

## Chapter 4. Land Use

### 4.1. Purpose

The land use component of Edmond Plan, 2018 is designed to capture and augment, where appropriate, the desired character and context of our community, including accommodating a wider diversity in the built environment where appropriate. Using the Plan Categories described and mapped in this Chapter will provide the opportunity for integrated developments that have harmony of design and variety of function. The Plan Categories synthesize approximately 50 types of land use descriptions from the previous version of the comprehensive plan by compiling the purpose, character, and context from those descriptions and using that information to create an even more valuable resource regarding development throughout Edmond. Each Plan Category includes a description and context, expectations regarding building types, transportation, circulation, access, utility provisions, public space types, and site design considerations where applicable. This information should be used to both predict the future character of an area, and to enhance and evaluate site-specific development proposals.

Interested stakeholders, including applicants, City staff, City Council, Planning Commission, other boards, committees, or commissions, and community members should use the information provided in each Plan Category to help inform their priorities and decisions about activities that involve our community's built environment and the policies that impact our quality of life.

### 4.2. Goals

It is vital that Edmond Plan, 2018 include goals that are relevant and provide a useful means to align the various plan components – challenges, assets, visions, policies, and recommendations – to one another. The Goals related to Land Use are shown below and reflected throughout the remaining portions of this section as well as plan implementation.

Designation	Goal
GLU01	Edmond will create, protect, and preserve a diverse community comprised of stable and robust neighborhoods, commercial districts, industrial sites, and special areas designed to offer a harmonious blend of housing, employment, shopping, entertainment, recreation, education, and cultural experiences.
GLU02	Edmond will have a variety of housing types and densities that meet the needs of all members of our community, ensure compatibility with nearby structures, and continuously improve the quality of our neighborhoods.
GLU03	Edmond will welcome redevelopment and infill projects in its urban areas that 1) respect the character of nearby features, 2) gracefully integrate into their surroundings, and 3) ensure the long-term health of the area by providing missing components.
GLU04	Edmond will create new neighborhoods and districts with land use patterns that easily support active transportation modes and are safe for people of all ages and abilities.

<b>Designation</b>	<b>Goal</b>
GLU05	The City of Edmond will use its ability to provide efficient and high quality services as a means to catalyze and support more intense development in strategically important locations.
GLU06	Edmond will clearly define those valuable characteristics associated with a rural development pattern and lifestyle and will take actions to protect them from degradation.
GLU07	Edmond will enhance its valuable natural resources including remnant forests, urban tree canopy, prime farmland, and riparian areas.
GLU08	The City of Edmond will plan, design, construct, and rehabilitate public facilities that use and demonstrate best practices and significantly contribute to a highly functional and attractive public realm.
GLU09	Downtown will become a healthy, vibrant walkable urban neighborhood because it is a great place to live, work, eat, play, shop, and learn.
GLU10	I-35 will be a vibrant commercial corridor that attracts visitors and employers from across the region acting as both a gateway to Edmond and a feature that binds our community's fabric.

### **4.3. Plan Categories**

The following Plan Categories provide details needed to understand and implement the development pattern envisioned by Edmond Plan, 2018 and its supportive visioning and planning projects. They both build on what has come before and reflect our community's preference for livable special places that we can embrace.

#### **4.3.1. The Rezoning Process**

While the comprehensive plan has no regulatory authority of its own, it should provide clear and concise guidance for a variety of regulatory matters such as zoning. To help accomplish this function of the comprehensive plan, each Plan Category lists each of the City's zoning districts and classifies them as to their appropriateness using a standard "stop light" approach.

"Green Zoning Districts" are generally the most appropriate for the applicable Plan Category because they have closely aligned purposes. A rezoning application to one of the "green" zoning districts is likely to receive favorable recommendations throughout the application review process.

"Yellow Zoning Districts" should be treated with caution. These zoning districts may have components that can fit into the applicable Plan Category, but only under certain conditions. A series of performance standards accompany each Plan Category and should be used to evaluate development-related proposals, especially those that involve the "yellow" zoning districts. A rezoning application to one of the "yellow" zoning districts should receive additional scrutiny during the application review process and applicants are expected to be able to provide details about how their proposal meets the context and performance criteria of the applicable Plan Category.

“Red Zoning Districts” do not meet the character and context of the applicable Plan Category. A rezoning application to one of the “red” zoning districts will be extremely unlikely to receive favorable recommendations throughout the application review process. If conditions have changed in such a way that these zoning districts should be re-evaluated, an amendment to the Edmond Plan may be necessary.

#### **4.3.2. Plan Category Map**

[Plan Category will be inserted here]

**4.3.3. Open Space**

DESCRIPTION AND CONTEXT	Relatively large areas appropriate for unmodified natural lands, flood plains, large parks (>30 acres), platted common areas larger than a few acres that provide multiple benefits (storm water management, recreation, tree preservation, interconnected habitats, etc.) to nearby areas, and major trail system components.
BUILDING TYPES	Small single-story structures designed to support the primary function as a recreation or natural amenity
SITE DESIGN	N/A
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Roads, streets, transit, sidewalks, and trails all have a role to play in maximizing access to these community resources. Within the Category itself, small access roads, multiuse trails, and walking paths provide both access and recreation functions.
UTILITY ACCESS	Some structures may require water and sewer service. Electricity for lighting and basic building functionality (lights, security, cleaning equipment, etc.) may be appropriate in some open spaces.
PUBLIC SPACE TYPES	All types and sizes of parks, trails, playgrounds, native ecosystem areas, pavilions, and passive and active recreation spaces are accommodated and appropriate.
GREEN ZONING DISTRICTS	PUD
YELLOW ZONING DISTRICTS	G-A
PERFORMANCE CRITERIA	>85% pervious cover; >75% existing canopy preserved*
RED ZONING DISTRICTS	There is not an “open space” zoning district for medium to large areas like those described and in envisioned in this Plan Category.

\*e.g. Hafer Park and Pelican Bay occupy 91 acres, 6 acres of which are impervious resulting in ~93% pervious coverage

**4.3.4. Agricultural**

DESCRIPTION AND CONTEXT	Areas well-suited for agricultural activities including farming and/or ranching at a variety of scales. Often these areas are flood plains underlain by Prime Farmland (as defined by the Natural Resources Conservation Service soil types). No non-agricultural activities (commercial, civic, office, etc.) are expected in this Category. This Category may also be used for areas where the future is highly uncertain - e.g. no planned utilities; or one or more utilities possible but no identified funding.
BUILDING TYPES	Houses, barns, silos, stables, and other structures associated with working farms/ranches are appropriate in this Category.
SITE DESIGN	N/A
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Personal/private vehicles are the only mode accommodated, including some provision being made for large slow moving equipment, e.g. on bridges or the presence of informal driveways/access points. Most of this area is directly accessed from 2-lane open section arterial roads. Almost no street hierarchy exists. No pedestrian, transit, or on-street bike infrastructure is required. The regional trail network passes through this Category due to their shared proximity to the flood plain.
UTILITY ACCESS	No public water or sewer service provided. Electrical service provided to support very low intensity development.
PUBLIC SPACE TYPES	Occasional trail system components are located in or in close proximity to this Category.
GREEN ZONING DISTRICTS	G-A
YELLOW ZONING DISTRICTS	R-1; PUD
PERFORMANCE CRITERIA	5-acre min. lot size; Conservation subdivision
RED ZONING DISTRICTS	All other districts

**4.3.5. Rural Neighborhood**

DESCRIPTION AND CONTEXT	Primarily residential development at very low density (<0.3 du/ac) and small amounts of supporting commercial and civic activities with particular attention paid to enhancing Edmond's rural character by protecting native trees and grasses, carefully fitting buildings into their sites, and maintaining a tranquil setting.
BUILDING TYPES	1 and 2 story houses of all sizes. Small (up to 12,000 SF*) single story civic and commercial structures.
SITE DESIGN	Individual lot design should be relatively simple and protect as much existing native vegetation as possible. Large front yards (setbacks) are appropriate. Site layout of streets and lots should achieve these same results to ensure the area continues to feel and function like a rural setting.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Personal/private vehicles on 2-lane arterial roads are the only means of travel to and within this Category. No bike, transit, or pedestrian facilities are required or recommended (excepting the City's efforts to improve arterial road safety by adding wide paved shoulders). Many sites take direct access from an arterial road. Little street hierarchy is available. Traffic volumes do not require signalized driveways or intersections. Developments near the public trail system, existing or planned, should connect to it.
UTILITY ACCESS	No public water or sewer service provided. Electrical service provided to support very low intensity development.
PUBLIC SPACE TYPES	Trail components/connections. Privately owned open spaces in residential subdivisions may be provided.
GREEN ZONING DISTRICTS	G-A; R-1; R-2-A; L-1; L-2; R-4
YELLOW ZONING DISTRICTS	A; D-O; D-1; D-4; F-O; F-1; F-1A; F-1B; L-5; D-LU; E-LU; D-1-NRC; PUD
PERFORMANCE CRITERIA	Conservation subdivision; Non-residential development < 1.5% of total area (~10 acres of 640)
RED ZONING DISTRICTS	B; C-1; C-2; C-3; G-1; D-2A; D-3; E-1; E-2; E-3; F-2; CBD; DRD

\*e.g. most convenience stores, local churches, small retail centers, medical and vet offices with 1 to 5 doctors

#### 4.3.6. Mid-Century Neighborhood

DESCRIPTION AND CONTEXT	Primarily residential areas designed and built from the 1960s through the 1980s, mostly within 3 miles of our downtown. Most of the buildings are single-family detached structures but often include small numbers of townhomes and/or duplexes. Newer areas may include large suburban apartment complexes. Suburban commercial strips can be found on the edges. Public uses such as schools and parks are often located on the edges along arterial roads. Occasionally an infill project has occurred adding several structures that are much newer than the neighboring areas. Many were designed at a walkable human scale. These areas are beginning to experience pressure to transition to their next development cycle.
BUILDING TYPES	Existing: All types of residential structures, primarily 1 or 2 story; single story commercial often with large parking lots; civic/institutional such as fire stations and schools are in close proximity.  Projected/Future: many types of residential; 2 or 3 story commercial on arterials; small-scale commercial on collectors; smaller parking lots.
SITE DESIGN	As infill, rehabilitation, and redevelopment occur, site design must be sensitive to neighboring development. Smaller parking lots and ample landscaping, such as dense shrubby and canopy trees, will help new development activity fit into existing areas.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	A variety of street hierarchies exist including 2, 4, and 5 lane major and minor arterials. Both collector and local streets provide access to arterials. Occasionally collector or local streets connect through to adjoining areas. Most trips are by private vehicles using the nearby arterial network. Nearby traffic signals are typically used at commercial driveways. Single family portions of this Category typically have a street hierarchy that includes collectors and locals. Other uses usually take direct access from an arterial. A few of these areas have access to the transit system and/or are beginning to have access to the regional trails network. A limited amount of pedestrian infrastructure can be found. As these areas transition, demand for additional transportation options is increasing.
UTILITY ACCESS	These areas are served with a full complement of utilities. Maintenance and improvement projects may be completed to restore or enhance capacity and/or to ensure the quality of the utility delivery systems.
PUBLIC SPACE TYPES	This Category has a variety of public spaces including parks of various sizes, regional trails, and walking paths.
GREEN ZONING DISTRICTS	A
YELLOW ZONING DISTRICTS	B; C-1; C-2; D-O; D-1; D-4; D-1-NRC; D-LU; PUD
PERFORMANCE CRITERIA	±20% of average building footprint square footage within 300 ft; up to 20% increase of gross density of nearby parcels (300 ft) (decreases in density are not typically appropriate in this Plan Category)
RED ZONING DISTRICTS	G-A; R-1; R-2-A; C-3; G-1; D-2-A; D-3; E-1; E-2; E-3; E-LU; F-O; F-1; F-1A; F-1B; F-2; CBD; DRD; L-1; L-2; L-5; R-4

**4.3.7. Suburban Neighborhood**

DESCRIPTION AND CONTEXT	<p>A newer version of the Mid-Century Neighborhood, these primarily residential areas were designed and built under the rules and regulation in place from mid-1990s to present day. Due to land consumption patterns, these areas tend to be located further from the core than their predecessors. Since these areas are relatively new, they are still in their initial development life cycle and are not experiencing pressure to evolve. This Category can exist either "behind" large commercial locations (Destination Retail, Suburban Commercial) or in locations where commercial activity has not yet arrived.</p> <p>As the market matures in these areas, small-scale low-impact commercial uses (local coffee shop, salon, diner/café, etc.) should be gracefully integrated. Internal connections to larger complimentary commercial uses (e.g. grocery store) should be planned, designed, supported, and constructed. These interventions will greatly improve transportation and land use efficiency, and quality of life.</p>
BUILDING TYPES	<p>Existing: 1 to 2 story, medium to large single family detached houses. Large apartment complexes with 2 or 3 story buildings (usually more than 8 buildings with more than 12 units each)</p> <p>Projected/Future: An opportunity exists to increase the variety of housing types available in these areas - this could include townhomes, garage apartments, quad-plexes; Large apartment complexes present numerous challenges and should be avoided.</p>
SITE DESIGN	While the design of individual lots is relatively straight-forward, the layout of the streets and arrangement of lots is crucial. The variety and diversity of housing stock should be improved as should the functionality of these areas, such as extensive street and sidewalk connections, a wider variety of lot sizes, and integration of and access to open spaces and other nearby activities should be incorporated into these areas.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	<p>Typically a variety of street hierarchies exist including one or two collectors taking access from an arterial. Local streets often feature cul-de-sacs and do not directly access an arterial. All trips require private vehicles to use the arterial network. Some of these areas have connections (or potential connections) to the regional trail network. Few of these areas have easy access to transit at this time.</p> <p>There is an opportunity, as more of these areas are developed, to improve the street network and provide more route and mode choices to capture the benefits associated with a high functioning multimodal transportation system.</p>
UTILITY ACCESS	These areas are served, or will be soon, with a full complement of utilities.
PUBLIC SPACE TYPES	There are a few examples of well-designed public spaces integrated into this Category, while others are very close to city parks. Opportunities exist to improve how recreational/open spaces are incorporated into subdivision design.
GREEN ZONING DISTRICTS	A
YELLOW ZONING DISTRICTS	B; C-1; D-O; D-1; D-1-NRC; D-4; D-LU; PUD
PERFORMANCE CRITERIA	±15% of lot size, building scale (footprint square footage and height), and impervious surface coverage (square feet) of developed parcels within 300 feet
RED ZONING DISTRICTS	G-A; R-1; R-2-A; C-2; C-3; G-1; D-2-A; D-3; E-1; E-2; E-3; E-LU; F-O; F-1; F-1A; F-1B; F-2; CBD; DRD; L-1; L-2; L-5; R-4



**4.3.8. Suburban Infill**

DESCRIPTION AND CONTEXT	These currently (or recently) undeveloped locations are surrounded by developed areas and tend to be smaller in scale than other undeveloped areas. Because of their proximity to existing development, special care should be taken to ensure that as these areas develop they are compatible with and contribute to nearby developed areas. (note that "being compatible with" does not necessarily mean "looking just like")
BUILDING TYPES	These areas should take their cues for appropriate building types based on the nearby developed areas. Special care should be taken to allow a gradual and graceful increase in intensity where appropriate. Some considerations for "where appropriate" include existing or planned infrastructure capacity or access and proximity to transit, parks, and civic/institution services.
SITE DESIGN	It is critical that these locations take every opportunity to improve connectivity and contribute a missing piece to nearby developed areas. This may include addition of a park, a local retail opportunity, a missing housing type, or any other vital component that contributes to strengthening existing neighborhoods.  Landscaping should be carefully planned to enhance both developments in this Category as well as nearby developments.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	These areas should make every attempt to connect to the existing street grid, use best practices for access management, and contribute to the street hierarchy - for example, create a true collector street vs. a signalized driveway. This Category exists where there are often opportunities to connect to the existing or planned trail network. Leveraging the City's transit system is a beneficial characteristic of development in this Category.
UTILITY ACCESS	Almost always exists in areas with existing water and wastewater capacity.
PUBLIC SPACE TYPES	These areas should have easy access to existing open spaces and/or contribute to the open space network by adding parks or similar services.
GREEN ZONING DISTRICTS	PUD
YELLOW ZONING DISTRICTS	R-2A; A; B; C-1; C-2; C-3; D-O; D-1; D-1-NRC; D-4; D-LU
PERFORMANCE CRITERIA	Provide a missing neighborhood component based on market study; $\pm 15\%$ of lot size, building scale (footprint square footage and height), and impervious surface coverage (square feet) of developed parcels within 300 feet
RED ZONING DISTRICTS	G-A; R-1; G-1; D-2A; D-3; E-1; E-2; E-3; E-LU; F-O; F-1; F-1A; F-1B; F-2; CBD; DRD; L-1; L-2; L-5; R-4

**4.3.9. Urban Neighborhood**

DESCRIPTION AND CONTEXT	This Category provides a valuable interface between the intense activity of Downtown and the less intense Mid-Century and Suburban Neighborhood Categories. These areas lie within a several minute walk of Downtown and are characterized by a unique composition of buildings, streets, sidewalks, and public spaces. Often these areas are a majority residential with a variety of other supportive activities mixed throughout (parks, schools, offices, shops, restaurants, places of worship, and many others). These areas tend to be the oldest developed portions of Edmond, including structures built in the early 20th century. A variety of lot sizes are found in this Category. Master plans that include portions of this area often state that new development should be respectful of the existing development and public realm (parks, sidewalks, streetscapes, etc.) and provide some details about how this should be accomplished.
BUILDING TYPES	A wide variety of building types exist in this Category. Most of them have small to medium footprints. Most of the residential units tend to be modestly sized, but elegantly designed. New development in this Category presents an opportunity to continue the walkable human-scale that makes these areas a treasured community asset.
SITE DESIGN	Site layout should take every opportunity to maximize the public infrastructure available in this area. For example, addressing the sidewalk and street, utilizing alleys when available, incorporating views and access to Downtown, nearby parks, civic institutions, etc.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	This area features a relatively dense grid of streets and sidewalks. A full street hierarchy of arterials, collectors, and locals provides a variety of connections and route choices to people moving to, through, and within the area. Parking areas tend to be as small as possible due to the character and value of the area. Most of these areas have easy access to the City's bus system. Improving access for people walking and cycling will continue to be a priority in Urban Neighborhoods.
UTILITY ACCESS	All utilities are available and the area has been prioritized for rehabilitation and capacity expansion projects.
PUBLIC SPACE TYPES	Neighborhood scale open spaces are available and appropriate throughout this area.
GREEN ZONING DISTRICTS	A; B; C-1; C-2; D-1-NRC; D-4; CBD; DRD
YELLOW ZONING DISTRICTS	C-3; D-O; D-1; D-2A; D-3; E-1; D-LU; E-LU; PUD
PERFORMANCE CRITERIA	Up to 20% increase in building scale (footprint square footage and height) of the average of developed parcels within 200 feet; Decreases in scale and/or intensity are typically not appropriate in this Plan Category.
RED ZONING DISTRICTS	G-A; R-1; R-2-A; G-1; E-2; E-3; F-O; F-1; F-1A; F-1B; F-2; L-1; L-2; L-5; R-4

**4.3.10. University Neighborhood**

DESCRIPTION AND CONTEXT	This area includes the University of Central Oklahoma campus and its supportive environs. This Category is characterized by a highly active environment that can support a large student population as well as faculty and staff. These characteristics are reflected by non-traditional operational hours, a high level of bike and pedestrian activity, a wide variety of housing types, and numerous businesses that thrive near universities. A strong connection between these areas and the nearby Downtown Core and Urban Neighborhoods will benefit people who use these areas.
BUILDING TYPES	A wide variety of build types are appropriate ranging from small single family houses to large multistory offices. This area can continue to accommodate a high diversity of building types.
SITE DESIGN	Given the higher level of activity in this area, some unique site design components can be found here such as lighted outdoor courts, alley parking, and semi-public outdoor courtyards.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	This area features a relatively dense grid of streets and sidewalks. A full street hierarchy of arterials, collectors, and locals provides a variety of connections and route choices to people moving to, through, and within the area. Parking areas tend to be as small as possible due to the character and value of the area. Most of these areas have easy access to the City's bus system. . Improving access for people walking and cycling will continue to be a priority in University Neighborhoods.
UTILITY ACCESS	All utilities are available and the area has been prioritized for rehabilitation and capacity expansion projects.
PUBLIC SPACE TYPES	Neighborhood scale open spaces are available and appropriate throughout this area as are those associated with a college campus setting.
GREEN ZONING DISTRICTS	A; B; C-1; C-2; C-3; D-4; CBD; DRD; D-1-NRC
YELLOW ZONING DISTRICTS	D-O; D-1; D-2A; D-3; E-1; D-LU; E-LU; PUD
PERFORMANCE CRITERIA	Up to 20% increase in building scale (footprint square footage and height) of the average of developed parcels within 200 feet; Decreases in scale and/or intensity are typically not appropriate in this Plan Category. Uses that incorporate jobs appropriate for college students are supported by this Category.
RED ZONING DISTRICTS	G-A; R-1; R-2-A; G-1, E-2, E-3, F-O; F-1; F-1A; F-1B; F-2; L-1; L-2; L-5; R-4

**4.3.11. Village**

DESCRIPTION AND CONTEXT	Areas that provide a unique opportunity to create a rural village reflective of the character of the area. Small-scale commercial activity surrounded by a pedestrian-friendly neighborhood creates the feeling of a traditional small-town or village. An important civic resource (library, public safety building, fire station) might anchor a key corner in the area. The intensity of this Category helps protect the nearby Agricultural and Rural Neighborhoods by absorbing development demand.
BUILDING TYPES	Mostly small scale, 1 and 2 story buildings. Design choices signal that this area is special and built to stand the test of time. The zone between private and public components is clearly defined and celebrated, e.g. ample porches are appropriate and expected. Large structures (>25,000) are rarely appropriate.
SITE DESIGN	The scale and layout are very conducive to walking. Parking is an obvious subservient activity to the other activities in the area. Landscaping features both preserved native stands and specimen trees along streets and at key locations.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	An ample network of streets with short blocks are easy to navigate. All modes of transportation are easily accommodated. Walking or biking from location to location should be expected and the supportive infrastructure incorporated.
UTILITY ACCESS	New major water and sewer infrastructure is being designed, funded, and constructed to serve these areas.
PUBLIC SPACE TYPES	Public spaces that are compatible in scale and form such as, small parks, plazas, and natural areas (e.g. associated with nearby riparian areas) are appropriate in this Category. Opportunities exist to connect to the regional trail system.
GREEN ZONING DISTRICTS	PUD
YELLOW ZONING DISTRICTS	A; B; C-1; C-2; C-3; D-O; D-1; D-2A; D-3; D-4; E-1; E-3
PERFORMANCE CRITERIA	>250 intersections per square mile*; Building footprints <25,000 SF
RED ZONING DISTRICTS	G-A; G-1; E-2; F-1; F-1-A; F-1-B; F-2

\*TND Design Rating Standards, version 2.2 recommendations for 3-star rating (4 stars >290; 5 stars >330)

**4.3.12. Suburban Commercial**

DESCRIPTION AND CONTEXT	Areas that feature primarily commercial activities which may include offices, shops, restaurants, and services. These locations may contain a large single activity generator such as a big box retailer or a significant anchor such as name brand franchise. The area as a whole is smaller in scale and may have more diverse tenant mix than the Destination Retail Category.
BUILDING TYPES	Existing: Small to medium single story structures - stand-alone single use buildings, multitenant structures, or a combination are the most common. Projected/Future: An opportunity exists to revitalize and/or intensify aging Suburban Commercial areas with rehabilitated and new buildings, including 2 or 3 story structures.
SITE DESIGN	Existing: Simple parking lots in front and both sides of a building which is set back from the street. Some sparse landscaping may have the opportunity to reach maturity if properly maintained. More recent examples of Suburban Commercial which comply with our landscaping ordinance have a more complete landscaping plan that has the opportunity to reach maturity and contribute to the urban canopy. Projected/Future: Landscaping should be improved and replaced so that these areas can contribute to the urban tree canopy. Improved site layout to accommodate a wider variety of people doing a wider range of activities. Components such as well-designed outdoor seating, comfortable landscaping, bike and pedestrian improvements, site lighting improvements, diversified tenant mix, and other placemaking opportunities should be prioritized.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	These locations are often near an intersection of two arterial streets and may take direct access from one or both of them. Many sites are scaled for pedestrians but the site layout is often not comfortable for people walking. Some of these locations are on or near existing or planned multimodal facilities or bicycle facilities. There is an opportunity to improve the access to these locations and capitalize on the City's investment in active transportation facilities. Existing surface parking lots at these locations often present an opportunity to modify the circulation pattern, improve access, and add other benefits.
UTILITY ACCESS	These areas are served with a full complement of utilities. Maintenance and improvement projects may be completed to restore or enhance capacity and/or to ensure the quality of the utility delivery systems.
PUBLIC SPACE TYPES	These areas rarely provide significant public open spaces. Well-designed outdoor seating can serve as a semi-public space for sharing a meal or a tasty beverage.
GREEN ZONING DISTRICTS	D-O; D-1; D-4; D-1-NRC; D-LU
YELLOW ZONING DISTRICTS	C-3; D-2A; D-3; E-1; E-2; E-3; E-LU; L-5; PUD
PERFORMANCE CRITERIA	Taxable sales >\$90 per SF lot size; >15 jobs per acre
RED ZONING DISTRICTS	G-A; R-1; R-2A; A; B; C-1; C-2; G-1; F-O; F-1; F-1-A; F-1-B; F-2; CBD; DRD; L-1; L-2; R-4

**4.3.13. Destination Retail**

DESCRIPTION AND CONTEXT	Areas primarily featuring retail establishments that have a large trade area and are designed to be driven to. The large retail site often acts as an attractor to casual dining, small offices, convenience stores and other developments that rely on pass-by vehicle trips.
BUILDING TYPES	Existing: Complexes of large single story main structures and small single story out-parcel structures.  Projected/Future: small to medium 2 or 3 story buildings could be appropriate as well as accommodation for multi-story "big box"
SITE DESIGN	Existing: Very large parking lots are common; "service" side is located behind the structure, often next to a residential area and is typically unsightly and falls into disrepair quickly. Landscape usually installed to meet minimum criteria and screen the site and its buildings from the street.  Projected/Future: parking lots may be converted to building sites. In some areas, the market may support 2 to 3 level structured parking. Much improved pedestrian circulation allows people the option of walking through the site from tenant to tenant; many improvements are in use elsewhere (shared waste stream services, off-hour delivery schedules, better site design) which mitigate the negative impacts of the "service" component. Thoughtful landscape plan creates an environment that is comfortable to be in.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Sites usually take direct access from a major arterial, often via multiple driveways. Much of the internal circulation is accomplished by using the drive-lanes of the parking lot. Traffic signals are often installed where the main driveway(s) meet the arterial street. The typical pedestrian activity involves walking through a portion of the parking lot directly to the front door - there is little pedestrian infrastructure across the site or between/connecting tenant spaces. Newer developments tend to have better internal circulation. Additional improvements would include more compliance with the access management policy and creation of a street hierarchy.  While private cars are the predominate mode, several areas in this Category have good access to transit and bicycle infrastructure - both existing and planned trails and more robust bike facilities. Most of the arterials have or will have adequate pedestrian facilities, giving people the option of walking to and from these areas.
UTILITY ACCESS	These areas are served with a full complement of utilities. Maintenance and improvement projects may be completed to restore or enhance capacity and/or to ensure the quality of the utility delivery systems.
PUBLIC SPACE TYPES	Public spaces include plazas, café seating, and other small comfortable outdoor spaces. Traditional public parks are not appropriate in this Category. However, connections to the regional trail system should be constructed at every opportunity and celebrating nearby park spaces is a straightforward way to leverage those public assets.
GREEN ZONING DISTRICTS	D-2A; E-1
YELLOW ZONING DISTRICTS	C-3; D-O; D-1; D-3; D-4; E-2; E-3; D-LU; E-LU; D-1-NRC; PUD
PERFORMANCE CRITERIA	Taxable sales >\$100 per SF lot size
RED ZONING DISTRICTS	G-A; R-1; R-2-A; A; B; C-1; C-2; G-1; CBD; DRD; F-O; F-1; F-1-A; F-1-B; F-2; L-1; L-2; L-5; R-4

**4.3.14. Employment**

DESCRIPTION AND CONTEXT	This Category's focus is on concentrations of jobs, because they are vital to the long-term health of the community. In addition to providing high quality jobs with multiple career opportunities, the companies themselves are frequently valued corporate citizens. These activities have some special requirements that help them maximize their benefit to the community including accommodation for large and medium semi-truck traffic, above average utility usage (water, electricity, and natural gas) and good access to the regional highway network. Most of the activity at sites in this Category occurs inside a building or under a purpose-built cover. Both raw and finished materials may be outside a building while they await transport.
BUILDING TYPES	A few types of structures are appropriate and common, including mid-rise offices, large warehouse-type structures, and other buildings that support the primary function (e.g. gate house).
SITE DESIGN	Relatively simple site layouts are appropriate. Needed primarily to provide employee parking, parking lots at these sites can seem small compared to the building. Some attention should be paid to appropriately locating landscaping designed to screen or buffer sites in this Category when necessary.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Clear and simple access to the highway network is important to activities in this Category - both for movement of goods and also for their employees, many of whom live in neighboring cities or counties. As the area intensifies, an evaluation for extending/expanding transit service would be appropriate.
UTILITY ACCESS	All utilities exist now or will very soon. These areas should be prioritized for maintenance, rehabilitation, and capacity expansion.
PUBLIC SPACE TYPES	Plazas/gathering areas designed for employees to relax and socialize are appropriate. Publicly owned parks are unlikely.
GREEN ZONING DISTRICTS	D-3; E-3; F-O; F-1; F-1-A; F-1-B
YELLOW ZONING DISTRICTS	C-3; D-O; D-1; D-1-NRC; D-2-A; D-4; E-1; E-2; F-2; D-LU; E-LU; PUD
PERFORMANCE CRITERIA	>20 jobs per acre; Opportunity to provide housing with easy access (10-minute walk; 5-minute bike ride; directly connected transit route) to employment
RED ZONING DISTRICTS	G-A; R-1; R-2A; A; B; C-1; C-2; G-1; CBD; DRD; L-1; L-2; L-5; R-4

**4.3.15. Mixed Use Campus**

DESCRIPTION AND CONTEXT	These locations have the unique opportunity to become special places in our community. These areas are large enough to contain a self-supportive mix of uses (both vertically and horizontally) where residents can live in close proximity to high quality jobs, shopping, dining and recreation options. People living and working in these areas should have easy access to other nearby locations featuring dining, shopping, entertainment, and recreation as well. The context of this Category can be scaled as appropriate to fit a smaller site or complement a nearby area - both the mix of uses and the structures should be scaled to fit neatly into their site. This Category should provide a graceful transition between a high intensity Urban Center and nearby neighborhoods.
BUILDING TYPES	A wide range of building types are appropriate. Two and 3- story structures with small to medium footprints are the most common. Large single use single story structures are not appropriate. On smaller sites the scale should reflect the context making medium-size single story buildings more appropriate, for example.
SITE DESIGN	Site design and layout is the most critical component in this Category. The buildings, streets, sidewalks, paths, open spaces, and all other components must relate to each other in a manner that makes the site easy to navigate and aesthetically beautiful. Surface parking lots should be minimized to allow maximum use of the site.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	A fully functional network of streets, sidewalks, paths, bike lanes, etc. contribute to this Category's character as a special place to be. People going to and from this area will enjoy access to multiple arterials so a variety of route choices are available. Multimodal access, including future bus service, is expected both to and around this area. A future rail transit service is possible near some locations. It should be comfortable for users of all ages and abilities to move through this area safely. Access and connections to the regional trail network are vital assets to this Category.
UTILITY ACCESS	All utilities are available.
PUBLIC SPACE TYPES	A variety of small and medium scale public spaces are appropriate such as parks and plazas. Any access to nearby public parks should be augmented and incorporated into the site design.
GREEN ZONING DISTRICTS	PUD
YELLOW ZONING DISTRICTS	A; B; C-1; C-2; C-3; D-O; D-1; D-2A; D-3; D-4; D-LU; E-1; E-LU
PERFORMANCE CRITERIA	15 Jobs per acre; and Taxable sales >\$75 per SF lot size; and >8 units per acre
RED ZONING DISTRICTS	G-A; R-1; R-2-A; G-1; E-2; E-3; F-O; F-1; F-1-A; F-1-B; F-2; CBD; DRD; L-1; L-2; L-5; R-4



**4.3.16. Transit District**

DESCRIPTION AND CONTEXT	<p>This is a new Category for our community and it is dynamic in nature due to the maturity of the region's transit system. Initially this area is projected to be home to a suburban style park-n-ride that could contain activities that support the use of a commuter rail station. If that proves successful and becomes a valuable asset to Edmond, this area may evolve to include more activities that would benefit from close proximity to this type of transportation system.</p> <p>The initial activity in this Category should be flexible enough that it can exist without the presence of the rail transit component.</p>
BUILDING TYPES	Initially this Category will most likely feature small single story buildings with the ability to support more intense structures in the future.
SITE DESIGN	The design of sites in this Category is fairly simple. The key component will be ensure very convenient access to nearby areas and safe, comfortable, and ample pedestrian connections to the rail station. As this area evolves, site design will necessarily be improved to incorporate the additional activities with the rail station remaining as the focus.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Access to this area is relatively simple - direct access from 2 major arterials is available. The regional trail network also passes through this area.
UTILITY ACCESS	All utilities are available.
PUBLIC SPACE TYPES	Public spaces in this Category are primarily focused on providing comfortable places for passengers to gather.
GREEN ZONING DISTRICTS	PUD
YELLOW ZONING DISTRICTS	C-1; C-2; C-3; D-O; D-1; D-2A; D-3; D-4; D-LU
PERFORMANCE CRITERIA	Demonstrate ability to support and value contributed to future transit corridor
RED ZONING DISTRICTS	G-A; R-1; R-2-A; A; B; G-1; E-1; E-2; E-3; E-LU; F-O; F-1; F-1-A; F-1-B; F-2; CBD; DRD; L-1; L-2; L-5; R-4

**4.3.17. Civic or Institution**

DESCRIPTION AND CONTEXT	A developed area that contains one or more large (>50,000 SF) civic or institutional structures such as a school or a church. A "civic campus" featuring multiple civic activities (police, fire, city services, parks, schools, libraries, etc.) could be accommodated in this Category.
BUILDING TYPES	Large one or 2-story structures are common. Many contain unique buildings such as stadiums or auditoriums either as separate structures or combined/connected to the other portions of the building(s).
SITE DESIGN	Buildings and other developments (fields, courts, etc.) are typically separated by surface parking lots. Parking lots may serve as a location for future expansion of these sites.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	These areas tend to take direct access from a one or more major arterial street and often result in the installation of a traffic signal at their driveway. Due to their scale and design priority for moving vehicles to, from, and through their site, there is often no comfortable way for pedestrians to get to or move around the site.
UTILITY ACCESS	Full utility access is required to develop these areas.
PUBLIC SPACE TYPES	Integration of public spaces is often appropriate and many areas have public venues that the community enjoys on a regular basis. Many of these areas could be considered public spaces in their entirety.
GREEN ZONING DISTRICTS	
YELLOW ZONING DISTRICTS	N/A - most are either exempt for local zoning or require a Specific Use Permit
PERFORMANCE CRITERIA	
RED ZONING DISTRICTS	

**4.3.18. I-35**

DESCRIPTION AND CONTEXT	This area consists of locations that are in close proximity and have good access to I-35 and its frontage roads. This area is important as both an employment and retail destination and should feature a high intensity of activity. While development in this area is dependent on automobile traffic, a high aesthetic quality should be created and each development should improve community value rather than detracting from or simply maintaining it. This area should serve our community at large as much as it serves visitors. Developments in this area should be held to high performance standard in terms of employment and revenue. The ability to demonstrate sustainable value to the community is a priority.
BUILDING TYPES	Existing: mostly medium to large single story "boxes"; some more recent developments have been multi-story and in some cases specifically designed for their site and to create a campus setting.  Projected/Future: taller buildings (4+ stories), especially close to the Interstate itself are appropriate. All building sizes can be accommodated in this Category. Buildings should be custom designed to be sensitive to the context of their site and the surrounding development and/or open space.
SITE DESIGN	Sites in this Category should be carefully planned to both be attractive, especially from I-35, and provide easy access to Edmond residents. The landscape criteria associated with this area (Title 22) are seen as a positive influence on these sites.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Most of the sites in this Category have direct access to frontage roads along I-35. Those that do not, take access from an adjacent arterial. Sites should be integrated to create street networks that make it easy to move around without necessarily requiring vehicles to use arterials or frontage roads. Portions of the regional trail network pass through this area, and development should incorporate trail access into their plans. As the area intensifies, an evaluation for extending/expanding transit service would be appropriate.
UTILITY ACCESS	All utilities exist now or will in the very near future.
PUBLIC SPACE TYPES	Many locations throughout this Category have sensitive areas that are appropriate for significant public spaces. Elsewhere, individual sites are expected to enhance their development by combining landscaping requirements with outdoor spaces.
GREEN ZONING DISTRICTS	C-2; C-3; D-O; D-1; D-2A; D-3; D-4; D-LU; E-1; E-3; F-O; F-1; F-1-A; F-1-B; E-LU
YELLOW ZONING DISTRICTS	A; B; C-1; E-2; F-2; L-1; L-2; L-5; PUD
PERFORMANCE CRITERIA	>15 Jobs per acre; Taxable sales > \$100 per SF lot size; >1,000 Gallons (wastewater) per acre (south of 33 <sup>rd</sup> )
RED ZONING DISTRICTS	G-A; R-1; R-2-A; G-1; CBD; DRD; R-4

**4.3.19. Urban Center**

DESCRIPTION AND CONTEXT	A modern version of an intense mix of uses that not only support residents and employers but leverage their location to attract visitors from throughout the region. Larger scale sites and more intense building activity than surrounding categories are appropriate. This Category has direct access to the interstate highway system.
BUILDING TYPES	Large and medium buildings are common. Multi-story structures ensure that this relatively small area is used efficiently. Some outparcels may be developed with single story buildings, but should be the exception rather than the norm.
SITE DESIGN	Some areas in this Category have significant open space and remnant forests, these sensitive areas should be used to enhance the opportunities associated with this Category. In order to accomplish this protection, the building activity should be relatively intense so the gross performance criteria can be met. Parking should not be prominent, but rather it should be obvious that this area is designed to be "park-once". The site layout should make it comfortable to walk throughout the area and experience this unique place.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	A network of street hierarchy will allow easy access to the sites throughout this Category. Signalized collectors provide access to the surrounding arterial grid. Pedestrian infrastructure should be maximized making it easy to walk from place to place throughout this area. Connections to the regional trail network are planned and should be incorporated into individual sites. As the area develops, transit service may be extended.
UTILITY ACCESS	All utilities are available.
PUBLIC SPACE TYPES	The sensitive areas within this Category provide a unique opportunity for excellent public spaces. The built components are expected to incorporate well-designed semi-public gathering spaces as well.
GREEN ZONING DISTRICTS	PUD
YELLOW ZONING DISTRICTS	None
PERFORMANCE CRITERIA	Taxable sales >\$100 per SF lot size; >16 Units per acre; >20 Jobs per acre
RED ZONING DISTRICTS	None

**4.3.20. Downtown Core**

DESCRIPTION AND CONTEXT	This area represents the historic center of Edmond. It is the hub of economic, education, and civic activity. Recent planning and development interest presents the opportunity to provide more activity by filling in vacant lots and rehabilitation and reoccupying existing buildings.
BUILDING TYPES	Multi-story (3+), pedestrian scale buildings are appropriate in this Category (new single story buildings are not recommended). Buildings that support multiple activities (living, working, shopping, dining, etc.) are seen as positive.
SITE DESIGN	Design elements should focus on interactions between the first floor and the street grid. Pedestrian scale design is required to make this area vibrant and attractive. Single occupancy vehicles can be accommodated, but not to the detriment of the primary users (people walking, sitting, cycling, etc.).
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	A dense grid of streets and sidewalks exists or is planned for improvement in this area. The City's bus system hub is located in this area. Minimal accommodations, such as additional new driveways, for vehicles are sometimes necessary but should mostly be avoided. Access to and through the area should be comfortable and convenient for people walking, biking, or using the bus system.
UTILITY ACCESS	All utilities are available and the area has been prioritized for rehabilitation and capacity expansion projects.
PUBLIC SPACE TYPES	A variety of small-scale public spaces exist and are appropriate. These include public parks and plazas associated with a specific building. Roof-top gathering space would be a welcome addition to the public spaces in this Category. Public spaces should be added and/or improved in the area north of 2nd Street near Broadway.
GREEN ZONING DISTRICTS	C-3; CBD; DRD; D-1-NRC
YELLOW ZONING DISTRICTS	C-2; D-1; D-2A; D-3; D-4; E-1; D-LU; E-LU; PUD
PERFORMANCE CRITERIA	>16 units per acre; Supports and generates vibrant active environment
RED ZONING DISTRICTS	G-A; R-1; R-2-A; A; B; C-1; D-O; G-1; E-2; E-3; F-O; F-1; F-1-A; F-1-B; F-2; L-1; L-2; L-5; R-4

**4.3.21. Broadway Corridor**

DESCRIPTION AND CONTEXT	This area is primarily the south Broadway corridor, one block in each direction, from 9th Street south to the city limits and represents some of the most valuable commercial property in Edmond. A wide range of commercial uses, building ages, and site conditions exist. Some important rehabilitation and renovation has occurred in this area in the recent past, but numerous opportunities for infill, redevelopment, and rehabilitation remain throughout this Category.
BUILDING TYPES	Almost all the buildings are single use, single story structures. A wide range of sizes exist from small standalone offices or restaurants to large big-box retail stores and multi-tenant structures. As the corridor transitions to its next evolution, more 2 or 3 story buildings with multiple uses will be appropriate.
SITE DESIGN	Due to the age of the development in this area, site designs are somewhat haphazard and many sites have been modified over time to accommodate changes in their use. Almost half of the area is paved for surface parking lots. Appropriate modifications would make more efficient use of this volume of parking - by redeveloping at higher intensities or by converting surfacing parking to usable building space. New landscaping, especially trees, is required to capture the benefits associated with the urban canopy.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Most of this area takes direct access from Broadway via multiple driveways. This portion of Broadway has 19 driveways per mile. As the corridor redevelops, access management practices should reduce the driveway density to 10 - 12 per mile. Most of the corridor has direct access to the bus system. There are some opportunities to access this area by bike via intersecting streets and several neighborhood connections, however moving along the corridor on a bike will continue to prove challenging.
UTILITY ACCESS	All utilities are available and the area has been prioritized for rehabilitation and capacity expansion projects.
PUBLIC SPACE TYPES	Very little public or open space currently exists. Gathering places that support the nearby uses are appropriate such as outdoor or roof-top seating.
GREEN ZONING DISTRICTS	D-O; D-1; D-2A; D-3; D-4; E-1; D-LU; PUD
YELLOW ZONING DISTRICTS	B; C-1; C-2; C-3; E-2; E-3; F-1; F-1-B; E-LU
PERFORMANCE CRITERIA	>20 Jobs per Acre; >8 Units per Acre; Taxable sales >\$90 per SF lot size
RED ZONING DISTRICTS	G-A; R-1; R-2-A; A; G-1; F-O; F-2; CBD; DRD; F-1-A; L-1; L-2; L-5; R-4

**4.3.22. Water Quality Restoration**

DESCRIPTION AND CONTEXT	<p>Areas in key watersheds that are designed to restore, and then protect, the water quality of impaired waterbodies. Storm water management practices that filter runoff and allow it to infiltrate in the subsurface are the primary means for improving water quality into these areas. Conservation subdivisions are appropriate in this Category.</p> <p>This Category should be complementary to flood plain management regulations and should not be interpreted to support modifications of the flood plain.</p>
BUILDING TYPES	Many types of structures are appropriate - 1- and 2- story small and medium structures are the most common. Special attention to rain water handling should be incorporated.
SITE DESIGN	Ensure that rain water does not leave the site until it has been filtered and given a chance to infiltrate, be used by on-site vegetation, or stored for later use. The first one-inch of rainfall should be captured and kept on-site. Native vegetation and rain-water friendly landscaping should be incorporated into sites in this Category.
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	Transportation projects should be designed to incorporate environmentally compatible systems that limit runoff from impervious roads from directly entering surface water bodies. All modes and street hierarchy can be accommodated when necessary. Trails may be common due their co-benefits being located in this Category.
UTILITY ACCESS	Public sewer should be provided, either now or planned in the future. No new private on-site wastewater treatment should be allowed and existing ones should be phased out. Public water may be available now or planned in the future.
PUBLIC SPACE TYPES	Trail system components, parks, natural areas, conservation easements can all be found in this Category.
GREEN ZONING DISTRICTS	PUD
YELLOW ZONING DISTRICTS	None
PERFORMANCE CRITERIA	Capture "first flush" (first 1-inch of rainfall) onsite; Maximum of 25% impervious surface coverage.
RED ZONING DISTRICTS	None

#### 4.3.23. Utilities or Infrastructure

DESCRIPTION AND CONTEXT	Relatively large sites such as treatment plants, substations, water towers, stand-alone ROW (BNSF), and other important infrastructure that does not readily associate with a traditional planning category.
BUILDING TYPES	
SITE DESIGN	
TRANSPORTATION NETWORK, CIRCULATION, AND ACCESS	
UTILITY ACCESS	
PUBLIC SPACE TYPES	Opportunities exist to connect to the regional trail system.
GREEN ZONING DISTRICTS	Most of these locations are publicly owned infrastructure and are not accommodated in the existing zoning districts.
YELLOW ZONING DISTRICTS	
PERFORMANCE CRITERIA	
RED ZONING DISTRICTS	