Crosstown Boulevard
Visual Technical Report

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Summary of Findings

The Crosstown Boulevard project would convert the existing I-40 right-of-way through Downtown Oklahoma City into a boulevard. Since 1991, the core downtown of Oklahoma City has undergone significant redevelopment, and in these redeveloped areas there has been a strong planning and policy emphasis on urban design and the appearance of the downtown core. Using the methodology outlined in the Federal Highway Administration's (FHWA) 1988 *Visual Impact Assessment for Highway Projects,* the central segment of the study area was divided into two visual assessment units: Downtown Transitional and Downtown Business District. Five representative viewpoints within each visual assessment unit were evaluated for changes to the visual resource and the visual environment, as well as the response of four viewer groups in the study area.

Overall, Alternative C would have the most beneficial effects to the visual environment; it would increase the quality of both visual assessment units by improving the existing I-40 right-of-way and reducing visual encroachments (such as utility poles, debris, and signage). These benefits would be expected to result in a positive response from the viewer groups.

Alternatives A and B would be expected to slightly decrease visual quality in the Downtown Transitional visual assessment unit because of the length of the proposed bridge that would include overhead structures and columns that would obstruct the foreground of views and add visual mass. Alternatives A and B would increase visual quality in the Downtown Business District visual assessment unit by improving the existing I-40 right-of-way. Viewer groups would be expected to notice both the increase and decrease in visual quality with Alternatives A and B.

Alternative D, which would only construct the boulevard to Western Avenue and would not include further transportation improvements to the existing I-40 right-of-way, and would not change the visual quality of the Downtown Transitional visual assessment unit and would only slightly increase the visual quality of the Downtown Business District visual assessment unit.

1.0 Introduction

The purpose of this Visual Technical Report is to describe the existing visual quality of the study area, document potential visual impacts that would be caused by the proposed boulevard, and propose measures to lessen any adverse visual impacts that are identified. Visual impacts are assessed by identifying visual resources in the study area, measuring the amount of change that would occur as a result of the project, and predicting how the affected public would respond to or perceive those changes.

The analysis in this Visual Technical Report focuses on the central section of the study area, from Klein Avenue to E.K. Gaylord/Shields Boulevard, which is referred to throughout this section of the report as the visual impact area. The visual impact area includes the location where the alternatives being evaluated would connect to the interim, constructed portion of the boulevard, near Klein Avenue, and where they propose construction that would change the visual environment. The West Connection, the portion of the study area from Pennsylvania Avenue to Western Avenue, has been built and is the same for all of the alternatives. For the area east the Santa Fe Railroad to Lincoln Boulevard, no changes exist between the alternatives. In addition, the Santa Fe Railroad tracks are on an elevated, solid structure that blocks views of the central section of the study area from east of the railroad.

This Visual Technical Report was developed to support the analysis completed for the Environmental Assessment for the Crosstown Boulevard. The Environmental Assessment will include a summary of this technical report, which will be attached to the document when it is developed.

The National Environmental Policy Act of 1969 (NEPA) establishes that the federal government use all practicable means to ensure Americans safe, healthful, productive, aesthetically, and culturally pleasing surroundings (42 United States Code (U.S.C. 4331[b][2]). Further to emphasize this point, the FHWA in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values. All environmental analysis and reporting for the project will comply with NEPA and FHWA's *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (FHWA 1987).

The National Historic Preservation Act (NHPA) establishes federal government policy on historic preservation. Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on historic properties. Potential adverse effects include change in the physical features of a property's setting that contribute to its historic significance or the introduction of visual elements that diminish the integrity of the property's significant historic features.

Relevant laws and regulations also include state and locally adopted plans and policies. For the Crosstown Boulevard project, *OKC Plan 2000-2020* (Oklahoma City 2000) provides the currently adopted vision and general direction to public and private decision makers for development, redevelopment, and revitalization in Oklahoma City. Elements of the *OKC Plan 2000-2020* that are relevant to the project's visual analysis are directions and actions for downtown, for appearance corridors, and for community appearance. In addition, the Oklahoma City Municipal Code includes zoning regulations for the districts that include the visual impact area. The zoning regulations include directions on the purpose and intent of the district, including the aesthetic or design character. Table 1 identifies local plans, policies, and regulations relevant to the project's analysis of visual quality.

Table 1. Local Plans, Policies, and Regulations for Visual Quality

Resource	Description
OKC Plan 2000-2020	*Directions for Downtown* • Make downtown an attractive, desirable, and efficient center for business and regional entertainment and cultural activities • Focus the revitalization to support infrastructure (parking and parking management, streets, access, signage, green space, streetscaping, and other amenities and services) • Improve the downtown appearance *Actions for Downtown* • Create a Downtown Appearance Improvement (DAI) Plan with a focus on property maintenance, streetscaping, increased open space, improved public spaces, litter control, and reduced surface parking lots • Expand the Urban Design District to include all of downtown • Provide design features in new downtown developments that promote pedestrian activities, such as benches, trees, transit shelters, and plazas
OKC Plan 2000-2020	*Directions for Appearance Corridors* • Improve Oklahoma City's appearance and livability *Actions for Appearance Corridors* • Review sign regulations to enhance community appearance and ensure compatibility with other urban design elements while maintaining business viability • Enhance the appearance of major gateways into the city • Develop and implement a Tree Master Plan as a key element in the city's program to enhance the appearance of neighborhoods and business areas • Implement design requirements through appropriate changes to the development regulations of basic zoning districts

Resource	Description
OKC Plan 2000-2020	*Directions for Community Appearance* • Improve design of city-constructed projects, bridges, and roadways to enhance aesthetics and landscaping by requiring design review by a citizen/professional committee of the aesthetics of all public projects • Require landscaping for public and private improvements with ongoing requirements for maintenance, watering, and replanting of dead plant material. • Improve the appearance along city gateways by restricting sign clutter and strong continual enforcement of specific development and construction standards for new private development • Promote pedestrian travel by building sidewalks and trails • Encourage the protection of the city's natural assets, including open vistas, views of streams and rivers, wooded areas, scenic terrain, wildlife habitat, creeks, and wetlands; enhance the popular image of the prairie as a unique place of beauty *Actions for Community Appearance* • Establish capital programs for corridor landscaping and streetscape beautification of existing boulevards throughout the city and along selected roadways leading into downtown/Bricktown, the Capitol Area, the fairgrounds, northeast tourist attractions and Capitol Hill, and from the airport, as well as future roadwork and extensions • Develop appropriate sign standards for new interstate highway segments • Establish capital programs for enhancing the appearance of major street intersections throughout the developed city with landscaping and sidewalks • Develop comprehensive design guidelines for all elements of city capital projects to include streetscapes, sidewalks along both sides of all streets and bridges, variations in paving materials, street furniture and amenities, bus stops, street lighting, traffic signals and signage, landscaping installation and maintenance, and attractive bridge design
Municipal Code, 2010, Chapter 59 Zoning § 59-7200 Downtown Design Districts	• Promote the development and redevelopment of the downtown area in a manner consistent with the unique and diverse design elements and urban character of the Downtown districts • Create a network of pleasant, safe, and connected public spaces and pedestrian amenities in the downtown area • Require a downtown design review Certificate of Approval for all projects, public and private, located in the DBD, DTD-1, and DTD-2 Districts

Resource	Description
Municipal Code, 2010, Chapter 59 Zoning 7200.2. Downtown Business District (DBD)	• Support diverse forms of business and residential activity, including mixed-uses in a single building, within the central area of the city • Promote the development and redevelopment of the downtown area in a manner consistent with the unique and diverse design elements and urban character of the downtown district • Ensure that uses are compatible with the commercial, cultural, historical, and governmental significance of downtown • Promote downtown as a vital mixed-use area • Create a network of pleasant, safe, and connected public spaces and pedestrian amenities • Enhance existing structures and circulation patterns • Preserve and restore historic features
Municipal Code, 2010, Chapter 59 Zoning 7200.4. Downtown Transitional District, General (DTD-2)	• Promote a high quality mix of commercial, office, residential, and industrial uses, including mixed-uses in a single building, for areas adjacent the DBD • Promote development and redevelopment of areas adjacent to the DBD in a manner consistent with the unique and diverse design elements of the area • Ensure areas adjacent to the DBD 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 • Promote areas adjacent to the DBD as dense, urban and mixed-use neighborhoods
Municipal Code 2012, Chapter 59-13500 Scenic River Overlay Design Districts, 13500.9 Farmers Market District	• Preserve the historic Farmers Market building as the focal point of the District • Establish the Farmers Market District as a destination that meets the day-to-day service needs of district residents and residents of the nearby Downtown and Bricktown neighborhoods • Encourage a mix of complementary commercial, retail, and residential infill and redevelopment to enhance the long-term viability and vitality of the Farmers Market District
Municipal Code 2012, Chapter 59-13500 Scenic River Overlay Design Districts, 13500.11 Regatta District	• Establish the Regatta District as a mixed-use neighborhood that supports a variety of high-density housing, riverfront events and recreational opportunities, and supporting retail and commercial uses • Establish a variety of settings for outdoor events of varying sizes along the River • Establish development within the Regatta District that contributes to the vitality of Downtown, Bricktown, and the district

Source: Oklahoma City, 2000; Oklahoma City, 2010; Oklahoma City, 2012

2.0 Methodology

The methodology used to assess visual impacts follows the guidance outlined in FHWA's *Visual Impact Assessment for Highway Projects* (FHWA, 1988), including the following:

- Define the project location and setting
- Identify visual assessment units, key representative views, and viewer groups
- Assess and describe the existing character of visual resources and their visual quality
- Describe the visual appearance of project alternatives and analyze the visual effects of project alternatives, including changes to project setting and viewer response
- Propose measures to offset adverse visual effects

Data sources included aerial photography (2012), a study area site visit, and Oklahoma City zoning maps and regulations.

2.1 Visual Assessment Units and Representative Views

The visual impact area was divided into "outdoor rooms" or visual assessment units. Visual assessment units were defined by areas with similar visual character and quality (see Section 2.2) (FHWA, 1988). Within each visual assessment unit representative viewpoints were identified and mapped, including the direction of the view. A qualitative discussion of the foreground and middle ground from the representative viewpoints was included.[1] A site visit was conducted to identify visual resources within each visual assessment unit and to take photographs from the representative viewpoints on January 15-16, 2014. For each representative viewpoint a visual quality score, described in Section 2.2, was determined for the existing view.

2.2 Character and Quality of Visual Resources

Visual character includes the following attributes used to describe the visual resource:

- Form—Visual mass or shape
- Line—Edges or linear definitions
- Color—Reflective brightness (light or dark) and hue (red, green, etc.)
- Texture—Surface coarseness
- Dominance—Position, size, or contrast
- Scale—Apparent size as it relates to the surroundings
- Diversity—A variety of visual patterns
- Continuity—Uninterrupted flow of form, line, color, or textural pattern

Visual quality is measured by identifying three criteria: vividness, intactness, and unity, which are comprised of eight different components (defined in Table 2.).

[1] Distance definitions include: foreground (within 0.25 to 0.5 mile of the viewer), middle ground (within 0.5 to 5 miles from the viewer).

Table 2. Definitions of Visual Quality Criteria and Component

Visual Criteria	Definition	Visual Component	Definition
Vividness	Vividness is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements as they combine to form a striking and distinctive visual pattern.	Landform	Landform vividness is frequently determined by the pattern elements of form or line. An example is a strongly defined skyline of a mountain landscape.
		Land Cover – Water	Water is often a vivid landscape component because of line (i.e., the shoreline or the dramatic edge of a waterfall) and color. Reflection, clarity, and motion are particularly important aspects of water in relation to color and its contribution to the vividness of water in the landscape.
		Land Cover – Vegetation	Vegetation is a major visual component in the landscape. It may frequently mask landform or water and can be manipulated for a variety of visual purposes. The degree of vividness in landscape vegetation is frequently attributable to the pattern elements of texture and color.
		Land Cover – Urban Development	Urban development often contrasts visually in form, line, and color with its natural or built setting. Traditional land use patterns and homespun construction could result in vivid urban development. Alternatively, too many contrasting visual elements could cancel each other and result in a scene of low memorability.
Intactness	The integrity of visual pattern in the natural and man-built landscape, and the extent to which the landscape is free from visually encroaching features.	Overall Intactness	Overall intactness refers to the integrity (soundness or unimpaired quality) of visual order for the setting (natural or urban). For example, the natural visual order of a large pastoral field with no incongruous structures interrupting it may be very intact.
		Level of Encroachment	Encroachment or eyesores, such as utilities, lights, or debris, lower the intactness.

Visual Criteria	Definition	Visual Component	Definition
Unity	The degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-compatibility between landscape elements.	Overall Unity	Overall unity depends on the degree to which all visual elements combine to form a coherent, harmonious visual pattern.
		Unity between Built and Natural Environment	Unity between urban and natural pattern elements is determined by the way in which the manmade elements have been introduced into a landscape. In a predominantly urban setting, the inclusion of natural elements is a first condition of unity between the elements. Built environments with no visual relation to natural landform or land-cover patterns lack unity. In the built environments, patterns may reinforce each other and result in high visual unity.

Source: FHWA 1988

For assessing the existing and proposed visual quality, each representative viewpoint was evaluated on the eight visual components defined in Table 2, which are rated on a scale of 1 to 7, with 1 being the lowest rating and 7 being the highest rating. In an urban area, with a visual rating of 1 the visual environment could include numerous elements encroaching into a view, such as poles or excessive signage, and could have disruptions to the urban visual pattern (for example, an electrical tower adjacent to a commercial storefront). An urban area with a visual rating of 7 could have few to no elements encroaching into a view; could have visually distinct architectural elements, such as a building or a bridge; and could combine natural elements into the view, such as street trees and other landscaping. An urban area with a visual rating of 3 or 4 could have some, but not all, of the visual elements of an area with a visual rating of 7. For example, the visual environment could have a few visual encroachments and the incorporation of some natural elements, but may not include a highly memorable architectural or manmade element.

A visual quality score was computed for a visual assessment unit by averaging the rating of the representative viewpoints. The viewpoint's and visual assessment unit's overall visual quality score was computed by averaging its vividness, intactness, and unity scores, as follows:

$$\text{Visual Quality} = \frac{(\text{Vividness} + \text{Intactness} + \text{Unity})}{3}$$

The visual quality score for a representative viewpoint was reported to the nearest whole number. The visual quality score for a visual assessment unit was reported to the nearest one-tenth of a whole number. A visual quality score was calculated for the existing environment and for each build alternative. The change in visual quality is the numeric difference between the existing visual quality score and the score for the alternative.

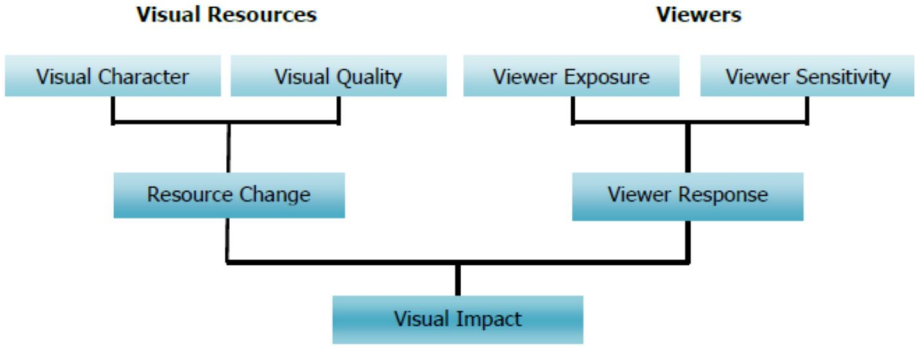
2.3 Viewer Groups and Viewer Response

The population affected by the boulevard is composed of viewers. Viewers are people whose views of the landscape could be altered by the project, either because the landscape itself has changed or their perception of the landscape has changed. Viewer groups are classes of viewers with different potential responses and concerns to changes in visual quality based on their activity, awareness, and values.

Viewer response is a measure or prediction of the reaction to changes in the visual environment from their exposure and sensitivity. Viewer exposure has three attributes: the location, the size (quantity) of the group, and the frequency and duration of their view. For example, travelers on an arterial roadway may be high in number but could have a shorter duration of view (from higher vehicle speeds) compared with residents who have a daily view for a longer duration. Viewer sensitivity is a measure of recognition of an aspect of a view based on their activity, awareness, and values. For example, activities such as driving through an area can reduce a viewer's awareness of features of a view away from the roadway and result in a higher value for less visual distraction from the commute. Conversely, activities such as walking through an area can increase a viewer's awareness of the visual quality of adjacent uses and result in a higher value for ornamental features such as landscaping.

Ultimately, visual effects are determined by assessing changes to the visual resources and measuring, or predicting, viewer response to those changes (Figure 1).

Figure 1. Visual Effect Assessment Process Concept Diagram (FHWA)



Source: California High-Speed Rail Authority, 2013

3.0 Results

This section describes the visual character and provides an evaluation of the existing visual quality of the visual impact area, overall and by visual assessment unit. This section also describes the viewer groups in the visual impact area, including their exposure and sensitivity to changes in the visual environment.

3.1 Existing Conditions: West Connection

The West Connection portion of the study area is identified in the *OKC Plan 2000-2020* as within the Traditional Neighborhood area, which is defined as areas of mature neighborhood and commercial buildings. The zoning of the West Connection is primarily Moderate Industrial (I-2) and Heavy Industrial (I-3), with very small pockets of Medium Density Residential (R-3) near Western Avenue. The existing land uses in the West Connection area are primarily industrial, consistent with the zoning designations. Further north and south of the I-40 right-of-way land is zoned, and used, more for residential uses. One of the transportation actions in the *OKC Plan 2000-2020* is to restrict large trucks from using neighborhood streets. In addition, Oklahoma City's Municipal Code zoning regulations (§59-6250.1) recognizes that industrial uses may require good accessibility to street transportation routes. Therefore, the constructed West Connection helps to balance the city's plans and objectives of providing good accessibility and connectivity to the surrounding industrial uses, while keeping the large trucks that serve this area from using neighborhood streets to the north and south.

As discussed in the *Concept Study Report* (MacArthur 2014), the existing condition of the West Connection uses the old I-40 right-of-way and roadbed. It has been elevated from the surrounding terrain and includes a 42-foot-wide grass median. The West Connection contains four through travel lanes and one additional acceleration/deceleration lane in each direction between on- and off-ramps. The existing visual quality of the Western Connection is moderate (4). While the urban development in this area is not particularly vivid, the visual environment is primarily free of visual encroachments, such as overhead wires, and the wide grassy median incorporates elements of nature into the view.

3.2 Existing Conditions: Visual Impact Area

Throughout the visual impact area, the natural landscape components that contribute to the existing visual character are the same. The underlying landform is generally flat; the vegetative land cover includes short grass with planted areas of mature deciduous trees; and (except for a created pond within the Myriad Botanical Gardens) there is no water land cover.

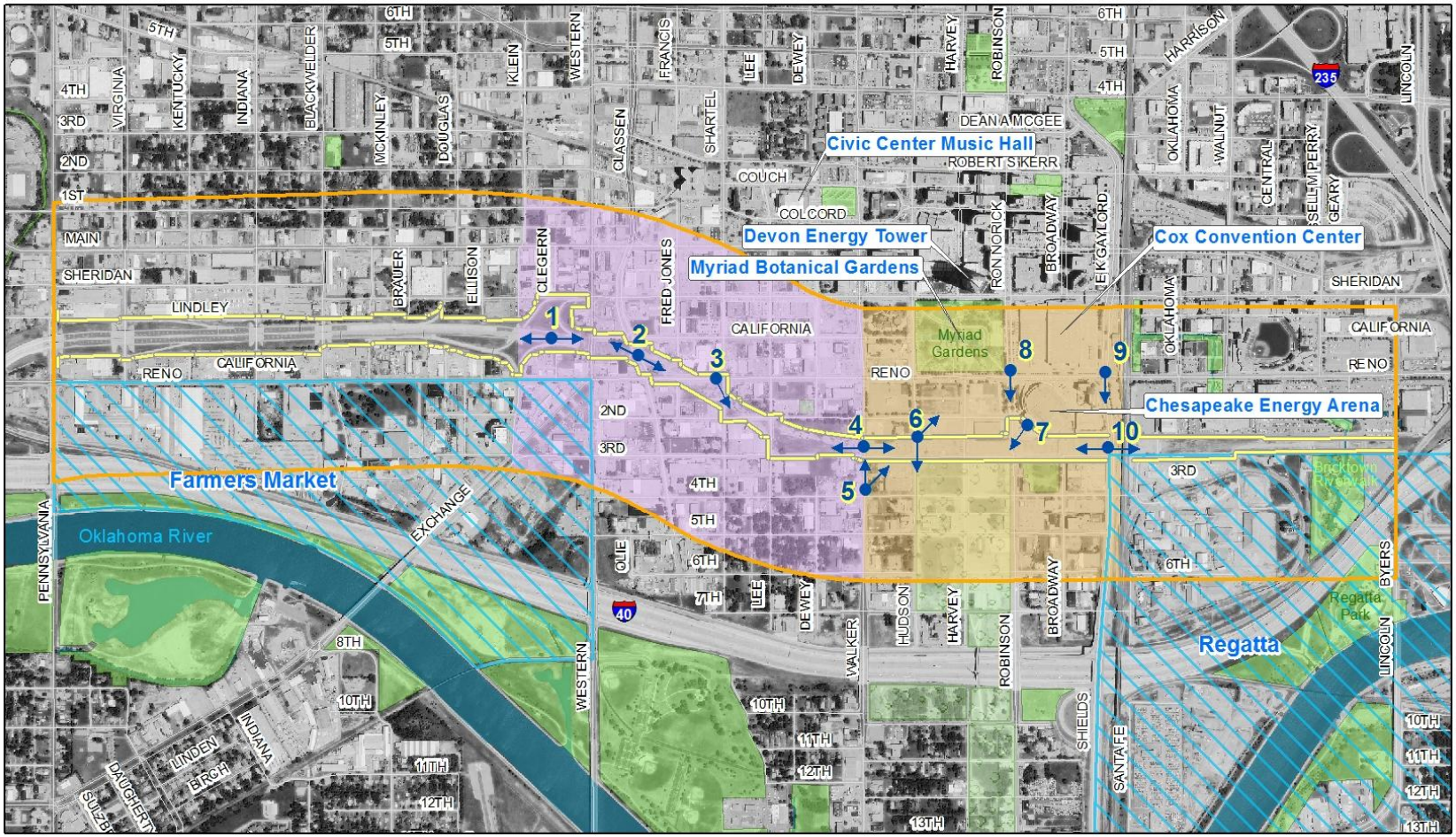
The visual impact area is located in Downtown Oklahoma City and, accordingly, the visual character is dominated by urban development. Since 1991, the core downtown of Oklahoma City has undergone significant redevelopment, including several large projects within or

near the visual impact area. In these redeveloped areas, the strong planning and policy emphasis that Oklahoma City places on the appearance of the downtown core, as summarized in Table 1. , is evident. Redeveloped portions of downtown, such as in the area of the Civic Center Music Hall, have an attractive and cohesive urban design, including streetscape elements such as signage, traffic signal poles, street lighting, and street furniture. In addition, utility lines appear to have been placed underground, thus reducing the visual clutter and encroachment of utility poles and utility lines in the streetscape. Conversely, areas that have not yet been redeveloped, such as the former I-40 right-of-way and immediately adjacent properties within the visual impact area, are evident because they lack a cohesive urban design and because of the visual encroachments (such as utilities, debris, and signage).

Within the visual impact area, the former I-40 right-of-way visually bisects and physically separates development to the north and south. The visual character of the former I-40 right-of-way includes open grass, gravel, and paved areas. Billboards appear relatively frequently along the former right-of-way—a visual attribute related to when the corridor was used for the interstate system and traveled by motorists at high speeds.

Based on the visual patterns in the foreground (within 0.25 to 0.5 mile) and middle ground (within 0.5 to 5 miles) of the viewer, the visual impact area is divided into two visual assessment units. The areas of the two visual assessment units are similar to the zoning designations in the visual impact area: the Downtown Transitional District and the Downtown Business District (Table 1). Therefore, these zoning designations have been used to name the visual assessment units. Figure 2 provides a map of the two visual assessment units and the locations of representative viewpoints within each visual assessment unit. For each representative viewpoint, the arrows shown in Figure 2 depict the direction of the main view(s) from that point. For a description of the historic resources within the visual impact area, refer to the project's *Cultural Resources Survey Report* (Oklahoma Department of Transportation [ODOT] 2014).

Figure 2. Visual Assessment Units and Representative Viewpoints



3.3 Downtown Transitional Visual Assessment Unit

The Downtown Transitional Visual Assessment Unit includes the visual impact area from near Klein Avenue to Walker Avenue. Five representative viewpoints, and direction of views, were selected to represent the existing views and the visual character (Figure 2). Figure 3 provides photographs from the representative viewpoints in the Downtown Transitional Visual Assessment Unit. It is important to note that it is not feasible to document every possible view within the visual assessment unit; these views represent the project's proposed changes.

Near Klein Avenue, Viewpoint 1 in the foreground consists of the constructed portion of the boulevard, which is a six-lane at-grade facility with shoulders, with the east and west directions of travel separated by a wide, grassy median (Figure 3, Viewpoint 1 looking west). Looking west from Viewpoint 1, the middle ground includes adjacent commercial and industrial development and billboard signs. The existing portion of the boulevard ends just east of Klein Avenue with an extension of the grass landscaping (Figure 3, Viewpoint 1 looking east). East of the grass landscaping, the former I-40 right-of-way has a constructed slope down to Western Avenue. Looking east from Viewpoint 1, the middle ground includes adjacent commercial and industrial development, billboard signs, and high-rise buildings in the downtown core.

From Western Avenue to Walker Avenue, the former I-40 right-of-way curves through the Downtown Transitional Visual Assessment Unit, crossing existing local streets, including Classen Boulevard, Reno Avenue, Shartel Avenue, and Lee Avenue (Figure 2, Viewpoints 2 through 5). The former I-40 right-of-way primarily consists of open grass areas. Adjacent to the former I-40 right-of-way, within the foreground from Viewpoints 2 through 5, the visual character includes some stands of mature deciduous trees, one- or two-story industrial and commercial buildings (some of which are currently vacant and boarded up), surface parking lots, a few multifamily housing units, utilities, and billboard signs. Figure 3 includes photographs from Viewpoints 2 through 5 taken January 15-16, 2014. Because the topography of this area is flat, the adjacent buildings obstruct the middle ground from Viewpoints 2 and 3. From Viewpoints 4 and 5, near the Downtown Business District Visual Assessment Unit, the middle ground includes the taller structures in the downtown core, such as the Chesapeake Energy Arena (Figure 3, Viewpoint 4 looking east) and the Devon Energy Tower (Figure 3, Viewpoint 5 looking northeast).

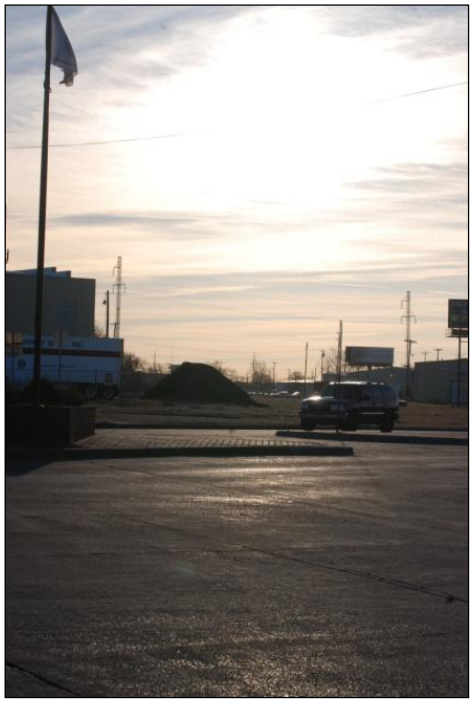
Within the Downtown Transitional Visual Assessment Unit, at the intersection of Classen Boulevard and the former I-40 right-of-way, is an OKC Beautiful Landscape (Figure 3, Viewpoint 2 looking northwest). OKC Beautiful is a nonprofit agency dedicated to improving the image and appearance of Oklahoma City. This program allows businesses and corporations to sponsor public landscape projects on sites pre-approved by Oklahoma City. OKC Beautiful then helps guide the project to completion.

Figure 3. Photographs from Representative Viewpoints in the Downtown Transitional Visual Assessment Unit

Viewpoint 1: Constructed west segment of the boulevard near Klein Avenue, looking west

Viewpoint 1: Former I-40 right-of-way near Klein Avenue, looking east

Viewpoint 2: OKC Beautiful median landscape in Classen Boulevard, looking northwest



Viewpoint 2: Former I-40 right-of-way at Classen Boulevard (including the OKC Beautiful Landscape), looking southeast

Viewpoint 3: Former I-40 right-of-way as it crosses Reno Avenue, looking southeast

Viewpoint 4: Former I-40 right-of-way at Walker Avenue, looking west

Viewpoint 4: Former I-40 right-of-way at Walker Avenue, looking east toward the Downtown Business District Visual Assessment Unit

Viewpoint 5: Walker Avenue at 3rd Street, looking north

Viewpoint 5: Walker Avenue at 3rd Street, looking northeast toward the downtown core and the Downtown Business District Visual Assessment Unit

OKC Beautiful currently supports 27 landscape sites throughout the city, all of which are located in highly visible medians or rights-of-way (OKC Beautiful, 2013). See Appendix B for a map and list of the 27 landscape sites OKC Beautiful maintains throughout Oklahoma City.

The Downtown Transitional Visual Assessment Unit is designated DTD-2. Within this zoning district, the land use and visual environment that Oklahoma City is promoting is a high-quality mix of commercial, office, residential, and industrial uses in a manner consistent with the unique and diverse design elements of the area (Oklahoma City 2010). The zoning district does allow for residential uses.

In addition to the base zoning district, the southwest portion of the Downtown Transitional Visual Assessment Unit is within the Farmers Market Scenic River Overlay District (see Figure 2 and Appendix A). The intent of the Farmers Market Scenic River Overlay District was defined in Table 1.

Light and glare are prevalent in this visual assessment unit and originate from headlights, taillights, traffic signals, street lighting, and illuminated signs. Light also emanates from commercial and industrial buildings and residences. Existing buildings cast shadows on the

ground, but shadows are minimal since most structures are relatively low. Currently, no elevated structures (e.g. bridges or ramps) are located in this visual assessment unit.

Using FHWA's guidance (FHWA 1988) and the methodology described in Section 2.0, the existing visual quality of the five representative viewpoints were assessed and used to calculate the existing visual quality of the Downtown Transitional Visual Assessment Unit. Visual quality scores for the visual criteria and visual components (Table 2) were assigned for each viewpoint.

Between the five representative views, the existing visual character and the visual quality scores range from low (2) at Viewpoint 2 to moderate (4) at Viewpoint 1. Table 3 lists the existing visual quality scores. These scores reflect the transitional character of this visual assessment unit, particularly of the former I-40 right-of-way. In some areas, the form and color of the landform and vegetation combined with the urban development are more harmonious than in other areas. In addition, in some areas the existing utilities, signage, or debris detract from the integrity of the visual character. As an overall average, the existing visual quality of the Downtown Transitional Visual Assessment Unit is moderately low (3.0).

3.4 Downtown Business District Visual Assessment Unit

The Downtown Business District Visual Assessment Unit includes the visual impact area from Walker Avenue to E.K. Gaylord Boulevard/Shields Boulevard. Five representative viewpoints, and direction of views, were selected to represent existing views and the visual character (Figure 2). Figure 4 includes photographs of the viewpoints taken January 15-16, 2014. Similar to the Downtown Transitional Visual Assessment Unit, because the topography is flat, the adjacent development obstructs views of the middle ground. Therefore, the following description of the Downtown Business District Visual Assessment Unit focuses on the foreground.

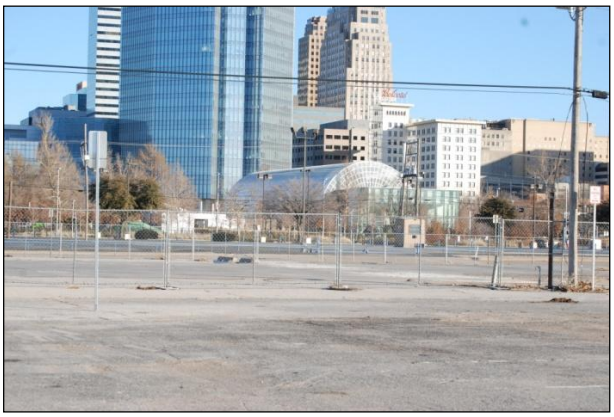
Near Hudson Avenue (Figure 4, Viewpoint 6 looking northeast), the foreground consists of the former I-40 right-of-way and Oklahoma City's downtown core. In the Downtown Business District Visual Assessment Unit, the former I-40 right-of-way is primarily a paved or a hard gravel surface. This differs from the Downtown Transitional Visual Assessment Unit where the land cover is grass. Near Hudson Avenue, the pavement has worn striping to delineate vehicle parking spaces. Immediately north of the former I-40 right-of-way, the adjacent

Table 3. Downtown Transitional Visual Assessment Unit: Existing Visual Quality Scores

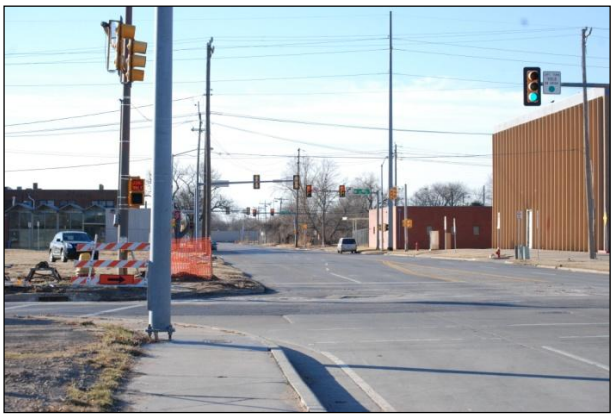
Viewpoint (January 15-16, 2014)	Viewer Position[1]	Direction of View	VIVIDNESS					INTACTNESS			UNITY			Viewpoint: Existing Visual Quality Score[3]	Visual Assessment Unit: Existing Visual Quality Score
			Landform	Land Cover – Vegetation	Land Cover – Water[2]	Land Cover – Urban Development	Average	Overall Intactness (Integrity)	Level of Encroachment	Average	Between Built and Natural Environment	Overall Unity	Average		
1	N	E	4	3	N/A	4	4	4	4	4	4	3	4	4	3.0
2	N	SE	2	3	N/A	3	3	2	2	2	2	2	2	2	
3	N	SE	3	4	N/A	2	3	3	3	3	3	3	3	3	
4	N	NW	3	4	N/A	2	3	2	3	3	2	2	2	3	
5	N	NE	3	4	N/A	4	4	3	3	3	3	3	3	3	

1. Viewer Position: Normal (N) = Viewer is on level with the facility
2. N/A = Not applicable
3. Visual quality score definitions: 1 = very low, 2 = low, 3 = moderately low, 4 = moderate, 5 = moderately high, 6 = high, 7 = very high based upon the January 15-16, 2014 site visit

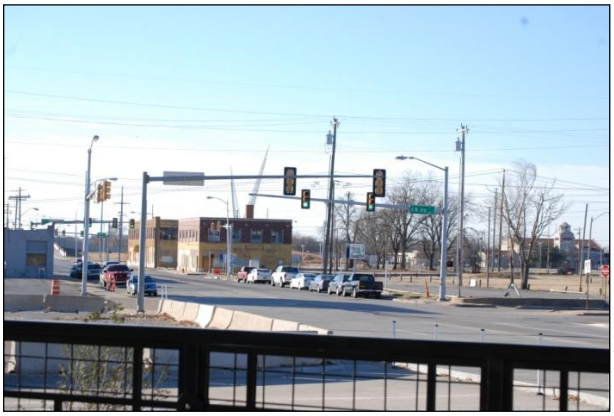
Figure 4. Photographs from Representative Viewpoints in the Downtown Business District Visual Assessment Unit



Viewpoint 6: Former I-40 right-of-way at Hudson Avenue, looking northeast



Viewpoint 6: Former I-40 right-of-way at Hudson Avenue, looking south



Viewpoint 7: View of the former I-40 right-of-way from the Chesapeake Energy Arena entrance at Robinson Avenue, looking southwest

Viewpoint 8: Reno Avenue and Robinson Avenue, looking south

Viewpoint 9: Reno Avenue and E.K. Gaylord Boulevard, looking south

Viewpoint 9: Reno Avenue and E.K. Gaylord Boulevard, looking southwest

Viewpoint 10: Former I-40 right-of-way at Shields Boulevard, looking west

Viewpoint 10: Former I-40 right-of-way near Shields Boulevard, looking east

property is enclosed with cyclone fencing, which encroaches on the visual intactness of the area. Just beyond the fencing is Oklahoma City's downtown core. In high contrast to the flat and monotonous appearance of the former I-40 right-of-way, the downtown core consists of buildings with a high diversity of form (visual mass and shape), scale, and color. Examples of the diversity of the urban development from Viewpoint 6 include the Devon Energy Tower, whose tall and sleek blue form is the most visually prominent element of all of Oklahoma City. Just south of the Devon Energy Tower, toward Viewpoint 6, is the low, graceful curved arch of the Crystal Bridge within the Myriad Botanical Gardens.

South of 3rd Street, the property is currently vacant, with open grass (Figure 4, Viewpoint 6 looking south). This property will become a 40-acre downtown public park, Upper Park, which will include the area between Hudson Avenue and Robinson Avenue from 3rd Street to south of the Downtown Business District Visual Assessment Unit near the proposed boulevard.

Farther east within the Downtown Business District Visual Assessment Unit is the Chesapeake Energy Arena. Opened in 2002, the Chesapeake Energy Arena is the home venue for the National Basketball Association's Oklahoma City Thunder, whose games draw thousands of people. The arena also hosts other events throughout the year. In 2008, Oklahoma City passed an initiative to renovate and expand the Chesapeake Energy Arena (Wikipedia 2014). As such, the arena is a new, large structure with perimeter landscaping; both the structure and the landscaping are well maintained. The former I-40 right-of-way passes just south of one of the arena's entrances on Robinson Avenue and 2nd Street (Figure 4, Viewpoint 7 looking southwest). Just east of Viewpoint 7, the remaining columns and support for the former I-40 are visible against the elevated structure for the Santa Fe Railroad (Figure 4, Viewpoint 7 looking east). The elevated railroad structure blocks views farther east.

From Viewpoint 8, the intersection of Reno Avenue and Robinson Avenue (Thunder Drive), in the immediate foreground is of the four-lane boulevard treatment of Robinson Avenue with mature deciduous trees on both the east and west sides of the street and in the landscaped median (Figure 4, Viewpoint 8 looking south). This boulevard treatment of Robinson Avenue continues north into the downtown core; however, to the south it currently ends at 2nd Street. Beyond 2nd Street, the view becomes more cluttered with traffic signals, overhead utilities, and a billboard sign.

Viewpoints 9 and 10 are on the eastern edge of the Downtown Business District Visual Assessment Unit, along E.K. Gaylord Boulevard and Shields Boulevard. The foreground of Viewpoint 9 (at Reno Avenue) is of the six-lane boulevard treatment of E.K. Gaylord Boulevard, which includes a grass median, the remaining I-40 bridge support columns and structure, and the elevated structure for the Santa Fe Railroad (Figure 4, Viewpoint 9 looking south). To the east of Viewpoint 10, at the former I-40 right-of-way, the elevated

Santa Fe Railroad blocks the views. Views to the west from Viewpoint 10 look back along the former I-40 right-of-way within the visual assessment unit. This view again shows how the former I-40 right-of-way visually bisects and physically separates the development to the north and south. This view also shows the encroachments from construction materials, overhead utilities, and billboard signs (Figure 4, Viewpoint 10 looking west).

The Downtown Business District Visual Assessment Unit was named after Oklahoma City's DBD zoning designation. Within this zoning district, the land use and visual environment that Oklahoma City is promoting is a mix of uses consistent with the unique and diverse design elements and urban character and the creation of a network of pleasant, safe, and connected public spaces and pedestrian amenities (Oklahoma City, 2010). Similar to the DTD-2 zoning, the DBD zoning allows for residential uses.

The southeast portion of the Downtown Business District Visual Assessment Unit is also located within the Regatta Scenic River Overlay District (see Figure 2 and Appendix A). The intent of the Regatta Scenic Overlay District is to establish a mixed-use neighborhood that supports a variety of high-density housing, riverfront events, and recreational opportunities (Oklahoma City 2012).

Light and glare are prevalent in this visual assessment unit, coming from headlights, taillights, traffic signals, street lighting, and illuminated signs. Light also emanates from commercial and industrial buildings. Shadows are cast on the ground below by existing buildings, including tall, downtown high-rise buildings and the structure for the Santa Fe Railroad just east of E.K. Gaylord Boulevard/Shields Boulevard.

The existing visual quality of viewpoints were assessed and used to calculate the existing visual quality of the Downtown Business District Visual Assessment Unit. Between the five representative viewpoints, the existing visual character and the existing visual quality scores range from low (2) at Viewpoint 10 to moderate (4) at Viewpoint 8 (Table 4). These visual quality scores reflect the contrast of the well designed downtown core (including the downtown buildings from Viewpoint 6 and boulevard street treatments in Viewpoints 8 and 9) and the presence of visual encroachments and low intactness of the former I-40 right-of-way. As an overall average, the existing visual quality for the Downtown Business District Visual Assessment Unit is moderately low (3.0).

Table 4. Downtown Business District Visual Assessment Unit: Existing Visual Quality Scores

Viewpoint (January 15-16, 2014)	Viewer Position[1]	Direction of View	VIVIDNESS					INTACTNESS			UNITY			Viewpoint: Existing Visual Quality Score[3]	Visual Assessment Unit: Existing Visual Quality Score
			Landform	Land Cover – Vegetation	Land Cover – Water[2]	Land Cover – Urban Development	Average	Overall Intactness (Integrity)	Level of Encroachment	Average	Between Urban and Natural Environment	Overall Unity	Average		
6	N	NE	3	3	N/A	4	3	4	2	3	3	3	3	3	3.0
7	N	SW	3	3	N/A	3	3	3	2	3	3	2	3	3	
8	N	S	3	5	N/A	4	4	4	4	4	5	4	5	4	
9	N	S	3	4	N/A	3	3	3	4	4	3	3	3	3	
10	N	W	3	2	N/A	2	2	2	2	2	2	2	2	2	

1. Viewer Position: Normal (N) = Viewer is on level with the facility
2. N/A = Not applicable
3. Visual quality score definitions: 1 = very low, 2 = low, 3 = moderately low, 4 = moderate, 5 = moderately high, 6 = high, 7 = very high based upon the January 15-16, 2014 site visit

3.5 Viewer Groups

Both visual assessment units include the same viewer groups: motorists, bicyclists and pedestrians, employees, and residents. Oklahoma City's vision for both visual assessment units includes providing for a mix of commercial and residential uses. Therefore, while the resident viewer group is currently small, it could increase in the future.

For all viewer groups, viewers within the visual impact area are mostly on the same level as the landscape. The following briefly describes the four viewer groups, including their exposure to the visual environment (frequency and duration of views), the level of their expected sensitivity based on their activity and awareness, and the level of their expected response to changes in the visual environment.

- Motorists: Many motorists drive through or to a particular destination within the visual impact area. For motorists, the frequency of their views of the visual impact area could range from daily to occasionally. Because motorists are traveling at higher speeds, the duration of their view is short and they are generally paying more attention to traffic and traffic controls. However, because of the number of traffic signals, motorists have the opportunity to observe the landscape. Therefore, motorists would be expected to have low-to-moderate sensitivity and response to the surrounding visual environment.

- Bicyclists and Pedestrians: Bicyclists and pedestrians would have longer duration views, compared to motorists, because of their slower travel speeds. Similar to motorists, the frequency of their views of the visual impact area could range from daily to occasionally. However, because their activities allow this viewer group more opportunity to view scenery than motorists, bicyclists and pedestrians would likely have a moderate sensitivity and response to the surrounding visual environment.
- Employees: Many businesses are located within the visual impact area. While employees are mostly focused on work activities in an office or at a job site, rather than viewing scenery, they would view the surrounding landscape frequently and for long durations. Therefore, employees would be expected to have a moderate-to-high sensitivity and response to the surrounding visual environment. Although it is outside of the visual impact area, and the study area, it is worth noting that employees in the upper stories of high-rise commercial buildings in the downtown core would have a view of the visual impact area, looking down onto the area as part of a larger view of the surrounding city.
- Residents: The few existing residents in the visual impact area view the surrounding landscape frequently and for long durations. In addition, their activities allow residents more opportunity to view scenery. Therefore, residents would be expected to have a high sensitivity and response to the surrounding visual environment.

3.6 Environmental Consequences

This section describes and documents the potential adverse and beneficial long-term direct and short-term construction effects to visual quality from the four build alternatives. Long-term, or permanent, direct effects are those that result from implementing the boulevard and that are associated with the operation and maintenance of the facility. Short-term effects are those associated with construction activities.

3.6.1 Long-Term Direct Effects

ODOT conducted a review of historic resources for the Crosstown Boulevard (ODOT 2014). The review indicated that the West Connection and Central Section would not adversely affect historic resources. For the East Connection, the elevated BNSF railway is a contributing element of the Sante Fe Depot Historic District. Initially, in February 2014, ODOT determined that no historic resources would be affected by the project, and the Oklahoma State Historic Preservation Office (SHPO) agreed. In April, 2014, ODOT-CRP initiated a re-evaluation of the East Connection to consider how the alternatives for the Crosstown Boulevard would affect the BNSF railway tracks. These tracks are part of the Sante Fe Historic District which was placed on the National Register of Historic Places in 2013. The Crosstown Boulevard proposes to open a new underpass through the concrete between S. 4th Street and Reno Avenue. On May 23, 2014, ODOT-CRP determined that the construction of the underpass for the Crosstown Boulevard would have no adverse effect on the Sante Fe Historic District. The SHPO concurred with these findings on June 13, 2014.

3.6.1.1 Existing Conditions

With the Existing Conditions, the former I-40 right-of-way would remain undeveloped. There would be no change to the visual character of the abandoned right-of-way of the former I-40 as a result of this project. The visual quality scores for both visual assessment units would be the same as the existing visual quality scores (Table 3 and Table 4). Because there would be no change in the visual resource, the four viewer groups would not be expected to have a change in their response to the visual environment as a result of this project.

3.6.1.2 Alternative A

The following is a summary of the resource change Alternative A would have on the existing visual character and quality of both visual assessment units. This discussion is followed by an assessment of the viewer response to the proposed visual change for each group and the overall visual effect of Alternative A on the visual assessment units. Figure 5 shows the proposed design of Alternative A in relation to the 10 representative viewpoints. Table 5 provides the existing and proposed visual quality scores for Alternative A. Appendix C includes visualizations of Alternative A for each of the four project sections.

Downtown Transitional Visual Assessment Unit

Overall, Alternative A would slightly reduce the existing visual character and quality of the Downtown Transitional Visual Assessment Unit from moderately low (3.0) to just below moderately low (2.8).

From Viewpoint 1, at the former I-40 right-of-way near Klein Avenue, the existing visual quality would not change. At this location, the existing constructed segment of the boulevard in the western portion of the study area would be extended east, continuing the six-lane at-grade facility with a center landscaped median. From Viewpoint 1, the visual quality would remain moderate (4).

At Viewpoints 2 and 3, Alternative A would construct a bridge, end Western Avenue north of the proposed boulevard in a cul-de-sac, and realign Classen Boulevard to the west to connect with Western Avenue south of the proposed boulevard. At Viewpoints 2 and 3, the main impact to visual quality would be from the overhead bridge structure that would extend approximately 1,600 feet from Western Avenue to just east of Shartel Avenue, followed by a retaining wall that would extend to just west of Walker Avenue. At Viewpoints 2 and 3, the overhead bridge structure and support columns would obstruct the foreground of views and would add visual mass. Compared to the adjacent development, which is primarily single-story, single-occupancy businesses, the scale of the overhead six-lane boulevard with an enclosed center median (with a total width of approximately 120 feet) would be out of scale and would dominate the view. The addition of the overhead bridge structure and support columns would disrupt the existing visual pattern between the built and natural environments, encroach on views, and cast shadows on the ground. At

Figure 5. Alternative A: Visual Assessment Units and Representative Viewpoints

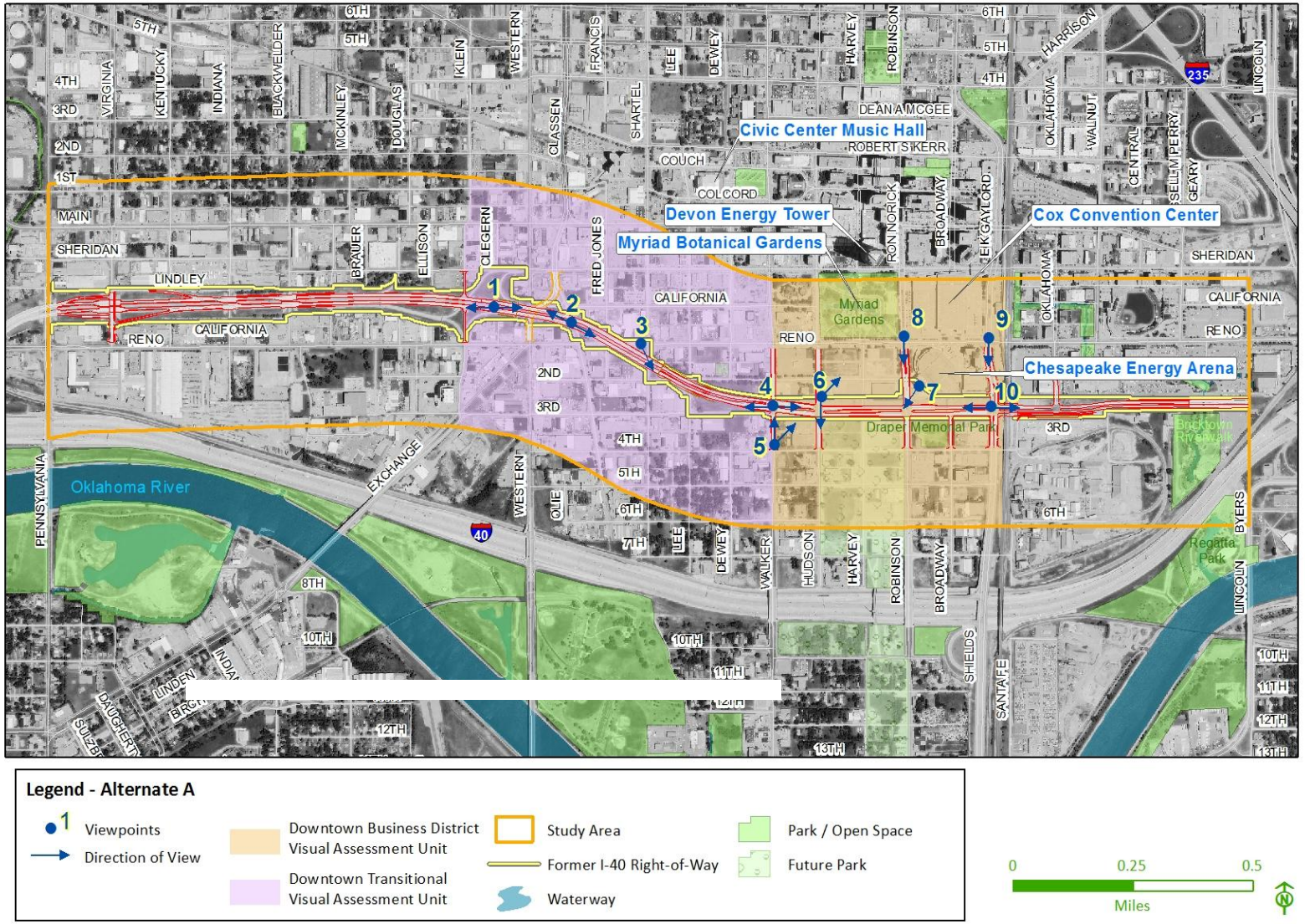


Table 5. Alternative A: Existing and Proposed Visual Quality Scores

Visual Assessment Unit	Viewpoint	E = Existing View P = Proposed View	Viewer Position[1]	Direction of View	VIVIDNESS					INTACTNESS			UNITY			Visual Quality Score[3]	Visual Assessment Unit – Existing Visual Quality Score	Visual Assessment Unit – Proposed Visual Quality Score
					Landform	Land Cover – Vegetation	Land Cover – Water[2]	Land Cover – Urban Development	Average	Overall Intactness (Integrity)	Level of Encroachment	Average	Between Urban and Natural Environment	Overall Unity	Average			
Downtown Transitional	1	E	N	E	4	3	N/A	4	4	4	4	4	4	3	4	4	3.0	2.8
		P	N		4	3		4	4	4	4	4	4	3	4	4		
	2	E	N	SE	2	3	N/A	3	3	2	2	2	2	2	2	2		
		P	I		2	3		1	2	1	1	1	1	1	1	1		
	3	E	N	SE	3	4	N/A	2	3	3	3	3	3	3	3	3		
		P	I		3	3		1	2	1	1	1	1	1	1	1		
	4	E	N	NW	3	3	N/A	2	3	2	3	3	2	2	2	3		
		P	N		3	3		3	3	4	4	4	3	4	4	4		
	5	E	N	NE	3	4	N/A	4	4	3	3	3	3	3	3	3		
		P	N		3	4		5	4	4	4	4	4	4	4	4		
Downtown Business District	6	E	N	NE	3	3	N/A	4	3	4	2	3	3	3	3	3	3.0	4.0
		P	N		3	3		5	4	5	4	5	4	4	4	4		
	7	E	N	SW	3	3	N/A	3	3	3	2	3	3	2	3	3		
		P	N		3	3		4	3	4	4	4	4	4	4	4		
	8	E	N	S	3	5	N/A	4	4	4	4	4	5	4	5	4		
		P	N		3	5		5	4	5	5	5	5	5	5	5		
	9	E	N	S	3	4	N/A	3	3	3	4	4	3	3	3	3		
		P	N		3	4		3	3	3	4	4	3	3	3	3		
	10	E	N	W	3	2	N/A	2	2	2	2	2	2	2	2	2		
		P	N		3	3		4	3	4	4	4	4	4	4	4		

Notes:

1. Viewer Position: Inferior (I) = Viewer is beneath and looking up toward the facility; Normal (N) = Viewer is on level with the facility. In views where viewer position is "I, N," some *visible* elements (such as bridges) of the existing facility and/or build alternative would be elevated, and therefore, the viewer would be inferior to those elements, while the viewer would be on level with other elements.
2. N/A = Not applicable
3. Visual quality score definitions: 1 = very low, 2 = low, 3 = moderately low, 4 = moderate, 5 = moderately high, 6 = high, 7 = very high based upon the January 15-16, 2014 site visit.

Viewpoint 2, the former I-40 right-of-way at Classen Boulevard, Alternative A would not result in the removal of the OKC Beautiful median landscape; however, views of this visual feature would be obstructed by the bridge. Alternative A would reduce the visual intactness and unity and would reduce the visual quality of Viewpoint 2 from low (2) to very low (1), and of Viewpoint 3 from moderately low (3) to very low (1).

Alternative A would improve the visual quality of Viewpoints 4 and 5 from moderately low (3) to moderate (4). At these locations, the proposed six-lane boulevard would be at-grade with a center median that would provide the opportunity for landscaping. Local road improvements would also be made to 3rd Street. Alternative A would not remove the existing, mature deciduous trees adjacent to the former I-40 right-of-way. Within the former I-40 right-of-way, which is currently unimproved, Alternative A would construct a new facility that would reduce the contrast and improve the unity between the built and natural environments and reduce encroachments in the foreground.

Between Klein Avenue and Shartel Avenue, motorists on the proposed boulevard traveling on the bridge structure would not be expected to notice the visual change. In fact, their views of the downtown core and the surrounding area may improve from the elevated vantage point. Motorists on at-grade local streets in the area would be expected to notice the decrease in the visual quality. In the area near Walker Avenue, motorists on the proposed boulevard and adjacent local streets would be expected to notice the increase in visual quality. Because the duration of their view would be brief, the response of motorists to the proposed visual change (both the decrease and increase in visual quality) in this visual assessment unit would be expected to be low.

Bicyclists and pedestrians would not be expected to travel on the bridge portion of the boulevard. Between Klein Avenue and Shartel Avenue, they would be traveling on at-grade local streets and would notice the decrease in visual quality. Similar to motorists, bicyclists and pedestrians would be expected to notice the increase in visual quality near Walker Avenue. Because their activity allows this viewer group more opportunity to view scenery than motorists, the response of bicyclists and pedestrians to the proposed visual change (both the decrease and increase in visual quality) in this visual assessment unit would be expected to be moderate.

Both employees and residents near the proposed bridge would have frequent and longer-duration views of the area, which would have a decrease in visual quality. The bridge structure would pass just south of the existing multifamily residences located just east of Classen Boulevard between California Avenue and Reno Avenue. This would add a dominant and out-of-scale element into the immediate view of these residents. Employees and residents near Walker Avenue would be expected to notice the increase in visual quality. The response of employees and residents, who are sensitive to visual changes, would be expected to be moderate to high. Overall, with the higher sensitivity of employees

and residents to the decrease in visual quality in the Downtown Transitional Visual Assessment Unit, Alternative A would be expected to have a moderate-low adverse visual effect on the Downtown Transitional Visual Assessment Unit.

Downtown Business District Visual Assessment Unit

Overall, Alternative A would increase the existing visual character and quality of the Downtown Business District Visual Assessment Unit from moderately low (3.0) to moderate (4.0).

From Viewpoints 6 and 7, the visual character and quality would improve from moderately low (3) to moderate (4). From Viewpoint 8, the visual character and quality would improve from moderate (4) to moderately high (5). At Viewpoint 10, the visual character and quality would improve from low (2) to moderate (4). At these four viewpoints, the proposed six-lane boulevard would be at-grade with a center median that would provide the opportunity for landscaping. From Viewpoint 8, the proposed improvements to Robinson Avenue would maintain the existing mature deciduous trees along both the east and west sides of the road and in the center median. In place of the former I-40 right-of-way, Alternative A would construct a new facility that would reduce the contrast and improve the unity between the built and natural environments and reduce encroachments in the foreground.

From Viewpoint 9, the proposed project, which ends construction on the west side of Shields Boulevard/E.K. Gaylord Boulevard, would be barely visible. Therefore, the visual character and quality would remain similar to the existing moderately low (3) conditions. In the Downtown Business District Visual Assessment Unit, all four viewer groups would be expected to notice the improved visual character and quality. Their responses would be expected to range from low with motorists to moderately high with employees and residents. Overall, Alternative A would be expected to have a moderate beneficial visual effect on the Downtown Business District Visual Assessment Unit.

3.6.1.3 Alternative B

The following is a summary of the resource change Alternative B would have on the existing visual character and quality of both visual assessment units. This discussion is followed by an assessment of the viewer response to the proposed visual change for each viewer group and the overall visual effect of Alternative B. Figure 6 shows the proposed design of Alternative B in relation to the 10 representative viewpoints. Table 6 provides the existing and proposed visual quality scores for Alternative B. Appendix C includes visualizations of Alternative B for each of the four project sections.

Downtown Transitional Visual Assessment Unit

Within the Downtown Transitional Visual Assessment Unit, the visual effect of Alternative B would be similar to Alternative A. Overall, Alternative B would slightly reduce the

Figure 6. Alternative B: Visual Assessment Units and Representative Viewpoints

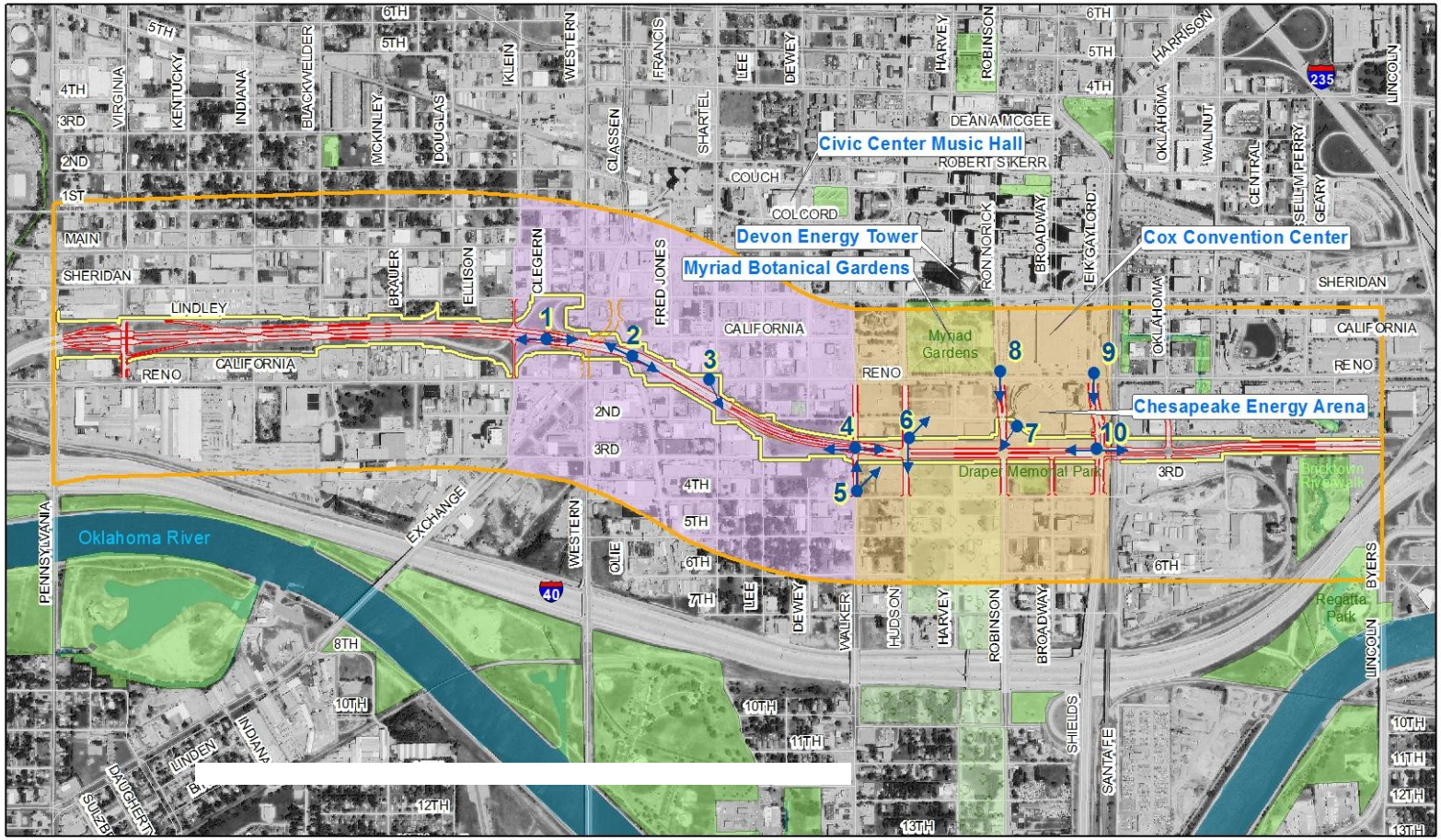


Table 6. Alternative B: Existing and Proposed Visual Quality Scores

Visual Assessment Unit	Viewpoint	E = Existing View P = Proposed View	Viewer Position[1]	Direction of View	VIVIDNESS					INTACTNESS			UNITY			Visual Quality Score[3]	Visual Assessment Unit – Existing Visual Quality Score	Visual Assessment Unit – Proposed Visual Quality Score
					Landform	Land Cover – Vegetation	Land Cover – Water[2]	Land Cover – Urban Development	Average	Overall Intactness (Integrity)	Level of Encroachment	Average	Between Urban and Natural Environment	Overall Unity	Average			
Downtown Transitional	1	E	N	E	4	3	N/A	4	4	4	4	4	4	3	4	4	3.0	2.8
		P	N		4	3		4	4	4	4	4	4	3	4	4		
	2	E	N	SE	2	3	N/A	3	3	2	2	2	2	2	2	2		
		P	I		2	3		1	2	1	1	1	1	1	1	1		
	3	E	N	SE	3	4	N/A	2	3	3	3	3	3	3	3	3		
		P	I		3	3		1	2	1	1	1	1	1	1	1		
	4	E	N	NW	3	3	N/A	2	3	2	3	3	2	2	2	3		
		P	N		3	3		4	3	4	4	4	4	4	4	4		
	5	E	N	NE	3	4	N/A	4	4	3	3	3	3	3	3	3		
		P	N		3	4		4	4	5	5	5	4	4	4	4		
Downtown Business District	6	E	N	NE	3	3	N/A	4	3	4	2	3	3	3	3	3	3.0	4.4
		P	N		3	3		5	4	5	5	5	5	5	5	5		
	7	E	N	SW	3	3	N/A	3	3	3	2	3	3	2	3	3		
		P	N		3	3		5	4	5	5	5	5	5	5	5		
	8	E	N	S	3	5	N/A	4	4	4	4	4	5	4	5	4		
		P	N		3	5		5	4	5	5	5	5	5	5	5		
	9	E	N	SE	3	4	N/A	3	3	3	4	4	3	3	3	3		
		P	N		3	4		3	3	3	4	4	3	3	3	3		
	10	E	N	W	3	2	N/A	2	2	2	2	2	2	2	2	2		
		P	N		3	3		4	3	4	4	4	4	4	4	4		

Notes:

1. Viewer Position: Inferior (I) = Viewer is beneath and looking up toward the facility; Normal (N) = Viewer is on level with the facility. In views where viewer position is "I, N," some *visible* elements (such as bridges) of the existing facility and/or build alternative would be elevated, and therefore, the viewer would be inferior to those elements, while the viewer would be on level with other elements.
2. N/A = Not applicable
3. Visual quality score definitions: 1 = very low, 2 = low, 3 = moderately low, 4 = moderate, 5 = moderately high, 6 = high, 7 = very high based upon the January 15-16, 2014 site visit.

existing visual character and quality of the Downtown Transitional Visual Assessment Unit from moderately low (3.0) to just below moderately low (2.8).

From Viewpoint 1, the existing visual quality would not change. At this location, the existing constructed segment of the boulevard in the western portion of the study area would be extended east as a four-lane at-grade facility with a center landscaped median. For Viewpoint 1, the visual quality would remain moderate (4).

Similar to Alternative A, at Viewpoints 2 and 3, Alternative B would construct a bridge and change Western Avenue and Classen Boulevard. Compared to Alternative A, the proposed width of the overhead bridge structure would be reduced from 120 feet to approximately 88 feet. However, the overhead bridge structure and support columns still would obstruct the foreground of views, add visual mass, disrupt the existing visual pattern, create shadows, and dominate and be out of scale with adjacent development. At Viewpoint 2—the former I-40 right-of-way at Classen Boulevard—Alternative B would not result in the removal of the OKC Beautiful median landscape; however, views of this visual feature would be obstructed by the bridge structure. Alternative B would reduce the visual intactness and unity and would reduce the visual quality of Viewpoint 2 from low (2) to very low (1), and of Viewpoint 3 from moderately low (3) to very low (1).

Alternative B would improve the visual quality of Viewpoints 4 and 5 from moderately low (3) to moderate (4). At these locations, Alternative B would be at-grade with a center median (a median somewhat wider than proposed with Alternative A) that would provide the opportunity for landscaping. Improvements would also be made to 3rd Street. Alternative B would not remove the existing mature deciduous trees adjacent to the former I-40 right-of-way. Within the former I-40 right-of-way, Alternative B would construct a new facility that would reduce the contrast and improve the unity between the built and natural environments and reduce encroachments in the foreground. East of Walker Avenue, Alternative B proposes a bicycle lane and on-street parking, which would be visible from Viewpoint 5 in the northwest direction. The additional striping of the roadway would help to visually define the space for the different transportation modes along the proposed boulevard and increase the overall visual intactness from this viewpoint.

With Alternative B, the visual response of the four viewer groups would be expected to be the same as with Alternative A: the response of motorists would be expected to be low; the response of bicyclists and pedestrians would be expected to be moderate; and the response of employees and residents, who are sensitive to visual changes, would be expected to be moderate to high. Overall, with the higher sensitivity of employees and residents to the decrease in visual quality in the Downtown Transitional Visual Assessment Unit, Alternative B would be expected to have a moderately low adverse visual effect on the Downtown Transitional Visual Assessment Unit.

Downtown Business District Visual Assessment Unit

Overall, Alternative B would increase the existing visual character and quality of the Downtown Business District Visual Assessment Unit from moderately low (3.0) to above moderate (4.4). From Viewpoints 6 and 7, the visual character and quality would improve from moderately low (3) to moderately high (5). With Alternative B, between Walker Avenue and Robinson Avenue, the boulevard would include a bicycle lane and on-street parking. The additional striping of the roadway would help visually define the space for the different transportation modes along the proposed boulevard and increase the overall visual intactness from these viewpoints.

From Viewpoint 8, the visual character and quality would improve from moderate (4) to moderately high (5). At Viewpoint 10, the visual character and quality would improve from low (2) to moderate (4). At these two viewpoints, Alternative B would be at-grade with a center median that would provide the opportunity for landscaping. Along the south side of the proposed boulevard, the bicycle lane and on-street parking would continue east to Shields Boulevard/E.K. Gaylord Boulevard. From Viewpoint 8, the proposed improvements to Robinson Avenue would maintain the existing mature deciduous trees along both the east and west sides of the road and in the center median. At all four viewpoints (Viewpoints 6, 7, 8, and 10) in place of the former I-40 right-of-way, Alternative B would construct a new facility that would reduce the contrast and improve the unity between the built and natural environments and reduce encroachments in the foreground.

From Viewpoint 9, Alternative B—which ends construction on the west side of Shields Boulevard/E.K. Gaylord Boulevard—would be barely visible. Therefore, the visual character and quality would remain similar to the existing moderately low (3) conditions. In the Downtown Business District Visual Assessment Unit, all four viewer groups would be expected to notice the improved visual character and quality. Their responses would be expected to range from low with motorists to moderately high with employees and residents. Overall, Alternative B would be expected to have a moderate beneficial visual effect on the Downtown Business District Visual Assessment Unit.

3.6.1.4 Alternative C

The following is a summary of the resource change Alternative C would have on the existing visual character and quality of both visual assessment units. This discussion is followed by an assessment of the viewer response to the proposed visual change for each group and the overall visual effect of Alternative C on the visual assessment unit (Figure 7). Table 7 provides the existing and proposed visual quality scores for Alternative C. Appendix C includes visualizations of Alternative C for each of the four project sections.

Figure 7. Alternative C: Visual Assessment Units and Representative Viewpoints

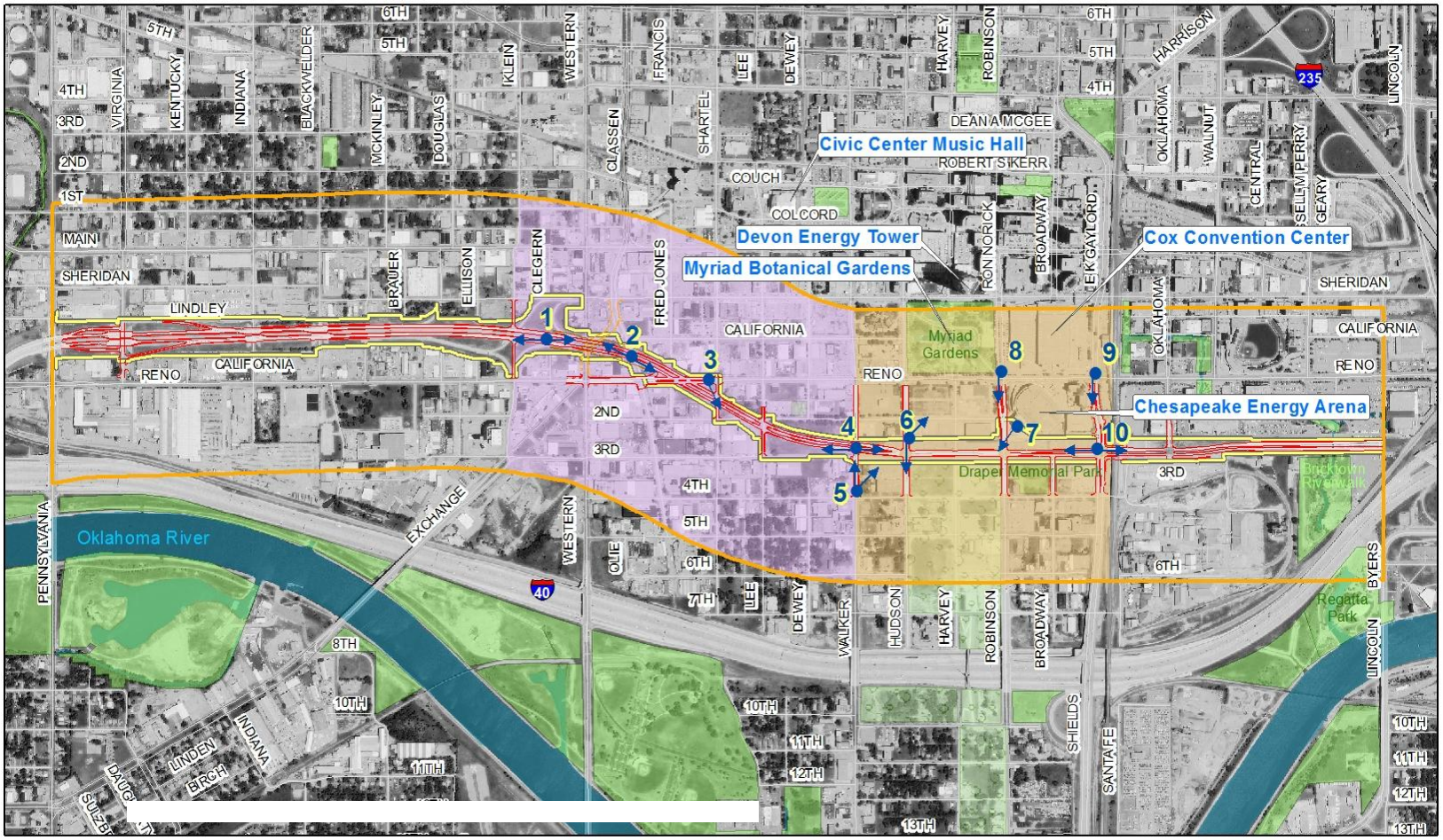


Table 7. Alternative C: Existing and Proposed Visual Quality Scores

Visual Assessment Unit	Viewpoint	E = Existing View P = Proposed View	Viewer Position[1]	Direction of View	VIVIDNESS					INTACTNESS			UNITY			Visual Quality Score[3]	Visual Assessment Unit – Existing Visual Quality Score	Visual Assessment Unit – Proposed Visual Quality Score
					Landform	Land Cover – Vegetation	Land Cover – Water[2]	Land Cover – Urban Development	Average	Overall Intactness (Integrity)	Level of Encroachment	Average	Between Urban and Natural Environment	Overall Unity	Average			
Downtown Transitional	1	E	N	E	4	3	N/A	4	4	4	4	4	4	3	4	4	3.0	3.4
		P	N		4	3		4	4	4	4	4	4	3	4	4		
	2	E	N	SE	2	3	N/A	3	3	2	2	2	2	2	2	2		
		P	I		2	3		1	2	1	1	1	1	1	1	1		
	3	E	N	SE	3	4	N/A	2	3	3	3	3	3	3	3	3		
		P	N		3	4		4	4	4	4	4	4	4	4	4		
	4	E	N	NW	3	3	N/A	2	3	2	3	3	2	2	2	3		
		P	N		3	3		4	3	4	4	4	4	4	4	4		
	5	E	N	NE	3	4	N/A	4	4	3	3	3	3	3	3	3		
		P	N		3	4		4	4	5	5	5	4	4	4	4		
Downtown Business District	6	E	N	NE	3	3	N/A	4	3	4	2	3	3	3	3	3	3.0	4.0
		P	N		3	3		4	3	5	5	5	5	5	5	4		
	7	E	N	SW	3	3	N/A	3	3	3	2	3	3	2	3	3		
		P	N		3	3		4	3	5	5	5	5	5	5	4		
	8	E	N	S	3	5	N/A	4	4	4	4	4	5	4	5	4		
		P	N		3	5		5	4	5	5	5	5	5	5	5		
	9	E	N	SE	3	4	N/A	3	3	3	4	4	3	3	3	3		
		P	N		3	4		3	3	3	4	4	3	3	3	3		
	10	E	N	W	3	2	N/A	2	2	2	2	2	2	2	2	2		
		P	N		3	3		4	3	4	4	4	4	4	4	4		

Notes:

1. Viewer Position: Inferior (I) = Viewer is beneath and looking up toward the facility; Normal (N) = Viewer is on level with the facility. In views where viewer position is "I, N," some *visible* elements (such as bridges) of the existing facility and/or build alternative would be elevated, and therefore, the viewer would be inferior to those elements, while the viewer would be on level with other elements.
2. N/A = Not applicable
3. Visual quality score definitions: 1 = very low, 2 = low, 3 = moderately low, 4 = moderate, 5 = moderately high, 6 = high, 7 = very high based upon the January 15-16, 2014 site visit

Downtown Transitional Visual Assessment Unit

Overall, Alternative C would somewhat increase the existing visual character and quality of the Downtown Transitional Visual Assessment Unit from moderately low (3.0) to above moderately low (3.4).

From Viewpoint 1, the existing visual quality would not change. At this location, the existing constructed segment of the boulevard in the western portion of the study area would be extended east as a four-lane at-grade facility with a center landscaped median. For Viewpoint 1, the visual quality would remain moderate (4).

Alternative C would construct a 100-foot-long bridge over Western Avenue that would return to grade just west of Reno Avenue. This overpass would consist of two, two-lane roadways 22 feet wide. The 42-foot-wide center median of the overpass would be open, which would reduce the visual mass of the structure and would allow for light and air to reach under the bridge. However, at Viewpoint 2 the overhead bridge structure and support columns still would obstruct the foreground of views, add visual mass, disrupt the existing visual pattern, and create shadows. At Viewpoint 2, Alternative C would not result in the removal of the OKC Beautiful median landscape; however, views of this visual feature would be obstructed by the bridge structure. Therefore, Alternative C would reduce the visual character and quality of Viewpoint 2 from low (2) to very low (1).

At Viewpoint 3, Alternative C would be a four-lane at-grade facility with a center median (30 feet in width) that would provide the opportunity for landscaping. Because the boulevard would be at-grade at this location, Alternative C would allow for more physical and visual connections to other roadways and surrounding land in this area, including Reno, Shartel, and Lee Avenues. Alternative C would improve the visual character and quality of Viewpoint 3 from moderately low (3) to moderate (4).

Through the Downtown Transitional Visual Assessment Unit, the four-lane at-grade facility with a center median would continue east to Walker Avenue. From Viewpoints 4 and 5, within the former I-40 right-of-way, Alternative C would construct a new facility that would reduce the contrast and improve the unity between the built and natural environments and reduce encroachments in the foreground. East of Walker Avenue, Alternative C proposes a bicycle lane, a multi-use trail that would also accommodate bicyclists and pedestrians, and on-street parking, which would be visible from Viewpoint 5 in the northwest direction. The additional striping of the roadway would help visually define the space for the different transportation modes along the boulevard and the wider sidewalk for the multi-use trail will provide a traditional boulevard aesthetic, both will increase the overall visual intactness from this viewpoint. Alternative C would improve the visual quality of Viewpoints 4 and 5 from moderately low (3) to moderate (4).

With Alternative C, all four viewer groups would be expected to notice the improved visual character and quality of the visual environment. Their responses would be expected to range from low with motorists to moderately high with employees and residents. Overall, Alternative C would be expected to have a moderate beneficial visual effect on the Downtown Transitional Visual Assessment Unit.

Downtown Business District Visual Assessment Unit

Overall, Alternative C would increase the existing visual character and quality of the Downtown Business District Visual Assessment Unit from moderately low (3.0) to moderate (4.0).

From Viewpoints 6 and 7, the visual character and quality would improve from moderately low (3) to moderate (4). Compared to Alternative B, the visual quality score for Viewpoints 6 and 7 is slightly less because between Hudson and Robinson Avenues Alternative C would not include a center median that would provide the opportunity for landscaping. With Alternative C, between Walker and Robinson Avenues both directions of travel along the boulevard would include a bicycle lane and on-street parking. The additional striping of the roadway would help visually define the space for the different transportation modes along the boulevard and increase the overall visual intactness from these viewpoints.

From Viewpoints 8, 9, and 10, Alternative C would result in similar improvements to visual character and quality as Alternative B. The visual quality score for Viewpoint 8 would increase from moderate (4) to moderately high (5). The visual quality score for Viewpoint 9 would remain at moderately low (3). The visual quality score for Viewpoint 10 would increase from low (2) to moderate (4).

In the Downtown Business District Visual Assessment Unit, all four viewer groups would likely notice the improved visual character and quality. Their responses would be expected to range from low with motorists to moderately high with employees and residents. Overall, Alternative C would be expected to have a moderate beneficial visual effect on the Downtown Business District Visual Assessment Unit.

3.6.1.5 Alternative D

The following is a summary of the resource change Alternative D would have on the existing visual character and quality of both visual assessment units. This discussion is followed by an assessment of the viewer response to the proposed visual change for each group and the overall visual effect of Alternative D on the visual assessment unit. Figure 8 shows the proposed design of Alternative D in relation to the 10 representative viewpoints. Table 8 provides the existing and proposed visual quality scores for Alternative D. Appendix C includes visualizations of Alternative D for each of the four project sections.

Figure 8. Alternative D: Visual Assessment Units and Representative Viewpoints

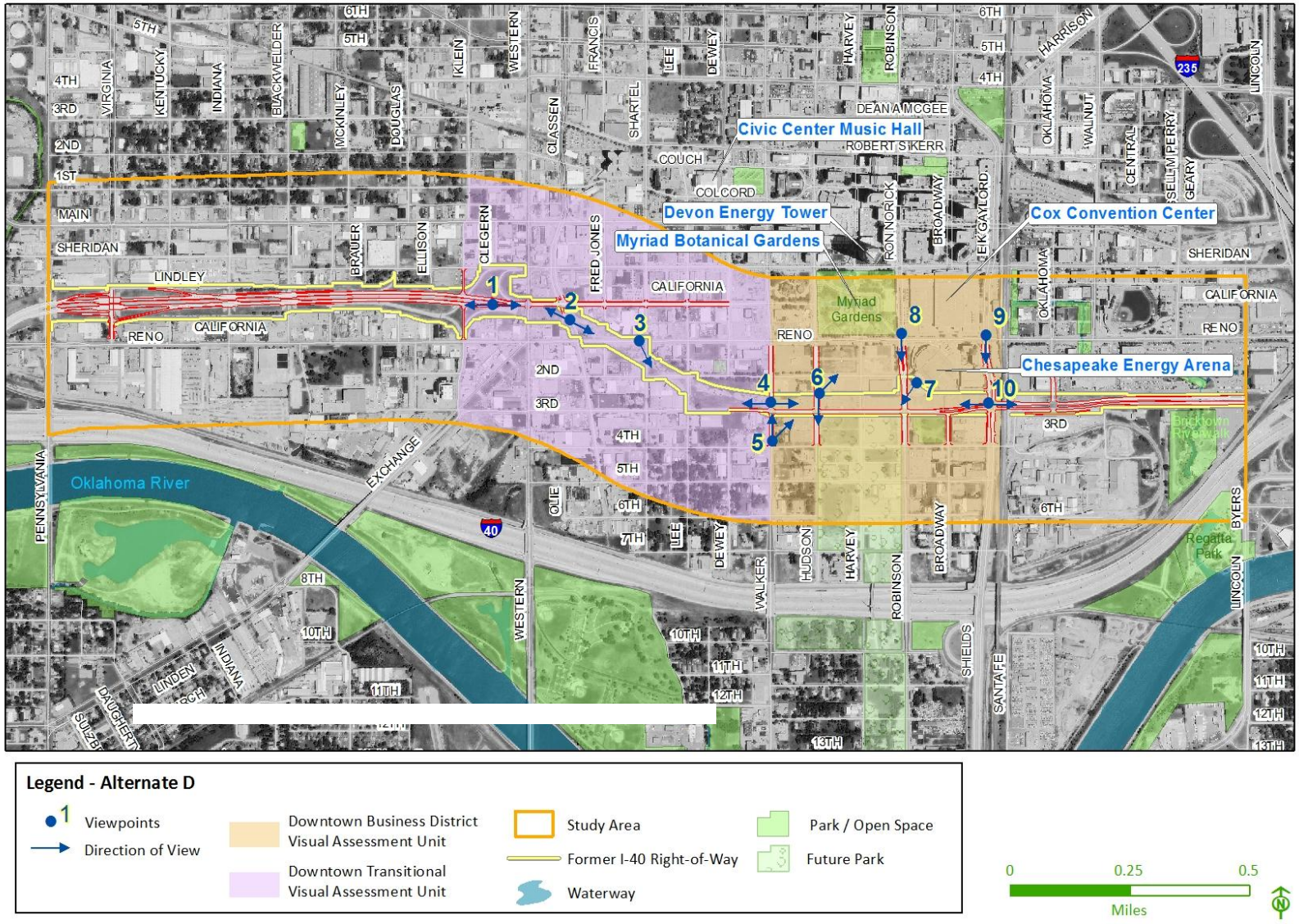


Table 8. Alternative D: Existing and Proposed Visual Quality Scores

Visual Assessment Unit	Viewpoint	E = Existing View P = Proposed View	Viewer Position[1]	Direction of View	VIVIDNESS					INTACTNESS			UNITY			Visual Quality Score[3]	Visual Assessment Unit – Existing Visual Quality Score	Visual Assessment Unit – Proposed Visual Quality Score
					Landform	Land Cover – Vegetation	Land Cover – Water[2]	Land Cover – Urban Development	Average	Overall Intactness (Integrity)	Level of Encroachment	Average	Between Urban and Natural Environment	Overall Unity	Average			
Downtown Transitional	1	E	N	E	4	3	N/A	4	4	4	4	4	4	3	4	4	3.0	3.0
		P	N		4	3		4	4	4	4	4	4	4	4	4		
	2	E	N	SE	2	3	N/A	3	3	2	2	2	2	2	2	2		
		P	N		2	2		2	2	2	2	2	2	2	2	2		
	3	E	N	SE	3	4	N/A	2	3	3	3	3	3	3	3	3		
		P	N		3	4		2	3	3	3	3	3	3	3	3		
	4	E	N	NW	3	3	N/A	2	3	2	3	3	2	2	2	3		
		P	N		3	3		2	3	2	3	3	2	2	2	3		
	5	E	N	NE	3	4	N/A	4	4	3	3	3	3	3	3	3		
		P	N		3	4		4	4	3	3	3	3	3	3	3		
Downtown Business District	6	E	N	NE	3	3	N/A	4	3	4	2	3	3	3	3	3	3.0	3.2
		P	N		3	3		4	3	4	2	3	3	3	3	3		
	7	E	N	SW	3	3	N/A	3	3	3	2	3	3	2	3	3		
		P	N		3	3		3	3	3	3	3	3	3	3	3		
	8	E	N	S	3	5	N/A	4	4	4	4	4	5	4	5	4		
		P	N		3	5		4	4	4	4	4	5	4	5	4		
	9	E	N	SE	3	4	N/A	3	3	3	4	4	3	3	3	3		
		P	N		3	4		3	3	3	4	4	3	3	3	3		
	10	E	N	W	3	2	N/A	2	2	2	2	2	2	2	2	2		
		P	N		3	3		3	3	3	3	3	3	3	3	3		

Notes:

1. Viewer Position: Inferior (I) = Viewer is beneath and looking up toward the facility; Normal (N) = Viewer is on level with the facility. In views where viewer position is "I, N," some *visible* elements (such as bridges) of the existing facility and/or build alternative would be elevated, and therefore, the viewer would be inferior to those elements, while the viewer would be on level with other elements.
2. N/A = Not applicable
3. Visual quality score definitions: 1 = very low, 2 = low, 3 = moderately low, 4 = moderate, 5 = moderately high, 6 = high, 7 = very high based upon the January 15-16, 2014 site visit

Downtown Transitional Visual Assessment Unit

Alternative D would not change the existing visual character and quality of the Downtown Transitional Visual Assessment Unit from moderately low (3.0).

From Viewpoint 1, the existing visual quality would not change. At this location the existing constructed segment of the boulevard in the western portion of the study area would be extended east as a four-lane at-grade facility with a center landscaped median. For Viewpoint 1, the visual quality would remain moderate (4).

With Alternative D, the extension of the boulevard would end at Western Avenue. East of Western Avenue, the boulevard would connect to California Avenue, which may need some improvements. At Viewpoint 2, Alternative D would remove the existing OKC Beautiful median landscape in Classen Boulevard. The visual quality and character of Viewpoint 2 would remain low (2). At Viewpoints 3, 4, and 5, there would be no change to the former I-40 right-of-way and, therefore, the visual quality would remain moderately low (3).

With Alternative D, the visual environment of the Downtown Transitional Landscape Unit, and the former I-40 right-of-way, would depend on planning requirements of Oklahoma City during redevelopment. Overall, Alternative D would not be expected to have a visual effect on the Downtown Transitional Visual Assessment Unit from a transportation facility.

Downtown Business District Visual Assessment Unit

Overall, Alternative D would slightly increase the existing visual character and quality of the Downtown Business District Visual Assessment Unit from moderately low (3.0) to just above moderately low (3.2).

With Alternative D, while improvements would not be made to the former I-40 right-of-way, 3rd Street would be improved. From Viewpoints 6, 7, and 8, the improvements to 3rd Street would not be expected to change noticeably the visual character and quality. Therefore, the visual quality score for these viewpoints would not change; Viewpoints 6 and 7 would remain moderately low (3), and Viewpoint 8 would remain moderate (4). As with the other build alternatives, the improvements would not be expected to be visible from Viewpoint 9 and the visual quality score would remain moderately low (3).

Alternative D would improve the visual quality of Viewpoint 10 from low (2) to moderately low (3). Between Broadway Avenue and Shields Boulevard/E.K. Gaylord Boulevard, 3rd Street would be realigned north into the former I-40 right-of-way as a four-lane at-grade road with a center median that would provide the opportunity for landscaping. The improvements to the former I-40 right-of-way would reduce the contrast and improve the unity between the built and natural environments and reduce encroachments in the foreground.

In the Downtown Business District Visual Assessment Unit, all four viewer groups would be expected to notice the slight improvement to the visual character and quality. Their responses would be expected to range from low with motorists to moderately high with employees and residents. Overall, Alternative D would be expected to have a low beneficial visual effect on the Downtown Business District Visual Assessment Unit.

3.6.2 Short-term Construction Effects

Without the Crosstown Boulevard, there would be no construction and, therefore, no construction impacts.

Construction effects from the four build alternatives would be similar and would be associated with the presence of equipment and workers, material stockpiles, debris, signage, staging areas, and demolition activities. Grading and the removal of vegetation for staging areas would create a temporary visual effect, provided that staging areas are rehabilitated after construction finishes. Dust would encroach upon views. Light and glare emanating from construction activities also could encroach upon adjacent areas. The movement of large, typically bright yellow construction vehicles would add potentially visually distracting elements to views, particularly in more intact and vegetated areas. Work platforms, scaffolding, and erosion-control materials would add linear and geometric shapes to views. Congestion associated with work areas also could intrude upon views. All of these impacts temporarily would disrupt connectivity and unity within views. However, brightly colored signs or lights have an intended safety benefit.

3.6.3 Avoidance, Minimization, and/or Mitigation Measures

The build alternatives have been, or could be, designed to incorporate the following measures that would avoid, minimize, and mitigate short-term and long-term adverse effects to visual quality. Since the Crosstown Boulevard will ultimately be operated and maintained by Oklahoma City, many of the avoidance, minimization and/or mitigation measures will be the responsibility of Oklahoma City, and should be incorporated into the detailed design process where possible.

3.6.3.1 Construction Mitigation

Some temporary effects result from safety measures (e.g., brightly colored signs, safety lights) and cannot be mitigated. The following measures could be taken, to the extent practicable, to avoid, minimize, and mitigate for temporary adverse effects to visual quality:

- Where feasible, set up construction staging areas in locations that are out of sight from a majority of viewers
- Shield construction lighting and/or focus lighting on work areas to minimize ambient spillover of incandescent or halogen light into adjacent areas

- To the extent reasonable and safe, limit traffic stoppage and lane shifts or detours associated with construction to off-peak travel hours so that fewer viewers are affected and congestion would be minimized
- Restore staging areas to pre-project conditions after the project is completed; this would require a survey of proposed staging areas prior to construction to document the existing surface material and vegetation

3.6.3.2 Avoidance Measures

The build alternatives could incorporate the following measures to avoid adverse visual effects to the extent practical and feasible:

- Alternatives A, B, and C avoid removing the OKC Beautiful landscape in the median of Classen Boulevard
- Avoid removing the existing mature deciduous trees in the visual impact area
- Use existing transportation right-of-way and avoid acquiring adjacent land for transportation purposes

3.6.3.3 Minimization Measures

The following minimization measures, where feasible and practical, are recommended for the build alternatives and would be coordinated with Oklahoma City who would be responsible for implementation and/or maintenance:

- Use retaining walls to minimize the amount of fill material needed
- Contour cuts and fills visually to blend with the surrounding landscape
- Repeat natural forms and lines when creating the new boulevard
- If street lights would be installed, use technology that minimizes ambient spillover light into adjacent areas and dark skies above
- Apply a color and aesthetic treatment, such as modifying the variables of depth, color, and form of a material or surface and scoring to proposed structures (bridge, guard rails, retaining walls, medians, and abutments), that is visually consistent with the surrounding area
- Apply a consistent aesthetic treatment for the boulevard, local roads, sidewalks, lighting treatment, and street signage treatment
- Apply a consistent landscape treatment throughout the visual impact area to promote visual continuity; where planting is required, typical vegetation would consist of native plant species that would be low maintenance

3.6.3.4 Mitigation for Long-Term Impacts

The following mitigation measures, where feasible and practical, are recommended for the build alternatives:

- For Alternative D, work with OKC Beautiful to replace the existing landscape median in Classen Boulevard that would be removed under this alternative
- As appropriate, meet the standards required for a downtown design review Certificate of Approval.

3.6.4 Indirect and Cumulative Effects

For a discussion of the project's potential indirect and cumulative effects to the visual environment, refer to the *Crosstown Boulevard Indirect and Cumulative Effects Technical Memorandum* (Parsons Brinckerhoff 2014).

3.6.5 Permits and Approvals

It is anticipated that the project would be required to obtain a Downtown design review Certificate of Approval in compliance with Oklahoma City Municipal Code §59-7200. Per Oklahoma City Municipal Code §59-7200(2), this would require review and approval by the Downtown Design Review Committee.

4.0 References

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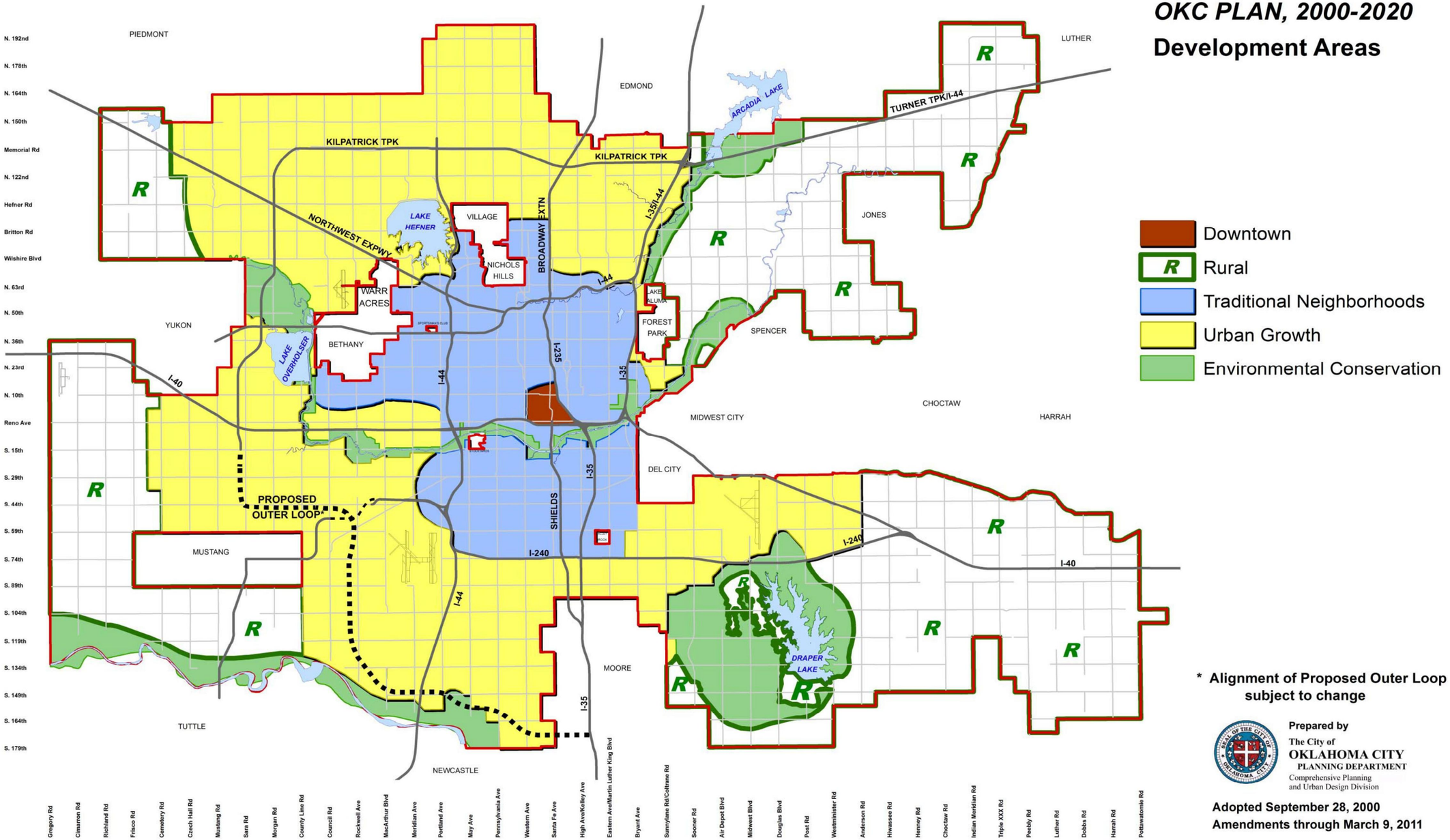
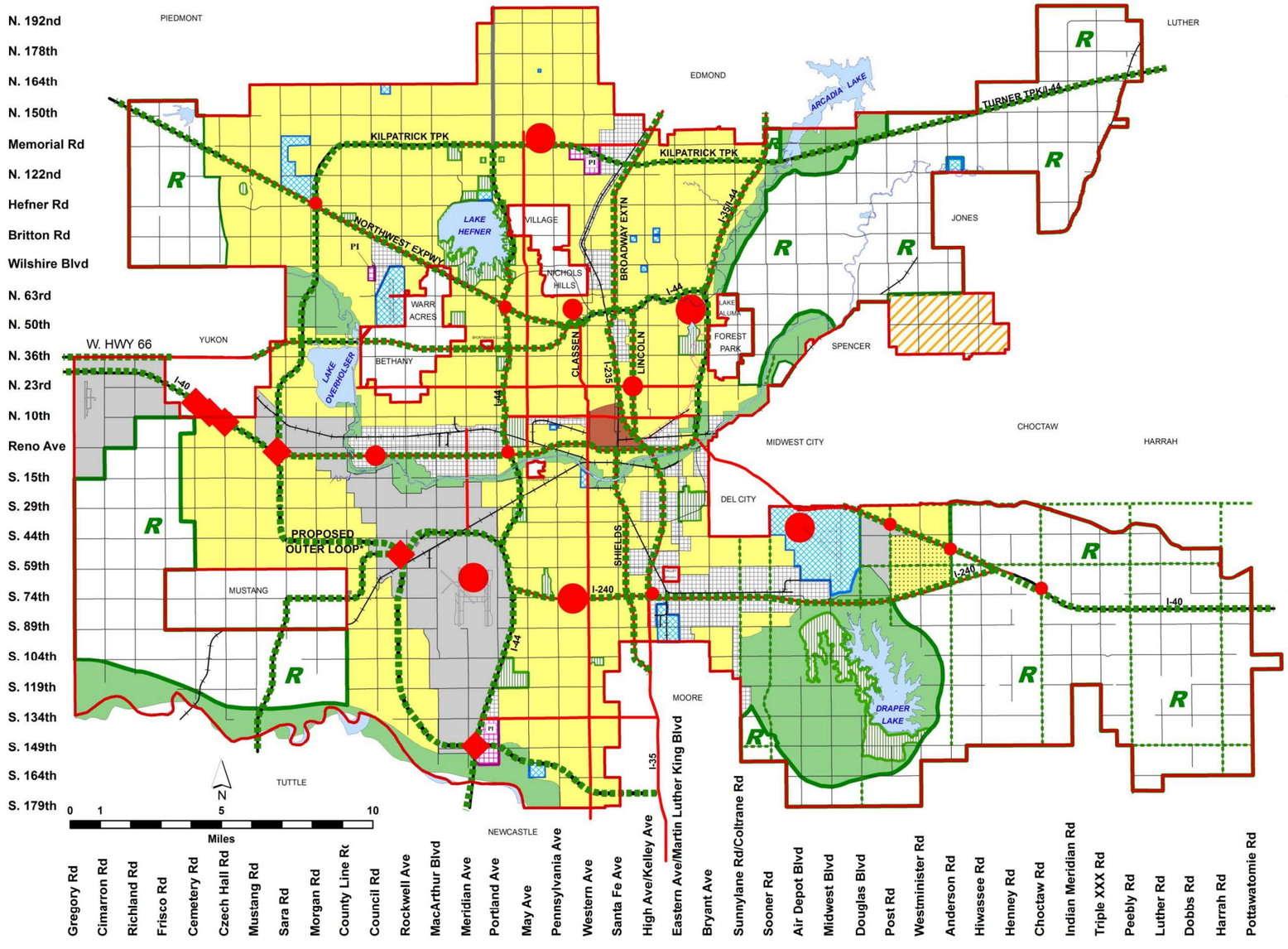
Appendix A: Oklahoma City Maps



* Alignment of Proposed Outer Loop subject to change

Prepared by
The City of
OKLAHOMA CITY
PLANNING DEPARTMENT
Comprehensive Planning
and Urban Design Division

Adopted September 28, 2000
Amendments through March 9, 2011



OKC PLAN, 2000-2020

Land Use Plan

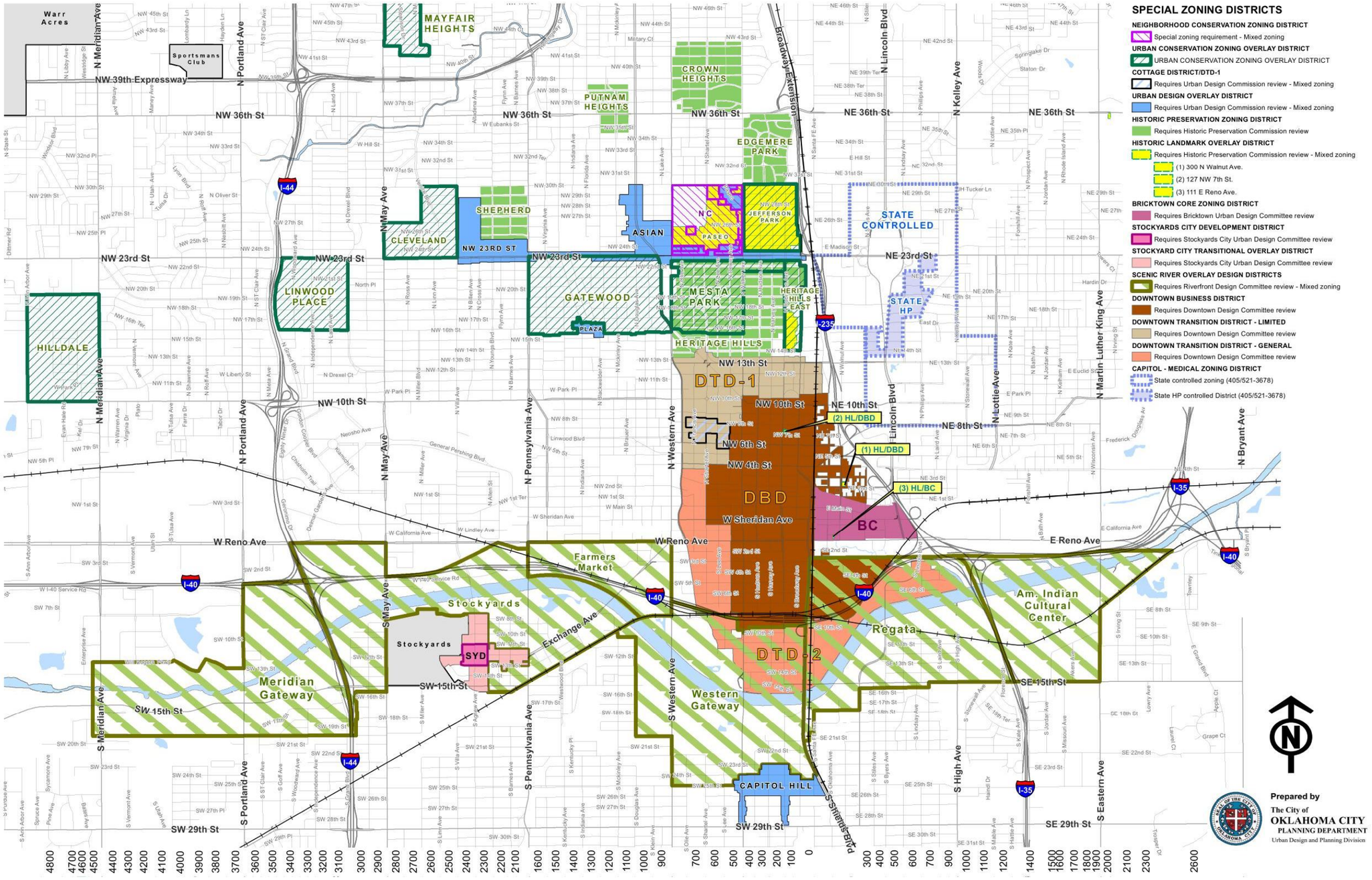
- R — Rural
- Environmental Conservation
- Major Open Space
- Urban Development
- Specialized Urban Development
- Limited Urban Development
- Downtown
- Regional Activity Center
- Future Regional Activity Center
- Appearance Corridor
- Secondary Appearance Corridor
- Major Activity Corridor (unspecified depth)
- Major Activity Corridor - rail (unspecified depth)
- Protected Industrial Corridor (unspecified depth)
- Industrial
- Standard Industrial
- Protected Industrial
- Industrial Reserve
- Transportation, Communication, and Utilities
- Future grade separated roadway

* Alignment of Proposed Outer Loop subject to change

Note: This map is general in nature, and is not intended to depict particular land uses for specific parcels.

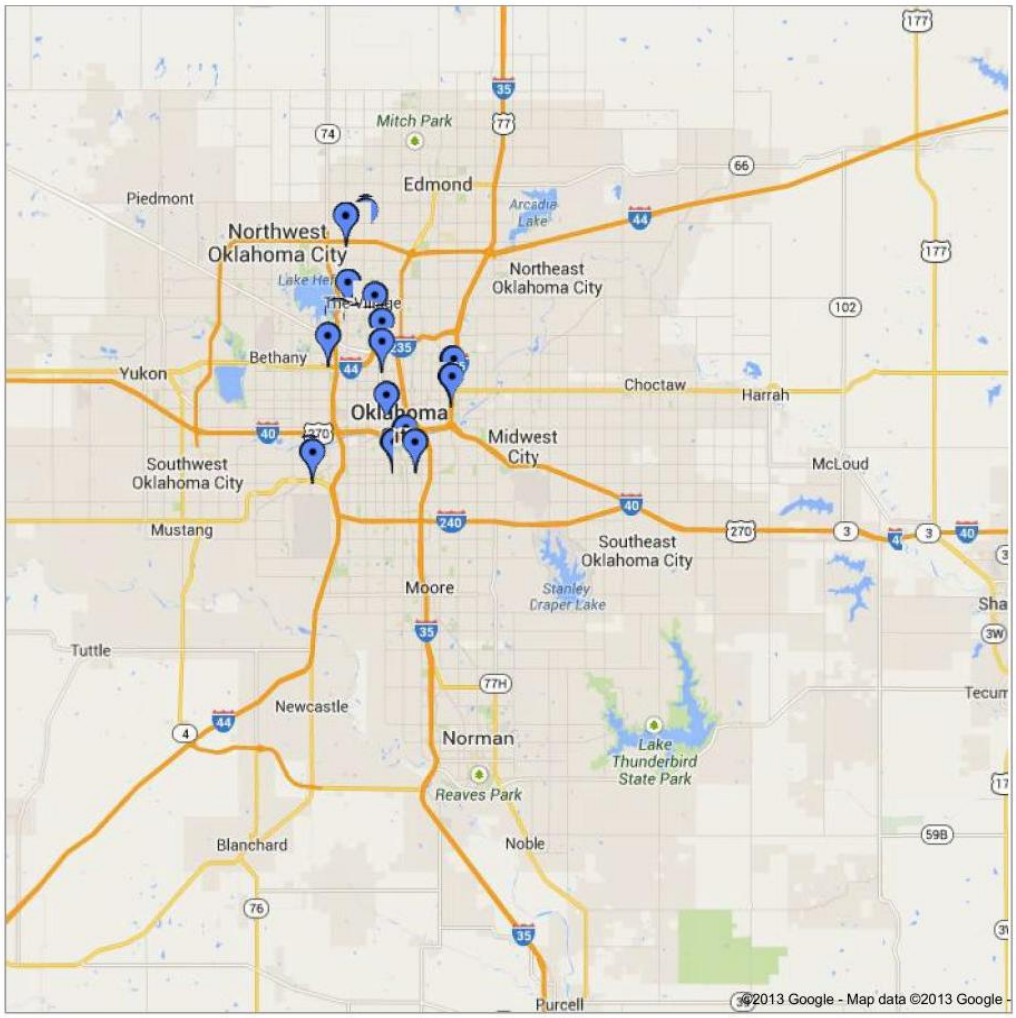
Prepared by
The City of
OKLAHOMA CITY
PLANNING DEPARTMENT
Comprehensive Planning
and Urban Design Division

Adopted September 28, 2000
Amendments through December 8, 2011


SPECIAL ZONING DISTRICTS
NEIGHBORHOOD CONSERVATION ZONING DISTRICT
Special zoning requirement - Mixed zoning
URBAN CONSERVATION ZONING OVERLAY DISTRICT
URBAN CONSERVATION ZONING OVERLAY DISTRICT
COTTAGE DISTRICT/DTD-1
Requires Urban Design Commission review - Mixed zoning
URBAN DESIGN OVERLAY DISTRICT
Requires Urban Design Commission review - Mixed zoning
HISTORIC PRESERVATION ZONING DISTRICT
Requires Historic Preservation Commission review
HISTORIC LANDMARK OVERLAY DISTRICT
Requires Historic Preservation Commission review - Mixed zoning
(1) 300 N Walnut Ave.
(2) 127 NW 7th St.
(3) 111 E Reno Ave.
BRICKTOWN CORE ZONING DISTRICT
Requires Bricktown Urban Design Committee review
STOCKYARDS CITY DEVELOPMENT DISTRICT
Requires Stockyards City Urban Design Committee review
STOCKYARD CITY TRANSITIONAL OVERLAY DISTRICT
Requires Stockyards City Urban Design Committee review
SCENIC RIVER OVERLAY DESIGN DISTRICTS
Requires Riverfront Design Committee review - Mixed zoning
DOWNTOWN BUSINESS DISTRICT
Requires Downtown Design Committee review
DOWNTOWN TRANSITION DISTRICT - LIMITED
Requires Downtown Design Committee review
DOWNTOWN TRANSITION DISTRICT - GENERAL
Requires Downtown Design Committee review
CAPITOL - MEDICAL ZONING DISTRICT
State controlled zoning (405/521-3678)
State HP controlled District (405/521-3678)
Warr Acres
Sportsmans Club
MAYFAIR HEIGHTS
CROWN HEIGHTS
PUTNAM HEIGHTS
EDGEMERE PARK
SHEPHERD
CLEVELAND
NW 23RD ST
ASIAN
NC
PASEO
JEFFERSON PARK
STATE CONTROLLED
STATE HP
LINWOOD PLACE
GATEWOOD
PLAZA
MESTA PARK
HERITAGE HILLS EAST
HERITAGE HILLS
HILLDALE
DTD-1
DBD
W Sheridan Ave
BC
(1) HL/DBD
(2) HL/DBD
(3) HL/BC
DTD-2
Farmers Market
Stockyards
SYD
Meridian Gateway
Western Gateway
Regata
Am. Indian Cultural Center
CAPITOL HILL
NW 39th Expressway
N Meridian Ave
N Portland Ave
N May Ave
N Pennsylvania Ave
N Western Ave
Broadway Extension
N Lincoln Blvd
N Kelley Ave
N Martin Luther King Ave
N Bryant Ave
S Meridian Ave
S Portland Ave
S May Ave
S Pennsylvania Ave
S Western Ave
S Shields Blvd
S High Ave
S Eastern Ave
NW 36th St
NE 36th St
NW 23rd St
NE 23rd St
NW 13th St
NW 10th St
NE 10th St
NW 6th St
NW 4th St
NE 8th St
SW 29th St
SE 29th St
SE 15th St
SW 15th St
W Reno Ave
E Reno Ave
I-44
I-40
I-35
I-235
Exchange Ave
Prepared by
The City of
OKLAHOMA CITY
PLANNING DEPARTMENT
Urban Design and Planning Division

Appendix B: Existing OKC Beautiful Landscapes

Google



LandScapes

OKC Beautiful currently maintains 27 landscapes throughout Oklahoma City. We have plans for several more and look forward to beautifying OKC!

Unlisted · 334 views
Created on Jun 9, 2011 · By Nicki · Updated Sep 20, 2011

- Classen & NW 35th
  OKC Beautiful partners with Urban Lawn and Landscape to maintain the median on Classen from NW 34th to 35th Streets.
- NW Expressway and Belle Isle
  Median landscape sponsored by American Fidelity.
- Classen Curve
  Median landscape sponsored by Chesapeake.
- I-44 & Western
- Kite Park

- May & Wilshire
  Median landscape sponsored by NBC Bank.
- May & Featherstone
- Penn & Memorial (South)
- Penn & Memorial (North)
- NW Expressway & I-44
  Median landscape sponsored by Valliance.
- NW Expressway & Penn Square Mall
  Median landscape sponsored by Chesapeake.
- NW Expressway & Penn (East)
  Median landscape sponsored by Dental Depot.
- NW Expressway & Penn (West)
  Median landscape sponsored by Dental Depot.
- Belle Isle Library
  Tree grant provided by OKC Beautiful.
- NW Expressway & May
- NW Expressway & Independence
- NW 39th & Portland
- Classen & I-40
- SW 25th & Shields
  Entrance to Capitol Hill sponsored by the Inasmuch Foundation.
- Grand Blvd. & Byers
  Median landscape sponsored by the Inasmuch Foundation
- Educare Facility
  Landscape sponsored by the Inasmuch Foundation.
- Cesar Chavez Elementary
  Landscape sponsored by the Inasmuch Foundation.
- NE 10th & I-35
- NE 23rd & I-35
- Meridian & Hwy 152
- Meridian & Airport Rd.
- Capitol Hill High School
  Median landscape sponsored by Capitol Hill Alumni, OKC Beautiful and the Oklahoma City Community Foundation.

Appendix C: Visualizations of the Build Alternatives

Alternative A – West Connection

Alternative A – Transition Section

Alternative A – Core Section

Alternative A – East Connection

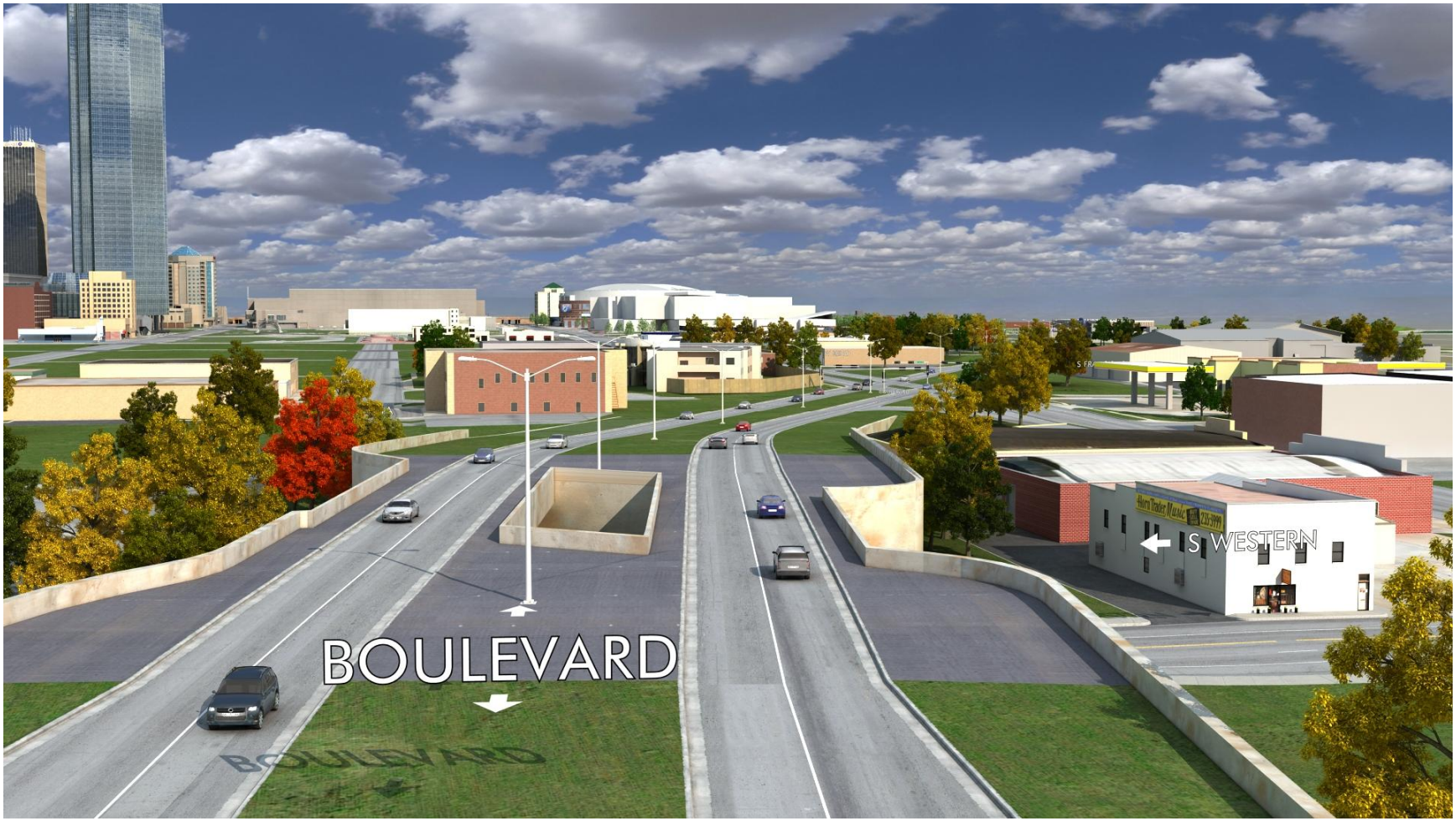
Alternative B – West Connection

Alternative B – Transition Section

Alternative B – Core Section

Alternative B – East Connection

Alternative C – West Connection



Alternative C – Transition Section

Alternative C – Core Section

Alternative C – East Connection

Alternative D – West Connection

Alternative D – Transition Section

Alternative D – Core Section

Alternative D – East Connection