Development

As certain places in the study area redevelop into higher intensity uses, developers should be encouraged to incorporate community amenities such as publicly accessible open space, murals, public art, restaurants, grocery, creative workspace and cultural art venues.



Incorporate publicly accessible amenities into new private development.

Public spaces come in all shapes and sizes, from large ceremonial lawns to funky pocket parks on busy urban streets. Context is critical in designing the public spaces for the district and creating the right programming for these spaces can make them come alive. The diagram above suggests some design elements to consider when designing new public spaces.

Open Space Programming

Recurring and diverse programming in existing and newly created open spaces can bring activity and experiences that serve a broad range of potential visitors. Well-programmed open spaces can be used for diverse events (e.g. musical performances, food festivals), activities (e.g. sports leagues, exercise classes, reading areas, rotating food vendors), and programs (e.g. environmental education, volunteer opportunities) that attract activity throughout the day and all seasons.

Transportation Framework

The following recommendations incorporate community engagement feedback and refine the transportation priorities defined in plan**okc** as they relate specifically to the study area.

Enhanced Highway Crossings

Today, I-235 functions as a significant barrier that separates the study area from downtown and Automobile Alley. The existing crossings are auto-oriented and unsafe or unpleasant for pedestrian and cyclists. Each underpass or overpass connection should get basic upgrades to add better sidewalks and streetscapes. Special attention should be paid to 10th Street crossing over I-235 as an opportunity to connect to the Innovation District.

There are several ways to reduce the negative impact of this significant barrier, such as :

- Increasing the size of the sidewalks for pedestrians and adding bike lanes can make it safer for people walking and biking.
- Place buildings as close to the edge of the highway as possible to make the walk across the bridge look and feel shorter.
- Add amenities such as shade trees and seating to make the walk more comfortable. Add art, sculpture or interesting pavement and furnishings to provide visual interest along the walk.

Proposed expansion of 10th Street bridge.

A Network of Livable Streets

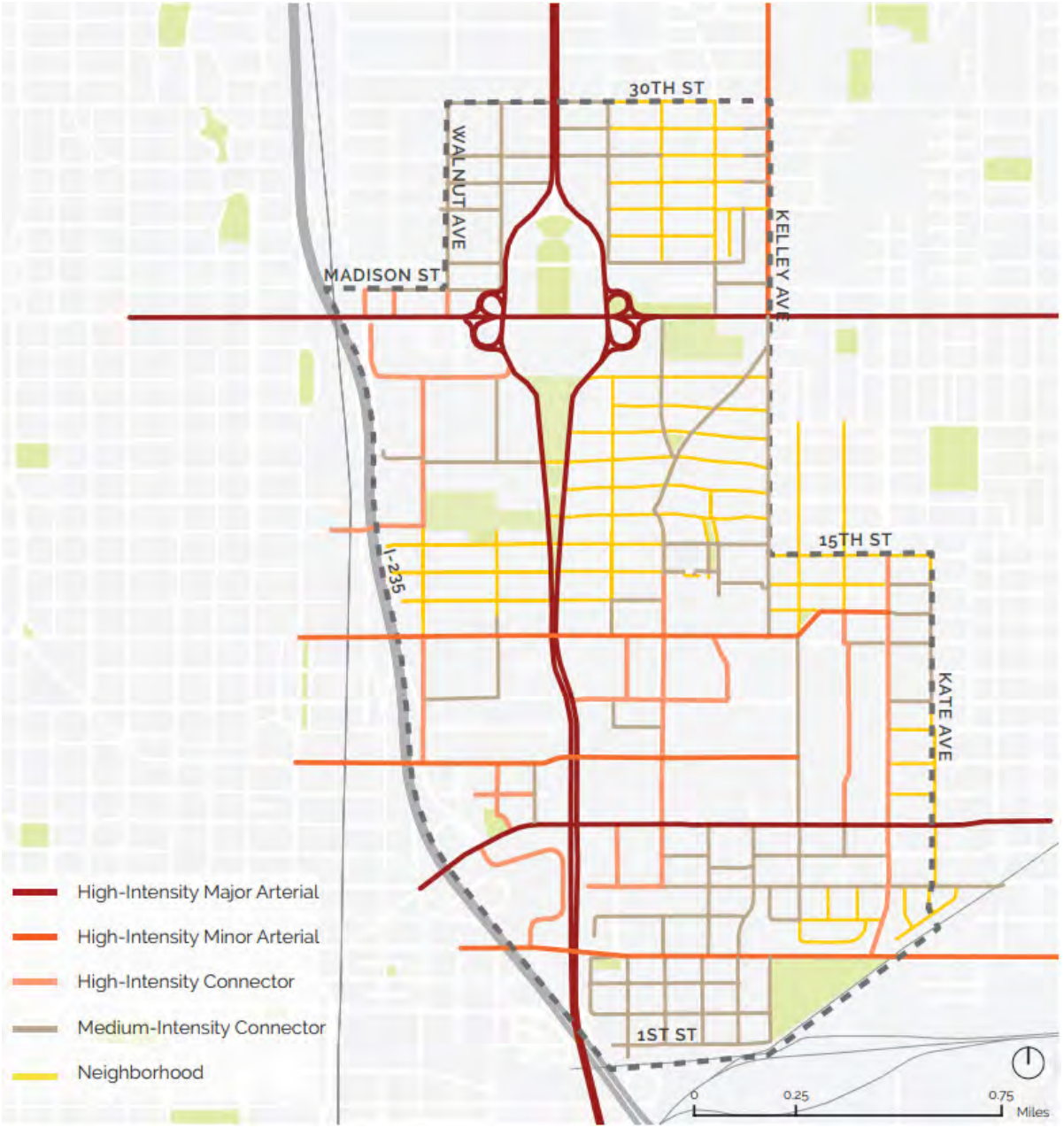
"Livable Streets" is a transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

The project team proposes a robust network of Livable Streets, each with its own character and function. The streets range from high activity primary streets to lower activity local access streets. Each street should be designed to provide for the safe and comfortable use of all modes of transportation, regardless of varying street design, overall width of right-of-way and the amount of right-of-way devoted to different elements (travel lanes, sidewalk, etc.), The proposed street types were developed from community engagement feedback and the plan**okc** recommendations.

Higher activity streets are intended to carry the highest vehicle traffic, and therefore are the most continuous and uninterrupted streets within the development. Where these streets meet a site boundary, they are intended to continue into the development on adjacent land. Lower activity streets provide more internal access, have a lower priority to continue into adjacent property and may be interrupted by other site elements or development. All but the highest activity streets are intended to have low to moderate design speeds.

The street sections on the following pages, represent the typical proposed layout for each of these street types and indicate the key elements of each.

Proposed Street Types



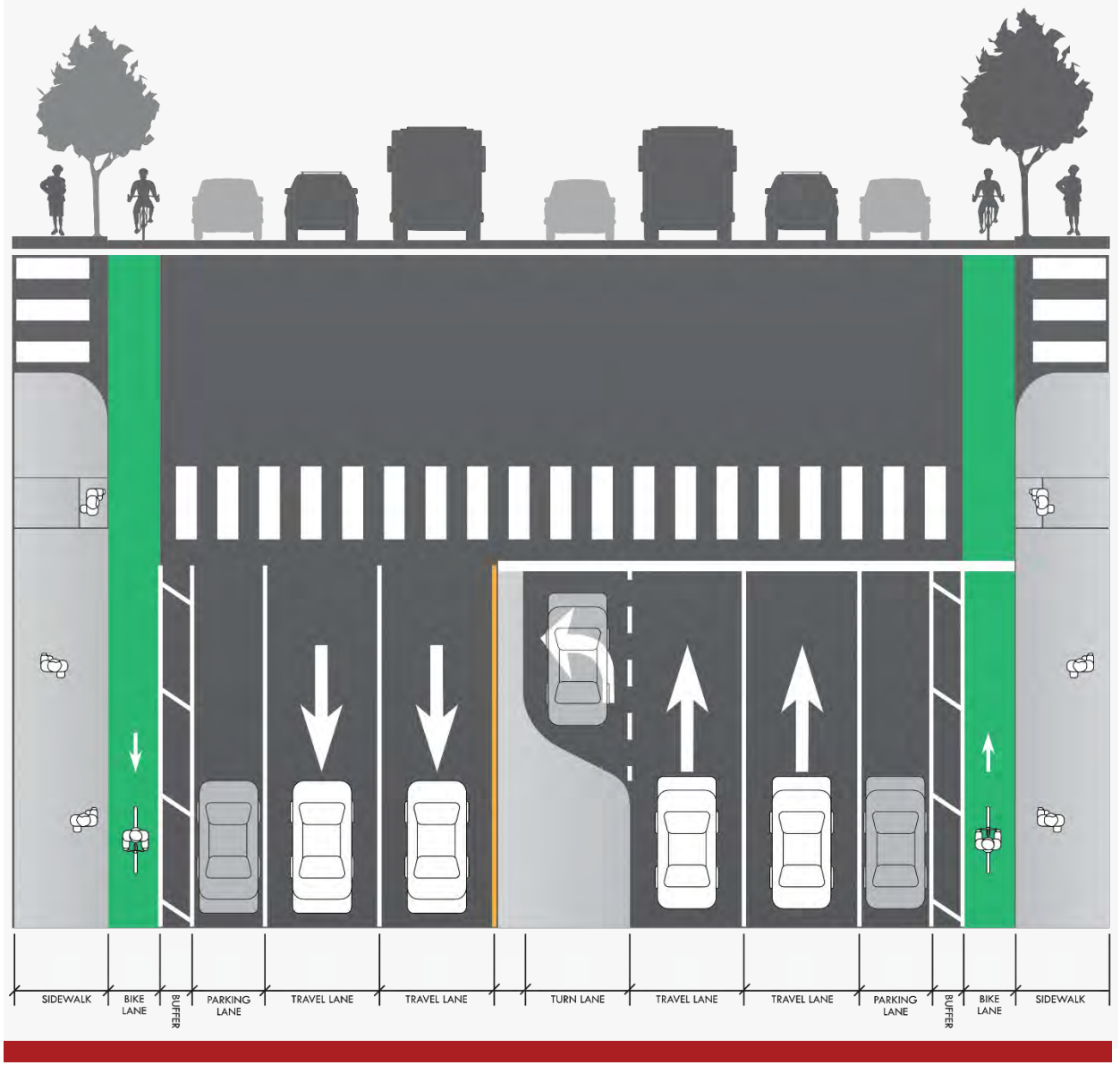
High-Intensity Major Arterial

Design Characteristics

- Moderate traffic speeds and moderate to high volumes
- Four 11' travel ways
- Left-turn lane/median
- Pedestrian crossing islands
- Protected bike lane: Locate bicycle facilities to the curbside where a buffer and the parking lane will add protection from moving vehicle traffic
- On-street parking

Recommendations

- Locate bicycle facilities to the curbside where a buffer and the parking lane will add protection from moving vehicle traffic
- Add pedestrian crossing islands to shorten crossing distances



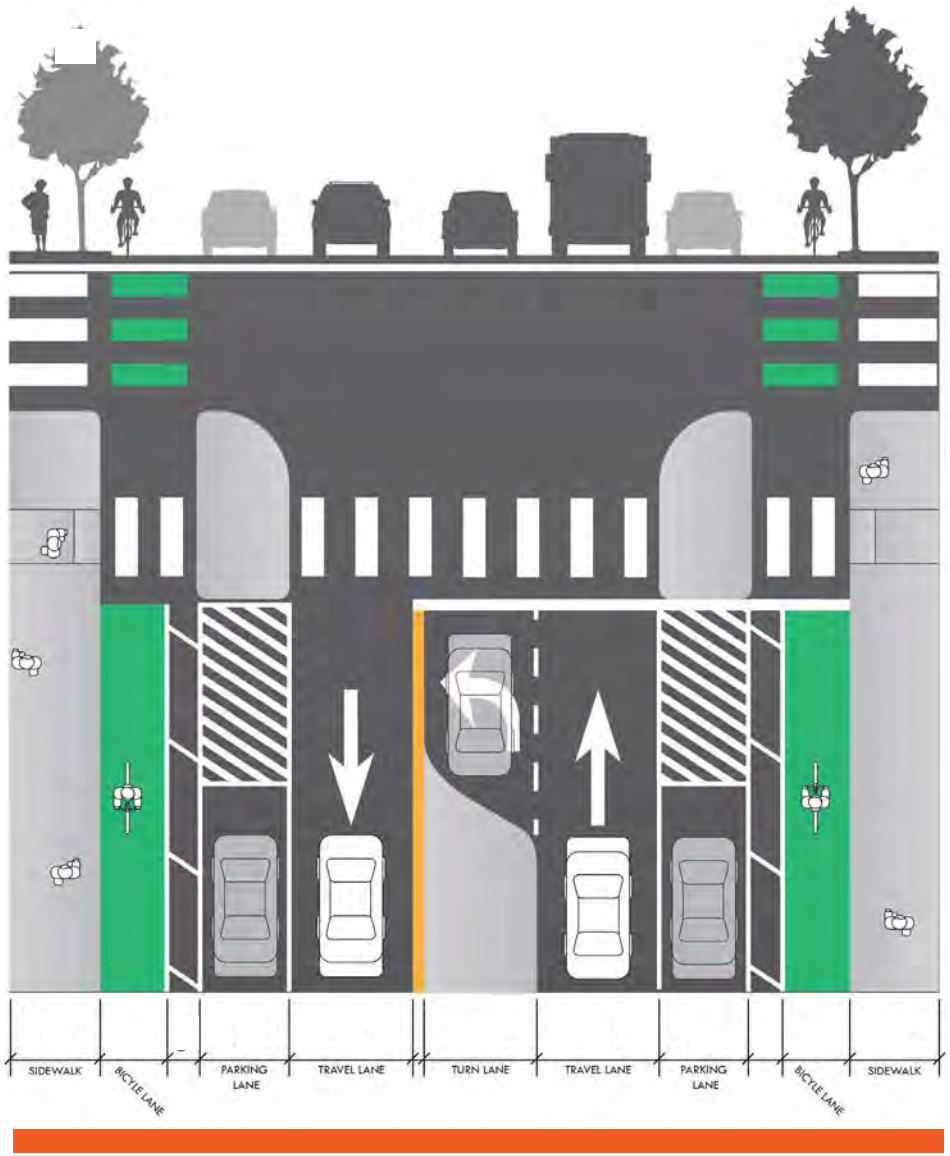
High-Intensity Minor Arterial

Design Characteristics

- Moderate traffic speeds and volumes
- Two 11' travel ways
- Left-turn lane/median
- Curb extensions
- Buffered or protected bike lane
- On-street parking
- Amenity zone

Recommendations

- Locate bicycle facilities to the curbside where a buffer and the parking lane will add protection from moving vehicle traffic
- Add curb extensions to shorten crossing distances and calm the speeds of right-turning vehicles



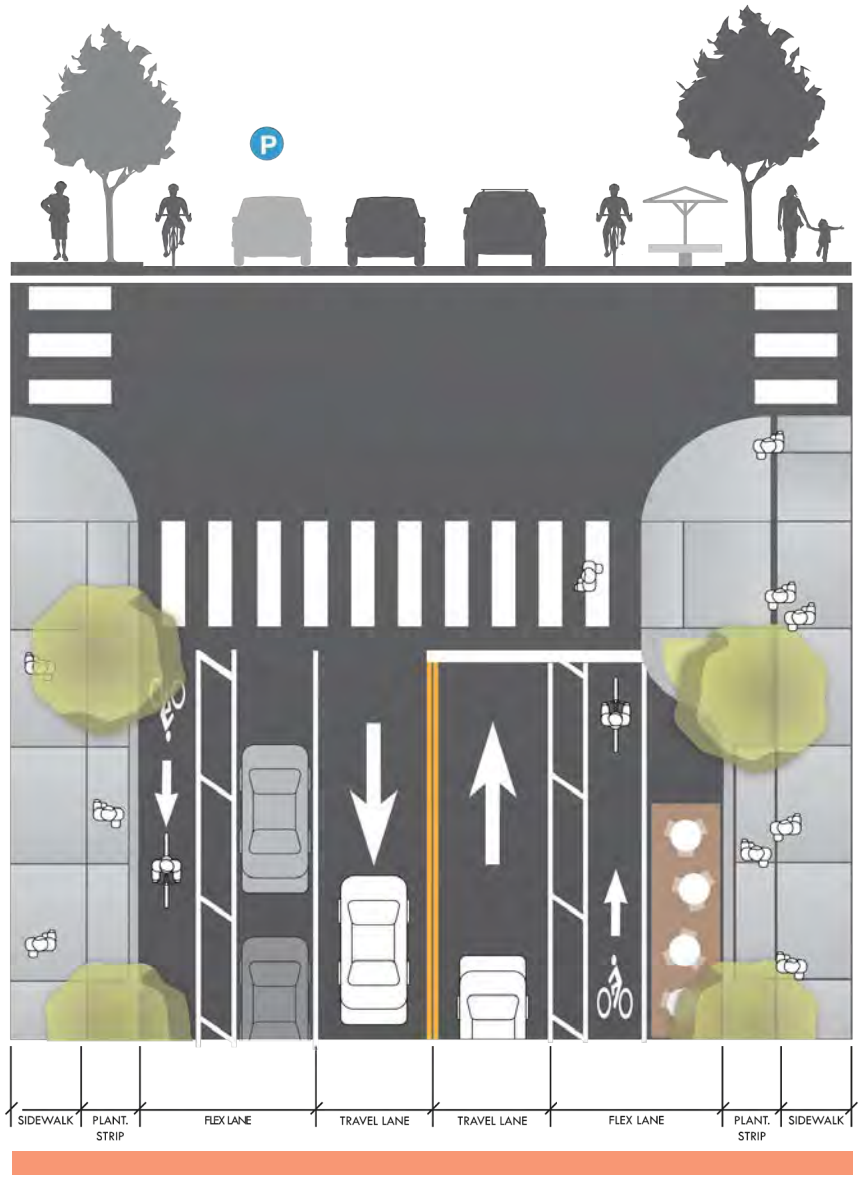
High-Intensity Connector

Design Characteristics

- Low-to-moderate traffic speeds and volumes
- Minimize automobile travel lane widths to increase room for bike and pedestrian traffic.
- Buffered bike lane
- Flex space (as described below)

Recommendations

- Designate the right-of-way space between the travel lanes and the curb as "flex" space that can be programmed with semi-permanent, interchangeable infrastructure according to context and/or need. Flex space should always include a buffered bike lane, but the remaining space could include:
  - Activated uses such as extra seating, interactive art/ activities, or parklets/platform or spaces to linger
  - Bicycle parking
  - Transit loading platforms placement of the lane within the space
  - Additional bicycle facility space
  - Motor-vehicle parking
- The location of the bike lane depends on the use of the remaining flex space.
- Activated uses or bike parking should be located adjacent to the curb, and the bike lane should be located adjacent to the activated use or bike parking, with a buffer between the bike lane and the travel lane.
- Motor vehicle parking and transit loading shall be located adjacent to the travel lane, and the bike lane shall be located adjacent to the curb. A buffer is required between bike lanes and motor vehicle parking.



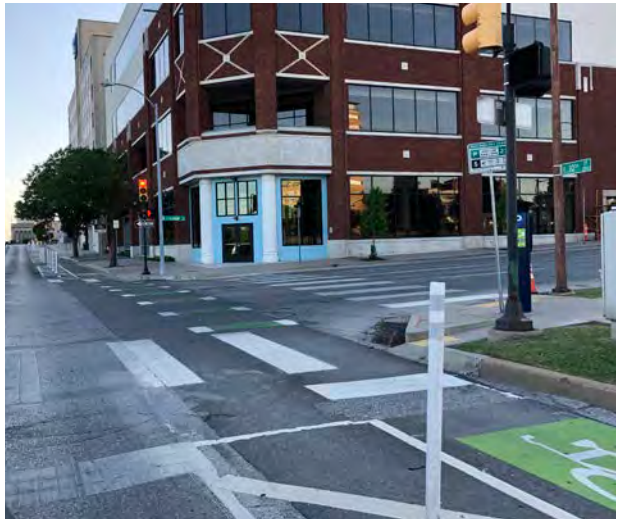
Medium-Intensity Connector

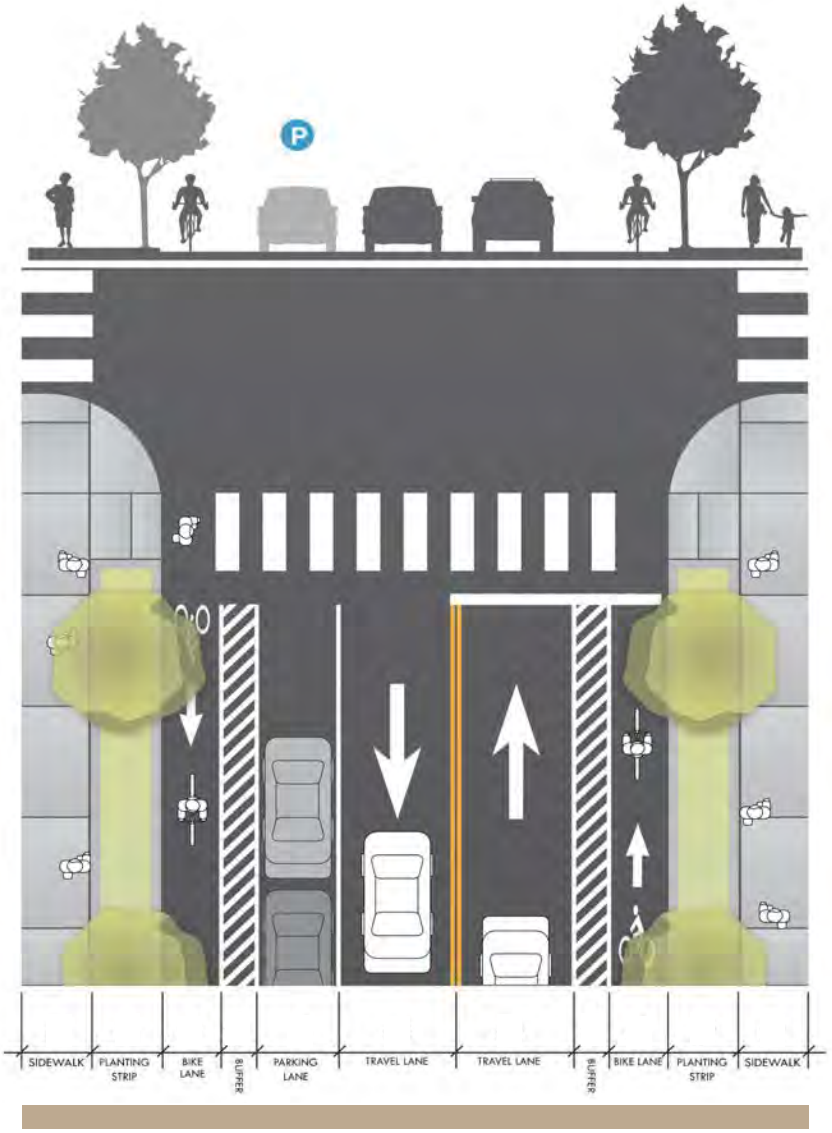
Design Characteristics

- Low-to-moderate traffic speeds and volumes
- Minimize automobile travel lane widths to increase room for bike and pedestrian traffic.
- Buffered bike lane
- "Flex" space

Recommendations

- Locate bicycle facilities on the curbside where a buffer and the parking lane will add protection from moving vehicle traffic





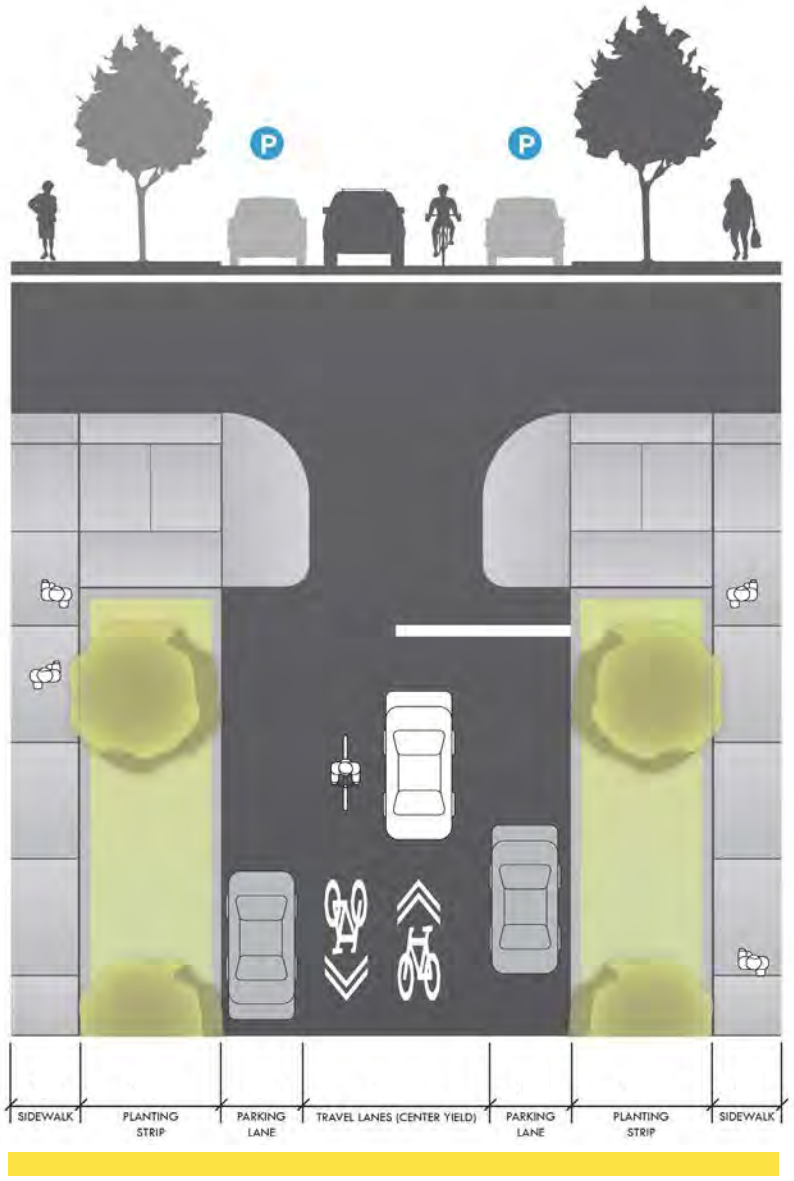
Neighborhood

Design Characteristics

- Low traffic speeds and volumes
- 16'-18' travel way (2 lanes, no centerline)
- Sharrows (bicycle routes with signage indicating that automobiles share the travel lane with cyclists) where appropriate
- On-street parking
- Curb extensions

Recommendations

- Leave travel lanes unstriped
- Locate sharrows centrally in the travel lane



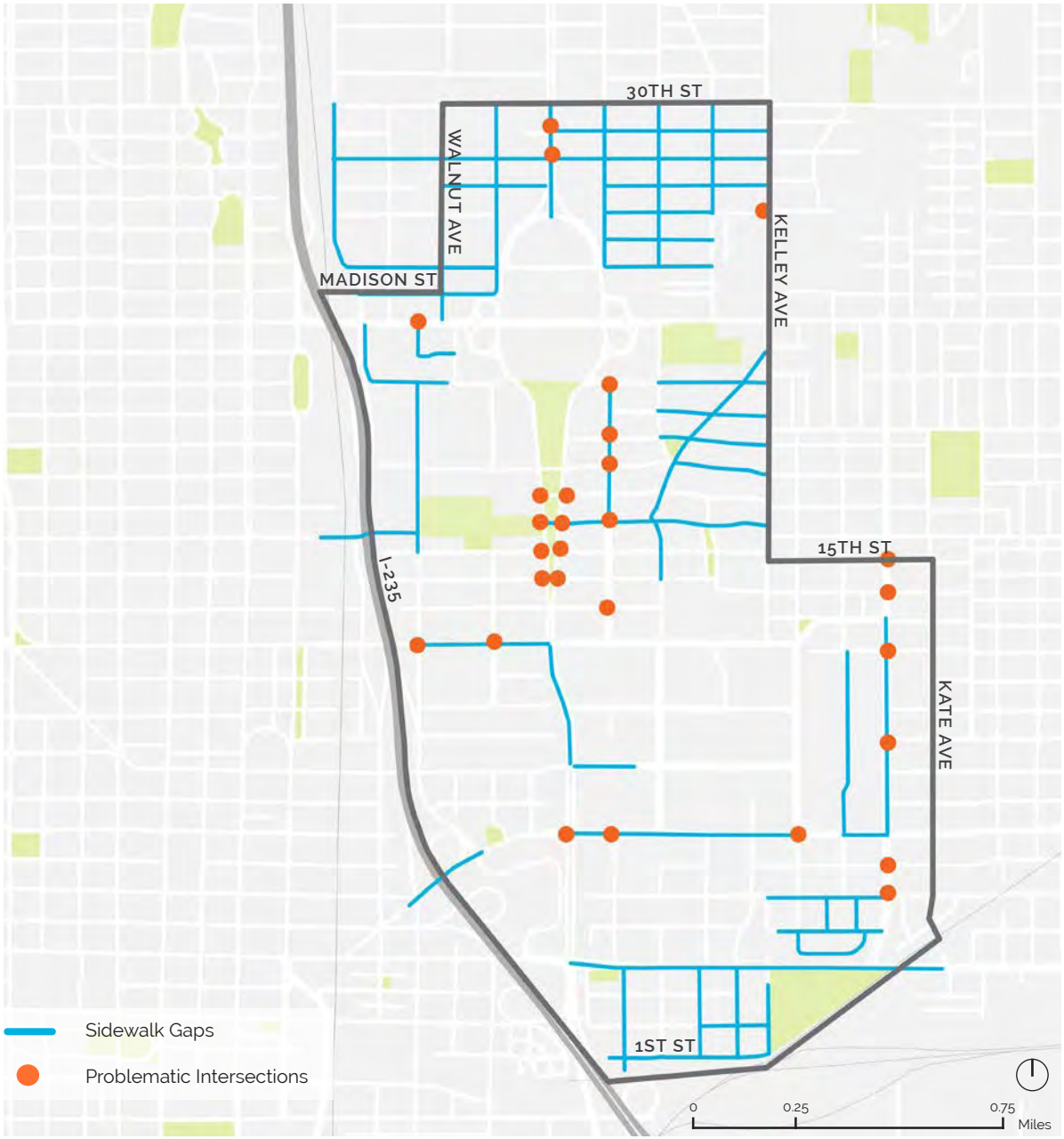
Pedestrian Connections

Just like the roadway network, the pedestrian network deserves the same level of availability. Gaps to be addressed can include missing sidewalks, as well as sidewalks with poor connectivity, including:

- Sidewalks on one side only on major roads with limited crossing opportunities
- Sidewalks that shift from one side of the street to the other too frequently or sporadically

Gaps also include potentially problematic intersections that currently do not feature any crossing facilities. These crossing facilities are proposed on roads that connect to important assets on site and receive high foot traffic. On the graphic to the right, sidewalk gaps are delineated in blue lines and potentially problematic intersections that currently do not feature any crossing facilities (such as crosswalks and push-to-walk buttons) are delineated in dots.

Proposed Pedestrian Connection Improvement



Key Bicycle Connections

Bicycle access to the study area should be provided with a strategic network of connections. These key connections should be designed to reflect both the land-use context of the corridor as well as the purpose of the connection from a mobility perspective.

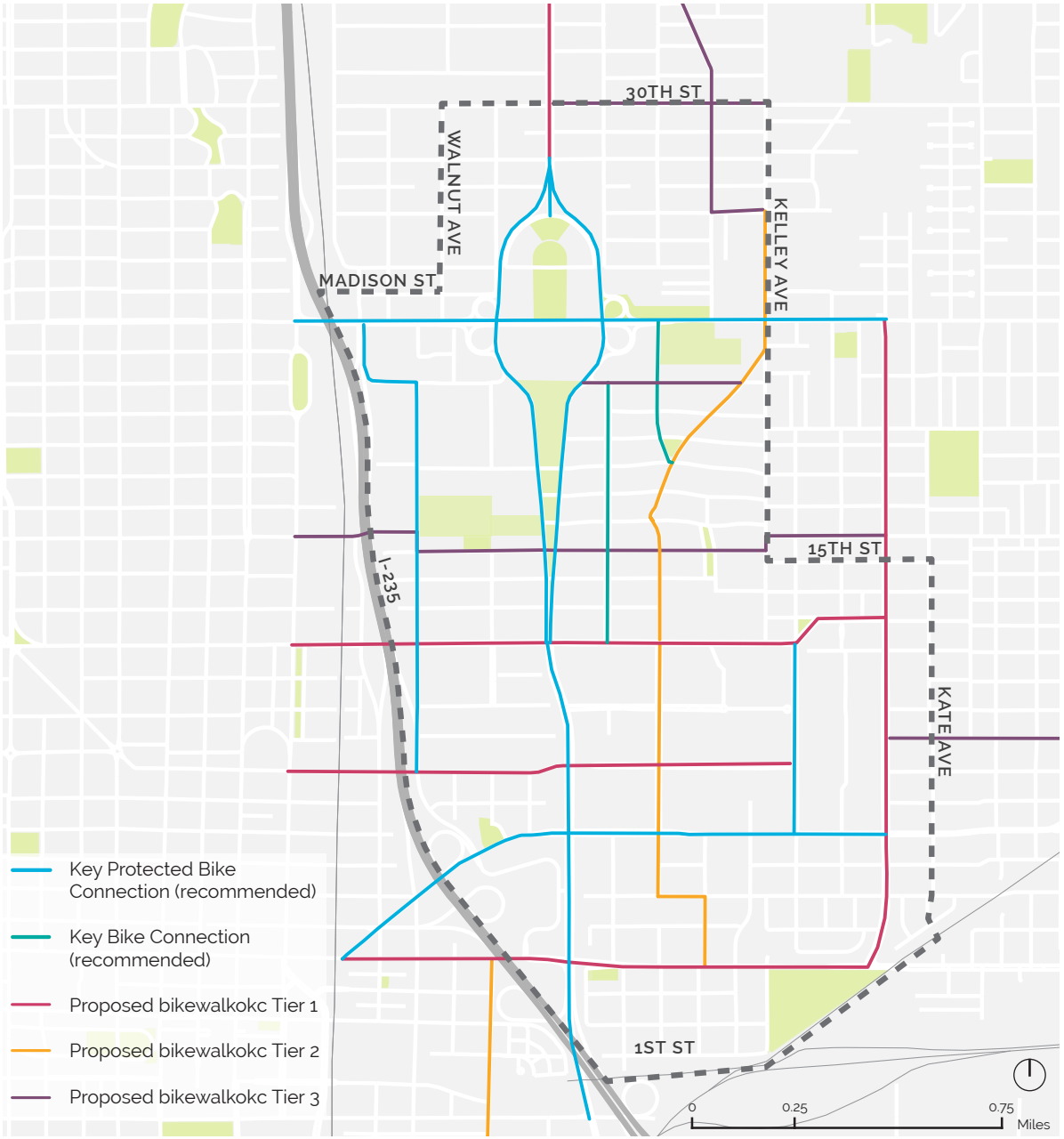
To provide a strategic bicycle network, the bicycle facility recommendations in the bikewalk**okc** plan should be completed. The facilities recommended fall into three tiers:

- Tier 1 – Protected bike lane preferred, separated multiuse trail if necessary
- Tier 2 – Protected bike lane if possible, conventional bike lane minimum
- Tier 3 – Conventional bike lane minimum, bicycle route (sharrows) minimum

In addition to the bikewalk**okc** connections, a selection of key bicycle connections along additional corridors is recommended, including:

- Protected connections on Lincoln Boulevard, 23rd Street, 8th Street, Stonewall Avenue and Walnut Avenue/21st Street
- Signed or sharrow-marked routes on Lindsay Avenue and on Phillips Avenue between 23rd Street and 18th Street

Proposed Bicycle Connections

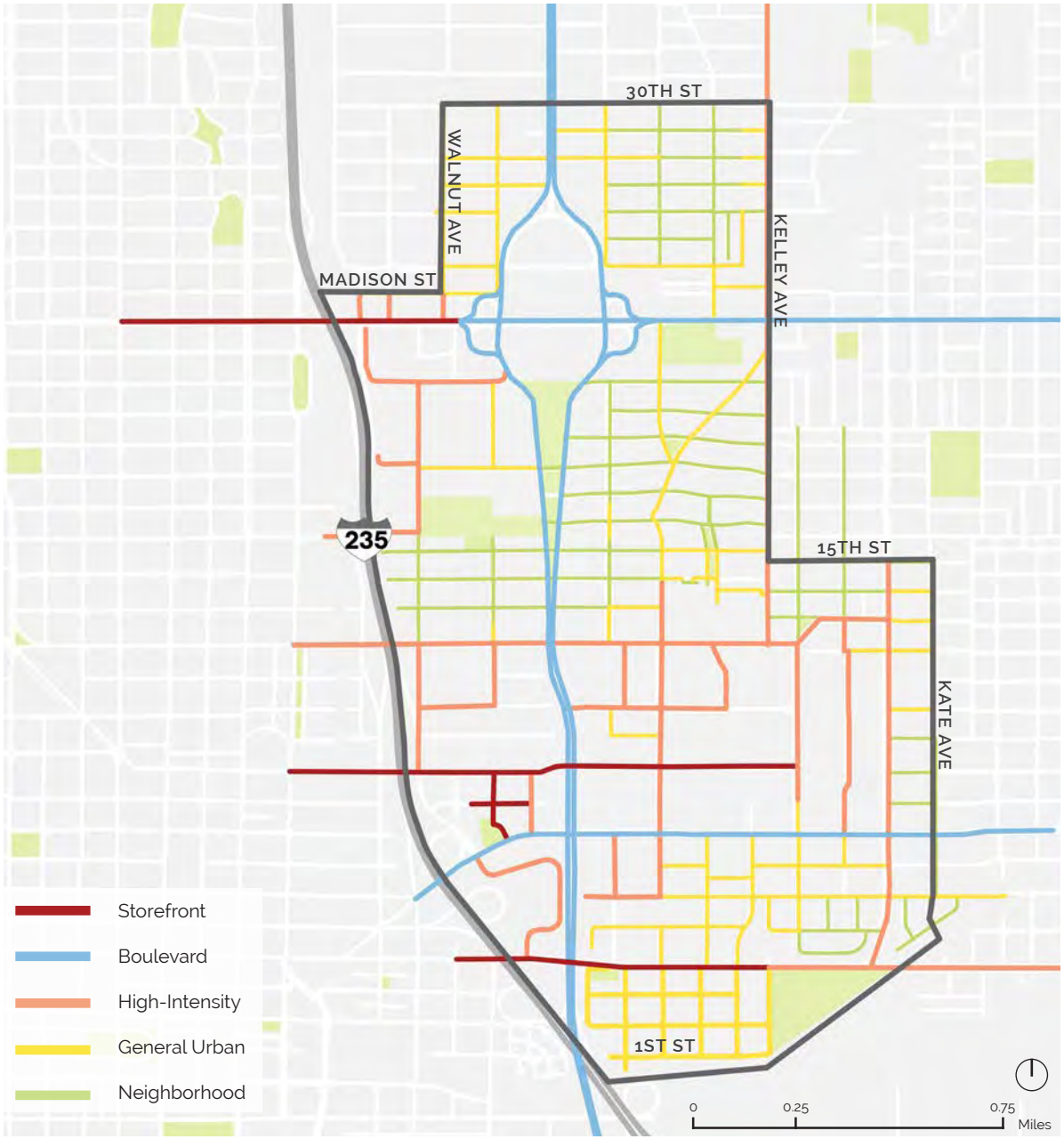


Pedestrian Zone Types

The Pedestrian Zone generally refers to the area between the property line and curb. The Downtown Development Framework identifies five different types of pedestrian zones. Applying the framework established in the DDF to the study area, the graphic to the right indicates the applicable pedestrian zone for each street. Refer to Section 3-3 Pedestrian Zone in the DDF to review the specific design guidance. The following are the Pedestrian Zone types:

- **Storefront** zone focuses on enhancing the spaces abutting commercial areas and are designed to carry the highest levels of pedestrian traffic and amenities
- **Boulevard** zones are along streets with high vehicular traffic and as such prioritize pedestrian safety and comfort
- **High Intensity** zones abut high density developments focussing on effective movement and comfort
- **General Urban** zones are the standard pedestrian zone used to accommodate medium to high pedestrian traffic
- **Neighborhood** zones are generally assigned to areas along smaller scale residential units with low to medium pedestrian traffic and have a residential feel

Propsoed Pedestrian Zone Types

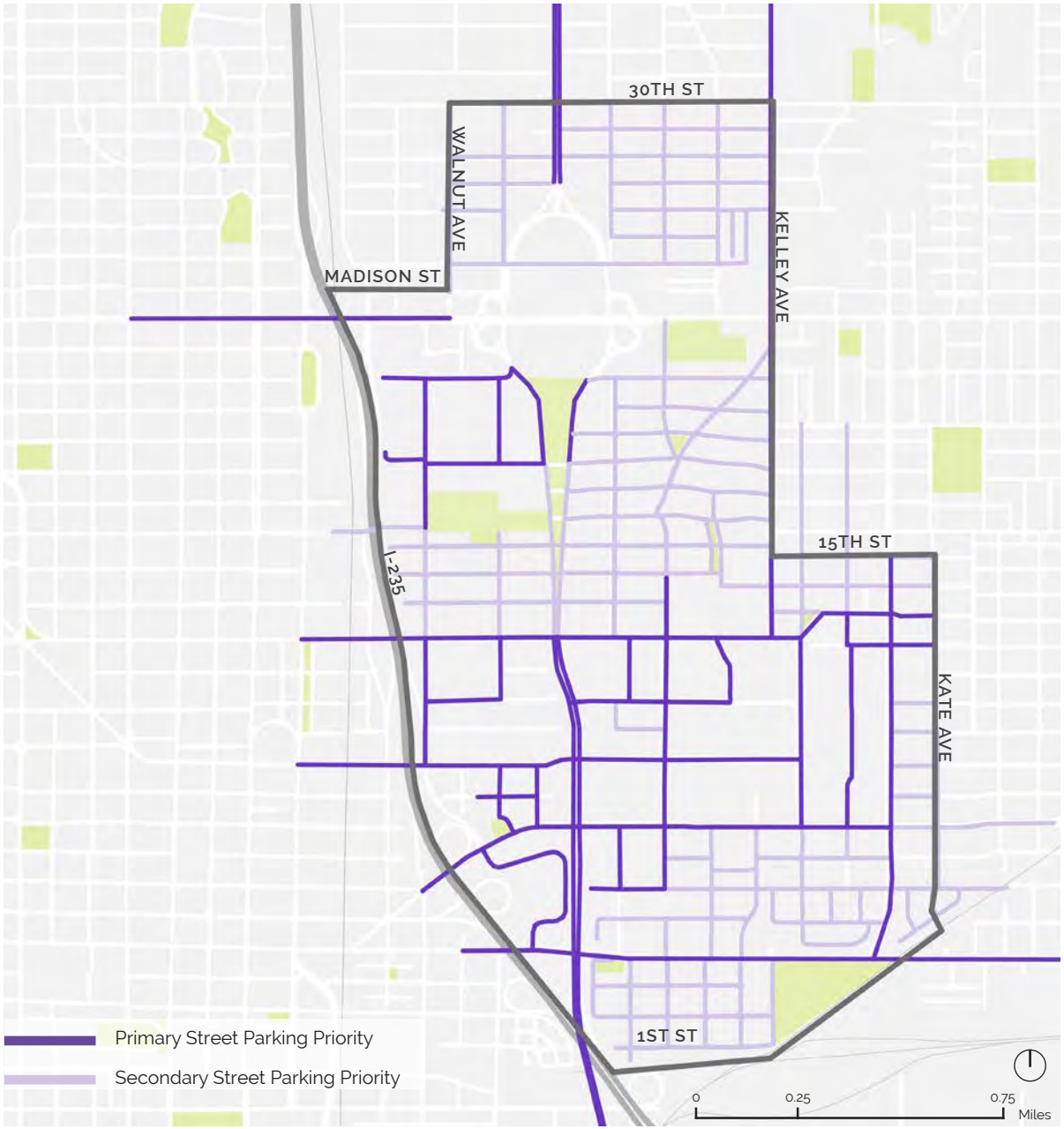


Street Parking Priority Types

The DDF assigns two priorities of on-street parking to various segments of the streets. The primary parking designation is assigned to segments with high priority of on-street parking. This prioritization will maximize the supply of parking to the greatest extent possible through creation and retention of spaces. Secondary parking priority is assigned to areas where parking is a priority, but where other components of the transportation network such as bicycle or transit infrastructure may take precedence.

Applying the framework established in the DDF to the study area, the graphic to the right indicates the applicable parking priority for each street. Within the study area, primary parking priority is designated to areas with presence of commercial uses and mixed-use developments in order to maximize access to these active spaces. Secondary parking priority is given to all streets within neighborhoods for creating the opportunity to improve multi-modal access for the residents within the area.

Proposed On-Street Parking



Transit Integration: Short-Term

The sections that follow detail short-term alternatives for providing transit access to the key trip generators in the study area. The short-term alternatives focus primarily on internal circulation between key trip generators, with extension options to provide service to the downtown Embark Transit Center and/or the residential neighborhoods to the east of the study area. The exception is an alternative that utilizes the existing bus transit network as-is.

Short-term alternatives include the following:

- Short Term Transit Alternative A: Existing Bus Service
- Short Term Transit Alternative B: OK Health Center Circulator Extension
- Short Term Transit Alternative C: All-Area Circulator
- Short Term Transit Alternative D: On-Demand Service

Embark operates existing bus service in the study area.

The Streetcar currently operates in the Central Business District east of I-235.

Short-Term Transit Alternative A: Existing Bus Service

Existing Embark services could be used to provide transit access to the study area in the short term, as there are several routes that make stops at or near one or more key trip generators. However, only one route (Route 24 Norman) provides direct service to all the key trip generators in the Innovation District area and Capitol area and is also the only route that currently provides direct access to the core of the Innovation District. Route 24 also runs only one trip per day per direction that makes stops in the study area. As a short-term solution, work with Embark to increase the frequency of Route 24 to increase the availability of transit options in the study area.

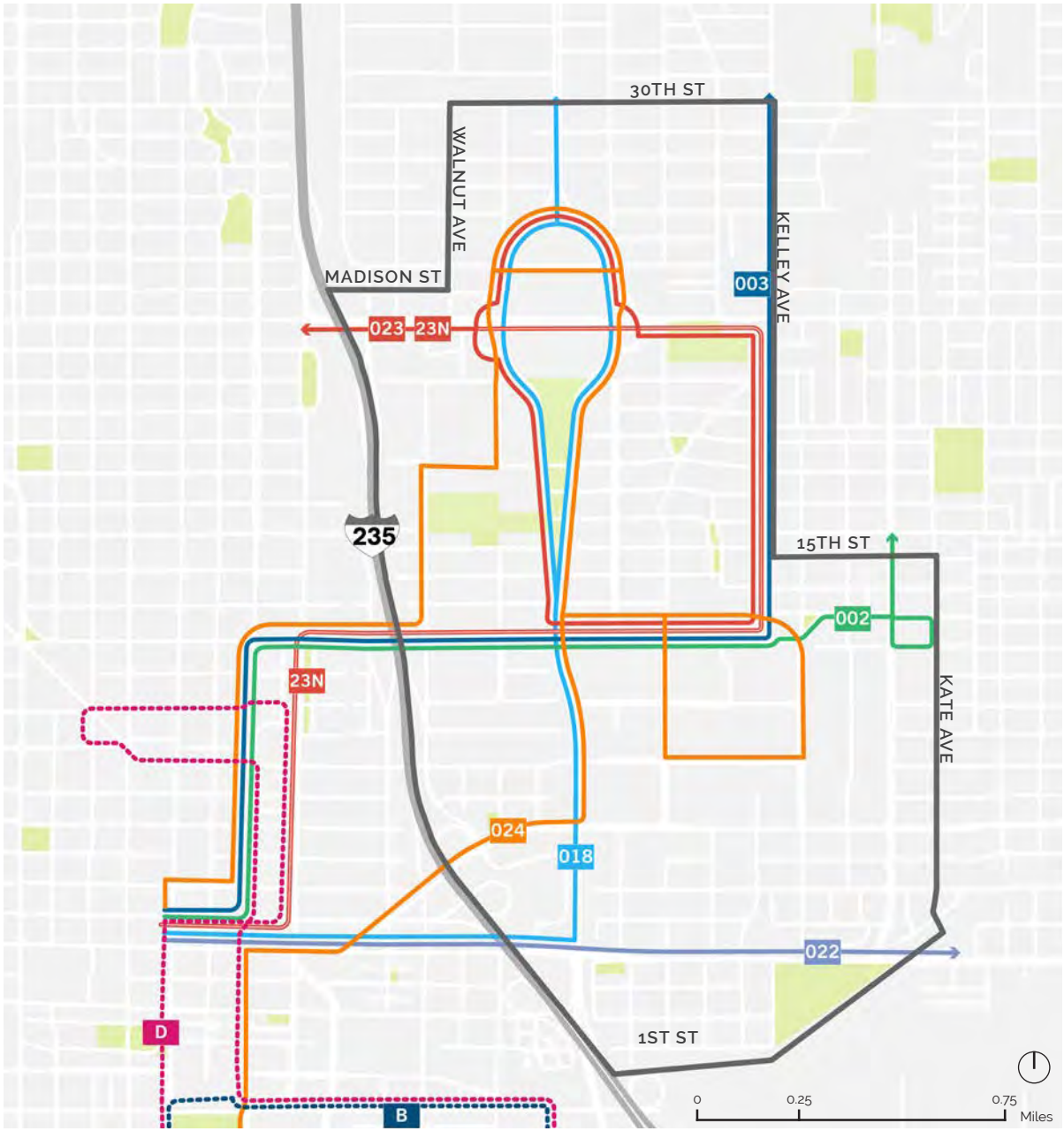
Embark Bus Routes

- 002 - Coltrane
- 003 - N Kelley
- 018 - Lincoln
- 022 - Martin Luther King
- 023 - 23rd Crosstown
- 023N - 23 Crossrown Night
- 024 - Norman (proposed increase in frequency)

OKC Streetcar Routes

- D Line (Mon - Thu)
- B Line (Fri - Sat)

Proposed Enhancements To Existing Embark Bus Service



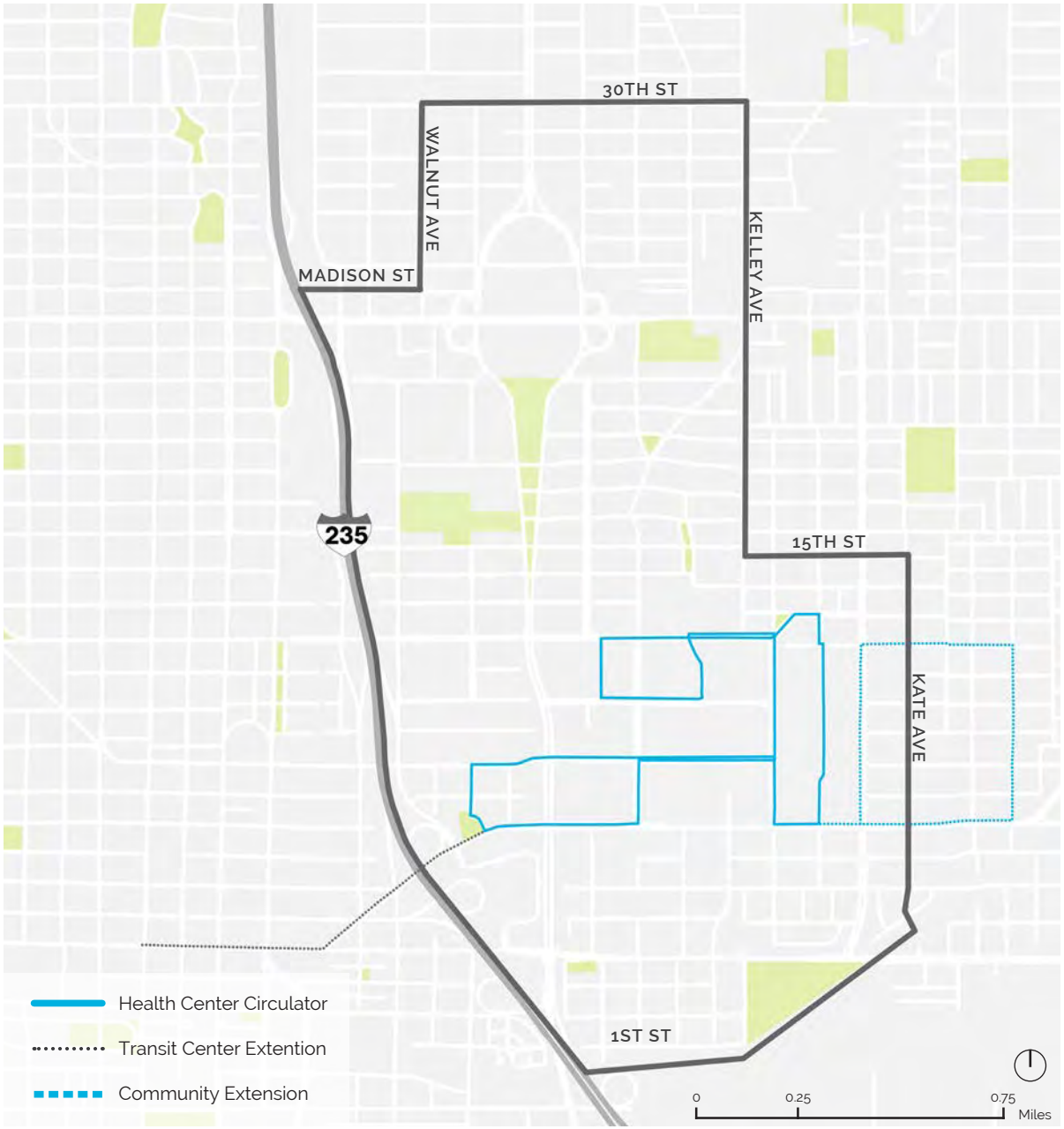
Short-Term Transit Alternative B: OK Health Center Circulator Extension

The primary route of this alternative is an expansion of the existing Health Center shuttle route into the Innovation District area. This alternative provides service to the key trip generators within the Innovation District but does not serve the Capitol environs.

There are two further extensions of the route that can operate full-time or at strategic intervals as necessary (e.g. during a.m. and p.m. peaks, midday hours, etc.), or on an on-demand basis, if feasible:

- **Transit Center Extension**
  This extension would provide the key transfer necessary for potential users to access the area via transit. The extension would ideally operate during a.m. and p.m. peak hours or be incorporated into the full service as demand dictates.
- **Community Extension**
  Provides a key link between the study area and the residential neighborhood to the east. This neighborhood is currently disconnected from the study area by the barrier created by the parking lots along Lottie Avenue between 8th Streets and 13th Streets, as well as the lack of transit options available to the neighborhood.

Proposed Extension of Health Center Circulator



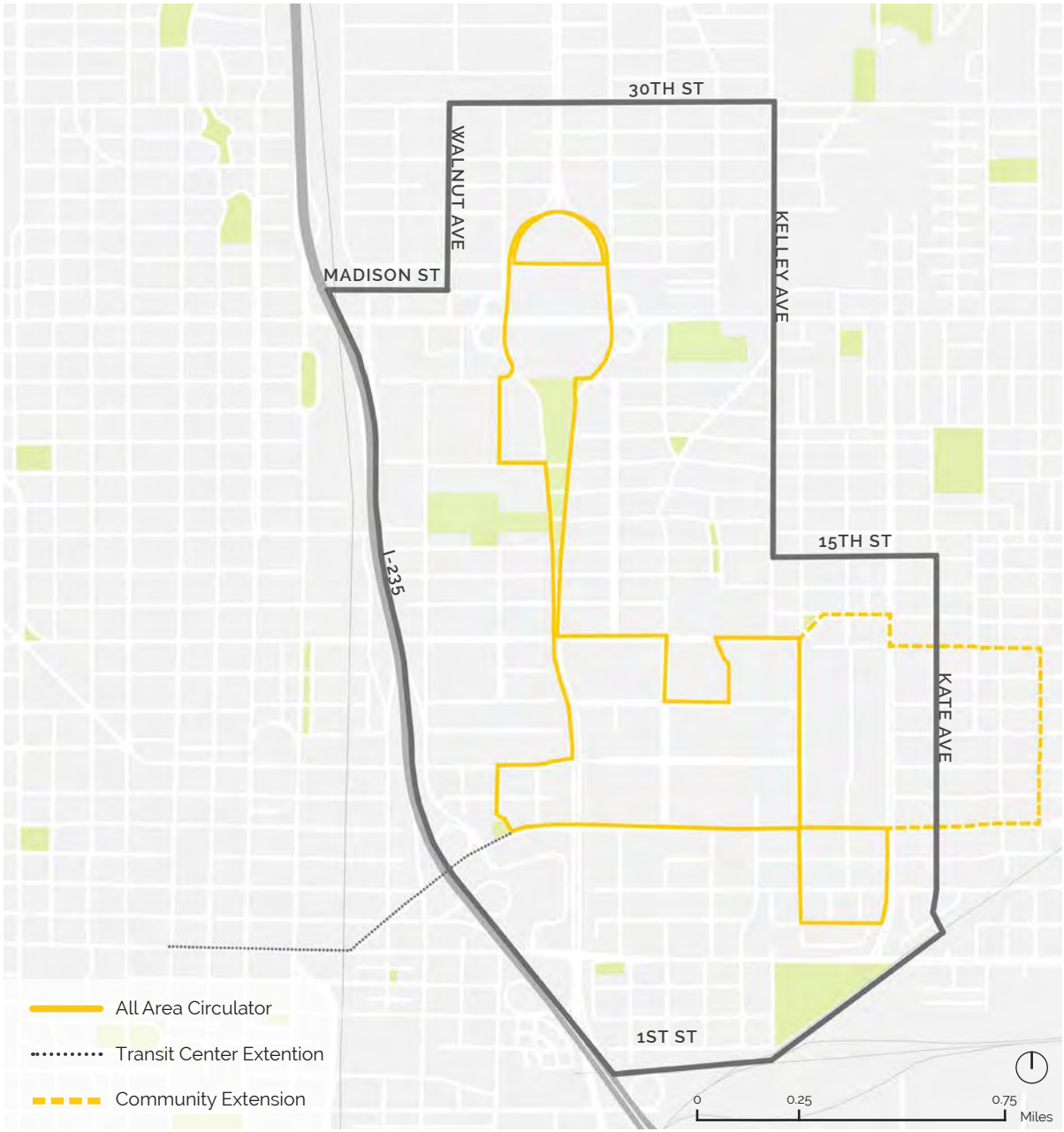
Short-Term Transit Alternative C: All-Area Circulator

The primary route of this alternative provides service to the key trip generators in the Innovation District and Capitol Environs. This route closely resembles Embark bus Route 24 to Norman (which runs only one trip per day per direction that makes stops in the study area).

There are two further extensions of the route that can be run full time, or at strategic intervals as necessary (e.g. during AM and PM peaks, during midday hours, etc.), or on an on-demand basis, if feasible:

- **Transit Center Extension**
  This extension would provide the key transfer necessary for potential users to access the area via transit. The extension would ideally operate during AM and PM peak hours or be incorporated into the full service as demand dictates.
- **Community Extension**
  Provides a key link between the study area and the residential neighborhood to the east. This neighborhood is currently disconnected from the study area by the barrier created by the parking lots along Lottie Avenue between 8th Street and 13th Street, as well as the lack of transit options available to the neighborhood.

Proposed All Area Bus Circulator



Short-Term Transit Alternative D: On-Demand Service

On-demand service has its roots in traditional paratransit service (sometimes referred to as dial-a-ride or demand-response) and taxi service and refers to mobility services that allow a user to schedule a ride at the time of their desired trip, usually using a smartphone app, rather than by making a reservation for a ride several hours or days in advance. Unlike typical fixed-route bus or shuttle services, an on-demand service does not operate on a predetermined schedule and allows users to indicate where they want to be picked up and dropped off rather than adhering to a specific route alignment and set of stops. This provides users with more flexibility for passengers, and in areas with similar land use and demographic characteristics as the less-dense areas of the Innovation District, may be a more effective way to provide convenient transportation for short trips.

On-demand service may be provided as individual or shared rides, and may be provided by:

- A public operator (such as Embark)
- Private operators including taxis and ride-hail companies such as Uber or Lyft
- Privately run shuttle services

Bicycle Parking: Dedicating curbspace for bicycle parking and on-demand vehicle services improves safety, expands choice, and reduces parking demand.

App-based on-demand services allow users to hail rides and track vehicles with a smartphone. These services can potentially support a variety of objectives, including (but not limited to): replacing bus service, providing services outside of fixed-route transit operating hours, connecting to mass transit or demand generators, and serving community amenities. They can operate under a variety of service models such as:

- **Zone-based Model:** In a zone-based model, on-demand connections would be provided within a defined service area. The service area could be the whole study area or multiple subdistricts (e.g. a Capitol environs, Innovation District, etc.)
- **Hub-based Model:** A hub-based model provides trips to and from specific locations or areas. For example, on-demand connections could be made to the centers of the Innovation District (Stiles Circle), Health Center (Phillips Avenue/Young Boulevard), or Capitol environs (NE 21st Street/Lincoln Boulevard).
- **Corridor-based Model:** In a corridor-based model, on-demand rides are provided along corridors not served by transit or outside of fixed-route transit operating hours to fill gaps in service. Potential corridors for this model include 8th Street, 10th Street, Stonewall Avenue, Phillips Avenue and Stiles Avenue. These could potentially advance transit and connections to Automobile Alley and the Central Business District.
- **Hybrid Model:** A hybrid model is like a zone-based model but can be adjusted to include specific destinations outside of the zone. If the zone-based model, for example, provided connections between any two points within the Innovation District, the hybrid model would allow those connections, plus connections to other important destinations outside the zone (e.g. a neighborhood hub east of the study area).

Establishing a framework for on-demand services can lay the foundation for future advanced transit options such as autonomous mobility.

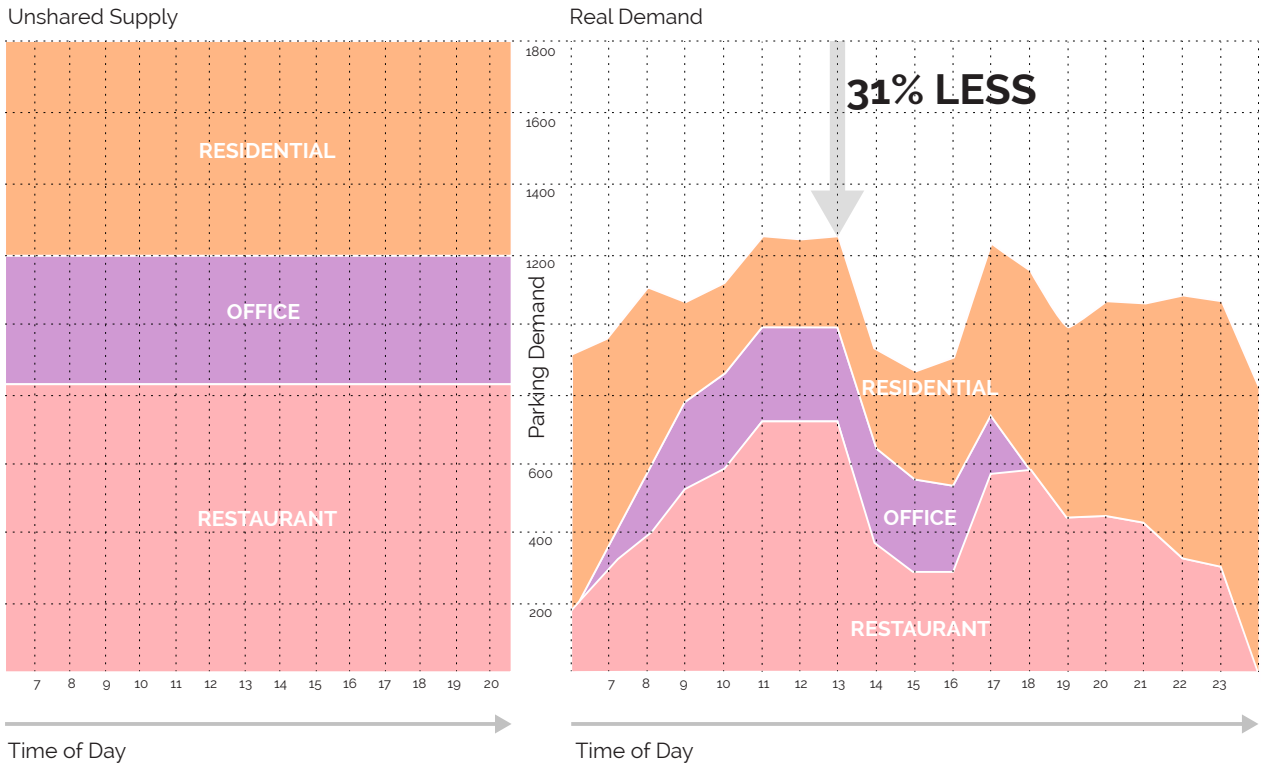
Models of Short Term Transit Alternative D : On-Demand Service

Shared Parking

The High-Intensity Mixed-Use and Commercial Corridor areas present an opportunity to implement a shared-parking approach that will reduce the parking supply needed and thereby reduce the number of vehicle trips and vehicle capacity needed. Shared parking is the concept of using the same parking spaces for two or more different land uses at different times, as peak parking demand hours often differ among land uses, even in the same adjacent developments. A shared parking approach is built upon two foundational parking demand principles - Staggered Peaks and Internal Capture.

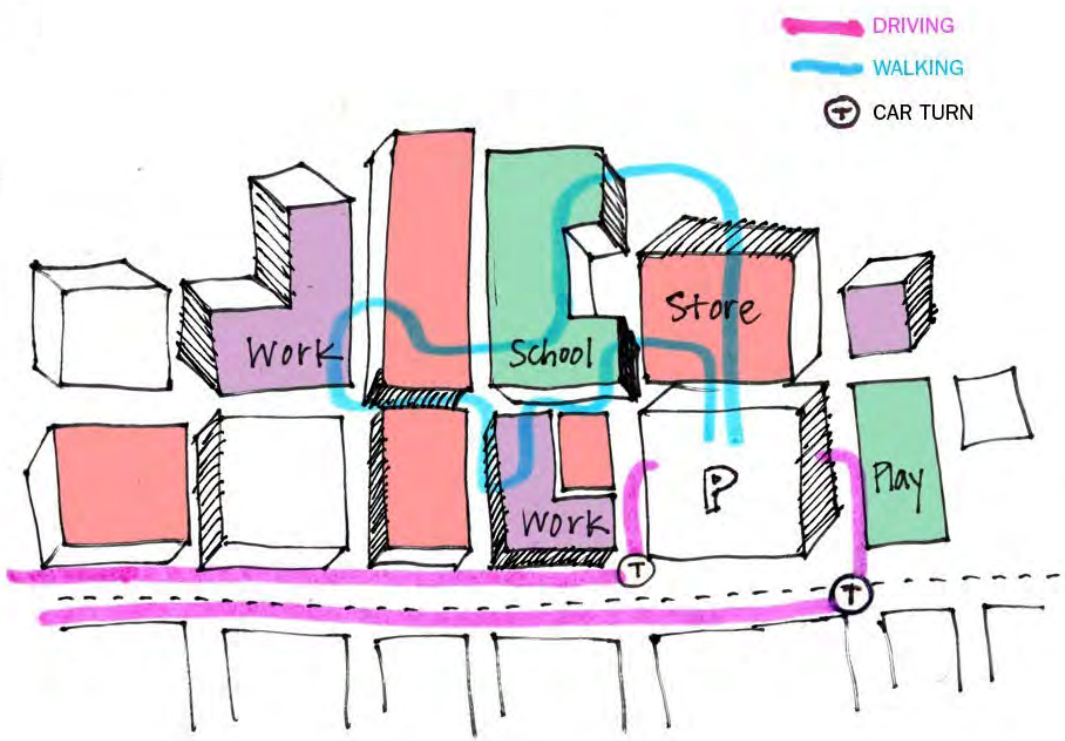
Staggered Peaks

Demand for parking varies by use throughout the hours of a day and days of a week. Office space generates parking demand during traditional weekday business hours. Parking for residential housing is often highest overnight as many residents use their cars during the day. Parking demand generated by restaurants is highest during meal times and into the evening. When parking is shared between multiple uses, the aggregated parking demand by time of day is less than the total if programmed separately for each use.



Internal Capture

A single parking space that is used for one use at a single time may also serve another use at the same time simply by virtue of the ability to walk to a second destination after parking at the first destination. As illustrated in the figure to the right, an individual may park in an off-street facility, stop by a store for breakfast, attend class in the morning, walk to work after class and pick up clothing at a dry cleaner in a mixed-use building before leaving the area. This eliminates demand for one parking space each at the store, the class, the employer and the dry cleaner. Mixed-use areas naturally promote this type of shared parking which eliminates the need for many redundant parking spaces.



Example of Internal Capture: Since most of the spaces are within walking distance of one another, mixed-use areas usually have shared parking facilities.

Transportation Demand Management

To effectively reduce the number of personal vehicles accessing the Innovation District, the parking strategy must be developed in tandem with a Transportation Demand Management (TDM) strategy. TDM consists of transportation or land use related intervention measures that optimize the available transportation network services and infrastructure by encouraging the use of more space-efficient travel modes, or avoiding vehicular trips altogether. Typically, TDM strategies are more cost-effective than the capital investments and resulting maintenance associated with increased roadway for parking capacity.

Following is a range of possible district-level appropriate TDM strategies that could be considered using both transportation and land use approaches. The specific elements and implementation of a TDM strategy would ultimately depend upon the development projects in the district.

Car-light Planning

Strategically plan and arrange land uses and developments to maximize internal capture.

- Limit the number of parking spaces to match the complete network of access options.
- Encourage carpooling and multi-modal travel to activity areas and parks.
- Establish a car sharing program.
- Provide circulator shuttle that connects to primary activity centers and transit options.
- Implement micromobility (e.g. bike and scooter) sharing programs.
- Provide secure bike parking throughout the district.
- Provide centralized locker locations for personal package deliveries.
- Allocate front-door curbside space for ride-hailing pickups and dropoffs.
- Locate transit stops near parking facilities.

Parking Management

Manage parking in a manner that ensures efficient use of parking facilities and reduces the need to build more parking than recommended.

- Share parking between complementary uses.
- Prioritize curbside parking management for higher-value uses such as service vehicles, deliveries, customers, quick errands, and people with special needs.
- Eliminate parking minimums.
- Provide remote parking facilities off-site or in the outer areas.
- Charge users and/or providers directly and strategically for using parking facilities.
- Use charging techniques to make pricing more convenient and cost effective.
- Provide financial incentives to shift mode, such as transit subsidies.
- Unbundle the cost of parking from rent, or sell access to parking facilities separately from building space.
- Change tax policies to support parking management and mobility goals.
- Provide ample, quality, situationally appropriate bicycle storage and changing facilities.
- Insure that parking regulation enforcement is efficient, considerate, and fair.

Right-of-Way Allocation
Maximize the amount of right-of-way space devoted to non-motorized modes and transit, and minimize or eliminate dedicated single occupancy vehicle (SOV) travel lanes and parking spaces in the right-of-way where possible.

Traffic and Access Management
Manage traffic and access in a way that starts by letting people walk within the district, reduces traffic speeds and improves the experience of non-SOV modes.

- Incorporate vehicle use restrictions
- Provide traffic calming measures
- Reduce traffic speed
- Utilize car-free planning (the reduction of motorized spaces and conversion of parking lots to public spaces)
- Prioritize pedestrian and bicycle-oriented design

Strategic Roadway Connectivity
Maximize the density of connections, and the directness of links, with short links, frequent intersections, and minimal dead-ends. Also, enhance connectivity for preferred modes by providing more frequent connections and ensuring connection opportunities through areas that are otherwise closed to SOV's.

Pricing, Investment and Reinvestment
Reduce fees for higher priority modes and increase prices for lower-priority modes. Provide more funding for higher priority modes.

- Analyze and reallocate parking pricing
- Incentivize ride-hailing pool
- Utilize commuter financial incentives including discounted transit passes and bike/scooter-share memberships
- Utilize traffic mitigation incentives such as transit subsidies to shift predominant mode
- Incorporate district-wide mobility funding that develops comprehensive programs with mutually reinforcing services, so all employees, residents and visitors have access to all modes

Long-Term Transit Alternative: OKC Streetcar Extensions

The long-term alternative provides options to extend streetcar service into the study area to access key trip generators. The lines identified could also be served by autonomous shuttle or Bus Rapid Transit. There are two Oklahoma City Streetcar extension options that could serve the key trip generators of the study area as development fills in:

- Innovation District extension along 8th Street, Stonewall Avenue, 13th Street and Lincoln Boulevard.
- Capitol Complex extension along 23rd Street. This extension would serve two—and potentially serve all three—of the plan**okc** Transit Oriented Development Zones planned for 23rd Street.

Proposed Extension of Streetcar

Proposed

Innovation District Extension

Capitol Complex Extension

Existing

OKC Streetcar Downtown Loop

OKC Streetcar Bricktown Loop

Proposed Streetcar Extensions