**OKC Velodrome Code Analysis**

The current area is zoned I-3 and R-1, due to it being an existing rail yard. The zoning would be changed to DTD-2 (Per OKC) which I don’t think would be a problem being the boathouse district is zoned that as well and my site is just south of that area.

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

**IBC 2003**

**303.1- 311.2 Building Types: 1004.1.2 Occupancy Loads**

A-2: Restaurant (15 net)

A-4: Velodrome (1000 seats) 1004.7

M: Retail (60 gross)

S-1: Storage (300 gross)

**Construction type- Type III-a**

**Table 503 allowable heights and building areas**

A-2: Restaurant (3) 14,000

A-4: Velodrome (3) 14,000

M: Retail (4) 18,500

S-1: Storage (3) 26,000

**1005.1 Egress:**

0.3in/occupant Stairs, 0.2in/occupant other Non-Sprinkled

0.2in/occupant Stairs, 0.15in/occupant Other- Sprinkled

**1024 Assembly**

**1024.6.1-2** At least0.005in of additional stair width for each occupant shall be provided for each 0.10in of riser above 7in

**1024.7 Travel Distances**- Exits and Aisles shall be so located that the travel distance to an exit door shall not be greater than 200ft, measured along the line of travel in non-sprinkled building and 250ft in sprinkled buildings.

**1024.9.1** Minimum aisle width-

1. Forty-eight inches for aisle stairs having seating on each side

2. Thirty-six inches for aisle stairs having seating only one side

4. forty-two inches for level or ramped aisles having seating both sides

5. thirty-six inches for level or ramp aisles having seating only one side

**1106.1** Accessible Parking Spaces-

**1108.2.2.1** Accessible Wheel Chair spaces (seating)- (6+4)= 10 total

**29021 Minimum Plumbing Facilities**

2902.1

A-2: Restaurant (WC- 1per75), (Lavatories- 1per200), (DF- 1per500)

A-4: Velodrome (Male-WC- 1per75 for first 1,500, Female- 1per40 for first 1,500), (Lavatories- 1per200),

(DF- 1per500)

M: Retail (WC- 1per500), (Lavatories- 1per750), (DF- 1per1,000)

S-1: Storage (WC- 1per100), (Lavatories- 1per100), (DF- 1per1,000)

**§ 59-7200. - Downtown Design Districts.**

*7200.1. Downtown Design Districts (DBD, DTD-1, DTD-2).*

*Purpose and Intent.*

promote the Downtown area as a vital mixed-use area;

create a network of pleasant public spaces and pedestrian amenities in the Downtown area, and;

preserve and restore the historic resources and circulation patterns of the Downtown districts; and

encourage appropriate and complementary transitions between each of the Downtown districts and between those districts and the surrounding zoning districts.

Where surface parking is being provided for buildings at least 30,000 square feet or larger, the following shall apply:

The building line may be set back to accommodate the placement of no more than 25% of the total parking spaces, which may be located in front of the building, or along either street face of buildings on a corner lot;

The portion of the building adjacent to such parking shall be set back to the minimum extent required by the parking and maneuvering standards of this chapter.

*Sidewalks.* Sidewalks shall be provided as part of all projects as follows:

(a) All sidewalks and sidewalk treatments shall be subject to all permitting requirements of the Public Works Department.

(b) Sidewalks shall be extended along the entire property line to the adjacent lot lines. In cases of corner lots, sidewalks shall be extended to the adjacent lot along each street frontage.

(c) The sidewalk shall be at least 60 inches wide, and shall be maintained free of any obstructions to allow for the passage of pedestrians. The sidewalk shall not be shared with the Streetscape or Storefront Zones, unless provided for herein.

(4)*Parking.* Parking is not required. However, if provided, off-street parking areas shall meet all design standards defined within Article X, and shall meet the Parking Lot Landscaping requirements within Article XI.

(5) *Service Area, Utility Screening.* All outdoor storage yards, loading docks, service areas, and mechanical equipment or vents larger than eight inches in diameter visible from ground level shall be concealed by screens at least as high as the equipment they hide and of a color and material matching or compatible with the colors and material found on the façade of the primary building.

(a) Chain link, with or without slats shall not be used to satisfy this screening requirement.

(b) Service areas and loading docks accessed from an alleyway shall be exempt.

(c) Dumpsters shall be screened in accordance with Section 59-12200.4.C.

G.*Development Criteria.* These criteria are intended to promote the development and redevelopment of the downtown area in a manner consistent and compatible with existing unique and diverse design elements of downtown Oklahoma City. These criteria are also intended to promote downtown as a unique and active destination with a variety of land uses, designed in context with the area in which they are located. The Downtown Design Review Committee and staff shall apply these criteria in reviewing applications for Certificates of Approval, provided they recognize the diverse nature and unique context of real estate development and urban design.

(2)*Building Materials.*

(a)Building materials, other than glass and transparent areas of street facing façades, should be constructed of masonry materials, glass, steel or architectural metals.

(b)Material modules, other than glazing systems, should not exceed either five feet horizontally and three feet vertically without the clear expression of a joint.

(c)Synthetic stucco materials, such as Exterior Insulation and Finish Systems (EIFS), should be limited to a maximum of 20 percent of the total of exterior building materials, not including windows, on a building's first three floors. EIFS installed as panels should be trimmed in solid materials. Above the third floor, materials such as synthetic stucco (for example EIFS) should be limited to 50 percent of the total of exterior building materials, not including windows.