

planokc

planning for a healthy future



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planokc.org | planokc@okc.gov

Planning Department | 420 W Main, Ste. 900 | Oklahoma City

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Stakeholder Groups

Element Stakeholder Groups

Healthy Communities Oversight Group

City Staff Working Groups

Local Chambers of Commerce

Neighborhood Alliance

Focus Groups

Citizen Advisory Team

Bob Bright, Planning Commission

Jim Burkey, Public Schools

Torrey Butzer, Community at Large

Jeff Click, Development Sector

James Williams, Planning Commission

Kenneth Dennis, Public Schools

Ashley Dickson, live**okc** Stakeholder Group

Clay Farha, Development Sector

Lynn Goldberg, Healthy Communities Oversight Group

Jackie Jones/Sheryl Magzamen/Cher Golding, Healthy Communities Oversight Group

David Greenwell, City Council

J. Michael Hensley, Planning Commission

Jorge Hernandez, enrich**okc** Stakeholder Group

Buck Irwin, Planning Commission

Blair Humphreys, sustain**okc** Stakeholder Group

Paul Hurst, Public Schools

Sharron Jackson, strengthen**okc** Stakeholder Group

John Keefe, Development Sector

Ashlee Noland, Community at Large

Cassi Poor, green**okc** Stakeholder Group

Lucresha Redus, serve**okc** Stakeholder Group

Patrick Ryan, City Council

Dr. Ed Shadid, City Council

Steve Spain, play**okc** Stakeholder Group

Pete White, City Council

Bill Wylie, connect**okc** Stakeholder Group

John Yoeckel, Planning Commission

Mayor & City Council

Mick Cornett, Mayor

James Greiner, Ward 1

Dr. Ed Shadid, Ward 2

Larry McAtee, Ward 3

Pete White, Ward 4

David Greenwell, Ward 5

Meg Salyer, Ward 6

John Pettis Jr., Ward 7

Mark Stonecipher, Ward 8

Planning Commission

John Yoeckel, At Large

J. Michael Hensley, Ward 1

Janis Powers, Ward 2

Buck Irwin, Ward 3

Jim Allen, Ward 4

Todd Ehlers, Ward 5

Bob Bright, Ward 6

Lee Cooper Jr., Ward 7

Nick Gales, Ward 8

City Staff

James Couch, City Manager

Laura Johnson, Assistant City Manager

Aubrey Hammontree, Planning Director

Ian Colgan, Assistant Planning Director

Kenneth Bryan, Senior Planner

Geoffrey Butler, Program Planner

Randall Entz, Program Planner

Jared Martin, Associate Planner

Michael Philbrick, Associate Planner

John Tankard, Assistant Planner

Sarah Welch, Associate Planner

Phillip Walters, Associate Planner

Former Staff

Russell Claus, Planning Director

Susan Miller, Assistant Planning Director

Jennifer Gooden, Office of Sustainability

Kelly Driscoll, Associate Planner

Paul Ryckbost, Associate Planner

Daniel Fazekas, Assistant Planner

Monique Johnson, Assistant Planner

Participating City Departments

Airports

City Manager's Office

Development Services

Finance

Fire

Office of Sustainability

Parks & Recreation

Planning

Police

Public Information & Marketing

Public Works

Utilities

Consultants

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EXECUTIVE SUMMARY

Oklahoma City's forward momentum can be seen everywhere you look: new and revitalized neighborhoods, corporate investments, an exciting NBA team, arts projects, vibrant retail districts, and more. However, maintaining that momentum isn't inevitable. We will have to work together with a common vision to keep it going and to create a great community that accommodates all lifestyles, from quiet, rural living, to exciting, diverse, urban activity.

Purpose

planokc is the manifestation of that common vision. It is based on years of analysis and input from Oklahoma City residents, business professionals, community stakeholders and City government officials. As Oklahoma City's first new comprehensive plan since 1977, it will be the foundation for policy, infrastructure, and planning decisions for years to come, providing the path to a better quality of life and sustainable, efficient, and successful development.

Our City's needs are evolving along with a diversifying and growing population, and we're making improvements in areas like housing and transportation choice, health, and beautification. We're struggling with maintaining air and water quality, our retailers face intensifying out-of-town and online competition, the diversification of our economy is only beginning, and our older neighborhoods are in need of additional reinvestment.

planokc identifies ways to maximize Oklahoma City's strengths. Our strong economy is already driving an urban renaissance that can be nurtured to its full potential and provide fertile ground for sustainable business and employment growth. The City is also becoming popular with young adults, and our residents have shown a determination to invest in infrastructure and quality-of-life initiatives.

Big Ideas

We will achieve our goals as a City by focusing on what planokc calls the seven Big Ideas:

- **Develop a transportation system that works for everyone.**
- **Increase housing choice and diversity for all lifestyles.**
- **Build an urban environment that facilitates health and wellness.**
- **Develop great places that attract people and catalyze development and innovation.**
- **Ensure stable, safe, attractive, and vibrant neighborhoods.**
- **Develop efficiently to achieve fiscal sustainability and improve our quality of life.**
- **Preserve rural character and natural resources.**

It's not just business and residential development that stand to benefit from these ideas, but our children's future. For example, improving our neighborhoods will stabilize the foundation upon which our schools depend, helping to better prepare our children to compete in the global economy.

Initiatives

The initiatives, policies, and actions outlined in planokc are designed to fulfill the plan's goals and Big Ideas, which crystallized during the development of planokc. The initiatives accommodate everyone from the students in our schools to retirees to families in rural areas of the city to young adults without cars who want to live, work, shop, dine, and socialize downtown.

Oklahoma City aspires to cement its status as a dynamic community in modern America. planokc provides policy makers, business leaders, developers, and residents the tools and ideas they need to make this happen.





chapterone

Purpose & Process

CHAPTER 1:

PURPOSE & PROCESS

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This document reflects countless hours of work by thousands of citizens who attended meetings, served on committees, took surveys, presented ideas, and otherwise participated in framing the future of our great city.

1.0 INTRODUCTION

What is planokc?

As a comprehensive plan, planokc is a policy document used by city leaders, developers, business owners, and citizens to make decisions about future growth, development, policy, and capital improvements. The policies contained in planokc inform and guide land use decisions, helping to assure citizens that these decisions are credible and not arbitrary.

This document provides **long range policy direction for land use, transportation, economic development, housing, public services, and natural and cultural resources**. It serves as **a guide for elected and public officials** by establishing policies and priorities, and providing the framework for evaluating development proposals. It expresses **our community's vision and priorities, and describes, where, how, and in some cases, when development should occur.**

Comprehensive plans have been used for many decades as an aid to decision-makers when considering the many complicated issues that arise in the process of building and maintaining a city. Like a private corporation, which plans strategically for both the short term and the long term, cities must also plan for the future so that decisions can be based on sound information, principles, and agreed-upon goals, strategies, and priorities. This organized and steady approach, enabled by Oklahoma statute, helps the City keep the long view in mind and avoid making decisions based on short-term, changeable concerns.

How is planokc Organized?

planokc is organized so that different audiences, such as citizens, City Council members, Planning Commissioners, or developers can easily find the information they need.

- Chapter One is introductory and explains the process used to develop planokc, the issues and challenges that the plan addresses and the supporting studies and analyses completed to inform the planning process.
- Chapter Two describes the community's vision for the future of Oklahoma City and guides the physical development of Oklahoma City by articulating land use policies and capital improvement priorities. It should be consulted by developers and others who are interested in how, where, and when development should occur.
- Element Chapters describe how the City and its partners will go about accomplishing the ambitious goals set by planokc. Element chapters cover different topics such as land use, transportation, neighborhoods, the environment, etc., and discuss issues, goals, and initiatives related to each topic. Each initiative is a summary of policies the City and its partners intend to pursue in order to accomplish the goals outlined in each element.
- The Policies and Implementation Chapter lists the individual actions the City and its partners will undertake in the coming years to implement the initiatives. It is organized by element and also serves as an implementation tracking system. Each policy is prioritized and cross-referenced to related initiatives and goals.

Maintaining planokc

To help ensure planokc remains current and valid, the Planning Department will monitor the progress of ongoing and completed implementation items and conduct a periodic evaluation of the plan, including the Land Use Typology Areas described in Chapter 2. The evaluation will include updates to the City service efficiency maps, the land supply analysis, and other critical information. This evaluation will be presented to City officials along with any recommended policy changes every two years.

Updating planokc

The City may amend planokc to respond to changes identified during the evaluation process; to improve or clarify content; or to incorporate other plans, such as service, infrastructure, district, or corridor plans. These plans could originate from the City or other entities. The Planning Department will evaluate each new plan and recommend adjustments to planokc as part of the normal plan maintenance process. Plans sponsored by the City may be adopted as amendments to planokc. This process will allow planokc to remain an effective guide for decision-making for many years to come.

Applying for an Amendment

From time to time individuals may wish to submit an application to amend the land use plan to modify policies, a Land Use Typology Area, or a street type from the Street Typology related to land which they own or have an interest in.

A completed amendment application will contain information supporting the request for a plan modification and indicate why an increase in land designated at the proposed intensity level is needed

in the area. The application should explain how the proposed amendment:

- Supports planokc initiatives and policies.
- Provides for City service efficiency, including response time for public safety operations, water, sewer, and available capacity for nearby streets. For applications requesting a more intense LUTA, the application should evaluate whether City water and gravity sewer are immediately available and have sufficient capacity.
- Improves the functionality and quality of the surrounding area.

Once a properly completed application has been submitted, the Planning Department will evaluate the requested amendment and prepare an accompanying staff report. The Planning Commission will evaluate the application and staff report, hold a public hearing, and act on the requested amendment. Another public hearing will be held by the City Council to complete the process.

Annexations and Detachments

From time to time, the City of Oklahoma City receives petitions to annex or detach land. Some are simple requests to clear up jurisdictional boundaries. Others are for larger parcels of land that may involve plans for future development. In these cases, City Departments, the Planning Commission and City Council all play a role in reviewing and analyzing the requests. To aid in the decision-making process, the petitioner should provide background information, such as:

- Intentions for development of the area;
- Anticipated changes in levels of service associated with a change in municipal responsibility;
- The anticipated timeframe associated with providing those services as the area is developed; and
- What communication and resulting feedback has been received from occupants, property owners, and affected school districts within and around the proposed annexation/detachment area.

The City's intentions are to ensure changes in municipal boundaries will tangibly benefit Oklahoma City and its residents. Considerations include:

- Oklahoma City residents' quality of life and levels of service will be maintained or improved;
- The City's ability to provide services efficiently will be made easier or will not be impacted;
- Future development brought about by the change in municipal boundaries will not create adverse impacts or untimely development pressure on Oklahoma City;
- Proposed boundaries do not create irregular geographies with confusing service areas, rather they follow significant features such as rights of way and/or topographic ridgelines (watersheds);
- Jurisdictional responsibility for maintaining streets and rights-of-way are clearly defined; and
- Agreements are established with neighboring jurisdictions defining how development along a shared street will be designed, reviewed and approved.

"One thing is sure. We have to do something. We have to do the best we know how at the moment. If it doesn't turn out right, we can modify it as we go along."

- Franklin Delano Roosevelt



2.0 WHY PLAN?





GRAND BOULEVARD

Historically Oklahoma City has prepared land use and transportation plans such as its Plan for an Outer Parkway and a Plan for an Interior System of Parks and Boulevards completed in 1910.

The Importance of Planning

Oklahoma City is a community of energy, hope, optimism, and purpose. Our city has grown from a cluster of railroad buildings on the prairie to the center of a metropolitan region of 1.3 million people. Throughout its history, the dedication of its people has helped the city grow stronger during periods of great opportunity, and periods of significant challenge. At the beginning of the 20th century, when Oklahoma City's population grew six-fold, its citizens envisioned and invested in the creation of a Grand Boulevard, a central greenbelt of parks and parkways that would bring beauty, quality, and order to a growing city.

In the middle of that same century, confronted with the slow decline of the city's center, Oklahoma City's community leaders began a concerted effort to give new life to the Downtown. More recently, our city began investing in a program to create a great city for a new century. This program was called Metropolitan Area Projects ("MAPS"), and was a limited-term, one cent sales tax that funded multiple projects intended to improve the quality of life in Oklahoma City. Projects included a new baseball stadium, the Ronald J. Norick Downtown Library, the Bricktown Canal, Chesapeake Arena, improvements to the Oklahoma River, remodeling of the Civic Center Music Hall and others. The success of the original MAPS is widely known and has generated substantial private investment as well as additional generations of MAPS. While MAPS has been very beneficial for Oklahoma City, there is much yet to be done to realize the goals described in this document.

We once again find ourselves facing important choices that will determine our future. Can we continue to afford the types of public services that we have come to expect, such as quality parks and rapid emergency response? Are some of our past choices, such as low density land development, proving to be expensive and difficult to sustain? How do we continue to build a city that offers opportunity and delight to residents, businesses, and visitors? How do we make the world better by making Oklahoma City better?

Answering these questions will inevitably produce some disagreement, yet most of us agree that fundamentally we want our city to:

- Be a place that is safe, pleasant, and healthy for ourselves and our loved ones;
- Inspire creativity and provides economic opportunity;
- Treat all of its citizens fairly and justly;
- Provide a choice of good housing;
- Provide quality and affordable public services;
- Preserve important environmental resources;
- Offer ample recreational opportunities; and,
- Provide for a broad variety of rural, suburban, and urban living environments.

planokc expresses a community vision and identifies strategies to achieve it. This document reflects countless hours of work by thousands of citizens who attended meetings, served on committees, took surveys, presented ideas, and otherwise participated in framing the future of our great city. planokc represents the intersection of people, vision, time, and modern planning tools to create a practical guide for a healthy and sustainable city, based on the community spirit that has propelled Oklahoma City forward since its inception.

Fiscal, Legislative, and Philosophical Foundations

American cities have been planning since the colonies were first established. While most early plans were focused on physical design of city sites, planning evolved to include policy for land use, transportation, infrastructure, housing, economics, and more. Today, comprehensive plans are adapting to address modern issues such as environmental resource management, energy use, and community health and wellness. Throughout its history, planning has seen a variety of notable successes. *The distinctive look of treasured American cities such as San Francisco, New York City, Washington D.C. and Savannah, can all be traced to early planning.* More recently, cities such as San Antonio, Charlotte, and Nashville have been reborn through planning efforts. City-building decisions are the responsibility of the people who live, work, and play in them and cannot be made in a vacuum without risking inefficient, chaotic, and often unpleasant or unhealthy results. Over time fiscal, legislative, and philosophical foundations have evolved to guide city planning efforts.

The Fiscal Basis

The type and location of development has a large impact on the cost of providing and maintaining high quality public services and infrastructure, such as streets, utilities, public safety services, and parks. While these services are provided by the City, they are paid for by residents and businesses, who must accept either lower quality services or higher costs resulting from inefficient development patterns. The City can improve its long term fiscal stability by:

- Encouraging compact development;
- Promoting a greater mix of land uses;
- Fully utilizing existing facilities;
- Maintaining existing infrastructure; and
- Ensuring good transportation system connectivity.

planokc is designed to accommodate a wide variety of development types in the most efficient way possible.

"Municipal regulations as to buildings, structures and land shall be made in accordance with a comprehensive plan…"

-Oklahoma State Statutes, Title 11 § 43-103

The Legislative Basis

Oklahoma State legislation provides a link between the comprehensive plan and the ability to regulate development in a reasonable, legally defensible way. The State planning legislation (Title 11, section 43-102 ff) requires ordinances, regulations, and zoning decisions to be consistent with the comprehensive plan.

Oklahoma law establishes the scope of a comprehensive plan, and establishment of building, structure, and land development regulations to include, among others, the following objectives:

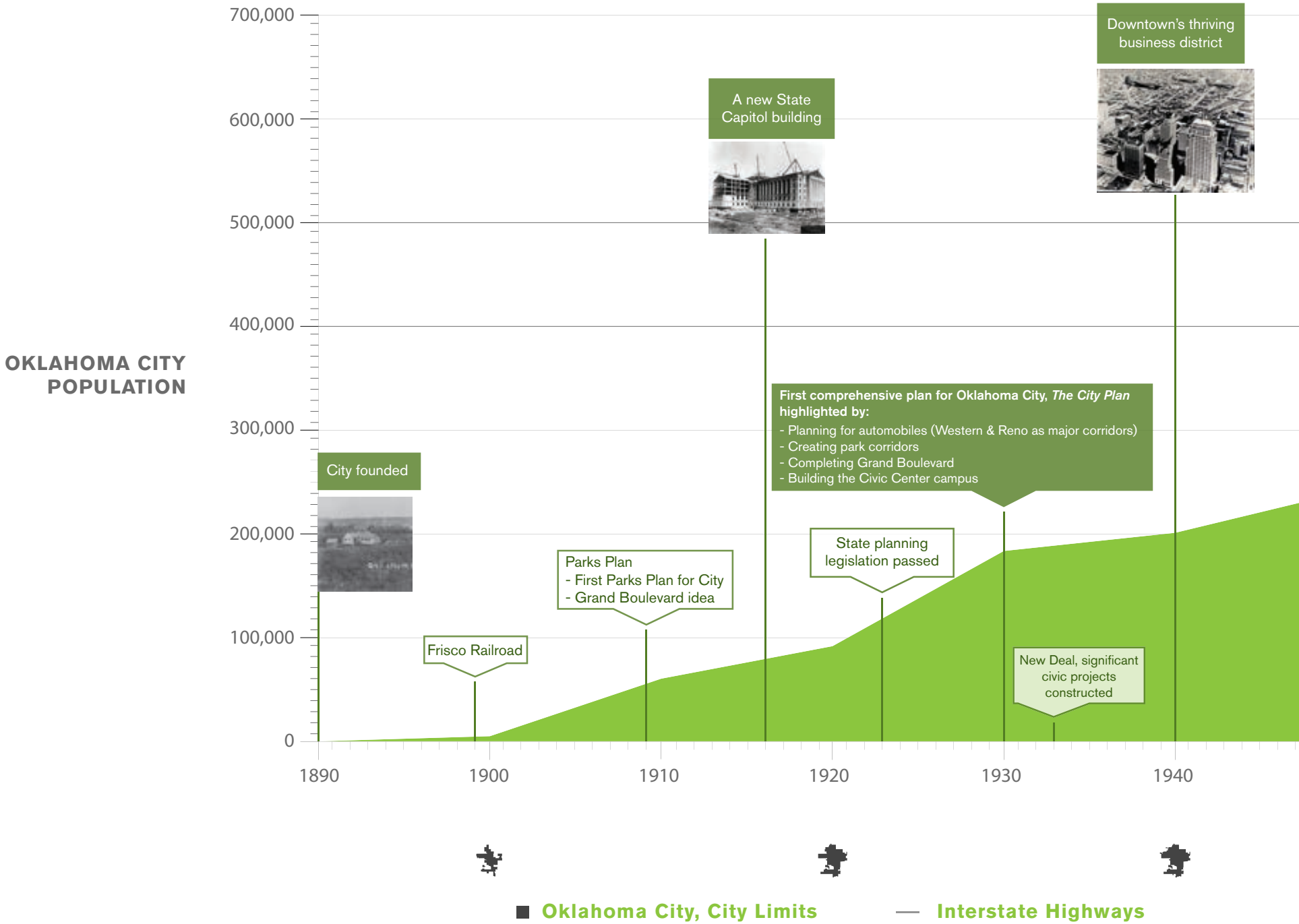
- To lessen congestion in the streets;
- To secure safety from fire, and other dangers;
- To promote health and the general welfare, including peace and quality of life;
- To promote historical preservation;
- To facilitate the adequate provision of transportation, utilities, schools, parks and other public requirements;
- To provide "reasonable consideration" for the character of a district and its suitability for particular uses, conserving the value of buildings, and encouraging the most appropriate uses of land throughout a municipality.

The Philosophical Basis

Almost every viable organization plans for the future – a new business prepares a business plan, non-profit organizations develop strategic plans, a household creates a budget. Similarly, cities must make plans to manage their substantial assets and investments, and the comprehensive plan serves this purpose. Specifically, comprehensive plans serve to:

- Articulate a vision. A comprehensive plan serves as the road map for the aspirations of the city as a whole.
- Seek input and direction from residents regarding city actions.
- Coordinate the thousands of private decisions that affect a community. Businesses and developers work from their individual perspectives, and it is the city's responsibility to ensure that their actions consider the "big picture" issues, such as connecting streets between different developments or providing space for new parks and public facilities. The plan helps ensure that one person's decision does not unfairly impact the rest of the community.

OKLAHOMA CITY TIMELINE



Comprehensive plan update, *OKC Plan, 2000-2020* focused attention on:
- Five development policy zones: Downtown, Traditional Neighborhoods, Urban Growth, Rural, & Environmental Conservation
- Emphasized historic preservation, special character districts, and revitalizing urban neighborhoods
- Advancing active and alternative transportation
- Parks Master Plan & connected open space network
- Improving city appearance (landscaping, buildings, signage, and gateways)

Third comprehensive plan, *OKC Plan Preservation and Service Priorities* included:
- Reinforce Downtown as important employment and activity center
- Efficient growth patterns to conserve fiscal resources
- Revitalize inner-city neighborhoods
- Improve housing & transportation choice
- Increase low-income and minority employment
- Use community services as a tool for neighborhood revitalization
- New Central Expressway and west Bypass envisioned

Interstate highway system expanded



Oklahoma River becomes home to USA Rowing



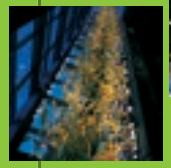
Urban Renewal Authority created

Comprehensive plan update, *Oklahoma City Vision: Building a Quality Community* included:
- Node and corridor approach to reinvestment and development
- Four development policy zones: Inner Loop, Urban Growth, Urban Reserve, & Rural
- Cost analysis for development
- Importance of addressing inner-city decline

Oklahoma City Thunder arrive



Museum of Art opens



Myriad Gardens construction begins



Second comprehensive plan: *The Comprehensive City Plan* featured:
- Urban renewal program
- Expressway system
- Improving Downtown vehicular access
- Grand Boulevard improvements

Murrah Federal Building bombing focuses attention on rebuilding

MAPS3 approved by voters

MAPS For Kids approved by voters

Downtown Redevelopment Plan, I.M. Pei, recommended complete redevelopment of Oklahoma City's core

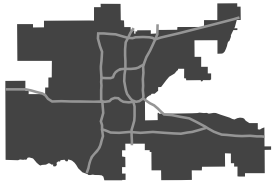
First MAPS program approved by voters

Core to Shore Plan envisions revitalization of the area between Downtown and the Oklahoma River

1950 1960 1970 1980 1990 2000 2010 2020







3.0 WHY PLAN NOW?

Issues

We have come a long way since our beginning more than 125 years ago. During the last two decades, we have executed a coordinated program of civic projects that have elevated Oklahoma City's prominence as a major American city. Now as we plan for the future, we start by thinking about the opportunities that present themselves and the challenges that we face. plan**okc** has three purposes: 1) to capture a vision for our future as a city and community; 2) to identify and solve problems; and 3) to capitalize on possibilities.

We start this process by looking at the trends and conditions that challenge us. In this still new century, our focus is drawn to such issues as demographic change, income inequality, environmental preservation, public health, educational attainment, job skills, and urban economics. This plan identifies significant issues that were used to guide plan**okc**.



The makeup of our population is changing. We have more older adults and more younger adults. People live in a variety of family structures that are more diverse ethnically and racially. These changes affect the types of programs and services we deliver, the types of businesses that we start, and the type of community that we become.



The energy sector has driven our economy for decades and has been a key part of our success. However, stable economies need diversity in order to weather business cycles and retain talent of all types. We need to build on some of our other emerging economic sectors such as health care, aerospace, and other high-technology sectors.

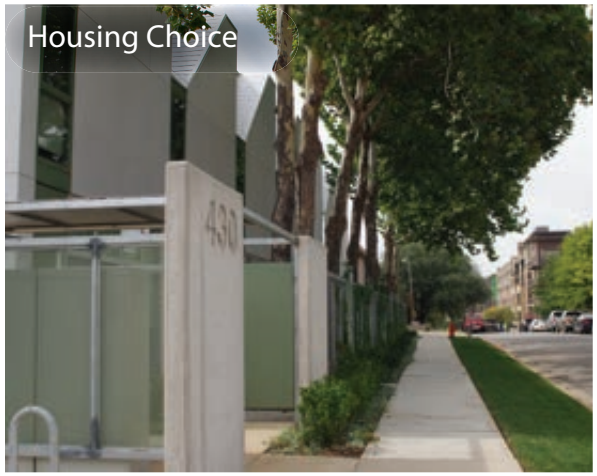


Our basic services are stretched over a large area making them relatively expensive and creating deferred maintenance concerns throughout the city. We need to grow more efficiently to allow the provision of quality services citizens expect at a cost they can afford.



The quality of our neighborhoods affects our citizens in many ways. Good, safe neighborhoods provide us and our children with the security necessary to be healthy in body and spirit. Despite progress in some areas, too many of our older neighborhoods remain distressed.

Housing Choice



Providing places for people to live is a fundamental purpose of cities. A new generation of residents have different housing priorities than their predecessors. Housing demand projections indicate that the housing mix built during the next 20 years should be substantial different than what has been built over the previous 20 years.

Retail Competition



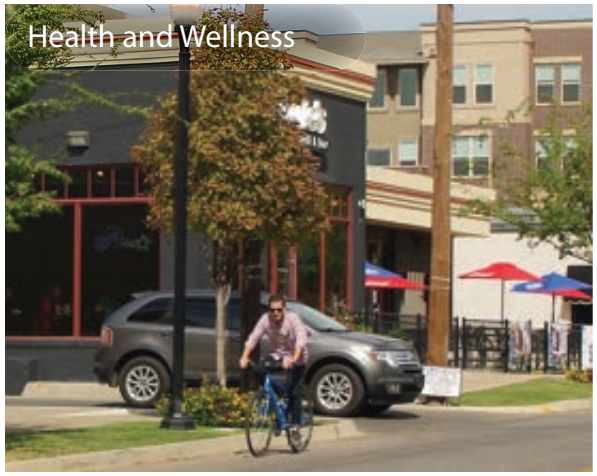
We depend on sales taxes to fund the operation of our city, but the retail landscape changes based on competition from other cities in the region and from online sales. Our retail sales have increased, but at a slower rate than some surrounding cities. Additionally, declining retail nodes and corridors have a negative impact on the neighborhoods that surround them.

Air and Water Quality



Air quality is a growing problem for us, largely because of our dependence on motor vehicles for personal and freight transportation. Many of our streams and lakes fail to meet environmental standards as well.

Health and Wellness



We rank near the bottom of the list of America's 50 largest cities in measures of the overall health of our citizens. A healthier population is happier, more productive, and reduces the cost of all levels of government.

Transportation System



99 percent of our trips are made by car. Our dependence on cars contributes to congestion, decreases air quality, and negatively impacts health. Recent studies show increasing local demand for transit, walking, and biking which are enjoyable, non-polluting, and efficient.

Place Quality



Great cities have great places where people meet, interact, share ideas, and delight in their city. We have built many great places. But too many of our streets, parks, and other public spaces lack the personality and character that we expect in a great city.

Issue Focus 1: Our Changing Population

The ethnic makeup of Oklahoma City has been changing dramatically. According to the Census Bureau the city's Hispanic population grew from 10.1% of the population in 2000, to 17.2% in 2010. It is anticipated to increase at a similar rate over this decade. Other racial groups, including Asian and multi-racial people have also grown. This has reduced the city's non-Hispanic white population from 80% in 1970 to 57% in 2010. Oklahoma City must adapt to the demands of this changing population, and encourage the integration of all groups into the structure of community leadership, business development, institutions, and other aspects of a rapidly changing city.

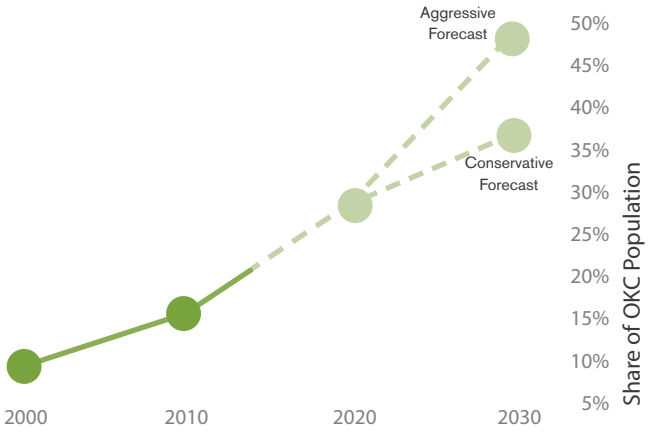
During the next 20 years, the largest population growth will be among older and younger adults. We must fashion an environment and economy that is more comfortable for seniors and provides more opportunity and rewards for the young.

Despite the fact that the city's population is younger than that of the nation, the number of residents aged 65 or older will increase 4 percentage points to about 15% of the population between 2010 and 2030. Seniors have different demands than working age residents, particularly in housing, transportation and health services. At the same time, the greatest projected population growth for the city is among young adults at the age of family formation (ages 20 to 30). This increase is not to be taken for granted. It assumes ongoing investment in community amenities and economic opportunities to retain and attract this younger generation.

The decrease in traditional two-parent with children households is changing the nature of families.

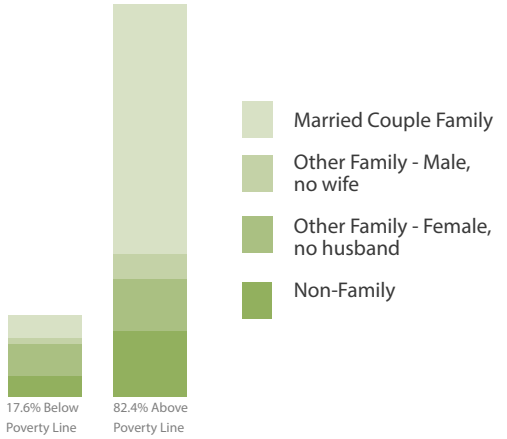
Between 1990 and 2010, the traditional two-parent family with children decreased from 27% to 18% of all households (Census Bureau). Areas of significant growth included extended families without children and non-family households. Single parent households are also likely to increase, and these households are more likely to experience poverty than conventional two-parent families.

OKC Hispanic or Latino Growth and Forecasts



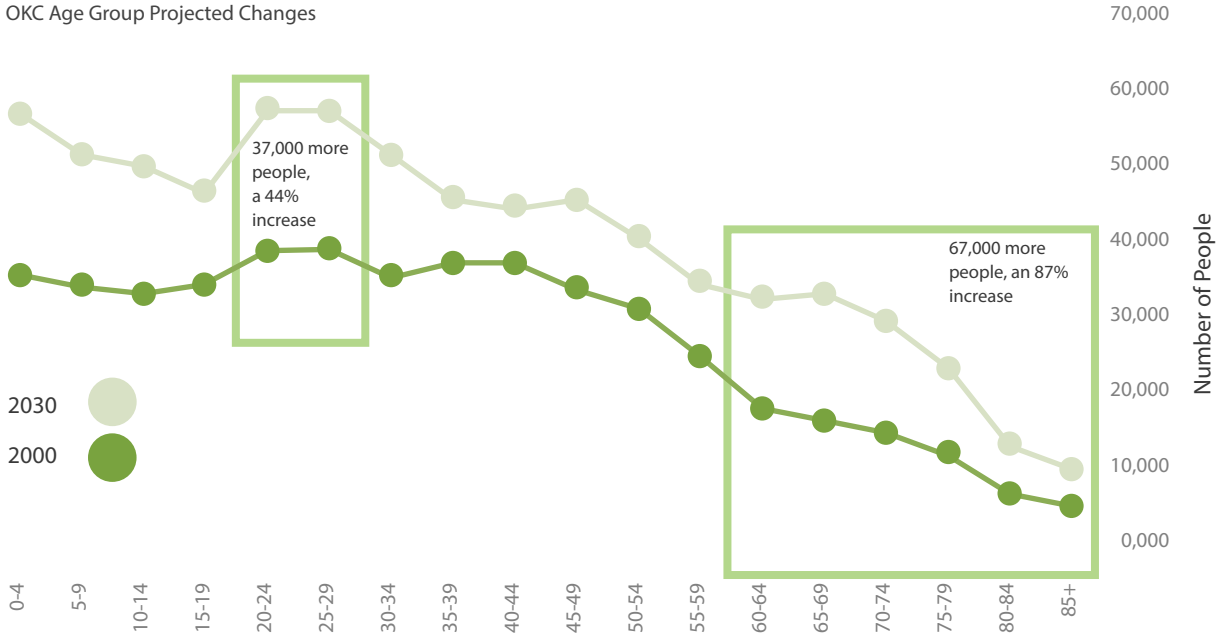
Source: U.S. Census Bureau, OKC Planning Department

OKC Poverty Status by Living Arrangement, 2012



Source: U.S. Census Bureau (2008-2012 ACS)

OKC Age Group Projected Changes



Source: U.S. Census Bureau, OKC Planning Department

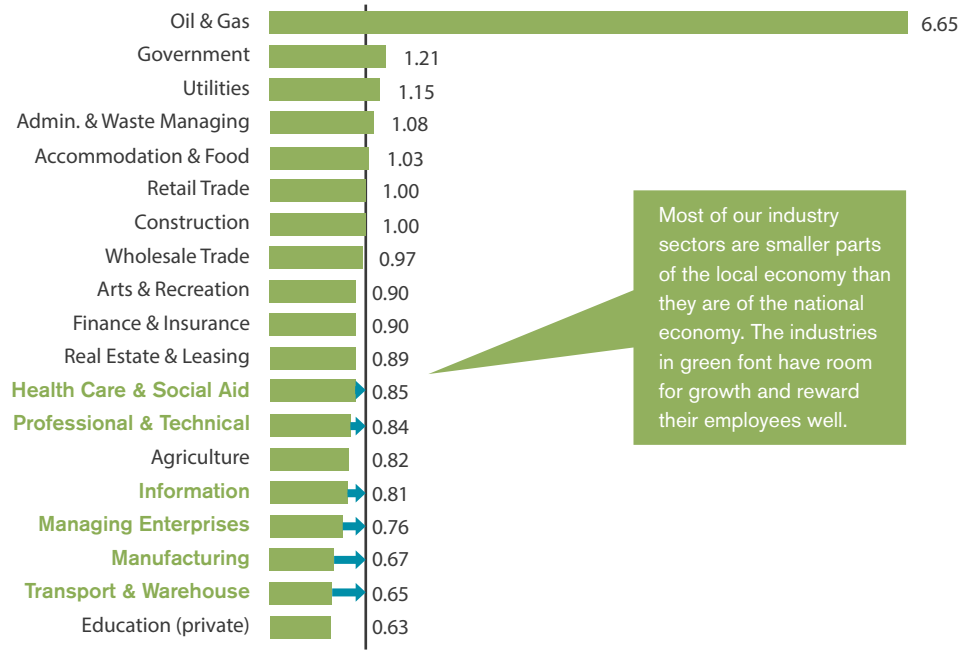
Issue Focus 2: Economic Sustainability

The energy industry has driven Oklahoma City economy for many years, but has both up and down cycles. Greater economic diversity can give us a more stable long-term economy.

The share of Oklahoma City's economy related to oil and gas is 6.65 times the national average. While these industries have long propelled economy, the state's 8% unemployment rate during the energy downturn of the 1980s demonstrated the dangers of depending on one industry. Fortunately, Oklahoma City also has a large amount of government jobs, which provide some stability. However, additional diversity is needed. Opportunity areas for economic growth are health care, aerospace, renewable energy, manufacturing, and bio-science and other high-technology industries. The city's investment in community quality through the MAPS program and the foundation of the University of Oklahoma Medical Center can help the city to capitalize on these opportunities.

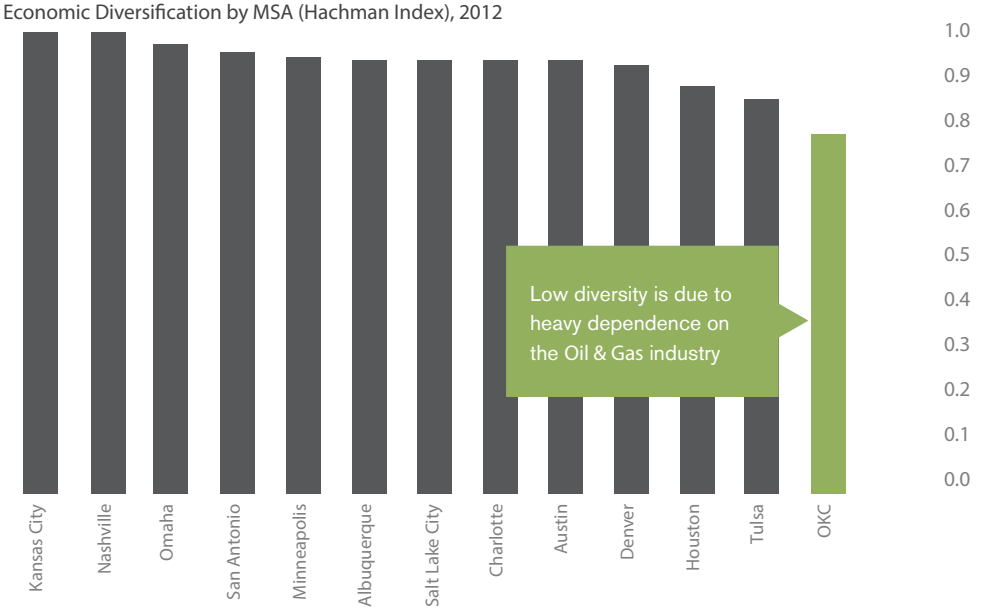


OKC Metropolitan Statistical Area (MSA) Economic Specialization and Opportunity, 2012



Source: Calculation by OKC Planning Department using data from Economic Modeling Specialists International

Economic Diversification by MSA (Hachman Index), 2012



Source: Hachman Index calculation by OKC Planning Department with data from Economic Modeling Specialists International

COST OF DEVELOPMENT PATTERNS

Our city's very large area stretches our basic services and makes them expensive on a per capita basis. Growing more efficiently will allow us to offer the services citizens expect at a cost they can afford.

During the 1960s, Oklahoma City annexed hundreds of square miles of new territory in anticipation of a future population of one million. With such a vast expanse of land available for growth, Oklahoma City's geographic footprint increased at a pace that outstripped the growth in population. Per resident, low density development requires more miles of road, more sewer lines, and more police and fire facilities, to name a few. According to Planning Department calculations, **from 1977 to 2009, the real (inflation-adjusted) cost per person of city operations increased by 45%.** Maintaining current trends will lead to a series of unpleasant choices – cutting back on services, increasing taxes, giving up amenities, or increasing the time and distance required for travel within the city. The impact that land use, urban form, transportation, and infrastructure strategies have on the long-term fiscal sustainability of the community was addressed as part of plan**okc**'s scenario planning process described later in this chapter.



LOW DENSITY, SINGLE USE DEVELOPMENT

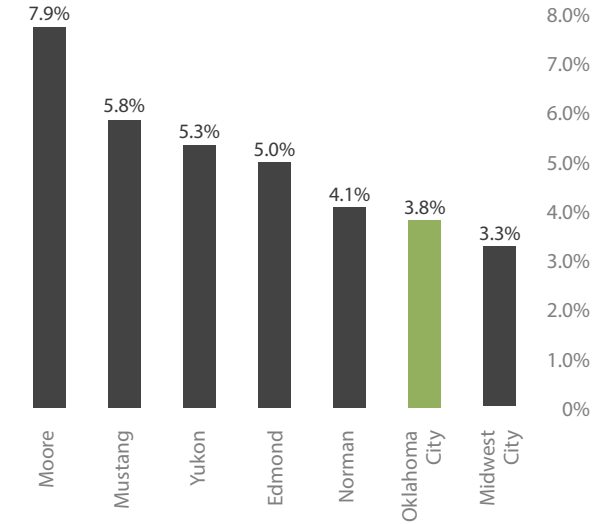
At left: typical low-density residential development near the outskirts of the city. This development pattern needs urban services, but per resident, requires more miles of road, more sewer lines, and more police and fire facilities than typical urban development.

RETAIL SALES PERFORMANCE

Oklahoma City is highly dependent on sales tax revenues to support government operations and municipal services.

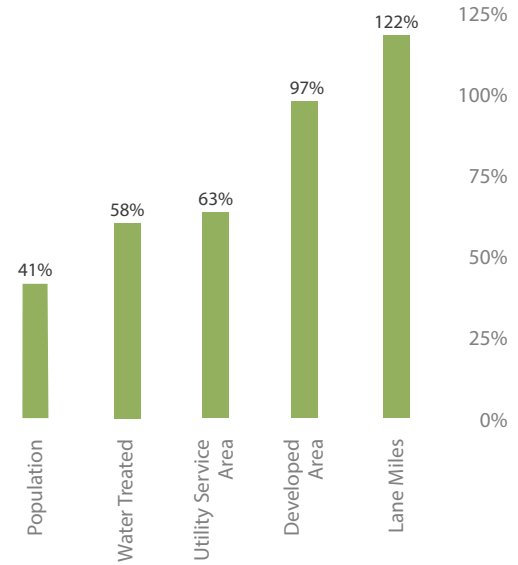
Between 2010 and 2012, sales taxes funded about 55% of city operational costs, making retail sales very important not just to the city's economy but to the continued operation of city government. However, competition for regional sales tax revenue continues to grow as the metropolitan region decentralizes, meaning Oklahoma City must work to retain its market share. Fiscal sustainability will depend in part on diversifying sources of revenue, improving the efficiency of the built environment, and maintaining the strength and character of the retail environment.

Regional Taxable Sales Growth
Average Annual Growth Rates: FY 2005 - FY 2014



Source: OKC Finance & Planning Departments

1977-2009 Growth



Source: OKC Planning Department

Issue Focus 4: Neighborhood Health

Housing deterioration and long-term vacancy negatively affect many aspects of community life, from individual health to safety to educational attainment.

Deteriorated homes, abandoned buildings, and empty lots create gaps in the fabric and civic life of many Oklahoma City neighborhoods. These gaps create hot spots for crime that threaten the health and safety of residents. A 2013 study (*Addressing Vacant & Abandoned Buildings in Oklahoma City: Prevalence, Costs & Program Proposal*) found that there are over 12,000 buildings that have been vacant for six months or longer within the city boundaries.

Causes of these neighborhood issues in Oklahoma City include relatively low land values, dispersion of population, brownfield sites, obsolete housing types, and commercial spread and deterioration. The character and appearance of neighborhoods also has a strong influence on property values and ability to attract prospective residents.

The Oklahoma City Community Appearance Survey found that younger households were particularly sensitive to urban character, showing "a strong preference for pedestrian oriented developments. . . Overall survey results suggest that **there are some design attributes that are universally accepted as desirable, such as quality landscaping and trees, sidewalks and other pedestrian-oriented amenities, an overwhelming value of safety and security as well as privacy, and an aversion to front-facing garages within residential developments."**

94% of respondents feel that it's "very important" or "somewhat important" for the City to take measures to improve neighborhood safety.

- plan**okc** ***Citizen Survey*** (2013)

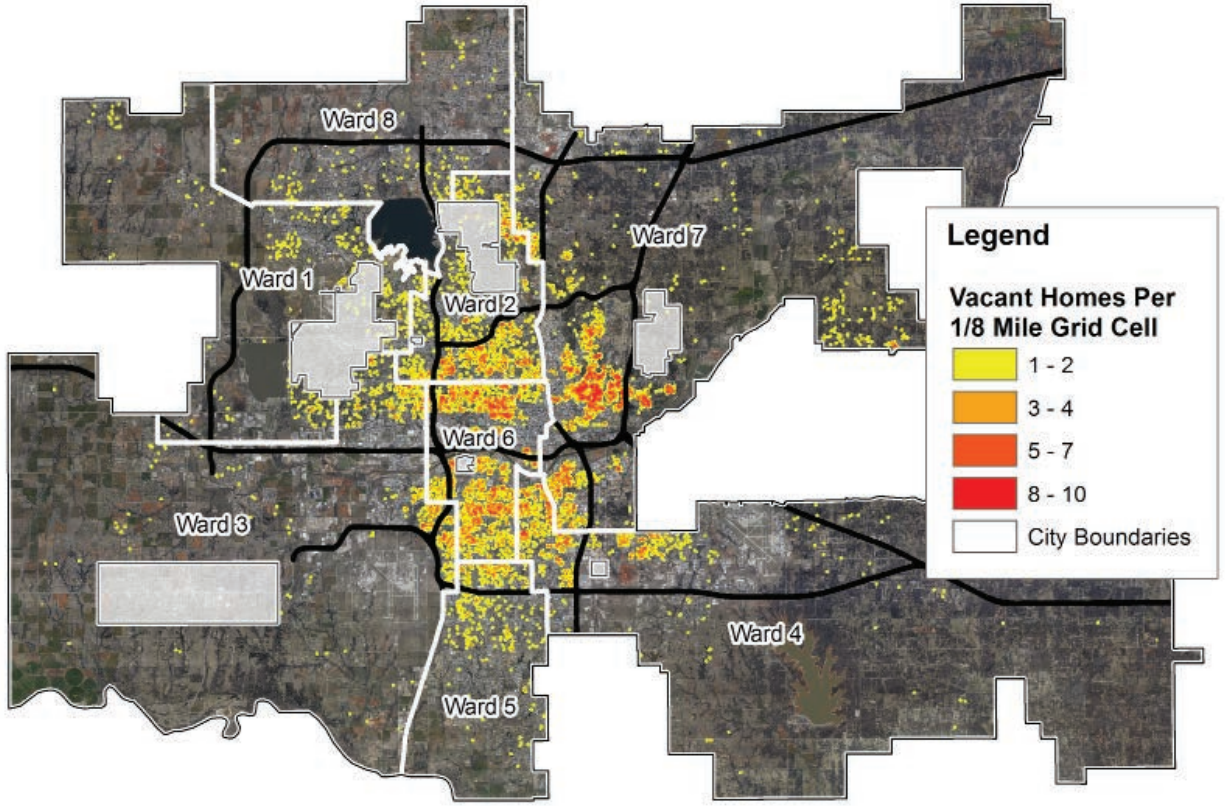
THE VACANCY PROBLEM QUANTIFIED

- An estimated 12,000 buildings in Oklahoma City have been vacant six months or longer.
- Over half of these have been vacant 2 years or longer.
- The City spends approximately $6.5 million annually for services (police, fire, and animal welfare) attributable to vacant or abandoned buildings (VABs).
- The City loses nearly $20 million in potential revenue every year because of VABs.
- VABs reduce the value of neighboring homes by 12 to 29 percent, depending on proximity, resulting in an estimated $2.7 billion reduction in real estate value city-wide.

Source: Addressing Vacant & Abandoned Buildings in Oklahoma City: Prevalence, Costs & Program Proposal

THE VACANCY PROBLEM QUALIFIED

- There are few incentives or disincentives to encourage VAB owners to maintain or reinvest in their properties.
- Reinvestment in neighborhoods decreases as the number of VABs increases.
- VABs are undesirable and unwanted neighbors. They decrease the marketability and value of commercial and residential properties. Residents living near VABs feel less safe and less secure.
- The cost to maintain, service, and secure VABs is subsidized by owners of occupied properties.



VACANT SINGLE FAMILY HOMES

Displayed is the number of vacant single-family homes per 1/8 mile grid cell

From: Addressing Vacant & Abandoned Buildings in Oklahoma City: Prevalence, Costs & Program Proposal, 2013, GSBS Richman Consulting

Issue Focus 5: Health & Wellness

ACTIVE TRANSPORTATION

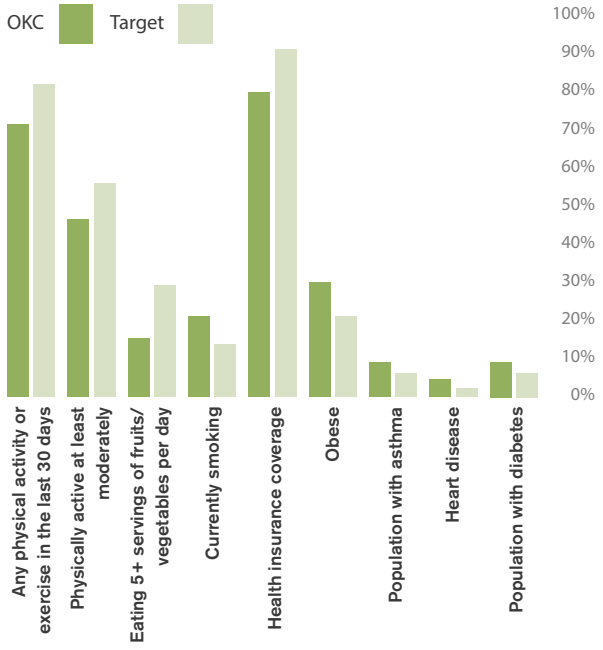
In 2014, the Oklahoma City MSA ranked 48th among the nation's 50 largest metropolitan areas for health and fitness according to the American Fitness Index. In 2014, the city's obesity rate was 32.6%, and only 48.1% of the population was in "very good" or "excellent" health. Death rates from cardiovascular disease and diabetes were substantially above average.

We don't know all the causes of the nation's major increase in the percentage of people who are overweight or obese and the many health problems that result. But the design of the built environment is one factor that directly affects the physical and mental health of the community. The distances that we must travel and a lack of features that encourage people to walk, bike, or use transit makes it harder for us to incorporate physical activity into our normal routines.

In Oklahoma City, obesity rates and death rates from cardiovascular disease and diabetes are significantly above average for metropolitan areas, while healthy lifestyle indicators like physical activity, use of active transportation, and consumption of fruits and vegetables are substantially below average. In 2013, the American Fitness Index rated our city 49th in personal fitness and 40th in community indicators among the nation's 50 largest metropolitan areas.

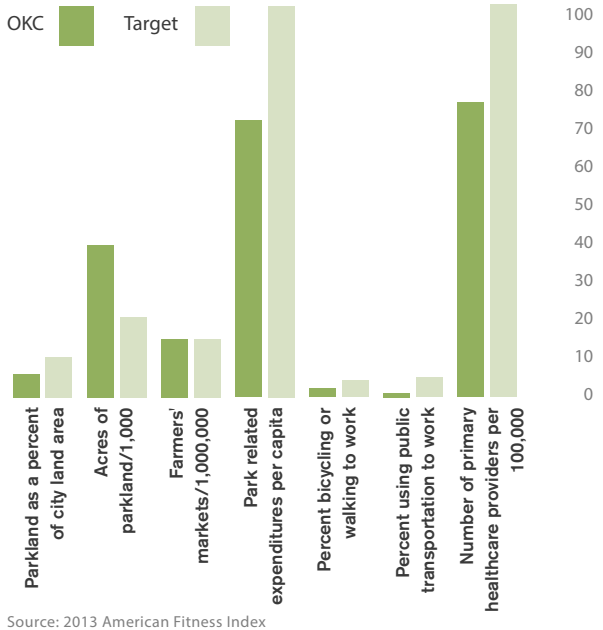
We are challenged with designing our neighborhoods, commercial centers, and streets to be places where children can play outside and walk to school, and where households have the option to travel to work, shopping, entertainment, and other destinations by walking, biking, or transit.

Personal Health Indicators – Rank = 49



Source: 2013 American Fitness Index

Community/Environmental Indicators – Rank = 40



Source: 2013 American Fitness Index

Issue Focus 6: Air and Water Quality

Recent development patterns and stormwater management practices, illegal dumping, dependence on cars and trucks for transportation, and other factors, are reducing overall air quality, increasing ground-level ozone concentrations, degrading our streams and lakes, and reducing the tree canopy and natural habitat within the city.

Using resources efficiently and maintaining balance between the principles of growth and environmental conservation are problems for most American cities, but Oklahoma City faces some unusual challenges that affect our future. According to the Oklahoma Water Resources Board 2013 Beneficial Use Monitoring Program reports, about 70% of our major lakes and streams fail to meet water quality standards. In addition, according to the 2014 Central Oklahoma (Garber-Wellington) Aquifer Study (USGS), the depth of the water table has increased during the last thirty years, meaning our water sources are diminishing. These facts are especially significant for a city that prides itself on the value of its key water resources.

Maintaining air quality is an equal challenge. According to the Association of Central Oklahoma Government's air quality monitoring program, transportation accounts for an unusually high percentage of air pollution in Oklahoma City—64% of greenhouse gas emissions—and the preponderance of ozone, a transportation-related pollutant, is the single largest detractor to the city's air quality. Finally, human activity has a major effect on both environment and climate, removing 60% of the area's forest since 1871 (according to the 2009 *Oklahoma City Native Tree Inventory*) and producing a city-wide heat island. Environmental quality affects many other important community issues, including health and wellness, economic diversity, and city quality.

Issue Focus 7: Transportation System

TRANSPORTATION CHOICE

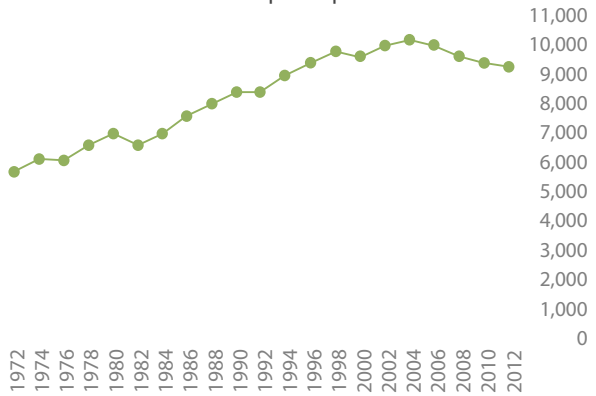
Despite our dependence on cars for moving around, Oklahoma City residents are demonstrating a growing preference for alternative means of transportation, including walking, biking, and transit, which is largely unmet by the current system.

Cities across the country are experiencing a resurgence of interest in different forms of transportation. Nationwide, average per capita vehicle miles traveled peaked in 2004 and have been declining since then. This trend is especially true among young people. Between 2001 and 2009, people between ages 16 and 34 drove 23% fewer miles, biked 24% more miles, walked 16% more, and rode public transportation 40% more (Frontier Group, *Transportation and the New Generation*, 2012). Some people attributed these changes to the recession of 2008, but the trends have continued through the subsequent recovery.

These national trends were reinforced by preference studies completed as part of the plan**okc** process. About half of participants in the plan**okc** Citizen Survey proposed allocating transportation improvement budget to transit, trails, and pedestrian improvements. In surveys completed for the Parks Master Plan, trails emerged as the top priority in all parts of the city, and in the Community Appearance survey, scenes with wide sidewalks and bicycle facilities received high ratings. Finally, the number of passenger service miles in our bus system has increased substantially since 2007.

These preferences, combined with more older adults who will want to drive less, will make transportation choice more important. Also, how people move and the distances they must cover to get to their destinations have a major impact on the capacity of the street system, urban form, cost of services, individual and environmental health, and economic viability.

U.S. Vehicle Miles Traveled per Capita



Source: FHWA, Traffic Volume Trends, U.S. Census Bureau



STREET NETWORK

In Oklahoma City, we depend almost entirely on automobiles and the street system for transportation. Characteristics of this system focus the heaviest traffic on major street corridors, causing congestion, frustration, and air quality problems.

Over 96% of all Oklahoma City residents travel to work in an automobile (Census Bureau) and the city's low density ensures that cars will remain the dominant way of getting around the city for the foreseeable future. The efficient and effective functioning of our street network is essential to our city's future and economy.

There are characteristics of our street system that reduce its efficiency. For example, most of our major through streets are on a grid of section lines, which are one mile apart. In many parts of the city, we lack secondary streets to provide alternatives to these major arterials. Also, there are limited crossings of our many freeways, railroads, and rivers. This channels much of the traffic to relatively few corridors, which can create traffic jams. The traditional method of addressing congestion problems is widening streets and highways. However, this approach is very expensive and provides only short-term relief. A more cost-effective solution is to make the system as efficient as possible by providing alternative routes that distribute traffic loads.

Issue Focus 8: Place Quality

MAINTENANCE OF CIVIC ASSETS

Oklahoma City has invested in large community amenities and places of special distinction. The city now faces the challenge of maintaining these assets and continuing to build distinctive places.

Over twenty years ago, Oklahoma City started the MAPS (Metropolitan Area Projects) program, and the results have transformed the city and its image. MAPS built a great ballpark, a renewed riverfront, the Bricktown Canal, new cultural, entertainment, and arts facilities, one of which brought the NBA to Oklahoma City, and soon a new central park and modern streetcar system. These projects have generated billions of dollars of new private investment and economic activity. These projects were complemented by the growth of other special places like the Paseo, Plaza, Stockyards, Automobile Alley, Midtown, and many other historic, cultural, and urban design districts.

These assets, large and small, have made Oklahoma City a better city and have proven that good places are good business. They have given us a great opportunity and a foundation for new growth. We now have the challenge of maintaining this momentum and enhancing these assets. We also need to recognize and create the conditions for the emergence of other special districts across the city. It is important to understand the qualities and patterns that make these areas distinctive, and apply them to contemporary development. Today we are building the potential historic and urban design districts of the future, and are responsible for the legacy of an urban environment that we leave to our grandchildren and great-grandchildren.

COMMERCIAL NODES AND CORRIDORS

Our commercial, business, and industrial areas are very important to the city's economic future. Improved appearance, condition, and function would improve their ability to compete as economic centers.

Commercial corridors are important in many ways: they affect the value of (and are in turn affected by) surrounding residential neighborhoods, represent the largest single source of municipal revenue through sales taxes, and frame perceptions of the city and its quality. We have many miles of roadways that have been zoned for commercial or industrial use, spreading development across wide areas and contributing to vacancy and deterioration, especially in older corridors. Issues like obsolete project design, confusing circulation, traffic congestion, lack of landscaping, sign pollution, poor transit or pedestrian access, and large expanses of paving also affect the appearance and marketability of these critical corridors.



PARKS AND RECREATION

Oklahoma City's park and recreation offerings lag behind those of peer cities.

The first comprehensive plan for Oklahoma City was largely built around a park and boulevard concept, the fruits of which are still visible with Grand Boulevard and Lincoln, Trosper, and Woodson Parks. Today, parks and recreation facilities are important to neighborhood quality and community health, underscored by the completion of a new Parks Master Plan as an element of planokc. Yet, despite a large amount of park area per capita (largely accounted for by Lake Stanley Draper Park), the City spends about 78% as much on parks operations per capita as six of its peer cities according to the Parks Master Plan. In addition, Oklahoma City lags behind comparable cities in recreation facilities per household.



Opportunities

While Oklahoma City does have it challenges, it also has some excellent assets and opportunities to build on. The city's urban resurgence, strong economy, quality of life and place, and increasing numbers of young adults are just some of the assets and opportunities that we can capitalize on. With continued strong leadership, community involvement, and determination, the city can realize the vision and goals described in this plan.

"Oklahoma City, for example, has outpaced most other cities in growth since 2011, becoming the 12th-fastest-growing city last year. It has also won over a coveted demographic, young adults age 25 to 34, going from a net loss of millennials to a net gain."

- The New York Times
August 3, 2014



By now the story of Oklahoma City's urban resurgence is well known across the country. What began with the original MAPS projects in the 1990's has continued with additional MAPS initiatives and an enormous response in private capital expenditures. While much has been done, there is still room for improvement. Oklahoma City has only begun to realize its potential.



Oklahoma City maintained a stable economy through the recession that began in 2008, and the city continues to thrive. Its status as the state capital and home to Tinker Air Force base, as well as strong energy, health care, and education sectors help the city to maintain economic stability and promise future prosperity.



In the past decade the number of people age 25 to 35 has grown rapidly in Oklahoma City, and this group is projected to grow even larger. These adults are important to our community because they provide talent for growing companies and because they tend to enjoy living in urban areas—reinforcing our urban resurgence.



Oklahoma City boasts a growing list of amenities and interesting places to visit while still providing a low cost of living, and quality, safe neighborhoods. These qualities are attracting employers, residents, and tourists.

4.0 HOW YOU BUILT planokc



PUBLIC PARTICIPATION

Above: a planokc neighborhood workshop

- Almost 9,000 people participated in surveys for planokc.
- Over 20,000 people participated in the development of planokc.

The planokc Process

Our city includes many individuals, perspectives, and landscapes, all of which contribute to the mosaic of Oklahoma City. planokc is based on an extensive community input process, which asked our diverse residents to envision an economically, socially, civically, and environmentally healthy city of the future. Throughout this process, city planners complemented community perspectives with quantifiable data about demographics, land use patterns, and development patterns. This section summarizes the public engagement process and the results of those efforts.

The planokc process was designed to provide the time needed for thoughtful public engagement and an understanding of community values and priorities. It is a plan of the people, whose sense of ownership and active participation are essential to successful implementation and community stewardship.

"...the government is us; we are the government, you and I. And the government is going to do well or ill accordingly as we, with sanity, with resolution, with broad charity and sound common sense, make up our minds that the affairs of the government shall be managed."

- Theodore Roosevelt

Public Engagement

The public engagement process was guided and assisted by three core groups:

- **Citizen Stakeholder Groups.** Eight Citizen Stakeholder Groups were formed–one for each of the eight plan elements. The stakeholder groups were composed of interested citizens who volunteered to identify issues and develop goals for their element.
- **Healthy Communities Oversight Group.** This group was charged with helping ensure that the goals and policies in plan**okc** were consistent with the city's public health objectives. This group was primarily composed of public health experts and individuals working to understand the connections between health and the built environment, with the end goal of planning for a healthier community, economy, and environment.
- **Citizen Advisory Team.** The Citizen Advisory Team was a 27-member, Mayor-appointed group that provided advice at key points in the planning process, responding to the work done by planners and stakeholder groups. Members represented a cross-section of interests in the community, including representatives from each of the eight citizen stakeholder groups, the Healthy Communities Oversight Group, the development sector, public schools, and the community at large. Each ward was represented by a member of the Planning Commission or City Council.

The broader public engagement process was divided into a two-part process to identify the issues, goals, and policies that form the foundation of plan**okc**.

PART 1: AWARENESS AND OUTREACH

This initial outreach was designed to make the public aware of plan**okc** and provide basic information on community planning and opportunities for future involvement. Outreach included:

- **Community Kickoff.** An initial Kickoff meeting was held to explain the process to the community, share preliminary information that had been collected and invite residents to participate in future events.
- **Presentation Circuit.** City planners spoke to various professional, non-profit, and neighborhood groups to introduce plan**okc** and share ways they could be involved. The Presentation Circuit reached approximately 50 groups and over 1,300 people.

PART 2: GOALS, POLICIES, AND VISION DEVELOPMENT

Part 2 focused on gathering a wide range of community input that was used to identify issues and challenges, identify broad community goals, and a vision for the future. Input from community members was gathered in a variety of ways, including:

- **Neighborhood Workshop.** A neighborhood workshop was held at Langston-OKC with assistance from Neighborhood Alliance. Approximately 160 neighborhood leaders and residents helped identify neighborhoods' strengths and challenges.
- **Meeting in a Box.** Meeting in a Box was a self-guided activity that allowed citizens to host their own plan**okc** meeting to discuss ten livability indicators, rate their neighborhood based on their discussion, identify the importance of each indicator, and report back to plan**okc** staff.



PUBLIC PARTICIPATION

Right: a plan**okc** presentation circuit meeting

planokc CREATION SUMMARY

SUPPORTING STUDIES, ANALYSES, & SURVEYS (2010-2014)

> Growth Scenarios Analysis
> Employment Land Needs Assessment & Action Plan
> Oklahoma City Retail Plan
> COTPA Fixed Guideway Study
> COTPA Transit Service Analysis
> Downtown Housing Strategies & Implementation Plan
> Addressing Vacant & Abandoned Buildings in Oklahoma City
> Oklahoma City Parks Master Plan
> Oklahoma City Community Appearance Survey
> Oklahoma City Housing Market Preference & Demand Study
> plan**okc** Health Impact Assessment

PUBLIC INPUT (2010-2014)

Input & feedback on issues, goals, policies Public Awareness & Engagement

PUBLIC MEETINGS

> Neighborhood Workshop
> Meeting in a Box
> Community Updates & Open Houses
> Kickoff Meeting

STAKEHOLDER & LEADERSHIP MEETINGS

> Citizen Stakeholder Groups (CSG)
> Healthy Communities Oversight Group (HCOG)
> Citizen Advisory Team (CAT)
> City Staff Working Groups
> Greater Oklahoma City Chamber of Commerce Retreat
> Joint Commission / Committee Workshop
> Special Presentation to School Districts & City Managers
> Presentation Circuit
> Focus Groups

ON-LINE FEEDBACK

> Goals Review
> CrowdGauge Survey
> Mindmixer
> Public review of plan**okc** draft

SURVEYS

> plan**okc** Vision Survey
> Issue Importance Survey
> Housing Survey
> Community Appearance Survey
> Parks Survey
> plan**okc** Citizen Survey
> plan**okc** Business Survey

OTHER OUTREACH

> Mailings
> Radio interviews
> Articles
> Newsletters

KICKOFF: INITIAL PUBLIC OUTREACH | PHASE 1: ISSUE IDENTIFICATION | PHASE 2: PLANOKC GOALS | PHASE 3: POLICY DEVELOPMENT

May 2013 - 2014 — DRAFT PLAN DEVELOPMENT

late 2014 - early 2015 — FINALIZATION & ADOPTION

Starting in 2015 — IMPLEMENTATION

- **Joint Commission/Committee Workshop.** Planners held a joint workshop for City design committees and commissions and the Planning Commission. The focus of the workshop was to share the strengths and challenges of each area of the city.
- **Greater Oklahoma City Chamber of Commerce Retreat.** The retreat allowed participants to discuss the challenges facing the city and develop strategies and ideas for addressing those challenges.
- **Presentation to School Districts and City Managers.** planokc staff hosted a special meeting for area school districts and city managers of neighboring jurisdictions to share information about the process and invite them to participate in Stakeholder Groups.
- **Community Updates and Open Houses.** Several large community presentations were conducted to build awareness and inform residents on work completed.
- **Growth Scenarios Workshops.** The Growth Scenarios Workshops focused on the alternative approaches to accommodating our city's future growth. The survey component was also available on-line for residents who were unable to attend the workshops.
- **Focus groups.** Several focus groups were held with members of the real estate industry, and neighborhood and environmental advocates in the summer and fall of 2014 in order to receive input on planokc policies.
- **Community Surveys.** Using a variety of surveying techniques was essential to reaching the widest audience possible. These surveys included:
  - planokc Vision Survey. The 2011 survey invited residents to provide a word or a short phrase to describe their vision of a future Oklahoma City and what they believed should be the overall goal of planokc.
  - planokc CrowdGauge Survey. This online activity asked participants to rank their priorities for Oklahoma City, informed them on how City policies or actions could impact their priorities, and asked them to identify the policies or actions they support most.
  - Housing Survey. As part of the Oklahoma City Housing Study, this survey gauged the existing and future housing demands of residents. A random survey was distributed via mail, along with a targeted survey of university students, young professionals, and recent arrivals to the city.
  - Community Appearance Survey. In order to understand what community appearance issues Oklahoma City faces, and what design elements residents consider appealing, this survey asked respondents to react to a series of images representing various appearance and design elements. These responses influenced the creation of numerous design-related policies.
  - Parks Survey. In 2012, as part of the Oklahoma City Parks Master Plan, over 600 mail and phone surveys were completed regarding opinions on parks, recreation and open space. This survey was key to understanding current park system use, determining priorities for future improvements, and measuring support for ways to financially sustain the park system.
  - planokc Citizen & Business Surveys. These statistically significant surveys were used to gather our residents' and businesses' opinions on transportation options, city services, the appearance of the city and other quality of life issues. The surveys were completed during the winter of 2013 and the spring of 2014 by over 1,200 households and nearly 500 businesses.
- **Other techniques.** In addition to the techniques described above, planokc staff reached out to citizens through mailings, radio interviews, articles, and newsletters.

In all, over 20,000 people participated in the public engagement process.



PUBLIC PARTICIPATION

Left: a planokc Growth Scenarios Workshop

Supporting Studies and Plans

A wide range of studies and analyses were completed to provide inputs to planokc. This section discusses key takeaways from each study that are relevant to the crafting of planokc.

- **Community Appearance Survey** (page 25)
- **Retail Plan** (page 26)
- **Employment Land Needs Assessment & Action Plan** (page 28)
- **Parks Master Plan** (page 30)
- **Housing Market Study** (page 32)
- **Growth Scenario Analysis** (page 34)
- **Health Impact Assessment** (page 40)

COMMUNITY APPEARANCE SURVEY

As part of planokc the City conducted a Community Appearance Survey to gauge the public's response to a variety of built environment components including residences, businesses, parking lots and structures, landscaping, signage, and community "places". To administer a survey of this type, respondents were shown a series of more than 100 images, one at a time, and asked to rate them on a scale from -5, which is very undesirable to +5, which is very desirable. To analyze the results, the components, such as presence and type of parking, amount of landscaping, and specific building characteristics, of each image were cataloged, allowing comparisons of the results/scores to be made based on the presence and/or condition of these components.

KEY FINDINGS AND RECOMMENDATIONS

Ensure abundant landscaping, especially in parking lots. Respondents consistently rated images across all categories much higher when they showed abundant, well-maintained landscaping, including healthy mature trees, than those with little landscaping.

Modify sign guidelines and rules. Ground-mounted and small wall-mounted signs were rated much higher than tall or other signs that appeared out-of-proportion from their surroundings.

Revise residential design standards pertaining to garages and porches. Images of single family homes showing a garage dominating the front façade and little to no front porch were rated poorly. Conversely, homes with obvious porches and side, tuck-back, alley-loaded, or other less prominent garages received high scores.

Expand the choices related to housing styles. Buildings demonstrating cottage-style architecture and more modern designs were favorably rated while survey respondents criticized "cookie-cutter" single-family home designs and "bland" multi-family residential schemes. Open-ended comments expressed interest and support for a broader range of housing styles including duplexes, four-plexes, eight-plexes, and townhomes. This finding is consistent with community feedback found throughout the planokc process.

Focus on pedestrian-oriented design and create vibrant places with many things to do. Survey respondents highly favored streetscapes that included sidewalks separated from traffic lanes by parked vehicles, landscaped parkways, bike lanes, or some combination. Commercial areas with obvious and inviting pedestrian spaces were highly-rated as well.

Create vibrant employment areas. Office buildings located near supporting uses such as restaurants and retail and featuring ample landscaping and pedestrian spaces were highly rated by the community.

Integrate additional and supportive uses into structured parking. Images of parking structures designed with street-oriented uses, better integrated with the buildings they serve, and those with more architectural detailing scored higher. Those with blank facades and no relationship to the adjacent street scored poorly.

"The images that appeal to me the most are the ones with a combination of living, shopping and green space. I like the idea of being able to walk my dog, walk to the grocery store or have my future children play nearby or even being able to walk them to school."

- Citizen comment:
Community Appearance Survey





ABOVE: Highly rated images with well-designed pedestrian spaces and a mix of uses

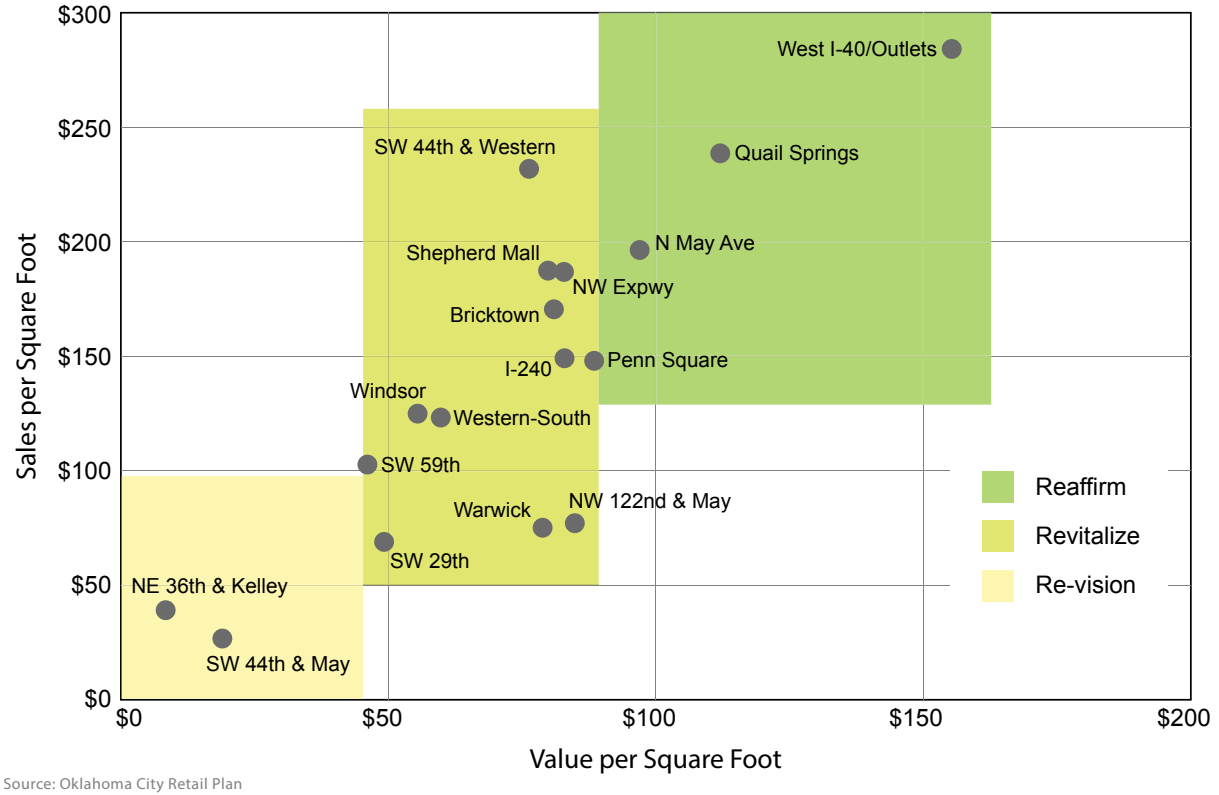
RETAIL PLAN

A Retail Plan was completed as part of planokc in order to assess the status of retail areas in the City, recommend strategies for improving the health of existing retail nodes and corridors, and identify opportunities for new retail development.

FINDINGS

Key findings from the Retail Plan include:

- Oklahoma City has an oversupply of retail space. The growth in vacancies and decline in sales is particularly evident in older and lower income neighborhoods with aging populations and declining household incomes.
- Much of the retail space along the city's arterial corridors will need to be re-purposed.
- Surrounding cities are gaining on Oklahoma City in retail sales market capture. Growth in surrounding suburban communities has allowed them to reach a large enough size to support their own regional centers, which has reduced growth in Oklahoma City's retail sales.
- Linear and disjointed retail has led to circulation and safety problems including lack of connectivity between centers, multiple entrances to centers, poor internal paths in centers, under-performing ancillary space, and the linear proliferation of retail along roadway corridors. Retail areas and corridors in the city have been built in a piecemeal fashion with attention paid to specific pads or centers instead of the network within and along the retail corridors.
- The lack of sign control and common design themes in retail areas has led to unpleasant retail environments.
- The I-240 corridor has lost its role as a major regional retail destination and needs to be repositioned.



Source: Oklahoma City Retail Plan

RECOMMENDATIONS

Key recommendations from the Retail Plan include:

- Strengthen & expand destination retail nodes by pursuing one-in-the-market retailers with potential to attract shoppers from the entire metro area and beyond.
- Establish a new regional retail node in the downtown area.
- Seek a new or expanded grocery store or supermarket to serve northeast Oklahoma City.
- Attract another Hispanic-focused supermarket as well as other Hispanic retail.
- Seek a natural food grocer to serve the Midtown and Deep Deuce neighborhoods.
- Partner with Penn Square area property owners to develop a plan for retail expansion of that regional retail node.

The Retail Plan also contained detailed recommendations for each major retail node or corridors. Nodes or corridors were categorized into one of three possible policy frameworks as shown in the figure above: **re-vision**, **revitalize**, or **reaffirm**, according to their economic health. In order to evaluate the economic health of each node and corridor, property values and sales performance were used to represent the level of store performance of the retail area, as well as the overall desirability or attractiveness of the area based on local property value. Thus, the property value per square foot (as determined by the County Assessor) of each node and corridor was graphed against its sales per square foot, as shown above. Chapter 2 explains the strategies applicable to each policy framework.

RETAIL NODES AND CORRIDORS

The nodes and corridors identified in the Retail Plan are classified into categories below according to their scale and function. The Retail Plan uses these categories for analysis purposes and for the application of general policies.



Regional Nodes: Major retail clusters with at least one regional center. Regional nodes draw customers from the metro area and beyond.



Highway Corridors: Linear retail clusters along highways that serve large trade areas several miles in diameter.



Arterial Corridors: Retail corridors located on arterial streets. Arterial corridors generally serve a relatively small trade area with community-serving uses such as grocery stores and restaurants.



Community Nodes: Retail clusters with two or more existing or potential community centers. These nodes are generally neighborhood-serving and anchored by a grocery store.



Commercial Revitalization Districts: Neighborhood commercial strips with an existing or potential merchant association. Commercial revitalization districts are generally urban neighborhood districts which once served as the primary destination for commercial services in the area. Today they often contain a unique mix of retail, dining, and local business services.

EMPLOYMENT LAND NEEDS ASSESSMENT & ACTION PLAN

The Employment Land Needs Assessment & Action Plan (ELNAAP) was completed prior to plan**okc** in response to Oklahoma City's insufficient supply of large, served industrial and office sites. The goal of the study, which was produced by the City and several partner organizations including the Greater Oklahoma City Chamber of Commerce and the Alliance for Economic Development, was to provide ample opportunity for local companies to expand and for new companies to locate in Oklahoma City. The study compared the demand for and supply of large, served, well-located sites and made recommendations to ensure a consistent supply.

FINDINGS

Oklahoma City has a substantial amount of land within its boundaries; however, relatively little land that is appropriate for industrial or office use is also serviced and consolidated into large sites of 50 to 500 acres. The scarcity of these large sites, which are needed to support new and expanding businesses, has hindered the City's ability to attract new companies. Obstacles affecting the supply of development-ready land include:

- **Parcelization:** Land may be vacant but in small parcels with multiple owners.
- **Lack of infrastructure:** Most sites evaluated need some service extensions or upgrades, and the estimated costs are substantial.
- **Market conditions:** Property owners and developers are often reluctant to hold and develop land for industrial uses. Land suitable and even zoned for industrial development has frequently been permitted to develop for other commercial or residential uses. This often exacerbates the loss by creating conflicts from incompatible uses.

The historical and expected absorption of industrial/business park land in the region averages 80 acres per year. In any given year, however, the absorption has been and could be several times the average. To provide reasonable choice to the market, there should be an inventory of development-ready sites several times larger than the average annual absorption. These sites should be of various sizes (25, 50, 100, 500 acres) and in different areas within the city. A perpetual inventory of 1,000 acres of development-ready land would provide for most opportunities.



CONFLICT BETWEEN INDUSTRIAL AND RESIDENTIAL USES

If not planned properly, residential uses can encroach into industrial areas, reducing the functionality of the industrial area by causing compatibility issues and using up sites best suited for industrial uses.

RECOMMENDATIONS

The ELNAAP made numerous recommendations, the most important of which are summarized below:

- **Provide infrastructure in a timely and efficient manner to accomplish large-site inventory objectives.** The City and its partners should coordinate infrastructure development to different areas of the City and emphasize the need for large employment sites. *The City should guide development (especially employment land development) through the strategic installation of infrastructure, rather than allowing developers that do not coordinate either with each other or the City to determine where infrastructure is installed.*
- **Develop a capital improvement plan (CIP) consistent with and driven by plan**okc**.** Using plan**okc** as the starting point for development of the CIP will ensure the CIP contributes to the development pattern desired by the community, including easily accessible job centers that provide ample supply of employment land long into the future.
- **Create development-ready sites in high priority areas.** High priority areas are listed in the ELNAAP, but are generally described as those areas that have the fewest property owners, the lowest infrastructure costs, and industrial zoning.
- **Expand partnerships by teaming with the State School Land Trust and the Airport Trust.** Both of these entities own key employment land sites; however the School Land Trust has disposition policies that make it difficult to secure and develop

their land in a timely manner. The City should seek to overcome these obstacles through a partnership with the School Land Trust.

- **Conduct a market analysis for a business park.** Other cities have examples of business and industrial park development where the private sector brings on space over a 20-year period. Additional analysis would be needed to determine whether that model would work in Oklahoma City.
- **Pursue public purchase or optioning of key properties.** If property owners and developers are unable to assemble and protect large employment sites, the City or its partners should assemble and protect the sites. (Urban renewal districts provide a vehicle for this type of site assembly.) At the urban fringe, the City or its partners could acquire rural land in advance of the zoning and infrastructure investments that make the land more valuable.
- **Designate and rezone additional land for employment uses.** The previous comprehensive plan was amended to include the Employment Reserve (ER) designation based on the results of the ELNAAP. plan**okc** uses the Employment area designation as shown in the map on page 51. Policies for appropriate uses and development in Employment areas are included in Chapter 2.

Many of the recommendations above will be jointly pursued by the City and partner agencies such as the Alliance for Economic Development and the Greater Oklahoma City Chamber of Commerce. The Planning Commission and City Council can make an important contribution to our economic future by adhering to the intent of the ELNAAP as expressed in plan**okc**'s land use plan. Consistent preservation of Employment areas and funding for infrastructure to serve them will facilitate economic growth for decades to come.



RENDERING OF THE KIMRAY, INC CAMPUS TO BE BUILT IN AN EMPLOYMENT AREA

PARKS MASTER PLAN

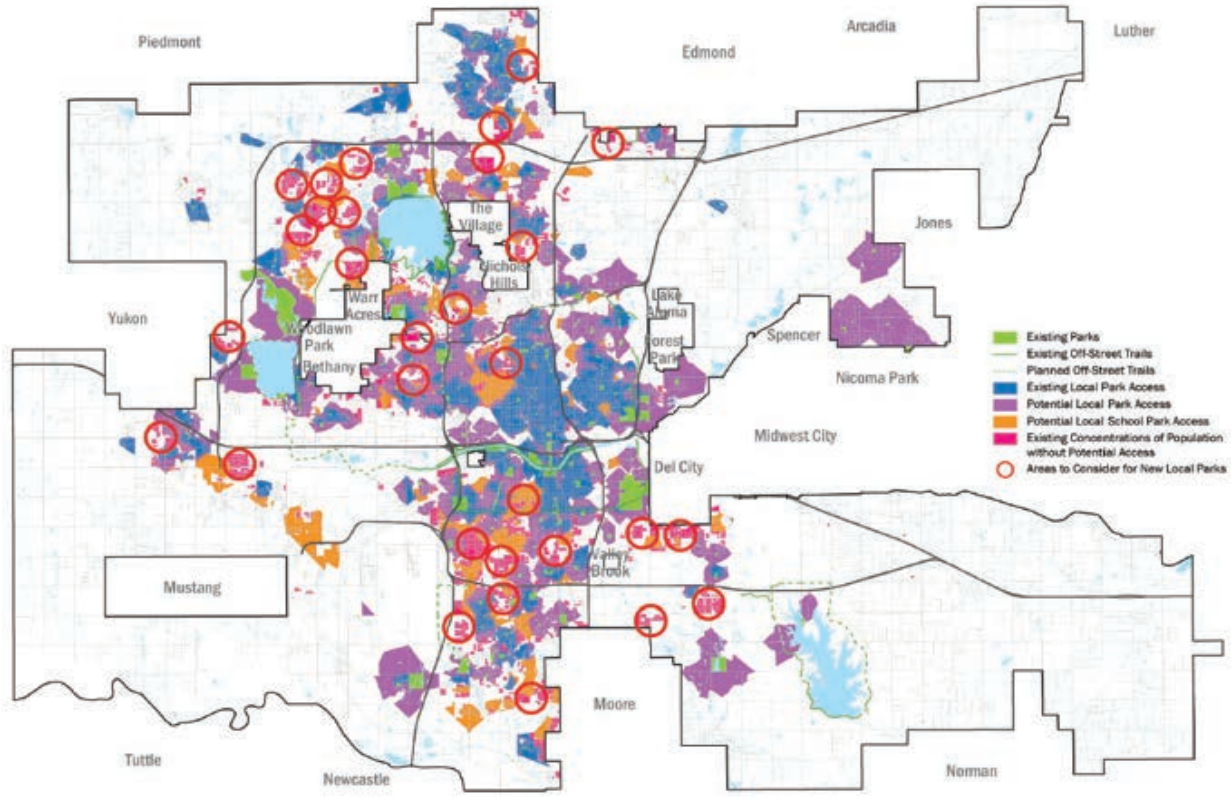
The City of Oklahoma City partnered with the Oklahoma City Community Foundation to develop a Parks Master Plan that will guide the City and its partners in creating a parks system that can meet challenges and serve the needs of current and future populations. The plan recommends how the public and private sectors can best develop, promote, utilize, manage, and maintain a fully functional park system.

PLAN STRATEGIES

The six strategic directions listed below were synthesized from citizen and stakeholder input. These strategies provide high-level guidance to the City and its partners in establishing new policies and programs, developing new partnerships, and allocating resources to maintain, improve, and leverage the park system for greater community benefit. :

1. Maintain and improve physical assets of existing parks.
2. Develop facilities and programs in existing parks to meet community needs.
3. Improve access to existing parks.
4. Promote and increase awareness of the value of parks.
5. Develop new parks and facilities.
6. Establish agreements and standards for private parks and school parks.

For each of the strategic directions the Parks Master Plan establishes a rationale, a set of actions, and specific steps the City and its partners can take to implement the actions. An action table takes this a step further to assign responsibility for implementation, list potential implementation partners, offer performance measures to gauge success, and suggest a time frame for implementation.



AREAS OF OKLAHOMA CITY CURRENTLY AND POTENTIALLY WELL-SERVED BY LOCAL PARKS

PARK CLASSIFICATIONS

The Parks Master Plan categorizes parks into three tiers for the purpose of defining levels of service: local parks, regional parks, and other parks.

Each park classification includes a general description, a typical size range, a typical length of visit, access provisions, and a list of appropriate amenities for that type of park based on best practices and community input. The appropriate amenities for any individual park should be determined through a regular park master planning process that involves the community it is meant to serve.

LEVEL OF SERVICE STANDARDS

Oklahoma City's park system has not grown uniformly as the city has grown. As a result, different areas of the city have different levels of access to parks. In some parts of the city, residents may be within a five minute walk of a park, while in other areas, residents may not be able to feasibly walk to a park at all.

The level of service tiers in the Parks Master Plan—central city, urban area, urban growth area, and rural area—balance the existing assets of the park system with the locations of existing and projected population. The standards for each tier reflect the location of existing parks and the budgetary constraints of developing new parks to increase service.

FUNDING OPTIONS

In addition to analysis of the physical park system, the process of developing the Parks Master Plan included an analysis of the system's financial situation. Based on benchmarking conducted for the Plan, Oklahoma City is below the mean compared to peer cities on per capita spending for maintenance, operations, full-time employees, and spending per full-time employee. Like the City of Oklahoma City government as a whole, the Parks and Recreation Department is impacted by the fact that Oklahoma is the only state in which municipalities do not have access to property taxes for operating expenditures, creating a strong reliance on sales taxes, which are more erratic than other funding mechanisms. This fiscal reality highlights the need for diversified funding sources if the Parks and Recreation Department is to meet its mission of providing high-quality parks, recreational, and cultural services to Oklahoma City residents and visitors as the city grows.

Illustrative scenarios for the Parks and Recreation Department budget were developed to test the levels of funding that will be required to meet current and future levels of service for Oklahoma City over a 20-year time horizon.

- Scenario A: levels of funding continue unchanged.
- Scenario B: incremental increase of five percent per year to allow for additional investment.
- Scenario C: characterizes the level of investment required to address deferred needs and the service needs of present and future residents. Order-of-magnitude cost estimates were used for proposed capital investment, maintenance, and operations and management actions.

The Parks Master Plan offers funding options to supplement funding the Parks and Recreation Department receives from the City's general fund in order to improve the park system and achieve the strategic directions.





LOCAL PARKS

Top left: Spray Ground at Wiley Post Park. Top right: Martin Park Nature Center.

MAINTENANCE GUIDELINES

The Parks and Recreation Department is responsible for maintaining not just the public parks in Oklahoma City, but also recreation facilities, land next to state highways, and the Civic Center. The Department's performance measures indicate the City spends very little on park maintenance. Typically, urban park districts in the Midwest spend 2–3 times as much as Oklahoma City does to maintain their parks.

PARTNERSHIPS

The Parks Master Plan includes recommendations for partnerships. In earlier decades, some cities were fully responsible for the operation of their parks, and they had funding commensurate with the job. Today that is rare, and most cities need the extra assistance of public-private and public-public partnerships to help with the task. These partnerships should never supplant the leadership and the preeminence of the Parks and Recreation Department, but they can help make the difference between a park system that struggles and one that excels. The continued success of Oklahoma City's park system cannot be solely the responsibility of the City, but instead will rely on the City working hand-in-hand with a robust network of partners.

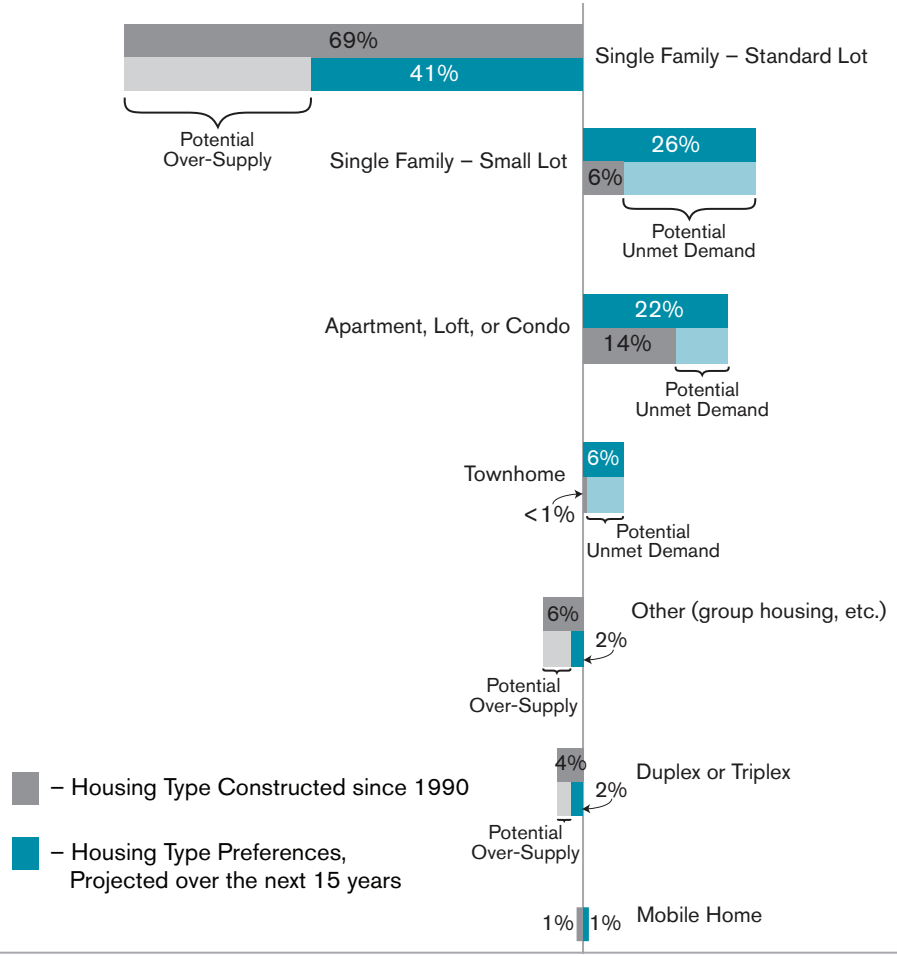
HOUSING MARKET STUDY

The housing market is a vital component in the growth and development of a city. With this in mind, the City completed a Housing Market Preference and Demand Study in 2013 to help determine whether and to what extent the market for housing might change over the next several years. The study, which included a survey of area households, found that both urban and suburban housing demand is strongly influenced by a few key neighborhood characteristics. Additionally, there is demand pressure towards nearby suburban communities which may cause continued out-migration of households and resources if urban neighborhood improvements are deemed inadequate.

IMPORTANT NEIGHBORHOOD CHARACTERISTICS

There are a few characteristics, primarily associated with location or neighborhood as opposed to the residence itself, that households in Oklahoma City find particularly important when deciding where to look for a place to live:

- **High-intensity mixed-use, walkable urban neighborhoods**
  This characteristic is all about options. Many more households are showing interest in places where they have a wide variety of things to do and ways to get around.
- **Close proximity to schools, shops, jobs, and entertainment options**
  Not everyone is attracted to high-intensity urban places; however being close to things they need or want on a regular basis is important to a vast majority of Oklahoma City households.
- **Wide variety of housing types**
  People recognize that their housing needs change over time, and they want access to different types of housing that meets these needs. Ideally, these housing options would be available in areas of the city they are already familiar with, be it their current neighborhood or a place they visit frequently. Households also recognize that different housing types allow their families to stay close. Grandparents, parents, children, and grandchildren can live in the same neighborhood but have a home that closely meets their needs.
- **High quality public schools**
  A product that is always in high demand, great schools can serve as an anchor for vibrant neighborhoods.
- **Low-density suburban neighborhoods**
  Houses situated on large lots near the edge of the city are still in high demand. One of the unique assets of Oklahoma City is its capacity to provide both high-intensity urban and low density suburban areas.



POTENTIAL IMBALANCE BETWEEN HOUSING SUPPLY AND HOUSING DEMAND

Demand for a more diverse supply of housing stock appears to be increasing in Oklahoma City. As the market matures, the gaps, shown as over-supply and unmet demand above, will close.

KEY CHALLENGES AND FINDINGS

The above characteristics, which impact demand, result in several key findings about household demand in Oklahoma City:

- Oklahoma City is projected to need more than 70,000 new housing units by 2030.
- Nearly 50% of households plan to move either outside the region (15%) or within the region (32%) in the next five years.



NEW INFILL HOUSING ON SMALLER LOTS COMPLEMENT A MATURE NEIGHBORHOOD IN NORTHWEST OKLAHOMA CITY.

- Oklahoma City has a relatively homogeneous housing stock, especially when considering homes built in the past 20-30 years.
- Sense of safety and security is the single most important neighborhood characteristic.
- Characteristics of neighborhoods are five times more important than characteristics of the houses themselves.
- Perceived school quality is an important locational consideration for households, whether they have schooled-aged children or not.
- Specific project and program investments will cause a positive (or negative) impact on demand for different areas throughout the city.
- Oklahoma City households understand the value of key neighborhood amenities and expressed a willingness to pay for them.

RECOMMENDATIONS

The City can take action to increase demand for the central areas of the city by building on existing assets. The following recommendations are tailored to the preferences expressed by Oklahoma City households and will have the greatest impact on the economic, social, and fiscal profile of the city, especially for the emerging generation of home buyers. (Those born between 1982-1999 account for 30% of the OKC metro population.)

- Make strategic, prioritized investments, especially those which increase transportation choices, in areas that have the greatest potential to attract new households.
- Create specific plans that highlight opportunities for increased connectivity, walkability, and bikeability for those areas shown by the Housing Study to be responsive to change.
- Complete a community safety study to gain more understanding about what the City can do to help places feel safe and secure.
- Update design requirements to incorporate components related to safety.
- Improve partnerships with local school districts to ensure the City is doing its part to bring high quality education into neighborhoods.
- Update regulations to help neighborhoods establish, reinforce, or enhance "sense of place" – generally understood to mean a place that feels comfortable and distinct from other places.
- Periodically study the housing preferences and demand of Oklahoma City households and revise plans, priority projects, and areas as necessary.

GROWTH SCENARIOS ANALYSIS

The planokc process gave Oklahoma City residents an opportunity to make choices about what kind of community they want to live in and what type of community they want to leave for their children and grandchildren. In order to facilitate these choices, an exhaustive scenario planning process was undertaken so the public and decision makers could see the future consequences of choices made today.

Three realistic future land use and transportation scenarios were created for the year 2050: Scenario A, Scenario B, and Scenario C. By 2050 Oklahoma City is projected to have gained approximately 312,000 new residents and 172,000 new jobs. While all scenarios assumed the future number of residents and jobs would be the same, each had important differences related to how future housing and employment centers would be distributed across the landscape. This is referred to as the development pattern. (A development pattern includes the location of new development, its density, building types, and mix of uses. It does not include the amount of new development.) See the facing page for a description of each scenario and how they differ from each other.

FINDINGS

Computer modeling of the three scenarios showed how the three different development patterns affected outcomes such as commute times, air quality, the City's fiscal health, and other important factors related to quality of life and community.

The cost analysis showed that the savings for more compact and mixed land use patterns are substantial. Given the anticipated growth by the year 2050, Scenario A would cost the city approximately $82 million more per year in operations and capital costs than the more efficient Scenario C.

Large amounts of low-density development have high costs of growth for the private-sector as well. Scenario A would require over 4,300 new road lane miles, and almost 2,000 miles of water and sewer pipes. While the City would fund a portion of these costs ($1.4 billion), private developers would cover a larger portion, totaling $5.4 billion over 40 years. This is double the private-sector capital costs of $2.6 billion forecast for Scenario C. Other major findings are summarized in the "Scenario Performance" section that follows.



KEY IMPLICATIONS

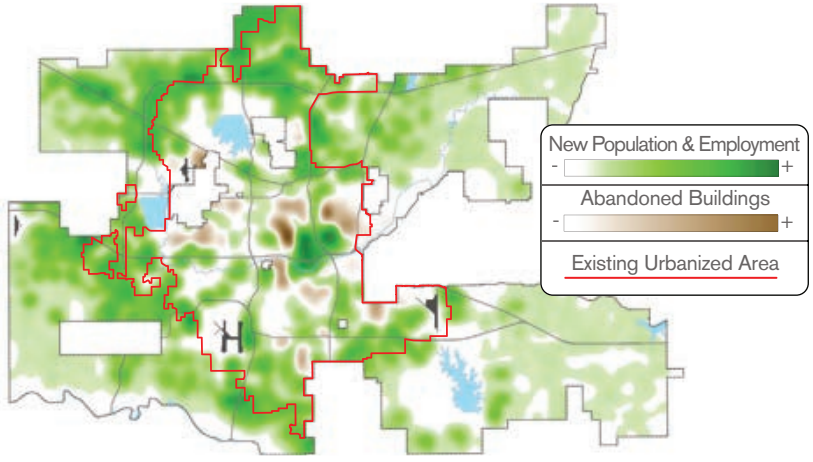
- Continuation of recent development patterns would be costly for the City. Development patterns have the ability to significantly impact City costs. In nearly every category, we found the costs of the City's core services and infrastructure to be more expensive in the lower-density, less integrated scenario.
- Low-density, less integrated development is also more costly for private developers. The City is not the only entity that will bear the costs of inefficient land use patterns. Private developers have a huge financial stake in how the city grows. Although the City maintains almost all the streets, sewer pipes, and water mains in the city, private developers pay to build most of these facilities themselves.
- Change is needed to avert high costs of growth. Oklahoma City has historically seen development spread out in a casual, spontaneous manner. These past development patterns have put a burden on the City budget, and if these trends continue, the costs of services and infrastructure per household will continue to rise. To avert these high costs of growth, a change is needed. The City needs to be thoughtful and strategic about where and when development happens, recognizing some areas and development patterns are more affordable to serve than others, and development timing influences cost as well.

If more efficient development patterns are pursued, the savings described could be reinvested in other important urban amenities like transit, parks, or public safety.

SCENARIO A (Past Trends Continued)

This scenario assumes that development patterns over the past 20 years will continue. The city would continue to spread out in a somewhat casual, spontaneous way, with most new housing (75%) located in single-family-detached subdivisions on medium or large lots.

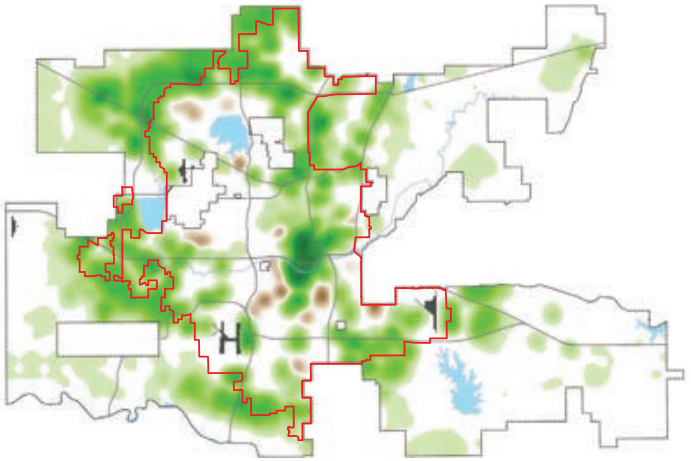
Workplaces would be located relatively far from homes, meaning commute times would be a little longer than they are now. New commercial development would most often be located at the corners of busy streets, and would not be easily accessible from nearby neighborhoods except by car. City services and infrastructure would have to be extended farther into undeveloped areas. Only a small amount of redevelopment and infill would occur in existing neighborhoods, and decline and abandonment will continue in areas currently experiencing these challenges.



SCENARIO B (Trends+Market+Efficiency)

This scenario is influenced by past development patterns, but it assumes that new development is located near existing infrastructure and services like streets, water, police, and fire. It is also shaped by expected housing needs based on changing demographics. Single family lot sizes would be a little smaller on average so that they more closely match what residents say they want according to the 2013 Housing Demand Study.

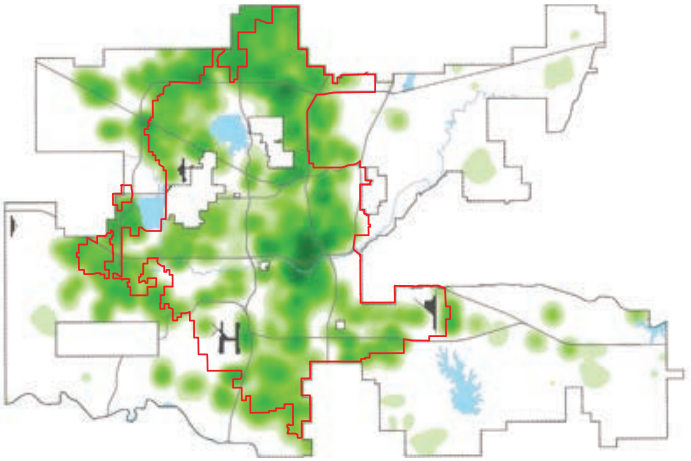
Mixed-use nodes and corridors that integrate commercial and residential development are more prevalent, making it possible to bike, walk, or ride transit to multiple destinations. A more compact development pattern means workplaces and homes would be closer, allowing for shorter commutes. There will be some redevelopment in urban neighborhoods; however, some decline and abandonment would continue to occur.



SCENARIO C (Market+Efficiency+Revitalization)

This scenario illustrates efficiency and high performance for residents, public services and infrastructure. It does not reflect past land development trends but instead optimizes the location and density of new development to reduce cost and negative impacts of growth. It accomplishes this while reflecting citizens' desires for adequate housing of all types, including medium- and large-lot single-family-detached homes. This scenario still assumes that most (67%) new homes would be single-family-detached, but lot sizes would be a little smaller on average.

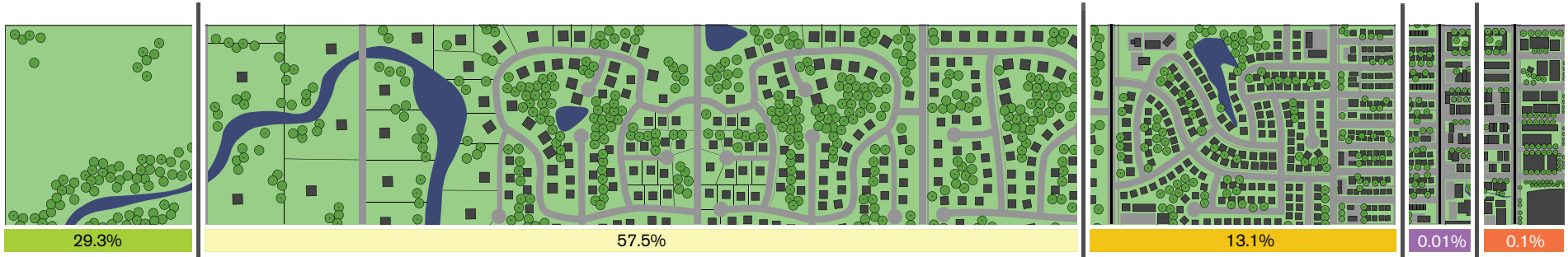
More new development would be concentrated into and around mixed-use nodes and corridors. Workplaces, homes, parks, and stores would be closer to each other, and streets and sidewalks would be more connected, allowing for even shorter commutes and more walkable neighborhoods. High amounts of rehabilitation and redevelopment would be expected to occur in existing neighborhoods, leading to a turnaround in currently challenged areas.



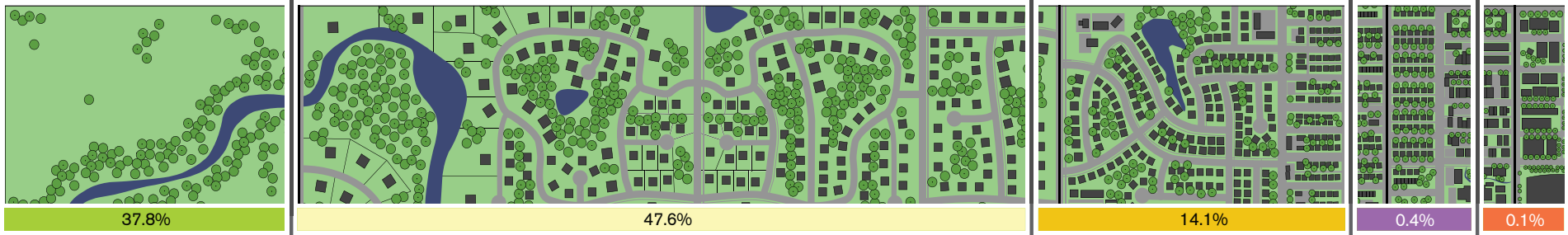
DEVELOPMENT CHARACTER



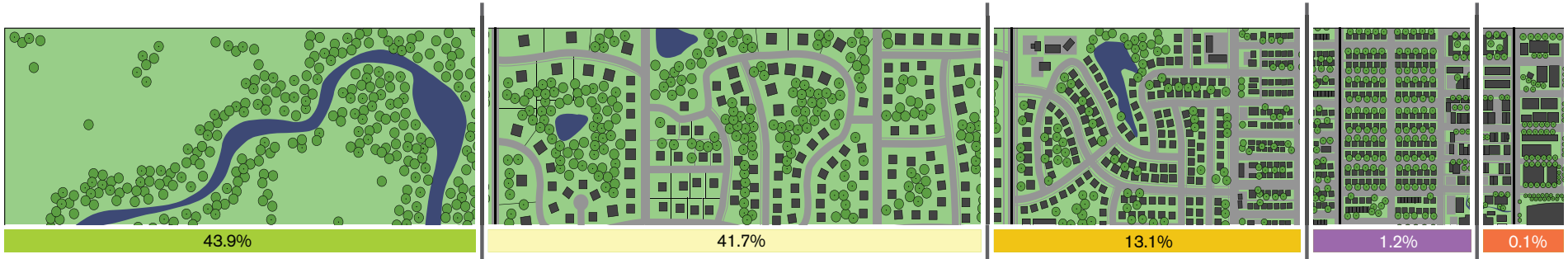
DEVELOPMENT PATTERNS



SCENARIO A



SCENARIO B

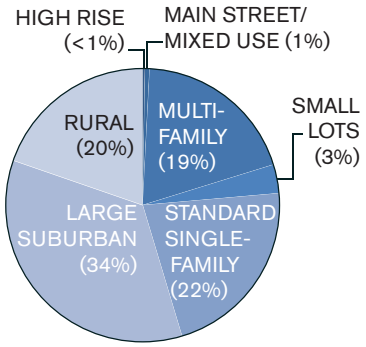


SCENARIO C

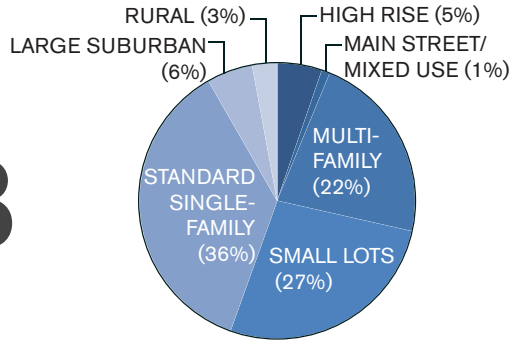
SCENARIO CHARACTERISTICS

The images and charts below and to the left give more detail about the kinds of buildings, layout of development, and housing stock that combine to define each scenario. While the same buildings appear in each scenario, the placement and mixture differs from scenario to scenario.

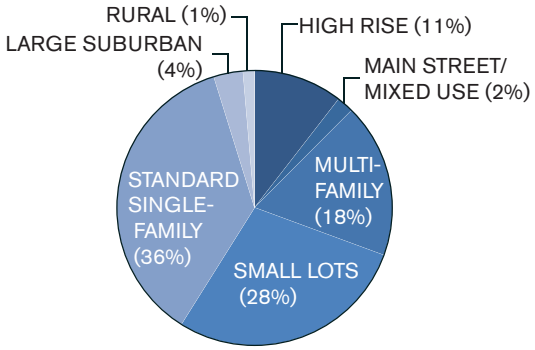
A



B



C



WHAT WOULD BE NECCESSARY TO MAKE EACH SCENARIO A REALITY?

	Scenario A	Scenario B	Scenario C
Allocation of Resources & Taxation Levels			
Gradually increase taxes or decrease levels of service.	✓		
Need continued Federal and State subsidy for road infrastructure.	✓+	✓	
Budget surplus available for reinvestment.		✓	✓+
Invest more into existing neighborhoods to incent infill and revitalization. Investments include: -New streets and streetscapes -Bike lanes, trails -Upgraded parks and recreation facilities -Increased police presence and crime prevention efforts		✓	✓+
Increase number of buses, bus routes and other public transit options.		✓	✓+
Invest more on maintaining and improving existing streets as opposed to building and widening new streets in developing peripheral areas.		✓	✓+
City Actions (regulations, policies, incentives):			
Encourage development of underrepresented housing types such as town homes, condos, and urban style single family homes.		✓	✓+
Promote more compact and contiguous development.		✓	✓+
Increase land use diversity to allow people to live, shop, and work in the same area.		✓	✓+
Ensure uses are compatible so neighborhoods remain attractive and viable.	✓	✓+	✓++
Preserve rural land for future development.		✓	✓+
Charge higher fees for infrastructure in areas that are more difficult and expensive to serve.		✓	✓+
Facilitate infill development and reduce the number of vacant and abandoned buildings.		✓	✓+
Create more route options by increasing the number of street connections.		✓	✓+

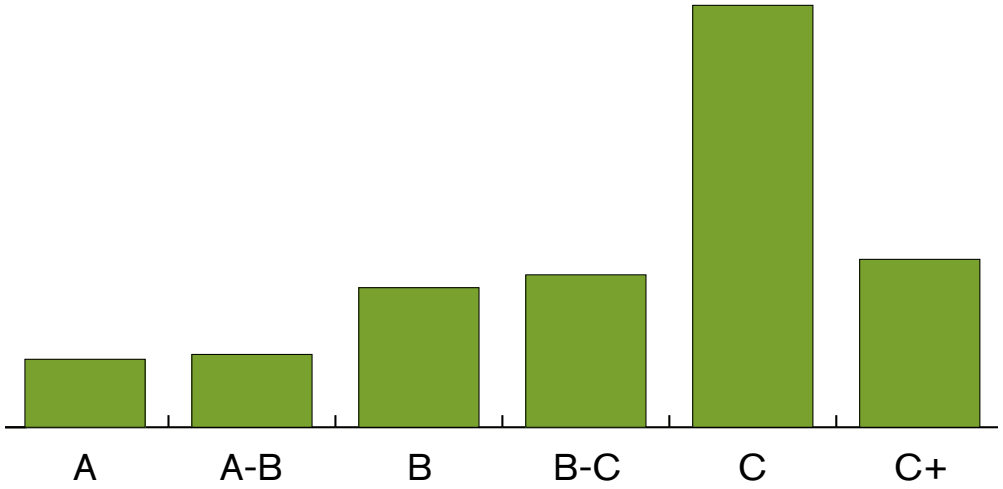
ACTIONS THE CITY AND ITS PARTNERS WOULD NEED TO TAKE TO REALIZE EACH SCENARIO

Growth Scenario workshop participants were shown the above information so that they could make informed decisions. While each scenario has advantages, each would require certain changes, some of which may be perceived as undesirable.

CITIZEN FEEDBACK

Citizens were given the opportunity to express their opinion about the scenarios through a series of workshops held in numerous locations throughout the city. In addition to the in-person workshops, many citizens took advantage of the online workshop and survey, which duplicated the in-person experience to the extent possible.

Participants took a survey which had a series of questions designed so that respondents could have an understanding of the benefits and trade-offs for each choice they were asked to make. Each question described a range of possible outcomes, how the City could arrive at each outcome, what would have to be done, and what possible trade-offs would be involved. Questions were answered by selecting option A, which corresponded to Scenario A, or option B, which corresponded to Scenario B, and so on. Respondents were also able to answer "somewhere between A and B". The chart below summarizes the responses of all participants (both in-person and on-line). The results can be interpreted simply by saying the participants prefer to have a future city that has the characteristics of Scenario C. Respondents to the citizen survey also generally preferred policies consistent with Scenario C.



CITIZEN RESPONSE TO GROWTH SCENARIO WORKSHOP QUESTIONNAIRE

Citizens were presented with a series of benefits and trade-offs about quality of life characteristics available in each scenario. The chart above shows their combined responses indicating a strong preference for the benefits and costs associated with the development pattern described as Scenario C.



GROWTH SCENARIO WORKSHOP

At right citizens study the growth scenarios, ask questions, and provide their feedback on the benefits and trade-offs associated with each. Thirteen such workshops were held throughout Oklahoma City in early 2014.

Key Findings of Growth Scenarios Workshops

- 86% of participants would live on a slightly smaller lot or in a higher density area in order to live within walking or biking distance to a park.
- 83% of participants voiced support for more housing type choices, such as small-lot single family, townhomes, condominiums.
- 90% of participants felt that growth should occur more densely or in existing neighborhoods in order to free up more money for street maintenance.
- 89% of participants supported guiding growth into existing areas in order to generate more opportunities for people to walk, bike, or take transit to a variety of destinations.
- 78% of participants preferred to increase density and mixed-use development in some areas in order to reduce the amount of time spent traveling in cars in the future.
- 67% of participants preferred to increase density and mixed-use development in some areas in order to reduce future transportation costs.

Scenario Performance

	A	B	C
CITY SERVICES AND INFRASTRUCTURE (ANNUAL IN MILLIONS)	353	305	271
MORE/LESS AUTOMOBILE EXPENSE (PER HOUSEHOLD PER MONTH)	+36	6	-53
MORE/LESS TIME SPENT IN VEHICLE (HOURS PER PERSON PER MONTH)	+.75	-2	-5.5
NEW DEVELOPED SQUARE MILES	195	139	76
% OF NEW HOMES THAT ARE SINGLE-FAMILY	78	70	67
NEW ROADS BUILT (THOUSANDS OF LANE MILES)	4	3	2
NEW (INFILL) HOMES IN EXISTING NEIGHBORHOODS (THOUSANDS)	15	31	64
INCREASE IN ABANDONED HOMES (THOUSANDS)	8.9	3.9	0
PERCENT CHANGE IN DAILY PHYSICAL ACTIVITY (AS PART OF DAILY ROUTINE)	-9	60	139
WALKING, BICYCLING, OR TRANSIT USAGE (PERCENT CHANGE FROM 2010)	3	5.5	8
WATER USE FOR LANDSCAPING (GAL/DAY PER HOUSEHOLD)	348	178	158
PERCENT INCREASE IN CARBON EMISSIONS (OVER TODAY)	57	46	34

QUANTITATIVE SUMMARY COMPARISON OF THE THREE GROWTH SCENARIOS

The scenario performance evaluation helped Growth Scenario workshop participants decide which scenario they preferred. The numbers in the above summary were the output of a rigourous modeling process using Envision Tomorrow software as well as a custom-built fiscal model.

HEALTH IMPACT ASSESSMENT

In an attempt gauge the effectiveness of the major planokc components as they relate to community health in Oklahoma City, a Health Impact Assessment (HIA) was completed to evaluate the potential for various city-wide development patterns to influence opportunities related to health. It is widely understood that how a city grows affects the people and businesses who call it home. The HIA evaluates whether one of those effects is health, and if so, which aspects of health.

The HIA identified 35 measures or indicators that have the potential to change based on how Oklahoma City grows over the next few decades. Each of these measures was analyzed for each alternative growth scenario being tested as part of the Growth Scenarios Analysis described in this chapter. Because it is tied to the Growth Scenarios Analysis, the HIA assumes the same population and job growth for each scenario.

KEY FINDINGS AND RECOMMENDATIONS

The HIA process resulted in numerous findings and recommendations related to improving health in Oklahoma City. The following strategies, if implemented, have important components that are very likely to have a noticeable positive impact on the community over the next several years.

Create more opportunities for walking and biking. The development pattern and variety of uses within and close to neighborhoods strongly influence people's desire to walk or ride a bike. If the environment feels safe to pedestrians and cyclists and there are useful destinations within a reasonable distance, many more people will opt to walk or bike, either frequently, or occasionally. This situation offers several key benefits to public health, including increased physical activity and reduced vehicle emissions.

Increase access to fresh healthy produce. Many neighborhoods in Oklahoma City have relatively poor access to healthy food choices. Increasing the variety of and access to healthy food through urban farms, community gardens, and better access to stores with healthy food will have direct health benefits for individuals and the community.

Improve and protect water quality. The development pattern Oklahoma City chooses for the next 5 to 15 years has the potential to affect water quality in two key ways 1) the number of individual septic systems that require regular maintenance; and 2) the amount of impervious and manicured surfaces (roofs, paving, and lawns) which contribute pollutants and nutrients to runoff.

Increase access to parks and schools. Having easy access to parks and/or schools and playgrounds provides a community with both gathering places and opportunities for physical activity. The pattern and design of neighborhoods can influence this access.

Increase safety and security. Many factors affect how safe people feel in a particular neighborhood or location. Typically places that are well-populated, well-lit, and have been designed with safety in mind feel inviting and safe.

Reduce occurrences of abandoned buildings. Abandoned buildings create a variety of negative consequences impacting the health of neighborhoods and their residents. Targeting redevelopment and revitalization efforts on areas with relatively high numbers of abandoned buildings has the potential to turn negative impacts into positive outcomes.

Increase the variety of housing types in and near the inner loop. People are attracted to the features and amenities found in more urban neighborhoods of Oklahoma City; however, there is not always desirable housing in those areas. Increasing the amount of high-quality small houses, townhomes, and condos will offer more households the options they are looking for as they consider relocating in Oklahoma City.



URBAN FARMS AND COMMUNITY GARDENS

Growing food throughout the city can be an important component of a healthy local food system.



INFILL DEVELOPMENT

Revitalizing older neighborhoods can help reduce occurrences of abandoned structures and increase housing choices throughout our community.

This chart displays indicators from the HIA and shows the predicted change from existing conditions to each alternative growth scenario.

↑ indicates a chance for a positive change in health outcomes

= indicates health outcomes would be about the same as they are now

↓ indicates a negative change in health outcomes compared to today

The estimated magnitude of change is indicated, where appropriate, by multiple arrows – e.g. air quality is predicted to decrease over time due to the increase in population; however, Scenario A would likely require much more vehicular activity than Scenario C. Therefore A shows three ↓ while C shows just one.



Indicator Description		Scenario A Impact	Scenario B Impact	Scenario C Impact
sustainokc – Land Use				
Land Use Mix		↓	↑	↑↑
Regulatory impacts to walkability		↓	=	↑
connectokc – Transportation				
Reduction in Annual Vehicle Miles Traveled (VMT)	Total	↓↓↓	↓↓	↓
	per capita	↓	↑	↑↑
Time Available for Non-Commute Activities		=	↑	↑
Usage of Transit, Cycling, and Walking for Routine Trips		↓	↑	↑
Streets Access to Transit, Bike, and Pedestrian Facilities		↓	↓	=
Cyclist and Pedestrian Safety		↓	=	↑
Income Available for Non-Transportation Expenditures		↓	↑	↑↑
greenokc – Environment & Natural Resources				
Proportion of Land with Potential for Farming Use		↓↓↓	↓↓	↓
Proportion of Land Converted from Pervious to Impervious Surface		↓↓	↓	↓
Air Quality		↓↓↓	↓↓	↓
Surface and Groundwater Quality		↓↓	↓	=
Average Residential Energy Efficiency		↓	=	↑
Preservation of Dark Skies (Light Pollution)		↓	↓	↓
Quiet Environment (Noise Pollution)		↓	=	↑
Residential Uses Buffered from Oil or Gas Wells and/or Industrial Uses		↓	↓	↓
liveokc – Communities				
Proportion of Population with Easy Access to Schools		↓	↓	↓
Residential Density (net – residential parcels only)		↓↓	↓	↑
Proportion of Population with Easy Access to Healthy Groceries		↓	=	↑
Social Inclusion of Vulnerable Populations		↓↓	↓	↑
Proportion of Population with Easy Access to Healthcare Facilities		↓	↓	↑
enrichokc – Preservation, Appearance, & Culture				
Redevelopment Potential for Abandoned Buildings		↓↓	↓	↑
Proportion of Population with Easy Access to Cultural Elements		↓↓	↓	=
playokc – Parks & Recreation				
Proportion of Population with Easy Access to Public Parks		↓↓	↓	=
Proportion of Population with Easy Access to Private Parks		↓	=	↑
Proportion of Population with Easy Access to the Trails Network		↓	=	↑
strengthenokc – Economic Development				
Proportion of Jobs Paying a Living Wage		↓	↓	↑
Housing Affordability by Household Income Bracket		↓	↓	↓
Homelessness		↓	=	↑
serveokc – Public Services				
Police and Fire Service Efficiency by Zip Code		=	↑	↑
Safety from DUI Incidents		↓↓	↓	=
Public Utility Efficiency (water, sewer, solid waste)		↓	↑	↑↑



chaptertwo

Development Guide

CHAPTER 2:

DEVELOPMENT GUIDE

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1.0 BIG IDEAS

The result of the extensive research, analysis, and public outreach summarized in Chapter 1 was seven "Big Ideas" that define the overall direction of planokc. These ideas are incorporated throughout the Land Use Plan and element chapters. The following is an explanation of each of these Big Ideas.

TRANSPORTATION CHOICE & MOBILITY



Develop a transportation system that works for everyone.

Our city and its economy depend on a transportation system that helps people of all capabilities move to their destinations efficiently and provides them with a choice of modes.

Improving the condition, function, and connectivity of our existing street network is a top priority for our citizens. We can also improve system capacity, land use efficiency, air quality, urban quality, and public health by providing better facilities for active transportation: transit, walking, bicycling, and combinations of modes.

HOUSING CHOICE



Increase housing choice and diversity for all lifestyles.

Residents want neighborhoods that offer a variety of housing types such as large and small-lot single-family homes, townhomes, condominiums, and urban apartments.

We must provide a range of housing choices in attractive neighborhoods. A full range of housing choices allows all different types of households to live close to work, shopping, schools, recreation, and other places that are important to them.

HEALTHY CITIZENS



Build an urban environment that facilitates health and wellness.

A community is built by people working together, and a healthy population is more likely to be energetic, active, productive, and generally happier. Health is an important aspect of life in our city and there is room for significant improvement.

We must create and maintain facilities, infrastructure, and land use patterns that make it easy for people to live actively and incorporate healthy choices into their lives and the lives of their families.

COMMUNITY ATTRACTIVENESS



Develop great places that attract people and catalyze development and innovation.

Civic investment and the creation of great places have been a tradition in Oklahoma City, from the Civic Center to Myriad Gardens to MAPS. We should continue to make places that through their special quality attract people and business.

We also need to understand that the idea of place-making is not limited to large-scale civic projects. We should also enhance corridors and design individual projects and new neighborhoods with an eye toward the experience that they offer to their customers and residents.

THRIVING NEIGHBORHOODS



Ensure stable, safe, attractive, and vibrant neighborhoods.

Stable and resilient neighborhoods are the building blocks of a great city. Better functioning, safer, and more attractive neighborhoods can contribute to achieving important community goals, including improved education for our children.

We should ensure thriving neighborhoods by building and maintaining high quality streets, infrastructure, and amenities; reducing the number of vacant and abandoned buildings; improving schools and neighborhood safety; and protecting historic buildings.

EFFICIENT DEVELOPMENT



Develop efficiently to achieve fiscal sustainability and improve our quality of life.

Our dispersed, low-density development pattern is expensive to maintain and diverts resources from more established areas in the city.

We can produce greater efficiency by developing vacant and under-utilized land in areas with existing infrastructure; building more small-lot homes, townhomes, and condos; building new subdivisions close to existing development; and encouraging vertical and horizontal integration of land uses. Savings can be used to improve our streets, infrastructure, and civic amenities and to improve the quality of our city.

NATURAL CHARACTER



Preserve rural character and natural resources.

Our rivers, watercourses, lakes, woodlands, prairies, and sky are major assets that are highly valued by citizens and vital to the environment and to our physical and mental health.

We need to recognize the importance of these resources and protect them as we develop. We should use regulations and incentives wisely to allow the city to grow without compromising the integrity of our natural and rural areas.

2.0 LAND USE PLAN

The Land Use Plan creates a vision for development throughout the city and establishes principles and policies applicable to all development. Its formulation was guided by varying types of public input and technical analysis regarding housing, transportation, environment, and the efficiency of providing public services. The Land Use Plan is made up of five primary sections:

Land Use Typology

Page 50

Seven "base" Land Use Typology Areas (LUTAs) and seven "layer" LUTAs make up the plan**okc** Land Use Plan LUTA map. Each LUTA focuses on the appropriate intensity of development for each part of the city and identifies areas designated for the provision of urban services (water, sewer, etc.), concentrations of commercial and employment uses, and preservation of rural and natural areas. Each LUTA has a set of development and density policies to guide compatible development.

71% of residents support mixing uses to allow people to live, shop, and work in the same area, thereby reducing commute times.

- plan**okc** ***Citizen Survey*** (2013)

Land Use Compatibility

Page 72

A central feature of the Land Use Plan is to guide how various land uses can be integrated while still being compatible with each other, as opposed to the conventional method of geographically separating uses into separate zones in an attempt to avoid conflict between uses. The Compatibility Matrix identifies when there are likely to be conflicts between uses of different operation, scale, and traffic generation, and provides measures to address or mitigate any potential problems so that each LUTA can achieve a successful mixture of land uses.

Service Efficiency & Availability

Page 82

The ability to provide efficient and cost-effective services is a central theme to the Land Use Plan. A detailed analysis of service efficiency as it relates to water, sanitary sewer, streets, solid waste, police, and fire services was conducted in order to identify locations within the city that can accommodate urbanized development. As the city grows, the ability of future development to be served efficiently through long-term maintenance of utilities—not just the up-front investment—will be a primary consideration for amendments to the Land Use Plan.

Environmentally Sensitive Areas

Page 88

70 percent of plan**okc** survey respondents expressed support for protecting natural areas, including providing better regulations and incentives to protect environmental and natural resources. The Environmentally Sensitive Areas (ESA) section of plan**okc** identifies policies related to three specific types of natural areas: 1) upland forests; 2) riparian area; and 3) aquifer vulnerability zones. These areas have special environmental attributes worthy of retention or special care, as they are critical for the maintenance of water quality, productive habitat, and stable soils.

Street Typology

Page 99

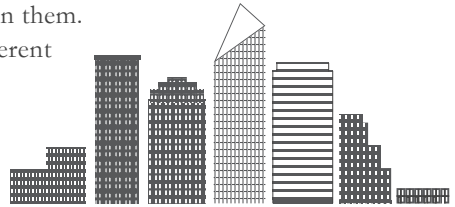
The Street Typology connects with Land Use Typology to form the framework for the built environment of Oklahoma City. The relationship between land use and streets is crucial to how people move and access destinations such as home, workplace, and everywhere in-between. The Land Use Plan identifies key features of each Street Typology as it relates to different LUTAs, and guides how investment in streets throughout the city can best accommodate existing and future development.

PRINCIPLES OF THE LAND USE PLAN

The concept of the Land Use Typology is to encourage a **mixture of uses** that work in harmony with each other within a particular area. It focuses on the relationship between **land use and the nearby transportation network**, considering the appropriate scale of existing and future development. The land use plan follows four key principles:

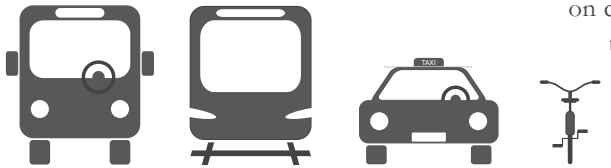
COMPATIBILITY

A key objective of land use planning is to create a land use pattern that prevents conflict between adjacent uses. We recognize that all land uses are not inherently compatible with others, but steps can be taken to ensure or improve compatibility between them. Successful integration of different land uses connects people to services and improves walkability and access to jobs, recreation, and other needs and amenities.



TRANSPORTATION SYSTEM & LAND USE RELATIONSHIP

Land use must be planned with transportation and the adjacent street network in mind, and vice versa. planokc's Land Use Plan is intricately connected with the Street Typology that guides how land use functions on certain streets, and how the City should invest in street infrastructure in the future.



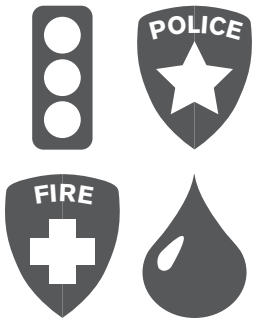
INTENSITY OF USE

A central component of land use compatibility is the intensity of each use and how different uses relate to each other, whether it be building scale, the amount of traffic generated, or operational impacts. The LUTAs in the Land Use Plan are distinguished from each other based on intensity of land uses.



SERVICE EFFICIENCY

The delivery of high quality, cost effective services is a high priority for the City and its citizens. Our analysis shows that some land use patterns are more costly to serve than others. The Land Use Plan, therefore, reflects a land use pattern that is intended to maximize the City's ability to provide high quality, cost effective services such as water, sewer, and public safety to its residents and businesses.



Land Use Typology

BASE LAND USE TYPOLOGY AREAS

The core Land Use Typology Areas are oriented around a spectrum of development intensities – from undeveloped Open Space, to the high intensity of Downtown. Each encompasses development patterns designed to encourage connectivity and compatibility as appropriate to the intended level of intensity. The table at right shows the range of land use intensity from lowest to highest.

LAYER LAND USE TYPOLOGY AREAS

"Layer" Typology Areas are content-specific designations that adjust the purpose and function of the base LUTAs. The variations from the base LUTAs differ. Agricultural Preserve, Urban-Future, and Heavy Industrial narrow the range of land uses or densities to avoid incompatible land use patterns. Regional Districts and Employment layers encourage retail and industrial/employment uses in targeted areas, while Urban Commercial and Transit-Oriented districts encourage higher levels of intensity and connectivity.

LUTA DEVELOPMENT POLICIES

The Land Use Typology Areas map is shown at right. Land use policies are explained in detail for each LUTA on the following pages.

(Densities shown in the LUTA descriptions are expressed in gross terms unless otherwise indicated. Gross density is the sum of all residential units divided by the entire site area including all common areas, rights-of-way, etc. and is expressed in dwelling units per acre.)

BASE LUTAS

Open Space (OS)

Concentrations of publicly owned land that are intended to remain undeveloped and natural in character. Certain public uses may be appropriate.

Rural – Low Intensity (RL)

Large-lot residential (5 acres or more) plus related commercial services. No expectation of urbanization or provision of urban infrastructure such as water or sewer.

Rural – Medium Intensity (RM)

Large-lot residential (2 acres or more) plus related commercial services. No expectation of urbanization or provision of water or sewer.

Urban – Low Intensity (UL)

Applicable to the least intensely developed areas of the city that still receive urban water, sewer, police, park, and fire services.

Urban – Medium Intensity (UM)

Medium intensity urbanized area, reflective of the historic urban core, which balances small-and medium-lot housing and commercial districts.

Urban – High Intensity (UH)

Applies to the area surrounding the central business district. Developments are expected to have notably higher densities, scale, and mixture of uses than those found in UM.

Downtown (DT)

The city center, Oklahoma City's most intense development area, envisioned as a regional center for commerce and tourism.

LAYER LUTAS

Agricultural Preserve (AP)

Preserves large scale acreages used primarily for agricultural purposes as well as large floodplain areas. Existing development patterns are expected to remain unchanged for a long period of time.

Urban - Future (UF)

Reserves agricultural land and large acreage estates until the area is ready for urbanization. Maintains land to provide the most flexibility for future urban development and the ability to efficiently and sustainably deliver services.

Employment (EM)

Designates priority areas for large industrial and business development essential for the City's economic stability and future growth.

Urban Commercial (UC)

Encourages the concentration of small-scale retail, office, and service businesses in locations that serve as hubs for neighborhood and city-wide consumer activity.

Regional District (RD)

Designates areas that strategically prioritize the location and concentration of regionally serving retail and entertainment uses.

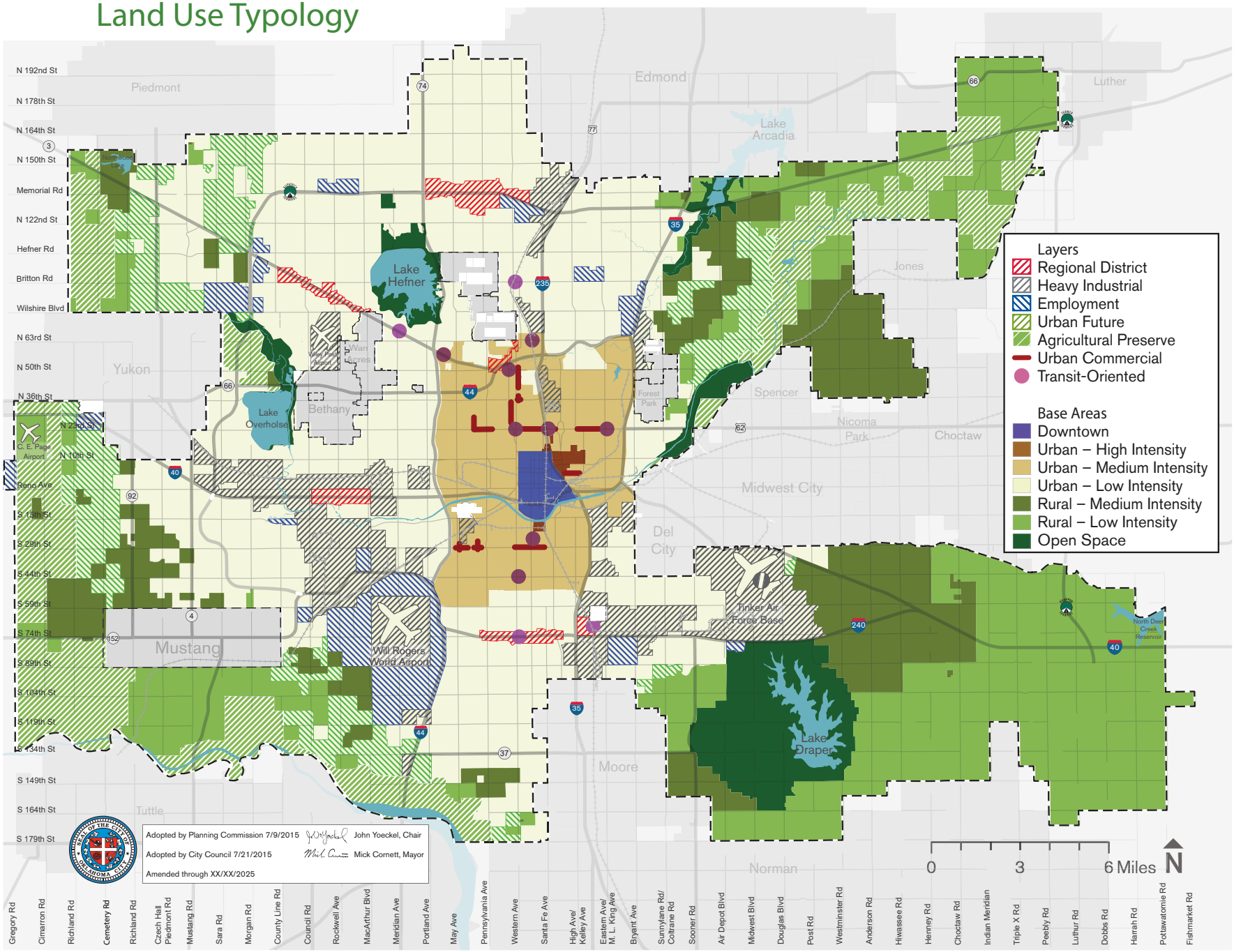
Transit-Oriented (TO)

Encourages mixed-use development and higher connectivity, density, and intensity, as well as concentrations of commercial activity around areas designated as important future mass transit stops.

Heavy Industrial (HI)

Intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors.

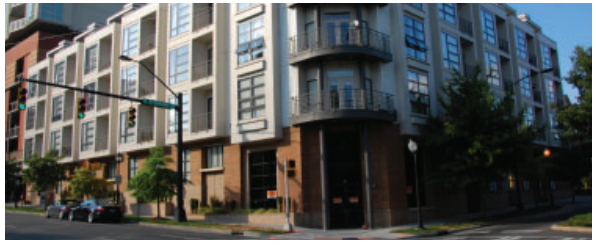
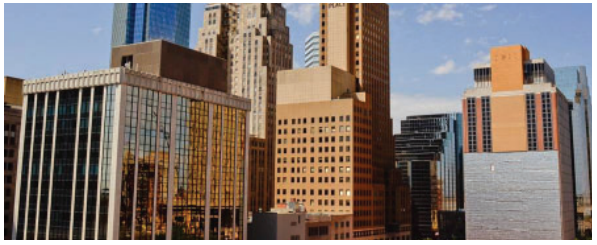
Land Use Typology









LAND USE INTENSITY

The plan**okc** Land Use Plan is designed to accommodate the wide variety of land use intensities found within Oklahoma City. The Land Use Plan applies appropriate ranges of intensity to each area of the city to establish a wide range of development options.

Levels of Service	POLICE	FIRE	WATER	SEWER	PARKS	SOLID WASTE
Measure	Response Time to Priority 1 Call for Service	Response Time to Priority 1 Call for Service	Source / Type	Type	Access	Type and Frequency
RM / RL / AP / UR	9.5 minutes	8.5 minutes	Well	On-Site	Local or Regional: 30-minute drive Trail: 15-mile drive	Weekly 'Big Blue' collection; No Recycling; No bulky waste
UL	9.5 minutes	7 minutes	City Water System	On System, Gravity Flow	Local or Regional: 1-mile walk Regional: 15-mile drive Trail: 5-mile drive	Weekly "Big Blue" and Recycling; Monthly bulky waste
UM / UH / DT	9.5 minutes	7 minutes	City Water System	On System, Gravity (any aid internal to site)	Local or Regional: ½-mile walk Regional: 5-mile drive Trail: 2½-mile drive	Weekly "Big Blue" and Recycling; Monthly bulky waste

LEVELS OF SERVICE EXPECTATIONS

In some cases, establishing level of service expectations can clarify responsibilities and reduce demands for service that individual departments cannot provide. This table illustrates level of service expectations for various Land Use Typology Areas.

OPEN SPACE LAND USE TYPOLOGY AREA (OS)

Open Space identifies concentrations of publicly owned land intended to remain undeveloped and natural in character. The purpose of this typology area is to preserve important naturalized areas for aesthetic, quality of life, and environmental purposes. Only certain uses managed by the public sector would be appropriate within an area designated as OS.

DENSITY RANGE

Gross Density	Density ranges are not applicable in the Open Space Typology Area.
Lot Sizes	
Non-residential Floor to Area Ratio (FAR) Range	

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid development within or modification of 100 year floodplains or floodways.
- Minimize visual, auditory, and other pollutants.
- Minimize use of impervious surfaces.
- Maximize the retention of natural areas and open space.

2.0 Automobile and Pedestrian Connectivity

2.1 PEDESTRIAN CONNECTIVITY

- Ensure public amenities within these areas can be accessed by the public via safe and efficient pedestrian and/or bicycle connections that do not compromise sensitive environmental features.

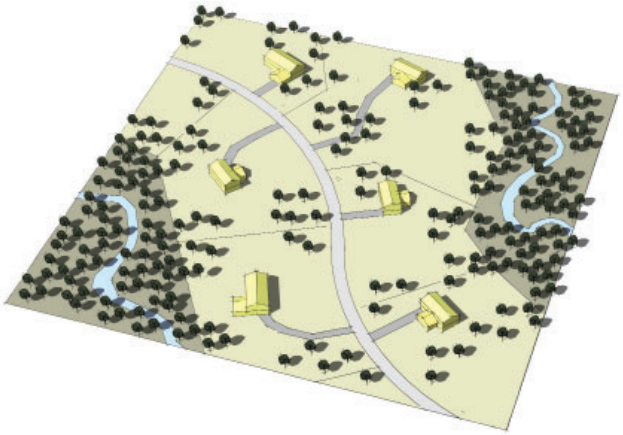


OPEN SPACE CHARACTER

OS is intended to remain as largely undeveloped, preserved natural areas primarily around Lakes Hefner, Draper, Overholser and Arcadia.

RURAL – LOW INTENSITY LAND USE TYPOLOGY AREA (RL)

Rural – Low Intensity applies to areas where large-lot neighborhoods and residential acreages/estates may remain with no expectation of urbanization or provision of urban infrastructure such as water or sewer. RL areas are predominantly composed of residential and agricultural uses but may support commercial and light industrial uses provided they do not negatively impact the rural character.



DENSITY RANGE

Gross Density	0.2 du/acre minimum
Lot Sizes	5 acres or larger
Non-residential Floor to Area Ratio (FAR) Range	n/a

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid development within or modification of 100 year floodplains or floodways.
- Design buildings and sites to complement the character of surrounding areas and not detract from the open character of the landscape.
- Utilize Best Management Practices (BMP) for stormwater.

1.2 LOCATION

- Support limited amounts of commercial in rural areas appropriate to the needs of rural residents and passersby. Commercial uses in rural areas should be located in small clusters either on uninterrupted arterials or at freeway interchanges.

2.0 Automobile and Pedestrian Connectivity

2.1 PEDESTRIAN CONNECTIVITY

- Provide connectivity in the form of sidewalks or trails to existing public trails and parks that are adjacent to proposed development.

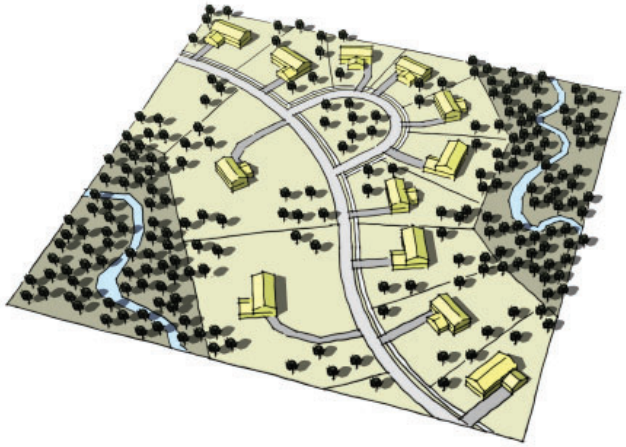


RURAL – LOW INTENSITY CHARACTER

RL areas include a variety of low-density, large-lot housing and services, ranging from small, large-lot subdivisions to large estate and ranch properties.

RURAL – MEDIUM INTENSITY LAND USE TYPOLOGY AREA (RM)

Rural – Medium is similar to the Rural – Low Typology Area except that it allows higher housing densities. RM areas typically have lot sizes between 2 and 5 acres. These areas are usually located near a fire station, or at least have rural levels of fire service. RM areas are typically located adjacent to Urban – Low and Urban Future typologies, which are areas intended to urbanize in the future. While there is no expectation for urban services, RM areas may have City water or have limited potential to connect to City water or sewer service, and may become more integrated into the urbanized area in the distant future. Commercial and light industrial uses may be appropriate provided they do not negatively impact the rural residential character.



DENSITY RANGE

Gross Density	<0.5 du/acre*
Lot Sizes	2 acre minimum*
Non-residential Floor to Area Ratio (FAR) Range	n/a

* Smaller lots (1 – 2 acres) may be allowed in cluster developments (see below) provided the maximum gross density of the project is maintained.

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid development within or modification of 100 year floodplains or floodways.
- Design buildings and sites to complement the character of surrounding areas and not detract from the open character of the landscape.
- Utilize Best Management Practices (BMP) for stormwater.
- Cluster development may be appropriate provided it maintains rural character by preserving open space and/or Environmentally Sensitive Areas by clustering lots, and maximum gross density requirements are not exceeded. Open space and/or ESAs should be permanently protected through mechanisms such as conservation easements, dedicated zoning tracts, deed restriction, etc.

1.2 LOCATION

- Support limited amounts of commercial in rural areas appropriate to the needs of rural residents and passersby. Commercial uses in rural areas should be located in small clusters either on uninterrupted arterials or at freeway interchanges.

2.0 Automobile and Pedestrian Connectivity

2.1 PEDESTRIAN CONNECTIVITY

- Provide connectivity in the form of sidewalks or trails, to existing public trails and parks that are adjacent to development.

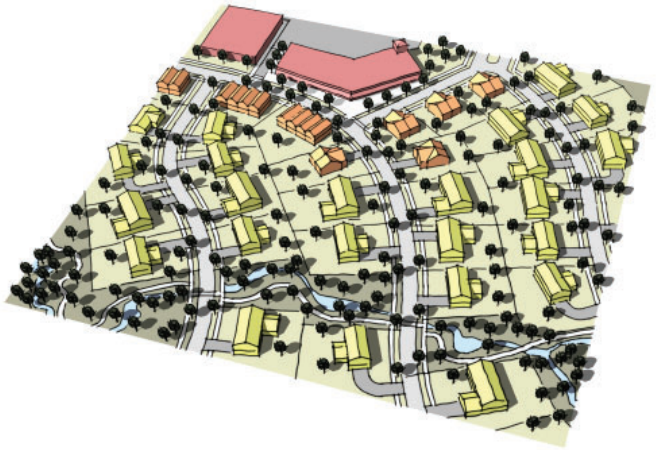


RURAL – MEDIUM INTENSITY CHARACTER

RM areas include a variety of low density, large lot housing and services, ranging from small, large-lot subdivisions to large estate and ranch properties.

URBAN – LOW INTENSITY LAND USE TYPOLOGY AREA (UL)

Urban – Low Intensity applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.



DENSITY RANGE

Gross Density	4 – 8 du/acre for single family*, 15 – 30 du/acre for multifamily
Lot Sizes	vary
Non-Residential Floor to Area Ratio (FAR) Range	0.2 – 1.0, (typical FAR of 0.3)

*Gross density may be allowed to decrease to 1 du/acre if a project: 1) is adjacent to rural densities; 2) will preserve designated Environmentally Sensitive Areas through policies included in this plan; or, 3) creates a significant community amenity (parks, golf courses, etc.)

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid developing within or modification of 100 year floodplains or floodways.
- Large-scale (20+ acres or 50 or more single family units) residential subdivisions should provide a diversity of home sizes, lot sizes, price points, architectural styles, and density ranges.
- Where possible, provide a continuous system of open space along stream corridors or other appropriate areas that link neighborhoods and park lands.
- Utilize Best Management Practices (BMP) for stormwater whenever possible.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.
- Developments should be served by urban water and sewer utility systems.

1.2 LOCATION

- Focus regionally serving retail development within commercial nodes and corridors identified in the Retail Nodes & Corridors map.
- Large-scale retail projects (300,000+ square feet) proposed outside of the nodes or corridors identified in the Retail Nodes & Corridors map should provide evidence showing that they will not negatively impact sales in existing Nodes & Corridors.
- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates.
- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments.
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips.







URBAN – LOW INTENSITY CHARACTER

UL development primarily consists of single family homes, with some apartment complexes, auto-oriented retail centers, and suburban office parks. It is the lowest level of intensity that receives urban services such as water and sewer.

DEVELOPMENT POLICIES

2.0 Automobile and Pedestrian Connectivity

3.1 AUTOMOBILE CONNECTIVITY

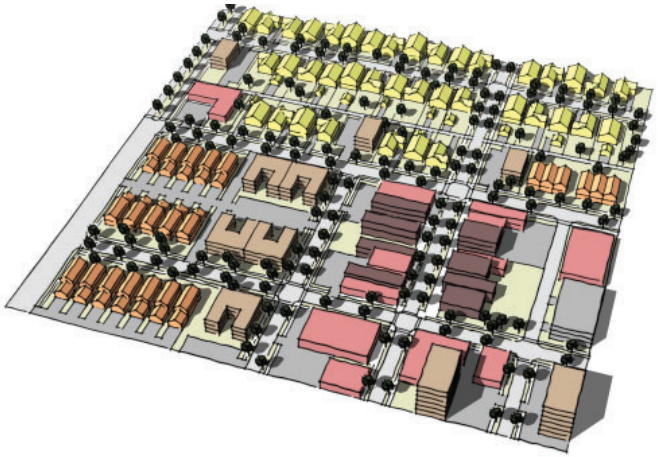
- Maintain, create, and enhance a street network that is highly connected to increase number of viable commercial locations and the effectiveness of the transportation system.
- Limit number of dead end streets and cul-de-sacs.
- Protect existing traditional street grid and reconnect it where possible.
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points. (See page 122.)
- Development fronting arterials should take access from intersecting streets where possible. (See page 122.)
- Primary entrance points should be aligned with access points immediately across the street. (See page 122.)
- Discourage widening of neighborhood streets and increasing curb radii.
- Retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores.
- Provide vehicular connectivity between adjacent developments.
- Keep existing alleys open and functional.
- Subdivisions with more than 50 units should have at least two points of entrance / egress at least 300 feet apart.
- Horizontally mixed-use developments should have connectivity between land uses.

2.2 PEDESTRIAN CONNECTIVITY

- Provide sidewalk connections to adjacent development.
- Within parking lots, provide pedestrian access ways separated from vehicle aisles.
- Horizontally mixed-use developments should have public sidewalk connectivity between land uses.

URBAN – MEDIUM INTENSITY LAND USE TYPOLOGY AREA (UM)

UM applies to fully urbanized areas of the city, most of which were built prior to the 1960s. Developments are expected to be larger in scale and have greater intensity and mixture of uses than developments found in UL. Development within UM areas should support efficient transit usage and provide pedestrian and bicycle access to retail, services, parks, and other destinations. Priorities for the UM areas include "infill" development on vacant lots, rehabilitation of underutilized property, and development that supports revitalization of distressed neighborhoods.



DENSITY RANGE

Gross Density	10 – 40 du/acre
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	0.40 – 1.20, typical FAR of 1.0

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid developing within 100 year floodplains or floodways.
- Maintain historical lot and block sizes where possible and appropriate.
- Utilize Best Management Practices (BMP) for stormwater.
- Structured parking may be appropriate to achieve desired intensity levels.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.

1.2 LOCATION

- Locate large-scale commercial and office development on arterial streets.
- Mixture of density, lot size and building scale is appropriate as long as land use compatibility is achieved.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Maintain and enhance the connectivity of the street network.
- For projects that propose new public or private streets, maintain, create, and enhance an overall network that is highly connected, and avoid dead end streets and cul-de-sacs.
- Protect existing traditional street grid and reconnect it where possible.
- Keep alleys open and functional.
- Limit curb cuts on arterial streets and where possible, concentrate access for retail development at shared entrance points.
- Development fronting arterials should take access from intersecting streets where possible.
- Primary entrance points should be aligned with access points immediately across the street.

2.2 PEDESTRIAN CONNECTIVITY

- Provide sidewalk connections to nearby uses.
- Discourage widening of neighborhood streets and increasing curb radii.



URBAN – MEDIUM INTENSITY CHARACTER

Small lot single family, multifamily buildings, and urban commercial districts are representative of the UM Typology.

URBAN – HIGH INTENSITY LAND USE TYPOLOGY AREA (UH)

UH applies to densely built urban areas, including regional attractors with major employment concentrations, high density residential living, and related commercial and service uses. UH areas have the highest mixture and intensity of land uses and development activity outside of the Downtown core.

The development intensity of UH supports various types of mass transit, from bus to rail, and is an ideal setting for large and small office buildings due to close proximity to other businesses and transportation networks.



DENSITY RANGE

Gross Density	40 – 100 du/acre
Lot Sizes	vary
Non-residential Floor to Area (FAR) Range	0.80+, typical FAR of 1.5

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid developing within 100 year floodplains or floodways.
- Maintain historical lot and block sizes where possible and appropriate.
- Provide parking in structured garages, decks, or parking lots set to the side or rear of a property.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Utilize Best Management Practices (BMP) for stormwater.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.

1.2 LOCATION

- Locate higher intensity developments adjacent to major public amenities (parks, waterways, etc.).

1.3 BUILDING FORM

- Avoid unbroken stretches of blank walls.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Maintain and enhance the connectivity of the street network.
- Avoid dead-end streets.
- Protect and reconnect the traditional street grid.
- Keep alleys open and functional.
- Limit curb cuts on arterial streets and concentrate access at shared entrance points.

2.2 PEDESTRIAN CONNECTIVITY

- Provide sidewalk connections between all uses.
- Preserve and expand the pedestrian and bicycle networks.
- For large-scale, block sized developments, provide public connectivity via alley or internal sidewalks and streets.
- Discourage widening of neighborhood streets and increasing curb radii.



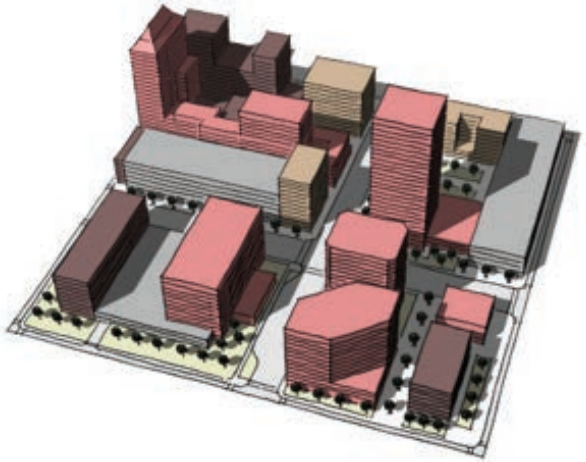
URBAN – HIGH INTENSITY CHARACTER

Clusters of office, housing,and retail, often vertically mixed and at least 3 stories tall. The UH Typology represents what most people would consider "urban".

DOWNTOWN LAND USE TYPOLOGY AREAS (DT)

DT applies to the city center, Oklahoma City's most intense development area, envisioned as a regional center for commerce and tourism. Urban experience, interaction, creativity and knowledge exchange, and economic dynamism are guiding objectives that necessitate high intensity and extremely close proximity among businesses, residents, destinations, and amenities.

Refer to the Downtown Development Framework's: Development Typologies for additional details.



DENSITY RANGE

Gross Density	50 –125+ du/acre
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	1.0+, typical FAR in excess of 2.0

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid developing within 100 year floodplains or floodways.
- Utilize Best Management Practices (BMP) for stormwater.
- Provide parking in structured garages or decks.
- Incorporate commercial uses at street level to maintain an active, pedestrian friendly streetscape.
- Align walls of new construction with prevailing facades of adjacent buildings, unless doing so results in substandard sidewalks.
- Design buildings to include facades, storefront windows, and attractive signage and lighting to create pedestrian-scale visual interest.

1.2 BUILDING FORM

- Avoid unbroken stretches of blank walls.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Protect existing traditional street grid and reconnect it where possible.
- Keep alleys open and functional.

2.2 PEDESTRIAN CONNECTIVITY

- Preserve and expand the pedestrian and bicycle networks.
- Provide sidewalk connections between all uses.
- Provide public connectivity through blocks via alley or internal access for large-scale, block sized developments.



DOWNTOWN CHARACTER

High density office, hotel, and residential towers that collectively create the most intensity developed area of Oklahoma City.

AGRICULTURAL PRESERVE LAND USE TYPOLOGY LAYER (AP)

AP preserves large scale acreages used primarily for agricultural purposes that are within the municipal boundaries. A large portion of the AP area consists of undevelopable floodplains. Existing development patterns are expected to remain unchanged for a long period of time, allowing agricultural operations to exist and thrive at different scales. Commercial and light industrial uses may be appropriate provided they do not negatively impact agricultural operations and character.

DENSITY RANGE

Gross Density	n/a
Lot Sizes	n/a
Non-residential Floor to Area Ratio (FAR) Range	n/a

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Minimize potential conflicts between development and agricultural operations, placing emphasis on supporting the economic viability of agricultural operations.
- Protect rural character by designing buildings and sites to complement the scale, character, and size of surrounding uses and structures.
- Utilize Best Management Practices for managing stormwater runoff to protect water quality and viability of agricultural operations.
- Protect soils classified by the USDA as “Prime Farmland” by minimizing impermeable surfaces and keeping at least 95 percent of the land free from restrictions (e.g., conservation easements) that would prevent land from being easily converted back to farmland.
- Avoid developing within 100 year floodplains or floodways.





AGRICULTURAL CHARACTER

Farms and other agricultural operations, mixed with very large lot estate style housing and undeveloped floodplain / open space.

URBAN - FUTURE LAND USE TYPOLOGY LAYER (UF)

The Urban - Future layer maintains agricultural land and large acreage estates until the area is ready for urbanization. The purpose of this designation is to retain land in a condition that provides the most flexibility for developing at urban densities in the future and ensures the most efficient, sustainable delivery of services. Land assembly is one of the most difficult tasks associated with effective land development. To the extent parcels become fragmented, the potential to efficiently urbanize these areas is compromised due to the challenges of land assembly.

Urban - Future areas may have access to the City's public water supply or sanitary sewer systems but not both, and typically don't have urban levels of fire service. These areas present opportunities to increase service levels over time and responsibly manage the public costs of growth. **Urban services, including City water and sewer, are not intended to be provided to UF areas until the designation is removed through an amendment to** plan**okc**. Commercial and light industrial uses may be appropriate provided they do not negatively impact agricultural operations and character or the potential to eventually urbanize.



DENSITY RANGE

Gross Density	n/a
Lot Sizes	n/a
Non-residential Floor to Area Ratio (FAR) Range	n/a

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

- When the Urban - Future layer is removed for new development, UL policies will apply.

2.0 Automobile and Pedestrian Connectivity

- When the Urban - Future layer is removed for new development, UL policies will apply.

EMPLOYMENT LAND USE TYPOLOGY LAYER (EM)

The Employment layer designates priority areas within the city for large industrial and business development essential for Oklahoma City's economic stability and future growth. The EM designation provides a competitive advantage for attracting new companies and retaining existing companies that need to expand.

This designation maintains large acreages (typically 25 acres or above) to maximize clustering for specialization, synergy, transportation efficiency, and knowledge exchange. Appropriate uses within EM include those that generate employment, such as manufacturing, office parks, and office/industrial flex space uses as well as industrial uses such as warehousing or distribution. Multifamily is also appropriate when integrated as part of a holistic development that incorporates the aforementioned uses.

Land uses such as single-family residential, service-related retail, K-12 schools or other civic uses, unless proven to support the primary activity or use, are not appropriate within this area.

DENSITY RANGE

Gross Density	n/a
Lot Sizes	n/a
Non-residential Floor to Area Ratio (FAR) Range	n/a

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Small-scale industrial, office, or retail development is appropriate provided that it supports / strengthens major employment uses and does not restrict future large-scale development by fragmenting parcels or impeding internal circulation.
- Ensure development adjacent to Employment areas is compatible and will not compromise viability of employment lands.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Development is encouraged to be designed to accommodate future development's access needs, including partial connector construction, where appropriate.

2.2 PEDESTRIAN CONNECTIVITY

- Provide sidewalk connections to adjacent development.
- Horizontally mixed-use developments should have public sidewalk connectivity between land uses.

URBAN COMMERCIAL LAND USE TYPOLOGY LAYER (UC)

The UC layer encourages the concentration of small-scale retail, office and service businesses in locations that serve as hubs for neighborhood and city-wide consumer activity. The UC designation applies to development within one block of the designated corridor. UC designates strategic areas where the creation or revitalization of a commercial district will drive revitalization and an increase in property value in surrounding neighborhoods. Office and multifamily residential uses are highly desirable uses within UC areas, as they generate market demand for retail, incorporate walkable environments, and create synergies that encourage full utilization of land. Heavy industrial uses are not compatible with the character and purpose of the UC designation.



URBAN COMMERCIAL CHARACTER

Clusters of single and multi-story commercial buildings with ground floor retail, office and services, often co-mingled with multifamily housing.

DENSITY RANGE

Gross Density	20 – 75 du/acre
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	Minimum of 0.5, may exceed 1.2

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Building setbacks, access points, and other criteria as defined in the Street Typology section are to be applied as appropriate.
- Encourage all buildings fronting a designated corridor or node to have ground floor space for retail or service businesses.
- All signage should be designed to provide visual coherency, which includes a consistent and cohesive pattern of materials, lighting, and height.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Limit curb cuts and automobile accessibility off of the primary commercial street.
- Reduce the size of private parking lots through shared parking agreements.
- Customer-oriented uses are encouraged to take access off of Connector and Neighborhood streets that intersect with Major or Minor Arterials.

2.2 PEDESTRIAN CONNECTIVITY

- For multi-tenant properties, include an internal pedestrian system that allows customers to park once and conveniently walk to several destinations.
- Provide safe and direct pedestrian and bicycle access from adjacent public streets and trails.

REGIONAL DISTRICT LAND USE TYPOLOGY LAYER (RD)

The RD layer designates areas that strategically prioritize the location and concentration of regionally serving retail and entertainment uses. This includes major national retailers that have a regional draw, as well as concentrations of retail that draw visitors from outside of the city.

Uses that generate sales-tax are a priority within RD areas. Complementary uses such as office, entertainment, high density housing, and services may be appropriate as limited secondary uses, provided they are inter-connected to create mixed-use urban centers.



REGIONAL DISTRICT CHARACTER

Large scale retail destinations, accessed off of major arterials, often co-mingled with office, hotel and multifamily development.

DENSITY RANGE

Gross Density	12 – 20 du/acre for SFA; 20 – 30 du/acre for MF*
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	Same as base LUTA

* SFA = Single Family Attached
MF = Multifamily

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Provide heavy landscaping along all frontages.
- Allow customer-oriented development to exceed the traffic compatibility range, provided mitigation strategies contained in the compatibility matrix are employed.
- All signage should be designed to provide visual coherency, which includes a consistent and cohesive pattern of materials, lighting, and height. No more than two primary centralized signs per center should be allowed.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Provide cross access to connect the vehicular and pedestrian networks between individual retail, commercial and housing developments.
- Development should take access off of streets intersecting arterials. Mid-block development should use shared access points.

2.2 PEDESTRIAN CONNECTIVITY

- Include an internal pedestrian system that allows customers to park once and conveniently walk to several destinations within a retail center.
- Provide safe and direct pedestrian and bicycle access from adjacent public streets and trails.

TRANSIT-ORIENTED LAND USE TYPOLOGY LAYER (TO)

The TO layer encourages higher density development, higher levels of transportation system connectivity, and concentrations of housing and commercial activity around areas designated as mass transit stops. The intent is to create unique, mixed-use districts with housing and employment opportunities around the City's future transit network. TO areas are characterized by a walkable environment, close proximity of buildings, and minimal land used for parking. These nodes of high intensity may be located within lower-intensity areas. Construction at higher intensity maximizes efficiency of the current and future transit system and minimizes reliance on private automobiles. The TO layer is applied within 1/4 mile of a node identified on the Land Use Plan.



DENSITY RANGE

UM	
Gross Density	15 – 60 du/acre
Lot Sizes	vary
Non-Residential Floor to Area Ratio (FAR) Range	Minimum of 0.5, typical of 1.5
UL	
Gross Density	7 – 40 du/acre
Lot Sizes	vary
Non-residential Floor to Area Ratio (FAR) Range	Minimum of 0.4, typical of 1.2

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN AND BUILDING FORM

- Project design should accommodate easy travel by walking, biking, and transit to the transit stop.
- Uses should share parking to minimize land area used for parking.
- Development should complement the goal of a mixed-use "village" environment around major stops or stations to provide easy access to multiple destinations including jobs, shopping, entertainment, and recreation.
- Incorporate shallow building setbacks and wide sidewalks to accommodate pedestrian activity.
- Customer-oriented development that exceeds traffic compatibility ranges may be allowed, provided that the impacts are mitigated using strategies contained in the compatibility matrix.
- Developments should have direct pedestrian access on each block face that they occupy.
- Create and maintain small block sizes.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Protect or establish a functioning and dense street grid.
- Connect the vehicular and pedestrian networks between individual developments.
- Limit curb cuts and automobile accessibility off of the primary commercial street.

2.2 PEDESTRIAN CONNECTIVITY

- Multi-building developments should include internal pedestrian systems to encourage customers to park once for several destinations.
- Provide safe and direct pedestrian and bicycle access from adjacent public streets and trails.



TRANSIT-ORIENTED CHARACTER

Higher relative commercial and residential density within a quarter mile radius of a mass transit stop, with a highly connected pedestrian and bicycle network extending from the station to adjacent developments.

HEAVY INDUSTRIAL LAND USE TYPOLOGY LAYER (HI)

The HI layer is intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors. This designation simultaneously concentrates heavy industrial users away from existing or future neighborhoods while preserving prime land that has attributes crucial to industrial businesses, such as proximity to highway and rail access. Small-scale industrial, office, or commercial development may be appropriate provided that it supports or buffers industrial uses and does not restrict future industrial development by fragmenting parcels.



DENSITY RANGE

Gross Density	not applicable
Lot Sizes	
Non-residential Floor to Area Ratio (FAR) Range	

DEVELOPMENT POLICIES

1.0 Site Design, Building Form, and Location

1.1 SITE DESIGN

- Avoid developing within 100 year floodplains or floodways.
- Major and Minor Arterial frontages should be heavily landscaped.
- Utilize Best Management Practices (BMP) for stormwater.
- Buildings along Major and Minor Arterials should be held to a higher design standard.

2.0 Automobile and Pedestrian Connectivity

2.1 AUTOMOBILE CONNECTIVITY

- Limit number of dead end streets and cul-de-sacs.
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points.
- Development fronting arterials should take access from intersecting streets where possible.
- Primary entrance points should be aligned with access points immediately across the street.

2.2 PEDESTRIAN CONNECTIVITY

- Provide sidewalk connections to adjacent development.



HEAVY INDUSTRIAL CHARACTER

Concentrating high-intensity uses in areas with good proximity to necessary infrastructure but away from uses like schools and homes.

Additional Development Review Policies

The policies listed in this section are a subset of those in the Implementation Guide and are duplicated here for ease-of-use. These policies are generally applicable throughout Oklahoma City and are used to review proposed development projects for conformance with plan**okc**.

Sustain- Future Land Use

- Encourage the integration and mixing of land uses in urban areas. (SU-1)
- Encourage the integration of different land uses in urban areas [by preventing] large areas of concentration of any particular land use such as multi-family or commercial. (SU-2)
- Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. New residential subdivisions should achieve a mixture of housing types within a unified development. (SU-4)
- Prioritize and concentrate development where facilities, infrastructure, and services have capacity and in areas where the Police and Fire Departments are best able to respond. Guide the location and timing of development through the proactive and strategic installation of infrastructure. (SU-14)
- For development proposed in areas not currently within a sanitary sewer drainage basin, a drainage basin study should first be completed to determine the best method for sanitary sewer service. (SU-16)
- Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas. (SU-19)
- Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods. (SU-21)
- Prioritize maintaining the strength of existing commercial nodes and corridors over providing new areas for commercial development. (SU-23)
- Continue promoting the re-use, redevelopment, and revitalization of low-performing or declining commercial areas. (SU-24)
- Favor commercial development clustered in nodes at arterial or collector intersections or along brief "main street" style corridors over commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors. (SU-25)
- Incentives for new regional retail development should only be considered if the proposed project truly creates a new regional destination for the city and does not significantly cannibalize sales from existing Regional Districts. (SU-26)
- Regional-, community-, and neighborhood-scale retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores that draws on the following principles:
  - Concentrate access for new retail development at shared primary entrance points. Primary entrance points should be aligned with access points immediately across intersecting roads. Limit curb cuts on primary highways and arterials.
  - Provide pedestrian circulation, including sidewalks and median breaks along interior and exterior fronting roads and within parking lots.
  - Encourage coordinated development of retail centers in order to facilitate internal pedestrian and vehicle circulation and optimal center performance. (SU-27)
- Commercial buildings should be built at the street rather than behind a parking lot in order to promote pedestrian circulation, multipurpose shopping trips, and walkable and attractive streetscapes. Large-scale commercial buildings with parking in front should screen parking lots with the coordinated development of out-parcels (pad sites) and with landscaping. (SU-28)
- New neighborhood-scale retail should be located within new residential growth areas to serve daily shopping needs and limit trip distances. In newly developing areas, this retail format is preferred to the existing linear development patterns along arterials. (SU-30)
- Neighborhood-scale retail should be developed at the median breaks or

intersections of major or minor connectors. (SU-31)

- Wayfinding mechanisms and other place-making features should be strongly encouraged in new and existing commercial districts. (SU-32)
- Avoid placing heavy industrial uses on borders of industrial areas to avoid conflicts with adjacent development. (SU-35)
- Direct oil drilling in industrial areas to locate equipment and facilities near major streets so as to keep interior areas free of obstructions that could hinder industrial development. (SU-36)
- Enhance Downtown Oklahoma City's prominence by maintaining and increasing its role as the major business center, establishing it as a major urban residential center, and focusing on developing retail, office, entertainment, and arts and cultural uses. (SU-37)
- Encourage development of new educational and childcare facilities downtown to accommodate families with children that work and/or live downtown. (SU-42)
- Preserve existing rural residential character while pursuing optimal use of existing infrastructure in rural areas. (SU-44)
- Ensure that development in rural areas is consistent with local design and scale and does not detract from the open character of the landscape. (SU-45)
- Support limited amounts of commercial in rural areas appropriate to the needs of rural residents and passersby. Commercial uses in rural areas should be located in small clusters either on uninterrupted arterials or at freeway interchanges.(SU-46)
- Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships. (SU-47)
- Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips. (SU-48)
- Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments. (SU-49)

Connect- Transportation

- Require sidewalks on both sides of all streets in urban LUTAs and in the Rural LUTAs for subdivisions with densities greater than 1 unit per acre. (C-7)
- Maintain existing alleys or construct new alleys where feasible to provide trash collection service and parking behind primary buildings and minimize curb cuts along the primary street frontage. (C-8)
- Maintain historical lot and block sizes where possible and appropriate. (C-9)
- Maintain the traditional grid street pattern where it currently exists, reconnect it where possible, and keep alleys open and functioning. When improving older streets in neighborhoods, maintain original street widths and curb radii. (C-10)
- Improve the functionality and efficiency of the street network by:
  - Providing direct connections from residential developments to nearby places and to each other.
  - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
  - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
  - Reducing block sizes and use of dead-end streets.
  - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Require the placement of secure, properly positioned bicycle parking within multi-family and commercial development, and in all public parking garages. (C-25)
- Limit driveways on arterials and collectors and increase connections

Additional Development Review Policies (continued)

between uses to improve safety and traffic efficiency. (C-30)

- Share parking among contiguous developments. (C-31)
- Ensure proper access to and between subdivisions in order to offer a choice in routes for residents, multiple access points for emergency responders, and to reduce vehicle congestion at arterial intersections. Contiguous developments should share access whenever feasible. (C-32)

Green- Environment & Natural Resources

- Preserve overall landscape character and natural landforms (rolling hills, native vegetation, etc.) to the greatest extent possible. (G-4)
- Strive to preserve natural open spaces, including native prairies, and re-plant native vegetation to take advantage of their drought tolerance and deep root structures that slow and adsorb stormwater runoff and reduce erosion by anchoring the soil. (G-6)
- Identify and protect critical habitats for state and federally listed threatened or endangered species. (G-7)
- Identify migratory birds and their nesting sites prior to construction. Protect migratory birds and their nesting sites throughout the construction process and refrain from construction near nesting sites until migratory birds are no longer actively nesting and have moved on from the site. Verify compliance with Migratory Bird Treaty Act. (G-8) Establish strategies, procedures and policies that prevent degradation or loss of critical habitat and sensitive areas, such as Cross Timbers, upland forests, wetlands, wildlife corridors, groundwater recharge zones, and riparian areas. Protection methods should ensure that placement of lots, alignment of roads, and installation of structures and infrastructure minimize disturbance of the environmentally sensitive areas using tools such as:
  - Directing development to appropriate locations;
  - Greenbelt preservation;
  - Assurance of no development in protected open space;
  - Clustering / conservation subdivisions;
  - Pervious surface treatments;
  - Density transfers; and/or
  - Conservation easements.
  - Ensure that strategies, procedures, and policies incorporate principles of connectivity, minimal fragmentation, representativeness, and heterogeneity. (G-9)
- Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development. (G-10)
- Avoid under-grounding streams to the greatest extent possible. Where feasible, encourage the re-surfacing of buried streams. Limit the use of culverts or other structures that alter natural streams, and require designs that minimize impacts to stream health and function. (G-11)
- In areas where standard on-site wastewater systems are not feasible (such as in areas with shallow or poor soils), require very low-density development or development that utilizes conservation design and a centralized treatment facility or other environmentally sensitive systems for wastewater treatment. (G-20)
- Preserve natural habitat, maintain wildlife food sources, and reduce the risk of propagating invasive plant species by utilizing vegetation native to Oklahoma, preferably central Oklahoma, for all mitigation and habitat restoration efforts associated with new development and redevelopment projects, public and private, to the greatest extent possible. (G-23)
- Preserve mature, healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. Include provisions and best management practices to ensure proper tree protection throughout the construction process. Best management practices include but are not limited to:
  - The use of proper pruning techniques;

- Appropriate watering;
- Installation of protective fencing at the drip lines of trees or groups of trees;
- Designated material storage areas; and
- Approved equipment and vehicle parking and maintenance areas. (G-26)

- …[Promote] the use of building and roofing materials that reduce heat island effects. (G-29)

Live- Communities

- Ensure that safety is factored into the design of neighborhoods through the following policies:
  - Incorporate development standards and guidelines into the Subdivision Regulations that integrate the principles of Crime Prevention Through Environmental Design (CPTED) and increase safety and social interaction.
  - Create a pre-development checklist with criteria to evaluate how safety is designed into a project.
  - Establish a pre-development process wherein safety is considered in the design of projects.
  - Involve the Fire and Police Departments in reviewing proposed development and redevelopment to provide input on any safety-related design concerns. (L-7)

Enrich- Preservation, Appearence, & Culture

- Protect the unique character of National Register-listed properties or districts and local Historic Districts and ensure that development and redevelopment is compatible with historic resources and character. (E-29)
- Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizable individual trees) into the design of all residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features. (E-31)

Play- Parks & Recreation

- Acquire easements in new and existing developments to develop and connect trails. (P-16)
- Require that new development tie into the park and trail system by providing linkages to existing parks or dedicating new park land. Connect existing parks and neighborhoods to create a continuous system of open spaces, for example along stream corridors. (P-18)
- Establish criteria for locating, designing, and improving public and private parks to enhance safety and security, including:
  - Locating new parks in areas that are highly visible and accessible from surrounding residential streets and utilize trails to increase activity and visibility in parks.
  - Utilizing Crime Prevention Through Environmental Design principles, which includes controlled access, visibility, lighting, etc. for new parks and retrofitting/redesign of existing parks. (P-22)

Strengthen- Economic Development

- Increase land use diversity in Bricktown to attract and retain visitors and development momentum. Specifically, encourage more retail, office, and recreational uses rather than additional bars and restaurants, so that visitors of all ages and interests will be motivated to visit and stay longer. (ST-16)
- Reduce crime and improve feelings of safety [by] encouraging more compact development to increase effectiveness of individual officers by ensuring less travel time and more engagement. (ST-25)

Serve- Public Services

- Evaluate development proposals to assess design components that contribute to or detract from safety and analyze emergency response capacity and capability. (SE-3)

Land Use Compatibility

planokc focuses on the compatibility of different land uses, as opposed to the appropriateness of land uses in general categories. Most land uses are appropriate within the different Land Use Typology Areas, provided a site's zoning permits the use and the development is designed in context with the surrounding environment. New development should be compatible with surrounding uses, or, when surrounding land is undeveloped, compatible with potential uses, based on zoning or Land Use Typology Area designation. New development should also be compatible with the purpose and character of each LUTA.

To help determine compatibility between uses, planokc contains a Land Use Compatibility Matrix that can be used to assess if the intensity and design of a proposed development is appropriate to surrounding uses and will complement and enhance the character of each LUTA. This section helps identify compatibility issues, and offers potential mitigation techniques to address them.



OVERVIEW OF LAND USE COMPATIBILITY

Step 1: Assess compatibility with Land Use Typology Area

Projects should comply with LUTA descriptions and policies in order to be determined to be in conformance with plan**okc**. LUTAs provide guidance on the density, intensity and character of development, including residential densities and Floor to Area Ratio (FAR) ranges as shown on the LUTA Compatibility charts starting on page 74.

Step 2: Assess Gross Land Use Compatibility

Refer to the Land Use Compatibility Matrix on page 76 to determine whether a proposed project may have a conflict with existing uses, or when surrounding land is undeveloped, conflict with potential uses, based on zoning or Land Use Typology Area designation. Gross Compatibility is measured by: (1) Traffic – Differences in the amount of traffic generated between the proposed project and existing uses; (2) Building Scale and Site Design – Significant difference between height and scale of proposed projects and adjacent properties; and (3) Operational Impact – Operational necessities or by-products like noise, odors, light, etc. that will negatively impact adjacent occupants.

If potential incompatibilities are identified in the Land Use Compatibility Matrix, proceed to Step 3.

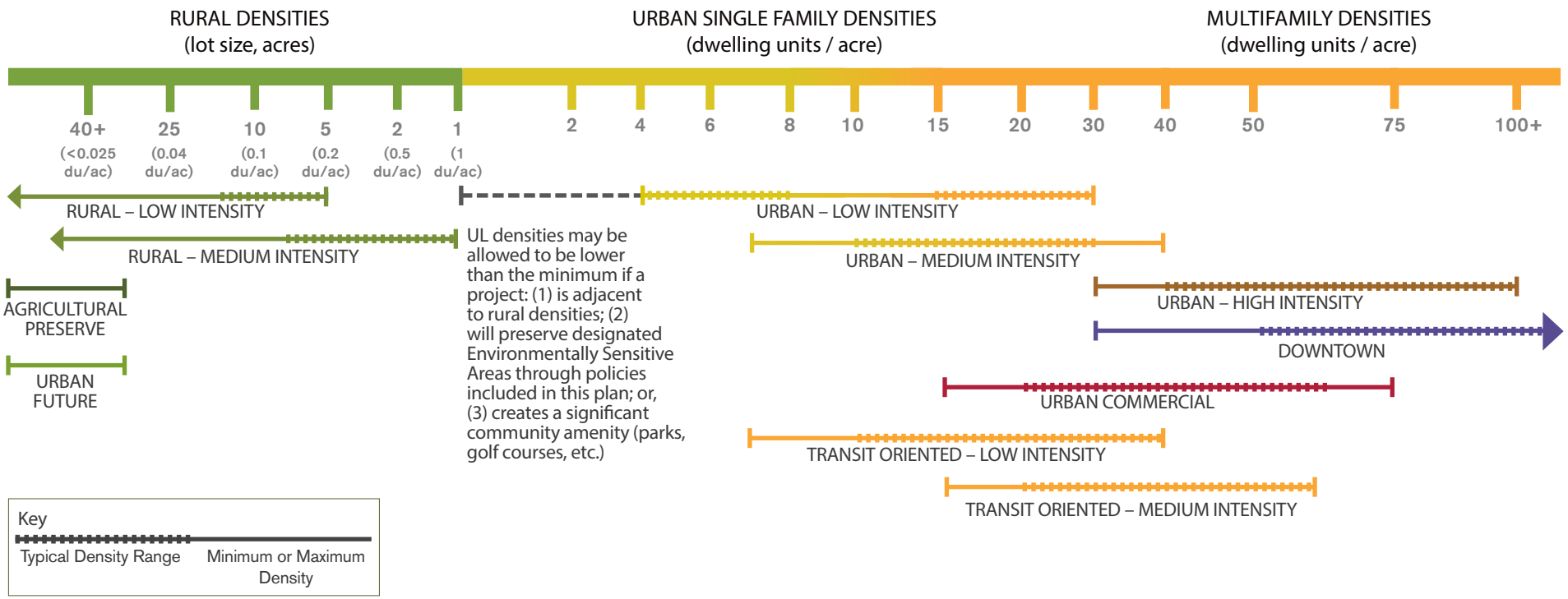
Step 3: Determine whether proposed use trips a compatibility "trigger" (pages 76-79)

Compatible	Proposed use is the same or complementary to surrounding uses in scale, traffic impact and/or operational impact.
Somewhat Compatible ***Minor Modification Required***	Proposed use has potential conflicts with adjacent uses that can be remedied or minimized through project design, such as traffic mitigation and/or building design and scale.
Potentially Compatible ***Significant Mitigation Required***	Proposed use may have significant conflicts with adjacent uses, and may require significant mitigation to reduce impacts, and may not achieve full compatibility.
Incompatible	Proposed use deviates significantly in density, intensity, scale, form, or activity causing negative impacts on, or being negatively impacted by, surrounding land uses. Project should not be supported unless extraordinary measures can be taken to offset the impacts.

Step 4: Incorporate appropriate mitigation measures (pages 77-81)

RESIDENTIAL GROSS DENSITY CHART

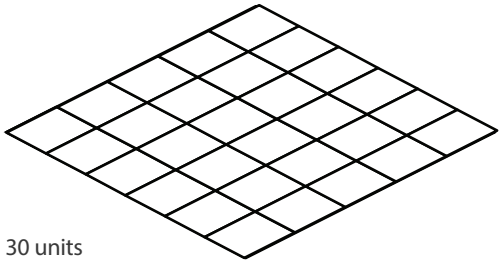
Illustration of the applicable residential densities for each Land Use Typology Area (LUTA).

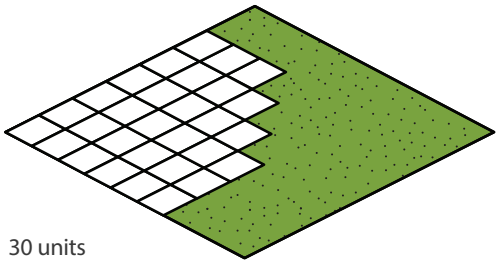


Gross Density

Gross Density is the total number of residential units divided by the total land area.

As shown at right, two very different developments may have the same gross density. In this case, the "cluster" development pictured on the far right has the same gross density as the more conventional development pictured because it has the same number of units, and the total land area is the same due to the shaded area being permanently preserved in its undeveloped state.

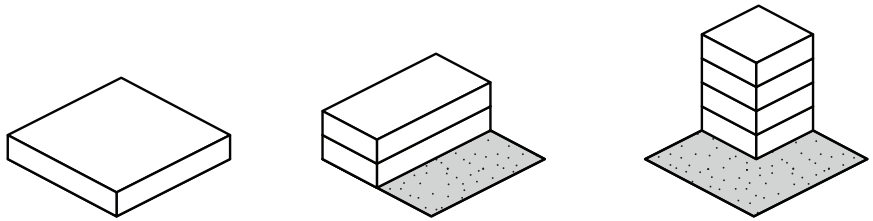




FAR Definition

FAR is the ratio between a building's total floor area and its site coverage. To calculate FAR, the gross square footage of a building is divided by the total area of its lot. FAR conveys a sense of the bulk or mass of a structure, and is useful in measuring non-residential and mixed-use density.

FAR = 1

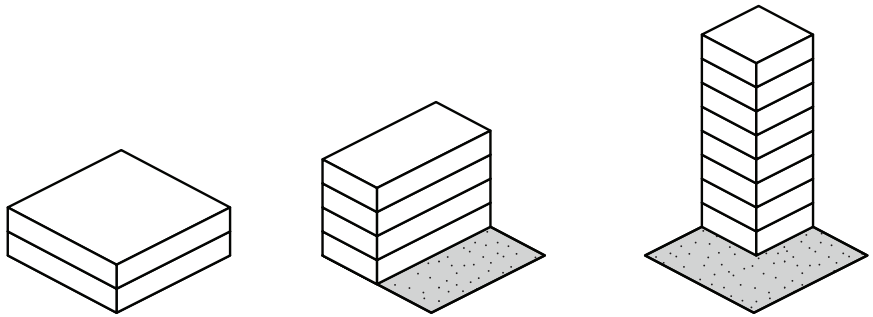


- one story
- 100% of lot built

- two stories
- 50% of lot built

- four stories
- 25% of lot built

FAR = 2



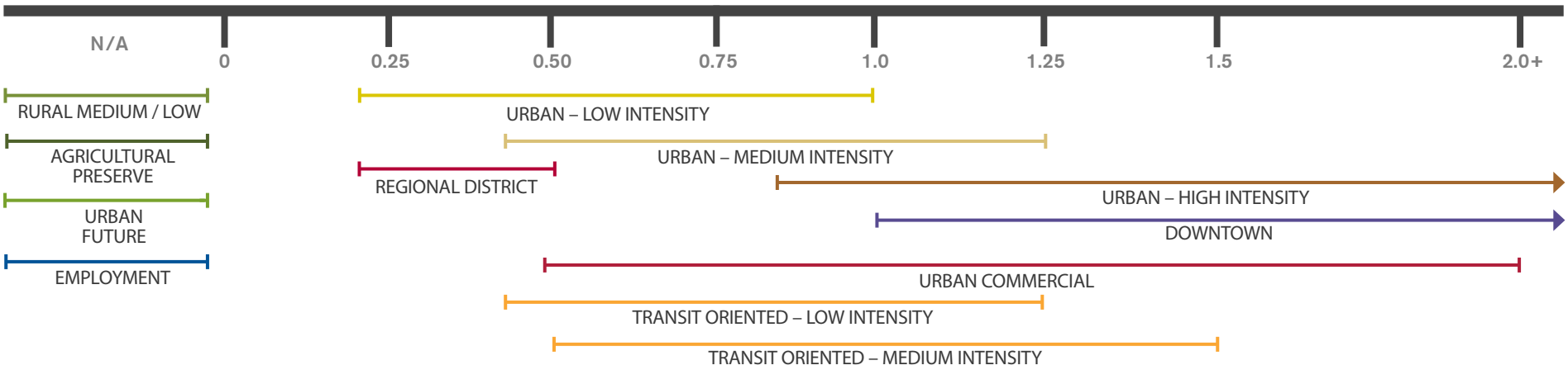
- two stories
- 100% of lot built

- four stories
- 50% of lot built

- eight stories
- 25% of lot built

FAR Ranges

Illustration of the applicable Floor to Area Ratio ranges appropriate for each Land Use Typology Area (LUTA).



LAND USE COMPATIBILITY MATRIX

Review chart for potential conflicts between major land use categories.

B: Building Scale & Site Design T: Traffic O: Operational Impact		EXISTING USE*											
			RESIDENTIAL			OFFICE			RETAIL			INDUSTRIAL	
		Ag	Low Intensity	Medium Intensity	High Intensity	Low Intensity	Medium Intensity	High Intensity	Low Intensity	Medium Intensity	High Intensity	Low Intensity	High Intensity
PROPOSED USE	Agriculture												
	Residential: Low Intensity	B	B									O	O
	Residential: Medium Intensity	T, B	B									O	O
	Residential: High Intensity	B, T, O	B, T	B								O	O
	Office: Low Intensity		B, T										
	Office: Medium Intensity	B, T, O	B, T	B, T									
	Office: High Intensity	B, T, O	B, T	B, T									
	Retail: Low Intensity	T, O	B, T, O	B, T, O									
	Retail: Medium Intensity	T, O	B, T, O	B, T, O	T, O								
	Retail: High Intensity	T, O	B, T, O	B, T, O	T, O								
	Industrial: Low Intensity	T, O	B, T, O	B, T, O	O	B, O	B, O		B, O	B, O			
	Industrial: High Intensity	B, T, O	B, T, O	B, T, O	B, T, O	B, T, O	B, T, O		B, T, O	B, O	B, O		

*or, if undeveloped, use allowed by existing zoning or LUTA designation

DEFINITIONS	
Agriculture	Farming or other agricultural operations
Residential: Low Intensity	Density levels of 0.2–6 du/acre (lot sizes of 5 acres – 6,000 square feet, mostly single-family detached)
Residential: Medium Intensity	Density levels of 6–25 du/acre (lot sizes of 6,000 – 2000 sq. feet, ranges between single-family detached, single-family attached, & multifamily)
Residential: High Intensity	Density levels of 25+ du/acre (primarily multifamily)
Office: Low Intensity	1–2 stories, 1–50 employees, mostly office, institutional, and non-service businesses, surface parking
Office: Medium Intensity	2–5 stories, 25–200 employees, professional office, institutional, or service businesses, surface parking
Office: High Intensity	5+ stories, 100+ employees, professional office, institutional, or high concentration of service businesses, surface or structured parking
Retail: Low Intensity	Single structure development, 2,000 – 50,000 sf
Retail: Medium Intensity	Neighborhood center or small community center, or single story "box" structure (40,000 – 150,000 square feet)
Retail: High Intensity	Community or large-scale retail center typically 150,000+ square feet
Industrial: Low Intensity	Warehousing and minor manufacturing, 5,000 – 75,000 square feet
Industrial: High Intensity	Manufacturing and activities that generate undesirable operational impacts, typically 75,000+ square feet

(B) BUILDING SCALE AND SITE DESIGN

This factor relates to how an entire site is developed in relationship to neighboring uses, paying particular attention to building height and scale, orientation, and layout. The presence of these triggers in higher intensity LUTAs (UM, UH, DT, UC, RD, and TOD) may not indicate a compatibility concern because larger differences in scale and massing are expected and appropriate in these more urban areas.

TRIGGERS	MITIGATION MEASURES
Projects that meet the criteria below must use mitigation measures to mitigate compatibility issues.	List of potential measures to mitigate issues of compatibility. The list is not exhaustive. Developers are encouraged to propose their own solutions.
1. Residential lot sizes in UL that are less than 60% of directly adjacent residential lots. 2. Residential lot sizes in RM that are less than 40% of directly adjacent residential lots. 3. Setback is significantly deeper or more shallow than predominant pattern of adjacent development. 4. Building's orientation to the street differs from predominant character of adjacent development. 5. Buildings within 40ft of a single-family residential structure that exceed a 3:1 ratio in height from the top of the highest building to the base of the residential structure. 6. Building size or street frontage dramatically differs from that of adjacent uses. 7. Lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent uses.	▪ Provide gradual transition between smaller and larger residential lots through the arrangement and scale of lots and/or by providing appropriately scaled buffers. ▪ Minimize the mass of buildings that directly face smaller, pre-existing buildings by: 1) reducing the visual impact with larger setbacks than those prevailing on the street; 2) incorporating design and elevation features that complement adjacent lower-density development; 3) stepping buildings down to a scale (building bulk, footprint size, and height) complementing adjacent development; and/or 4) breaking up massing of buildings. ▪ Design structures in a manner that provides a visual or height transition and complements the scale and form of adjacent development. This can be done through reducing building height, providing step-backs, varying massing, increasing set-backs, and other techniques. ▪ Alternating/undulating facades, especially for buildings longer than a standard block. ▪ Adjust yards, landscaping, and building setbacks to reflect patterns in adjacent, lower-intensity residential areas. ▪ Use drainageways and swales, mature trees, wetlands, prairies, and grassland areas to improve compatibility in building scale. ▪ Locate, design, and manage stormwater management features (including retention and detention basins, swales, surface drainageways, constructed wetlands, and greenways) to provide visual amenities or entryways, or to provide opportunities for passive recreation. ▪ Provide most parking in the interior of multifamily residential projects rather than between buildings and the street, using residential buildings to define the street edge. ▪ Use landscape, pedestrian ways, bioswales, and parking design to divide large parking lots into smaller blocks. ▪ Use landscaped buffers and screening to reduce the visual impact of parking facilities on adjacent residential areas. ▪ Place parking lots between taller commercial buildings and single family homes.

(O) OPERATIONAL IMPACT

These potential conflicts are caused by operational characteristics such as noise, light, hours of operation, emissions, and odors. Typically operational impact concerns arise when a project is proposed next to a less intense use. However, in some cases the proposed project may need to take measures to reduce the impact of an existing use, such as a residential use proposed next to an existing industrial use.

TRIGGERS	MITIGATION MEASURES
Projects that meet the criteria below must use mitigation measures to address compatibility concerns.	List of potential measures to mitigate issues of compatibility. The list is not exhaustive – developers are encouraged to propose their own solutions.
1. Noise levels above those found in typical residential settings; 2. Any detectable odors; 3. Spill light above that found in typical residential settings; or, 4. Hours of operation before 6 am or after 10 pm of businesses within proximity to residential uses.	▪ Contain operating effects (including noise and odors) within building walls to the maximum degree possible and at least within site boundaries. ▪ Use vertical screening to block visual effects of high-impact components such as mechanical equipment and service areas. ▪ Direct light generated by higher intensity uses, including direct illumination of parking and service areas, signs, and structures, away from adjacent residential areas and public streets. ▪ Screen drive-through services and integrate screening into the overall design of buildings and landscaping. Contain the visual impact of these service functions from adjacent public streets and neighboring residential properties. ▪ Reduce noise through additional wall insulation, plantings, fences and walls, and strategic placement of doors and windows.

(T) TRAFFIC

In auto-oriented settings, the amount, timing, and routing of traffic generated by the use can produce impacts on the surrounding area. This measure focuses on the differences in the amount of traffic generated between a proposed project and existing uses. Issues of traffic compatibility may be less of a concern in UC, TOD, UH and DT LUTAs.

TRIGGERS	MITIGATION MEASURES
Projects that meet the criteria below must go through mitigation measures to address compatibility problems.	List of potential measure to mitigate issues of compatibility. The list is not exhaustive – developers are encouraged to propose their own solutions.
1. Inconsistent with the Roadway Compatibility Chart on the following page. 2. Average daily traffic substantially exceeds that of existing, adjacent uses.	▪ Coordinate with the City to construct improvements necessary to mitigate the project's impact on the subject street or intersection. Enter into a development agreement with the City to jointly upgrade intersections or networks over time. ▪ Utilize site designs, building groupings, and site features that accommodate and encourage the use of transportation alternatives, including pedestrian, bicycle, and public transportation. Examples of techniques include continuous walkways from public sidewalks, transit stops, and multi-use paths and trails to building entrances; use of durable surface materials to define pedestrian routes and crossings; and visible and convenient bicycle parking facilities. ▪ Increase the connectivity of the street network to reduce reliance on single routes for access. ▪ Design connections to avoid channeling traffic generated by higher-intensity uses onto Neighborhood streets except as part of comprehensively planned, mixed-use projects. Provide means of access to residential areas that avoids requiring residents to use Arterial streets for short-distance trips. ▪ Connect buildings on the site with internal streets and drives, and pedestrian connections and pathways to prevent unnecessary local traffic in adjacent areas. ▪ Make maximum use of internal cross-easements and shared access points between or within individual projects. ▪ Use traffic calming techniques to reduce speeds between adjacent properties.



Roadway Compatibility

The Roadway Compatibility Chart links the intensity of any activity to the road type that is most appropriate for that intensity. The intent is to fit developments and roads together by ensuring that the activity creating trips is located on a roadway designed to handle the impact. It also strives to make efficient use of public investment by not overcrowding or underutilizing roadways.

Examples:

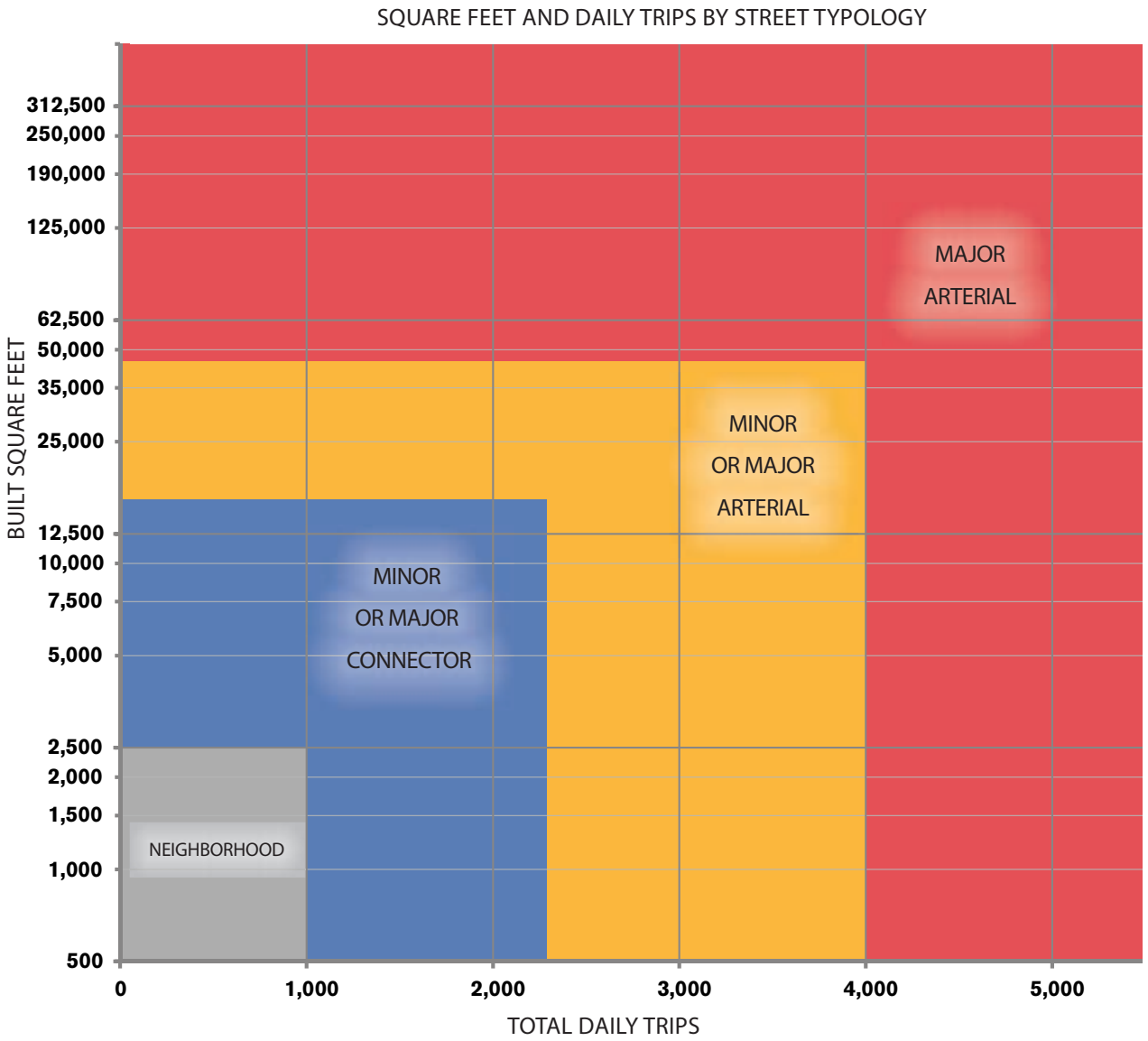
- A 2,500 square foot fast food restaurant with a drive through is expected to create 1,240 daily trips. This would mean the access to the site should be taken from a Connector or larger street.
- A 40,000 square foot supermarket is expected to create 5,100 daily trips. This would mean the access to the site should be taken from a Major Arterial.
- A 100,000 square foot warehouse is expected to create 350 daily trips. While the trips generated are not significant, the scale of the project would mean the access should be taken from an Arterial.

For the base LUTAs, it would be acceptable to move up one classification to a street able to handle more intensity. In the case of the fast food restaurant, it could take access to a connector, or the next higher classification of a minor/major arterial.

For the Urban Commercial, Regional District, and Employment Layers, it is expected that more intense uses can take access to lower classified roadways. A shopping center may fall in the traffic compatibility range of a minor/major arterial, but the best way for it to take access is directly from a neighborhood or connector street that intersects the arterial at a controlled intersection. This would be dependent on the center having good internal circulation and providing those access points in the half of the block nearest the arterial.

ROADWAY COMPATIBILITY CHART

Links the intensity of any use to the street type that is most appropriate.



The chart utilizes the Institute of Transportation Engineers (ITE) Trip Generation charts to project trips for a use based on the proposed square footage of the proposed development.



Service Efficiency & Availability

LAND SUPPLY AND EFFICIENCY OF SERVICES

The Land Use Plan utilizes a detailed analysis of service efficiency to determine where urbanized Typology Areas should be designated. The Urban Low Intensity LUTA (UL) was applied through an analysis of three primary utilities and services – sanitary sewer, water, and fire, as illustrated on pages 85 – 87. Urban Low Intensity is applied to areas that already have good access to these core services. Areas that do not have good access were designated as Urban Future (areas that may be appropriate for future urban development); RL and RM (areas that should remain at a density lower than what is efficient to provide urban services to); and Agricultural Preserve (active or potential agricultural land).

The goal of the Land Use Plan as it relates to the area designated for urbanization is two-fold: (1) direct urban development into areas that are most efficient for the City to serve; and (2) ensure that there is enough land supply within the designated area so that affordability is not compromised due to a lack of developable land. The latter goal is called "market choice".

LAND SUPPLY IN URBANIZED AREAS

The map to the right illustrates the total amount of developable land within typology areas designated for "urban" development. This includes total buildable acreage (excluding undevelopable land) that is served by utilities (red), total acreage that is buildable, served by utilities, and urban zoned (dark grey) and acreage that is buildable, served, zoned, and platted (black).

As described in the charts below, the land supply for urbanized development in the Land Use Plan consists of:

- over 56,000 acres of land for new development that is both buildable and currently served by water and sewer;
- 25,000 acres of land already zoned for development;
- 31,700 acres of buildable, served land that is currently in large 20 acre+ tracts available for sub-division;

The distribution of land supply by city sub-areas is found in the chart to the right.

MARKET CHOICE

The population forecast used in plan**okc** called for approximately 39,000 new residential units to be built in Oklahoma City in both urban and rural areas over the next 10 years. 37,500 – 96% – of this growth will be built in urban areas.

Over the next 10 years, if Oklahoma City were to grow the way it has over the past two decades, market choice will be 3.75 within urban LUTAs. In other words, there will be 3.75 times more land than is needed to serve demand. plan**okc** expects and facilitates a more compact development pattern than past trends, meaning for anticipated future demand, the land supply is 6.73 times the amount of projected growth.

BUILDABLE* URBAN LAND SUPPLY BY SUB-AREA (acres)

	Core	NW	NE	SE	SW
UL	-	16,028	6,170	1,795	11,866
UM	604	222	1,174	38	1,081
UH	261	-	158	-	16
DT	67	-	-	-	-

*Does not include existing rights-of-way or floodplain

LAND SUPPLY

Sum of Gross Buildable Acreage	
Buildable citywide	168,908
Buildable and served by water and sewer*	56,740
Buildable, served & urban zoned	25,001
Buildable, served, urban zoned, & platted	2,000

*18,191 acres exist in Heavy Industrial or Employment LUTAs. The remaining 38,549 acres exist in Urban LUTAs.

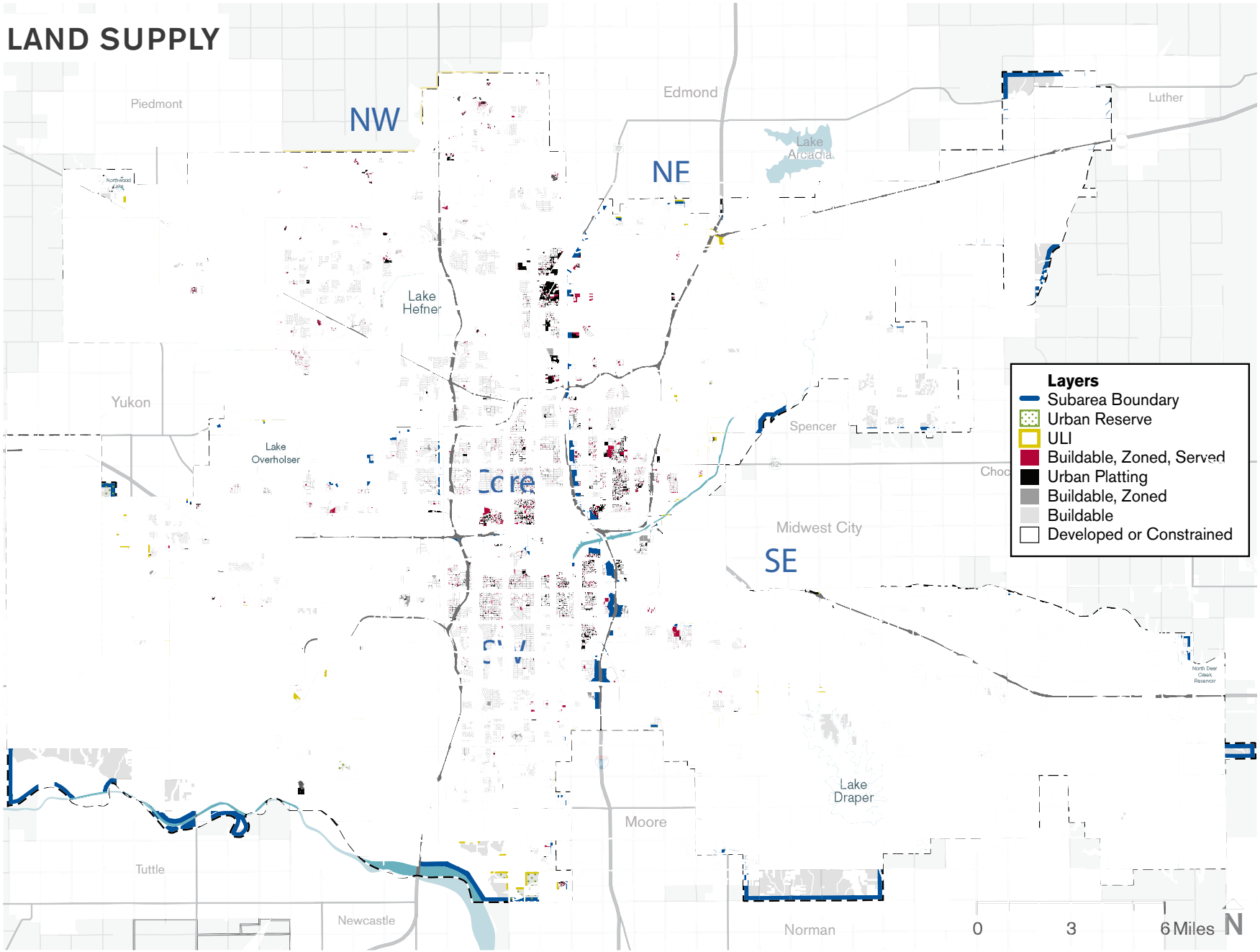
LAND SUPPLY: 20+ ACRE SITES

Sum of Gross Buildable Acreage	
Buildable citywide	118,769
Buildable and served	31,740
Buildable, served & urban zoned	14,914

LAND SUPPLY SUMMARY

Market Choice: Past vs. Future	
Urban housing demand to 2024	37,851 new units
Acreage needed (past trends)	15,140 new acres
Acreage remaining	41,600 acres
Market choice	3.75
Acreage needed (plan**okc**)	8,432 new acres
Acreage remaining	48,307 acres
Market choice	6.73

LAND SUPPLY


Piedmont
NW
Edmond
Luther
Lake Arcadia
NE
Lake Hefner
Yukon
Lake Overholser
Spencer
Midwest City
SE
Moore
Lake Draper
Tuttle
Newcastle
Norman
Layers
Subarea Boundary
Urban Reserve
ULI
Buildable, Zoned, Served
Urban Platting
Buildable, Zoned
Buildable
Developed or Constrained
0
3
6 Miles
N

SERVICE PROVISION

Each city service can be provided more effectively and with lower cost if the major factors influencing service are given a leading position in determining how that service will be provided. For efficiency it is most desirable to use any extra capacity in these systems that we have now, and then grow them in a way that generates the least new cost. For example, sewerage can be pressurized and pushed uphill or over long distances, but it requires additional facilities and large and constant expenditures of energy. A more efficient method is to use gravity flow by strategically opening new sewersheds at the appropriate time. Fire, water, and sewer services are impacted by location much more than other City services:

Fire Service: Most calls for emergency service need quick response so the travel distance to any point from a fire station becomes the controlling feature of how well fire services can be provided to that point.

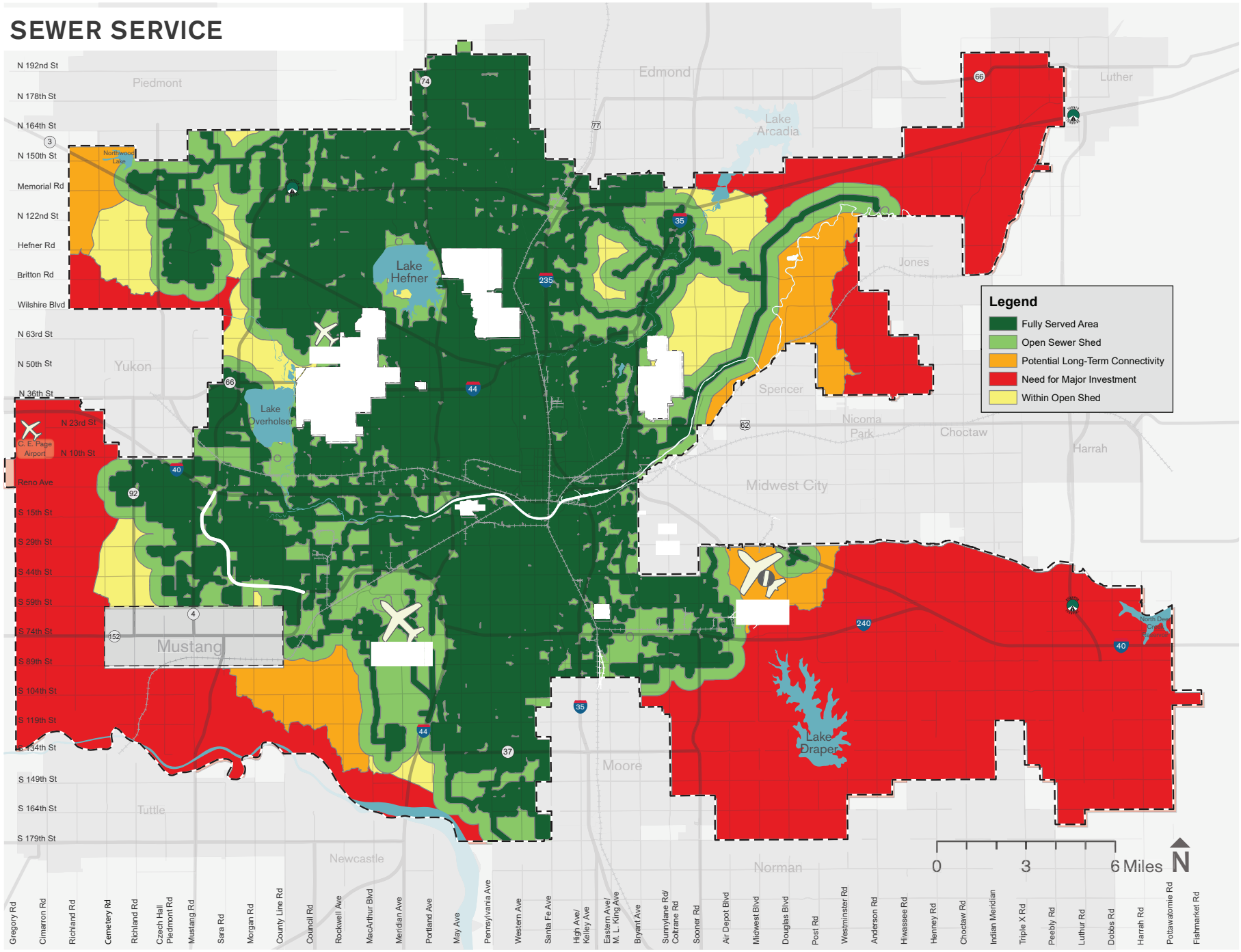
Water Service: Water is delivered through pressurized pipes, so the further away from treatment plants or the higher up water must be pushed, the more energy will be used. It is also much less expensive to connect to pipes that are already in place than to extend new pipes into new areas and skip past those pipes that are in place but underutilized.

Sewer Service: The sewer system is heavily reliant on gravity flow and does everything possible to avoid costly pumping and lifting, making natural topography of greatest importance to the system. Development is most efficient where pipes already exist or are close-by and lead down to an existing treatment plant.

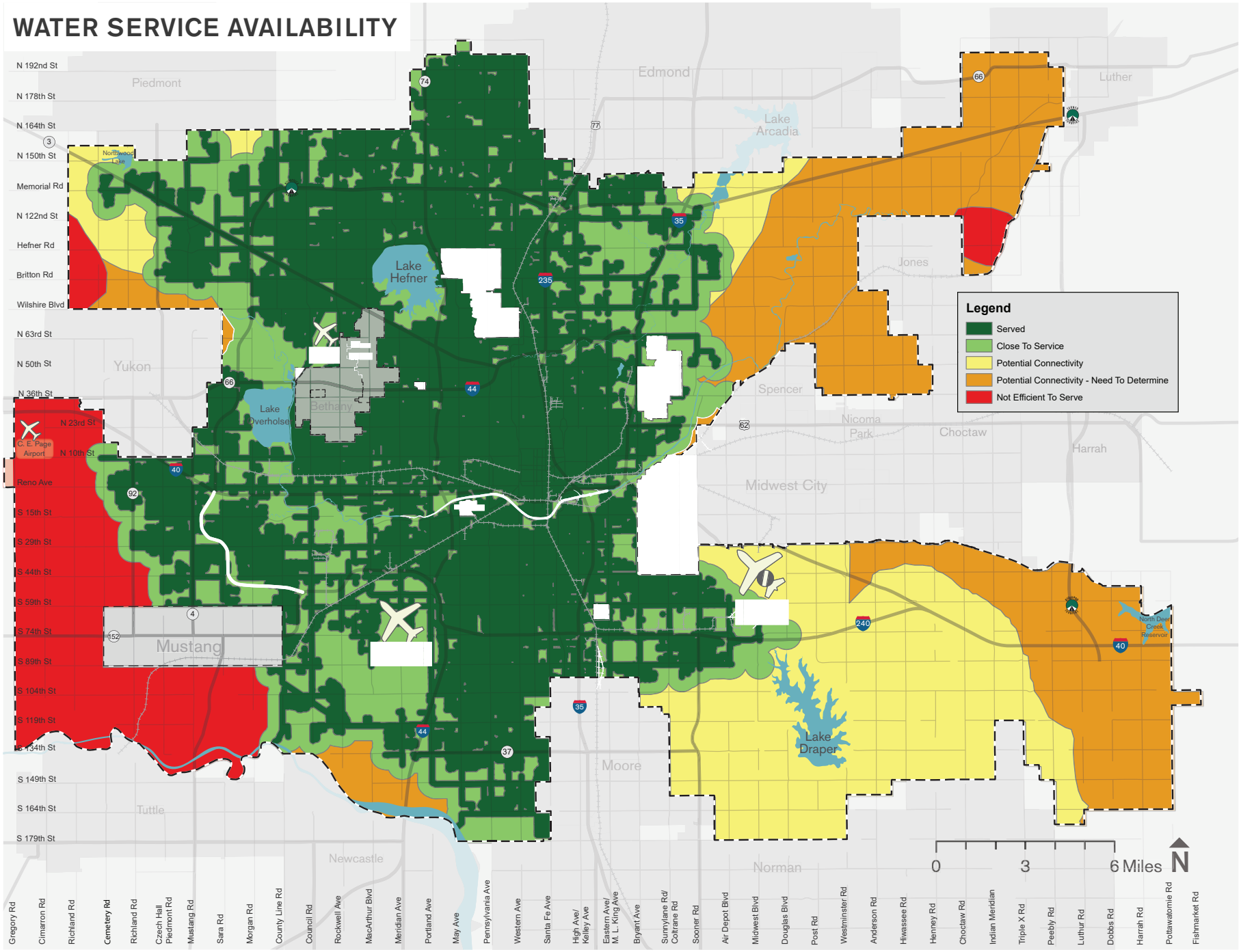
On the table below and the maps that follow, green indicates areas that are currently served, some available capacity, and could therefore support more development efficiently; yellow shows areas where expansion of urban services would be least costly; red shows areas that would be difficult and costly to provide with urban services. The confluence of good service for all three categories indicates readiness for urban development.

	SEWER SERVICE AVAILABILITY	WATER SERVICE AVAILABILITY	FIRE SERVICE AVAILABILITY
	Fully served areas (within 1/8th of a mile of a sewer line).	Currently served.	Less than 300 seconds of travel time (target urban service level) from a station in an urban LUTA.
	Within 1/2 mile of a downstream main; or within sewer sheds that are efficient to serve.	Close proximity to fully looped, well-connected portions of water network	n/a
	Within open shed or partially open shed. Need for new capital investment to open entirely to new development.	Potential connectivity – likelihood of good pressure without substantial boosting.	Less than 390 seconds of travel time (target rural service level) from a station.
	Potential long-term connectivity to the system based on significant capital investment required to expand infrastructure.	Potential connectivity – need to determine if pressure will be sufficient or whether a booster station is required.	n/a
	Need for major investment on the scale of lift stations or a new wastewater treatment plant.	Not efficient to serve based on distance from water source and the number of areas of the city that have better connectivity and service potential.	Longer travel times than urban or rural targets.

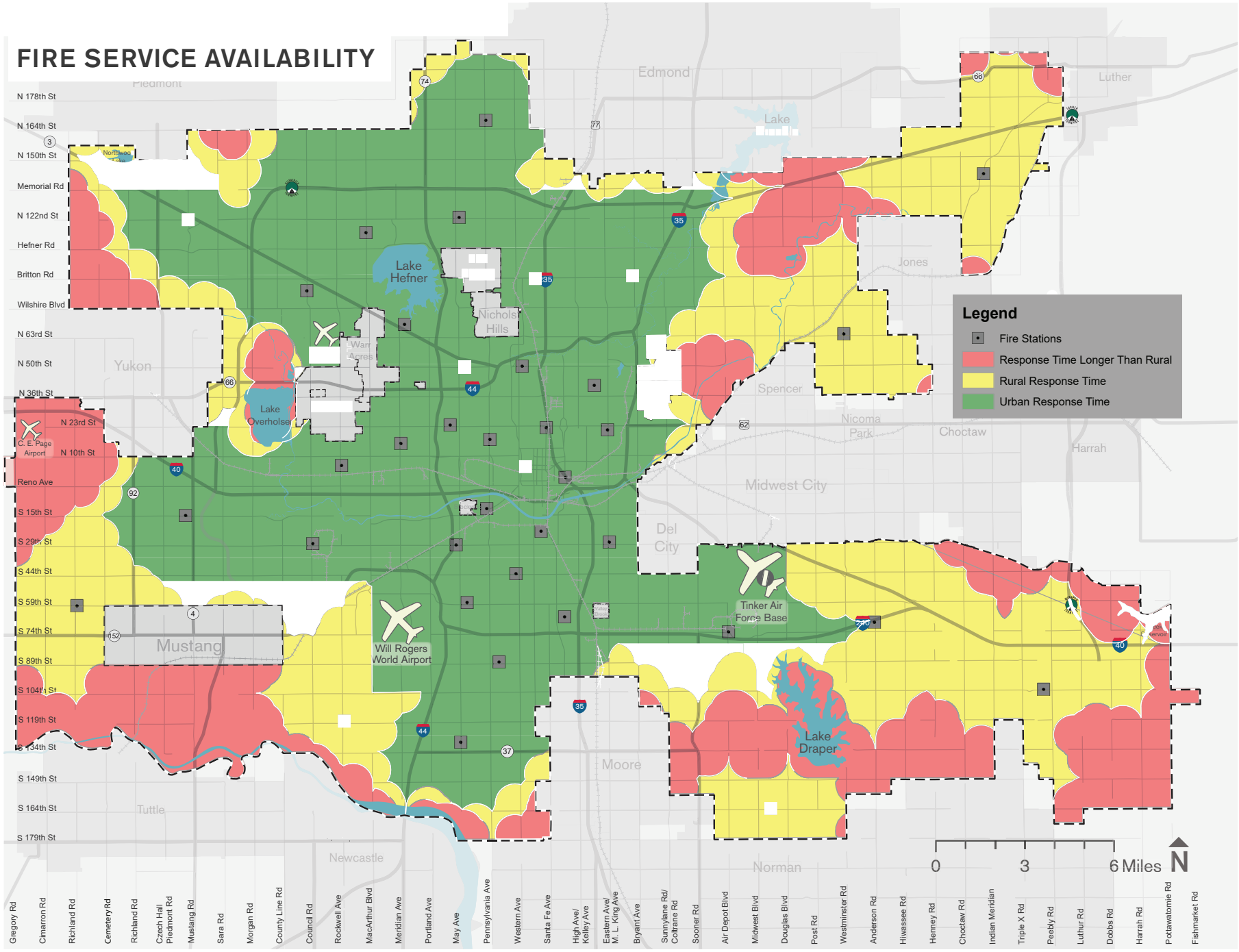
SEWER SERVICE



WATER SERVICE AVAILABILITY



FIRE SERVICE AVAILABILITY



Environmentally Sensitive Areas

Environmentally Sensitive Areas (ESAs) have special environmental attributes worthy of retention or special care in order to:

1. Maintain habitat, open space and wildlife corridors;
2. Provide stormwater management, filtration, flood and erosion control benefits; and
3. Protect surface and ground water quality.

WHY DO ENVIRONMENTALLY SENSITIVE AREAS MATTER?

During the "Issue Identification" phase of planokc, City staff, citizens, and stakeholders representing various environmental agencies and groups identified the following issues and trends related to impacts of development on Environmentally Sensitive Areas:

- Declining surface water quality (increasing number of impaired streams and water bodies);
- Increasing threat to groundwater quality and quantity;
- Increasing potential for flooding;
- Decreasing biological diversity and abundance;
- Increasing fragmentation of habitat and open space (including reduction and fragmentation of historic natural resources such as the Cross Timbers, and native prairies;
- Loss of critical habitat;
- Loss of ecosystem services;
- Loss of overall tree canopy;
- Increasing threat of invasive species;
- Declining air quality; and
- Lack of public awareness regarding impacts of development on environmentally sensitive areas.

WHAT AREAS ARE IDENTIFIED AS "ENVIRONMENTALLY SENSITIVE"?

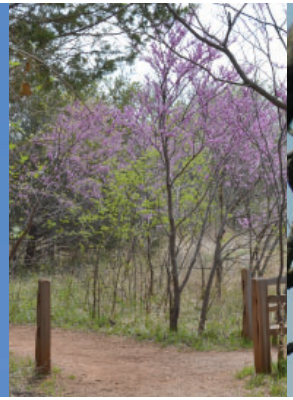
The following maps illustrate the types of natural features and/or habitat types that may be considered environmentally sensitive, including 1) riparian areas, 2) upland forests and 3) vulnerable aquifers.

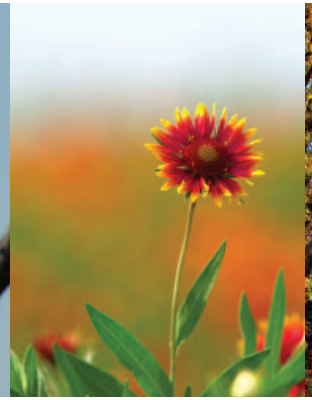
1. **Riparian areas** are vegetated areas adjacent to streams, lakes, ponds, and wetlands that are composed of a mixture of trees, shrubs, and grasses.
2. **Upland forests** are forested lands primarily found in higher elevations outside of the floodplain and riparian/streamside corridors. Upland forests are dominated by species that prefer well-drained soils, or soils that do not become saturated for extended periods of time. In Oklahoma City, upland forests are made up of two forest groups: the Cross Timbers forest (historic forest) composed primarily of old-growth post oak and blackjack oak trees, and younger re-growth forests that may contain a broader mixture of tree species in addition to re-growth post oak and blackjack oak trees.
3. **Vulnerable aquifers** are groundwater recharge zones that are vulnerable to pollution from the surface, including both point and non-point sources, as water moves downward from the surface to become groundwater. Aquifer vulnerability is directly related to the location, depth, and composition of the aquifer as well as the recharge rate of the aquifer. These areas are important for maintaining groundwater quantity and quality.

HOW CAN DEVELOPMENT IMPROVE ESAs?

Development may occur in areas where different types of Environmentally Sensitive Areas exist, each potentially having different degrees of functionality and health. If Environmentally Sensitive Areas exist on a site, development should strive to meet the objectives in this plan by customizing engineering and









design techniques to the functionality and health of the natural resources found on the site. The following recommendations outline some methods and best practices to protect ESAs, based on a mitigation hierarchy. The mitigation hierarchy includes the following actions, in order of priority:

1. Avoidance
2. Minimization
3. Restoration
4. Simulation
5. Offset

The following examples of actions are recommended due to broad applicability in our area; however, a developer may propose alternative design or engineering techniques that achieve the same or better outcomes for a site. The Oklahoma Department of Environmental Quality, the Oklahoma Water Resources Board, and the Oklahoma Department of Agriculture may be able to provide additional information regarding riparian buffer design, stream restoration techniques and native vegetation selection.

ESA PROCESS

Step 1: Determine if Environmentally Sensitive Areas exist on a proposed development site.

Step 2: Assess any potential impacts the proposed development may have on environmental attributes, such as: habitat, open space and wildlife corridors; filtration, flood and erosion control; and surface or groundwater quality.

Step 3: Customize the design and engineering of the development to include appropriate preservation and restoration methods, techniques designed to mimic natural systems, or any combination thereof to offset impacts to the ESAs on the site. The following guidelines and best practices are recommended approaches; however, other design and engineering solutions may be proposed that achieve the same or better results.







UPLAND FORESTS

OBJECTIVE

Preserve historic Cross Timbers and other upland forests to the maximum extent practical to maintain the following benefits:

- Ecosystem services
- Habitat preservation and connectivity
- Air quality
- Stormwater management
- Mitigation of the heat island effect
- Preservation of natural heritage







GUIDELINES AND BEST PRACTICES

Development in areas where upland forests are indicated on the following map should strive to achieve the objectives outlined above by following the guidelines and best practices to the greatest extent possible. If guidelines and best practices cannot be achieved, different preservation or mitigation alternatives should demonstrate how the proposed development will achieve the objectives of this section.

Avoidance and Minimization

- Strive to maintain as much native Cross Timbers tree cover as possible, including the native understory, based on the following preservation goals. These goals may be reduced if a Certified Arborist determines that the health of the tree canopy is considered poor or diseased, or the canopy consists of predominantly invasive species. Presence of non-native, non-invasive species is insufficient to justify removal unless such species are replaced with native species.

Percentage of Existing Upland Forest Cover on Entire Site	Preservation Goal (% of Forest Cover)
90-100%	60%
80-90%	70%
70-80%	80%
60-70%	90%
60% or less	100%

- Reduce fragmentation of habitat and forests by preserving existing forest connectivity within the property and between adjacent properties. Often this is accomplished by retaining large blocks of Upland Forests under common ownership or easements.

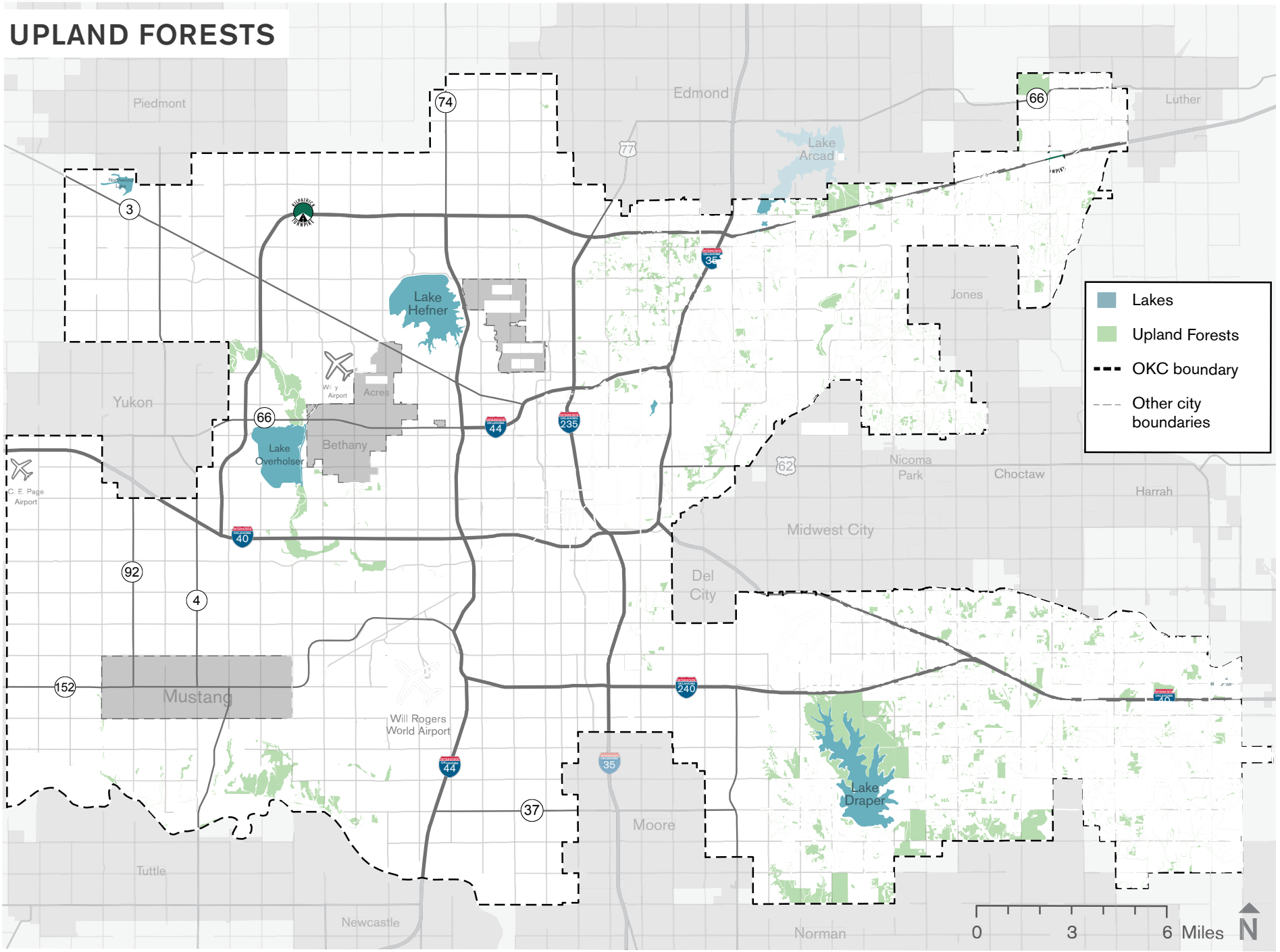
Restoration

- Where new-growth or re-growth upland forest trees are removed during construction, replant trees and other native plants on-site. New trees should be planted in clusters that mimic the original tree canopy.

Offset

- Where new-growth or re-growth upland forest is removed during construction, offset losses by replanting a native forest in an off-site location in need of restoration that provides similar ecological benefits.

UPLAND FORESTS



VULNERABLE AQUIFERS

OBJECTIVES

Protect vulnerable aquifers from pollution and depletion to ensure a continued supply of clean, accessible groundwater for residents not served by the municipal water system. Preserve groundwater recharge zones from which water can percolate and infiltrate.

GUIDELINES AND BEST PRACTICES

When proposing a development project within an area of high to moderate aquifer vulnerability as shown in the following map, strive to meet objectives by utilizing the following guidelines and best practices.

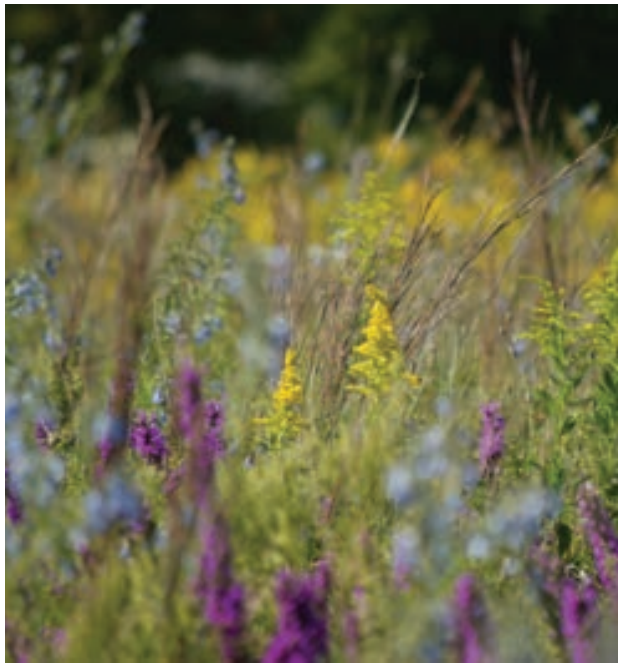
Avoidance

- Preserve natural open spaces, including native prairies wherever possible. Native plants are drought tolerant and have deep root structures that slow stormwater runoff and increase ground water retention.

Minimization

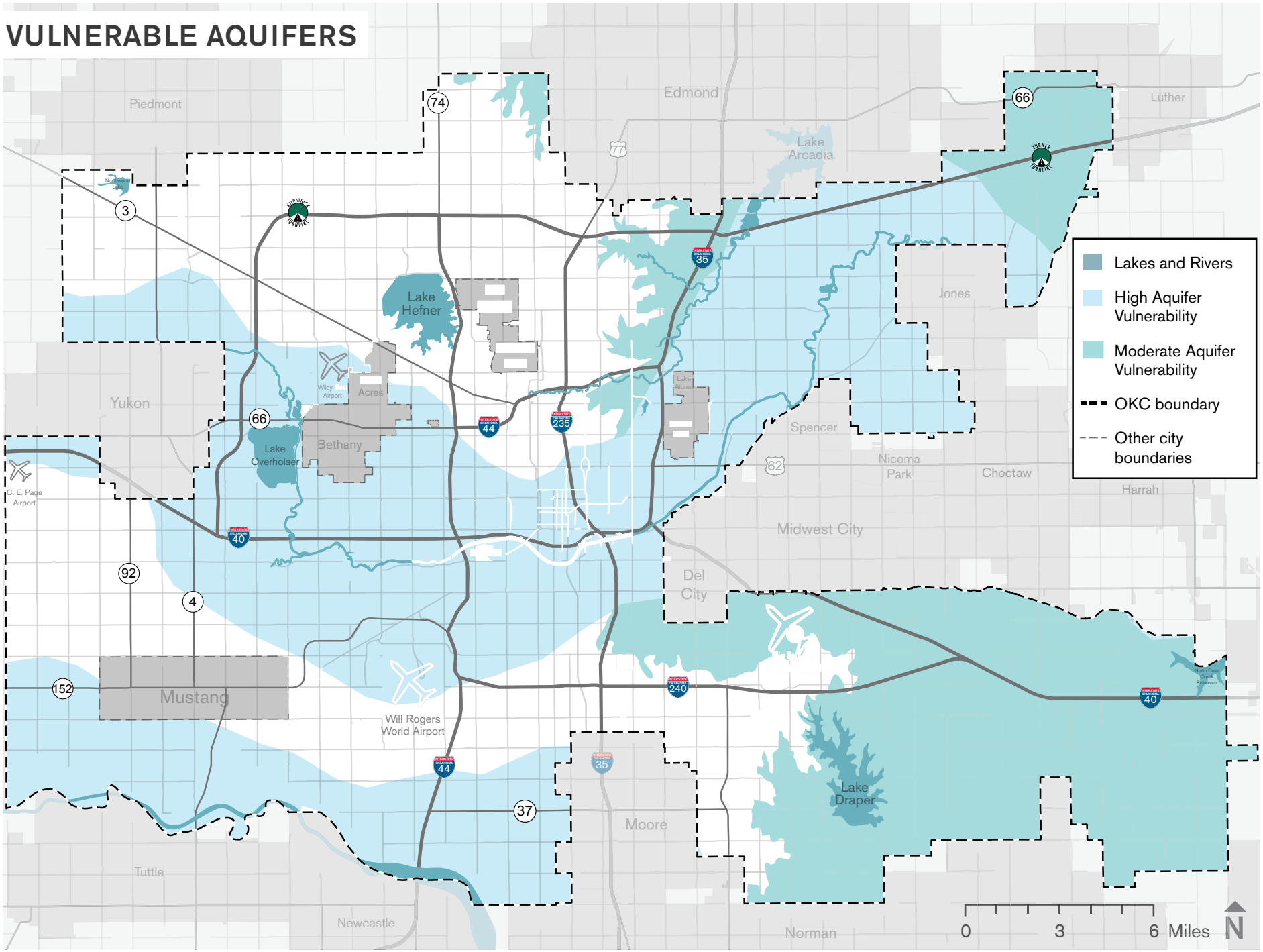
- Utilize low impact development techniques, to minimize disruption to water percolation and infiltration, including but not limited to:
  - Pervious surface materials wherever possible for the construction of driveways, parking areas, sidewalks, patios, etc., in order to promote increased water percolation and infiltration.
  - Bioswales and rain gardens to capture stormwater and allow it to slowly infiltrate instead of running off.







VULNERABLE AQUIFERS



RIPARIAN AREAS

OBJECTIVES

Preserve riparian areas to maintain:

- Habitat preservation and connectivity;
- Short and long term water quality; and,
- Stormwater management, flood, and erosion control





STREAM CORRIDORS

Top: A concrete-lined stream channel with riparian vegetation removed. Bottom: A natural-bottom stream channel bordered by a vegetated riparian buffer. This buffer provides multiple benefits related to stream flow and movement, pollution filtration, erosion control, flood control, stormwater infiltration, and enhanced natural habitat.

GUIDELINES AND BEST PRACTICES

Avoidance and Minimization

- Strive to preserve riparian habitat for all intermittent and perennial streams as shown on the USGS 7.5 minute quadrangles, and when possible, maintain or preserve the natural area within the FEMA 100-year floodplain.
- Best practices show that a minimum total buffer width of 100 feet is necessary to achieve the objectives outlined above. Healthy stream bank buffers provide for future stream movement, and support different ecosystem services or environmental benefits through characteristics that can be described in three types of zones:

Zone 1: Protect and preserve existing vegetation and habitat immediately adjacent to the stream.

Zone 2: Retain a transition area of grass and lower vegetation beyond the protected vegetation or tree line adjacent to the stream.

Zone 3: Maintain turf or other pervious materials to allow for filtration of sediment and pollutants from runoff beyond the protected vegetated area.

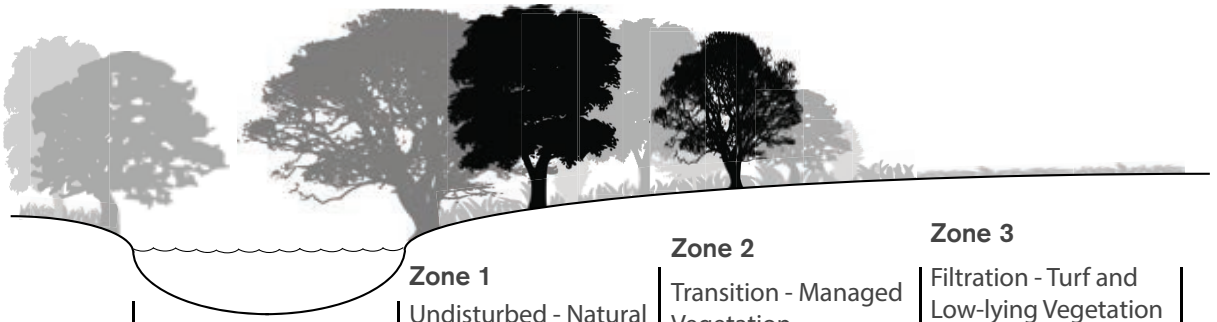


Diagram adapted from: Maryland Cooperative Extension, University of Maryland

- Maintain stream bank buffers in a natural or enhanced state, and keep all structures and impervious paving at least 100 feet from the stream bank. The buffer width should accommodate future stream movement, mitigate against erosion and flooding issues, and preserve the greatest extent of existing habitat possible. If less than a 100 feet buffer is proposed, the development should demonstrate that the objectives of habitat preservation and connectivity, stormwater management and flood control, erosion control, and filtration and water quality are being achieved through alternative means.
- In Urban LUTAs, the width of the buffer may vary based on the quality and condition of vegetation, animal and plant species, watershed level issues and adjacent land use. The buffer may extend into private property, provided easements or agreements are stipulated to ensure that obstructions such as fences do not disrupt water flow or natural systems that are being preserved within the buffer area.

Restoration

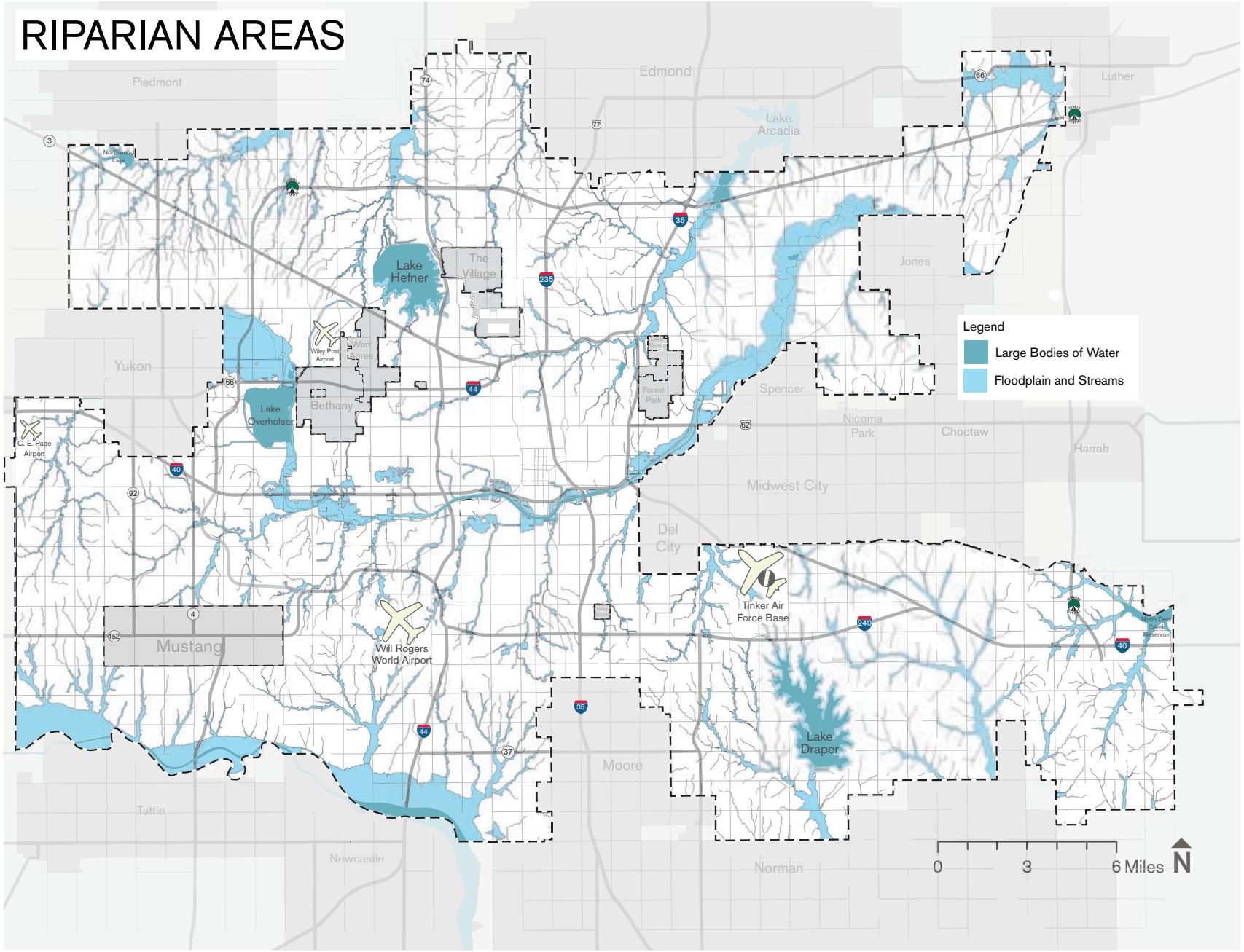
- Streams that have been impacted due to previous development, agricultural activities, or upstream/downstream activities may have absent or sparse vegetation that does not provide desired benefits and ecosystem services. A developer may supplement existing vegetation by integrating appropriate new species, or plant new vegetation consistent with the zones depicted in the graphic above to restore natural systems and habitat typical of healthy functioning streams and lakes.

Simulation

- A developer may use green infrastructure or low impact development techniques to mimic natural systems in areas where streams and riparian areas have been channelized or developed, primarily in the Downtown, UHI, and UMI LUTAs. Low impact development techniques include but are not limited to:
  - Treating or filtering of stormwater contaminants on site.
  - Creating opportunities to discharge run-off as sheet-flow after passing through grassy or vegetated open space areas, rather than discharging run-off through concentrated outfalls.
  - Creating attractive open space amenities that double as stormwater detention, retention, and / or filtering systems.
  - Utilizing rooftop collection systems and green roofs to capture first-flush run-off.
  - Utilizing pervious pavement or pavers in appropriate locations (i.e. sidewalks, parking spaces, trails, patios, etc.).
  - Utilizing at-grade or raised planters, vegetated landscape strips adjacent to roads and parking areas, and alternative curbing designs that allow stormwater to easily move from impervious areas to pervious areas.

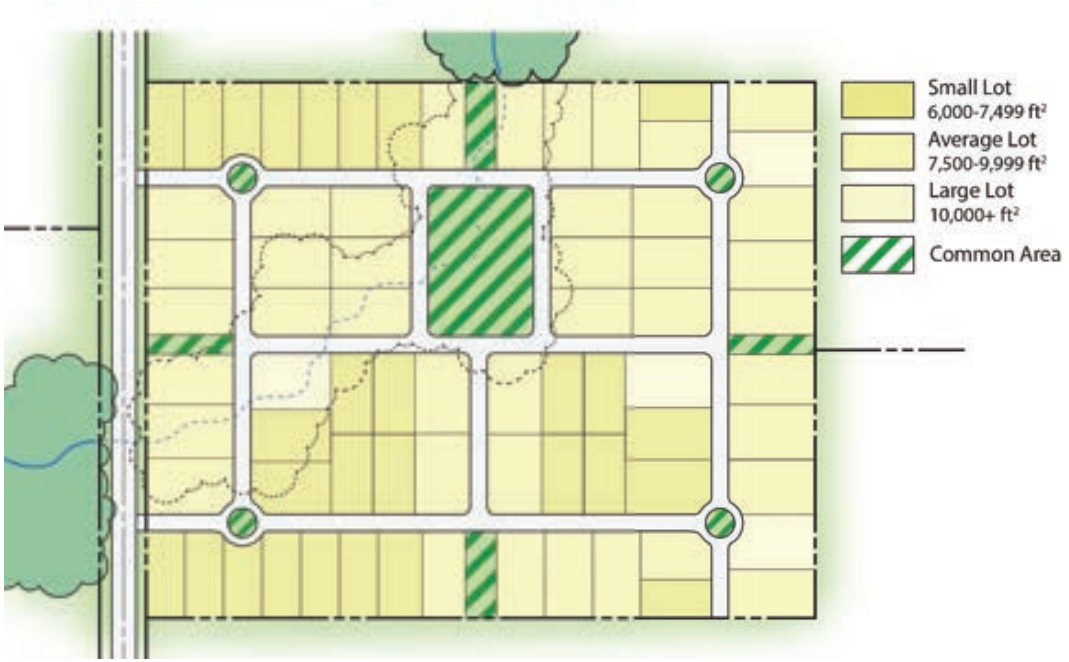


RIPARIAN AREAS



SUBDIVISION LAYOUT EXAMPLES WITH ESAs

These two images show examples highlighting a few key differences in subdivision design as described in plan**okc**, especially those relating to Environmentally Sensitive Areas and housing variety.



Example 1: Significant modification of riparian corridor

- Site size: 19.88 acres
- Lots/Homes: 72
- Gross Density: 3.62 units/acre
- Stream corridor and riparian habitat highly modified
- Common area is stand-alone space, may include a small neighborhood park



Example 2: Preservation of riparian corridor and buffer

- Site size: 19.88 acres
- Lots/Homes: 82
- Gross Density: 4.12 units/acre
- Stream corridor and riparian habitat relatively intact (~100 foot buffer each side)
- Common area used as connection throughout the neighborhood and to nearby places, may include a small trail network.

3.0 INFRASTRUCTURE & INVESTMENT

One of the most important functions of the City is to build and maintain our infrastructure, including the transportation network, parks, and other facilities. This function has a profound influence on land use and place-making. The following sections (Livable Streets Principles, Street Typology, Access Management, and Retail Nodes and Corridors) are designed to provide clear direction to the City and the community about appropriate locations and types of infrastructure.

Livable Streets Principles

The Livable Streets concept is a design approach for streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. The City Council has established priorities for guiding decisions and investments to improve the quality of life of our residents. One of these priorities, which is also reflected as one of planokc's Big Ideas, is to develop a transportation system that works for all residents.

Implementation of this goal requires a consistent and thoughtful approach to making investments in our multi-modal transportation network incrementally over time. City departments or City entities (Committees and Commissions) should consult this plan when creating or modifying ordinances, programs, and projects that affect the design of streets.

This chapter defines guiding principles and ideal standards for Livable Streets, but recognizes that physical constraints, context, and character of the surrounding built and natural environment require flexibility in application and implementation. The overarching goal is to ensure all users of the transportation network can travel safely, reliably, and independently, while also having adequate access to all transportation modes. Where accommodations for all users cannot be made, reasonable effort should be made to identify adjacent alternative routes and/or methods of travel.

Guiding Principles:

- Recognize the inextricable relationship of streets and the adjacent land uses, integrating existing and future land uses to design appropriate streets, and vice versa;
- Ensure the needs of all users are balanced;
- Integrate all modes of transportation, including walking, cycling, and public transit;
- Improve safety for all users, regardless of mode;
- Improve connectivity and circulation; and
- Provide adequate facilities for active transportation to improve public health throughout the city.

Street Typology[1]

Previous functional classifications of streets provided a hierarchy that correlated traffic flow to land access. Traffic volume, speed, and level of service provided the basis for design criteria. This classification system fell short in the consideration of other users of the public right of way (pedestrians, bicyclists, and transit users), and was void of context for how adjacent land uses impacted the street and vice-versa. When designing roads, focusing only on traffic volume and speed is less productive than a contextual approach that considers nearby land uses, multiple user groups, and the creation of a sense of place.

The Street Typology augments the previous classification method with new, user-oriented considerations moving beyond considering the street system as a mere conveyor of automobiles. While the Street Typology is the City's new set of guidelines for street design, the functional classification system will continue to be used for federal purposes and where City code requires its usage. The Street Typology provides ranges of acceptable design parameters, but all designs are subject to engineering review to ensure safety and functionality of the system.

The maps and tables that follow include guidelines for accommodating elements within the public right-of-way. Elements vary, depending on LUTA, the expected intensity of development, and physical conditions and constraints.

Street Type:

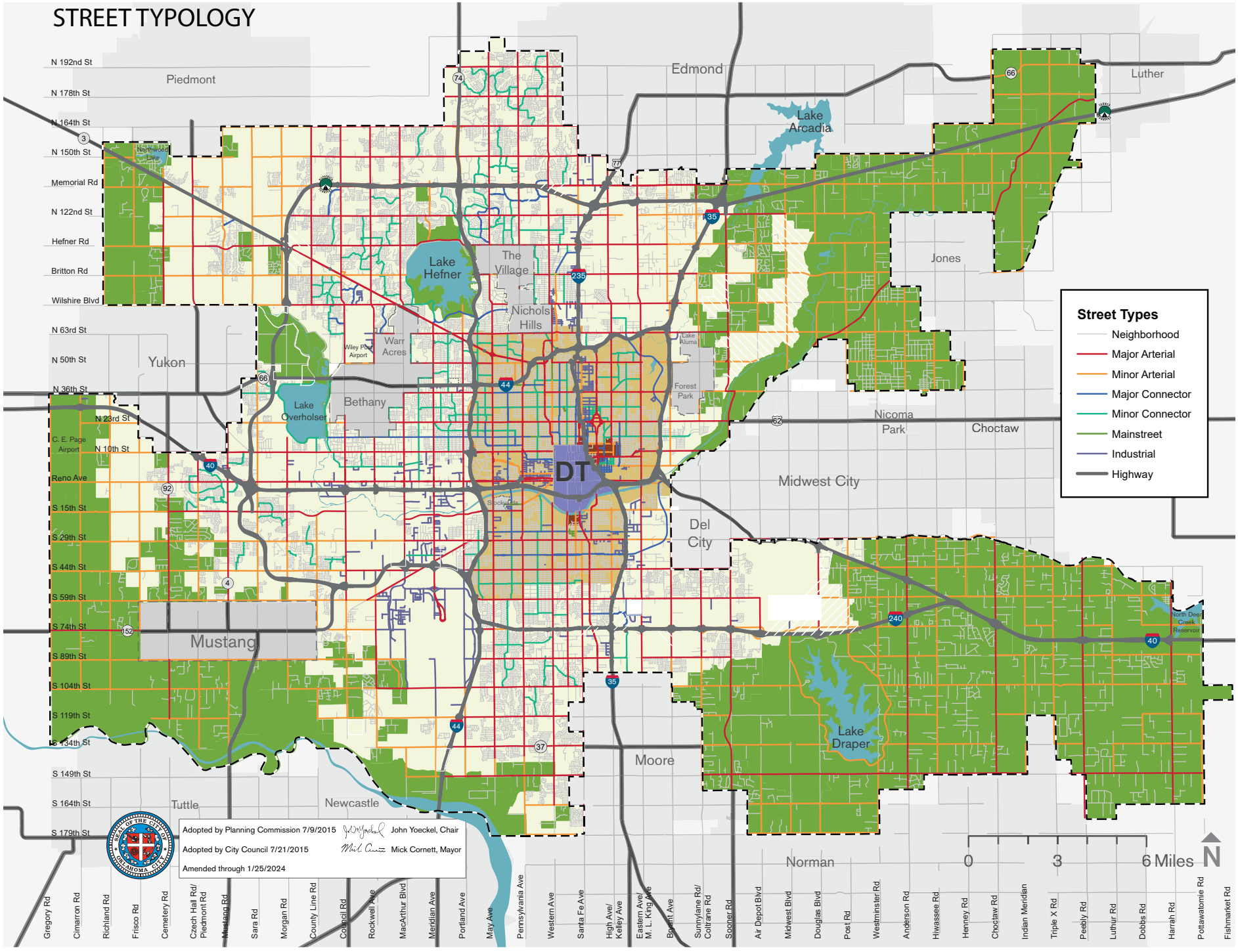
1. Major or Minor Arterial
2. Major or Minor Connector
3. Neighborhood
4. Main Street
5. Industrial
6. Downtown



BALANCE OF USERS

One of the guiding principles of the Street Typology is to ensure that the needs of all users are balanced, including automobiles, pedestrians, bicyclists, and transit-riders.

1 The Planning Director shall make the initial determination of street type for all new streets. After the initial determination street may only be reclassified to another street type through a Comprehensive Plan Amendment.


STREET TYPOLOGY
Street Types
Neighborhood
Major Arterial
Minor Arterial
Major Connector
Minor Connector
Mainstreet
Industrial
Highway
DT
Piedmont
Edmond
Luther
Lake Arcadia
Lake Hefner
The Village
Nichols Hills
Jones
Yukon
Warr Acres
Bethany
Lake Overholser
Nicoma Park
Choctaw
Midwest City
Del City
Mustang
Lake Draper
Moore
Tuttle
Newcastle
Norman
Adopted by Planning Commission 7/9/2015
John Yoeckel, Chair
Adopted by City Council 7/21/2015
Mick Cornett, Mayor
Amended through 1/25/2024
0
3
6 Miles
N

MAJOR OR MINOR ARTERIAL

LUTAs: UL, UM, UH, EM, UF, HI

Description: Moving people across the city is the priority of the arterial system. Arterial streets need to accommodate through traffic, access to adjacent uses, and connections to the highway system. At the same time pedestrians, bicyclists, and transit users must be considered. Good access management needs to be utilized to protect traffic flow and increase safety. The interaction between the arterial and the abutting lower intensity districts will be determined by how other street types connect to the arterial system. How this interaction is achieved is key to ensuring land uses work together.

Priority Design User: Traffic flow and connectivity are the primary functions of the Arterial. Sidewalks should be separated from the roadway to the greatest degree possible. Bicycles should be accommodated with dedicated space such as cycle tracks or trails, or provided for on alternative routes. Cyclists can be accommodated on rural arterials with the use of wide shoulders.

Access Management: Access management techniques that improve the function of intersections (eliminating driveways from the functional portion of the intersection, median-controlled left hand turns, adequate throat lengths into parking lots, etc.) should be utilized. Where possible, driveways should be shared to reduce the number of collision points and reduce potential congestion problems.

MAJOR OR MINOR CONNECTOR

LUTAs: UL, UM, UH, EM, UF

Description: Connectors are the streets that move people through and between their neighborhoods. They connect to surrounding areas and uses, and become a secondary network of streets to the arterial system. Connectivity is important for all street types, but imperative for the Connector as it creates an opportunity for pedestrians and bicyclists to use a corridor separate from higher volume streets. Major Connectors will typically have moderate travel speeds and curb to curb width and may have transit routes. Minor Connectors will be narrower, have less traffic and slower speeds.

Priority Design User: Pedestrian and cyclist should be accommodated by creating slower vehicular travel speeds. Bike infrastructure could include shared lanes, and in the case of Major Connectors, dedicated lanes or parallel trails. Safe pedestrian crossings should be achieved through well demarcated crosswalks, bulb-outs, and signage.

Access Management: Driveway cuts should be kept to a minimum while allowing local access to adjacent residential, commercial, or industrial development.

NEIGHBORHOOD

LUTAs: UL, UM, UH, RM, RL

Description: These streets primarily serve residential uses. However, street and neighborhood character can vary dramatically between urban (Urban High/ Downtown), suburban (Urban Low), and rural contexts. For example, neighborhood streets in UH and DT LUTAs may function at an increased capacity due to shortened block lengths and more efficient dispersal of traffic through a grid network, while neighborhood streets in UL may have longer block lengths, lower intensities, and less connectivity.

Regardless of the context, neighborhood streets are meant to move people to and from the places they live. But more than that, they are the public realm in which the social interactions occur that make a neighborhood more than a collection of houses. Efforts should be made to ensure that traffic moves at a slow pace, that connectivity is promoted, and the character of the street is a noticeable benefit to the people who live there.

Priority Design User: Pedestrians should be accommodated by creating slow vehicular travel speeds. Safe pedestrian crossings should be achieved through well demarcated crosswalks, bulb-outs, and signage. Bicycles can be accommodated in the travel way intermixed with slow moving traffic.

Access Management: Local access should be provided to adjacent residential, commercial, or industrial development.

MAIN STREET

LUTAs: UM, UH, TO, RD

Description: Main Streets contain a mix of activities and are defined by the character of the district surrounding them. Generally they are the streets on which a person could live, work, and shop. Because they touch so many varied uses they have to comfortably accommodate a multitude of users, including pedestrians bicyclists, transit riders, and drivers.

Priority Design User: The priority consideration in design should be pedestrians. As such, blocks should be shorter and there should be a high level of connectivity. The pedestrian zone should be generous containing safe and inviting sidewalks with emphasis placed on safe crossings when traversing from one side of the streets to the other. Street design that accommodates low-speed traffic through the use of bulb-outs, reduced curb returns and narrow widths on the vehicle travelway should be the norm.

Access Management: High level of access management required to preserve the pedestrian environment and maintain reasonable traffic flow.

INDUSTRIAL

LUTAs: UL, UM, UH, UR, EM

Description: Uses along industrial streets are unique. Streets associated with this use must move goods and materials on large vehicles while being connected to the arterial and highway systems. Design considerations include larger curb radii and wider lane widths.

DOWNTOWN

LUTAs: DT

Description: Downtown Oklahoma City requires a special Street Typology that accommodates high volumes of pedestrian and transit activity. For the appropriate typologies related to Downtown, refer to the *Downtown Development Framework* document.

ACCESS MANAGEMENT

Access management is the systematic control of the location, spacing, design, and operations of driveways, median openings, interchanges, and street connections to a roadway.

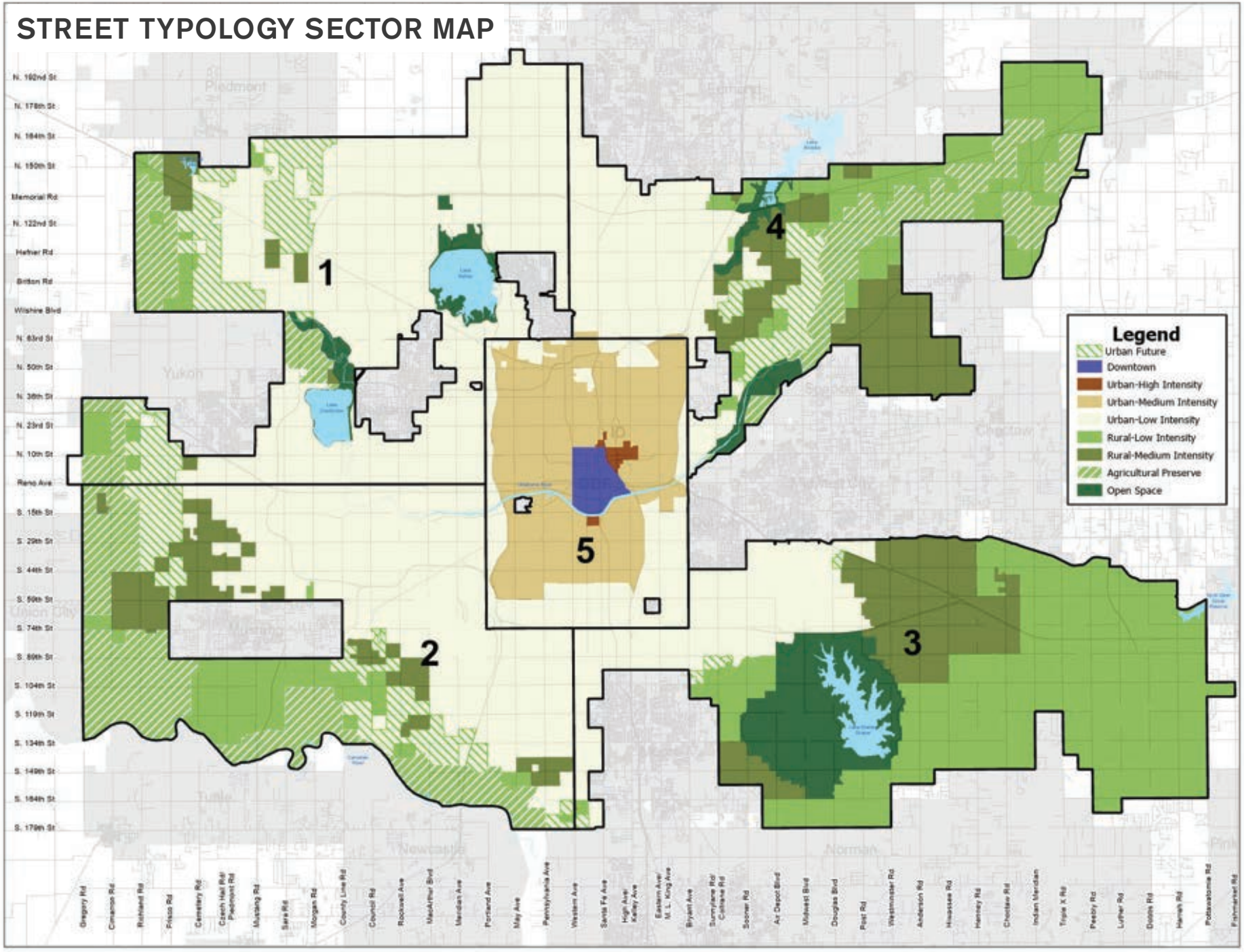
The purpose of access management is to provide vehicular access to developed land in a manner that preserves the safety and efficiency of the transportation system.

Within the context of street typologies, access management should be a guiding principle, the details of which will be addressed as a roadway is built, reconstructed, or otherwise improved. The land use context, the functional intent of the road, and the engineering constraints of each project influence the specific access management techniques for any given project. Some areas of Oklahoma City have been prioritized for access management improvements as described in the Access Management Focus Areas section.

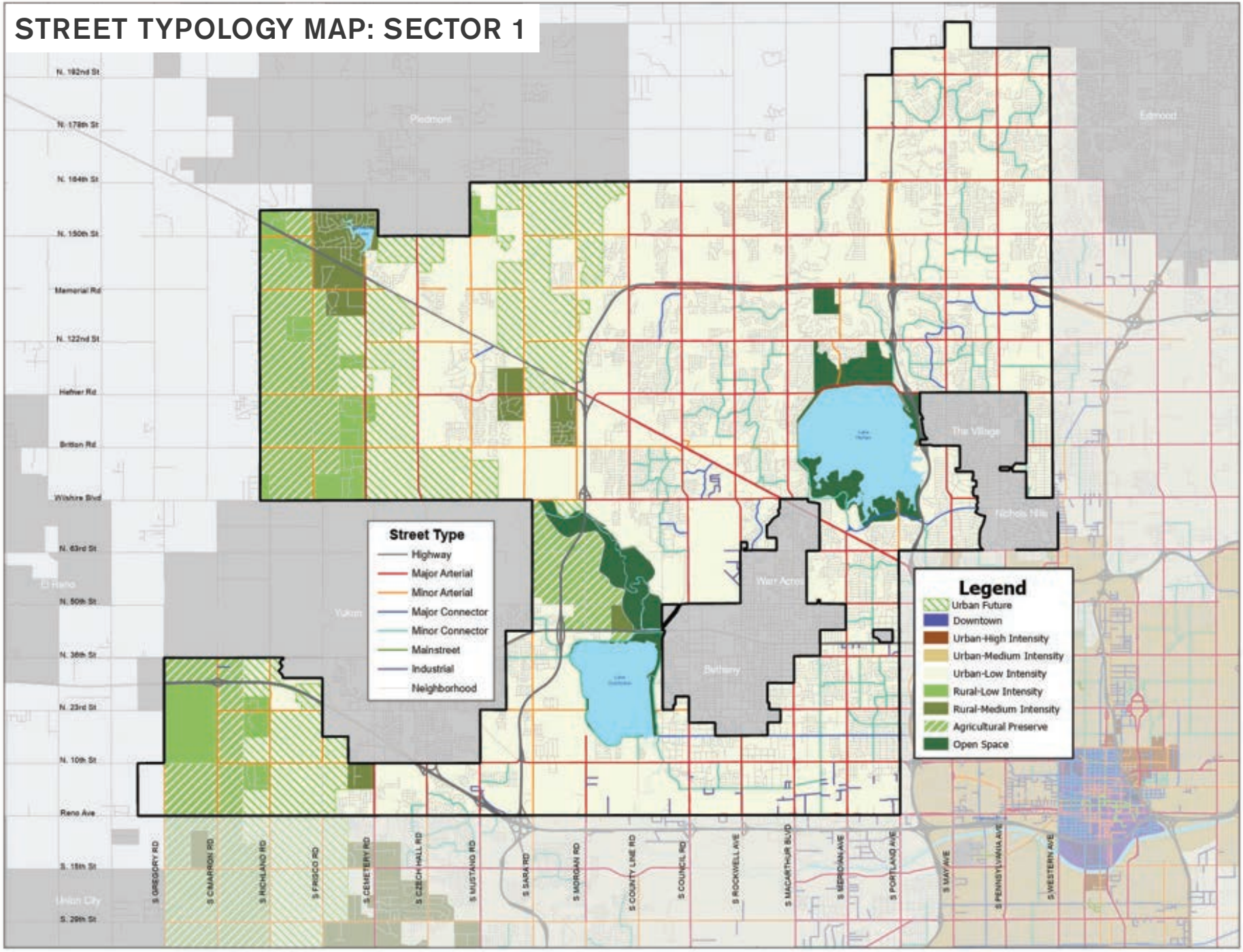
STREET TYPOLOGY DIAGRAMS

The diagrams and tables that follow indicate how different users of the public right of way can be accommodated. Elements vary depending on LUTA and the expected intensity of development.

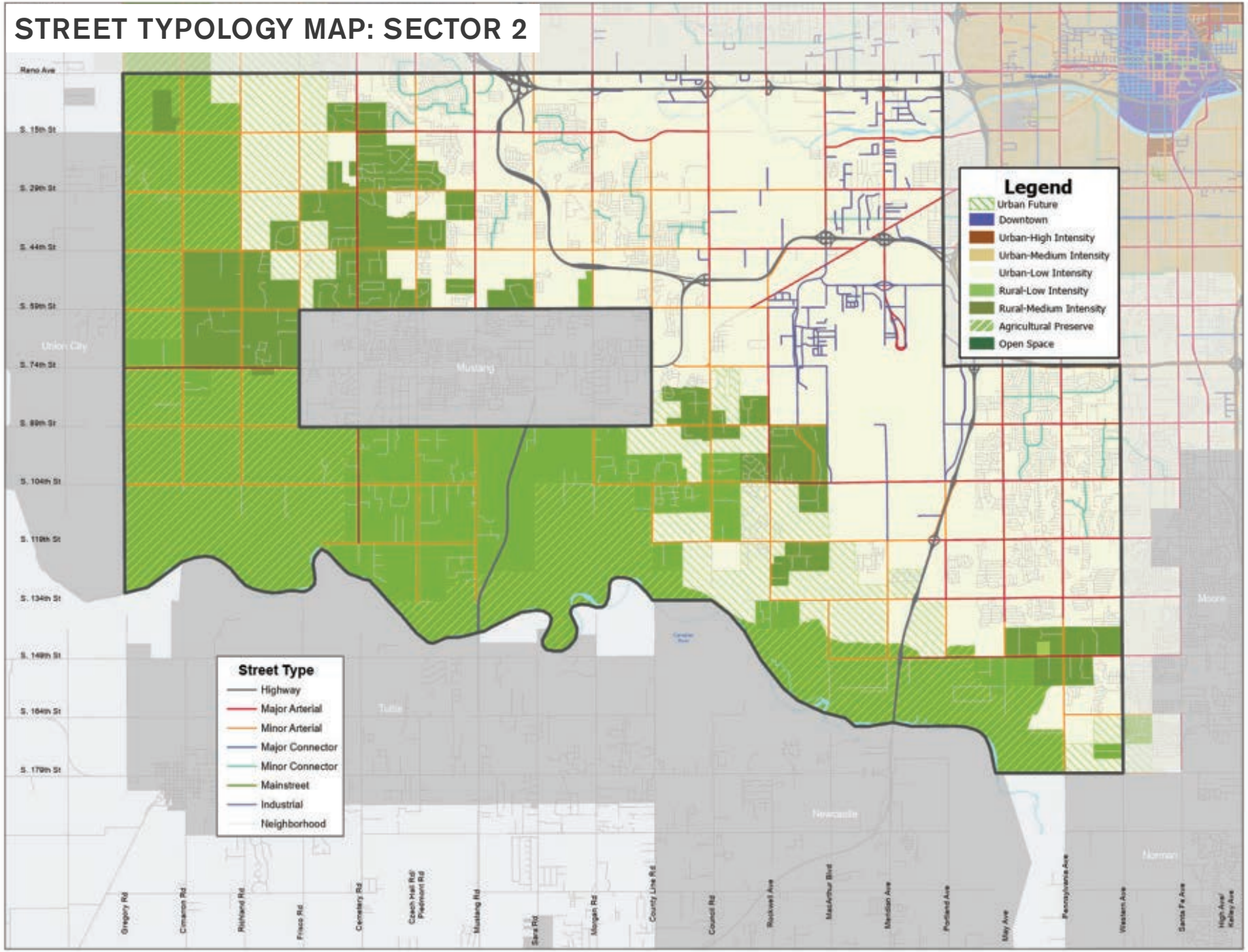
STREET TYPOLOGY SECTOR MAP



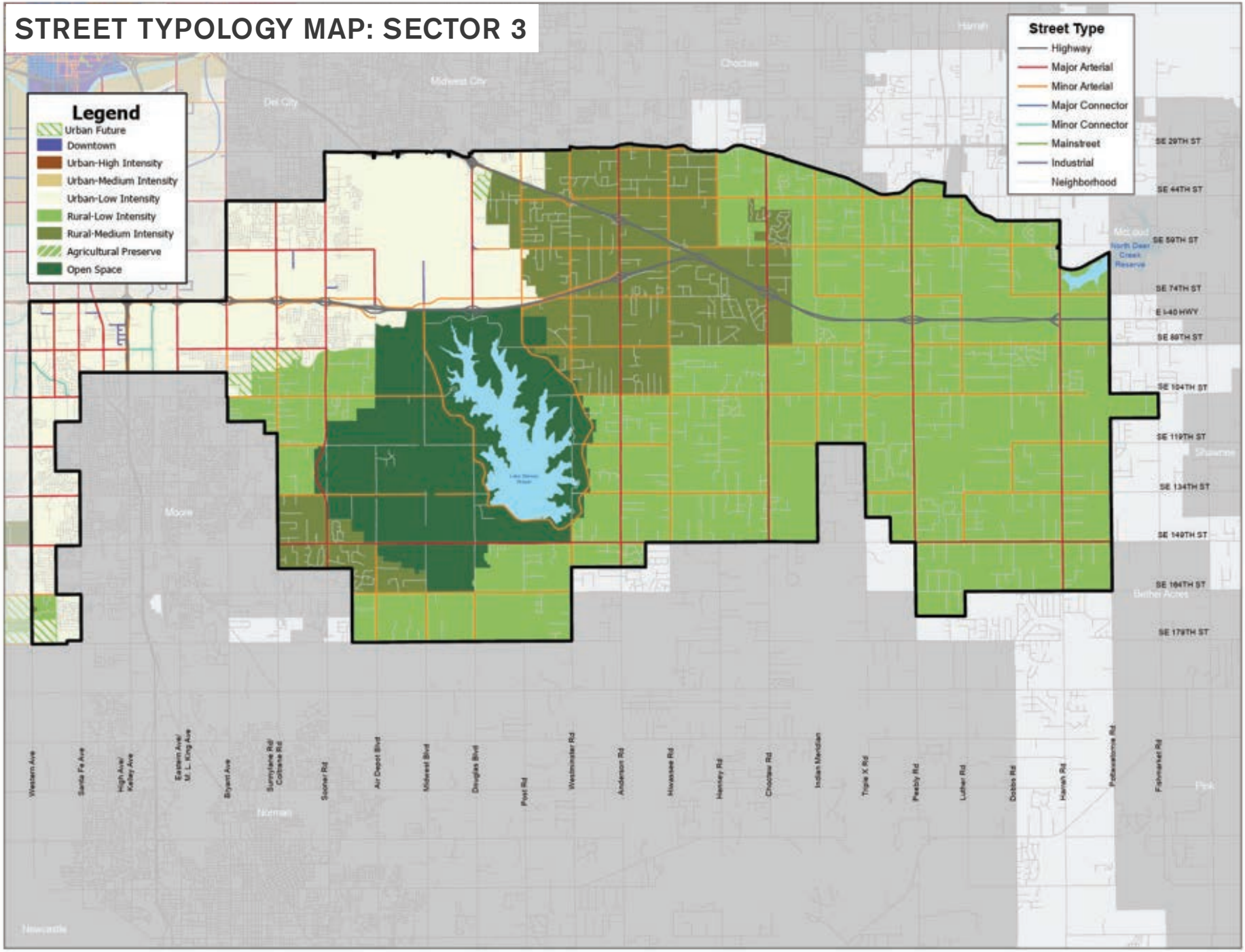
STREET TYPOLOGY MAP: SECTOR 1



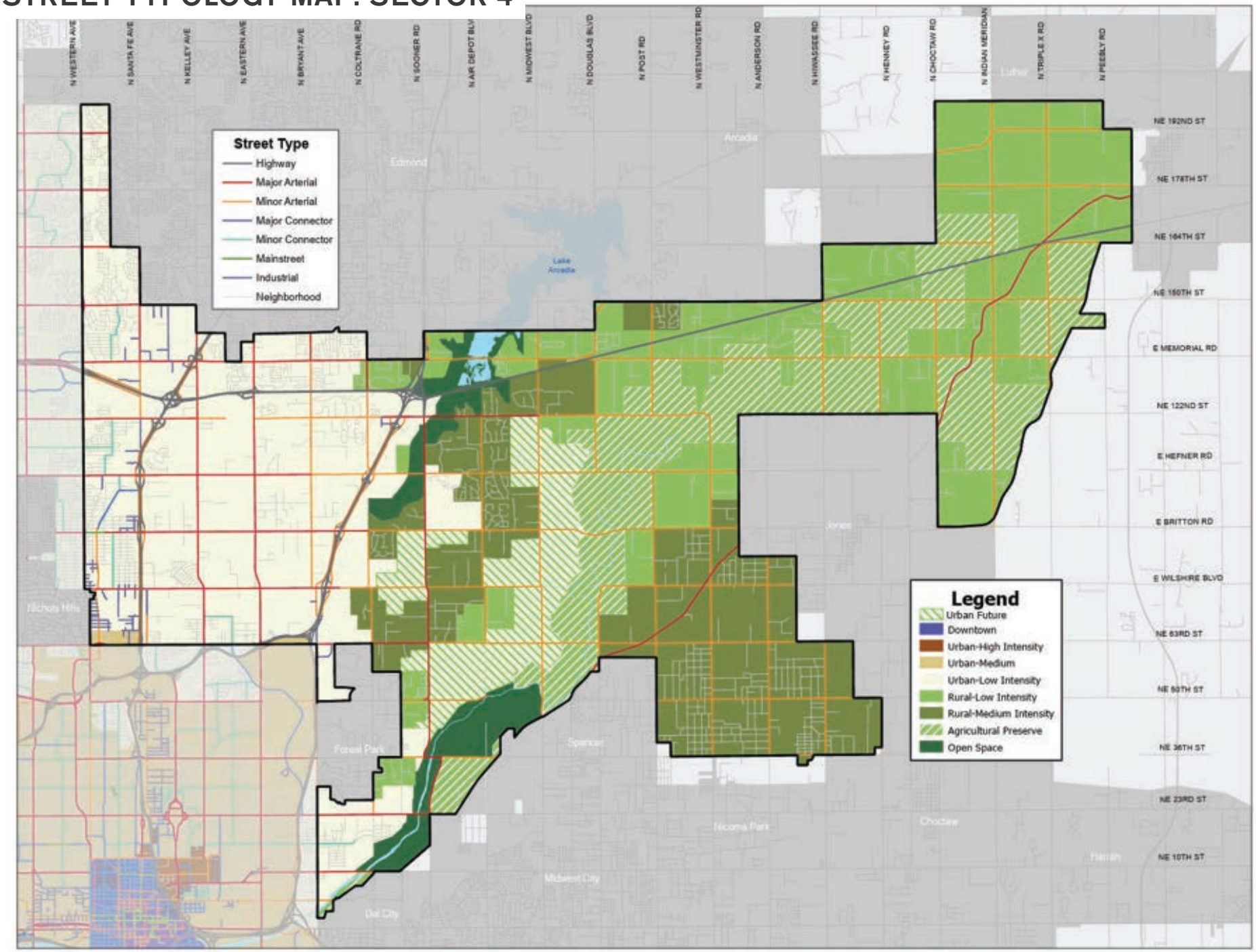
STREET TYPOLOGY MAP: SECTOR 2



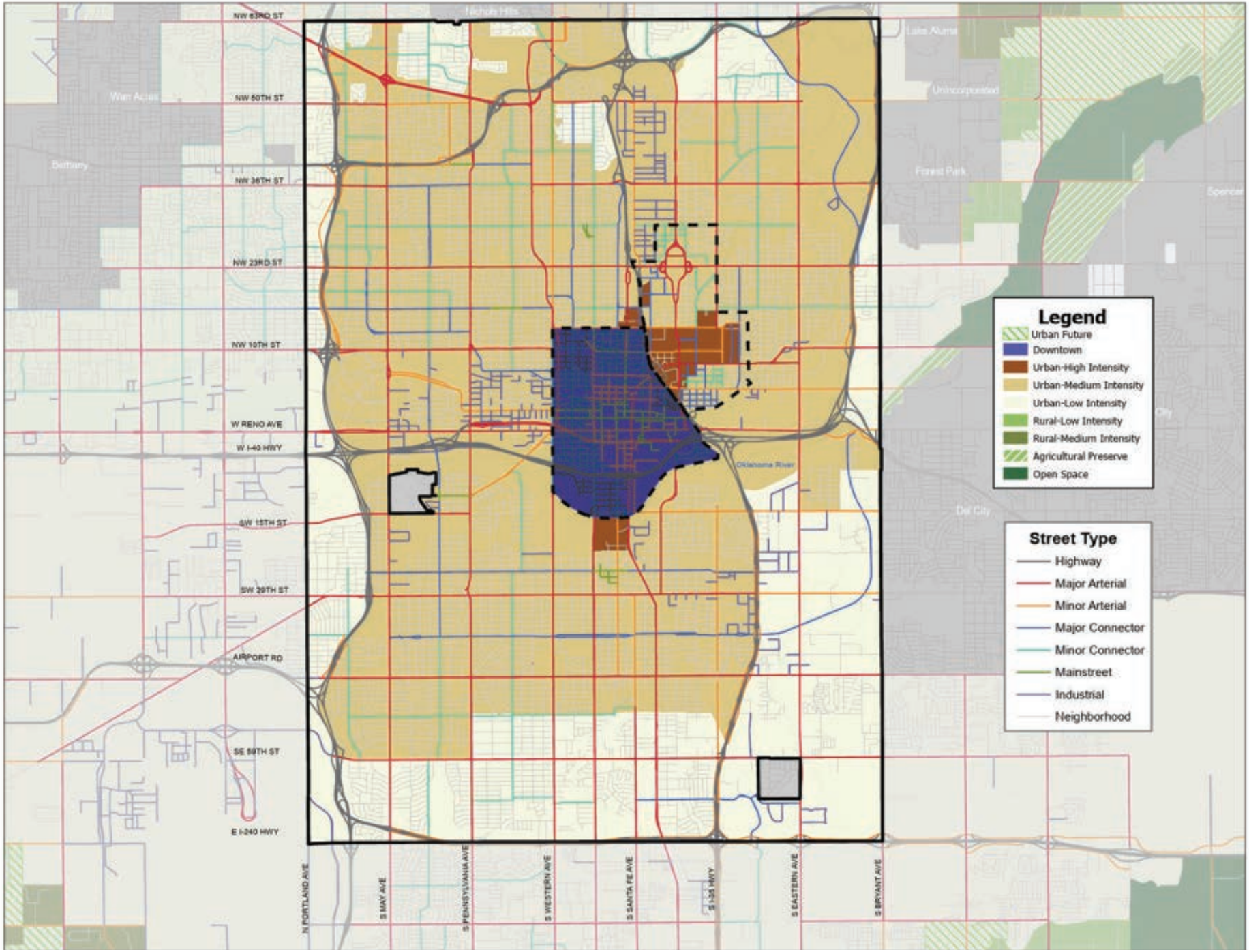
STREET TYPOLOGY MAP: SECTOR 3



STREET TYPOLOGY MAP: SECTOR 4



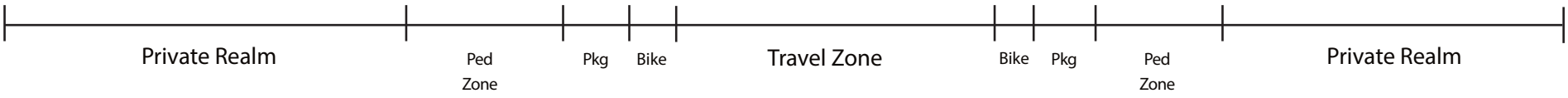
STREET TYPOLOGY MAP: SECTOR 5



URBAN HIGH INTENSITY (UH)

Minor Arterial | Major Arterial





	UH Minor Arterial		UH Major Arterial	
Travel Zone				
Travel Lanes:	Typically 2 to 4		Typically 2 to 5	
Width:	10 to 12 feet		10 to 12 feet	
Median:	Optional	Minimum 8 feet wide, can be used to control left turn movements.	Optional	Minimum 14 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	12 to 15 feet		12 to 20 feet	
Sidewalk Width:	Minimum 5 feet	Preferred placement at the property line.	Minimum 5 feet	Preferred placement at the property line.
Bicycle Facilities				
Separated Facility:	Minimum 5 feet	Cycle track preferred when limited commercial drive crossings exist.	Minimum 5 feet	Cycle track preferred when limited commercial drive crossings exist.
Bike Lane:	Minimum 5 feet	Bike lanes should be buffered when space allows.	Minimum 5 feet	Bike lanes should be buffered when space allows.
Bike Route / Sharrow:		May be used on streets with insufficient ROW and posted speeds less than 35 mph.		May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	Should be allowed		Should be allowed	
Transit				
Bus Stops:	Bus shelters are preferred. Signed stops may be adequate in low use areas.		Bus shelter preferred.	
Access Management				
Driveways:	Should not be allowed in intersection functional area. Adequate commercial driveway throat length required to allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.		Should not be allowed in intersection functional area. Adequate commercial driveway throat length should allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Retail, Office, Residential		Residential, Office, Retail	
Secondary:	Industrial		Industrial	
Building Orientation:	To the street or side		To the street	
Setbacks:	Typically 20 feet or greater from back of curb		Typically 20 feet or greater from back of curb	

URBAN HIGH INTENSITY (UH)

Neighborhood	Major or Minor Connector



Private Realm | Ped Zone | Pkg | Travel Zone | Bike | Pkg | Ped Zone | Private Realm

	UH Neighborhood		UH Major or Minor Connector	
Travel Zone				
Travel Lanes:	Typically 2		Typically 2	
Width:	10 to 11 feet		10 to 12 feet	
Median:	Optional		Optional	Minimum 8 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	10 to 15 feet		12 to 20 feet	
Sidewalk Width:	Minimum 4 feet	Preferred placement at the property line.	Minimum 5 feet	Preferred placement at the property line.
Bicycle Facilities				
Bike Lane:	N/A		Minimum 5 feet	Bike lanes preferred; buffered when space allows.
Bike Route / Sharrow:	N/A	May be used to direct cyclists through neighborhoods.		May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	Preferred-both sides		Preferred	
Transit				
Bus Stops:	N/A		Bus shelter preferred. Signed stops are allowed in low use areas.	
Access Management				
Driveways:	Should not be allowed in intersection functional area. Shared driveways and alleys should be used to reduce curb cuts.		Should not be allowed in intersection functional area. Adequate commercial driveway throat length should allow traffic to move off the roadway. Shared driveways and alleys should be used to reduce curb cuts.	
Land Use				
Primary:	Residential		Residential, Office, Retail	
Secondary:	Retail, Office		Industrial	
Building Orientation:	To the street		To the street or side	
Setbacks:	Typically 15 feet or greater from back of curb		Typically 25 feet or greater from back of curb	

MAJOR CONNECTOR

Urban Low Intensity (UL)	Urban Medium Intensity (UM)

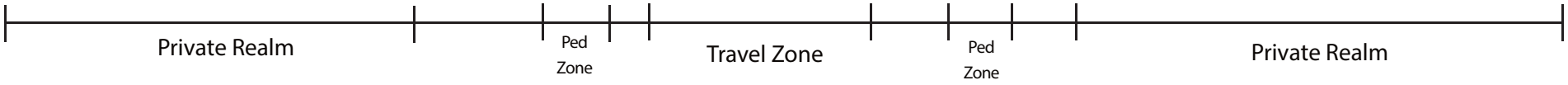


	Urban Low Major Connector		Urban Medium Major Connector	
Travel Zone				
Travel Lanes:	Typically 2		Typically 2	
Width:	10 to 12 feet		10 to 12 feet	
Median:	Optional	Minimum 8 feet wide, can be used to control left turn movements.	Optional	Minimum 8 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	10 to 12 feet		10 to 12 feet	
Sidewalk Width:	Minimum 5 feet	Preferred placement at the property line.	Minimum 5 feet	Preferred placement at the property line.
Bicycle Facilities				
Bike Lane:	Minimum 5 feet	Buffered lanes preferred where space allows.	Minimum 5 feet	Buffered lanes preferred where space allows.
Bike Route / Sharrow:		May be used on streets with insufficient ROW and posted speeds less than 35 mph.		May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	Should be allowed	Limited to one side of the street.	Should be allowed	Limited to one side of the street.
Transit				
Bus Stops:	Signed bus stops are sufficient		Bus shelter preferred at high-use stops. Signed bus stops allowed in low use areas.	
Access Management				
Driveways:	Should not be allowed in intersection functional area.		Should not be allowed in intersection functional area.	
	Adequate commercial driveway throat length should allow traffic to move off the roadway.		Adequate commercial driveway throat length should allow traffic to move off the roadway.	
	Shared driveways should be used to reduce curb-cuts.		Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Residential, Office		Residential, Office	
Secondary:	Retail, Industrial		Retail, Industrial	
Building Orientation:	To the street or side		To the street	
Setbacks:	Typically 25 feet or greater from back of curb		Typically 25 feet or greater from back of curb	

MINOR CONNECTOR

Urban Low Intensity (UL)	Urban Medium Intensity (UM)





	Urban Low Minor Connector		Urban Medium Minor Connector	
Travel Zone				
Travel Lanes:	Typically 2 lanes		Typically 2 lanes	
Width:	10 to 12 feet		10 to 12 feet	
Median:	Optional	Minimum 8 feet wide, can be used to control left turn movements.	Optional	Minimum 8 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	10 to 12 feet		10 to 12 feet	
Sidewalk Width:	Minimum 4 feet	Preferred placement at the property line.	Minimum 4 feet	Preferred placement at the property line.
Bicycle Facilities				
Bike Lane:	N/A			
Bike Route / Sharrow:	Appropiate	May be used to direct cyclist through neighborhoods.	Appropiate	May be used to direct cyclist trhough neighborhoods.
Parking				
On-Street Parking:	Should be allowed		Should be allowed	
Transit				
Bus Stops:	N/A		N/A	
Access Management				
Driveways:	Should not be allowed in intersection functional area.		Should not be allowed in intersection functional area. Adequate commercial driveway throat length should allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Residential		Residential, Office	
Secondary:	Retail		Office, Industrial	
Building Orientation:	To the street or side		To the street or side	
Setbacks:	Typically 25 feet or greater from back of curb		Typically 20 feet or greater from back of curb	

MAJOR ARTERIAL

Urban Low Intensity (UL)

Urban Medium Intensity (UM)

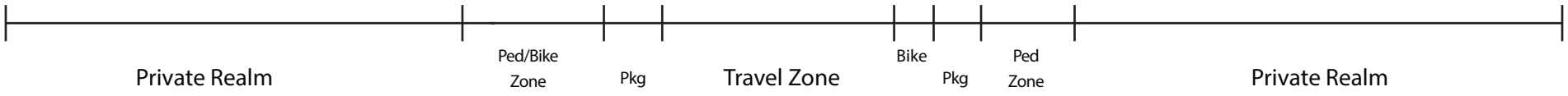


	Urban Low Major Arterial		Urban Medium Major Arterial	
Travel Zone				
Travel Lanes:	Typically 3 to 5		Typically 3 to 4	
Width:	10 to 13 feet		10 to 12 feet	
Median:	Optional	Minimum 14 feet wide, can be used to control left turn movements.	Optional	Minimum 14 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	14 to 20 feet		10 to 16 feet	
Sidewalk Width:	Minimum 5 feet	Preferred placement at the property line.	Minimum 5 feet	Preferred placement at the property line.
Bicycle Facilities				
Separated Facility:	8 to 12 feet	Multi-use path preferred when limited commercial drive crossings exist.	8 to 12 feet	Multi-use path preferred when limited commercial drive crossings exist.
Bike Lane:	not appropriate		Minimum 5 feet	Bike lanes preferred; buffered when space allows.
Bike Route / Sharrow:	not appropriate			May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	No		Appropriate	May be used, to be limited to one side of the street.
Transit				
Bus Stops:	Signed bus stops are sufficient. Bus shelters may be needed in high use areas near employment centers or high density housing.		Bus shelter preferred at high-use stops. Signed bus stops allowed in low use areas.	
Access Management				
Driveways:	Should not be allowed in intersection functional area.		Should not be allowed in intersection functional area.	
	Adequate commercial driveway throat length needed to allow traffic to move off the roadway.		Adequate commercial driveway throat length needed to allow traffic to move off the roadway.	
	Shared driveways should be used to reduce curb-cuts.		Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Retail, Office		Residential, Office, Retail	
Secondary:	Industrial		Industrial	
Building Orientation:	To the street or side		To the street	
Setbacks:	Typically 30 feet or greater from back of curb		Typically 20 feet or greater from back of curb	

MINOR ARTERIAL

Urban Low Intensity (UL) | Urban Medium Intensity (UM)



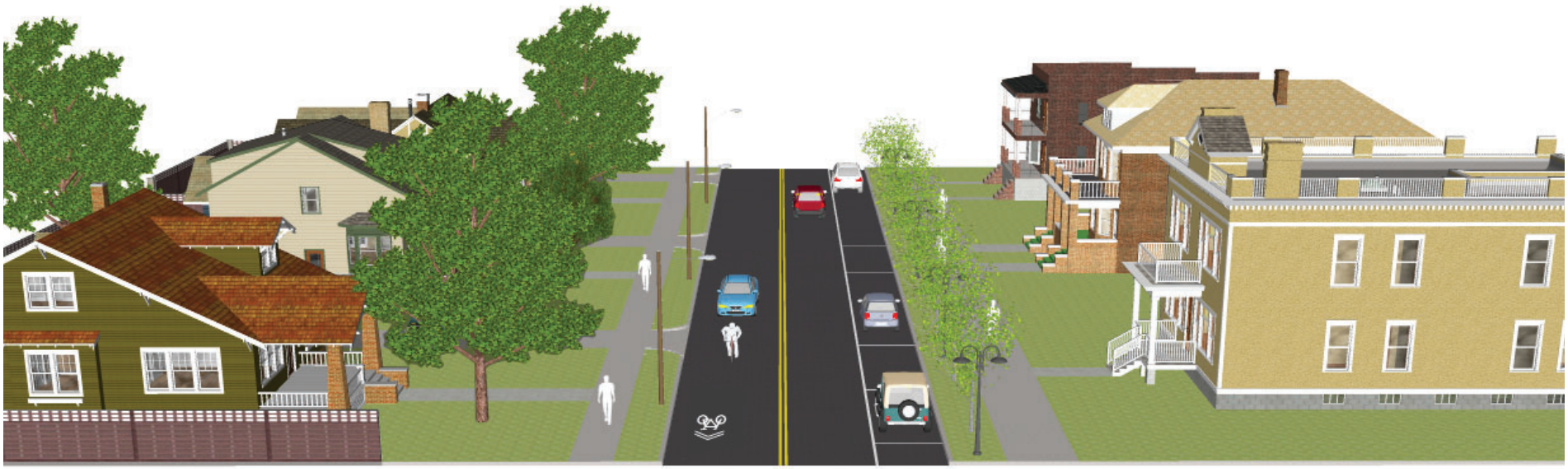


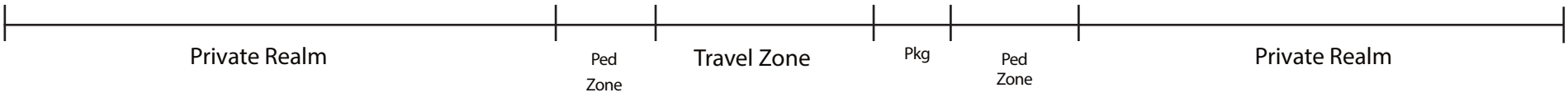
	Urban Low Minor Arterial		Urban Medium Minor Arterial	
Travel Zone				
Travel Lanes:	Typically 2 to 5		Typically 2 to 3	
Width:	10 to 13 feet		10 to 12 feet wide	
Median:	Optional	Minimum 8 feet wide, can be used to control left turn movements.	Optional	Minimum 8 feet wide, can be used to control left turn movements.
Pedestrian Zone				
Total Width:	12 to 15 feet		12 to 15 feet	
Sidewalk Width:	Minimum 5 feet.	Preferred placement at the property line.	Minimum 5 feet.	Preferred placement at the property line.
Bicycle Facilities				
Separated Facility:	8 to 12 feet	Multi-use path preferred when limited commercial drive crossings exist.	8 to 12 feet	Multi-use path preferred when limited commercial drive crossings exist.
Bike Lane:	Minimum 5 feet	Bike lanes should be buffered when space allows.	Minimum 5 feet	Bike lanes preferred; buffered when space allows.
Bike Route / Sharrow;	Not appropriate			May be used on streets with insufficient ROW and posted speeds less than 35 mph.
Parking				
On-Street Parking:	Appropriate	Should be limited to low volume streets.	Appropriate	
Transit				
Bus Stops:	Signed bus stops are sufficient. Bus shelters may be needed in high use areas near employment centers or high density residential.		Bus shelter preferred.	
Access Management				
Driveways:	Should not be allowed in intersection functional area.		Should not be allowed in intersection functional area.	
	Adequate commercial driveway throat length needed to allow traffic to move off the roadway.		Adequate commercial driveway throat length needed to allow traffic to move off the roadway.	
	Shared driveways should be used to reduce curb-cuts.		Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Retail, Office		Residential, Office, Retail	
Secondary:	Industrial		Industrial	
Building Orientation:	To the street or side		To the street	
Setbacks:	Typically 30 feet or greater from back of curb		Typically 20 feet or greater from back of curb	

NEIGHBORHOOD

Urban Low Intensity (UL)

Urban Medium Intensity (UM)





	Urban Low Neighborhood Street		Urban Medium Neighborhood Street	
Travel Zone				
Travel Lanes:	Typically 2 lanes		Typically 2 lanes	
Width:	10 to 13 feet		10 to 12 feet	
Median:	Optional		Optional	
Pedestrian Zone				
Total Width:	10 to 12 feet		10 to 12 feet	
Sidewalk Width:	Minimum 4 feet	Preferred placement at the property line.	Minimum 4 feet	Preferred placement at the property line.
Bicycle Facilities				
Separated Facility:	N/A		N/A	
Bike Lane:	N/A		N/A	
Bike Route / Sharrow:	Appropriate	May be used to direct cyclists through neighborhoods.	Appropriate	May be used to direct cyclists through neighborhoods.
Parking				
On-Street Parking:	Appropriate		Preferred	
Transit				
Bus Stops:	N/A		N/A	
Access Management				
Driveways:	Should not be allowed in intersection functional area.		Should not be allowed in intersection functional area. Adequate commercial driveway throat length should allow traffic to move off the roadway. Shared driveways should be used to reduce curb-cuts.	
Land Use				
Primary:	Residential		Residential, Office, Retail	
Secondary:	Office		Industrial	
Building Orientation:	To the street or side		To the street or side	
Setbacks:	Typically 25 feet or greater from back of curb		Typically 20 feet or greater from back of curb	

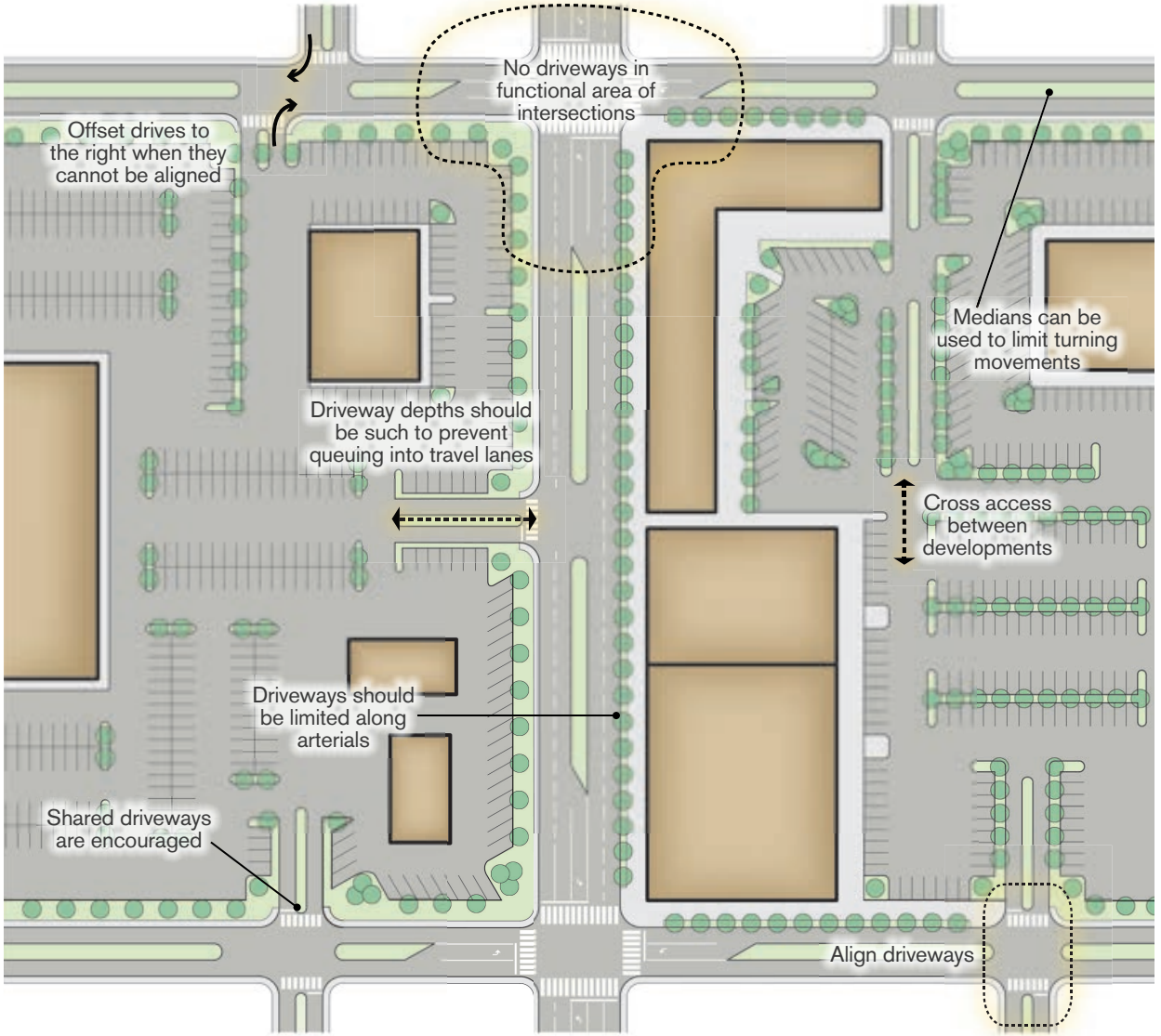
Access Management Focus Areas

The purpose of access management is to provide vehicular access to developed land in a manner that preserves the safety and efficiency of the transportation system. The land use context, the functional intent of the road, and the engineering constraints of each project influence the specific access management techniques for any given project.

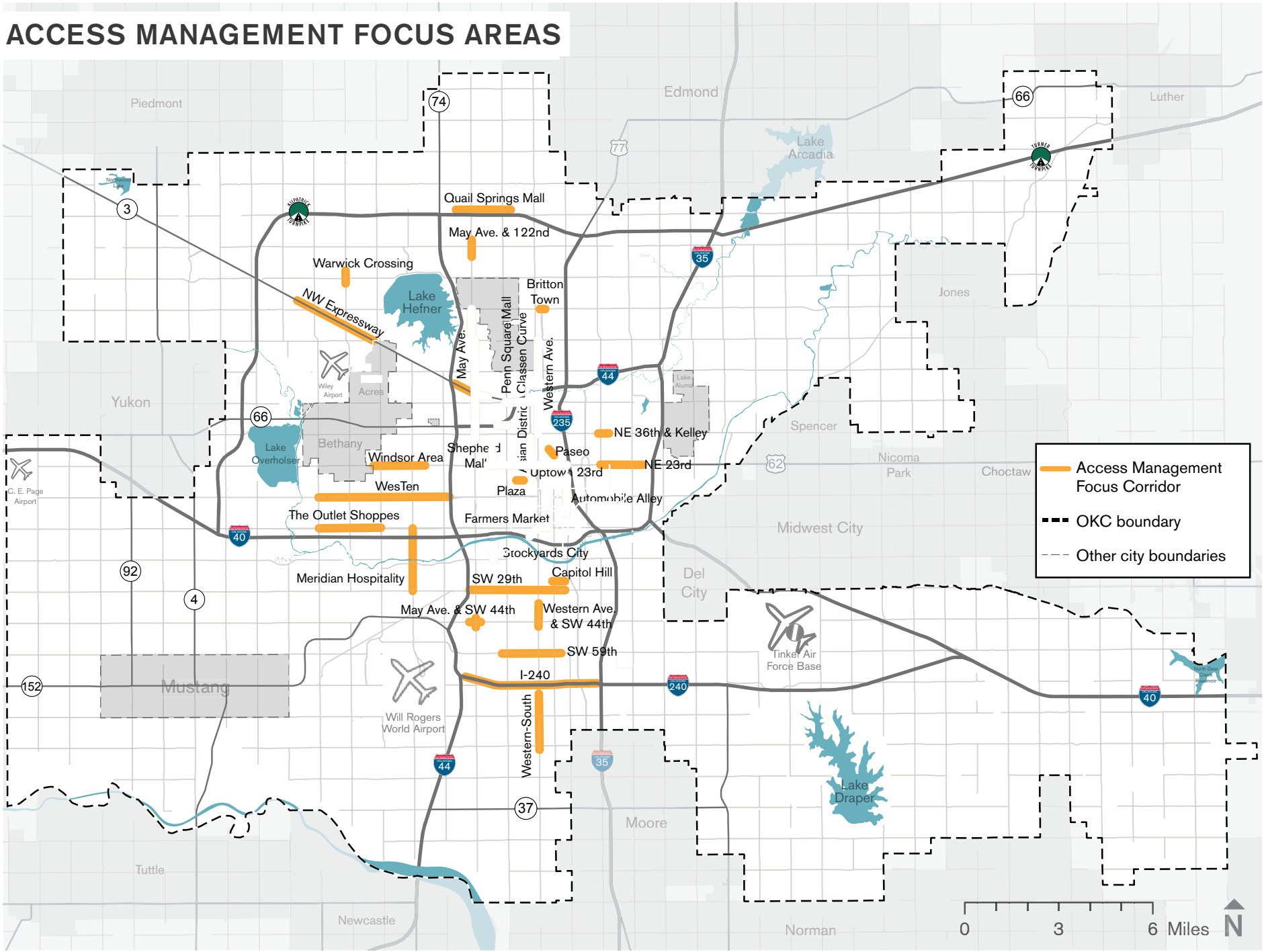
In the areas indicated on the map it is anticipated that retail uses will be increased. Good access management is important across the city, but even more so in these commercial areas of high activity where vehicle and pedestrian safety, comfort, and circulation are crucial. Access should be taken from the intersecting Connector and Neighborhood streets. Cross access connections between uses are encouraged. When developments mid-block have to access the arterial, long shared-drives should be used. These reduce the number of places that traffic must slow for turning and allows multiple cars to safely exit the roadway into the parking lot before becoming backed up by turning movements in the parking lot.

ACCESS MANAGEMENT DIAGRAM

Example highlighting access management techniques which will help maintain traffic flow and increase safety.



ACCESS MANAGEMENT FOCUS AREAS



Data source: OKC Retail Plan, Planning Dept.

Retail Nodes & Corridors

Oklahoma City seeks to develop a robust retail sector to generate the sales tax levels and growth needed to fund quality services for its residents and businesses for years to come. In addition, residents and businesses need healthy retail nodes and corridors to meet their needs for goods and services and to enhance the quality of surrounding neighborhoods. The following goals and policies are applicable to existing retail nodes and corridors within Oklahoma City. They will serve to maintain, and in many cases, revitalize important retail concentrations over the long term.

Key Land Use Goals

The following are the City's main land use goals related to the city's retail nodes and corridors:

- Develop Downtown as a regional retail center.
- New regional retail should be clustered in existing regional nodes, which are immediately accessible by major highway interchanges. These nodes are identified on the Land Use Typology Area map as Regional Districts.
- New community-scale retail should be concentrated in nodes rather than in a linear pattern along highway or arterial corridors.
- The oversupply of older retail space should be reduced by re-purposing space for new retail opportunities or for other uses.

Policy Frameworks

Major nodes and corridors are categorized into one of three possible policy frameworks: **re-vision**, **revitalize**, or **reaffirm**. These were developed to provide context and guide retail policy and implementation tools. Proposals for investment in retail nodes and corridors should receive greater weight, as these areas are critical for the health of surrounding neighborhoods and the City's fiscal health. Investment could be in the form of infrastructure, amenities, further planning, or other technical assistance/capacity building.

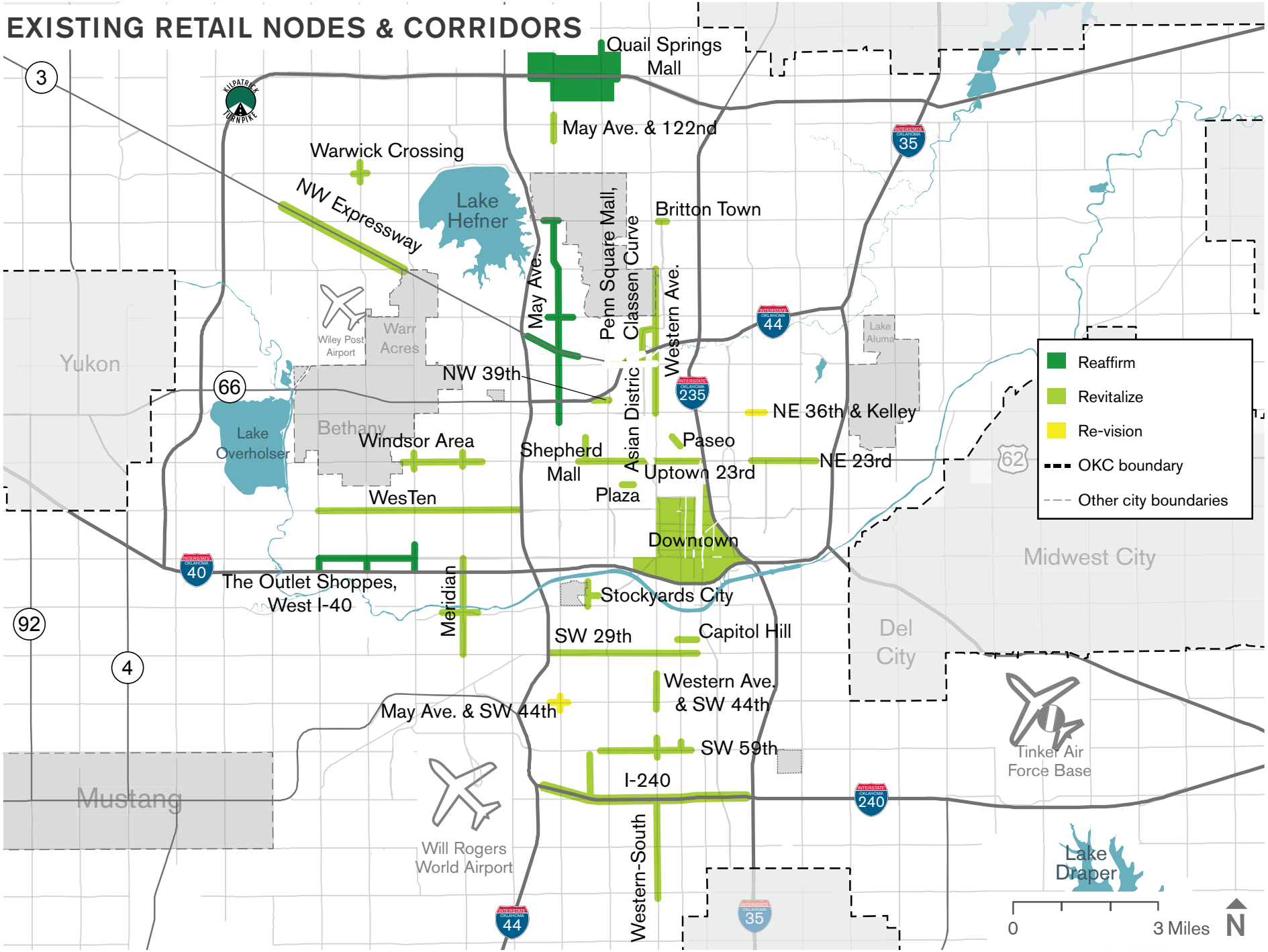
- **Re-vision:** These nodes or corridors have significant challenges related to transportation and physical building quality and perform lowest on a sales per square foot basis. They require significant replacement of outmoded retail into other land uses to reduce the oversupply of retail space in these areas and provide additional demand for remaining retail. Based on the physical obsolescence of many of these areas, the focus should be on redevelopment.
- **Revitalize:** These areas generally do not require wholesale changes in uses, but rather, help strengthening existing retail uses through re-tenanting of vacant space, the elimination of retail space to "right size" the node or corridor, landscape and beautification efforts, façade programs, business coordination, and the introduction of new complementary land uses.
- **Reaffirm:** These nodes and corridors perform at the high end of the sales per square foot range and generally feature well-maintained retail centers and commercial property. The goal for these nodes and corridors is to maintain relevance over the long-term in an increasingly competitive retail environment. Actions to maintain and enhance performance in these areas include attracting new or "one-in-the-market" tenants, assembling under-utilized land to open up expansion opportunities, establishing land use controls to restrict further expansion of linear "strip" development along corridors, and general landscape and beautification efforts.

The table below displays the general policies applicable to each of the frameworks described above. The table indicates what policies are most appropriate or may be most effective in areas needing either re-visioning, revitalization, or reaffirmation.

POLICIES FOR EXISTING RETAIL NODES & CORRIDORS

Policy	Re-vision	Revitalize	Reaffirm
Facilitate expansion opportunities for new retail.			■
Integrate complementary uses such as office and multifamily housing.		■	■
Reinforce, change, or create branding as appropriate.		■	■
Maintain community scale retail in nodes rather than allowing linear expansion.		■	■
Upgrade streetscapes for visual coherency and place quality.		■	■
Re-tenant viable, vacant space.		■	■
Ensure good street connectivity between and within existing and future centers, and retrofit for connectivity as appropriate.	■	■	■
Create or enhance pedestrian connections between buildings and centers.	■	■	■
Undertake landscaping and beautification efforts to enhance the customer experience.	■	■	■
Improve facades and design quality.	■	■	
Create or enhance visual coherency through signage.	■	■	
Seek redevelopment of non-viable space.	■	■	
Limit or reduce curb cuts by encouraging shared entrances.	■	■	
Create small area plans.	■	■	
Replace outmoded retail with other land uses.	■		
Consolidate retail into cohesive centers.	■		

EXISTING RETAIL NODES & CORRIDORS



Data source: OKC Retail Plan, Planning Dept.

Capital Improvement Planning

The City uses the data presented in this section to inform decisions about allocation of resources to improve infrastructure and fixed assets. The policy of the City is to guide the location and timing of development through the proactive and strategic installation of infrastructure in order to ensure an efficient development pattern. The materials in this section help create consistency between the City's Capital Improvement Plan (CIP) and plan**okc**. The following table summarizes both the Current Conditions and the Criteria for Prioritization decisions about capital improvement projects in six major areas: sanitary sewer; water; fire; parks; streets; and sidewalks. The Current Conditions column acts as a legend for the maps that follow, which display the availability of major infrastructure. The Criteria for Prioritization column is used in the process of evaluating projects and allocating funding to match infrastructure with needs.

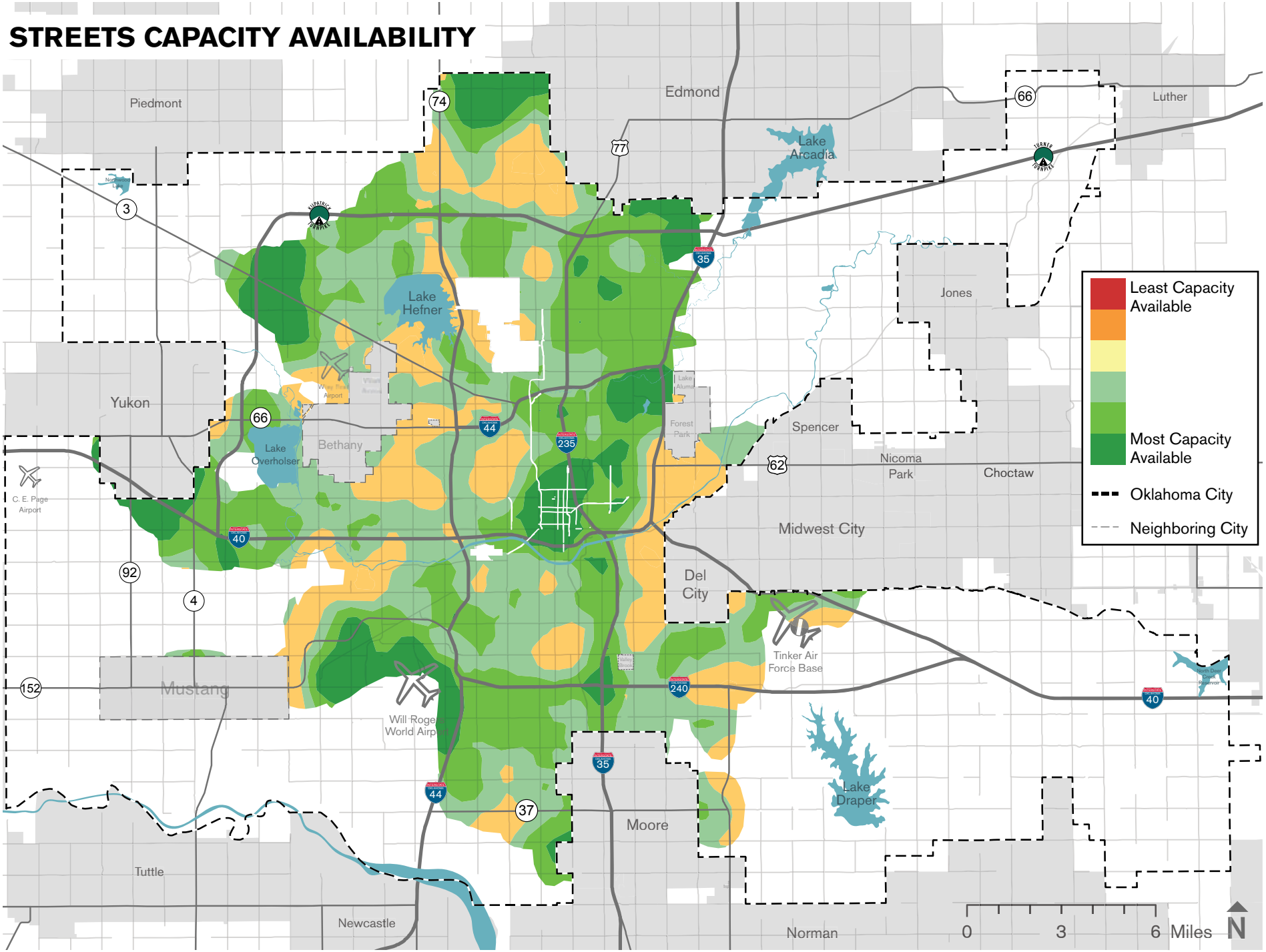
64% of residents support focusing City resources on developing areas where infrastructure already exists.

- plan**okc** ***Citizen Survey*** (2013)

	CURRENT CONDITIONS	CRITERIA FOR PRIORITIZATION (Ranked by Priority, 1 being highest priority)
Sanitary Sewer	The analysis of sanitary sewer need is illustrated on page .8 It includes the following categories: Dark Green = Fully served areas (within 1/8th of a mile of a sewer line). Light Green = Within 1/2 mile of a downstream main; or within sewer sheds that are efficient to serve. Yellow = Within open shed or partially open shed. Need for new capital investment to open entirely to new development. Orange = Potential long-term connectivity to the overall system based on significant capital investment to expand infrastructure. Red = Need for major investment on the scale of lift stations or a new wastewater treatment plant.	1. Coordination with other Primary Services – If sewer is preventing urbanized development in areas already serviced by fire or water, then expand to provide efficiencies between all utilities. 2. Urban Growth Areas – Prioritize areas designated for urban growth as defined by the Urban – Low Intensity and Urban Future land use typology areas (Urban Future to open to urban development only through amendment to plan**okc**). 3. Development Velocity – Prioritize areas where expansion of services will serve many potential new developments in the short-term as opposed to a single development.
Water	The analysis of water service need is illustrated on page 86. It includes the following categories: Dark Green = Served. Light Green = Close proximity to fully looped, well-connected portions of water network Yellow = Potential connectivity – likelihood of good pressure without substantial boosting. Orange = Potential connectivity – need to determine if pressure will be sufficient or whether a booster station is required. Red = Not efficient to serve based on distance from water source and the number of areas of the city that have better connectivity and service potential.	1. Coordination with other Primary Services – If water is preventing urbanized development in areas already serviced by fire or sewer, then expand to provide efficiencies between all utilities. 2. Low Pressure Urbanized Areas – Areas with lower pressure that are targeted for infill growth that may stress overall capacity of the network. 3. Development Velocity – Prioritize areas where expansion of services will serve many potential new developments in the short-term as opposed to a single development. 4. Urban Growth Areas – Prioritize areas designated for urban growth as defined by the Urban – Low Intensity and Urban Future land use typology areas (Urban Future to open to urban development only through amendment to plan**okc**.)

	CURRENT CONDITIONS	CRITERIA FOR PRIORITIZATION (Ranked by Priority, 1 being highest priority)
Fire	The analysis of fire service need is illustrated on page 87. It includes the following categories: Green = Less than 300 seconds of travel time (target urban service level) from a station in an urban LUTA. Yellow = Less than 390 seconds of travel time (target rural service level) from a station. Red = Longer service times than urban or rural targets.	1. Coordination with other Primary Services – Prioritize expanding where fire service lags other urbanized services. 2. Urban Growth Areas – Prioritize areas designated for urban growth as defined by the land use plan. 3. Development Velocity – Prioritize areas where expansion of services will serve many potential new developments in the short-term as opposed to a single development.
Streets Capacity	The analysis of street service is illustrated on page 129. It includes the following categories based on modeled existing traffic: Dark Green = Most unused existing capacity. Light Green = Progressively less extra capacity as the green lightens. Yellow = Small amounts of unused capacity. White = Undeveloped or rural areas where the scale and quality of street service is not well described by urban capacity measures.	1. "Easy" Fixes – Streets where only minor improvements are required to achieve necessary capacity improvements. 2. Network Impact – Prioritize streets that create the greatest improvement in overall connectivity and service to the largest number of people. 3. Development Responsive – Prioritize projects that create necessary capacity expansion in response to ongoing and planned development.
Parks	**Refer to Oklahoma City Parks Master Plan.**	
Sidewalks	**Refer to bikewalkokc for sidewalk infrastructure and improvements.**	
Streets Projects	**Refer to bikewalkokc for multimodal facilities including infrastructure and improvements for bicycles and pedestrians.**	

STREETS CAPACITY AVAILABILITY





sustainokc

future land use

sustainokc

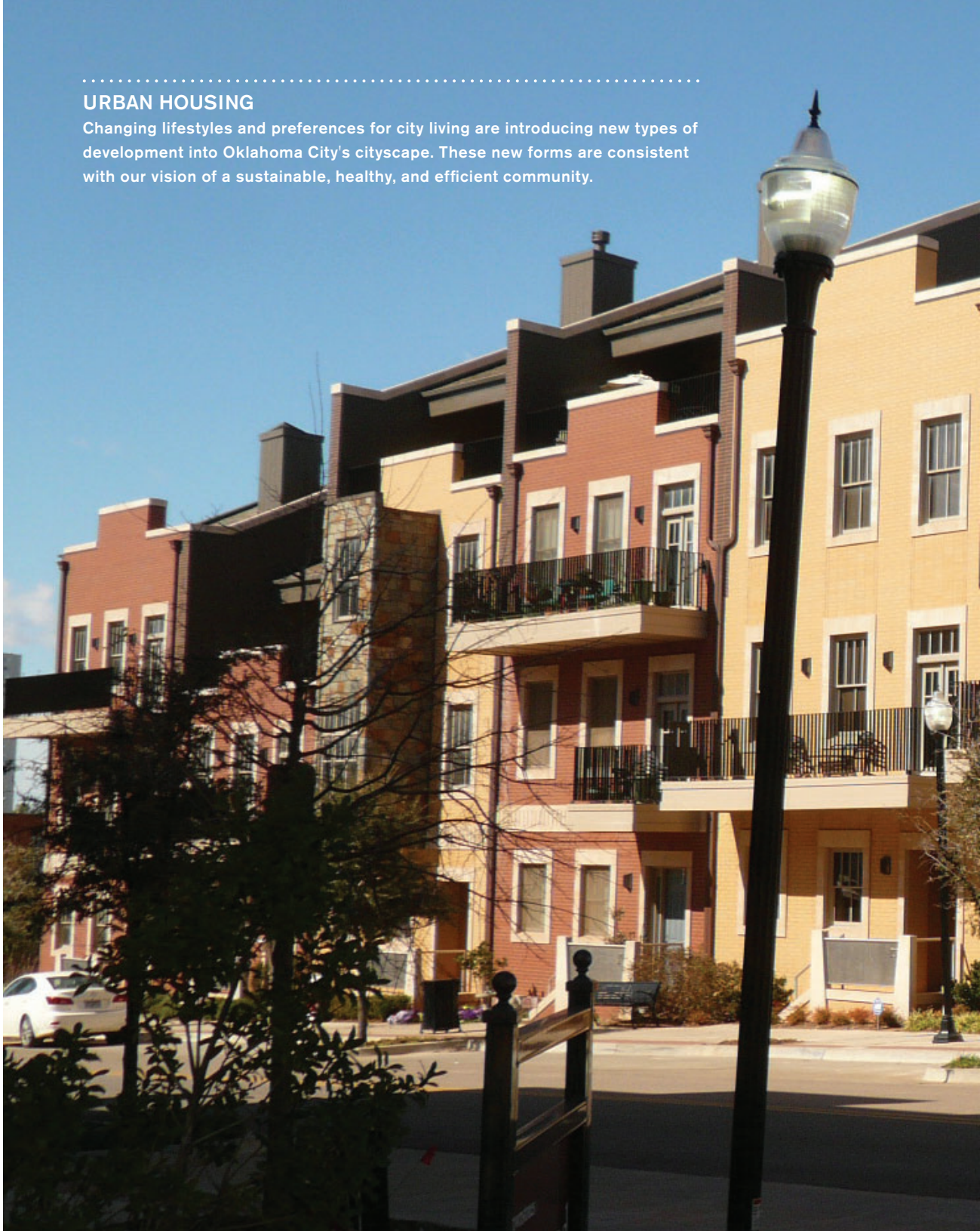
future land use

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URBAN HOUSING

Changing lifestyles and preferences for city living are introducing new types of development into Oklahoma City's cityscape. These new forms are consistent with our vision of a sustainable, healthy, and efficient community.









Our Situation

A comprehensive plan for a city covers many topics, from an overall shared vision of the city's future to the details and specifics of policies that will implement that vision. When people think of a comprehensive plan, they generally think about land use, which is the location and character of land development. A good definition of "city" is a geographic area where people locate together to live and work. This implies both concentration (people being near each other) and variety (land being used for different purposes). Also, the idea of a city carries with it mutual responsibilities: how we use our land affects our immediate neighbors and other members of our community. When we interact with planning on a personal level, it is usually through a zoning case – a proposal by a neighboring landowner or developer to build something that we think might have an impact on our own property, health, safety, or quality of life. Indeed, planning and zoning are at their base efforts to balance the freedom to do anything we want with our own property with our responsibilities to be good neighbors.

Of course, planning in the twenty-first century goes well beyond balancing our freedom as individuals and our responsibilities as members of a community in using land. In plan**okc**, we aspire to build in ways that will maintain and improve the quality, health, and sustainability of our city. Chapter Two presents an overall vision for how the city should develop, based on the input of thousands of citizens and extensive analysis. The new concept of Land Use Typology Areas (LUTAs), which address the overall intensity and character of development, helps implement this vision. The LUTA concept recognizes individual land uses (residential, office, commercial, industrial) and establishes guidelines for how they relate to each other. In the process, LUTAs encourage mixing uses, which in turn produces greater efficiency, flexibility, and vitality.

The individual uses within the large typology areas also have different characteristics and location requirements. This chapter, sustain**okc**, addresses these individual characteristics and the patterns on the land that they produce. The purpose of sustain**okc**, as the future land use element of the comprehensive plan, is to guide future growth and development with the goal of establishing efficient and highly functional land use patterns within the LUTA framework. This element contains goals and initiatives that direct the location, type, intensity, and form of various development types, respecting the characteristics of individual geographic areas. These initiatives also help direct infrastructure needs and investments, capital improvement planning, and redevelopment focuses.

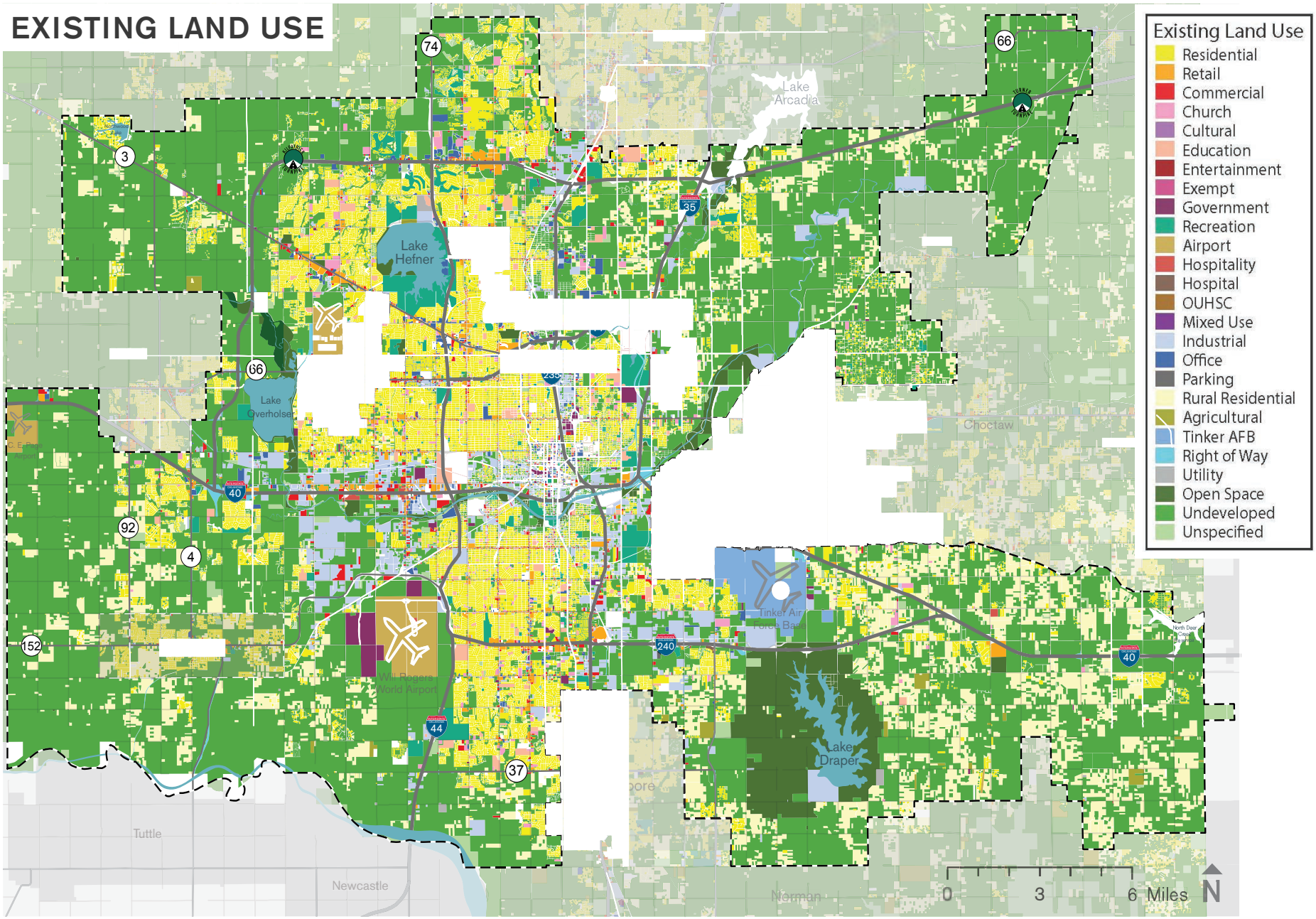
Citywide Development Patterns

In Oklahoma City (and most American cities), development tends to locate in single-use areas, surrounded by similar uses, densities, and buildings. There are at least four powerful reasons for this pattern.

First, developers tend to be specialists in certain project types, each with different practices and economics. For example, single-family home builders focus on doing what they do best, namely building single-family houses. Commercial developers concentrate on building and renting strip centers, and apartment builders build apartments, and generally do not venture out into less familiar waters.

Second, people tend to surround themselves with familiar environments. America is still largely a nation of homeowners, and a family's home is usually its major capital asset. We protect that asset by avoiding uncertainty in the real estate market, instead surrounding ourselves with other homes of similar size and value. This also causes us to put more distance between ourselves and different types of development.

EXISTING LAND USE



Data source: County Assessors, Planning Dept.

EXISTING LAND USE

Most urban residential growth follows the main north-south freeway corridors and the Kirkpatrick Turnpike loop, with very low density development radiating out to the west, northeast and southeast. Commercial and industrial development focuses tightly along major transportation corridors.

ZONING IN OKLAHOMA CITY: A BRIEF REVIEW

Most people relate to "planning" through zoning, and planokc talks a lot about land use and regulations. So it's a good idea to review zoning in general and Oklahoma City's zoning in particular. Our zoning ordinance, like most, divides the city up into districts, each of which has specific requirements that govern development. Most zoning districts have two groups of regulations. One group says what land can be used for. The other group establishes how the land is developed, including items like density, setbacks from property lines, height of buildings, required open space, and minimum lot size.

Our ordinance has several categories of zoning districts: base districts, special purpose districts, and overlay zoning districts. Every parcel in land in the city falls into one of the base districts, which are in turn categorized by the dominant use they allow. We have 26 base districts including agricultural, residential, office, commercial, and industrial types. Each district has different requirements and restrictions, and are generally (but not always) arranged in order of density or intensity of use. For example, we have four industrial districts, arranged from TP (the most restrictive) to I-3 (the least restrictive).

We also have 23 special purpose and overlay districts. These districts are used in specific situations, where the base districts are too general to provide adequate regulation. Some apply to districts with unique characteristics that don't quite appear anywhere else. For example, there are special purpose districts for the riverfront, areas with special urban design requirements, Stockyards City, Uptown, and Classen Boulevard. Others address special uses or environmental conditions like the airport or operations like sale of alcoholic beverages. "Planned Unit Development", which is a special zoning district category that provides an alternative approach to conventional zoning, adds to the complexity.

If this all sounds confusing, it is. Part of the land use concept of planokc is to make zoning easier to understand and make it a better tool to accomplish good things for the city.

Third, contemporary development tends to increase the impact of some land uses on others. For example, as shopping centers, strip centers, and big-box stores became more prevalent, the impacts of traffic, large parking lots, lighting, service areas, and building size also increased. We like the ability to drive to these facilities, but don't like the problems that grow from that convenience. This again causes us to demand greater separation between uses, in turn spreading them further apart and reducing street connections and walkability.

Fourth, land development ordinances encourage separation of uses. Ordinances responded to real and potential land use conflicts by separating different uses into "zones." Each zone has a specific list of permitted uses, with limits on such factors as building height and density. Single-use zoning was a logical response to the demands of constituents. But it also produced a pattern of compartmentalized growth. In Oklahoma City, we have almost fifty different zoning districts, some of which are fashioned around the special characteristics of individual parts of the city like our cultural and historic districts. But, by and large, our ordinances make creative and desirable kinds of development difficult, lacking the flexibility to control potential conflicts in more creative ways.

These forces are strong, and they produce challenges for the city. These include:

- Lower-density, more dispersed urban development that strains the city's operating budget and increases the cost per unit of public safety, water, waste disposal, and transportation services and infrastructure.
- Reduced walkability, affecting public health and fitness by making it more difficult for people to incorporate routine physical activity into their lives.
- More dependence on automobile transportation and increases in the distance of individual trips, affecting emissions levels and making it more difficult for the city to attain air quality standards.





MIXED USE DEVELOPMENT IN OKC

From top, the Paseo Arts District and Automobile Alley

Interestingly, planokc's Housing Demand and Community Appearance surveys indicated a preference for walkable communities that incorporated mixed uses. These preferences appear most pronounced among younger population groups, who display a strong appreciation for urban living. The popularity of districts like the Paseo, Midtown, Automobile Alley, and the Plaza District are expressions of these changing viewpoints.

Land Costs

Economic forces have a major effect on land values and development density. When geographic factors limit the supply of developable land while demand remains strong, land values and density rise. Land becomes too expensive to devote large areas to surface parking and low yields. In Oklahoma City, the supply of land is relatively unlimited and land values in most areas have historically been low. As a result, there has been little economic incentive to build at higher densities or to bear the added cost of building parking structures. This will change in some areas, as amenities like the Bricktown Canal and eventually the Riverfront and MAPS 3 Park generate higher values on nearby land.

Development at the Rural Edge

Growth at the edges of the city has long presented significant challenges in addition to increasing the costs of public services. Oklahoma City has experienced very low density development close to the city but beyond the reach of existing urban infrastructure. This development is usually residential and uses wells for water and self-contained waste treatment methods like septic systems. In many cases, these areas could logically and efficiently be served by extending infrastructure in the future, but their very low density does not support the cost of installing these services. This presents the City with a number of unpalatable choices: 1) It can allow this new growth, effectively blocking future sound urban development; 2) it can prohibit this development, basically telling owners that they will have to wait for years and perhaps decades before being allowed to develop their land; or 3) it can allow premature extensions of services, making everyone pay for the maintenance of infrastructure that will not be fully used for many years.





DEVELOPMENT AT THE EDGES

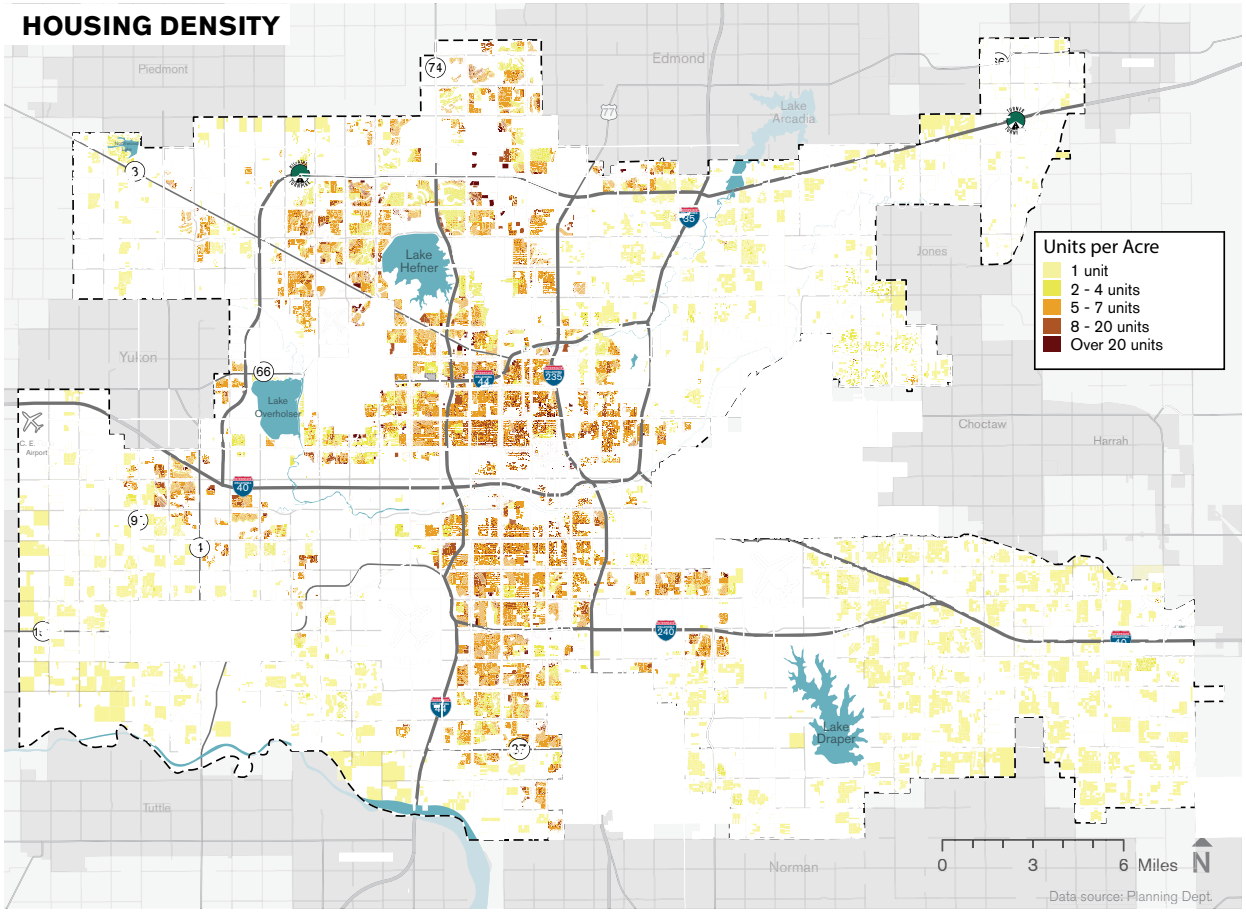
Low-density rural residential development blocks logical directions for future development with urban infrastructure.

While rural residential development near the city is a problem of timing and low density, suburban multi-family growth presents a much different issue. Available land and absence of neighbors who might oppose projects often directs apartment builders to vacant sites on the edge of urban development. These sites often lack access to commercial services, community facilities, and transportation connections that high-density residential projects need.

Zoning and Land Use Regulations

Oklahoma City regulates development with traditional ordinances that have been extensively amended, but are not up to contemporary development needs. The LUTA concept uses character, intensity, and performance as the primary measures of land development. Some of the problems caused by outmoded ordinances that need an overhaul include:

- Overuse of site-specific plan approval methods like Planned Unit Developments that can micro-manage development and prevent desirable flexibility. This occurs when basic zoning ordinances do not offer adequate and reliable standards.
- Obstacles to innovative techniques like low-impact development.
- Fragmented growth and inability to mix uses in creative and flexible ways.
- Subdivisions that lack performance criteria and standards that provide open space, street connectivity, active transportation networks, and variety of uses and densities.





ABOVE: RESIDENTIAL USE BY DENSITY

Distribution of residential uses grouped by density (units per acre) ranges

LEFT: DEVELOPMENT PODS

This square mile in Northwest Oklahoma City has different densities of single-family housing; however, each housing type is in a separated pod that lacks connections to other pods and to schools and community facilities in the area.

Residential Land Use Patterns

More land is devoted to residential use than to any other urban use. Therefore, residential development has a huge influence on the form and physical size of the city. In new development areas, residential development is usually the "pioneer" land use, establishing itself before retail, offices, services, and community facilities. In redevelopment areas, residential is also the typical pioneering use, although public investments like the Bricktown Canal or Core to Shore area's MAPS 3 Park help create conditions that spark new projects. Similarly, patterns of residential development in greenfield, infill, and redevelopment settings will determine if we are able to achieve Chapter Two's vision of an efficient, inclusive, and sustainable Oklahoma City.

To date, though, most new residential development has been built in pods that separate homes of different costs and sizes, and rarely include different types and densities of housing. These separated developments also lack internal connections to each other and to the schools, neighborhood services, and community institutions that should serve them.

Commercial Land Use Patterns

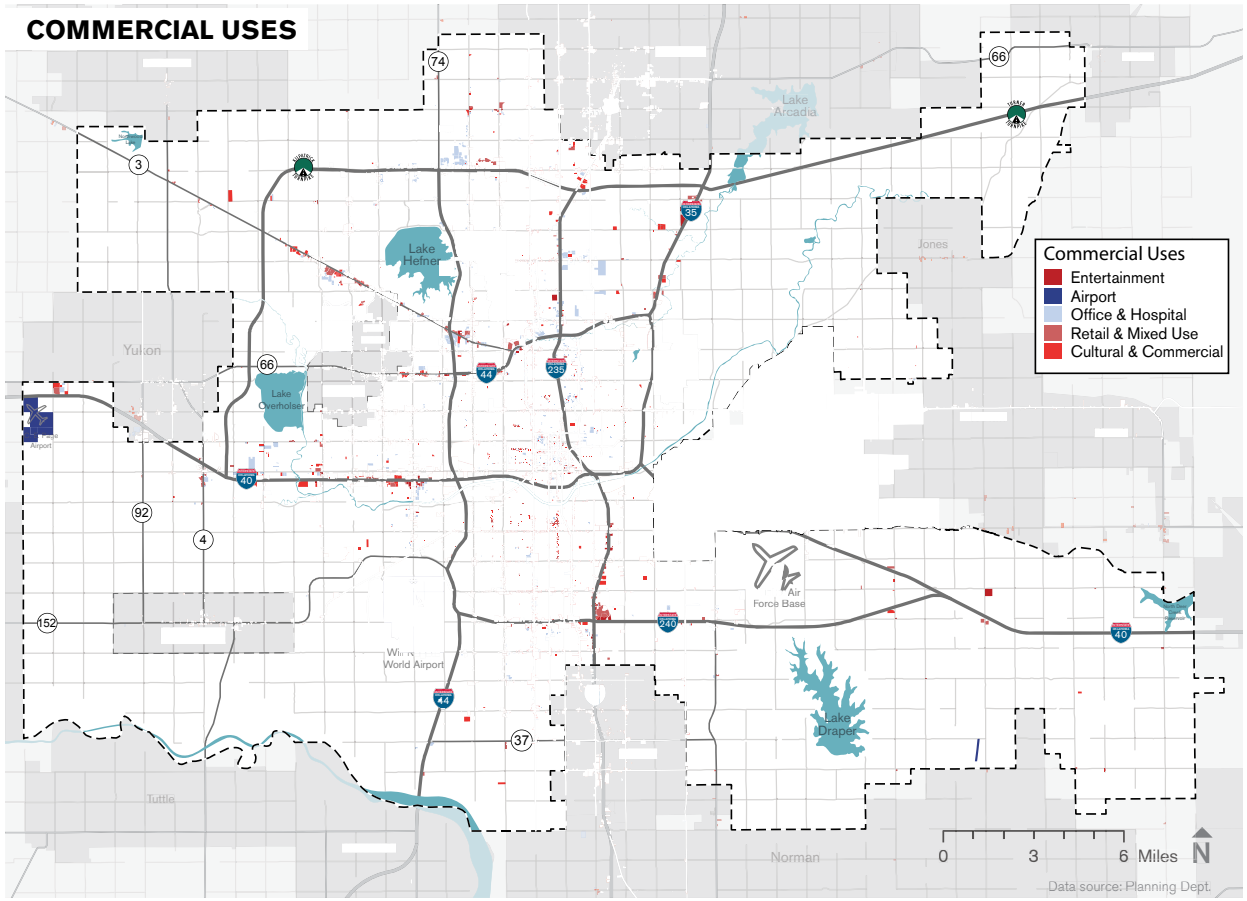
Commercial land uses are just as significant as residential uses in defining the form and image of the city. Retail settings, such as regional malls, grocery stores, neighborhood shopping centers, strips, and special districts often become centers of activity and landmarks in communities. Even more important, the health and prosperity of our commercial areas are fundamental to the City's ability to sustain itself economically. The retail sector is a major source of employment and economic growth, and sales tax revenues are the City's primary source of funds for routine operations and services. Therefore, commercial areas must be capable of serving and attracting customers.

Commercial uses in Oklahoma City generally follow transportation corridors, producing a pattern of linear strip development. This has several undesirable effects, including a large amount of commercial frontage on major streets, extensive areas of adjacency between commercial and residential uses, and a somewhat unplanned distribution of various types of shopping areas. This linear pattern also leads to a number of centers with high vacancy as newer facilities attract customers away from older stores. Continuous commercial use along corridors also discourages other uses such as residential, especially when vacancies increase and building maintenance declines.

But there are also positive trends in the commercial environment. The city has clusters of commercial activity within the linear pattern, which can form the core of mixed use districts. Innovative new commercial centers such as Classen Curve are emerging and both older commercial districts and special character areas are experiencing a renaissance, to the benefit of businesses and surrounding neighborhoods.

Land for Employment

An adequate, well-located and served supply of industrial land both accommodates existing businesses and gives us the ability to respond to economic development opportunities. While different industries have different needs, attractive industrial areas should have good access to transportation (including the interstate system, airport, and rail), urban infrastructure, a choice of readily developable sites, and relative freedom from nearby land uses that conflict with industrial operations. Encroachment of incompatible uses (such as residential or major retail development in business parks) makes it far more difficult to assemble sites for large-scale industries or employment centers.





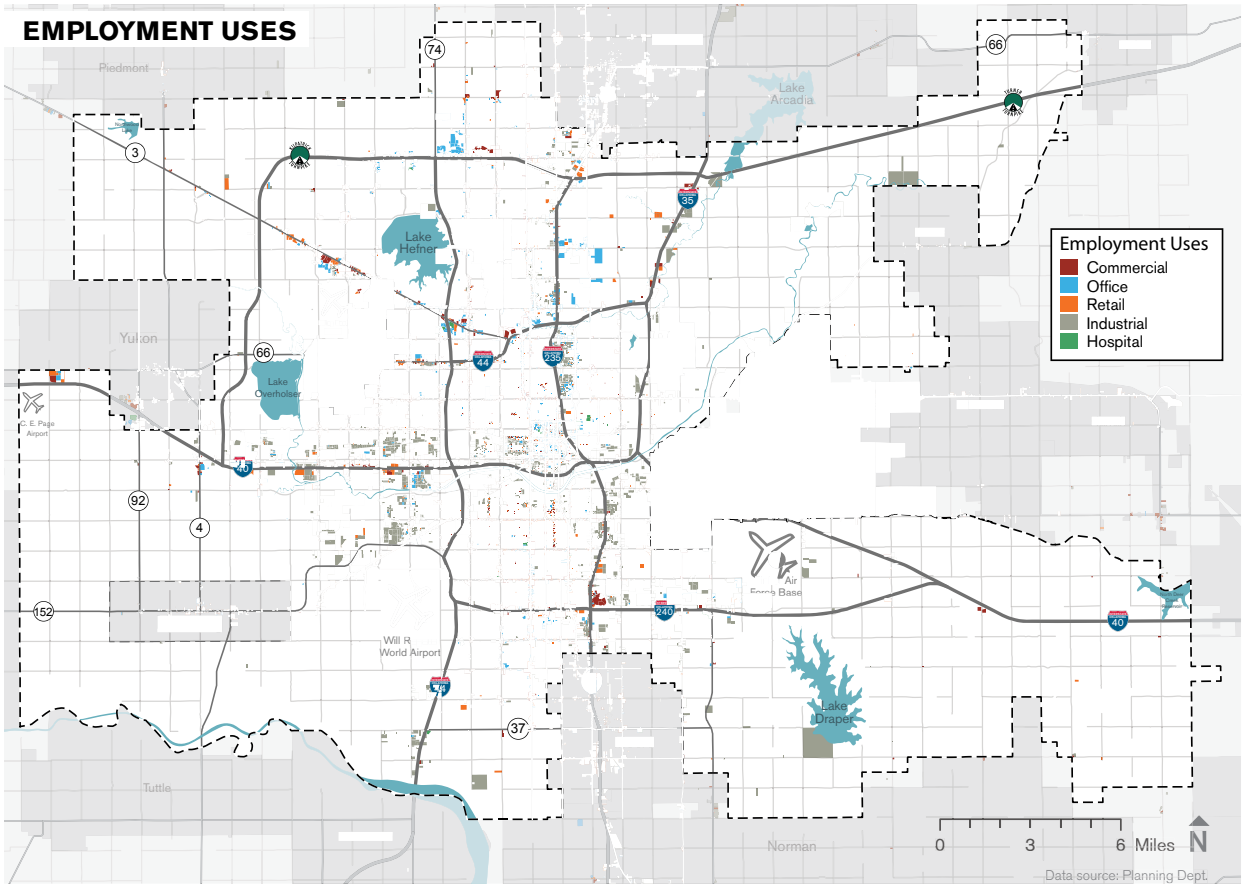


ABOVE: COMMERCIAL USE DISTRIBUTION

Most commercial development follows major street and highway corridors in a linear arrangement. Within this arrangement, groupings (or nodes) of various sizes emerge, from regional centers to neighborhood districts.

LEFT: COMMERCIAL TRENDS

From top, new retail development at Classen Curve and resurgent commercial uses on 23rd Street.



EMPLOYMENT USE DISTRIBUTION

Industrial and employment uses follow similar patterns to commercial land use, tending to increase the possibility of conflicts with other uses like retailing and residential.

"The dreams of countless others who had come before to make downtown a place to live, work, and play were being seen and enjoyed by new generations. The 'Spirit of 89' endures."

- Steve Lackmeyer and Jack Money
OKC: Second Time Around

Many of Oklahoma City's industrial sites follow the same patterns as commercial areas, following transportation corridors. Consequently, industrial, commercial, and even residential uses are often adjacent to each other, limiting availability of the kinds of sites needed by new industry. Some of the more isolated and underused sites are in older industrial areas, but ownership patterns, size, and environmental contamination make these difficult to reuse.

Downtown

Downtown Oklahoma City has experienced phenomenal change during the last twenty years, advanced by the MAPS program and the private investment response to its major public projects. This period has introduced new land uses and activities downtown, including housing, entertainment, recreation, hospitality, and retailing, as well as revived strength in the traditional office and service sectors. Upcoming projects like the new convention center, MAPS 3 Park and the Core to Shore redevelopment, the modern streetcar, and the Boulevard on the old I-40 right-of-way will continue this transformation.

However, significant work remains. Despite the maturing of Bricktown as a destination, Downtown still lacks a mix of land uses that reinforce each other and produce a district that is fully walkable and teeming with activity. Major advances have been made in housing development, but there is still not sufficient supply to meet demands for a broad range of types and costs. Commercial development that supports local and regional residents, a downtown employee market, and visitors, remains a largely unrealized objective.

Environmental Conservation

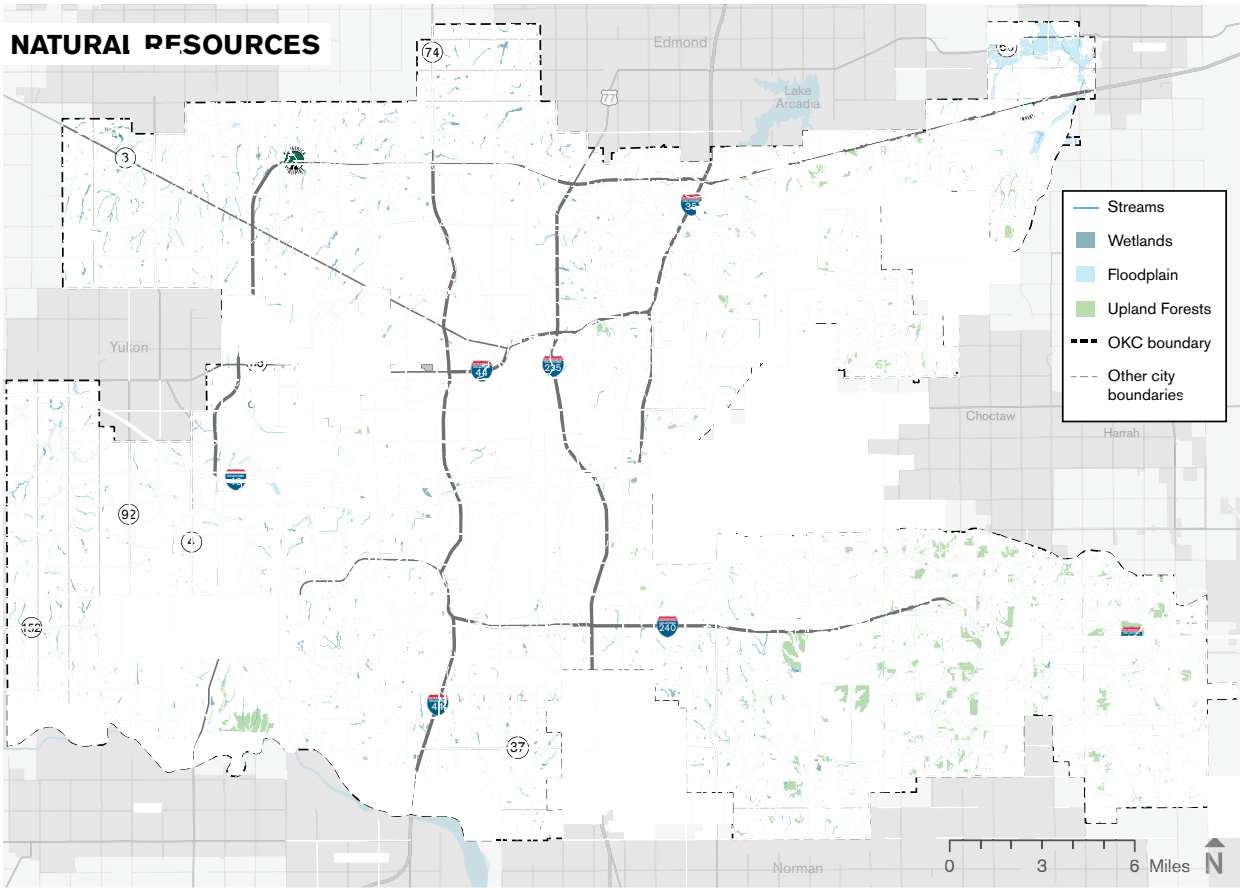
Our natural resource areas include watercourses, lakes, wetlands, and wooded areas. green**okc** discusses initiatives that benefit the entire community by conserving natural resources. Currently, though, we lack land use management techniques that both protect these areas and successfully incorporate them into urban development. The priorities of land development and environmental conservation should not be seen as opposites. Rather, good conservation practices increase the value and quality of development.

70% of residents support preserving natural areas through regulations.

- plan**okc** ***Citizen Survey*** (2013)

"Conservation practices not only positively impact development, but also… protect biodiversity, improve water [quality], and ensure access to the natural world for generations to come."

- Resident comment from the draft plan**okc** review process



NATURAL RESOURCES

Successful land management incorporates natural resources into the structure of the city and design of individual developments.



"Everything is here; everything is coming here," said Aasim Saleh, 30, who moved from Seattle to coach kayaking in the Boathouse District, where construction of a new white-water center is planned for this fall. "If Oklahoma City doesn't have it, they'll build it."

- New York Times, August 4, 2014

Our Plan

We must maintain an adequate and well-served supply of land for development to achieve our goal of a sustainable Oklahoma City. This land supply will include residential areas to accommodate the needs of a growing population and places that provide the jobs and services that our community needs to sustain itself. Future development should use existing land resources and infrastructure efficiently. Urban growth into previously undeveloped "greenfield" areas will be necessary, but we must manage this growth and ensure that it is consistent with actual market demand and can be served efficiently. Different land uses also have specific, although not always different, needs for operations, visibility, transportation, and supporting services. Our policies provide direction to public and private decision makers to ensure appropriate locations for different kinds of development. Finally, planokc envisions new types of land use guidance to provide greater flexibility, creativity, and efficiency in the design of projects.

Our Goals

LAND USE PATTERNS – CITYWIDE

1. **Social, physical, and economic health are enabled by an efficient, diverse, and integrated land use mix and supported by an interconnected transportation system.**

LAND USE PATTERNS – RESIDENTIAL

2. **Oklahoma City's residential areas meet the diverse needs of the city's residents and are well-connected to surrounding uses.**

LAND USE PATTERNS – COMMERCIAL

3. **Residents and visitors have easy access to a variety of quality commercial opportunities.**

LAND USE PATTERNS – INDUSTRIAL

4. **Oklahoma City has sufficient industrial land capacity in strategic locations to sustain a strong economic base.**

LAND USE PATTERNS – DOWNTOWN

5. **Downtown Oklahoma City exhibits a self-reinforcing cycle of vibrancy due to healthy occupancy rates and a diverse mix of employment, housing, retail, entertainment, and other supporting uses, and emphasizes pedestrian experience and public life.**

LAND USE PATTERNS – RURAL

6. **Oklahoma City's rural areas are protected from encroachment of urban/suburban densities.**

LAND USE PATTERNS – ENVIRONMENTAL CONSERVATION

7. **Environmentally sensitive areas are protected so that they can contribute to both quality of life and a healthy ecosystem.**

Our Initiatives

sustainokc Initiatives	sustainokc Goals 1	2	3	4	5	6	7
1. Implement new types of land use guidance and regulation.	■	■	■	■	■	■	■
2. Locate uses in appropriate contexts with necessary services and infrastructure.	■	■	■	■		■	
3. Encourage infill development in underutilized urban areas.	■	■	■		■		
4. Develop a wide range of housing and neighborhood options.	■	■					
5. Strengthen existing retail areas.	■	■	■		■		
6. Establish good design and location standards for new commercial development.	■		■		■		
7. Maintain an appropriate inventory of employment land.	■			■			
8. Continue Downtown's evolution as a mixed-use urban neighborhood.	■	■	■		■		
9. Maintain and increase density and linkages among Downtown's parts.	■		■		■		
10. Implement the Core to Shore redevelopment plan.	■	■	■		■		
11. Manage development to ensure efficiency and preserve rural character.	■					■	
12. Protect environmental resources.	■					■	■

62% of residents support controlling service costs through land use regulations that encourage more efficient growth and development patterns.

- planokc *Citizen Survey* (2013)

Savings for more compact and mixed land use patterns are substantial. According to the ***Growth Scenarios Analysis***, Scenario A would cost the city approximately **$82 million more per year** in operations and capital costs than the more efficient Scenario C.

Community preferences and the need for economic sustainability are moving Oklahoma City toward new forms of development. These trends consume less land per person and provide more opportunities for the positive human interaction that is characteristic of great cities. The evidence of these trends is all around us, in the new life of neighborhoods like Automobile Alley, Downtown, and Midtown and in our peer cities around the country. The community future articulated in Chapter Two expresses these directions, and points in the direction of greater development intensity and mixing of uses.



INITIATIVE 1

IMPLEMENT NEW TYPES OF LAND USE GUIDANCE AND REGULATION

We will develop and implement new land development regulations that support the Land Use Typology Area system of integrated uses and greater flexibility and efficiency. Our current development ordinances date from a time when we valued low density and separation of different land uses higher than city life. The fact that low density increases the cost of services and infrastructure gives us pause. That, combined with our successes at building places that people want to experience has moved us in new directions. The zoning code, which divides the city into 26 single-use "base" districts, 7 special districts, and 16 overlay districts, discourages the trends toward new development forms. We must modernize these codes to implement the LUTA concept and provide both the flexibility and protection that benefit contemporary developers and their neighbors alike.

Despite its large number of specific districts, our zoning ordinance does not provide adequate protections for neighborhoods or guarantees to approving agencies on actual performance or design of projects. This forces the Planning Commission and City Council to use Planned Unit Developments (PUDs), tying developers to a specific project and building design. PUDs are actually intended for a different purpose – to encourage innovative, comprehensively planned developments– and are overly rigid when applied to more routine projects.

Revisions to Oklahoma City's land development regulations could move in several directions, from modifying existing zoning districts with new performance and design standards to establishing a new structure that uses the Land Use Typology Areas as the basic development districts for the city. The LUTAs, as presented in Chapter Two, permit a variety of uses, but establish permitted ranges of development intensity. The LUTA system achieves compatibility between different types or intensities of uses by implementing performance standards, design guidelines, and transitional methods. These techniques give specific and predictable guidance to builders and developers, and address such areas as operating effects, traffic, parking, design, scale, and safety, avoiding the unnecessary overuse of PUDs. A LUTA-based system would incorporate the criteria for locations and supporting transportation and infrastructure established by this plan for individual land uses.

We will execute a smooth transition between the existing zoning code and new land development ordinances. Development ordinances are complicated and difficult to change because people have become accustomed to them, rough spots and all. Migrating to an alternative concept will take time and care. In the meantime, the City will evaluate using a hybrid approach, mixing the existing zoning districts with the LUTA/mixed use concept. One way of accomplishing this is to group the zoning districts that are consistent with the intensity and use ranges of LUTAs, and apply compatibility policies and design standards to developments within them. The existing zoning ordinance could then be modified to include these compatibility standards. New rezoning requests would be evaluated for consistency with the LUTA in which they are located. If the new project is adjacent to a different land use, the compatibility policies and standards would apply to the design of that project.

Policies SU-1, SU-2, SU-3, SU-7, SU-8, SU-9, SU-10, SU-11, SU-14, SU-22, SU-47, C-1, C-3, C-4, L-7, L-13, L-29, L-30, L-31, L-33, L-36, E-10, E-11, and ST-17 implement this initiative.



INITIATIVE 2

LOCATE USES IN APPROPRIATE CONTEXTS WITH NECESSARY SERVICES AND INFRASTRUCTURE

We will ensure that land uses are located on sites that meet their needs, work cohesively in their environments, and are served by appropriate transportation and infrastructure. While the LUTA concept encourages integration of uses, it does not suggest that any land use is appropriate anywhere. Commercial and industrial uses have particular needs for transportation, surrounding conditions, utilities, and visibility. Urban uses in general require water, wastewater, urban streets, and other infrastructure that can meet their demands for service. These individual requirements apply even in mixed-use environments. This makes specific criteria for location and design of individual uses especially important. Developers and builders will use these criteria as they select sites and design projects. Neighborhood residents will be reassured that potentially incompatible uses will be directed to appropriate sites. Approving groups will use criteria to evaluate the quality of development proposals and their compliance with the comprehensive plan. The tables on the following pages present a base for location and development criteria that should be refined and incorporated into new land use ordinances.

We will revise regulations to better protect residential uses from the negative effects of nearby non-residential uses. Traditional development ordinances attempt to shield residential uses from undesirable effects of adjacent uses by separation. Similar development types do tend to cluster together and keeping different uses apart sometimes works. However, use separation by itself produces inefficient and uninteresting development and often is not viewed as providing reliable protection. For example, Oklahoma City frequently uses Planned Unit Developments to control the details of conventional projects. However, the intention of PUDs was to provide flexibility for innovative development rather than inflexible controls on individual sites. Oklahoma City's new directions in land use planning and regulation instead will create standards and guidelines by which different uses reinforce rather than harm each other.

Certain uses are incompatible and cannot easily be neighbors. The land use system should retain some primary use categories for these situations. But in most cases, transitional standards that encourage mixed-use development and directly control potential incompatibilities should create a more efficient and vital city.

Policies SU-2, SU-10, SU-14, SU-48, SU-49, C-1, C-2, C-4, L-10, L-15, L-41, P-8, P-11, P-15, P-19, ST-2, ST-26, and SE-15 implement this initiative.

INITIATIVE 3

ENCOURAGE INFILL DEVELOPMENT IN UNDERUTILIZED URBAN AREAS

We will provide incentives and investments that produce a favorable environment for private investment on underutilized sites. In Oklahoma City, we have tended to view land as an inexhaustible and disposable resource, reducing the desirability



89% of ***Growth Scenario Workshop*** participants supported guiding growth into existing areas in order to generate more opportunities for people to walk, bike, or take transit to a variety of destinations.

LAND USE CRITERIA AND DESCRIPTION

LAND USE	TYPICAL LUTAS	USE/FORM/INTENSITY CHARACTERISTICS	LOCATION/COMPATIBILITY CHARACTERISTICS	STREET TYPES	SERVICE AND INFRASTRUCTURE REQUIREMENTS
Agriculture	UR, AP	• Agriculture will remain the principal use during the planning period. • Very large minimum lot sizes.	• Rural areas within city limits, focusing on areas with prime farmland soils. • Minimal pressure or conflicts from residential or other uses.	• Major Arterial • Connector	• Minimal infrastructure. • Extension of urban services will not occur during the foreseeable future.
Rural Residential	RL, RM	• Very large lot, primarily single-family development, with typical lot sizes between 1 and 10 acres. • Potential rural clustering with appropriate wastewater/water systems. • Open space buffers should be provided along arterials for developments at higher densities.	• Areas within the city limits but outside the urban services area. • Buffering or separation from pre-existing agriculture or agricultural industries.	• Major Arterial • Connector • Neighborhood	• Extension of urban services is unlikely during the foreseeable future. • Community water/wastewater systems in rural cluster developments. • Adequate Roads
Low-Density Urban Residential	UL, UM	• Small to large lot residential, with typical densities between 2 and 8 units/acre. • Detached units typical, attached units in 2 to 4 unit structures. • Potential lot clustering. • Innovative subdivisions or site configurations encouraged through Planned Unit Developments.	• Areas should be buffered from uses with adverse environmental effects, including noise, odors, air and light pollution, and heavy traffic. • Compatibility may be achieved with density and land use transitions, from lower to higher densities.	• Major Arterial • Connector • Neighborhood	• Full urban services. • Framework of interconnected streets, sidewalks, and trails.
Medium-Density Urban Residential	UL, UM	• Small lot residential, or multiple single-family units on one lot, with typical densities between 6 and 12 units/acre. • Low-scale multiple family buildings, with typical densities up to 30 units/acre. • Potential lot clustering. • Innovative subdivisions or site configurations encouraged through Planned Unit Developments.	• Reasonable access or location on connector or arterial streets. • Convenient access to neighborhood commercial services. • Buffering from or mitigation of adverse environmental effects, including noise, odors, air and light pollution, and heavy traffic. • Compatibility may be achieved with density and land use transitions.	• Major Arterial • Minor Arterial • Connector • Main Street • Neighborhood	• Full urban services. • Framework of interconnected streets, sidewalks, and trails. • Transit and bicycle access is advisable. • May include internal or alley access.
High-Density (Multiple-Family) Urban Residential	UM, UH	• Multiple family buildings, with typical densities up to 60 units/acre. • Innovative site configurations encouraged through Planned Unit Developments. • May be a component of mixed-use projects, or include secondary retail and office uses.	• Adjacency to connector or arterial streets. • Convenient access or integration into neighborhood and/or community commercial services. • Buffering from or mitigation of adverse environmental effects, including noise, odors, air and light pollution, and heavy traffic. • Compatibility may be achieved with density and land use transitions.	• Major Arterial • Minor Arterial • Connector • Main Street • Neighborhood	• Full urban services. • Framework of interconnected streets, sidewalks, and trails. • Transit and bicycle access. • May include internal streets and connections to mixed uses.

LAND USE CRITERIA AND DESCRIPTION

LAND USE	TYPICAL LUTAS	USE/FORM/INTENSITY CHARACTERISTICS	LOCATION/COMPATIBILITY CHARACTERISTICS	STREET TYPES	SERVICE AND INFRASTRUCTURE REQUIREMENTS
Rural Commercial	RL, RM	• Very low intensity commercial to meet agricultural and rural residential needs. • May be integrated into rural cluster developments.	• Areas within the city limits but outside the urban services area. • Location at specific nodes, usually significant street intersections or entrances to regional recreation facilities. • Design features that ensure rural compatibility, including open space buffers, contextual design, minimal signage, and transportation improvements if necessary.	• Highway • Major Arterial • Connector	• On-site private water/wastewater facilities. • Extension of urban services will not occur during the foreseeable future. • Adequate road service to meet traffic demands.
Neighborhood Commercial	UL, UM, UH, TO	• Commercial clusters of developments serving a trade area up to two miles. • May be integrated into mixed-use developments with office and residential uses. • Frontage along streets, with limited direct surface parking exposure along right of way lines. Pad sites may be used to shield parking lot exposure. • Cohesive sign design, with consistency of materials, lighting, and height. • In transit-oriented districts, direct pedestrian access from transit stop to business entrances.	• For new facilities, location in commercial nodes, typically at median breaks or intersections of connector and/or arterial streets. • Locations may vary as part of a Planned Unit Development.	• Major Arterial • Minor Arterial • Connector • Main Street • Neighborhood	• Full urban services. • In most cases outside of Planned Unit Developments, immediate access to connector or arterial streets. Shared access with other projects is encouraged to minimize curb cuts. • When applicable, internal auto and pedestrian circulation systems. • Direct pedestrian access from public sidewalks and trails. • Transit and bicycle access is advisable. • Convenient local access to surrounding neighborhoods with design that discourages external traffic.
CommunityCommercial	UM, UH, TO	• Commercial clusters of developments serving a trade area up to three miles. • Should be integrated wherever possible into mixed-use developments with office and residential uses. • Frontage along streets, with limited direct surface parking exposure along right of way lines. • Cohesive sign design, with consistency of materials, lighting, and height. • In transit-oriented districts, direct pedestrian access from transit stop to business entrances. • Should include public or assembly space, typically in a plaza or urban sidewalk configuration with user amenities.	• For new facilities, location in commercial nodes, typically at median breaks or intersections of arterial streets. • Locations may vary as part of a Planned Unit Development.	• Highway • Major Arterial • Minor Arterial • Connector	• Full urban services. • In most cases outside of Planned Unit Developments, immediate access to connector or arterial streets. Shared access with other projects is encouraged to minimize curb cuts. • When applicable, internal auto and pedestrian circulation systems. • Direct pedestrian access from public sidewalks and trails to major pedestrian ways within project. • Transit and bicycle access. • Convenient local access to surrounding neighborhoods with design that discourages external traffic.

LAND USE CRITERIA AND DESCRIPTION

LAND USE	TYPICAL LUTAS	USE/FORM/INTENSITY CHARACTERISTICS	LOCATION/COMPATIBILITY CHARACTERISTICS	STREET TYPES	SERVICE AND INFRASTRUCTURE REQUIREMENTS
Regional Commercial	UH, UM, UL, TO, DT, RD	• Unique retail and/or entertainment destination serving metropolitan area and surrounding region. • Variety of building configurations. • Should be integrated into large-scale mixed use developments with high-density office and residential uses. • Cohesive sign design, with consistency of materials, lighting, and height. • In transit-oriented districts, direct pedestrian access from transit stop to major center entrances. • Should include significant public or assembly space.	• For new facilities, location at regional highway interchanges or at arterial intersections with superior regional access. • Location at major transit stations (commuter rail, BRT, enhanced bus) is highly desirable. • Locations may vary as part of a Planned Unit Development.	• Highway • Major Arterial • Minor Arterial	• Full urban services. • Superior arterial and highway access. • Internal auto, bicycle, and pedestrian circulation systems. • Direct pedestrian access from public sidewalks and trails to major pedestrian ways within project. • Local and regional transit service.
Low/Medium intensity Offices and Business Parks	UL, UM	• Professional, consumer, and administrative offices. • Compatible mixed uses, including medium-density residential and neighborhood commercial are encouraged. • Low impact research and industrial uses with no perceptible external effects as part of a Planned Unit Development. • Typical floor area ratio range from 0.2 to 1.2. • Minimal location of surface parking between buildings and public streets, with most parking located to side or rear of buildings. • Visually restrained signage appropriate in neighborhood context.	• Locations typically along connector and arterial streets. • Locations may vary as part of a Planned Unit Development. • May serve as a transitional use between residential and commercial development, with intensity and scale stepping down toward lower-intensity residential.	• Major Arterial • Minor Arterial • Connector	• Full urban services. • In most cases outside of Planned Unit Developments, immediate access to connector or arterial streets. Shared access with other projects is encouraged to minimize curb cuts. • When applicable, internal auto and pedestrian circulation systems. • Direct pedestrian access from public sidewalks and paths. • Transit and bicycle access is advisable.
High Intensity Offices and Business Parks	UM, UH, DT, ER	• Professional, consumer, and administrative offices. • Compatible mixed uses, including medium- to high-density residential and neighborhood commercial are encouraged. • Research and limited industrial uses with no perceptible external effects as part of a Planned Unit Development. • Minimal location of surface parking between buildings and public streets, with most parking located to side or rear of buildings. • Parking structures where feasible to reduce surface parking. • Established landscape and signage plan.	• Locations typically along arterial streets or at points of high accessibility. • Locations may vary as part of a Planned Unit Development. • May be a component of a regional commercial use.	• Highway • Major Arterial • Minor Arterial	• Full urban services. • In most cases outside of Planned Unit Developments, immediate access to arterial streets. Shared access with other projects is encouraged to minimize curb cuts. • Internal auto, bicycle, and pedestrian circulation systems. • Direct pedestrian access from public sidewalks and trails. • Transit and bicycle access.

LAND USE CRITERIA AND DESCRIPTION

LAND USE	TYPICAL LUTAS	USE/FORM/INTENSITY CHARACTERISTICS	LOCATION/COMPATIBILITY CHARACTERISTICS	STREET TYPES	SERVICE AND INFRASTRUCTURE REQUIREMENTS
General Industrial	UM, UL, ER	• Broad range of industries with negligible external environmental effects at property lines. May include outdoor storage, warehousing and distribution, manufacturing, and office/flex buildings. • May include very limited supporting retail and commercial uses for the primary purpose of serving employee and business needs. • Landscaping and screening at perimeter and along street exposures. • Screening of high impact site components. • Special design controls to mitigate visual and operational impact.	• Convenient access to major arterials, highways, and other transportation facilities as needed. • Locations with limited visibility along major civic corridors. • Locations that are remote from or do not affect incompatible uses such as residential and major commercial.	• Highway • Major Arterial • Minor Arterial	• Full urban services with adequate availability of water and sewer to serve needs. • Excellent access to transportation facilities without encroaching on lower-intensity uses, particularly residential. • Transit service is desirable. May take the form of special services or transit "brokerages."
Heavy Industrial	HI	• Broad range of industries with potential or actual external environmental effects at property lines. May include outdoor storage, warehousing and distribution, manufacturing, processing, and office/flex buildings. Some uses may involve hazardous materials. • Special permitting required for certain activities. • May include very limited supporting retail and commercial uses for the sole purpose of serving employee and business needs. • Landscaping and screening at perimeter and along street exposures. • Screening of high impact site components. • Special design controls to mitigate visual and operational impact.	• Convenient access to major arterials, highways, and other transportation facilities as needed. • Rail access may be necessary. • Locations must not affect residential neighborhoods, K-12 schools, and similar uses. • Locations with limited visibility along major civic corridors.	• Highway • Major Arterial	• Full urban services with extensively developed transportation, water, and sewer services. • Excellent access to transportation facilities without encroaching on lower-intensity uses. • Internal transportation networks to ensure high efficiency and ease of operation. • Transit service is desirable. May take the form of special services or transit "brokerages."

of older areas and decreasing land values, while expanding the city's boundaries outward. The surveys and process of planokc show that this view is also changing, as citizens place a high value on using existing infrastructure and urban land effectively and rebuilding established neighborhoods. Preferences are also changing, as many families appreciate active urban places like Midtown and Automobile Alley that provide living, shopping, entertainment, and work places with good walking, bike, and transit access. Effective use of existing land resources is a central principle of Chapter Two's land use vision.

Redevelopment and infill depend on major private investment. City policy and action can create the conditions that help this private investment occur.

Directions for these policies include:

- **Site assembly.** Multiple property owners, often absent or very difficult to find, can make it impossible to put together sites for redevelopment. The City can help private developers by helping them assemble sites.
- **Infrastructure and street improvement.** While redevelopment and infill sites usually have infrastructure, these facilities are sometime obsolete and require improvement. Redevelopment can provide the impetus for making necessary public investments in these assets.
- **Public investments.** Parks, schools, civic facilities, pedestrian and bicycle facilities, streetscapes, and other amenities can provide anchors that are proven to generate private development. The Bricktown Canal is an excellent example of a public amenity that has paid for itself many times over in private investment. Similarly, the new MAPS 3 Park will inevitably become the catalyst for the Core to Shore redevelopment.
- **Code improvement and proactive enforcement.** Poor property maintenance, unattractive and cluttered signs, and public or operating nuisances can degrade the value of surrounding property and discourage reinvestment. Updated ordinances and consistent, enforcement will minimize these disincentives and create momentum for new private development.

Policies SU-10, SU-14, SU-17, SU-18, SU-19, SU-20, SU-21, G-10, L-12, L-14, L-25, L-27, L-28, L-29, L-32, L-34, L36, L-39, E-2, and ST-22 implement this initiative.

A city is first and foremost a concentration of people, and we all need places to live. Thus, residential uses make up the largest single consumer of land in Oklahoma City. Our residential areas must offer a variety of living environments that relate to the needs and preferences of citizens, and protect them from negative impacts caused by surrounding land uses.

INITIATIVE 4

DEVELOP A WIDE RANGE OF HOUSING AND NEIGHBORHOOD OPTIONS

We will build housing and neighborhoods that address the needs of citizens at all stages of their lives. Oklahoma City's citizens and their households have characteristics such as family size, income, age, and tastes that require diverse housing choices. In the past, the majority of new housing development has been single-family, detached, and owner-occupied on relatively large lots. We have also tended to separate housing by type and cost, encouraged by our zoning and subdivision ordinances. However, the private market and resident needs are moving toward greater diversification – different designs, densities, and prices, connected together into neighborhoods. Most housing is built privately, and builders, who respond to markets, cannot be forced to build certain kinds of products. City decisions should encourage both diversity and integration of housing types to the maximum degree possible. Implementing the LUTA concept will help remove statutory obstacles to projects that include diverse housing types and





REUSING VALUABLE RESOURCES

The popular Automobile Alley corridor along Broadway has demonstrated the possibilities of using substantial buildings for new and innovative purposes. The Core to Shore district envisions reusing over a square mile of under-used land to build a new community that can house up to 10,000 new residents and that will add new life to both Downtown and the Riverfront.





PUBLIC INVESTMENTS AS CATALYSTS

The Bricktown Canal (left) has generated millions of dollars of new investment and economic growth in Oklahoma City. Only a little over two miles of the Atlanta Beltline (right) is complete, but it has already generated nearly a billion dollars of new residential and mixed use development.

relate them to each other. Updated subdivision regulations will also require the street, pedestrian, and bicycle connectivity, common space, and housing variety needed to turn "pods" into communities. Design standards can establish a baseline for quality development that respects the needs for both privacy and civic life, and incentives should reward builders and developers who innovate to build diverse, active communities.

Policies SU-4, SU-5, SU-6, SU-7, SU-8, SU-12, SU-49, L-14, L-25, L-28, L-32, L-33, and L-34 implement this initiative.

Oklahoma City must maintain healthy commercial districts for several reasons. First, commercial activity makes up a large part of the city's economy, offering jobs and business opportunities to many citizens. Second, commercial areas affect the everyday lives of our citizens and improve their quality of life by offering a wide variety of goods and services. Third, commercial areas are centers of urban activity, giving us the places to meet, shop, eat, entertain, and be entertained. And finally, retail sales provide City government with the revenue necessary to provide vital public services like fire and police protection. Yet, these same commercial areas are experiencing unprecedented competition from other communities and on-line retailers. Our land use policies should help them compete successfully in this environment.

INITIATIVE 5

STRENGTHEN EXISTING RETAIL AREAS

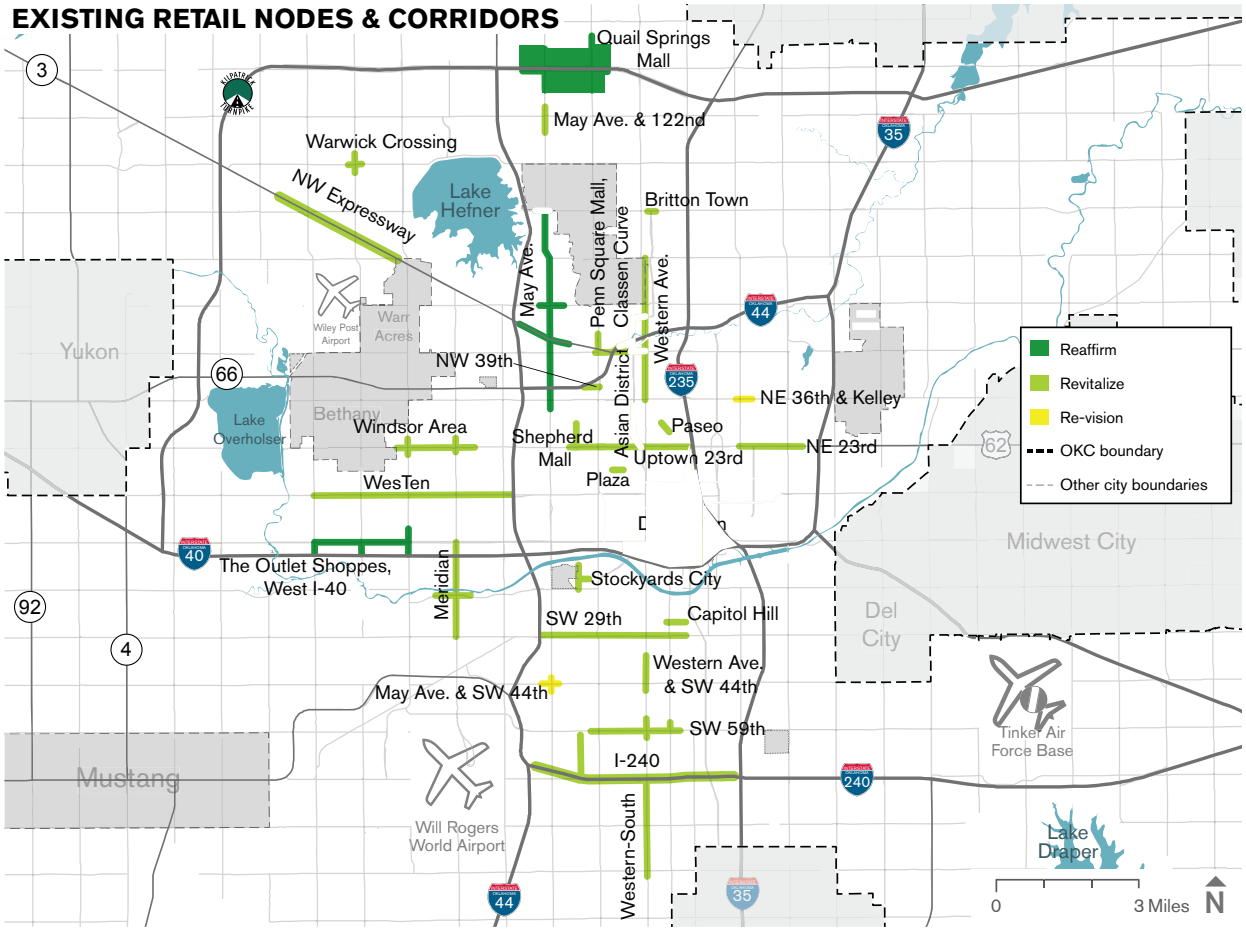
We will place a priority on increasing the economic strength and growth of viable existing commercial nodes and corridors. Commercial development typically flees to the "next new thing," leaving previous locations for new sites, usually in growth areas. While understandable, this trend leaves older commercial areas underutilized with more marginal businesses and vacancy, lower rents, and reduced upkeep and investment. While market conditions and age will inevitably make some areas less competitive, we must maintain the strength of our existing viable districts. This program may include:

- Improving the function and convenience of commercial areas with improved transportation access, including better local circulation, enhanced transit service, and internal and external pedestrian and bicycle linkages.
- Creating a better physical environment through streetscape and public space investments.
- Providing financial incentives like tax increment financing for site and building upgrades, and for introduction of new uses into single-use commercial areas.
- Creating new parking standards for mixed-use projects that recognize that different uses generate their highest parking demands at different times.
- Encouraging new commercial within redevelopment areas, benefitting existing retailing by introducing new nearby attractions.

We will implement strategies for the reuse and redevelopment of low-performing commercial areas. Cities don't stand still and neither do retail markets. Some of the city's commercial areas are no longer viable in their current form, but still siphon some commercial activity from other, stronger districts. We will implement strategies for revitalization of these underutilized but still important districts.

Policies SU-17, SU-23, SU-24, SU-26, SU-27, and SU-32 implement this initiative.

EXISTING RETAIL NODES & CORRIDORS



RETAIL NODES & CORRIDORS

This map identifies existing commercial areas that will benefit from planokc policies that help them maintain or increase their vitality.

69% of businesses indicated that the physical appearance of the area where their business is located is important to their success.

- planokc ***Business Survey*** (2014)





IMPROVING RETAIL CORRIDORS

Capitol Hill (left) and the Plaza District (right) are examples of viable business districts that can benefit from policies that enhance competitiveness.

INITIATIVE 6

ESTABLISH GOOD DESIGN AND LOCATION STANDARDS FOR NEW COMMERCIAL DEVELOPMENT

We will establish and execute design guidelines for new commercial projects that enhance appearance, access, and function, and strengthen their surrounding neighborhoods. It seems to many people that one specific priority seems to drive commercial design: getting cars as quickly as possible from the street to parking lots. This produces a common pattern of buildings (shopping centers, multi-tenant strips, free-standing structures) separated from the streets and surrounded by parking, with big signs located along the road for maximum visibility from cars. In fact, zoning and development codes generally focus much more on parking than on the uses and buildings that the parking serves. This generic approach, repeated everywhere, lacks innovation, reduces the customer experience to finding a place to park, and produces inefficient and unattractive commercial strips. However, some new commercial designs are successfully following other approaches, based on providing a good customer experience. Our commercial development standards should also move in this direction. They should guide projects in ways that serve the competitive interests of neighborhoods, developers, businesses, and the entire community.

85% of businesses support the City taking actions to improve the appearance of major commercial streets.

- plan**okc** ***Business Survey*** (2014)

These guidelines should not micromanage development but instead should follow a few fundamental principles:

- Organizing commercial development as districts to the maximum degree possible. "Districts" allow customers to accomplish several purposes with one trip, to park once and walk comfortably and safely from business to business, and to find features and public amenities that encourage personal interaction and a positive customer experience.
- Engaging commercial buildings and businesses with public streets and sidewalks rather than their parking lots.
- Relating commercial development to surrounding residential neighborhoods, encouraging direct and convenient local access without inviting outside traffic.
- Incorporating mixed land uses such as higher-density residential, services, and offices into commercial projects.
- Developing well-conceived signs and graphics that communicate and guide customers without excessive size and numbers.
- Using site features like landscaping, walkways, internal driveways, and drainage areas to make projects more attractive, secure, and easier for customers to use.
- Reducing the amount of surface area devoted to parking, or dividing parking lots into smaller blocks for circulation and orientation.

We will focus commercial development in nodes that have good transportation access and support the development of multiple uses. Commercial strip development disperses business, working against the creation of walkable, multi-purpose activity centers. Yet, commercial zoning is often granted along these corridors by default, as people assume that their appearance, traffic, and previous land use patterns make them unsuitable for other uses. Nodes are more conducive than strips to pedestrian, bicycle, and transit access and encourage public spaces that upgrade the customer experience. plan**okc** can reshape the character of major corridors, making them good

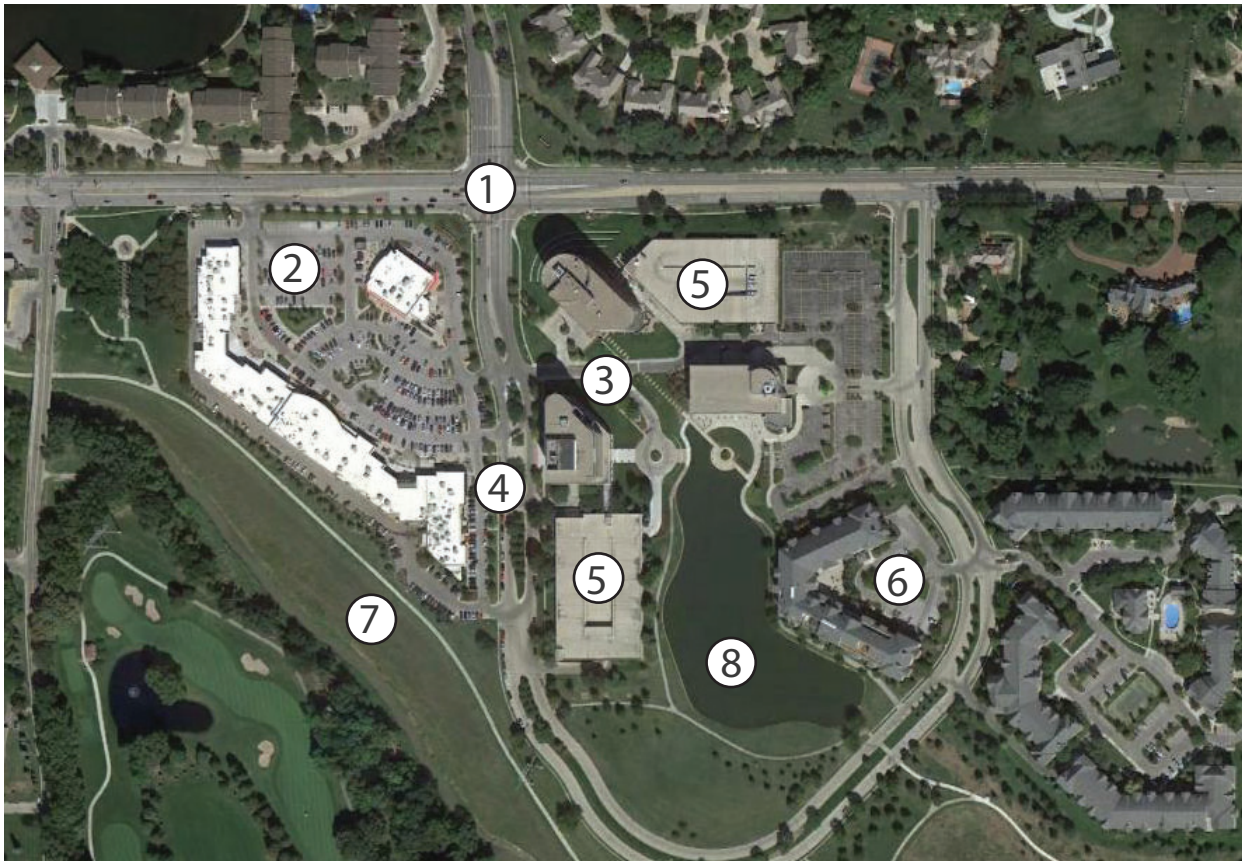






APPLYING COMMERCIAL STANDARDS

From top: Mixed use development in Minneapolis, with community commercial integrated into street level; parking lot access and separation into blocks in West Des Moines, IA; commercial street orientation on St. Charles Avenue in New Orleans.



ELEMENTS OF A MIXED-USE NODE

The development above applies elements of a successful mixed use node in a suburban setting:

1. Major street intersection with different land uses at the quadrants
2. Parking lot with walkways that link retail buildings on the site and public space (see enlargement)
3. Multi-story office development with connections to retail and residential uses
4. Clearly marked pedestrian crossings
5. Parking structures to reduce surface parking
6. Major residential component
7. Regional trail connection with paths to development
8. Open space feature



environments for multiple uses. They will also direct commercial development to nodes that provide both good transportation access and opportunities for retailers to reinforce each other. Nodes at intersections may adopt a mixed-use character when non-retail uses are incorporated into at least one quadrant of an intersection.

Policies SU-7, SU-25, SU-27, SU-28, SU-29, SU-30, SU-31, SU-32, SU-47, C-14, C-31, C-43, L-37, L-38, E-14, and E-37 implement this initiative.

Economic growth in Oklahoma City requires an adequate supply of well-located land for employment development. The Employment Land Needs Assessment and Action Plan suggests maintaining a perpetual inventory of 1,000 acres of industrial land with full services. However, potential incompatibilities with residential and commercial uses complicate finding acceptable sites for industry.

INITIATIVE 7

MAINTAIN AN APPROPRIATE INVENTORY OF EMPLOYMENT LAND

We will ensure that new and expanding industries have places to locate and grow in Oklahoma City. The Employment Reserve LUTA designates areas that are especially suitable for major industrial and office development. Public/private partnerships should provide adequate infrastructure and transportation services to these strategic areas. This typology area also recognizes that all land uses do not mix well with each other. Industries must have space to operate responsibly, but have operating characteristics that often are incompatible with other uses. Because industrial and office development may require holding large areas for long periods of time, owners often attempt to realize short-term returns by splitting off parts of sites for commercial or residential



uses. If established, these uses can limit industrial and office options. Uses that could compromise future industrial and office growth should not be permitted to encroach on prime land with access to transportation infrastructure that is designated for major employment.

We will reduce the level of land use conflict between industrial and non-industrial uses. Protecting industrial land from non-industrial encroachment is part of a strategy to maintain a sufficient inventory. Reducing the potential for conflict between industrial and other uses also helps maintain the industrial land supply. Industrial development standards and guidelines should include landscaping and screening along major streets and edges of industrial areas, locating higher intensity industries away from neighboring uses, and standards that address building appearance and placement, outdoor storage, and buffering of high-impact site elements.

Policies SU-33, SU-34, SU-35, SU-36, and ST-1 implement this initiative.

Downtown is Oklahoma City's image center and its most concentrated economic engine. Before the MAPS program, Downtown had become a single-use office and government district, with only vestiges of its former retail strength. Previous redevelopment efforts created superblocks without the intimacy and evening activity that characterizes successful city centers. During the last two decades, public investment in amenities and a massive private sector response together have gone far toward producing a great urban district. Future initiatives should continue this momentum and realize the vision of a self-sustaining, multi-purpose downtown that maintains its energy around the clock.

INITIATIVE 8

CONTINUE DOWNTOWN'S EVOLUTION AS A MIXED USE URBAN NEIGHBORHOOD

We will continue the process of creating a mixed-use, intensively developed, human-scaled, and experience-rich downtown. American downtowns declined as the number of reasons that brought people downtown decreased. Recently, downtowns have achieved success as places to live and visit as well as work. This evolution in Oklahoma City began in Bricktown and surrounding areas, where the canal and ballpark anchored adaptive reuse of historic buildings and the addition of new restaurants, entertainment venues, hotels, offices, and homes. This transformation continued with the addition of one of the National Basketball Association's premier franchises, the Civic Center restoration, major office projects, and new housing. While the growth and development of downtown will always be ongoing, these accomplishments provide the foundation for building a great 21st century downtown.

Land use and development targets and policies will be instrumental in guiding this future. Major land use focuses will include a range of housing types and costs to serve a complete cross-section of the Oklahoma City market; services and retailing that support a larger resident population, including child care, educational facilities, and neighborhood commercial uses like a grocery store; integration of multiple uses into new and existing buildings; and public parks and open spaces for both programmed and informal activity. Much of this future development will occur on currently under-used sites such as the Core to Shore redevelopment area, the future Boulevard on the former I-40 right-of-way; existing surface parking lots, and vacant sites. Initial steps in meeting these needs include revisions of regulations to accelerate desirable uses and market research to demonstrate and quantify markets for specific project types.

As Downtown continues to develop, it must also evolve as a great urban place that offers a superb experience to its residents, workers, and visitors. The history of the urban renewal era in Oklahoma City tells us that investment dollars and big projects alone do not create a living and vibrant city center. A secure, populated, human-scaled environment requires family-friendly amenities, windows on the street, buildings with details scaled to people, pedestrian environments that engage the eye and mind, and an overall sense of welcoming and even festivity. These features have the power to attract the life that is characteristic of great downtowns.

Policies SU-7, SU-11, SU-37, SU-40, SU-42, SU-43, ST-12, ST-13, ST-14, ST-15, and ST-16 implement this initiative.









PARKING STRUCTURES AND LINKAGES

Entrance to internal parking structure at the Boulevard mixed use development in Clayton, MO (top left); Parking garages and maintaining pedestrian connections through the design of Devon Tower (center); the highly successful DIVY bike share system in the Chicago Loop (bottom).

INITIATIVE 9

MAINTAIN AND INCREASE DENSITY AND LINKAGES AMONG DOWNTOWN'S PARTS

We will create a high-density downtown by providing efficient parking, excellent automobile, bicycle, and pedestrian circulation, and development policies that promote density. We know that private automobile transportation and the space that cars require work against high-density development. We also know that downtown must accommodate private cars to succeed, but should provide better alternatives for people moving between features within the district. High density development itself brings more things closer together, making walking, biking (including bike share systems), and transit circulators like modern streetcars the most efficient and pleasant ways to go.

We can institute this "virtuous cycle" by:

- Redeveloping surface parking lots with new development, providing new parking in parking structures, and integrating structured parking vertically into new projects.
- Developing enhanced transit to downtown and "density-friendly" circulation to points within downtown, including pedestrian and bicycle facilities (including bike share) and the modern streetcar circulator included in the MAPS 3 capital program.
- Preserving and restoring to the degree possible the urban grid of blocks in Downtown Oklahoma City, re-establishing pedestrian linkages lost during the superblock era of Downtown redevelopment.
- Revising development ordinances to limit surface parking, encourage mixed uses on at least the street level of parking garages, and increase overall development yields.

Policies SU-7, SU-38, SU-39, and C-8 implement this initiative.

INITIATIVE 10

IMPLEMENT THE CORE TO SHORE REDEVELOPMENT PLAN

We will implement the Core to Shore redevelopment plan. Core to Shore, linking Downtown with the Oklahoma Riverfront, is an exceedingly important project for many reasons. Its 800 acres will develop a completely new, mixed income residential neighborhood that can add up to 10,000 people to the immediate Downtown market. The MAPS 3 Downtown Upper and Lower Parks, other green spaces, and the SkyDance bridge will provide open space and recreation for the entire downtown community and will unite the riverfront greenway and the city center. Finally, the boulevard, convention center, and associated development will heal a barrier that has long divided downtown from its surrounding neighborhoods. Other cities such as Chicago with the redevelopment of the South Loop have demonstrated the dramatic impact of district-wide redevelopment adjacent to a major downtown. Core to Shore is that kind of historic project for Oklahoma City.

Policies SU-7, SU-37, SU-41, and ST-22 implement this initiative.

More efficient, compact development in the city proper also requires management of development at the city edge. While Oklahoma City is one of America's largest cities in area, most of its population is located in 25% of the city's total square miles. The balance is either undeveloped or very low density rural residential development. Efficient use of land will help manage the availability of land for development and maintain rural character at the edge.

INITIATIVE 11

MANAGE DEVELOPMENT TO ENSURE EFFICIENCY AND PRESERVATION OF RURAL CHARACTER

We will preserve rural character and grow efficiently by managing the growth of urban development. Without careful phasing of infrastructure extensions and development in new areas, we will continue to use existing infrastructure inefficiently while incurring the higher costs of extending facilities prematurely; create land use conflicts with existing farms; and change the character of land for people who built homes or made other investments based on rural character.

Urban growth will occur in many areas, but these new growth areas should receive infrastructure as the market demands, with incremental utility extensions contiguous to pre-existing urban development. This will require designing and implementing an infrastructure management system, possibly establishing sub-watershed districts which would be opened to development as required by land availability or economic considerations. New basins would be opened to development when existing areas with full services reach a certain percentage of development. In the meantime, areas that can feasibly receive urban infrastructure in the future should be reserved for urban development through the Urban Reserve LUTA.

Infrastructure financing techniques should recognize both the need to manage and direct the geographic extent of development, and the need for partnerships

64% of residents support focusing City resources on developing areas where infrastructure already exists.

- planokc *Citizen Survey* (2013)



"Along the river, a series of modern glass boathouses has risen like wind-filled sails, transforming the city into a national center for rowing sports. All 73 inner-city schools are being rebuilt or refurbished.

Downtown, there is enough streetscaping going on to render a GPS unit useless. And near the city's historic neighborhoods, chockablock with houses in Arts and Crafts or storybook style, rejuvenated commercial areas like the Plaza District offer residents locally made goods and trendy "beer cocktails."

- The New York Times,
August 4, 2014

between the public and private sectors to extend services and utilities. For example, the City could provide front-end financing for infrastructure in a specific growth area, reimbursed or offset by impact fees and special service district assessments calculated on the basis of the yield of the area.

We will reinforce the character and quality of existing rural development and provide the ability for some very large lot development in some areas which are unlikely to receive infrastructure in the short term. Oklahoma City has a substantial amount of rural residential development within its city limits. The integrity and rural character of this development should be respected as previous investments in infrastructure are efficiently used. These rural areas also have a significant population that requires convenience and commercial services. Land use policies will provide for limited commercial development to address these specific service needs. The Rural LUTAs specifically recognize that maintaining character, using infrastructure efficiently, and providing supporting commercial are priorities.

While we can plan for sound, gradual expansion of the city through the Urban Reserve LUTA, we should provide existing landowners with the opportunity to realize a reasonable development return on their land. We will consider innovative techniques like Build-Through Acreages, allowing rural density development on a portion of a parcel with adoption of an overall master plan that achieves urban densities when utilities are extended.

Policies SU-8, SU-13, SU-14, SU-15, SU-16, SU-44, SU-45, SU-46, C-12, C-28, and C-29 implement this initiative.

Oklahoma City's key environmental resources, including streams, lakes, wooded areas, prairies, wildlife habitat, and prime soils are vital to the city's quality of life and ability to sustain itself. Other features such as flood plains, are both resources and constraints, whose over-development produces significant risk to people and property. Our policies protect these important assets and encourage their integration into the urban fabric.

INITIATIVE 12

PROTECT ENVIRONMENTAL RESOURCES

We will protect key environmental features and use practices that minimize the impact of urban development. Resource protection follows two tracks: maintaining certain environmentally sensitive areas in predominately open uses and minimizing the impact of neighboring development. Policies for areas such as riparian areas and floodplains will preserve the integrity and general open quality of these features. Specific requirements should be fashioned around the characteristics of these resources. For example, floodways should be left as permanent open space, and floodplain development should be avoided.

The parallel track addresses development practices in areas that affect environmental resources. Examples include reducing densities, intensities, and impervious surface of development near environmental resources; incorporating buffers into project design; and prohibiting uses that present pollution risks in important groundwater recharge areas. These practices are discussed more fully in the greenokc chapter.

Land development regulations should advance these practices with both performance requirements and incentives such as conservation development. Conservation development techniques preserve resources within a project area by maintaining openness of sensitive areas and transferring their development potential to other parts of the site.

Policies SU-8, G-1, G-2, G-3, G-4, G-5, G-6, G-7, G-9, G-11, G-12, G-13, G-15, G-16, G-18, G-19, G-20, G-21, G-22, G-23, G-24, G-25, G-26, G-27, G-30, G-31, G-32, G-34, G-36, G-43, G-44, and L-41 implement this initiative.

69% of ***CrowdGauge*** respondents approved of the City providing better regulations and incentives to protect environmental and natural resources.



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INTERSTATE 40 AND THE SKYDANCE BRIDGE

Master planning for the Core to Shore redevelopment and relocation of Interstate 40 placed very high priority on bridging what could have been a barrier, using transportation of all sorts to link Downtown, a new development area, and the Riverfront.









Our Situation

Transportation is Oklahoma City's circulatory system, as critical to the city's life as our circulatory systems are to our own lives. Without the ability to move people and goods from place to place, our city cannot function. But as important as basic mobility is, transportation's influence goes even deeper. It has a huge impact on land value, location of development, and the look and feel of the city. It can expand or limit economic opportunity and affect the cost of public services and the City's ability to provide them efficiently. It even influences public health by encouraging people to move about the city under their own power (or preventing them by creating barriers). It is no wonder that transportation is the largest single component of the City's capital budget. connect**okc** is the transportation element of plan**okc**. It considers each component of the transportation network and how they should work together to create a complete system.

Chapter Two introduced the relationship between the transportation system and the land uses and intensities that it both serves and influences. As the city changed over the years, it gradually replaced ways of getting around that tended to cause people to live and work closer together (walking and streetcars) with the car, which encourages and requires dispersal. The car gives us the independence to go where and when we please. But as we know, relying on auto transportation also produces development patterns that are expensive to serve, congestion on major streets, and harmful emissions into the atmosphere.

It is also clear that transportation preferences are undergoing change both locally and nationally. The share of trips made by on foot or bicycle and by transit is increasing. Young people are getting driver's licenses later. In our city, transit revenues per mile grew steadily through 2012. Our transportation system should respond to meet these changes in the market, especially since more access options produce other benefits.

The Efficiency Growth Scenario (Scenario C), the community's preferred future development direction, recognizes that the car will continue to be Oklahoma City's dominant method of transportation. It also recognizes that it requires a more balanced system, designed to move people rather than cars and to provide choices. Every component of the future system has a role to play. connect**okc** presents initiatives and policies that will help create this balanced, interconnected access network, designed to create more efficient movement patterns, a healthier community, and new opportunities for economic development.

Streets and Roadways

The street system is our largest public capital asset, and its maintenance and ability to move people and goods safely and efficiently are fundamental to the city's health. Planning for the improvement of our streets must consider condition, connectivity, accommodation of different travel modes, access management, and land use context.

Street condition. Achieving our overall idea of safe and efficient movement for all begins with the street network already in place. In the plan**okc** Citizen Survey, the most frequently mentioned transportation priority was repair and rehabilitation of existing streets. Many street segments, including neighborhood streets, require significant repair or resurfacing.

Connectivity and the traffic network. A lack of secondary streets with good connections inhibits our

MIDTOWN STREET DESIGN (RIGHT)

Street design in the Midtown district has produced better pedestrian accommodations through new and wider sidewalks and clear crosswalks, while a surface median in the center lane of 10th Street helps calm traffic.

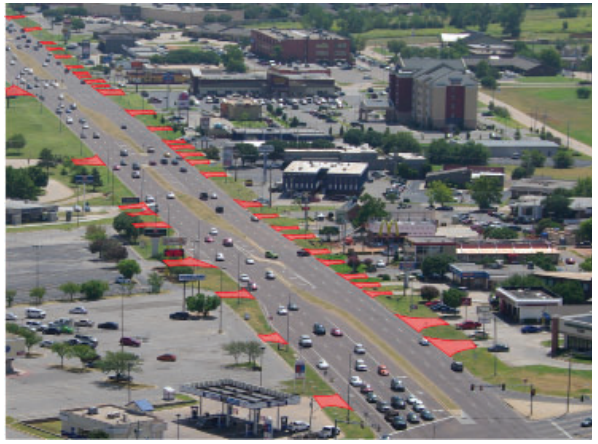


ability to provide safe and efficient access. Without good neighborhood street links, people making short trips may be forced onto arterials. Mixing local and through traffic adds to congestion and conflicts on our major streets and expressways. We also lack good street connections within many neighborhoods. People like the convenience of cars, but do not like effects like noise, too much traffic, and excessive speeds. So street layouts are often indirect, often use cul-de-sacs, and sometimes have only one way in or out. These designs make responding to emergency responses and providing services harder. We do not design a building with only one exit or with confusing exit routes – we shouldn't design neighborhoods that way either.

Multi-modal corridors. To meet the mission of moving people, Oklahoma City's streets should accommodate all the ways that people travel. But too often, our streets only serve cars. This does not mean that every street accommodates every form of transportation. But it does mean that the system should provide safe routes for pedestrians and bicyclists, even if they are on parallel or secondary routes.

Access management. Streets operate most efficiently when "friction" – conflicts created when decelerating, accelerating, turning, or other interruptions to the flow – are minimized. Major surface streets both serve through traffic and provide local access to businesses, industries, and homes. These needs must be balanced, but when access is unmanaged – too many driveways, curb cuts, or other points of entry or exit – efficiency drops and the probability of crashes increases.

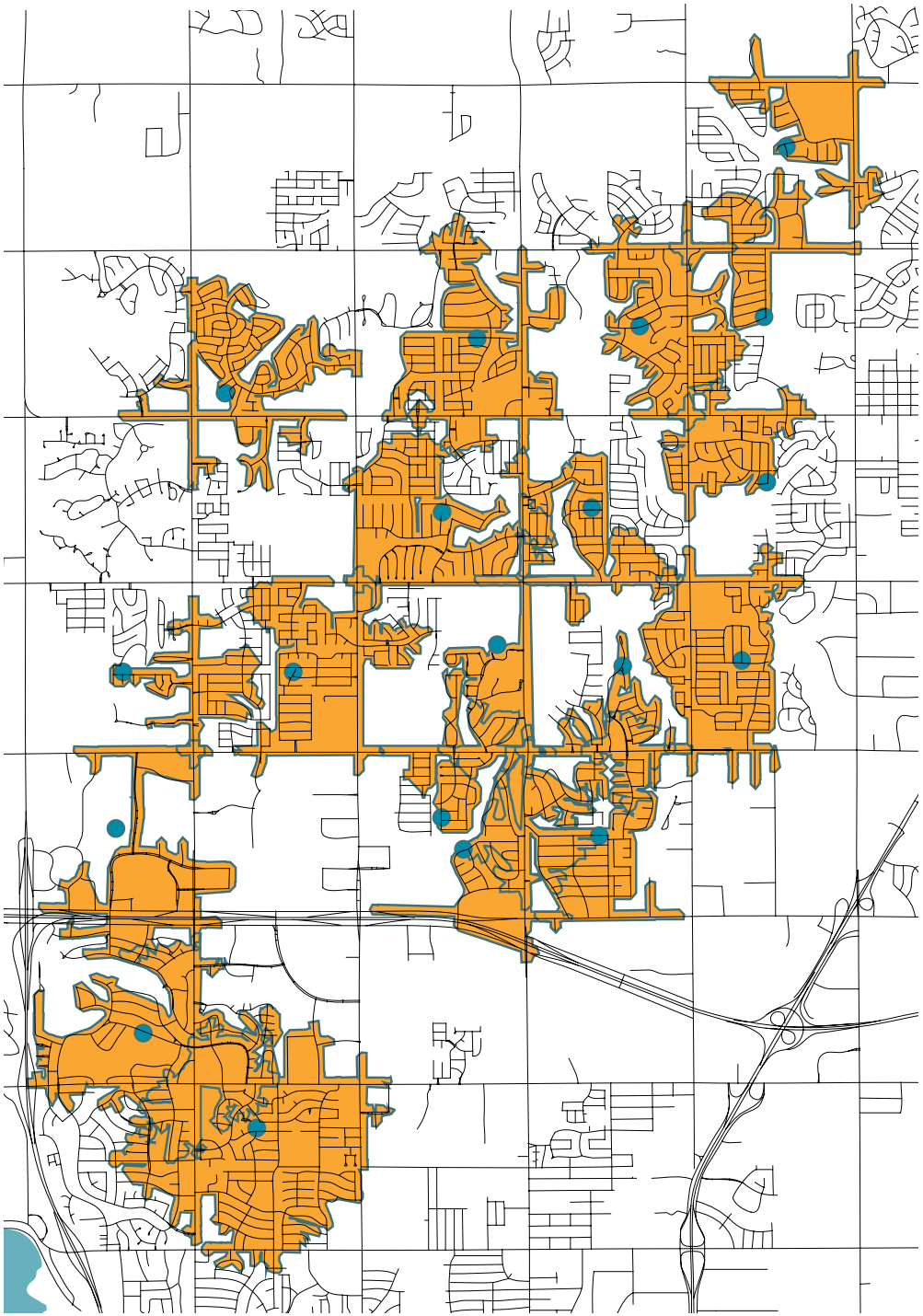
Land use and street capacity. In discussing the concepts of Land Use and Street Typologies, Chapter Two made the point that development should be served by the appropriate type of street. Thus, high intensity development should generally locate on or near high capacity streets, and vice versa. While this seems clear, we have many examples to the contrary, especially on the fringe of the city. This, combined with poor street connectivity and lack of alternative routes, leads to further congestion and possible risks in emergency situations.

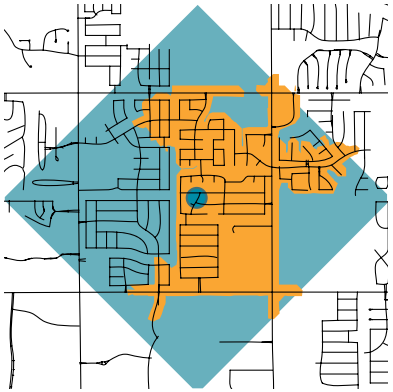


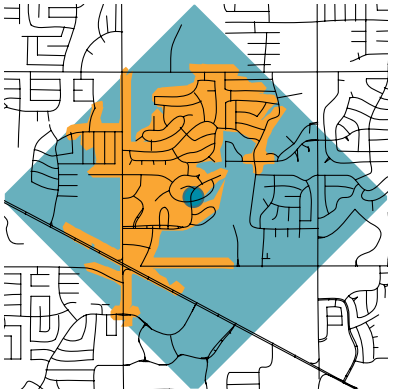
NORTHWEST EXPRESSWAY

An example of poor access management.

POOR STREET CONNECTIVITY









COMPARING STREET CONNECTIVITY

Examples of poor (left) and good (right) street connectivity in Oklahoma City.

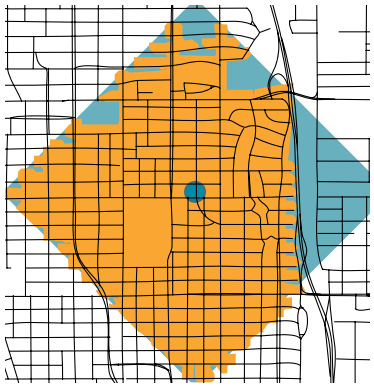
The orange area represents one mile traveled from the blue starting point on the existing road network in any direction.

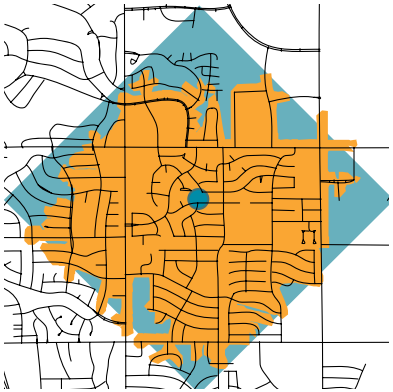
The blue area represents one mile traveled on a perfectly connected road network from the blue point.

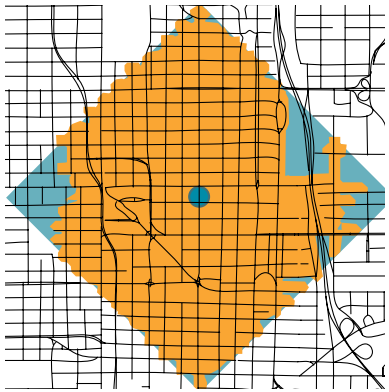
While the individual areas in the examples to the left offer some connections to the arterials, the lack of internal connections limits the areas accessible in a mile of travel on the street network.

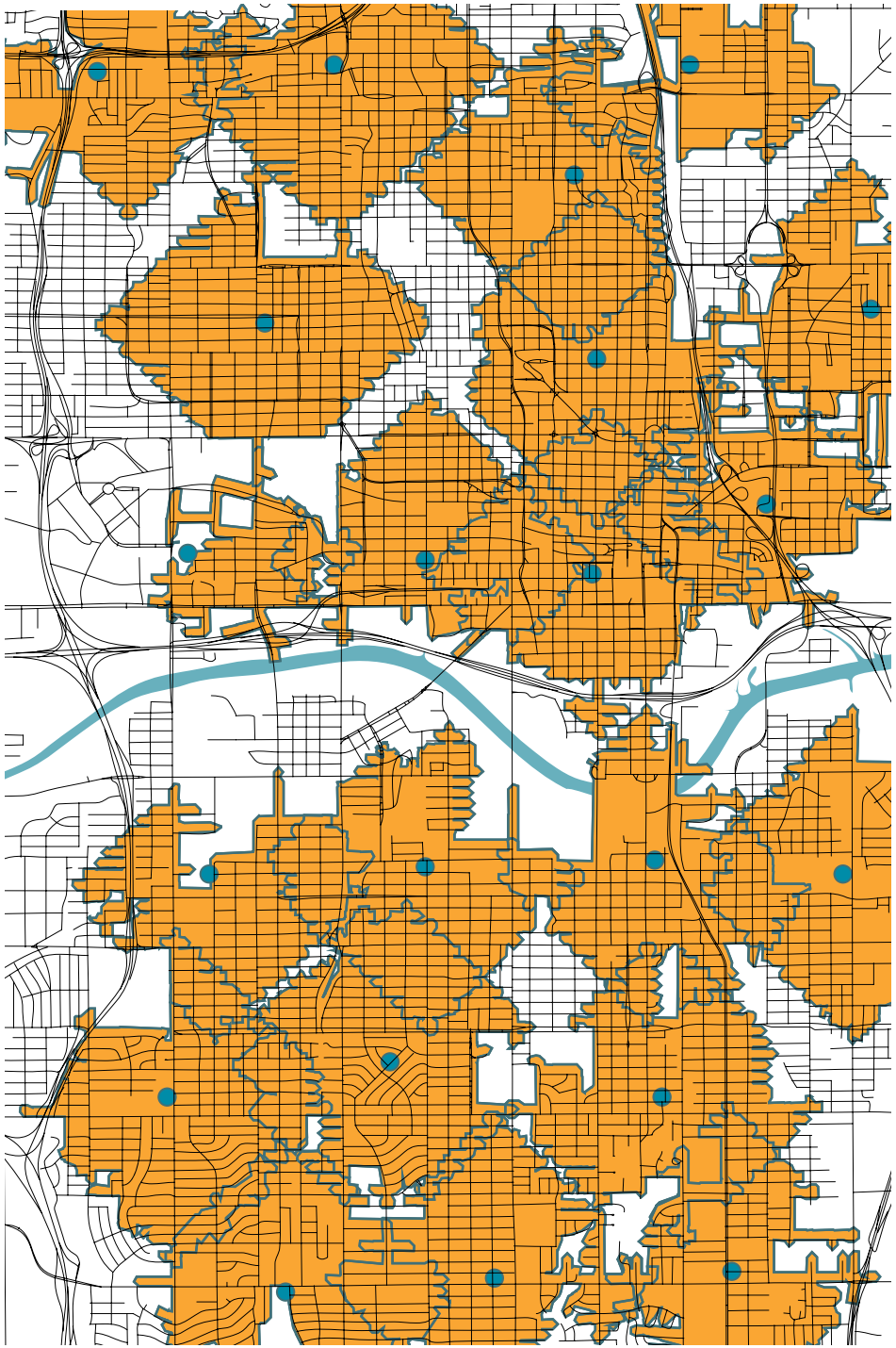
The street systems to the right offer better connectivity. The area's accessibility is far greater, dramatically increasing the ability of people to walk and bike to surrounding uses. This also decreases the amount of out-of-direction travel.

GOOD STREET CONNECTIVITY









BENEFITS OF A CONNECTED STREET SYSTEM

Fewer miles driven

Well-connected networked streets provide greater mobility and access. By their very nature, networked streets provide shorter, more direct routes between destinations. This increases the efficiency and reliability of the road network.

Better for Public Safety & Utilities

Increasing route options reduces emergency response time by allowing emergency vehicles more direct access. And having more route options increase the systems resilience by reducing the risk that an area will become inaccessible if a particular part of the roadway is blocked by a traffic accident or an obstacle such as a fallen tree or power line.

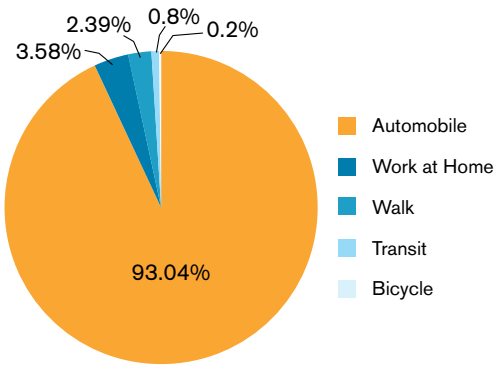
Less congestion

Poorly-networked streets typically concentrate local traffic on a few arterials because there is no other route available—but well-connected street systems encourage area trips to occur on local streets instead of arterials or highways. This preserves capacity on arterials and highways for more regional trips and lessens the need for widening those roads, making more funding available for maintenance of existing streets.

During times of congestion or construction, drivers have more opportunities to switch to different routes and avoid delay. This is especially important for emergency responders as they need the fastest, most direct route to a fire or medical emergency.

Better pedestrian and bicycle access

A connected street system also benefits cyclists and pedestrians. Shorter, more direct trips make alternative modes of travel viable and often, the more desirable choice. This further reduces congestion and has a multitude of public health benefits.



COMMUTER MODE SHARE, 2010





TYPES OF TRANSIT PLANNED FOR OKC

Transit passengers are likely to see new types of services as EMBARK and other agencies work to increase the importance of transit to the city's transportation scene.

Enhanced bus is a better version of our existing local buses. They may include more shelters, electronic schedule information, fewer stops, and vehicles with amenities. Like current buses, though, they continue to operate in mixed traffic.

Bus rapid transit (BRT) has some of the characteristics of rail vehicles, including greater capacity, low floor loading, and well-spaced stations. They may have their own lanes or even roadways, and offer significantly faster service than conventional buses.

Modern streetcars operate on rails in streets and usually are powered by electricity in overhead wires. The vehicles usually have substantial capacity and low-floor loading, and are being used frequently as circulators in downtown areas.

Commuter rail typically includes cars either self-propelled or pulled in trains by locomotives, and provide fast, peak hour service between suburbs and central cities. Stations are widely spaced.

Transit

Public transportation, mostly by electric streetcars, was basic to the early growth of Oklahoma City. Streetcar coverage was largely in the area bound by Eastern and Portland Avenues on the east and west, and North 36th to South 29th on the north and south. After 1947, public transportation converted to bus service and the percent of people using transit declined steadily. By 2010, only 0.8% of commuters used transit for travel to work, lowest among the nation's fifty largest metropolitan areas. However, that long-term trend is beginning to reverse, and the Central Oklahoma Transit and Parking Authority (COTPA), the City agency responsible for public transportation and parking operations, is taking major steps to revitalize transit service.

System re-branding and redesign. In April, 2014, Oklahoma City's transit system rolled out a major re-branding and route reconfiguration, implementing recommendations from the Transit Service Analysis for a streamlined route structure, more direct lines, elimination of non-productive routes, and greater frequency. A modernization of the system brand, now called EMBARK, accompanied these route changes. These changes are also the first step toward accomplishing a key recommendation of the Fixed Guideway Study (FGS) of 2008, which recommended Enhanced Bus service on the basic route network.

Service Hours. Despite system improvements, our transit system shuts down early and does not operate on Sunday, which is unusual for a city our size. This is the result of limited funding, a small fleet, and relatively low rider density. But ridership trends are changing, and are likely to change more with the coming of high density urban developments like in the Core to Shore area. Limited hours also limit access to jobs for off-hour workers, although services other than fixed route buses are often more efficient for these trips.

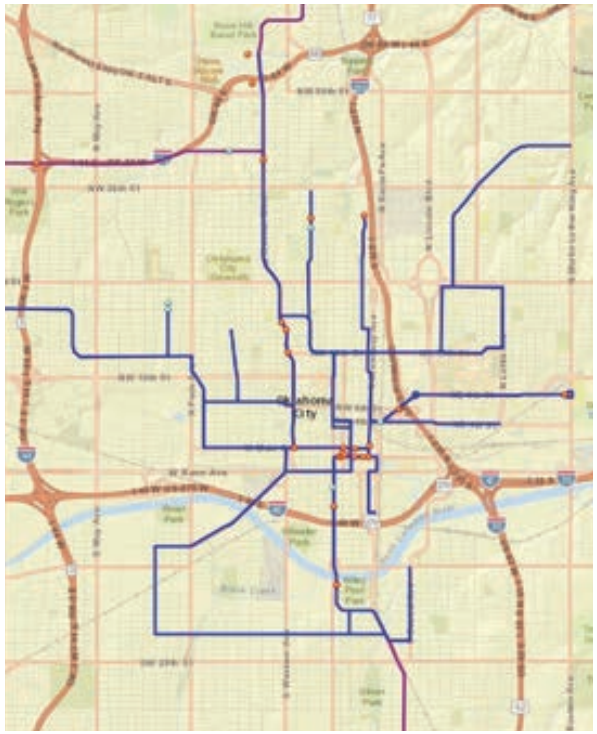
Geographic Coverage. EMBARK's service area is spread over 244 square miles, which spreads its small bus fleet over a very large territory. Many parts of the city do not have good transit potential, lacking the density or general preferences necessary to support transit. However, other areas have significant potential, including employment concentrations and urban districts with appeal to both residents and visitors like Will Rogers International Airport, Paseo, Stockyards, Capitol Hill, Asian District, and Stockyards.

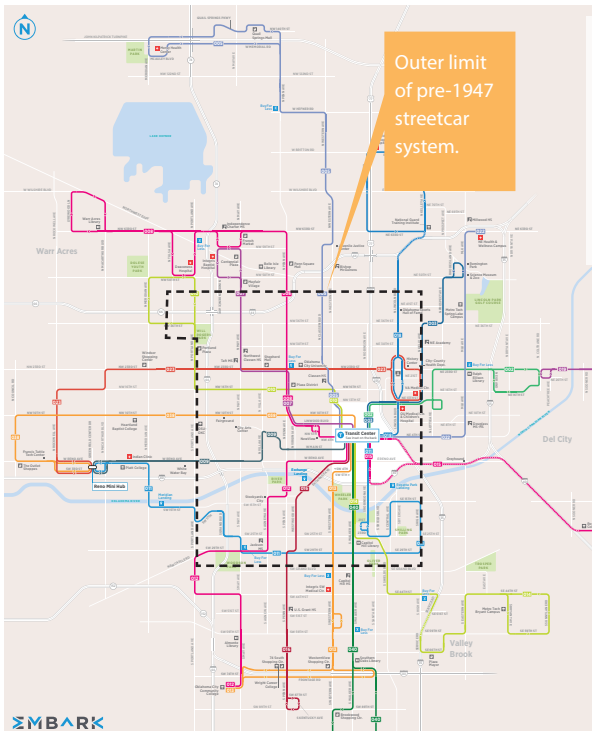
Support infrastructure. The weak link in most transit systems is the waiting period at stops or during transfers between routes. Critical elements include shelter from the elements, lighting for security, information about routes and the times of upcoming arrivals, and good pedestrian access to stops. This is especially true in Oklahoma City, where many trips require passengers to use two or even more routes.

New technologies. As of 2014, Oklahoma City's transit service is provided by fixed route local buses, some rush hour commuter expresses, and supporting paratransit. This will be changing. MAPS 3 includes funding for a modern streetcar to serve Downtown and Midtown. The Fixed Guideway Study proposes Bus Rapid Transit (BRT) service on three major corridors, enhanced bus service on the basic system, and commuter rail on a corridor between Edmond and Norman. A transit hub is also planned at the current Santa Fe station on Gaylord Boulevard. These changes as they occur are certain to change routes, schedules, and the market for public transportation.

Multi-modal access. The "active transportation" umbrella usually includes public transportation because most people have to walk or bike to bus stops or transit centers. A traditional problem for transit has been the trip from home at the beginning of the trip or to the destination at the end. For people walking to stops, the typical service corridor is limited to one-fourth mile on either side of the line. Bicycles can increase this distance, but facilities are needed to encourage their use.

Density. Low density is an issue for many transit systems and is seen as a particular problem in Oklahoma City, with its gross density of only about 1,000 people per square mile. However, it is important to realize that this is an average, and that some areas and corridors have densities that support transit. In addition, the Efficiency Scenario, supported by the community and consumer preferences, and identified by both the Housing and Community Appearance surveys, suggests redevelopment and new growth at higher densities.





OKLAHOMA CITY TRANSIT MAPS

Left: The extent of public transportation service, largely provided by streetcars, to 1947.
Right: The EMBARK system implemented in April, 2014, showing the extent of the original streetcar network.





TRANSIT MODES

Right: Bus rapid transit in street operation in Boston.
Far Right: Modern streetcar right of way on Auburn Avenue in Atlanta.

Bicycle Facilities

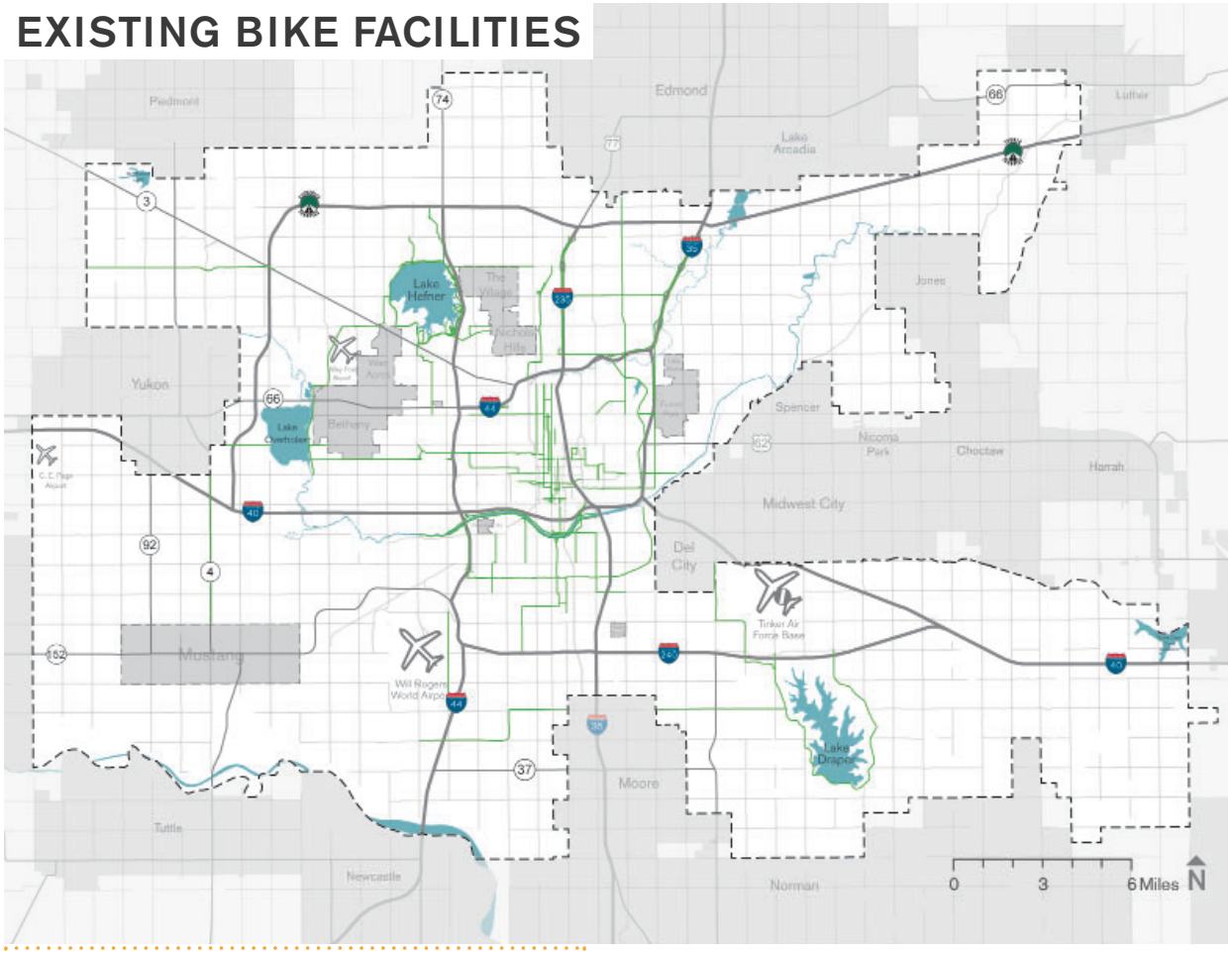
As a means of transportation, the bicycle is highly flexible, uses only the fuel created by its operator, makes little noise, and is capable of moving at traffic speeds in many urban situations.

Lack of continuity. We have made progress toward increasing the role of bicycles in our transportation system. Two examples of this progress are the Katy Trail on the east side and bike lanes on Shartel Avenue. A true network should provide routes that lead without interruption to important destinations. The Shartel bikeway, for example, ends on the north at Interstate 44, forcing cyclists continuing north onto busy arterials.

Coverage. Riding a bike for at least short trips can be an efficient option for most people. Therefore, an effective network should serve every appropriate part of the city. The type of infrastructure will change from one area to another, depending on the density of housing and destinations and the character of the street system.

Connections and user comfort and capability. Because most bicycle routes will use streets, good connectivity within and between neighborhoods will also help produce a good bicycle network. Lower-volume streets that lead to destinations are especially important because they provide safe and comfortable routes. When poor street connectivity forces cyclists to busier roads that feel less safe and more stressful, the number of people who consider bicycling for transportation drops. Some experienced cyclists operate confidently in all types of traffic, but many prospective cyclists are much less comfortable. Potential growth for bicycle transportation rests with this "interested but concerned" group, which responds well to facilities like bike lanes, cycle tracks, and

EXISTING BIKE FACILITIES

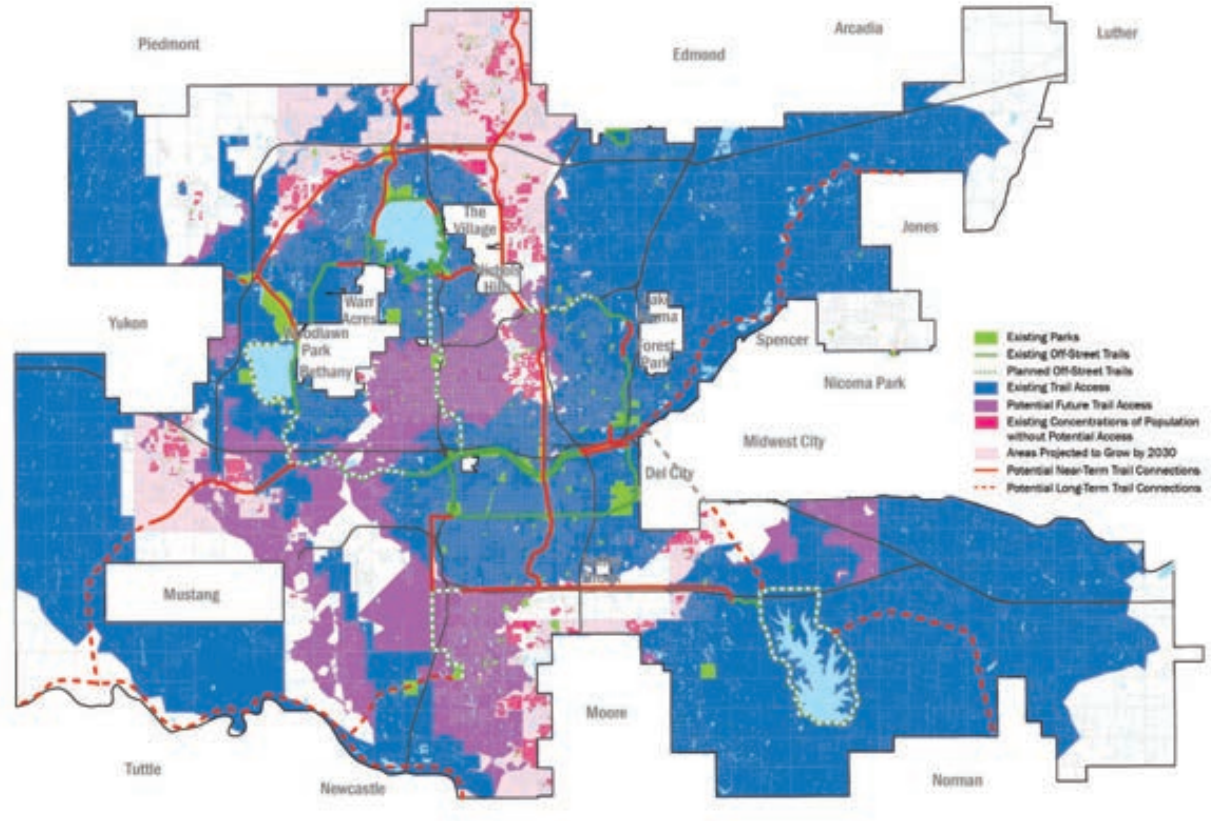


ABOVE

Existing Trail & Bicycle Facilities: Bike Routes, Lanes, and Trails. While facilities exist, they are disconnected and do not serve many parts of the city.



Areas of Oklahoma City Currently and Potentially Well-Served by Off-Street Trails





ABOVE

Existing trails and served areas. Major parts of the central city are not currently served by trails.

LEFT

Student using the Katy Trail to get to an elementary school must climb down a bank because of lack of connections.

well-designed paths that provide greater separation between cars and bikes.

Support facilities. In addition to routes and street adaptation, support facilities are also needed to encourage bicycle transportation. These include convenient bike parking and storage, wayfinding information, and bicycle-sensitive sensors at traffic signals. When these features are lacking, unintended problems occur. For example, bicyclists often respond to a lack of signal detection by going though red lights, which in turn creates bad habits and a poor public perception. Without parking, bicycles are parked in places that can present obstacles to pedestrians and damage to trees and property. On the other hand, providing these features suggests that bicycles belong as an important part of the transportation network.

Safety education. Motorists and bicyclists are too often unaware of their respective legal requirements and responsibilities, and the rules of etiquette in sharing road space. This leads to conflicts and even injury when road rage results. This can be especially true in a city like ours, where bicycling for transportation is still relatively uncommon and some motorists are unaware or even hostile to cyclists.

Trails

Trails and multi-use paths are important resources for both bicyclists and pedestrians, and serve basic transportation and recreational needs. A major purpose of trails is the provision of access to parks and recreational attractions. Trails fall within the comfort level and capabilities of a wide range of people because of their separation from motor vehicles and easy grades. But they also present challenges.

Disconnected trails. The city has about 70 miles of trail in six major trail corridors: the Oklahoma River, Katy, South Grand, Bert Cooper (Lake Hefner), Hefner-Overholser, and Tinker-Draper Trails, and lakeside trails around Lakes Hefner and at Lake Overholser. MAPS 3 will help link these into a citywide loop by adding the West River Trail, connecting the River Trail and Lake Overholser; linking Lake Hefner with the Riverfront; and a trail around Lake Stanley Draper. Some major trails remain separated from the rest of the network, and local links from on-street routes are missing.

Links to surrounding neighborhoods and destinations. To provide access to destinations, trails should have frequent and convenient links to local streets, adjacent neighborhoods, and logical destinations like schools and shopping. Some of our existing trail corridors have characteristics that make these linkages relatively difficult. These problems include use of former railbeds on elevated embankments (the Katy) or infrequent connections to bridges or neighborhood streets (the Oklahoma River). Ramps and access points along all trails both increase their usefulness and create safer environments for the trail user.

User conflicts. Trails serve a variety of users, including pedestrians (on both two and four legs), bicyclists, and in-line skaters. These user groups operate at different speeds, and sometimes lack consideration for each other. In some cities with heavy user volumes, heavily used trails have been divided into pedestrian and bicycle tracks. At present, this does not seem necessary in Oklahoma City, but better connectedness may generate heavier future use.

Trail design and support facilities. Effective trail design involves much more than a linear path. Because trails are often separated from streets and hidden from casual public view, emergency communications and locators become very important. Trail users need wayfinders, mileage markers, and standardized signage to orient themselves. Intersection design requires careful design consideration, particularly in situations with unusual potential for conflicts like median paths (Grand Boulevard) or sidepaths (wide multi-use paths along streets).





ABOVE

The Katy Trail (top), a major initiative completed since 2008. Also pictured is a bicyclist on the South Grand Boulevard Trail.



TRACKS

Separate bicycle and pedestrian tracks on a heavily used trail. (University Avenue in Boulder, CO)

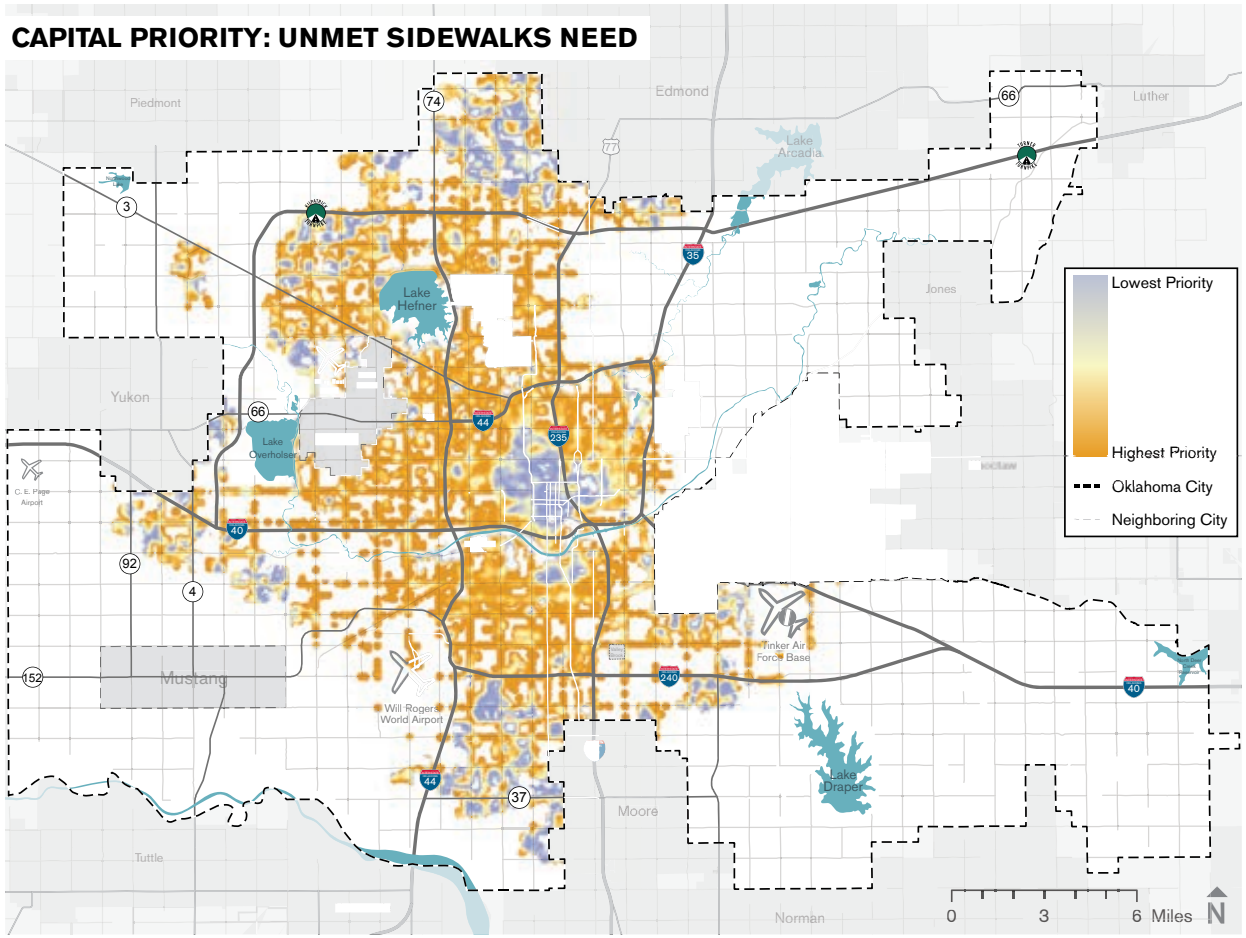
Funding for capital development and maintenance. Trails in Oklahoma City are normally considered to be recreational facilities and compete with parks for scarce maintenance funding. Capital development is also expensive and competes with other priorities for limited local and federal funding.

Sidewalks

Sidewalks are the core of the city's pedestrian system and serve a variety of functions, including routes to schools and parks, short distance travel within neighborhoods and to convenience services, recreational walking, and trips to one or more destinations after parking or leaving a bus. A web of continuous sidewalks in a neighborhood is necessary to provide full pedestrian mobility, but only some of the city's areas display this kind of service.

Limited areas of service. Most of Oklahoma City has poor sidewalk coverage or no sidewalks at all. Reasonably good networks occur in the traditional city core and in new neighborhoods where relatively recent subdivision regulations now require sidewalks along streets. But in the intervening period, pedestrian circulation was generally not valued and, in an automobile culture, developers and even the City viewed sidewalks as an unnecessary expense.

Condition. Even where sidewalks are present, data on their condition, safety, and usability are limited. Problems such as deteriorating paving, tree roots, obstructions, and lack of ADA accessible intersection crossings are not well documented, making it difficult



OKC SIDEWALK SYSTEM

Oklahoma City's sidewalk system. Areas of good coverage include the city core, scattered neighborhoods, and newer subdivisions where sidewalks are now required.





SIDEWALK CONDITIONS

From top: improved sidewalks along 23rd Street improve walkability and support revitalization efforts; and a major arterial corridor without sidewalks or other pedestrian access.

to allocate rehabilitation resources efficiently or toward specific priority areas. The MAPS 3 sidewalk master plan has established a system to evaluate sidewalk conditions and set priorities.

Funding. Traditionally, sidewalks were regarded as a benefit to adjacent property owners and their construction is funded by special assessments. Because property owners typically do not want to pay these costs, gaps remain unfilled and sidewalk segments missing or in poor condition. Also, while property owners normally are required to maintain sidewalks, these responsibilities are not clear and rarely enforced.

Barriers to full pedestrian access. When sidewalks do exist, barriers like busy streets, difficult intersections, lack of signals, and freeways can block natural pedestrian routes.

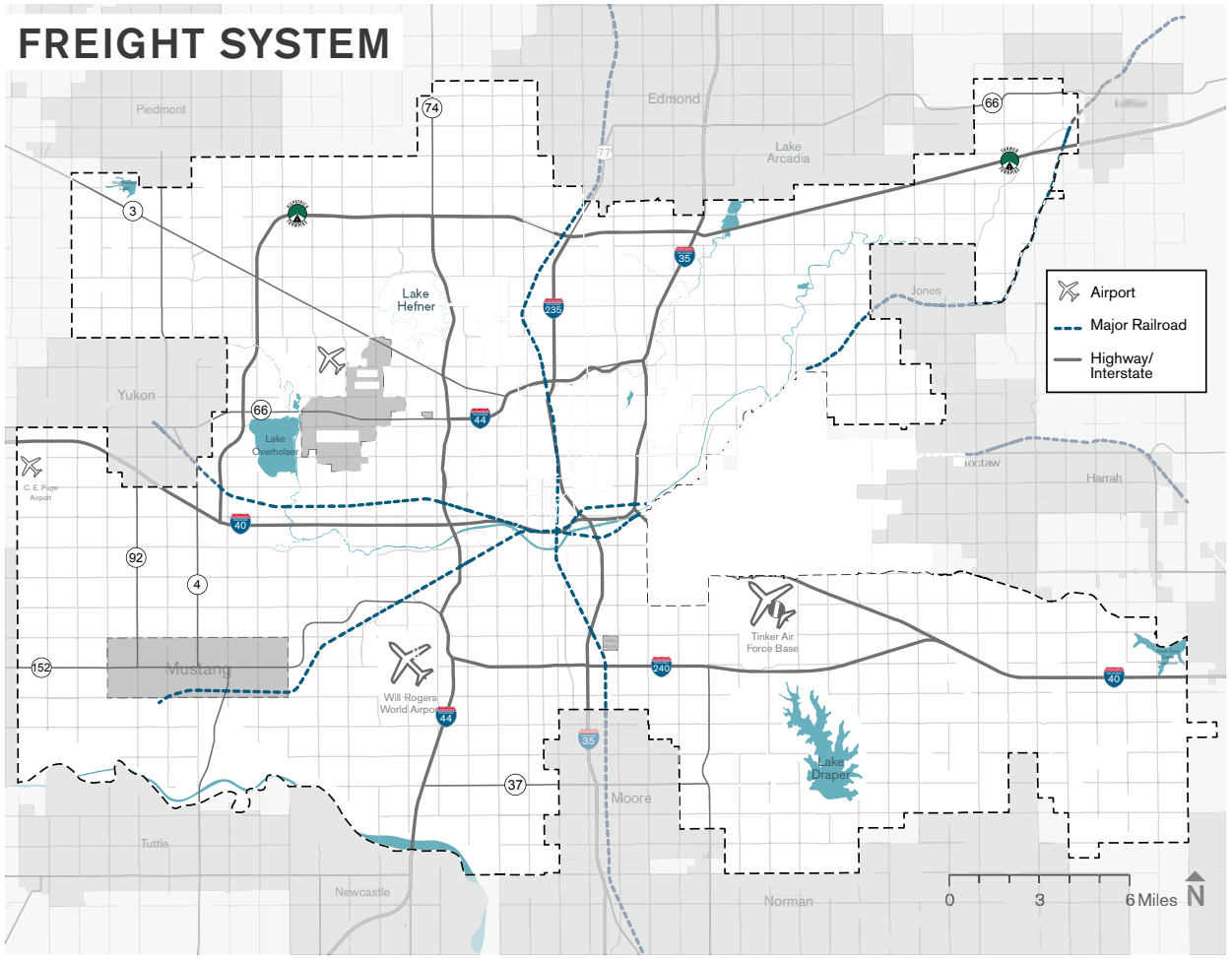
Airports

Oklahoma City's Will Rogers World Airport is an excellent facility that is experiencing increasing traffic. However, the only practical access to the airport is by car. One local bus route served the airport, but this failed to meet the needs of either employees or airline passengers.

Freight

Issues related to freight movements largely center around rail service and its impact on aspects of the City's transportation network.

North-south rail volumes. The north-south Burlington Northern Santa Fe main line is the highest volume rail freight corridor through the city, and also is the route of the Heartland Flyer, Amtrak's only service to Oklahoma City. Increasing freight loads are expected to degrade service by 2035. Maintaining a good service level will require increased capacity along this corridor. In addition, the Fixed Guideway Study



RAILROADS

Right: Amtrak's Heartland Flyer between Oklahoma City and Fort Worth, the state's only current passenger rail service.



identifies the Edmond-Norman north-south corridor as the highest demand corridor for commuter rail, also requiring additional capacity.

Intermodal Facility. Oklahoma City, at the junction of three major interstate highways and the nation's two largest railroads, presents tremendous potential for an intermodal freight hub. The city lacks a crane equipped facility along a major rail line with close access to the interstate system, and has not identified a potential site for such a facility.

Local impact. While some railroad crossings are grade-separated and allow relatively free flow of local traffic, surface crossings interrupt traffic patterns – a problem likely to grow worse as freight loads increase with more frequent, longer trains. These interruptions also affect neighborhoods by creating noise, safety issues, and presenting barriers between residential areas.

Our Plan

Our goal for achieving a connected Oklahoma City is based on recognizing transportation's key role in making our city work. We understand that private motor vehicles are and will continue to be the dominant way of moving people and goods around the city. Maintaining the condition and functionality of our street system is our primary priority. We must compliment this priority by promoting and investing in other transportation choices - a sound, contemporary transit system and an effective network that encourages people to walk or bike for basic transportation. In 2010, only 3.4% of total trips to work were made by transit, walking, or biking. If this percentage were increased to only 10% (with nine of ten trips still made by automobile), the impact on the character and density of the city would be enormous, helping to bring about the benefits, efficiencies, and opportunities envisioned by the development vision of Chapter Two of planokc.

Our Goals

TRANSPORTATION SYSTEM

1. **Oklahoma City's transportation system is safe, convenient, and provides a variety of interconnected modes that strive to balance the needs of all users.**

ROADWAYS

2. **Oklahoma City's street system is well-maintained and provides for the safe and efficient movement of people.**

TRANSIT

3. **People have convenient access to an efficient and effective transit system that connects them to their daily activities and is valued as a public benefit.**

BICYCLE FACILITIES

4. **The bicycle is used as a form of transportation in Oklahoma City by riders of all levels of experience.**
5. **The bicycle culture in Oklahoma City is characterized by complete facilities, quality amenities and safe vehicle operator (cyclists and drivers) attitudes and behaviors.**

TRAILS

6. **Trails are accessible and connect neighborhoods to places citizens want to go and provide a safe, healthy transportation alternative.**

SIDEWALKS

7. **Oklahoma City has a complete, accessible, and well-maintained network of sidewalks that people use to recreate and get to work, school, shopping, transit, and parks.**

AIRPORTS

8. **People have multiple transportation options to get to and from Oklahoma City's airports.**

FREIGHT

9. **Oklahoma City's freight facilities move consumer goods safely and efficiently through out the city and connect the local economy to the global marketplace.**

Our Initiatives

connectokc Initiatives	connectokc Goals 1	2	3	4	5	6	7	8	9
1. Coordinate street and land use plans.	■	■							
2. Implement street connectivity standards.	■	■	■		■		■		
3. Establish a neighborhood street program.	■	■							
4. Create multi-modal corridors.	■	■	■		■		■		
5. Manage access on major streets.	■	■							
6. Establish a regional transit authority.	■		■						
7. Implement major transit improvement plans.	■		■					■	
8. Interconnect transit with other modes.	■		■	■			■	■	
9. Design for transit access.	■		■				■		
10. Provide transit to airport.	■		■					■	
11. Create a destination-based priority bike network.	■			■	■	■			
12. Meet annual new bike facility goals.	■				■	■			
13. Remove barriers to continuity.	■			■	■	■			
14. Establish a bicycle-friendly culture.	■			■	■				
15. Update and implement the Trail Master Plan.	■			■		■			
16. Provide funding for trails.	■					■			
17. Improve trail access to streets and destinations.	■					■			
18. Develop a major pedestrian system plan.	■					■			
19. Implement street and land use typology standards.	■	■	■	■	■		■		
20. Provide clear funding and responsibilities for sidewalks.	■						■		
21. Plan for increased north-south rail capacity and freight infrastructure.	■								■
22. Develop Livable Streets.	■	■	■	■	■	■	■	■	■

"In the pursuit of comfort and wealth, we have managed to design physical activity out of everyday life. Rather than make the healthy choice the easy choice, we make it the hard one. Through ample research, we know that the built environment has a profound influence on health. It's not the only factor, but it's an important one.

(High level real estate and public) leaders recognize the importance of infrastructure in shaping real estate development, and they identified public transit and pedestrian infrastructure, including sidewalks, along with roads and bridges, as top investment priorities."

- Rachel MacCleery
Executive Vice-President
Urban Land Institute

A street is a spatial entity and not the residue between buildings.

– Anonymous

The role of the street is social as well as utilitarian.

– Andres Duany

The street system is our largest transportation asset and serves the access needs of the vast majority of our residents. While the system is built to accommodate motor vehicles, its real function is to move people. Our initiatives and policies are designed to ensure the safe operation of this system, accommodate all forms of mobility, and advance the city's overall development goals.

Growing urban populations will demand that their streets serve not only as corridors for the conveyance of people, goods, and services, but as front yards, parks, playgrounds, and public spaces. Streets must be safe, sustainable, resilient, multi-modal, and economically beneficial, all while accommodating traffic.

- Urban Street Design Guide
National Association of City Transportation Officials, 2013

INITIATIVE 1

COORDINATE STREET AND LAND USE PLANS

We will ensure that street improvements and expansions to the network serve the development vision of plan**okc**. The Land Use Plan, the foundation of plan**okc**, is based on efficient use of land resources, and incremental, market-based extensions of urban development. Road construction projects in undeveloped areas can have the opposite effect by encouraging decentralized development. Both city and regional road plans should reinforce the vision of efficiency by focusing on enhancing the existing network, addressing areas of congestion and poor operation, increasing network connectivity and route choice, and using new street extensions to guide development in desirable directions.

We will implement the street typology concept. The street typologies combine the function and context of streets to produce design standards. Our subdivision ordinances and design practices should be amended to be consistent with these standards. Different land uses and intensities of development also require streets with the ability to handle the traffic they generate. Therefore, new development should be located on streets of appropriate type and capacity, or include measures necessary to supply the required capacity.

Policies C-1, C-2, C-3, C-4, C-7, C-9, C-31, C-40, C-43, and ST-30 implement this initiative.

INITIATIVE 2

IMPLEMENT STREET CONNECTIVITY STANDARDS

We will provide good street connections within and between neighborhoods to provide a choice of routes and separate local traffic from major arterials. Good street connectivity has many benefits. By providing alternative routes for short distance trips, it indirectly increases the capacity of arterial streets. It also provides better quiet street opportunities for pedestrians and bicyclists, and improves the efficiency of delivering emergency access and city services.

Policies C-8, C-10, C-11, C-12, C-29, L-3, and SE-3 implement this initiative.

INITIATIVE 3

ESTABLISH A NEIGHBORHOOD STREET PROGRAM

We will establish a systematic neighborhood street program, focused on rehabilitation, traffic calming, and safety and functional improvements. Citizens place a high priority on the condition and repair of the existing street system. The streets that affect residents most – local and connector streets – are rarely addressed

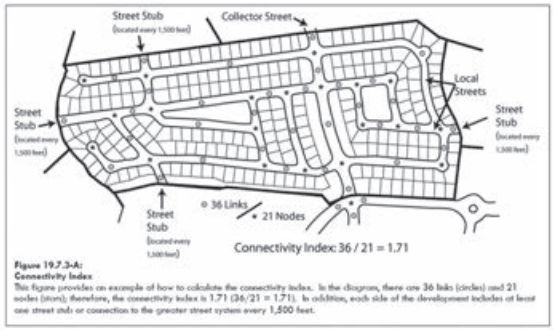


Figure 19.7.3-A: Connectivity Index
This figure provides an example of how to calculate the connectivity index. In the diagram, there are 36 links (circles) and 21 nodes (dots); therefore, the connectivity index is 1.71 (36/21 = 1.71). In addition, each side of the development includes at least one street stub or connection to the greater street system every 1,500 feet.

All developments required to achieve a connectivity index score must do so in accordance with the following table:

TABLE 19.7.3-1: MINIMUM CONNECTIVITY INDEX SCORE

BASE ZONING DISTRICT	MINIMUM INDEX SCORE
RS-1, RS-2, DH, RMH, PS	1.4
RS-4, RS-5, RS-8, RM-10, RM-16	1.5
RH-24, RH-36, MC, MR, MN, PC	1.65

Street connectivity index calculator from the City of Henderson, NV

EVALUATING STREET CONNECTIVITY IN DEVELOPMENTS:

Systems have been developed to provide ways of measuring street connectivity. These can then be incorporated into development regulations and provide objective standards for new projects. Two of these systems are the Route Directness Index (RDI) developed by Transpo Group and the Street Connectivity Index.

The RDI calculates direct travel distance by actual travel distance on a 0 to 1 scale. For example, if two places are a mile apart "as the crow flies" but the actual travel distance along city streets is two miles, the RDI equals 0.50. The developers of the concept estimate that an acceptable minimum RDI is between 0.6 and 0.7.

The Connectivity Index establishes nodes (such as intersections and cul-de-sac ends) and links (street segments that connect any two nodes), and divides the number of links by the number of nodes. An index of about 1.40 is considered a good standard.

by normal transportation programs. A systematic neighborhood street program will both provide regular funding for street repair and rehabilitation and completion of special street projects such as traffic calming.

Policies C-5, L-37, L-42, and SE-3 implement this initiative.

INITIATIVE 4

CREATE MULTI-MODAL CORRIDORS

We will incorporate all appropriate forms of transportation into major street and land use corridors. Major corridors provide access to important community destinations, including shopping centers, civic institutions, and employment centers. Multi-modal corridors do not require every form of transportation on every major street. Rather, the corridor taken broadly provides access for all modes of transportation to destinations along the way. For example, service roads, local streets, trails, or other paths parallel to arterials can accommodate local transit, pedestrians, and bicyclists comfortably. The concept of multi-modal corridors also requires that projects that change or expand the motor vehicle capacity of major streets and roads accommodate transit and active modes in the final design and during the construction process.

Policies C-3, C-6, C-22, and SE-9 implement this initiative.

INITIATIVE 5

MANAGE ACCESS ON MAJOR STREETS

We will maximize the safety and efficiency of arterials by developing and implementing new standards and strategic access management projects. New design standards and practices should reduce the number of driveway cuts on streets, encourage shared access points, develop properly designed service roads where appropriate, and align curb cuts across streets wherever possible. These changes are usually good for business because they increase the efficiency of parking, reduce crashes and conflict points, and reduce stress on customers and motorists.

Policies C-13, C-28, C-30, C-31, C-32, SU-27, and SU-47 implement this initiative.



SANTA FE DEPOT

Renderings of the proposed transit hub at the former Santa Fe Depot. This project implements the recommendation of the Transit Hub Study and will serve conventional buses and BRT, modern streetcar, Amtrak, and future commuter rail service.

In our development vision, public transit must play a larger role in Oklahoma City's transportation network. Currently, we rank last among the nation's fifty largest cities in the percent of workers using transit for their work trip. Oklahoma City residents have expressed a need for better transit, more focused around potential markets, and major initiatives are underway to increase the visibility and utility of our services. But these changes by themselves, will not take full advantage of the ability of transit to improve access to the city's features and economic opportunities.

INITIATIVE 6

ESTABLISH A REGIONAL TRANSIT AUTHORITY

We will work to establish a regional authority for financing and operating transit in the Oklahoma City metropolitan area. Providing a quality public transportation service requires a reliable funding source. The need for and benefits of public transportation do not stop at the borders of Oklahoma City. Effective transit benefits the region in several ways, including providing direct services in and to surrounding cities and opening street and highway capacity for suburban commuters who do not use transit. A metropolitan authority can coordinate current regional services and expand into areas like commuter rail. Most importantly, it can provide a dedicated and stable source of funding – necessary for fully realizing transit initiatives recommended by the Fixed Guideway and Transit Analysis studies.

Policy C-35 implements this initiative.

INITIATIVE 7

IMPLEMENT MAJOR TRANSIT IMPROVEMENT PLANS

We will implement the general recommendations of the Transportation Service Analysis (TSA) and the Fixed Guideway Study (FGS). These two studies together define a transit future for Oklahoma City. The Service Analysis addresses enhancements of the existing bus system while the FGS provides a long-term direction that introduces new transit technologies. We have begun implementing elements of both studies. The restructured EMBARK system has made the substantial short-term route adjustments and re-imaging recommended by the TSA. The MAPS 3 program, approved by the voters, includes capital funding for a modern streetcar serving the Downtown area, a major recommendation of the FGS. Both projects will change the image and visibility of transit in the city.

The TSA established basic principles to guide short-term adjustments and longer-term system design. These guiding principles include simplicity of service, directness of routes, minimized transfer waits, operation along arterials, route symmetry in both directions, and service to rider destinations. Key long-term recommendations include weekend service expanded evening hours, and more frequent service on routes with high ridership potential. These service expansions are vital to expanding the relevance of transit to more people. The analysis also recommends new routes with available funds, including a direct service to the airport. New service should also serve destinations of special interest to both residents and visitors, using routes that will appeal to specific markets.

The FGS proposes a future system utilizing four technologies:

1. Enhanced bus on the basic system, using conventional buses with more frequent service, longer operating hours, rider amenities such as shelters and schedule information at stops, less frequent stops, and faster operating speeds.
2. Bus rapid transit (BRT) on four corridors: Reno Avenue, Northwest Expressway, 59th Street, and Meridian Avenue.
3. Modern streetcar, to be implemented on a starter basis through MAPS 3 as noted earlier.
4. Commuter rail on two corridors: the primary north-south route from Edmond to Norman via Downtown Oklahoma City and Downtown to Midwest City/ Tinker Air Force Base.

Scheduling and funding for this 2008 study must be re-evaluated, but the basic long-term system concept remains sound.

Policies C-36, C-37, C-38, and C-39 implement this initiative.

INITIATIVE 8

INTERCONNECT TRANSIT WITH OTHER MODES

We will develop facilities that encourage people to use other means of transportation to travel to transit stops and stations. The traditional service area around a transit route is a 1/4 mile walking distance. We should maintain clear and continuous pedestrian routes within that service area to transit stops or stations. Safe, comfortable, and attractive shelters and waiting areas should be located at strategic points along routes. Providing features that encourage people to bike or drive to stops and stations can extend these service areas and increase the number of potential riders. These features can include:

- Connections from trails to transit stops.
- Bike parking, lockers, and potentially rental stations at major transit stops and hubs.
- Park and ride facilities such as lots and structures, integrated into transit-oriented developments or at appropriate commuter sites.

Policies C-34 and SE-9 implement this initiative.



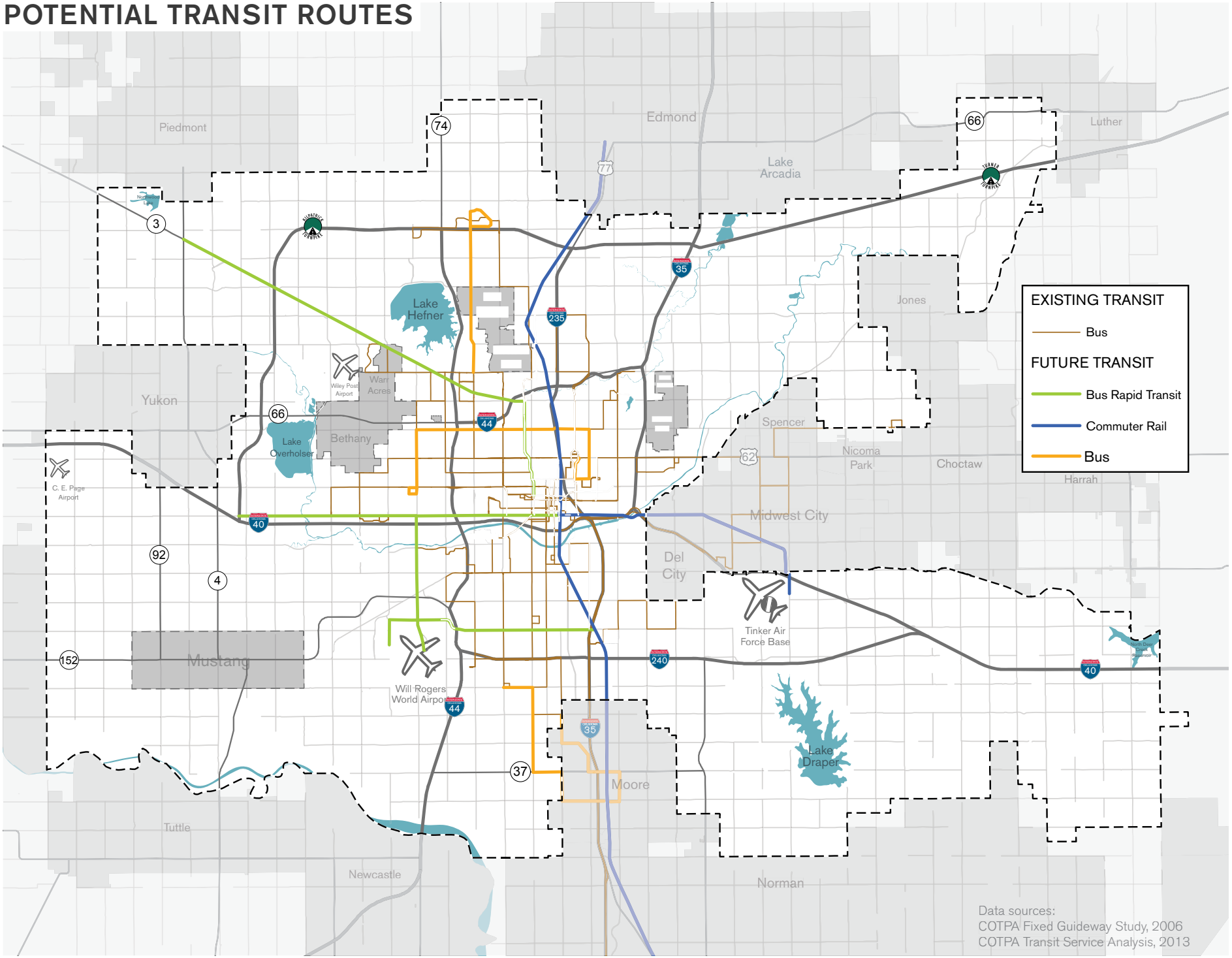
INITIATIVE 9

DESIGN FOR TRANSIT ACCESS

We will incorporate transit access into street design standards and projects on appropriate corridors. As streets that carry transit routes are improved or modified, their design should include features that specifically encourage amenities, pedestrian access, and smoother operations. These features may include enhanced pedestrian access and street crossings at transit stops; signal cycles that give pedestrians time to cross streets; space for shelters; signal controls; and reserved lanes or "JUMP" lanes for bus rapid transit. In addition, street typology standards that include transit-friendly features should be implemented.

We will implement standards that provide good transit access and user connections to major projects on transit routes. The length and nature of the path between a transit stop and the entrance to a major destination determines whether a project really has adequate transit service. For example, a stop should not require people to find their way across a large parking lot to enter the development. New design

POTENTIAL TRANSIT ROUTES



standards for large projects with transit potential should provide safe and comfortable links from the transit stop, or provide routes into the project for transit use.

Policies C-33, C-34, and L-15 implement this initiative.

INITIATIVE 10

PROVIDE TRANSIT TO THE AIRPORT

We will implement appropriate transit service to Will Rogers World Airport. Airport transit services address two markets: airport employees and airline passengers. Many cities, including Oklahoma City, attempt to serve their airports by extending a local line, a technique which serves neither market effectively. The Transit Service Analysis recommends a direct bus service to the airport in its long-term, unconstrained resources scenario. The proposed route would serve the transit hub, Convention Center , and hotels, with typical weekday headways of 30 minutes.

Policy C-38 implements this initiative.

Bicycle transportation has considerable potential in Oklahoma City because of its relatively comfortable topography. Also, despite the city's vast area, many pairs of origins and destinations are actually relatively close to each other. Surveys and experience around the country have shown that many people are interested in bicycling for specific purposes, but are discouraged by safety worries. Infrastructure that provides a safe separation from motor vehicles directly leads to more people using this healthy, enjoyable, and minimum impact method of travel around the city.

INITIATIVE 11

CREATE A DESTINATION-BASED PRIORITY BICYCLE NETWORK

We will design and implement a bicycle route system based on getting people to priority destinations. The current Bicycle Transportation Plan provides a two-phased network of potential bike routes. This network is based on evaluating various streets for bicycle suitability, and provides a solid foundation for implementation. The system should now be refined by considering destinations and designing routes that assemble on-street segments and trails into an entire network that serves multiple destinations.

We will incorporate appropriate support features such as bike parking and wayfinding signage into the system. On and off-street facilities function best with relatively inexpensive support facilities like parking and information graphics. Zoning ordinances and cost-sharing programs can both require, and encourage through incentives, bike parking for appropriate land uses, like major commercial, multi-family, and mixed use development. Desirable city actions include installing bike parking in public parking structures and business districts and encouraging bike "corrals" in which one parking space is dedicated to bike parking in neighborhood business districts.

Policies C-20, C-24, and C-25 implement this initiative.

INITIATIVE 12

MEET ANNUAL NEW BICYCLE FACILITY GOALS.

We will establish and execute annual goals for completion of new bicycle infrastructure. Annual installation commitments ensure that new facilities are installed in a systematic way. These goals may be established for specific destination-based routes or for miles of such new facilities as shared use lanes or bike lanes. The annual performance goals also include incorporating bicycle facilities into resurfacing or construction projects of streets on the bicycle network.

Policies C-6 and C-23 implement this initiative.







TRANSIT ORIENTED DEVELOPMENT: ENGLEWOOD (CO) TOWN CENTER

Transit-oriented development supporting Denver RTD's light rail line along I-25.





BRIDGING BARRIERS

Woodson Park trail connection over I-44 (left) and the SkyDance Bridge over I-40 (Photo by Nate Billings, The Oklahoman, Copyright 2013)

INITIATIVE 13

REMOVE BARRIERS TO CONTINUITY

We will identify major obstacles to completion of important system connections and implement projects that bridge these barriers. Most interstate crossings are arterial streets, often with interchanges, creating conditions that many cyclists find hazardous. The city has previously developed projects to address these barriers such as the SkyDance Bridge over I-40 and the Woodson Park Bridge over I-44. Other barriers persist, such as the lack of safe crossings over I-44 between May Avenue and I-235, a high intensity area with many important destinations. Options for these projects include dedicated pathway bridges or retrofit of existing interchanges and arterial crossings for better pedestrian and bicycle accommodation.

Policy C-16 implements this initiative.

INITIATIVE 14

PROMOTE A BICYCLE-FRIENDLY CULTURE

We will work as a community to create a supportive environment based on the principles of engineering, education, enforcement, encouragement, and evaluation. The "5 E's" which the League of American Bicyclists views as the measures of a bicycle friendly community recognize that engineering (bicycle infrastructure) alone does not create a successful bicycle culture. The other components include:

- Education, making cyclists and motorists aware of the rules and practices of safety and etiquette and their mutual rights and responsibilities as road users.
- Enforcement, helping to ensure safety by enforcing rules that pertain to all users.
- Encouragement, executing events and programs that promote bicycling and its many benefits.
- Evaluation, establishing benchmarks and measurements to gauge the effectiveness of bicycling initiatives.

Policies C-24 and L-42 implement this initiative.

Multi-use trails are among Oklahoma City's most popular recreational resources and have enormous potential as part the active transportation system. MAPS 3 will close many of the gaps in the existing system, most notably the connections between Lake Overholser and the west end of the Riverfront Trail; and a trail around Lake Stanley Draper.

INITIATIVE 15

UPDATE AND CONTINUE TO IMPLEMENT THE TRAILS MASTER PLAN

We will update the Trails Master Plan to be consistent with planokc policies, funding availability, and progress made since 1997. This visionary master plan, completed in 1997, called for completion of 208 miles of trails by 2020. We have made significant progress since then, and MAPS 3 will complete major parts of the proposed system by that date. We now should update this document in view of these accomplishments, new thinking about coordinating off- and on-street systems, increased community support for trails and active transportation, and resource availability.

The updated plan should include:

- Design of a new trail network coordinated with multi-modal streets, on-street bicycle/pedestrian routes, and potential greenbelts and green infrastructure.
- Updated trail design standards, using new documents such as the 2012 edition of the AASHTO Guide to the Design of Bicycle Facilities and other contemporary standards.
- Consistent identification and wayfinding graphics, unifying the trail system while allowing identification of individual trails.
- Public safety standards and measures, including design, view corridors, lighting, and communications.

Policies C-17, C-18, C-19, C-20, C-21, P-16, and P-17 implement this initiative.

INITIATIVE 16

PROVIDE FUNDING FOR TRAILS

We will develop a reliable and innovative funding program for the development and maintenance of trails. MAPS 3 will invest almost $40 million into trail construction between 2014 and 2020, completing three very difficult but critical trail links. This critical



funding will create three excellent facilities and vastly increase the utility of existing trails. A more regular funding source needs to be established for building neighborhood connections, additional linkages between existing trails, greenways, and extensions of the core trail system. The traditional method of trail funding, the federal Transportation Alternatives program, faces challenges with every reauthorization of transportation bills and must compete for declining funds with a wider variety of projects. In addition, good trail maintenance is important, and total costs will increase as the system expands. Because trails are both transportation and recreation facilities (and sometime transportation *to* recreation), funding from the capital and operating budgets of both the Parks and Public Works Departments is both necessary and appropriate. But these funds are stretched thinly, and other sources should be explored. Private developments should build trails within their boundaries identified by the Trails Master Plan and connecting paths to nearby regional trails. Costs may be shared based on the level of local versus general benefit. We must explore these and other techniques to ensure that our trail system continues to both grow and be properly maintained.

Policies C-15 and C-17 implement this initiative.

INITIATIVE 17

IMPROVE TRAIL CONNECTIONS TO STREETS AND DESTINATIONS

We will design or retrofit trails to provide convenient and barrier-free access to adjacent streets and major destinations. A trail that provides miles but does not connect to its surroundings may provide benefits to people seeking workouts, but it fails in its transportation mission to move people to places. In addition, poor access or visibility to and from surroundings can create public safety problems as well. We must design new trails and retrofit existing trails to provide frequent and comfortable access to wayside destinations and streets, with clear signage that helps orient users to their location.

Policies C-18, P-16, P-17, and P-18 implement this initiative.

Our sidewalk system is the most important public asset serving the needs of pedestrians. This system is at best intermittent and in poor repair where needed most, in older parts of the city. MAPS 3 will invest $9 million in critical sidewalks, many of which are along arterial streets. This will complement other sidewalk construction funded by a 2007 bond issue. Together, these efforts recognize the importance of a sidewalk network to the entire community and its safety and quality.

> The City. . . is connected not only by roads but by trails – it is a community of the new millennium. The City is not only bicycle-pedestrian friendly, its people are very friendly as well. . . a destination for people from all over the World, for students and children, for seniors and for those just passing through.
>
> -The Vision of the Oklahoma City Trails Master Plan (1997)

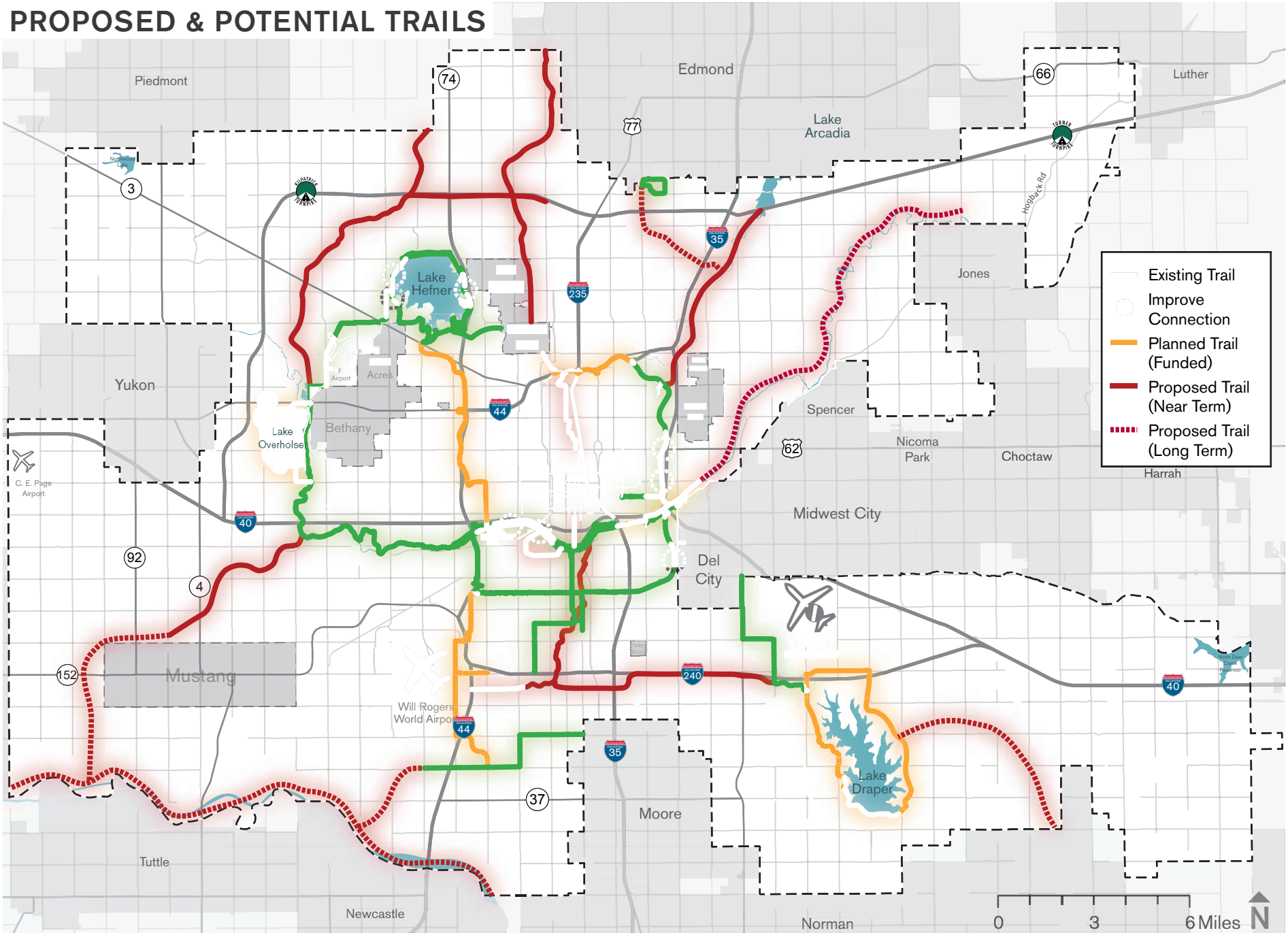
INITIATIVE 18

DEVELOP A MAJOR PEDESTRIAN SYSTEM PLAN

We will develop and implement a strategic plan for the city's pedestrian network, building on the foundation of the 2013 Sidewalk Master Plan for MAPS 3. The 2013 Sidewalk Master Plan was a significant step forward, including an analysis of pedestrian demand in different parts of the city. However, its primary purpose was to identify priority projects for a specific sidewalk construction category of MAPS 3. Many of these projects supply new sidewalks along major corridors with high demand, based on a systematic rating system. These are extremely important, but many other problems remain, including:

- Neighborhood sidewalks on local streets that provide access to destinations such as schools and transit stops.
- Barriers to pedestrian travel such as major intersections, long arterial street crossings, and signal timing.
- Relationship of sidewalks to other parts of the active transportation network, including multi-modal streets, bicycle facilities, transit, connections to adjacent development, and trail access.

PROPOSED & POTENTIAL TRAILS



These issues require an expanded pedestrian system plan that:

- Identifies a Complete Streets Network prioritizing pedestrian corridors that should be developed and funded as part of the city's transportation program. The MAPS 3 and previous bond issue study provide a starting point for this network.
- Establishes standards for local sidewalk coverage and a process to evaluate pedestrian service on a neighborhood by neighborhood basis. An example of such a standard would be provision of a complete and well-maintained web of sidewalks within a 1/2 mile walking radius of elementary and middle schools.
- Identifies key pedestrian barriers that obstruct access for important user groups, including children and older adults. This effort should include standards and techniques to minimize these barriers.
- Relates other active modes or facilities to the sidewalk network.
- Provides a phased implementation program that may include individual categories of funding, such as neighborhood target areas and major network investments.

Policies C-26 and C-27 implement this initiative.



PATH FOUNDATION IN ATLANTA

Atlanta's PATH Foundation is a private nonprofit that has completed and maintains 180 miles of metropolitan trails to date.

INITIATIVE 19

IMPLEMENT STREET AND LAND USE TYPOLOGIES FOR SIDEWALK DEVELOPMENT

We will implement sidewalk requirements for both land use typology areas (LUTAs) and street typology standards in city development ordinances and standard practice. Different LUTAs will have different levels of pedestrian activity. Thus, different solutions may be applied to achieve the overall goal of providing appropriate pedestrian service. For example, a loop of local streets in an Urban-Low Intensity LUTA and a street grid in an Urban High-Intensity area will require different approaches to achieve areawide service. Different types of streets also have different sidewalk requirements based on their function and context. City design standards and implementing ordinances should reflect these differences in width, setback, connection, density, and presence of alternatives like trails or other off-street paths.

Policies C-14 and ST-29 implement this initiative.



MIDTOWN GREENWAY IN MINNEAPOLIS

Trail access ramps to surrounding streets and development along the grade-separated Midtown Greenway in Minneapolis.

INITIATIVE 20

ESTABLISH CLEAR FUNDING AND RESPONSIBILITIES FOR SIDEWALKS

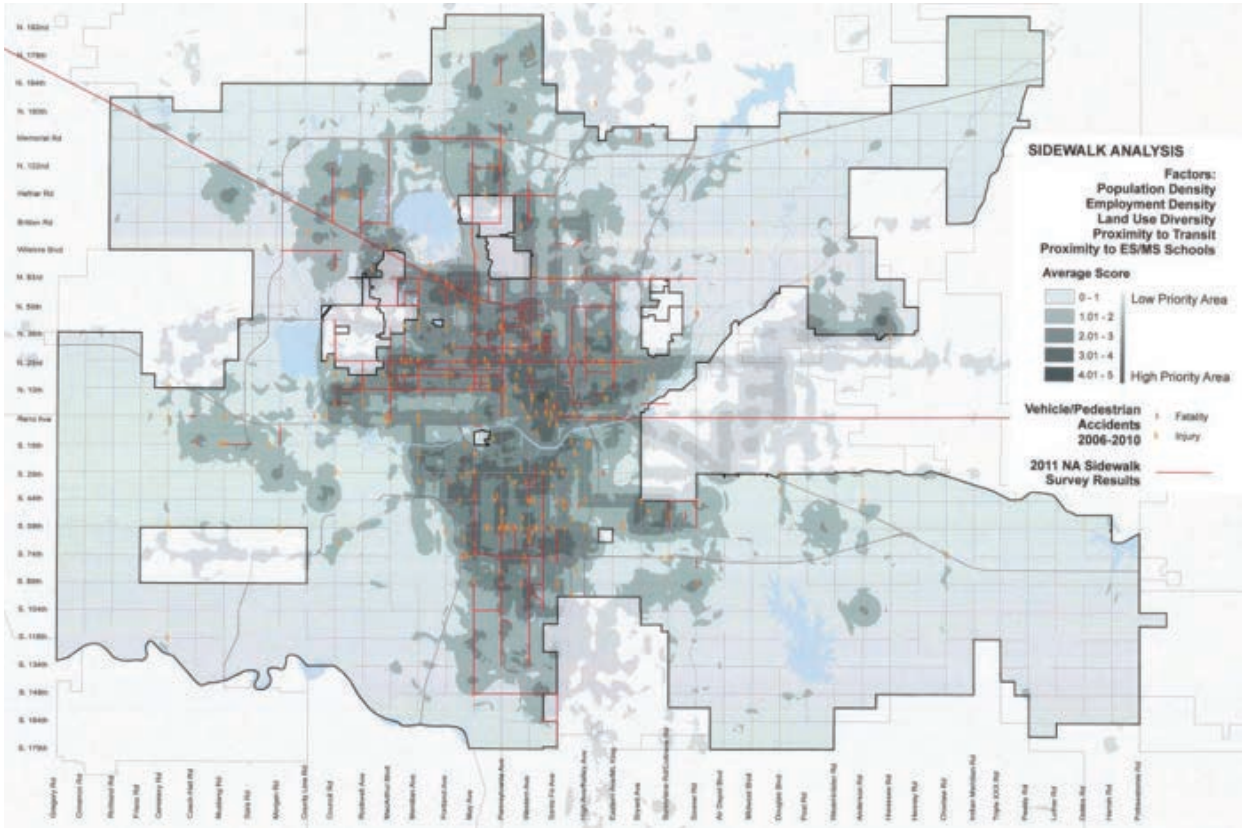
We will establish clear private and public funding mechanisms for sidewalk construction and repair, and define and enforce maintenance responsibilities for property owners. Several issues complicate funding and maintenance requirements. First, sidewalks are a community responsibility at both citywide and local levels – failure to comply with requirements by one or two property owners can deprive many people of access. Second, in many cases, people with the least ability to build, repair, or maintain sidewalks have the greatest need for them. Third, funding for sidewalks has often been collected through special assessments, often leading to opposition from adjacent property owners. We must develop alternatives that encourage sidewalk connectivity and maintenance. Neighborhoods may be more engaged in sidewalk development or maintenance when owners are unable to meet these responsibilities, and sidewalk networks in local areas may require some level of public funding to be developed fully.

Policy C-26 implements this initiative.

INITIATIVE 21

PLAN FOR INCREASED NORTH-SOUTH RAIL CAPACITY AND NEW FREIGHT INFRASTRUCTURE

We will begin a cooperative study with the Burlington Northern & Santa Fe (BNSF) Railway and other involved railroads to expand freight and passenger capacity in the north-south corridor. In view of increased freight traffic projections on the BNSF, it will be important to develop a plan to increase capacity in this service corridor. The public has a significant stake in addition to increasing Oklahoma City's ability to position itself as a freight transportation hub. Increased length and frequency of trains can degrade traffic flow at this line's relatively frequent grade crossings. Also, from a regional transportation perspective, increased freight traffic on this single line



PEDESTRIAN DEMAND

Pedestrian demand analysis from the Sidewalk Master Plan, used to identify priority MAPS 3-funded sidewalk projects.

may make commuter rail or additional Amtrak service impossible. A study will examine alternatives that could include an additional track, improved technology, or a freight bypass.

We will work to establish Oklahoma City as a principal intermodal center, beginning with a study to consider the demand, feasibility, and measures necessary to develop such a facility. Oklahoma City, at the intersection of major road, railroad, and air facilities, appears well-positioned to expand its role as a major focus for intermodal freight and distribution. The impact of such a center can be very beneficial in terms of new jobs, investment, and even redevelopment of brownfields industrial sites. One of the newest intermodal facilities, the BNSF's Kansas City Intermodal Facility and the associated Logistics Park, is opening with about one million square feet of warehousing space and is projected to attract up to 15 million square feet of warehousing, distribution, and associated industry, with employment in excess of 2,000 people. The private and public sectors of our community should examine the feasibility of such a facility, potential sites, potential developers, and steps necessary to execute the concept.

Policies C-40, C-41, and L-40 implement this initiative.







PEDESTRIAN TECHNIQUES

From top, HAWK (High-intensity activated crosswalk) signal and crossing median (Buford Road in Chamblee, GA) Use of an off-road path to provide pedestrian access in lieu of sidewalks (Leawood, KS); Intermediate median to set off left-turn lanes with colored crosswalk (Green Bay, WI)



INITIATIVE 22

DEVELOP LIVABLE STREETS

We will ensure that our streets balance the needs of all users and modes. This requires a consistent and thoughtful approach to making investments in our multi-modal transportation system incrementally over time. It is our goal to ensure that streets are planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel, and access for users of all ages and abilities. For this to become a reality, decisions that affect how investments are made and streets are designed should consult the "Livable Streets" principles and ideal standards for street typologies in planokc. Multiple City departments and decision-making bodies help implement this goal, including Public Works, Planning, Development Services, COTPA, MAPS, Utilities, Parks and Recreation, as well as the design review committees and commissions, Traffic and Transportation Commission, Planning Commission, and City Council.

Policies C-1, C-3, C-4, C-6, C-7, C-16, C-22, C-23, C-24, C-26, C-28, C-30, C-33, C-34, SU-8, SU-18, SU-20, SU27, L-37, G-30, and G-32 implement this initiative.



greenokc

environmental & natural resources

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environmental & natural resources

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MARTIN PARK NATURE CENTER

Martin Park in northwest Oklahoma City epitomizes many of the ecologies and habitat areas that make the region distinctive. The park is home to many species of animals, including birds, butterflies, squirrels, fox and reptiles.









Our Situation

Oklahoma City's 621 square mile area includes many ecosystems, with 130 years of urban development overlaid on the original rolling prairies and forests of the Great Plains. While the prairies, streams, and forests have been occupied for millennia, large scale land conversion to cultivation, pasture, and urbanization began with the Land Run of 1889. As agriculture and urban development accelerated, we modified waterways, tilled soil, and built structures to meet human needs. Today, the developed city includes everything from farms to soaring skyscrapers. The natural environment – the land below and the sky above – envelops all of our human activity, and its health has a profound effect on the health of the city and its people. We value our environment for its beauty, recreational qualities, and the refuge it offers from the demands of city life. Too often; however, we take for granted a safe water supply, clean air, and rapid removal of waste products and stormwater. These resources are much more vulnerable than we might think.

Oklahoma City's urban and suburban neighborhoods, rural areas, agriculture, and natural landscapes are interdependent. The foundation of any city is based on its ability to provide clean water, fresh air, healthy food, and safety to its citizens, and a healthy natural environment is critical to this enterprise. Though urban development can threaten the very resources that help sustain us, successful planning for the wise use and preservation of our environmental assets begins with understanding some of our challenges.

greenokc is the environmental and natural resources element of planokc. This element assesses the impacts of development on ecological systems and recommends policies and practices that minimize negative impacts of land use and development on those systems. If we focus on the conservation of our valuable natural resources, we can successfully harmonize development and market demands with preservation of a healthy natural environment.

Land

Like any city, Oklahoma City has an enormous, and inevitable, impact on its natural environment. Significant issues that we must address include the impact of development on natural features, loss of prime farmland, loss of natural features, and pollution. These issues and some solutions are discussed here.

Development. Oklahoma City's dispersed development pattern consumes open space, modifies floodplains, and disrupts other natural features and processes. This pattern increases threats to sensitive species, reduces biodiversity, and alters ecosystem functionality.

Agricultural Land. Dispersed development patterns consume prime agricultural lands. Because of its large area, the city encompasses extensive agricultural resources and active farming. Yet, of our prime

RIGHT

The park space shown here integrates built elements with natural elements creating an exciting public space.





farmland, 46% has already been converted to residential use (including acreages) and another 25% is zoned residential. With local and global food security issues on the horizon in the coming century, conversion of prime farmland to other uses should only be done in extreme circumstances.

Ecosystem Decline. In addition to farmland, our expansive city also incorporates extensive natural areas. One unique feature is the Cross Timbers, a mix of savanna, glade, and woodland that marks the transition between the Great Plains and eastern forests. The city also includes expansive prairie grasslands, which are the most altered and endangered ecosystem on the planet, and a variety of streams and wetland environments. Successful nature conservation requires not only that ecosystems be protected, but also that they be contiguous, with corridors for wildlife movement and sufficient space for plant and animal populations to flourish. Unmanaged development fragments ecosystems, making them less viable for wildlife and less useful and attractive to people.

Brownfields. Brownfields are properties that are or may be contaminated with environmental pollutants. Cleaning up abandoned or vacant brownfields can return the properties to productive use. Successful examples, such as the Skirvin Hilton Hotel and various MAPS projects, have increased awareness of brownfields and the federal, state, and city resources available. But past history, uncertainties about costs and liabilities, and lender and investor caution continue to hinder brownfield redevelopment. For projects not participating in the federal brownfields program, local regulations and due diligence requirements are inadequate for creating a predictable marketplace for brownfield development.

Land Conservation. Conservation is a solution to many of the environmental issues identified in greenokc. Conservation easements, for example, preserve landscapes while offering economic benefits to developers and landowners. Yet Oklahoma City has lagged in this area, reserving only about 40 acres of land through easements. In our own region, Edmond and Norman have been more effective in conservation through planning and acquisition of important land with local land trusts and can serve as examples for improvements in our city.

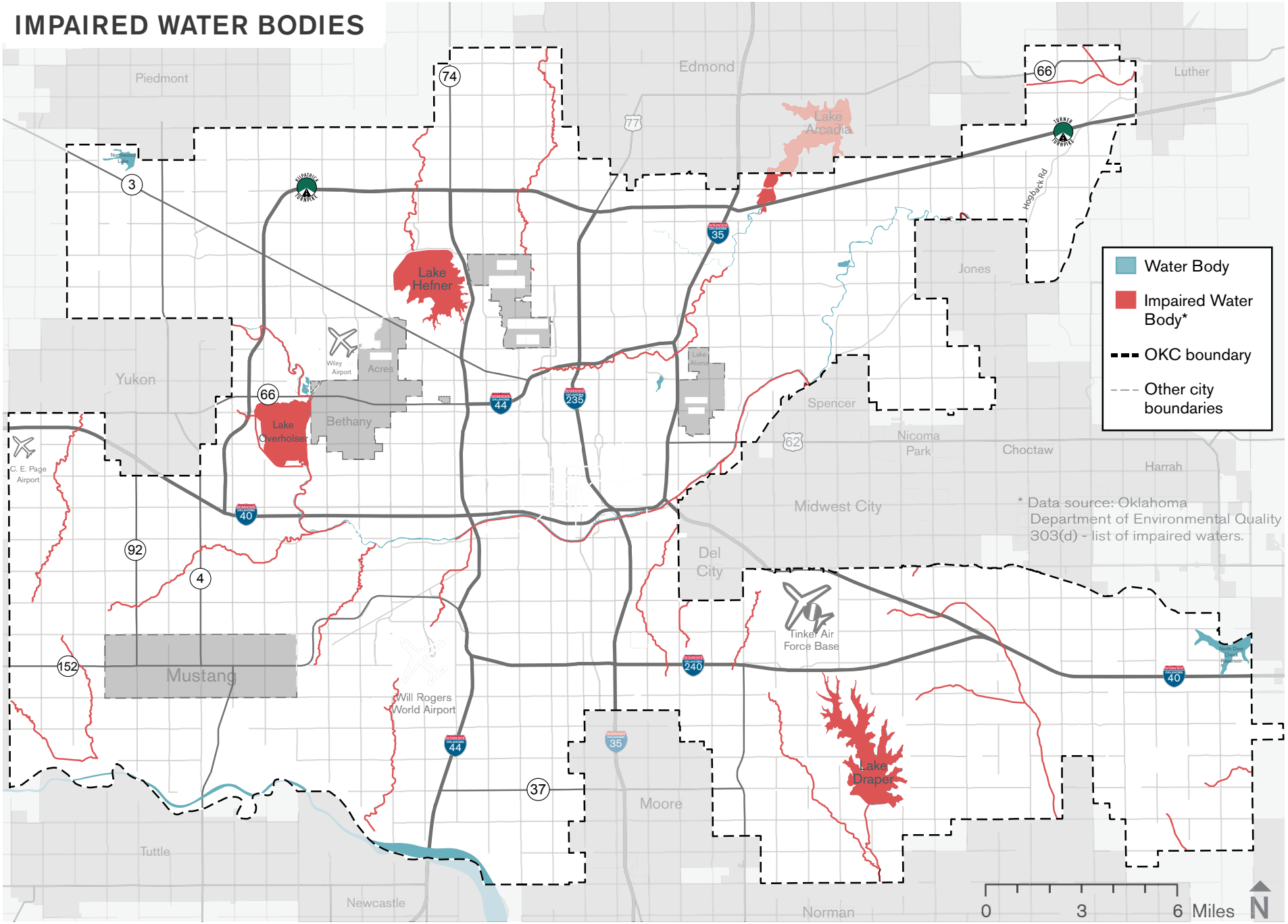
Water

The extent and nature of urban development has a major impact on Oklahoma City's critical surface water and groundwater resources. Key water-related issues include water quality, groundwater conservation, and the amount of impervious coverage, which affects both surface and groundwater.

Surface Water. According to 2011 data from the Oklahoma Department of Environmental Quality, 70% of Oklahoma City's major streams and lakes fail to meet water quality standards. These problems are largely caused by stormwater runoff that discharges contaminants into waterways and by inappropriate land use and management adjacent to surface water bodies.

Groundwater. A stable supply of water below ground is necessary to support agriculture, rural development, and some domestic water users. In Oklahoma City, our groundwater appears to be receding. According to a study released in 2014 by the U.S. Geological Survey and the Oklahoma Water Resources Board, the average depth to groundwater increased by 3.75 feet between 1987 and 2009. Based on the current maximum pumping rates allowed by the State of Oklahoma, the study indicated that if the maximum allowable number

IMPAIRED WATER BODIES







THE OKLAHOMA RIVER

A seven-mile stretch of the North Canadian (left), the Oklahoma River (right) is a series of river lakes that are bordered by landscaped areas, walking trails, and recreation facilities. Located in the heart of Oklahoma City, the Oklahoma River is home to the Boathouse District, which hosts numerous man-powered and motorized boating events, festivals, and races each year. In addition, the district is home to the OKC National High Performance Center, a training facility that has been named a U.S. Olympic & Paralympic Training Site by the U.S. Olympic Committee. Maintaining and improving surface quality is critical for the continued success, enjoyment and development of the Oklahoma River and the Boathouse District.

of wells is installed, the aquifer could be in danger of depletion in 35 to 41 years.

Impervious Coverage. Impervious coverage refers to land covered by hard surfaces, preventing the ground from naturally absorbing rainwater, which is a major cause of declining water quality. Research indicates that when 10% of a watershed has been converted to impervious surface, significant ecological damage has already been done. According to the City's Health Impact Assessment, of the city's 40 sub-watersheds, 16 are above 10%, and eight are between 5% and 10%.

Drainage solutions in use today have improved drainage but come with undesirable side effects. For example, channelization and other "hard" engineering solutions can speed the flow of contaminated runoff water into streams and lakes. Methods that manage runoff by mimicking landforms and natural drainage patterns can provide mitigation but are not widely used in Oklahoma City.

Air

The health effects of motor vehicle emissions is a serious issue for all cities, and especially Oklahoma City, where low population density contributes to the relatively high amount of vehicle travel for the movement of people and freight. Oklahoma City is already at risk of violating air quality standards, and compliance could become even more difficult if national concerns about climate change produce more stringent emissions standards in the future. Oklahoma's unusual weather patterns during the last few years give credence





OKLAHOMA CITY'S ECOSYSTEMS

Oklahoma City lies within the Cross Timbers region, an ancient ecosystem that spans much of central Oklahoma into eastern Kansas and central Texas. The Cross Timbers is a complex mosaic of savanna, glade, and upland deciduous forest dominated by post oak and blackjack oak. Historically, grasslands were interspersed throughout the oak forests, creating a rich transitional area between the eastern forests and the Great Plains.

This ecosystem once supported vast assemblages of wildlife, including great herds of bison and other grazing animals. Even today the remaining Cross Timbers area serves as habitat for significant populations of mammals and birds, which benefit from the area's rich diversity of flora.

FOREST

The relatively short, gnarled trees of the Cross Timbers belie its status as ancient woodland. Its appearance is less dramatic than other ancient North American forests. Trees average only 15-40 feet in height and 10 to 20 inches in diameter; however, many existing post oaks and blackjack oaks are 200 to 400 years old. As a result of its diminutive size, the Cross Timbers remains underappreciated as an ecosystem, and most of the forest has been cleared for agriculture. Paradoxically, the modest stature of these trees has served to protect remnant stands of ancient forest, since the forests' noncommercial timber value limits industrial logging. Important patches remain, especially on steep or rocky terrain.

The Cross Timbers are unique in the world for their assemblage of plants and animals. Existing stands of forest in Oklahoma City have been mapped and identified as Environmentally Sensitive Areas in plan**okc.** Creating wildlife corridors to connect remnant patches will help safeguard the viability of this important ecosystem.

GRASSLANDS

Globally, grasslands are the most altered and endangered of all ecosystems. Temperate grasslands, which include the North American Great Plains, are even more vulnerable, with only about 3% protected from development. Though data on the current range of grasslands exist for most other central U.S. states, no maps or range estimates are available for Oklahoma. Consequently, the extent of remaining prairie in Oklahoma City is unknown.

Historical data indicate that tallgrass prairie once dominated the central portion of Oklahoma from north to south. Reaching heights of nearly 10 feet, the primary species were big bluestem, little bluestem, Indian grass, and switchgrass. Numerous other perennial grasses and forbs were present. In fact, as many as 300 different plant species can grow in just three acres of North American tallgrass prairie, and insect populations can be as high as three million individuals per acre.

The decline of prairie extent in the United States ranges from 80% to 99%, primarily due to plowing and urbanization. However, ranching has preserved tallgrass prairie in some parts of Oklahoma. A major benefit to conservation of prairie is its compatibility with ranching when appropriate management practices are employed.

IMPACTS

Humans have impacted the landscape in central Oklahoma for thousands of years. The first prehistoric Native Americans arrived in Oklahoma 10,000 to 20,000 years ago, and their arrival corresponded with significant changes to the fauna of the region, resulting from hunting, gathering, and use of fire to modify ecosystems. Starting in the 1830s, the relocation of Native American tribes from other regions into Oklahoma and the large influx of European settlers in the late 1800s initiated many of the trends we see today.

- Wildfire: In addition to fires started by lightning, fire was deliberately used by Native Americans to maintain open grasslands and savannas, with new regrowth attracting a wide variety of grazing animals. However, beginning with European settlement and fragmentation of the grassland, controlled fire practices dwindled. As a consequence, growth of denser forests and build-up of underbrush lead to hotter, more damaging fires when they eventually occurred. This pattern continues today.
- Herbivory: The rich faunal heritage of the plains included many grazing and browsing animals. This assemblage included bison, elk, mule deer, white-tailed deer, and pronghorn antelope, as well as many small animals.
- Drought: Recurrent droughts tend to limit native vegetation, causing periods in which vegetation abundance and range can decrease.
- Grazing by domestic animals: Less than optimal management practices, where domestic grazing animals feed on grasslands at too high a density, for too long, or during the wrong season, can lead to overgrazing. Overgrazing causes significant changes to the ecological community, as well as erosion. However, grazing can be consistent with positive environmental health in grasslands, when grazing practices mimic those of wild herbivores.
- Decline of keystone species: Keystone species, which are species that play a disproportionately large role in maintaining ecosystem function, included buffalo and prairie dogs on the Great Plains. Loss of keystone species can have major impacts on animal and plant communities and on ecosystem processes, such as groundwater recharge.
- Invasive species: Overgrazing can prime the land for invasion by non-native plant species that are often less palatable to grazing animals. Invasive species are one of the primary causes of biodiversity loss, as non-native species may out-compete native species and disrupt ecological communities.
- Plowing: Plowing causes some of the most dramatic impacts on the landscape. Destruction of the native prairie ecosystem has wide-ranging effects, altering biodiversity, erosion, soil fertility, and groundwater hydrology.
- Urbanization: Together with plowing, urbanization is among the most detrimental forces on native ecosystems. Urbanization leads to changes in ecosystem dynamics, nutrient cycles, groundwater hydrology, and a host of other natural processes. These factors are the primary concern of green**okc**.









OMRF RESEARCH TOWER

The Oklahoma Medical Research Foundation's research tower was designed with sustainability in mind, and earned LEED Gold certification. Energy management practices will save the equivalent of 44,000 gallons of gasoline and will reduce carbon dioxide emissions by 2 million pounds every year. The building's most distinctive feature is its rooftop wind farm, using 18 wind turbines to supply needed electricity to the building's systems.

to these concerns. The city's primary air quality issues involve ground level ozone, greenhouse gases (GHG), and air temperature.

Ozone & Greenhouse Gas Emissions. Ozone is a chemically active form of oxygen produced when motor vehicle and industrial emissions react with sunlight. Far in the upper atmosphere, ozone absorbs harmful ultraviolet radiation from the sun. However, when concentrated at ground level, it harms human respiratory systems and environmental health. During the last decade, our metropolitan area has seen a steady increase in the number of days per year that ground level ozone was listed as the main pollutant on the Air Quality Index.

Air Temperature. In addition to the impact of GHGs on overall climate, Oklahoma City's urbanized area creates a "heat island" that is 3.6ºF warmer during the day and 5.4ºF warmer at night than surrounding rural areas. This is caused by lack of vegetation and a high percentage of surfaces that absorb heat during the day and radiate it at night. Heat islands can impact personal, environmental, and economic health by contributing to heat-related illnesses, impaired air and water quality, and increased energy consumption.

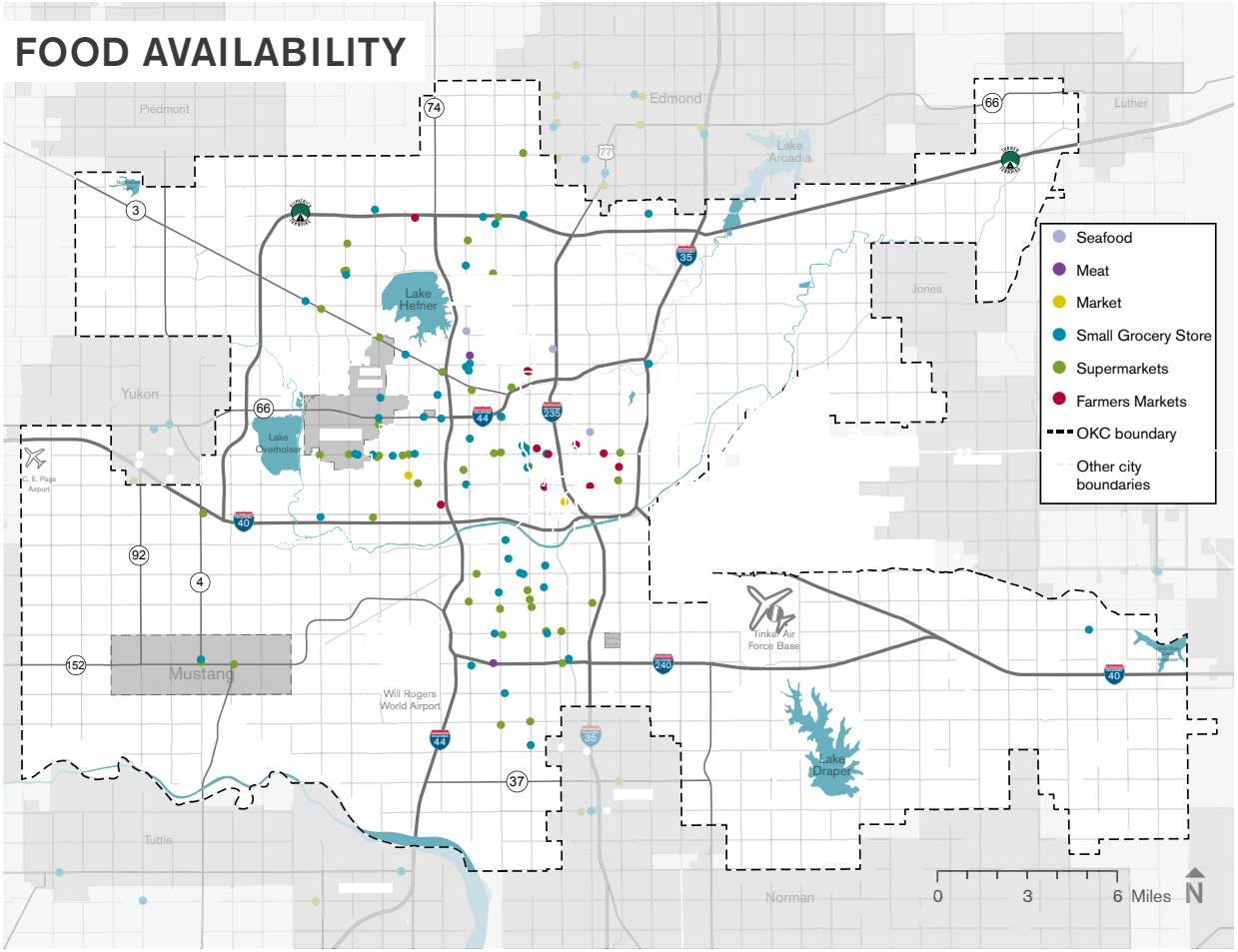
Energy and Buildings

Nationally, buildings account for a larger share of total energy use and carbon dioxide emissions than the transportation and industrial sectors, including over 70% of electricity consumption. The number of "green" buildings in the city certified under the LEED (Leadership in Energy and Environmental Design) program is increasing, led by the achievement of gold level certification by the Devon Tower and Oklahoma Medical Research Foundation's Research Tower.

While headline projects like these provide excellent models for what can be done, sustainable practices and their benefits are within reach of everyone. However, many of our buildings use outdated design and construction techniques and materials. For example, conventional development continues to favor low-density, single purpose buildings over vertically integrated structures. This increases the amount of exterior wall in relation to floor area and, consequently, air conditioning requirements. Poor ventilation coupled with interior finishes like carpeting, paint, and adhesives that contain chemicals can degrade indoor air quality. Outside the building, we use landscape materials that require a great deal of water and energy to maintain, in turn requiring civic infrastructure investments that lead to higher costs for water customers. All too often, projects focus on short-term finance, using techniques

FOOD AVAILABILITY IN OKLAHOMA CITY

Many neighborhoods lack access to supermarkets, small groceries, and other outlets for fresh and healthy food. This low accessibility is especially pronounced in the northeast part of the city. According to the planokc Health Impact Assessment, simply having access to a grocery store does not mean that a person has access to healthy options, as many stores may only offer low-quality foods or may charge a much higher amount for organic or healthier options. In order to account for this, the NEMS-S (Nutritional Environment Measures Survey - Supermarkets) was used as an evaluation tool to provide a solid metric by which to compare the quality of major grocery stores in Oklahoma City. This score, combined with a service area of 1 mile, gives a better understanding of those in the city who have access to healthy foods. Based on this approach, it was determined that only 1 in 5 Oklahoma City residents live within a mile of an above average grocery store that provides affordable, healthy options, while 62% of residents have no grocery stores whatsoever within a mile of their home.



and materials that appear economical up front but are ultimately very expensive to maintain over the life of a building.

People often equate "green" or "sustainable" design with exotic technologies and high cost. Yet buildings that lack green certification can also benefit from improved efficiency. Application of the EPA's Sustainable Design and Green Building Assessment to Oklahoma City found a variety of barriers, many of which can be addressed through policy change and incentives. We can also provide an example to developers and save taxpayers money by adopting sustainable and green building standards in municipal buildings.

Local Food Systems and Accessibility

Two food issues affect Oklahoma City: food accessibility and locally produced food. Some Oklahoma City neighborhoods lack access to fresh, healthy, and affordable food. These neighborhoods, referred to as "food deserts" by the U.S. Department of Agriculture, are low income communities with few grocery stores, supermarkets, or farmers markets. Lack of grocery access leaves people with few options, leading to higher consumption of unhealthy foods from convenience stores and fast food restaurants.

Locally produced food, which is locally grown and/or processed, benefits people, the economy, and the environment. Consuming sustainably grown fresh fruits and vegetables benefits health, and the economy benefits because a higher percentage of money remains in local circulation when food is purchased directly from the producer. Environmental benefits derive from decreased transportation emissions and because many small producers use more environmentally friendly growing practices. Due to these benefits, demand for locally grown food is high, and it generally outpaces supply in Oklahoma City. More must be done to stimulate production and distribution, particularly of fruits and vegetables, which are in high demand.



Our Plan

Our plan for implementing greenokc begins with understanding the relationship between how we develop land and the health of our environment. Equipped with this information, we can move forward on three tracks: 1) protecting our most important environmental features, 2) restoring and enhancing natural richness in urban, suburban, and agricultural areas, and 3) increasing sustainability by improving the built environment, supporting food access and local food systems, and fostering a culture of environmental stewardship. In the process, we will produce a greater harmony between the built and natural environments, to the benefit of both.

Oklahoma City's environment is approached in different contexts: the built-up city, the developing city edge, and rural areas that are beyond the reach of projected development. In built-up urban areas, we focus on the impact of the built environment and providing access to green space. At the urban fringe, concerns center on the use of land and protection of greenway corridors in newly developing areas. In rural areas, issues include both the protection of environmental features and the control of pollutants that can degrade land and waterways. Our policies must protect these important land-based assets.

Our Goals

BIOLOGICAL RESOURCES

1. **Oklahoma City values, protects, and preserves its biological resources.**

WATER RESOURCES

2. **Oklahoma City enjoys safe drinking water, conserves waterways, wetlands and other water resources, and employs practices that protect water quality.**
3. **Flooding risk is minimized.**

ENVIRONMENTAL HAZARDS

4. **Oklahoma City manages, remediates, and/or mitigates environmental hazards to minimize risks to the public.**

ATMOSPHERE AND CLIMATE

5. **Oklahoma City consistently meets and exceeds federal air quality standards and actively pursues ways to protect air quality.**
6. **Oklahoma City's built environment is designed to minimize the effects of urban heat islands.**

AGRICULTURE AND FOOD

7. **Oklahoma City protects and supports the ability of residents and businesses to produce, process, distribute, and sell food products.**

OPEN SPACE, CONNECTIVITY, AND FRAGMENTATION

8. **Oklahoma City has an interconnected network of natural areas and protects its environmental assets.**

GREEN BUILDING AND SUSTAINABLE DEVELOPMENT

9. **Oklahoma City is a model of energy efficiency and conservation, and sustainable building practices and products.**
10. **Context-sensitive development and redevelopment support a healthy balance between the built and natural environments.**

Our Initiatives

greenokc Initiatives	greenokc Goals									
	1	2	3	4	5	6	7	8	9	10
1. Preserve or enhance natural areas and open space connectivity.	■	■						■		
2. Improve water quality and conserve water resources.		■	■							■
3. Establish a comprehensive urban forestry program.	■							■		
4. Reduce the impacts of environmental hazards.			■	■						
5. Improve air quality.					■	■			■	
6. Increase the use of green building practices.									■	■
7. Increase the availability of locally grown food.							■			
8. Promote environmental stewardship.		■		■					■	
9. Enrich biodiversity and natural habitats in urban, suburban, and agricultural areas.	■	■								■



"The intersection of lifestyle and conservation is urbanism... The good news is that truly great urban places also happen to be the most environmentally benign form of human settlement and are at the heart of a green future."

- Peter Calthorpe, 2012



PRESERVE NATURAL CHARACTER

70% of Oklahoma City residents support preserving natural areas through regulations, and 68% of residents support preserving natural areas through incentives when asked as part of the 2013 planokc ***Citizen Survey***.



WILDLIFE AND VEGETATION CORRIDOR

Development designed to maintain corridor connectivity through a subdivision (Montgomery County, MD)

INITIATIVE 1

PRESERVE OR ENHANCE NATURAL AREAS AND OPEN SPACE CONNECTIVITY

We will protect significant natural features. The boundaries of Oklahoma City encompass a variety of well-preserved natural features, such as grasslands, riparian areas, upland forests, and sensitive aquifers, which contribute to the landscape in a number of ways. They contribute to our economic strength by increasing the attractiveness of the city, which improves competitiveness in the global marketplace. They provide ecosystem services, such as filtering water, cleaning the air, and providing food and habitat for birds that eat insect pests, and bees that pollinate crops. Moreover, they contribute to quality of life for residents and visitors, providing the benefits of recreation, beauty, and distinctive character.

Protection of significant natural resources is based on a map of Environmentally Sensitive Areas (ESAs), which has already been completed. The resulting regional inventory provides information for developers and property owners to use as they design developments to ensure they avoid impairing significant features. Using mapped ESAs as a baseline, we will elaborate a policy to protect ESAs that specifies methods to mitigate damage to natural features (see Chapter 2 for overview).

We will develop and protect a network of green spaces that preserves environmental assets and connects habitats for wildlife. An effective conservation plan will ensure not only that environmentally significant areas are protected, but also that they are connected via wildlife corridors, remain minimally fragmented by roads and other infrastructure, and represent the natural ecosystem diversity of the area.

Connectivity: Connections between protected areas maintain the viability of wildlife populations, enhance biodiversity by accommodating more species, and provide corridors that allow wildlife to move safely between habitats. Current development patterns often break connections between green spaces, particularly where they cross boundaries of ownership or development projects. We will identify opportunities to develop a connected network of ESAs and other green spaces using existing and potential trail corridors, greenways, open spaces, wetlands, forests, waterways, and natural areas. The resulting guidance for development will ensure that connections between green spaces are maintained.

Minimal fragmentation: Current practices allow large natural areas to be fragmented into multiple smaller areas by infrastructure, such as roads, fences, pipelines, and transmission lines. These features, as well as noise, disrupt the dispersal of plants and animals. Guidelines will be adopted to minimize fragmentation by directing infrastructure to locations with least impact, minimizing the amount of habitat disruption around the infrastructure, and utilizing best practices to restore damaged habitat.

Representativeness and heterogeneity: A strategy to protect ESAs will employ principles of representativeness and heterogeneity. Representativeness ensures that green spaces exemplify the range of natural diversity in our area, including diversity of species, ecosystems, and geology. Heterogeneity favors green spaces that include a mix of ecosystems closely grouped together, as these spaces are shown to harbor greater biodiversity than more homogenous green spaces.

We will develop a package of incentives and requirements to ensure developments near natural features minimize adverse impacts. The ESA inventory and green space network will be protected through a combination of requirements and incentives. Requirements will minimize disturbance of targeted areas with highest ecological value. In addition, because property owners and developers should not be penalized for responsible development of land near ESAs and corridors, we will establish tools and incentives for properties to be developed in ways that minimally impact natural areas and

LOW-IMPACT DEVELOPMENT

Low-impact projects incorporate innovative and attractive design features such as pervious pavements, rain gardens, chokers, vegetated swales, landscaped parkways, and alternative curbing and green drainage designs.



incorporate green features into their designs. For example, one such technique is conservation design, which preserves permanent open space while allowing an equal or greater development yield to that permitted by the site's underlying zoning. Permanent open space is often protected through conservation easements, which may be donated to a public or nonprofit body in exchange for tax advantages.

Policies G-1, G-2, G-3, G-4, G-5, G-6, G-7, G-8, G-9, G-10, G-13, G-14, G-15, G-16, G-18, G-20, G-21, G-22, G-23, G-24, G-25, G-27, G-29, G-30, G-35, G-36, G-43, G-44, SU-8, L-34, L-41, P-4, P-18, P-25, P-31, and ST-17 implement this initiative.

Oklahoma City's urban water resources include both surface water, in its lakes and streams, and groundwater. We must develop and manage water resources in ways that guarantee safe drinking water, conserve water-related resources and environments, protect water quality, and minimize the risk of flooding and related injury and property damage. Initiatives to accomplish these overall goals include controlling the volume, velocity, and quality of stormwater runoff; maintaining the quality of lakes and streams; and avoiding unnecessary use of water in a dry climate.

INITIATIVE 2

IMPROVE WATER QUALITY AND CONSERVE WATER RESOURCES

We will develop a comprehensive strategy to improve water quality in Oklahoma City's major watersheds, including standards against which development and management practices can be measured. Most of Oklahoma City's water bodies are impaired and do not meet state or federal water quality standards, which increases costs and has negative impacts on recreation, public health, and fish and other aquatic species. We will take a comprehensive approach to address development standards and management practices to reverse water quality trends and bring water bodies into compliance with clean water standards. The approach will specify the water quality goals to be achieved in each watershed, identify the contributors to impaired water quality in each watershed, and utilize a combination of development standards, management practices, and targeted projects to achieve specified performance targets. Because water quality impairments arise from contamination at multiple scales, from individual properties to full watersheds, solutions must also be identified across scales.

We will make maximum use of green infrastructure, on-site storm water management, and other best practices to reduce the negative impact of floods and other significant events on water quality. Most waterway pollution in Oklahoma City results when rainwater or irrigation washes across lawns, agricultural areas, and impervious surfaces such as streets and parking lots. As it moves, it picks up fertilizers, pesticides, heavy metals, and microbes and deposits these contaminants into waterways. Water is naturally filtered when it is allowed to seep into the ground, when it moves slowly enough that sediment settles out, and when it is taken up by trees and plants. However, while much of the infrastructure constructed to move stormwater, such as channelization of waterways and rerouting or disconnection of streams, is efficient at moving water, it also increases the volume and velocity of runoff. This creates additional problems such as polluting waterways, diminishing biological features, and even flash flooding.

Alternative solutions, such as green infrastructure and on-site stormwater management, are designed to address both flood control and water quality. Examples include vegetation buffers adjacent to lakes and streams, maintenance of natural drainageways, permeable pavement, low-impact development, and landscape designs to slow water runoff from parking lots and



other large expanses of pavement. These methods can be incentivized or regulated in order to achieve specified performance standards. We will maximize the use of these practices, which conserve natural features and work with, rather than against, the landscape's natural drainage patterns.

We will make maximum productive use of water resources by promoting appropriate and safe use of recycled water. Currently, most water that is used for irrigation comes from the drinking water supply or from underground aquifers. In the summer and during times of drought, irrigation on large sites, such as golf courses, depletes the water supply. Some cities have effectively used reclaimed water for large-scale irrigation. Reclaimed water is former wastewater that is treated to remove solids and impurities. Oklahoma City has tested this on a limited basis and found it to be safe and effective at limiting the use of water resources that are best reserved for other purposes.

We will restrict development densities or require community wastewater treatment in areas without sanitary sewer service. Most of the city's territory outside the urbanized area lacks sanitary sewer service. Feasible sewer extensions will provide service that supports urban density to some of this area. However, much of the area lacks the population density or has topographic characteristics that make sewer extensions unlikely in the foreseeable future. In these areas, developments typically use on-site treatment systems, usually septic systems, to manage wastewater. These practices require large minimum lot sizes and are sometimes inadvisable because of soil conditions. In these areas, new development should either be limited to very low densities or required to use integrated conservation design with a centralized treatment facility or other environmentally sensitive systems for wastewater treatment.

Policies G-2, G-4, G-5, G-6, G-7, G-8, G-9, G-11, G-12, G-13, G-14, G-15, G-16, G-17, G-18, G-19, G-22, G-27, G-30, G-35, G-36, P-18, P-25, and P-27 implement this initiative.

Oklahoma City's urban forest is one of the most important components of our natural and built environment. This resource, like any major asset, requires careful management to ensure its health. This is especially true now as our urban forest is facing several challenges. One such challenge is associated with the overuse of popular species and the threat of diseases to these species. Another challenge involves the use of introduced, non-native, or invasive species that can require additional resources and endanger the natural environment around us. Utilizing the right tree in the right place is essential to the success of our urban forest. Yet, the lack of an urban forestry program and a City Forester limits our efforts to manage and protect this asset.

POOR SEDIMENT CONTROL

Establishing and improving performance standards for sediment control have both localized and watershed-wide benefits.

INITIATIVE 3

ESTABLISH A COMPREHENSIVE URBAN FORESTRY PROGRAM

We will establish an urban forestry program, directed by a city forester, to manage and improve the city's tree canopy. This program's primary function will be to preserve and manage the existing tree canopy, increase the area with tree cover, and ensure that new projects utilize landscape materials appropriate to Oklahoma City's climate and environment. This will be accomplished by:

- Monitoring and managing the City's "urban forest," the trees on public lands and right-of-ways;
- Providing technical assistance and advice to private residents, businesses, and property owners; and
- Developing enforceable standards and incentives through preparation of an Urban Landscape Guide and revision of the existing landscape ordinance. Ordinance revisions should improve landscape requirements and provide both requirements and incentives for tree preservation in new projects.

Policies G-2, G-4, G-5, G-7, G-8, G-14, G-21, G-24, G-25, G-26, G-27, G-29, and G-30 implement this initiative.





EDUCARE

Above: Redevelopment of a brownfield site for a new early childhood education facility focused on disadvantaged children.

In some parts of Oklahoma City, previous uses have left environmental hazards behind. These may range from a former gas station that has left gasoline in the soil to large sites that could have a variety of serious contaminants. In other locations, hazards may exist due to other factors, such as weather / storm damage, flooding, tree diseases, pesticide and herbicide use, and others. Regardless of the cause, it is important to deal with hazards whenever possible. Hazards, even when latent, can pose significant harm to people and should be remediated, mitigated, and/or neutralized whenever possible. Also, hazards can make sites unusable which may affect surrounding neighborhoods and prevent productive reuse.

INITIATIVE 4

REDUCE THE IMPACTS OF ENVIRONMENTAL HAZARDS

We will maintain our active brownfields redevelopment program. The Environmental Protection Agency defines brownfield sites as "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." Many of these sites were occupied by industrial operations that used or produced hazardous materials, salvage yards, and some types of commercial uses. A lack of knowledge of the prior uses of these sites could lead to contamination of ground or surface water and other hazards to public health. Oklahoma City has an active brownfields mitigation program in place that maintains information on sites. The City will also continue to assist potential developers by identifying available financing options and other incentives, and helping to assemble funding packages that can encourage redevelopment.

We will require that sites with environmental hazards are properly cleaned up and mitigated before issuing development permits. The brownfields site inventory helps ensure that future reuse of these sites includes proper mitigation procedures. To this end, proof that hazards have been removed in compliance with federal, state, and local requirements will be required before the City issues grading, building, or any other type of development permit.

Policies G-1, G-10, G-14, G-18, G-19, G-20, G-27, G-28, G-30, G-31, G-32, G-34, G-35, L-29, E-18, and P-29 implement this initiative.

Discharges into the atmosphere affect us at all levels, from our own individual wellbeing to the wellbeing of our entire world. Nothing ties the citizens of Earth together more than the air above us, and nowhere do individual actions have a greater impact on everyone else. Ultimately, we all quite literally breathe the same air. At a city scale, the variables that most significantly influence the atmospheric environment involve how we travel, build, generate power, and protect the natural resources that mediate the environmental impact of the city.

INITIATIVE 5

IMPROVE AIR QUALITY

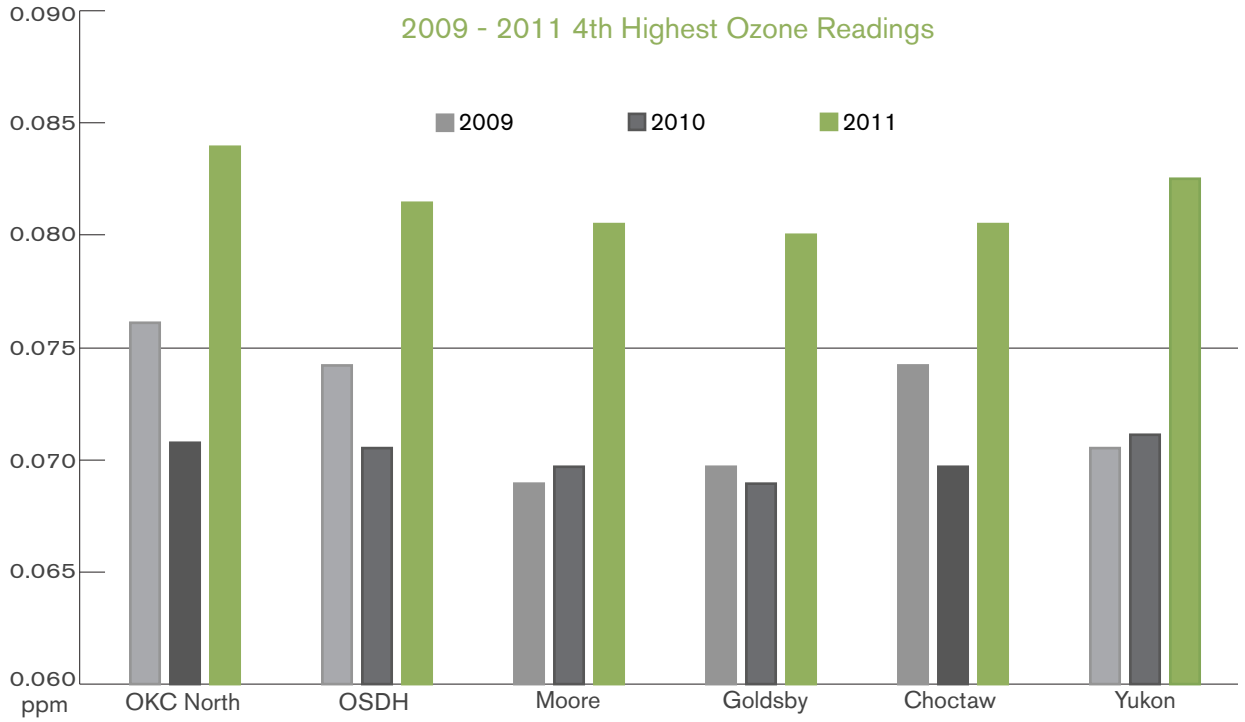
We will adopt land use and development practices that reduce the distance people must drive to meet their daily needs. In Oklahoma City, transportation is the principal cause of our most significant air quality problems. The policies included in the land use and transportation elements of plan**okc**, which promote more compact development, mixed use, and improved transportation choice, will have a beneficial effect on automobile emissions. While cars will continue to be the primary means of transportation in Oklahoma City, even

REDUCE EMISSIONS

69% of Growth Scenario Workshop participants indicated that the City should guide new development so that it is more compact, walkable, and transit friendly, thereby reducing automobile emissions.

A QUICK CALCULATION

Oklahoma City has about 227,000 households, according to the Census Bureau's American Community Survey. Most studies and trip generation estimates indicate that the typical household generates 10 trips daily. In Oklahoma City, this equals about 2.3 million trips. Estimates of the percentage of trips under two miles range from 25% to 40% of the total. For OKC, this ranges from 575,000 to 920,000 trips per day. If only one-quarter of these trips were made by active transportation modes (on foot or by bike), between 143,000 and 230,000 trips would be diverted from cars – the total number of trips on two of our busiest freeways. Assuming an average trip length of one mile, this means that in a course of a year, Oklahoma City residents would drive between 52 and 84 million fewer miles per year! According to the Environmental Protection Administration's report on Average Annual Emissions, a typical car emits .81 pounds (368.4 grams) of carbon dioxide per mile driven. So if one-quarter of short trips in our city were made by walking or biking, we would reduce CO_2 emissions per year by between 42 and 68 million pounds annually.



GROUND LEVEL OZONE

Due to Oklahoma City's high reliance on single occupant commuter vehicles and continued population increases in historically rural areas, Oklahoma City's air quality is at risk of further decline. The current standard for ground level ozone is 0.075 ppm. Data courtesy of the Association of Central Oklahoma Governments.

small changes in the number of miles driven, combined with greater fuel efficiency and technologies that reduce emissions, will substantially improve air quality.

We will coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions. In addition to reducing the number of miles that each person must drive, we need to make the vehicles that we use more efficient. We will improve overall fuel efficiency and reduce emissions by taking actions alone or in concert with other agencies that will increase use of alternative fuels in public and private car fleets, and consider new legislation and implement educational programs to reduce unnecessary emissions.

We will develop incentives and adopt regulatory standards to reduce transportation emissions. In addition to reducing the number of miles driven, we must also improve vehicles fuel efficiency and emissions standards. Working in collaboration with local, regional, and state agencies, we will seek to increase use of clean fuels in public and private automobile fleets, consider new legislation, and implement educational programs.

We will preserve forests and encourage tree planting to improve air quality. Vegetation, particularly trees, plays a large role in both regulating and improving air quality, especially in urban areas. Trees absorb carbon dioxide and other gases, while replenishing the atmosphere with oxygen. They also help trap particle pollutants that can damage human lungs. We will

BENEFITS OF TREES

Trees absorb carbon dioxide and potentially harmful gasses such as sulfur dioxide from the air and release oxygen that humans, and other species, need for survival.

According to the North Carolina State University Cooperative Extension, trees provide the following benefits related to air quality and air pollution reduction:

- One large tree can supply a day's supply of oxygen for four people.
- A healthy tree can store 13 pounds of carbon each year. For an acre of trees, that equals 2.6 tons of carbon storage.
- Each gallon of gasoline burned produces almost 20 pounds of carbon dioxide. For every 10,000 miles driven, it takes 7 trees to remove the amount of carbon dioxide produced if the vehicle gets 40 miles per gallon (mpg); it will take 10 trees at 30 mpg; 15 trees at 20 mpg; 20 trees at 15 mpg; and 25 trees at 12 mpg.

improve our landscape ordinance to more effectively increase tree cover, reduce airborne pollutants, and reduce surface temperatures in the summer. We will also preserve existing trees and forested areas and encourage new tree plantings associated with development and streetscape projects.

Policies G-9, G-10, G-23, G-24, G-25, G-29, G-30, G-31, G-32, G-33, G-34, G-35, G-36, SU-2, SU-19, C-11, C-13, C-16, C-20, C-21, C-29, C-35, C-36, C-38, C-39, and C-42 implement this initiative.

INITIATIVE 6

INCREASE THE USE OF GREEN BUILDING PRACTICES

We will develop and adopt performance standards for buildings. When used appropriately, green building techniques reduce energy consumption, lower greenhouse gas emissions, and improve indoor air quality, among other benefits. An example of a green building standard is the use of building and roofing materials that reduce undesirable summer heat gain both in and around the building. We will adopt standards that focus on the most important results and are generally accepted as reasonable by builders, building managers, architects, and others in the development industry. The standards will offer substantial efficiency and emission control improvements over current codes and be cost effective over the life cycle of the building.

While new performance standards are principally designed for multifamily residential and non-residential uses, a parallel "Healthy Building Standards Code" will be developed and implemented for single-family homes and other smaller residential structures. This code will encourage construction of long-lasting, health-promoting, and energy efficient homes that incorporate proven building materials, low water use fixtures, and innovative design and construction techniques.

We will improve the energy efficiency of City buildings. City government should lead the effort to demonstrate the economic and environmental benefits of buildings that operate more efficiently, especially when good practices can provide significant improvements in air quality and long-term savings to taxpayers. In providing this leadership, the City should develop and implement an energy management plan for its buildings that emphasizes practical steps that provide the best return per dollar spent. A key part of the plan involves establishing energy efficiency and emission standards and practices for new and retrofitted City facilities. Execution of the management plan involves careful monitoring of energy consumption and water use to track progress and identify opportunities for improvement.

Policies G-1, G-2, G-3, G-5, G-9, G-10, G-12, G-14, G-18, G-19, G-20, G-29, G-30, G-31, G-34, G-35, G-36, E-36, P-27, and SE-8 implement this initiative.





LOCALLY PRODUCED FOOD

Farmers markets are a great place to find locally-grown produce for a reasonable price.

Residents and businesses in our city should have the ability to produce, process, distribute, and sell food products, and should have a healthy environment that provides convenient access to healthy food choices for all citizens. Agriculture on the city edge and on an urban scale within the city can advance environmental conservation, return land to productive use, and address local food issues. Indeed, food choices and consumption are linked to the health and wellness of the community, the quality of life for its members, and the amount of private and public resources devoted to health care.

In Oklahoma City, and other peer cities, knowledge of and access to healthy food are not equal in all areas, and low-income and older neighborhoods are especially at risk. Oklahoma City, with its large areas of agriculture and rural land and significant vacant areas within the city, has a unique opportunity to use local food production to increase economic opportunity and improve the health of both our environment and our people.

INITIATIVE 7

INCREASE THE AVAILABILITY OF LOCALLY GROWN FOOD

We will establish an awareness of agriculture in and around the city as important to both food security and open space preservation. We tend to think of farming around cities as a temporary use that disappears when development takes over. Yet our city includes rural land that is likely to remain in agricultural use. This gives us the unique ability to integrate farming into the structure of the city. We can build public awareness and

A HEALTHY FOOD AWARENESS CAMPAIGN

An effective and far-reaching campaign that introduces people to the benefits of healthy eating and makes healthy food options available and affordable to all can help develop a market that the private and community sectors can economically satisfy. Elements of this campaign may include:

- Strategies for selection and preparation of healthy food that is cost-and time-competitive with manufactured food
- Selecting and preparing nutritious food for use in schools, recreation centers, senior centers, technical/trade schools, farmers markets, and anywhere people might go to learn.
- Linking training for unemployed people and welfare-to-work programs with opportunities for living wage jobs in urban food-related businesses.
- “Edible Schoolyards”, a school-based program that integrates nutrition and gardening to connect healthy food choices and locally grown fresh produce.
- Farm-to-school programs.
- Farm-to-institution programs that offer healthy food choices to hospitals, universities, prisons, and businesses.

appreciation of agriculture's environmental, economic, open space, and food security benefits and provide assistance to farmers that address the challenges of agriculture within the corporate limits of a big city.

We will maintain the ability of agricultural operations to exist and thrive at different scales, from large farms to small urban gardens. Land use policies should support and encourage farming and gardening activities in rural parts of Oklahoma City and on small parcels in the city. The directions and policies contained in the Land Use Plan and the sustainokc element cluster rural residential development and discourage the spread of very low-density residential acreages into agricultural areas, preserving the integrity of farms. Similarly, we should discourage conversion of land designated as Prime Farmland to non-agricultural use, and ensure that these uses support agriculture and reinforce the rural quality of the landscape. Within the city, we should encourage use of vacant or underused sites for raising food, at least on a temporary basis, and identify sites where more permanent urban gardens may be established on civic land.

We will maximize healthy food options for all neighborhoods and citizens. We cannot require people to eat certain kinds of foods or restrict access to the wide range of items that the food industry produces. However, people should not be forced into unhealthy diets by gaps in the food supply system or lack of knowledge. Our strategies addressing the food system should follow two paths. On the supply side, we should increase the number of places that provide affordable healthy food options in underserved neighborhoods. On the demand side, we should increase awareness and knowledge of citizens about diet, health, and practical ways that they can incorporate healthy eating habits into their routine.

Policies G-13, G-37, G-38, G-39, G-40, G-41, G-42, and L-42 implement this initiative.

Most people want to do the right thing, given sufficient awareness and knowledge of the importance of individual actions; however, all too often on environmental issues, our actions and their consequences are separated by time and distance making the relationship more difficult to see and measure. Education programs can help make these connections, and more knowledge can have a dramatic effect by decreasing the impacts that we make as individuals by increasing our awareness.

INITIATIVE 8

PROMOTE ENVIRONMENTAL STEWARDSHIP

We will promote water conservation and waste reduction among users of municipal services. Based on research in applied conservation, we will use a combination of awareness messaging, personalized usage data, and comparative feedback to encourage households to use less water, particularly during times of water shortage, and produce less garbage. Initial efforts will be tested on heavy consumers of services, and a university partnership will be sought to determine effectiveness.

We will foster a culture of environmental stewardship in Oklahoma City. We will solicit partners to participate in a large-scale community initiative, similar to that used by wellness campaigns and safety councils, with emphasis on the goals of greenokc. This partnership will be recognized as a continuing effort, just as campaigns like traffic safety also require continuity. This program will be based on sound market research and demonstrated techniques to affect specific environmental outcomes. Research will include focus groups in Oklahoma City to determine what topics are of greatest interest and effect, and techniques will go beyond education, awareness, and crisis response to promote a culture of environmental stewardship. The program's effectiveness will be monitored regularly and strategies continually refined for maximum impact.



ARBOR WEEK POSTER CONTEST

Environmental education and appreciation at an early age leads to good practices as adults. Image courtesy of the Oklahoma Forestry Services.

Educational and awareness programs targeted to all age levels can be effective in changing behavior and addressing environmental problems created by our daily routines. The content of these campaigns could address such topics as:

- Awareness of Oklahoma City's natural features and resources
- Water and energy conservation
- Promoting walking and bicycling in lieu of automobile trips
- Effective actions for high ozone days
- Environmental, social, and economic impacts of local food
- Proper use of pesticides and fertilizers
- Minimizing household pollutants and safe disposal of household contaminants
- Support for neighborhood-based disposal efforts and cleanups



- Proper disposal of trash, debris, and organic material
- Land management practices that address fire suppression, invasive species, appropriate use of herbicides and pesticides, and overgrazing
- Agricultural benefits of crop diversification, grass-fed livestock, raising bison, nature-friendly mowing practices

Policies G-9, G-24, G-27, G-28, G-31, G-32, G-36, G-37, G-40, G-41, G-43, G-44, and L-42 implement this initiative.

INITIATIVE 9

ENRICH BIODIVERSITY AND NATURAL HABITATS IN URBAN, SUBURBAN, AND AGRICULTURAL AREAS

We will work with developers, property owners, and neighborhoods to increase the amount of biodiversity-rich green space in urban and suburban areas. While protecting high-priority environmental features is critical to preserving Oklahoma City's ecological heritage, there is also much that can be done in areas that have already been highly modified by human activity and development. Urban and suburban areas can support biodiversity, bringing nature closer to people and spreading its benefits throughout the city. In urban and suburban areas, natural areas can be integrated in the form of parks, gardens, trails, and green roofs. Each of these features can be enriched when planted with native plants to create urban forests and "micro prairie" environments that not only offer low maintenance green space but also create stepping stones for biodiversity by providing food and habitat for bees, butterflies, and hummingbirds. Individuals and neighborhoods can engage in activities to support nature on their own properties by planting native trees and vegetation, especially those that serve as sources of food and shelter for indigenous fauna.

We will enrich natural biodiversity in agricultural areas by promoting practices that provide food, water, and habitat for wildlife and minimize negative impacts. We will convene farmers, ranchers, conservationists, and other stakeholders to develop a plan to conserve nature in farming and ranching landscapes. Some techniques are simple, such as implementing optimal mowing strategies, increasing nesting habitat, and adopting best practices for fertilizer and pesticide application. Intermediate strategies include developing landscape conservation cooperatives; promoting safe, controlled use of fire to mimic natural burn cycles; encouraging grassland ranching as an ecologically beneficial alternative to cultivation, particularly practices such as "mob grazing" that mimic natural grazing patterns; and promoting ranching of bison, which benefit conservation efforts by dispersing seeds, increasing plant biodiversity, and enhancing groundwater recharge. More challenging strategies with significant impacts on biodiversity include grassland restoration on previously cultivated landscapes, development of agricultural parks that combine recreation and food production, and sustainable intensification, which increases production and profitability while providing rich sources of habitat for biodiversity.

Policies G-1, G-2, G-3, G-4, G-5, G-6, G-7, G-9, G-13, G-15, G-16, G-43, and G-44 implement this initiative.

"Prairie happens to be quick, easy, and affordable to create. Our native grass and wildflower seeds grow prolifically... Our highway roadsides... could be converted to prairie habitat, full of beautiful indigenous wildflowers that reflect our natural heritage."

- Resident comment from the draft planokc public review process








"A diverse ecosystem will also be resilient, because it contains many species with overlapping ecological functions that can partially replace one another. When a particular species is destroyed by a severe disturbance so that a link in the network is broken, a diverse community will be able to survive and reorganize itself...In other words, the more complex the network is, the more complex its pattern of interconnections, the more resilient it will be."

- Fritjof Capra





livekc
communities

livekc
communities

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Vibrant communities are composed of a variety of safe and interesting places for people to live, work, play, and learn. These characteristics are universally attractive and indicative of the kind of communities we seek to create and enhance.





Our Situation

Oklahoma City has many vibrant and active neighborhoods that offer nurturing places for citizens and their families. Maintaining healthy neighborhoods takes work and active involvement by residents. We recognize that neighborhoods are the building blocks of our city, and that thriving and safe neighborhoods are essential to its health. Key attributes of thriving neighborhoods include basic safety and security, freedom of movement, good property maintenance, a wide range of quality housing choices, parks and other common spaces for people of all ages, and easy access to schools, community resources, and economic opportunities. These and other ingredients can help create the most intangible but most important feature of great neighborhoods – a sense of identification and community spirit, where people know and care about the people who live around them. Healthy neighborhoods make life in the city better. And the ingredients that create healthy neighborhoods are the "livability indicators" that inform our community's priorities.

liveokc is the communities element of planokc. It considers the issues and establishes the initiatives and policies that will improve livability and strengthen neighborhoods throughout the city, using existing assets to increase safety, choice, and opportunity for all residents.

Many Oklahoma City neighborhoods have been stable since their beginning. Others have undergone change including a recent resurgence in several urban areas within the Inner Loop (the area roughly bounded by I-44, I-35, and I-240) as their diversity attracts a new generation of young families. Our threefold task is to:

1. Identify and address issues in ways that maintain the character of stable neighborhoods;
2. Continue the momentum created by resurgent neighborhoods, and;
3. Enhance the livability and security to facilitate resurgence of neighborhoods where improvements are needed.

Neighborhood Stability and Safety

Over the years, Oklahoma City's urbanized area has grown much faster than its population, reducing density and frequently causing population loss in older neighborhoods. This pattern also contributed to increased long-term vacancy and abandonment in residential and commercial buildings and produced socioeconomic divisions as people with different incomes lived, shopped, and worked farther apart



















COMMUNITIES

Communities are composed of a variety of elements including homes, businesses, civic areas (Myriad Gardens Band Shell photo credit Lisa Austerman), recreation opportunities, and cultural activities.



IMPORTANCE OF FEELING SAFE

75% to **80%** of households say the quality of the neighborhood, not the size of the house, is most important in choosing where to live. Among other important reasons cited are quality of schools, perception of safety and security, as well as privacy.

- Housing Market Preference and Demand Study (2013)

from each other. These conditions erode the physical fabric and social glue of neighborhoods, which often result in increased and concentrated poverty, decline of community space and institutions, and serious safety concerns.

Vacant and abandoned structures. Changes in the location and nature of employment, shifting demographics, and almost half a century of declining demand for new construction in urban settings have left many abandoned properties throughout Oklahoma City. Many of these properties have excellent access to City services. However, according to the 2013 Vacant and Abandoned Building study, their abandoned status significantly reduces their ability to contribute revenue used to pay for those services. Additionally, abandoned buildings tend to attract criminal activity and transient populations ("squatters"), both of which require higher levels of police and fire services than occupied buildings.

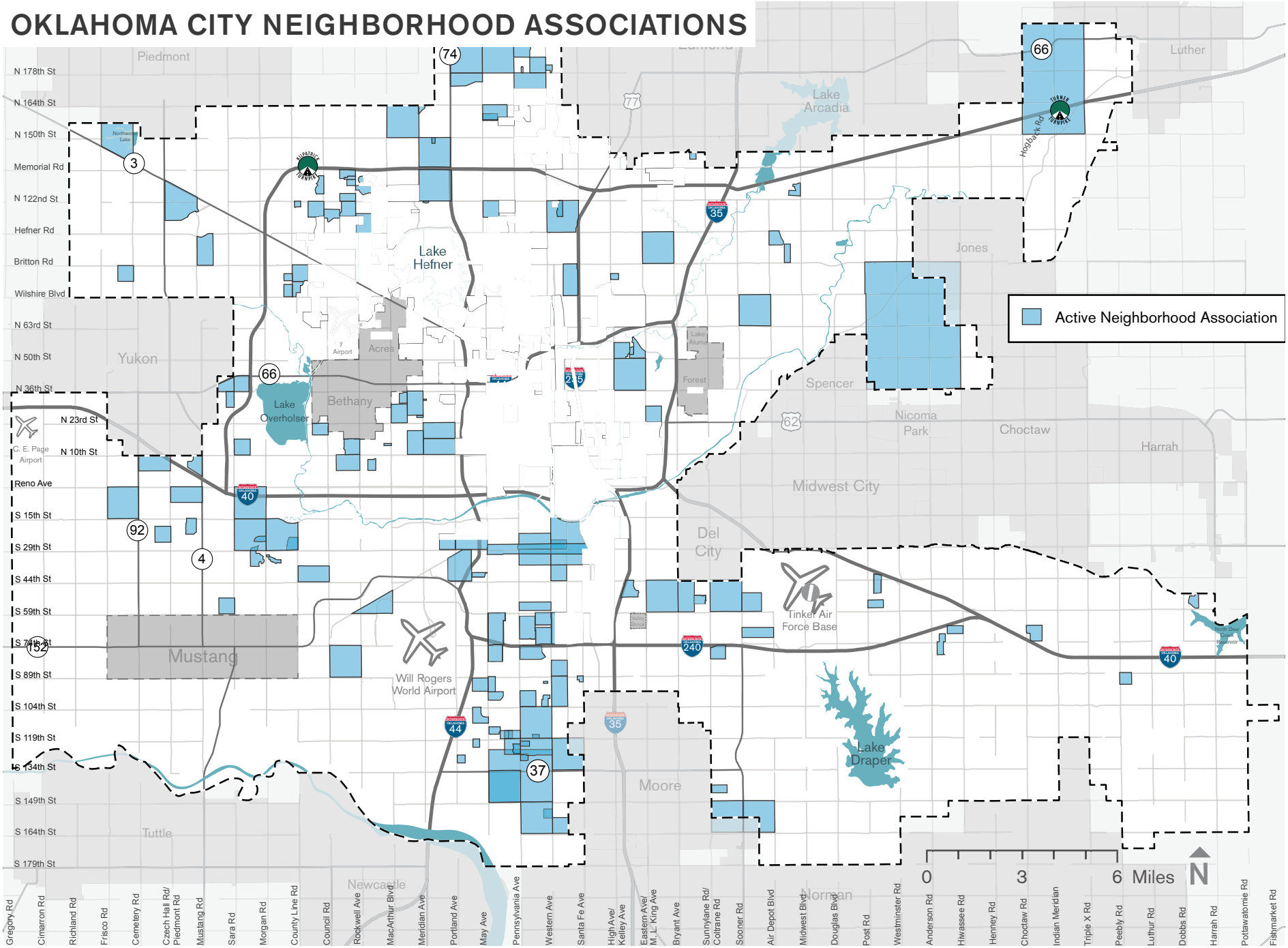
Poverty and crime. When neighborhoods begin to decline, demographic and income segregation quickly follow. People with the means to move do so, leaving concentrations of low-income households. National trends show a high relationship between concentrations of poverty and increased crime rates, poor school performance, and decline of social institutions. This cycle is very difficult to break, and presents a significant challenge for many parts of the city.

Social fabric. We know that community identification and spirit are important outcomes of a living neighborhood, and in many cases are more important than physical appearance. However, social fabric is also a victim of neighborhood decline and isolation. People become disengaged, and participation in churches, schools, and community organizations drops. Facilities where a robust civic life should take place, like shops, parks, playgrounds, libraries, and community centers are either absent or viewed as unsafe. Routine connections within the neighborhood or to other parts of the city, like sidewalks, local streets, and transit service decline and along with them, the civic networks by which people reinforce one another. When the organizing elements of community life unravel, disorganization sets in and what were once centers of life and comfort become places to fear. The most challenging part of a neighborhood development strategy is reversing this trend, and rebuilding places where community life again flourishes, hope is restored, and opportunity is again created.

City action and a comprehensive plan like planokc cannot solve all the complex problems of neighborhoods. We can, however, help create a neighborhood environment that provides safe places for learning; remove nuisances and deterioration which foster feelings of insecurity; provide space for community contact; and begin to rebuild the physical infrastructure.

Healthy food options. The greenokc element examines agricultural and food issues and the distribution of fresh food outlets in the city. The issue of food access has attracted national attention, and bears repeating in this element. People are interested in eating healthier, but access to healthy options can be challenging in Oklahoma City, where only 10 percent of households live within a half-mile of a grocery store. This situation leaves many households with very few options to access reasonable food choices. There is another dimension to the food issue. Local grocery stores often function as meeting places as well

OKLAHOMA CITY NEIGHBORHOOD ASSOCIATIONS



OKLAHOMA CITY'S ORGANIZED NEIGHBORHOODS

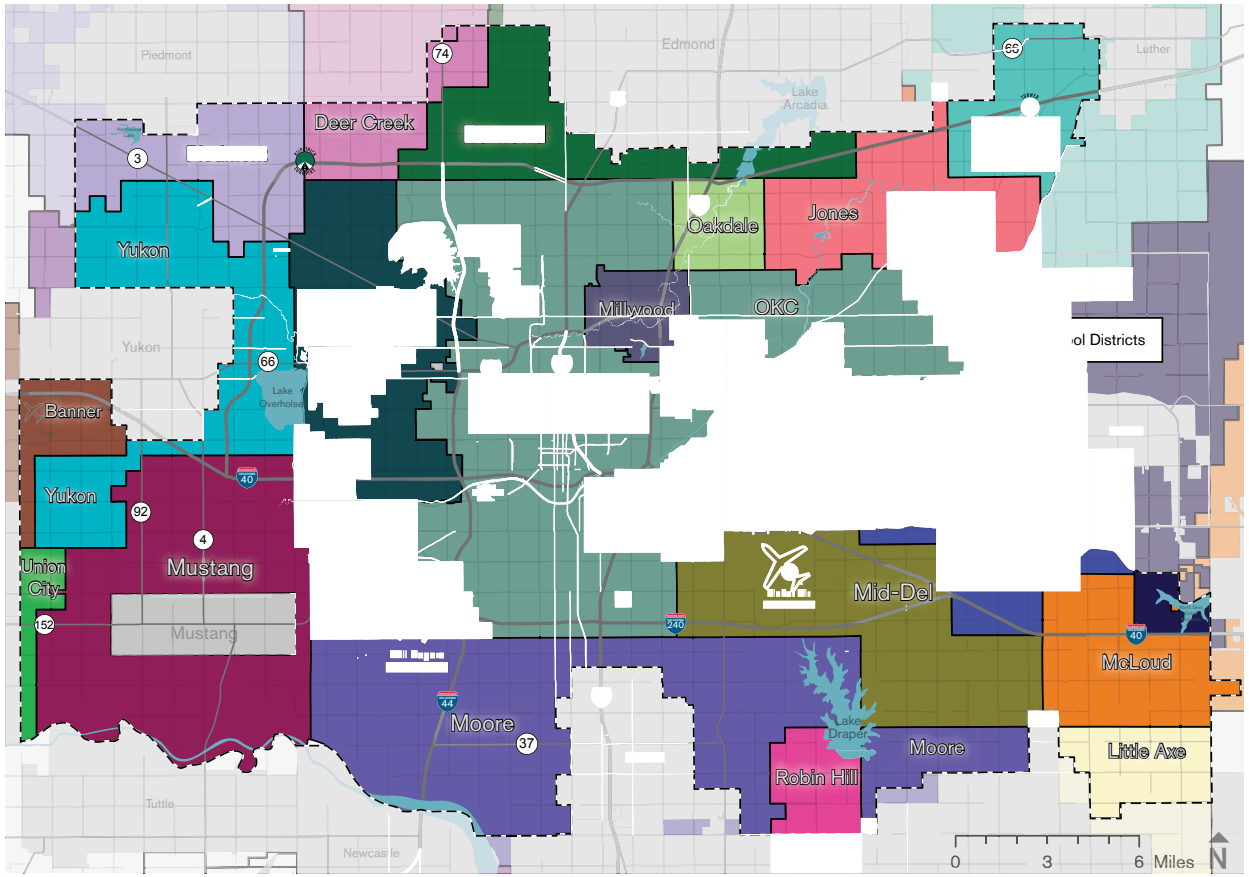
Neighborhoods are the building blocks of the city and their identification and organization is a key first step in addressing local challenges.







Schools provide important connections within and between communities



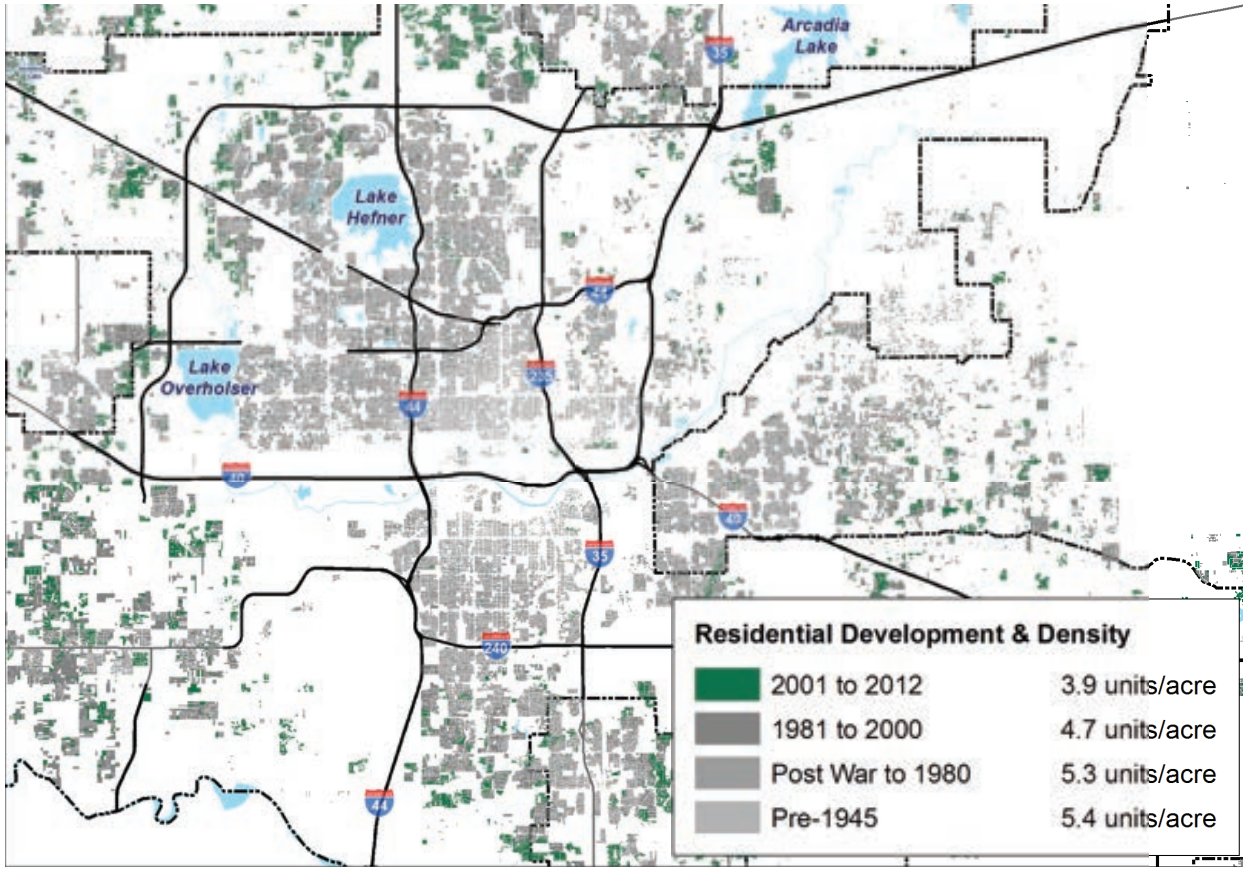
SCHOOL DISTRICTS

Oklahoma City contains portions of 27 school districts, making coordination of programs and cooperative action to address regional problems challenging.

as food outlets, and their presence or absence may be viewed as a measure of confidence in the viability of a neighborhood. Growing food locally in establishments like community gardens or urban farms does not yet supply a significant source of healthy food in Oklahoma City.

Environment and public safety. Elements of the public realm transmit messages about the health of a neighborhood. Poor street and sidewalk conditions, overgrown landscape, poor lighting, and hidden areas reinforce a sense of decline and create hazards to public safety. Streets and places that are devoid of routine activity like pedestrian traffic and lack visible doors and windows decrease the number of "eyes on the street" and lack a sense of individual territory and ownership both of which are important components of places that feel safe.

Program persistence. Much of our crime prevention programming has shown success, but too often, resources are not sufficient or forthcoming for sustaining them over the long term. As a result, gains can be lost without comprehensive community revitalization as a program component.



Schools

Schools are the traditional focus of a neighborhood, and community and school success are highly inter-related. Neighborhood decline can reduce educational performance, which in turn reduces the marketability and leads to further deterioration of the neighborhood, which in turn further impacts the schools, and so on in an ever degrading cycle.

Demand versus location. As families with children move away from many urban neighborhoods, the location of facilities no longer matches the location of students. This strains school districts' ability to maintain and improve facilities. Additionally, new school sites, especially in suburban locations, are often selected without considering long-term neighborhood or community goals for growth and neighborhood design.

Ownership. Over the years there has been a growing disengagement between schools and their neighborhoods. The breaking of physical and social connections reduces interest in the quality of the services provided by the school, erodes concern and support for re-investment in facilities, and contributes to the inefficient use of public resources. This problem has been reinforced by the closure of schools with low attendance. When a neighborhood loses its school, it loses an important part of its identity and ability to sustain itself, and the resulting shift in student population can generate new transportation problems.

Multiple school districts. Oklahoma City contains portions of 27 school districts, reducing the ability to address regional educational issues on a cooperative basis, and creating inefficiencies through duplication.

HOUSING CHOICES

Over the past 20 years 31% of housing units built were multifamily, townhomes or single-family detached homes on small lots. In contrast, these housing types will make up 54% of units built in the next 15 years.

- Housing Market Preference and Demand Study (2013)

Housing

All neighborhoods need a satisfactory supply of safe, affordable, quality housing to maintain their population and attract new residents. Issues related to housing supply at the neighborhood level include housing choice, condition and maintenance, construction quality, and economics.

Housing choice. More than 90% of the housing built during the last two decades consists of single-use subdivisions of detached single family homes or as large apartment complexes. This homogeneity leaves residents few viable housing options to choose from. The Housing Market Preference and Demand and Community Appearance studies both indicated a growing demand for more diverse types, including small-lot single-family, attached single-family (such as townhomes), and urban multi-family developments. Greater variety is especially appropriate in revitalizing communities and urban districts near major job centers such as Downtown, the Oklahoma Health Center, and the State Capital complex. In addition, some new housing should provide environments to accommodate the growing desire of older adults to age in place.

Condition and maintenance. Poor property maintenance and structural deterioration can quickly degrade neighborhood quality and property value. This raises the dual problem of 1) reducing the supply of quality housing and 2) discouraging reinvestment.



MAINTENANCE OF OLDER HOMES

These homes are an important source of affordable and workforce housing and maintenance of these homes supports neighborhood stability.

Publicly funded housing rehabilitation programs are often not sufficient and/or not implemented in a manner to create the necessary "tipping point" where public and private dollars can effectively reverse neighborhood decline.

Construction quality. Maintaining existing housing is very important, but the quality of original construction is a significant factor. Some lower-cost single and multi-family housing built during the past 20 – 30 years appear to lack long-term durability. While these homes provided affordable housing for several years, their relatively rapid deterioration has created and will continue to create long-term challenges for residents, neighborhoods, businesses, and the City.

Housing economics. Low housing values discourage new development and rehabilitation in urban neighborhoods. Low rents do not provide the cash flow necessary to support upgrading existing units or build new housing. New homes are rarely built in areas where the cost of the new home is well above the market value of surrounding homes. This market condition restricts new development and redevelopment. These economic issues can stall and prevent needed new development, rehabilitation, and reinvestment in older neighborhoods and untested areas.

Our Plan

The primary focus of live**okc** is to improve the livability and strengthen communities throughout the city. To do this, the predominant development pattern of the past 20 – 30 years will need to diversify. This pattern has stretched public and private resources and often left the city's poorest residents behind in areas devoid of realistic job, school, shopping, and entertainment options. We must conserve and reinforce older neighborhoods and not neglect them in favor of new development on the city edges. Many of the initiatives needed to change these trends reinforce the directions identified in sustain**okc** and connect**okc**. Our effort to build better neighborhoods requires land use and transportation policies that encourage reinvestment in existing resources and increase the choices and quality of housing currently offered to the city's residents. But as important, we also must work together to rebuild the human dimension of a neighborhood – to create a sense of community and a common effort to make safe and rewarding places to live, work, play, and learn.

Our Goals

NEIGHBORHOOD SAFETY

1. **Oklahoma City neighborhoods are safe places to live, work, learn, and play.**

SCHOOLS

2. **Oklahoma City area schools are neighborhood assets and sources of pride.**

HOUSING

3. **Oklahoma City's neighborhoods thrive because they contain quality housing choices to meet the diverse needs of the population.**

NEIGHBORHOOD STABILITY

4. **Oklahoma City's neighborhoods are vibrant because they have high occupancy rates, a diverse housing stock, and well-maintained properties.**

FOOD SYSTEMS

5. **Citizens have easy access to a variety of affordable healthy food options.**

TRANSPORTATION CHOICE

6. **Citizens have access to a variety of transportation choices to serve their daily needs.**

SOCIAL CONNECTIONS

7. **People have a number of places to gather and socialize that are easily accessible from and within neighborhoods.**

Our Initiatives

liveokc Initiatives	liveokc Goals 1	2	3	4	5	6	7
1. Enhance crime prevention and effective policing.	■			■			■
2. Incorporate safety into neighborhood design.	■			■			■
3. Maximize location efficiencies of school sites.		■		■			■
4. Create partnerships to expand housing choice and availability in key areas.			■	■			■
5. Expand housing diversity by type and cost.			■	■			
6. Preserve and enhance special needs housing.			■	■			
7. Revitalize and stabilize urban neighborhoods.				■	■	■	■
8. Enhance suburban and rural development design.			■	■	■		■

What's a neighborhood? Obviously, it's a collection of physical objects: of houses and streets, parks and stores. But the real importance of a neighborhood is that it is made of neighbors. . . Neighbors are not simply people who live in physical proximity. Neighbors are people who are acquainted with each other. Neighbors have some sense of human connection. Neighbors recognize and acknowledge each other. Neighbors have some sense of responsibility to each other. Neighbors are not anonymous."

-David Sucher
City Comforts: How to Build an Urban Village

Every resident of Oklahoma City should be able to live in a safe neighborhood, free from fear. When asked about the factors most important to their housing or neighborhood choices, Oklahoma City's residents ranked sense of safety and security first (2013 Housing Market Preference and Demand Study). Communities do not thrive unless people consider their neighborhoods safe.

INITIATIVE 1

ENHANCE CRIME PREVENTION AND EFFECTIVE POLICING

We will enhance policing and crime prevention programs through partnerships between police and local communities. The term "community policing" has become controversial in some instances, but it is in fact a common sense approach to law enforcement that many cities and towns implement without fanfare. Police departments that practice community-based techniques recognize that police alone cannot deal with neighborhood safety and livability issues, but instead must partner with citizens, businesses, organizations, schools, churches, and others to build safe environments. Community-based programs establish personal relationships and trust between police and residents. Some police departments describe this approach as a "value system" or even "a way of life" as opposed to a program. In Oklahoma City, effective neighborhood policing will involve greater outreach to residents and businesses, interaction with organizations, working relationships with property owners, and other cooperative efforts. A critical support element will involve direct work with at-risk youth and adequate funding for job training, education, and leadership development programs.

Policies L-1, L-2, L-3, L-4, L-6, E-17, P-22, and P-23 implement this initiative.

INITIATIVE 2

INCORPORATE SAFETY INTO NEIGHBORHOOD DESIGN

We will incorporate design and maintenance practices to create safer environments in both established and new neighborhoods. Addressing the impact of the neighborhood environment on public safety will follow two tracks: 1) reviewing new projects (including subdivisions and major new developments) and incorporating safe environmental design standards into their design, and 2) auditing existing neighborhoods for unsafe conditions and correcting problem areas.

Safety evaluation of new projects will start with developing design standards and guidelines, using the principles of Crime Prevention Through Environmental Design as a starting point. Our public safety departments should develop specific areas of expertise in these principles and be fully integrated into the City's project review and approval process.



NEIGHBORHOOD DESIGN

This rendering shows an example of how a neighborhood can be designed or re-designed, to improve safety, access, and provide a wide range of living arrangements.

credit: Eric Hyne, Encore Arts, LLC

Established neighborhoods present different challenges. Partnerships between City staff and community organizations will analyze the neighborhood environment and local crime patterns to identify and correct specific problems. The most common issues include overgrown lots, hidden spaces, and vacant and deteriorated buildings. We must be aggressive in such areas as vegetation control and demolition of buildings beyond feasible repair.

Response times when emergencies occur are also an important factor in the interaction between public safety and environmental design. Neighborhood designs should increase the efficiency of public safety operations and ensure that the greatest number of residents can be reached in the shortest amount of time by emergency responders. This should include strategic improvements in existing neighborhoods and efficient design in new neighborhoods.

Systematic evaluation and correction of design aspects of new projects and inherently unsafe environments in established areas will be necessary to ensure a safe environment for all residents of Oklahoma City.

We will correct unsafe building elements and design conditions in public facilities and outdoor spaces. The City should lead in providing safe and secure facilities and properties. This is especially important in distressed neighborhoods, where a public park or center may be seen as a refuge. All publicly accessed properties should be assessed for unsafe conditions, including but not limited to poor lighting, blind spots, and maintenance hazards. Once this inventory has been completed, priorities for repair should be set and incorporated into the capital program.

Graffiti and vandalism in public areas are special and persistent problems. Uncorrected incidents suggest neglect in a neighborhood, which in turn encourages both more vandalism and serious criminal activity. Graffiti can be controlled through an aggressive removal policy, best accomplished in partnership with neighborhood residents. Cooperative action for productive purposes has the secondary benefit of building a sense of neighborhood effectiveness and establishing credibility for improvement efforts all of which help reconstruct the social fabric.

Policies L-3, L-6, L-7, L-8, L-33, L-37, SU-20, SU-21, C-5, C-7, C-11, C-12, E-17, P-22, P-23, P-29, P-31, ST-25, SE-1, SE-2, SE-3, SE-4, SE-5, and SE-8 implement this initiative.

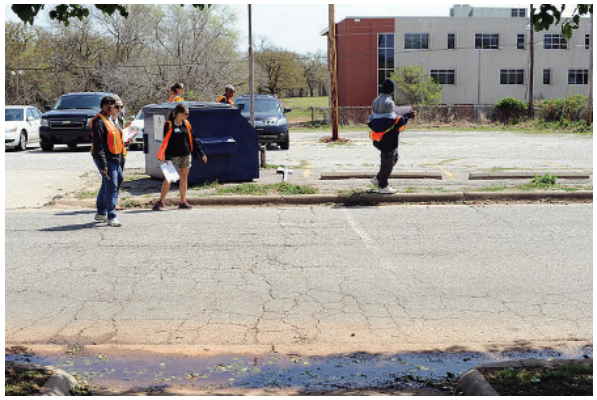
Our schools are a key neighborhood institution that can either contribute to or detract from the quality of neighborhoods. Schools with good performance attract young families to a neighborhood and provide alternatives for at-risk children. Decisions that affect school facilities can also have a dramatic impact on neighborhood viability.

INITIATIVE 3

MAXIMIZE LOCATION EFFICIENCIES OF SCHOOL SITES

We will establish partnerships between the City and school districts to assist in non-educational functions. School districts deal with a variety of non-educational or indirectly educational functions on a regular basis. This includes siting of new schools, redeveloping closed schools, addressing crime and crime prevention, and other community outreach functions. By working together, funding should be leveraged and resources used efficiently to strengthen neighborhoods, making them viable choices for young households.

We will co-locate new public projects in coordination with local school districts. Strong civic institutions strengthen neighborhood identify, social interaction and appeal to investors. Co-locating public







NEIGHBORHOOD ACTIVITIES

Neighbors participate in activities and events to improve awareness and safety throughout the city.

projects such as libraries, fire stations, parks, recreation centers, and schools create neighborhood activity centers and realize efficiencies through joint use arrangements.

Policies L-9 and ST-18 implement this initiative.

If the expectation of safety is the most basic prerequisite of a community, housing is its physical cornerstone. Strong neighborhoods cannot exist with deteriorated or inadequate housing. In older neighborhoods, housing must be renewed to serve new generations. New housing also is being called on to serve more diverse needs and preferences. For example, the financial crisis of 2008 led to an increased demand for rental housing. The Millennial generation is demanding variety and is less drawn to the single-family detached house than previous generations. As neighborhoods evolve, they must address the economic and lifestyle needs of consumers.

INITIATIVE 4

CREATE PARTNERSHIPS TO EXPAND HOUSING CHOICE AND AVAILABILITY IN KEY AREAS

We will create public/private partnerships that fill critical demands like workforce housing that are not normally satisfied by the private market. The Housing Market Preference and Demand Study defined housing preferences for different age and income groups, including residential types and locations. This information provides valuable guidance to city agencies, community organizations, builders, and developers that can help all parties make policy and business decisions. However, these data rapidly become outdated. Regular updates, funded by a mutually beneficial partnership of public and private sectors, can ensure that this information remains relevant and useful.

But information must be put to use. The 2013 housing study identified a major demand for "workforce" housing – equity and rental units affordable to people in a range from 60% to 120% of the citywide median household income. The normal private market has difficulty producing housing for much of this income range because of perceived risk and small profit. Partnerships between the public, private, and nonprofit sectors, including employers, can develop programs that remove obstacles to workforce housing production and marketing. Options include site acquisition, landbanking, interim financing, appraisals, mortgage financing, neighborhood infrastructure, and streamlined development reviews.

Policies L-11, L-12, L-13, L-14, L-15, L-22, L-25, L-27, L-28, L-39, L-42, SU-43, and ST-12 implement this initiative.

INITIATIVE 5

DIVERSIFY THE HOUSING SUPPLY BY TYPE AND COST

We will create forces that produce housing diversity through implementation of the land use plan. Development markets are conservative in the sense that builders become familiar with a certain housing type and build to their specialization. The land use plan is built on the principle of mixing uses and densities, and greater housing variety is a beneficial outcome of this new approach. Moving the local housing industry into the new territory of mixed products and densities is a gradual process

"The form and layout of the built environment has a large and significant influence on crime by creating opportunities for it and, by extension, shaping community crime patterns. The potential implications of ignoring crime in the (planning and design) decision-making process are profound."

- Derek J. Paulsen, Crime and Planning



PLAYGROUND AT STAND WATIE ELEMENTARY SCHOOL

This school playground is a valuable asset to the nearby community.

that requires the cooperation of both regulators and builders.

Implementation of the Land Use Plan will include new regulations that both allow and support a variety of housing types. In addition to permitting variety, guidelines and review procedures may be developed that require mixes of lot sizes and housing configurations in large projects. Additionally, redevelopment should be encouraged through incentives like density bonuses, fee waivers, and assistance with site preparation and infrastructure.

Major new concepts will require close consultation with the development sector.

We will create more opportunities for income diversity and mixed-income neighborhoods. Greater income diversity can be achieved in a variety of ways, but one of the most effective ways is to ensure a variety of housing styles and sizes. Additionally, financing tools like direct investment of public housing funds, tax-increment financing, bonds, revolving loans, housing program funds, and other public/private partnerships should be used to develop new or redevelop existing mixed-income projects in the urban and downtown land use typologies. The capacity of nonprofit developers like Community Development Corporations and Community Housing Development Organizations should also be expanded to provide mixed-income housing in targeted areas.

Policies L-11, L-12, L-14, L-20, L-29, L-32, L-34, L-41, SU-4, SU-5, SU-8, SU-9, SU-12, SU-43, SU-49, and ST-14 implement this initiative.

INITIATIVE 6

PRESERVE AND ENHANCE SPECIAL NEEDS HOUSING.

We will create opportunities that can increase housing for special needs populations. The need for housing that accommodates special needs populations, including the aging and people with physical or mental disabilities, is growing. Diversity in housing also includes providing environments for people who cannot fully live independently. Policies and regulations should encourage group settings and shelters in places with convenient

access to transit, community facilities, daily needs, and support services. Universal design standards should be required within larger projects. Universal design involves designing spaces that can be used by the widest range of people and abilities.

We will address homelessness by applying a Continuum of Care model. Homelessness should be addressed through a two-point approach. The needs of people who are currently without homes should be met by building additional accommodations, including emergency shelter, transitional housing, and permanent supportive housing. A Continuum of Care model can identify and develop strategies adapted to Oklahoma City's specific needs. In addition to supplying more housing, this approach prevents homelessness by including rent or mortgage assistance, housing counseling, medical or health counseling, and budget counseling.

Policies L-17, L-18, L-19, and L-20 implement this initiative.

The word "neighborhood" in its original form means people or things that are near ("neigh") each other. The word "community" on the other hand, combines two Latin words: cum (with) + unitas (unity), implying not just unity but unity connected with others. Communities require social interaction, common ties, and a feeling of a shared future. Together, these attributes produce a spirit of identity and working together to create something of value for all members. Successful urban neighborhoods go beyond people simply living in the same area – they become communities. Physical attributes of neighborhood communities include structures in good condition, viable institutions, and active civic life.

INITIATIVE 7

REVITALIZE AND STABILIZE URBAN NEIGHBORHOODS

We will set neighborhood development priorities by using quantitative evaluation criteria. Available resources are never sufficient to address the problems of struggling neighborhoods. Setting priorities and policy focuses can be addressed by an evaluative process that considers such factors as economic opportunities, educational performance, housing quality, access to commercial and other support services, public safety, and presence of community organizations and institutions. The process should consider positive neighborhood factors that can create the foundations for success, including:

- Existing support capacity from neighborhood associations, local service providers, and area businesses;
- Community institutions like parks, schools, churches, or community centers; and,
- Connections to surrounding neighborhoods.

We will expand rehabilitation and redevelopment programs to stabilize the physical fabric of neighborhoods. The physical condition of a neighborhood and its buildings is critical to its ability to function as a community. Residential rehabilitation programs should be expanded to both meet the needs of existing residents and serve future generations. Rehabilitation should focus items that directly affect health and safety, secure the basic building envelope, and add economic value to the surrounding area. Programs in which community development corporations acquire,



INFILL HOUSING

Throughout Oklahoma City, new and rehabilitated homes are bringing new life to older communities.



WESTTOWN RESOURCE CENTER

This facility provides support to families making the transition from homelessness to permanent housing.

rehabilitate, and either sell or rent units on a "turnkey" basis at moderate costs have been particularly effective in adding value, preserving housing, and introducing new owners and potential leaders into a neighborhood.

But housing rehabilitation is only part of the picture. Vacant sites and dilapidated buildings depress both property values and community momentum. Programs to accelerate the redevelopment of dilapidated properties should be tied closely to the priority evaluation process. Funds should be targeted to areas and projects that create a critical mass that in turn catalyzes private market investment and creates a self-sustaining community. Mechanisms like landbanks and land trusts have also proven effective in gaining control over vacant properties and returning them to productive use. Often, a high priority or visibility project at a strategic location can produce an unexpectedly powerful private reaction as neighbors gain confidence in their future.

We will create, enhance, and maintain community spaces where residents interact positively and advance the social fabric. Successful neighborhoods include spaces where people see and greet each other, and work and play together in a common enterprise. These spaces open a neighborhood, and increase the level of positive interaction that is the essence of a living neighborhood. Yet, hidden or neglected public spaces have the opposite effect, attracting nuisances and sometimes crime, and being scary or off-putting places that people avoid. Good community spaces can take many forms – a well-maintained public park surrounded and watched over by residents; a community garden; the median of a parkway; or a school or community center site.

Strengthening these community places begins with inventorying and analyzing their operations. This can be done in cooperation with neighbors and community organizations. Volunteer work, business participation, and other public and private support can provide the means to reclaim existing spaces and develop new ones, and to provide adequate resources for continued support and maintenance.

Facilities like community gardens and groceries are particularly attractive as community spaces because they are self-supporting; become natural and productive attractors of people, and address other key concerns such as access to healthy food. Efforts at a neighborhood level to secure sites and organize gardens should be expanded and educational institutions should provide technical help to gardeners. Public development incentives should have a special focus on attracting grocery stores to skipped over areas with viable consumer markets, and should encourage inclusion of public space in project design.

We will coordinate public infrastructure projects and community revitalization. In an effort to create tangible catalysts for revitalizing urban communities, the City will use the analysis described in this section as well as those located throughout planokc, to inform its capital improvements program.

Policies L-5, L-9, L-12, L-14, L-21, L-23, L-24, L-25, L-26, L-27, L-28, L-29, L-30, L-31, L-32, L-35, L-36, L-38, L-39, SU-4, SU-17, SU-19, SU-20, SU-21, SU-23, SU-24, E-17, ST-21, and ST-23 implement this initiative.

The concept of community development is usually associated with older parts of the city, but also applies to new neighborhoods and developments. We tend to build residential "additions" or "subdivisions," but not true communities. Our developing areas should move beyond simply being places where people live near each other but never really become neighbors.

INITIATIVE 8

ENHANCE RURAL AND SUBURBAN DEVELOPMENT DESIGN

We will institute neighborhood design guidelines and practices that build community in lower-density settings. We recognize that different people have different preferences. Many people seek new houses but still want the diversity and neighborliness of the best of established neighborhoods. Others seek the bigger lots and greater personal space offered by low-density development. But almost everyone wants an attractive living environment, a sense of belonging to a community, public space, and connection. As we move toward new standards that implement the land use plan, we should ensure that new development designs reflect patterns that create better communities. These include such items as encouraging lot clusters to maintain open space, even in low-density development; street connections for both community contact and public safety access; trail and pathway systems; and housing variety where appropriate. Planned unit developments should be used in their intended way, to encourage creative design by looking at developments in their entirety.

Policies L-33, L-35, L-38, L-40, L-41, SU-2, SU-5, SU-8, C-5, C-7, C-12, C-14, C-29, E-33, E-39, ST-17, and SE-2 implement this initiative.



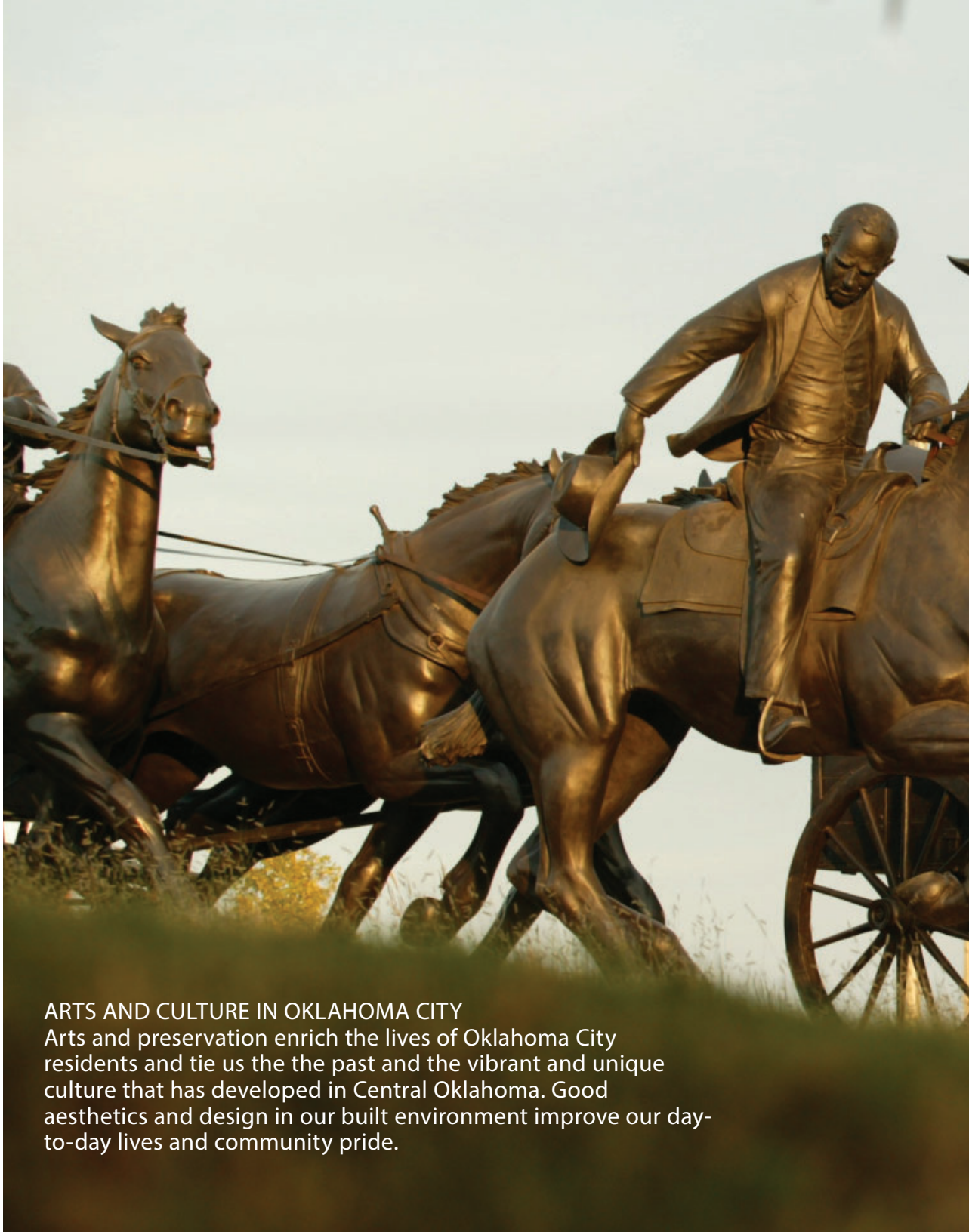
enrichokc

preservation | appearance | culture

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preservation | appearance | culture

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ARTS AND CULTURE IN OKLAHOMA CITY
Arts and preservation enrich the lives of Oklahoma City residents and tie us the the past and the vibrant and unique culture that has developed in Central Oklahoma. Good aesthetics and design in our built environment improve our day-to-day lives and community pride.





Our Situation

The traditional elements of our comprehensive plan guide how the city grows, uses land, provides transportation access and services to its citizens, maintains a safe environment, and sustains itself economically. But great cities go beyond these basic systems by elevating the lives of their residents and visitors. Their physical environments integrate the stories and markers of the city's history into contemporary development. Their arts and cultural environments advance individual and regional creativity and expression, while offering the larger global cultural context. In short, great cities enrich, enthuse, and invigorate their citizens through their character and culture. They introduce a high level of meaning and delight into the experience of city living.

Once, people viewed the appearance and design of cities and their arts and cultural lives as luxuries, secondary to the real business of economic growth. But the urban experience has taught us otherwise. An attractive city provides opportunities that expand people's horizons, encourages conviviality and a sense of common destiny, advances creativity, and creates happier citizens. And happy people are invariably more productive. These attributes also make cities more successful by attracting new residents, retaining existing citizens, and igniting the creativity of both. Indeed, strong commitments to community design and arts and culture efforts are fundamentally investments in the economy of the city.

Oklahoma City has recognized these lessons over the years. Its long tradition of building great community places and supporting its arts, historical, cultural institutions attests to a commitment to enriching the lives of citizens. More recently, the achievements of MAPS such as the restoration of the Civic Center Music Hall, and supporting community investments like the Myriad Gardens redesign and the development of the Oklahoma City Museum of Art accelerated this commitment.

Today, Oklahoma City's appearance and cultural features have become distinct assets to the city and its image. Our challenge is to maintain and enhance those assets wherever possible as we continue to grow and develop.

enrich**okc** is the preservation, appearance, and culture element of plan**okc**. This element identifies initiatives and policies that will express and promote Oklahoma City's identity through its built environment and cultural opportunities. It considers the past development patterns of Oklahoma City and, in some cases, the loss of its traditional character. But our vision looks forward and recognizes the benefits of preserving our most significant natural and historical resources, creating attractive and rewarding communities, and building on the foundations or our stories, our arts, and our cultural assets. Defining this vision and its initiatives requires discussing several issues, including conservation of the built environment, the urban landscape, heritage preservation, the design of both existing and new urban environments, and the continued growth and enhancement of our cultural resources. Many of the land use directions of sustain**okc**, the transportation policies of connect**okc**, the environmental policies of green**okc**, and other elements relate to the concepts discussed in this vision of using city character, design, arts, and culture to enrich the lives of our residents.











REHABILITATION AND PRESERVATION

The preservation of commercial, residential, and civic structures is important to maintaining a strong community image, fostering economic growth, and thriving neighborhoods. These photos show just a few examples of successful preservation strategies.

Preservation of Buildings

Every part of a city contributes to its character and image. Some places have special importance because of their historic and symbolic roles in the city, visibility, function in the everyday lives of citizens, or distinctive physical qualities. Preserving these places helps maintain a strong community image, produces economic growth, and sustains neighborhoods. It also helps maintain a degree of historic or architectural continuity with the city's growth and development, continuing the story of our city.

Public Awareness. The preservation process begins with increasing public awareness and appreciation of the built environment. Our city is still relatively young and our historical time frame is short. Often property owners think that removing an existing building and starting over involves less trouble and expense, or that older structures cannot be upgraded to meet current codes or energy efficiency standards. Owners and even neighbors also may view buildings as individuals, rather than as part of a larger neighborhood context. Despite the successes of great places like Automobile Alley, where significant buildings have been put to new uses that their original owners could not have conceived, we still tend to value the new over the old, and do not always see the benefits of maintaining our existing building fabric.

Incentives, educational efforts, and regulations related to building reuse can help to rebalance these perceptions. Current development policies and regulations appear to make it easier or more predictable to develop at the city's edge rather than in areas with existing resources and infrastructure.

"... creativity is a fundamental and intrinsic human characteristic. In a real sense, all human beings are creative ..... What (creative people) look for in communities are abundant high-quality experiences, an openness to diversity of all kinds, and above all else, the opportunity to validate their identities as creative people."

- Richard Florida
Cities and the Creative Class, 2005

Community Appearance

Community appearance has direct impacts on both the likelihood that existing significant buildings will receive new investment and the satisfaction of existing residents with their neighborhoods.

Detrimental Components. planokc's Community Appearance Survey was the first step in understanding what residents view as valuable and detrimental to community. In liveokc, we discuss the effects of deteriorating buildings on neighborhood sustainability. Survey results indicate that front yards, street corridors or parking lots also make strong first impressions that can positively or negatively influence the future direction of a neighborhood. The "one bad property" on a block can discourage investment or maintenance on surrounding properties, resulting in a cycle of decline.

Standards for Building and Property Maintenance. Unfortunately, "good appearance" means different things to different people, and people have different sensitivities to their physical environment and differing amounts of resources to improve it. We lack baseline standards or specific expectations for building and property maintenance. The enforcement of those regulations we have is not an adequate deterrent to property neglect. The City cannot effectively induce absentee property owners to maintain their properties. The boarding of windows to secure abandoned properties adds to the poor appearance of a neighborhood and the perception of disinvestment. These are all challenges that the City must conquer in order to successfully improve community appearance.

The Urban Landscape

Urban landscaping is a crucial contributor to an attractive community image. greenokc discussed the importance of an urban forestry program with revised landscape ordinances.

Landscape Enhancement. Chapter Two discusses the ability of landscape to minimize land use incompatibilities. Landscaping must also be seen from the perspective of creating an enriched urban environment. The Community Appearance Survey showed that citizens place a strong value on landscaping, trees, sidewalks, and pedestrian features. Citizens and developers are also increasingly aware of the value of trees and their ability to shade, provide pedestrian comfort, contribute to urban design, moderate the micro-climate, and attract customers.

Sustainable Landscape. In Oklahoma City's hot, relatively dry climate, sustaining an attractive landscape requires choosing proper materials. Landscaping often defaults to turf and other non-native materials that require a good deal of water and ongoing maintenance. And maintenance is critical to appearance. Maintenance responsibilities in highly visible situations, like major street corridors, are unclear and often neglected. Design and placement of landscaping to avoid or minimize conflicts with utilities, both above and below ground, is another significant factor in providing attractive landscaped environments with continuity and substance.

Heritage and Culture

Calling attention to and investing in the city's heritage and culture builds interest in the process of building Oklahoma City. It enriches the experience of living in Oklahoma City, telling visitors about the place and rooting residents in the context of their community. We generate economic opportunity by maintaining and enhancing the thematic character of different parts of the city.

Understanding Heritage. Oklahoma City residents are demonstrating a growing interest in understanding and communicating our heritage and culture. Residents also appreciate being part of neighborhoods with distinctive characteristics. We can continue to build on these foundations.





PARKING LOT LANDSCAPING

We will always need parking lots. But they need not always be bad environments. The image at left not surprisingly received very negative ratings in the Community Appearance Survey, and was described as a "sea of asphalt," "asphalt desert", or "runway." At right, a different kind of parking lot at Classen Curve is designed to minimize the expanse of paving.

"Parking lots in OKC need trees and grass! They help mitigate the wind and keep them from becoming such heat sinks during the summers."

- Resident comment from the Community Appearance Survey









IDENTIFYING SPECIAL DISTRICTS

Small improvements can pay dividends in creating a brand for distinctive areas. From top, stylized Stockyards City arch and light-mounted graphics along Automobile Alley.

PLACES THAT ENRICH OKLAHOMA CITY

Sometimes great places move us, sometimes they delight us, but they never leave us indifferent.

Connectivity between residents and history. New households, many of which are part of the so-called Millennial generation, are attracted to the urban qualities of the central city area, making it a hub of new business and creativity. Greater knowledge of the history and culture of our capital city could add new levels of meaning to this experience. A greater connection is needed between the city's cultural assets and its residents to the great benefit of both.

Heritage and culture belong to all of Oklahoma City's residents, and all of our economic, racial, and ethnic groups are indispensable parts of our story. But with limited transportation options and socioeconomic separations, many citizens, including the youngest and poorest of our community, lack access to the wide array of cultural facilities located throughout the city. This denies them knowledge and appreciation for the possibilities attainable through arts and culture.

Distinctive districts and neighborhoods. The distinctiveness and identity of different districts and neighborhoods also presents many opportunities. Oklahoma City has many distinct cultural regions, including nine special design districts, nine historic preservation districts, and four individual historic preservation landmarks. In our expansive city, these special districts add texture and orientation, as well as places to enjoy and experience. Some of these areas have taken advantage of their qualities and created brands, which we can define as packages of expectations. In some cases, these brands are reinforced in the public environment. More work needs to be done in connecting these areas into a network of assets, reinforcing and marketing each other, and considering new districts for inclusion in the network of special places.

Urban Design

Most people gravitate to places that are attractive, offer quality and activity, and make them happy and pleased to be there, or move them emotionally or spiritually. Some great places are carefully crafted, and combine various design disciplines with keen observation, community involvement, and sometimes even social science. The Bricktown Canal, Myriad Gardens, and the National Memorial provide excellent examples of these types of popular people environments. Others just happen from small acts or the collective work of different people at different times.

Defining an effective public realm. Ultimately, creating great places involves more than just a building; it includes creating a public realm that may include walkways, landscaping, public spaces to meet or enjoy, shapes and edges, public art, street furniture, water, and

other ingredients. It is very difficult to legislate good places for people. Some well-intentioned projects fall short of expectations or do not age well; others succeed seemingly (but not actually) by accident. In our urban design environment, we should strive for a quality that is hard to describe but that we recognize when we see it. The key word here is striving, focused on creating projects that, even when they seem routine, contribute something to the beauty and welfare of our city.

Aspirational Design Standards. Like many cities, though, the standards we have are minimal, not aspirational, and do not often lead to successful places. We lack a mechanism that directs or even encourages developers to strive for something better. So new developments tend to look the same and many of our urban, suburban, and rural areas lack a defining character. New developments, especially big box retailers, are built to national standards with no local sense of place or character, while at the same time, older buildings and districts with human scale and architectural character sometimes wither.

Inconsistent Design Standards. The City has established urban design and historic districts within our zoning ordinance to attempt to capture and maintain the fabric of distinctive places. Areas beyond these zoning districts do not have mechanisms for review and enforcement of design issues.

Treatment of the Public Realm. Finally, the largest part of our public realm–our public streets–is in most cases far from enriching. Streets and transportation are one of our most pervasive and visible land uses in the urbanized area, but rarely get the design treatment and care that they deserve. Signs, utility lines, transformers, equipment, street lights, and many other elements of the street environment are located in utilitarian ways, but their visual quality and how they can neatly be integrated into the streetscape is rarely a consideration. The traditional approach to public infrastructure gives too little consideration to the urban environment or neighborhood character. "Standard engineering practice" for infrastructure rarely explores the nexus between functionality and visual quality.



PUBLIC GATHERING PLACES

It is vital that the city have numerous public gathering places that are suitable for large-scale events and casual everyday activities.

Our Plan

The environment that we see and experience every day of our lives in the city should be a joy, not a burden to endure. Visually and experientially, our city should enrich us, not impoverish us. To this end, we will promote our city's identity through its built environment and cultural opportunities. Our neighborhoods will speak to the character and quality of our heritage. Attention must be given to the preservation of neighborhoods, design of the built environment and support for arts and culture. The private and public sectors will work cooperatively to create built environments worthy of Oklahoma City's traditions and citizens.

The initiatives in the following section will address the substantive design and appearance considerations that shape our built environment and enhancements related to quality, quantity, and accessibility of cultural assets. The success of these initiatives will be closely tied to the directions identified in many of the other elements of this plan, including sustain**okc**, live**okc,** and connect**okc**.

APPEARANCE PRIORITIES

An important recommendation from the ***Community Appearance Survey*** indicates a need to develop more mid-rise multi-family dwelling projects in the Downtown and Central sub-areas and consider integrating mixed use as part of the project.

Our Goals

PRESERVATION/REHABILITATION

1. **Oklahoma City values its history and protects its cultural and built resources through appropriate rehabilitation and preservation.**

LANDSCAPING

2. **Landscaping is located, designed, and maintained to ensure an attractive and safe community.**

HERITAGE OF THE CITY

3. **Oklahoma City is recognized for its appreciation and preservation of historic, architectural, and cultural assets.**

URBAN DESIGN AND FORM

4. **The neighborhoods and commercial centers of Oklahoma City are integrated, attractive, functional, and of high quality.**

COMMUNITY APPEARANCE

5. **Oklahoma City's built and natural environments are attractive and well-maintained.**

ARTS AND CULTURE

6. **Oklahoma City has a rich variety of arts and cultural assets and experiences.**

Our Initiatives

enrich**okc** Initiatives	enrich**okc** Goals 1	2	3	4	5	6
1. Develop and implement a citywide historic preservation plan.	■		■		■	■
2. Improve landscaping regulations.		■		■	■	
3. Expand the cultural districts program.			■	■		■
4. Upgrade urban design and development standards.		■	■	■	■	
5. Improve parking lot design.		■		■	■	
6. Expand property maintenance programs.					■	
7. Develop and implement cultural heritage and public art plans.	■		■			■
8. Increase access to arts and cultural programs, institutions and facilities.			■			■





Preservation of historic and architectural assets is the starting point of the program to enrich Oklahoma City by enhancing the physical environment. The city has a historic preservation program, with extensive design guidelines and special building permit requirements that apply to designated historic districts.

INITIATIVE 1

DEVELOP AND IMPLEMENT A CITYWIDE HISTORIC PRESERVATION PLAN

We will develop a comprehensive strategy for the identification, retention, preservation, and revitalization of the city's historic, cultural, and architectural resources. Oklahoma City has nine locally designated historic districts, and four locally designated individual landmarks. Additionally, the city has many other historic and architectural resources, including nearly 100 properties and over two-dozen districts listed on the National Register of Historic Places, and many more potential local or National Register districts and landmarks. We need to improve our understanding of the extent and condition of our existing historic resources and consider the state of current practice and the impact of current development patterns, existing policies, and regulations on those resources. A comprehensive historic preservation plan will identify future preservation and rehabilitation focuses, and establish the basis for new and improved policies, review guidelines, and incentives to conserve our spectrum of historic assets in the built environment.

A historic preservation plan also has another significant function: increasing public awareness and knowledge of preservation and its role in community development. Educational programs should address three objectives:

- Increasing community understanding on the role of preservation and support for specific programs.
- Increasing knowledge and competence of property owners as they work on historic properties.
- Educating owners and developers on the process, potential markets, and available incentives for preservation projects.

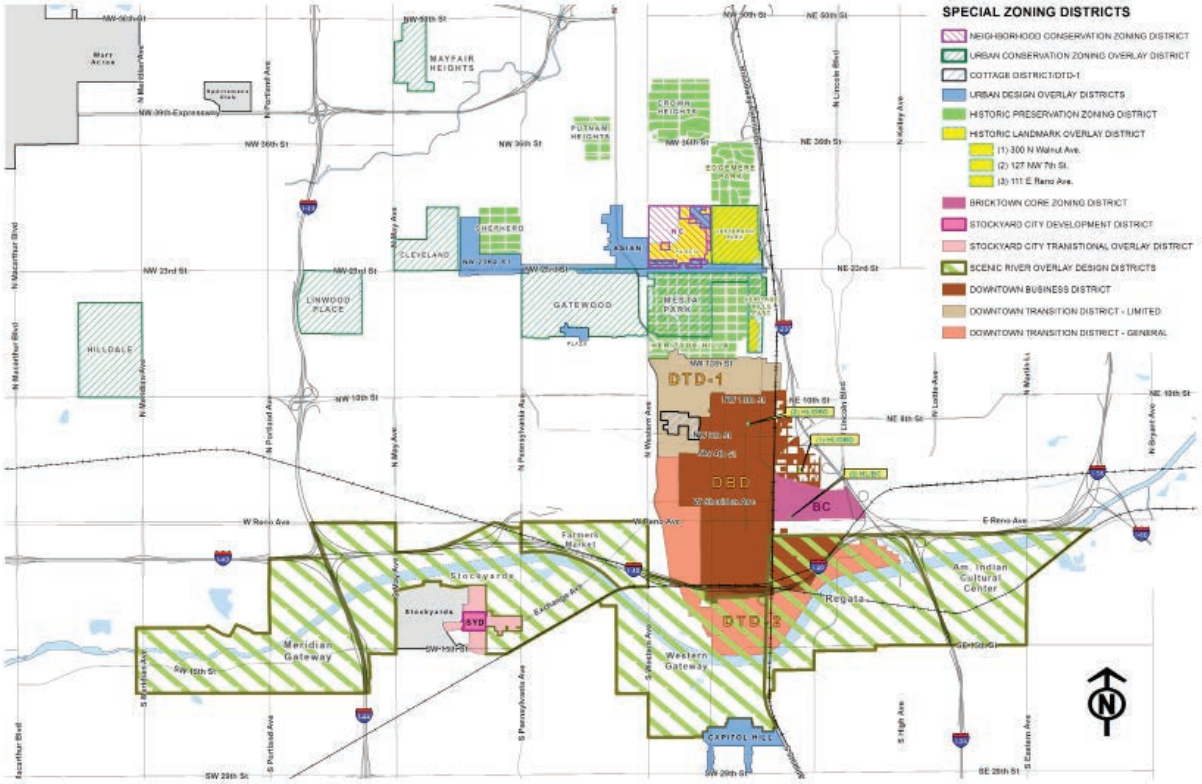
We will create targeted incentives for preservation processes, aimed at potential obstacles. The historic preservation plan will recommend new tools to help deliver real projects. Some of these tools may include low-interest or forgivable loans, Tax Increment Financing, historic tax credits, preservation easements (the first of which was recently accepted), and expedited review processes. These strategies should focus on two general areas: financing gaps created by some of the contingencies of historically appropriate preservation and adaptive reuse, and concerns by developers about delays or uncertainties during the project development process.

We will revise and adopt new ordinances that ensure consistency in the review of projects that affect historic properties. All historic preservation programs involve the review of projects. Every case is different, and the review process must deal with difficult issues such as economic feasibility, level of deterioration, impact of change or even loss of a building on a neighborhood. Establishing consistency in this process ensures a strong program.

Policies E-1, E-2, E-3, E-4, E-5, E-29, C-9, and C-10 implement this initiative.

"Emphasizing landscapes that create native plant 'communities' (like woodland or prairie), instead of monocultures of a single plant, increases biodiversity and essentially brings nature back to the city in a way that a single plant cannot."

- Resident comment from the draft planokc review process



SPECIAL ZONING DISTRICTS

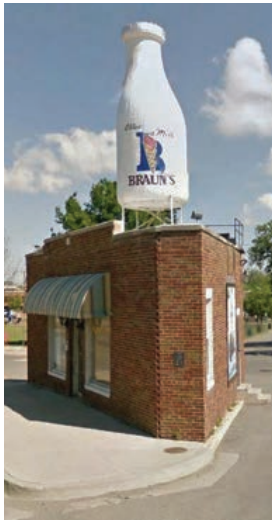
Some of the many benefits of the urban landscape have been explored in previous elements of our comprehensive plan. In green**okc**, we considered the environmental benefits of enhanced landscaping. But well-maintained green environments also enhance community appearance. Citizens who participated in the Community Appearance Survey clearly expressed the importance of good landscaping.

INITIATIVE 2

DEVELOP NEW OR STRENGTHEN EXISTING REGULATORY REQUIREMENTS FOR LANDSCAPING

We will update and improve the city's landscape ordinances. Improvements will address the objectives of improving community appearance, minimizing land use incompatibilities, improving air quality, and managing the city's micro-climate. These ordinances also must address the long-term by including maintenance in their requirements. This starts with requiring native trees and plants that are adapted to the central Oklahoma climate. Use of native and drought tolerant plants lowers irrigation requirements, lowers cost, and conserves water.

We will educate the public on the use of native materials and proper maintenance. Preconceived notions of an aesthetically pleasing landscape often lead to the use of high-maintenance materials like non-native grasses. To overcome these inclinations, educational







ICONIC ENVIRONMENTAL ART

The city itself is a work of art, and a fitting environment for a lively arts and cultural community. Clockwise from top, the Braum's Milk Bottle building, the Paseo Arts District, and the SkyDance Bridge with Devon Tower in the background.

materials, demonstration gardens, and targeted corridor improvement projects should advertise both the beauty and benefits of proper installation and maintenance of native landscapes.

We will develop better procedures for reporting, citing and enforcement of violations. The current system for enforcement of landscaping requirements is complaint based, resulting in inconsistent maintenance on private properties and along many public rights-of-way. Improved procedures for code enforcement affecting private properties and additional funding sources for public areas should establish a clear level of expectation across the city.

Policies E-6, E-7, E-10, E-11, E-13, E-14, E-31, E-32, E-33, E-34, E-36, E-40, E-43, G-2, G-3, G-12, G-22, G-23, G-24, G-25, G-29, and G-30 implement this initiative.

Our cultural and historic resources and districts and traditional development patterns give the city its unique character and aesthetics. We need to support these districts and apply their lessons to new growth.

INITIATIVE 3

EXPAND THE CULTURAL DISTRICTS PROGRAM

We will reinforce the city's existing cultural districts and expand the network into new areas. The city's cultural districts have specific zoning and urban design regulations. They are "experience centers" that strengthen their surrounding neighborhoods. This program should be enhanced in two ways:

- Reinforcing existing districts through small-scale public realm projects (identifying graphics, sidewalk and streetscape improvements, wayfinding); cross-marketing; and integration into an "active loop," linking the nodes with pedestrian and bicycle routes.
- Expanding the program to new cultural districts, including the four pending districts and others that might be identified through the historic preservation plan and other neighborhood planning processes.

Ultimately, the culture districts should be viewed as, and evolve, into a connected network of attractions.

Policies E-8, E-15, E-16, E-20, E-22, E-25, E-26, E-27, E-41, E-42, ST-10, and ST-11 implement this initiative.



CULTURAL DISTRICTS

Oklahoma City currently has six cultural districts: Asian District, Paseo, the Plaza District, Uptown 23rd Street, Capitol Hill, and Stockyards City. Four other areas have also been identified as potential cultural districts, including Automobile Alley, Britton Town, Film Row, and North Western Avenue. These areas could be further reinforced by connecting them with pedestrian and bicycle routes into an active experience loop.





CULTURAL DISTRICTS, NOW AND FUTURE

The Plaza District (left) is a vital; center of city life; Britton Road (right) is a potential culture district that would benefit from this recognition and could emerge as an urban experience center for its part of the city.

The application of urban design standards to cultural districts has helped these special areas maintain their walkability and human scale. These attributes, in turn, attracted new businesses. The lessons of this process can be expanded beyond neighborhood nodes and main street districts to settings in all parts of the city, such as commercial corridors, automobile-oriented commercial development, and more contemporary neighborhoods.

INITIATIVE 4

UPGRADE URBAN DESIGN AND DEVELOPMENT STANDARDS

We will update and enhance design standards and guidelines that apply to areas outside existing Design Review Districts. The Community Appearance Survey identified residents' support for pedestrian-oriented amenities and human-scaled development. Appealing living spaces combine ingredients such as street and sidewalk environments, properly scaled buildings, visual interest, well-placed and designed furniture, and other elements. Updated standards will address the lessons and results of the Community Appearance Survey and provide practical and cost-effective design guidance and choices. They will address scale, materials, variety, visual quality, signs and graphics, and environmental sensitivity. The effort to update and enhance these standards will involve all stakeholders. They will also be routinely reviewed against best practices, allowing innovative design techniques and incorporating new techniques in low-impact development.

We will remove obstacles to greater design variety within residential construction. Community Appearance Survey participants strongly supported residential designs that included front porches and minimized garage exposure. These findings and the Housing Demand Study results both indicated interest in smaller lots and greater housing product variety, especially among younger households. Both the sustain**okc** and live**okc** elements speak to the need for more diverse housing types. Design guidelines should illustrate ways to achieve higher densities in configurations that are consistent with citizen preferences. In addition, city standards and regulations that discourage design features like rear-loaded garages or mixed density housing should be modified.

We will improve regulation of sign scale, number, and placement. Sign images were the lowest rated urban design element in the Community Appearance Survey. New sign regulations will be fashioned as part of land development ordinance revisions to reduce clutter and increase legibility. Code direction will include limits on the number of permitted signs, increased use of ground signs, location standards, better overall size limitations, and requirements for sign master plans for large projects.

We will develop a Great Streets Program to improve the appearance of major arterial streets. Oklahoma City has implemented a Downtown Streetscape Master Plan, and should extend the concept of cohesive standards for landscaping, lighting, street furniture, sidewalk and crosswalk design, utility placement and treatment, and other elements to other streets of civic importance. This effort is related to the street typology concept presented in Chapter Two. The master planning effort will identify corridors of visual significance and establish vocabularies of materials and treatments that will be applied during widenings or reconstruction projects or on a stand-alone basis.

Policies E-2, E-3, E-7, E-9, E-10, E-11, E-12, E-13, E-14, E-16, E-21, E-28, E-29, E-30, E-31, E-32, E-33, E-34, E-35, E-36, E-37, E-38, E-39, E-40, E-41, E-42, SU-6, SU-7, SU-8, SU-10, SU-11, SU-34, G-2, G-3, G-12, G-22, G-24, G-29, L-12, L-15, L-16, L-27, L-33, L-34, L-40, ST-17, ST-28, SE-2, SE-8, and SE-16 implement this initiative.





URBAN DESIGN

According to the ***Community Appearance Survey***, Oklahoma City residents prefer streets that do not have visible utility lines and poles, and that include trees, landscaping, and signage that is either wall or monument style. These images from the ***Community Appearance Survey*** illustrate some of these preferred design features.

In auto-oriented environments, surface parking becomes a dominant feature. Therefore, the design and location of parking can be especially important to the appearance and feel of a street. As a result, parking lots warrant special attention in any effort to improve the city's visual quality.

INITIATIVE 5

IMPROVE PARKING LOT DESIGN

We will increase landscaping and design requirements in parking areas. Tree plantings and landscaping in parking lots have multiple benefits. Trees shade parking areas and decrease the heat island effect, help orient customers in large parking lots, manage circulation, and can be integrated into design elements that provide safe paths for pedestrians. In addition, parking lots should provide safe and pleasant paths from public walks and paths and transit stops to the front door of major projects and destinations. In some cases, parking lots can be designed for multiple purposes, acting as public spaces or markets during specific events. New parking design standards for Oklahoma City should incorporate contemporary practices for improved parking lot design.

We will integrate parking structures into primary structures. In appropriate high intensity settings, parking structures should be used to the maximum degree possible. When located along streets, parking structures should be activated at street level by storefronts, public art, or other details to avoid blank walls. The exterior facades of structures should be enhanced and complement the architectural features and materials of the surrounding area as a means to disguise the function of the structure and to minimize the detrimental aesthetic impacts of such facilities.

Policies E-7, E-11, E-36, E-37, E-40, SU-29, SU-39, G-2, G-3, G-12, G-22, G-24, G-29, and L-37 implement this initiative.





PARKING LOT LANDSCAPING

The images above from the Community Appearance Survey, illustrate the type of parking lot design and landscaping that Oklahoma City residents prefer, characterized by visible, mature, healthy trees and landscaping and ample visual breaks in paving.





PARKING DESIGN

From left, a parking structure incorporated into a supermarket and a surface lot specifically designed to provide a pleasant and safe walk between a primary commercial building and pad sites.



COMMUNITY CLEAN-UP EFFORTS

Whether maintaining residential properties or public parks, expanding efforts to keep Oklahoma City clean and attractive will ensure greater civic pride.

Poorly maintained buildings and sites can have an enormous effect on the visual quality of the city. Unkempt and neglected properties are depressing to residents and property values. But in many cases, people do not have access to resources to help them improve the appearance of their property.

INITIATIVE 6

EXPAND PROPERTY MAINTENANCE PROGRAMS

We will establish programs for the rehabilitation or redevelopment of deteriorated structures. Vacant and abandoned properties threaten good community appearance. liveokc presents policies that address vacant buildings. When vacant properties have historic or architectural significance, preservation incentives should be especially focused on their reuse.

We will expand efforts to increase public awareness and participation in neighborhood clean-up efforts. These efforts may include training in property maintenance skills, development of volunteer programs (i.e. adopt a street), or publicizing such programs as Bulk Waste Days. Community education programs and materials should increase access to resources and knowledge, and publicize the level of property maintenance expected of citizens of Oklahoma City.

Policies E-3, E-5, E-6, E-11, E-12, E-13, E-14, E-17, E-18, E-19, E-31, E-32, E-36, E-39, E-43, L-1, L-2, L-3, L-5, L-6, L-16, L-29, L-30, L-31, L-34, L-36, and ST-24 implement this initiative.

A city and its architecture are indeed works of art, and Oklahoma City is no exception, from its City Beautiful parkways of the early twentieth century to works of vernacular architecture like the famous Braum's milk bottle to modern landmarks like the National Memorial and Devon Tower. But our city is also a canvas for ideas and human creativity, epitomized by its array of public art, events, cultural institutions and a lively arts community. These resources are there for everyone, but some of our citizens are still isolated from these enriching and engaging resource. Public policy should reinforce arts and culture and make them more accessible to everyone.

INITIATIVE 7

DEVELOP AND IMPLEMENT CULTURAL HERITAGE AND PUBLIC ART PLANS

We will develop a Cultural Heritage Plan to preserve and promote heritage, arts, community development, cultural resources and understanding. This plan would be developed cooperatively by cultural groups, artists and institutions, potentially convened by the City. Its intention is not to supersede the planning efforts of any group, but rather to map significant areas, cultural resources, and a series of actions that can bring the arts, culture, and significant natural features closer to the overall community. Its special focuses include increasing linkages and mutual participation between cultural groups, the arts community, and the larger Oklahoma City community. It will reinforce the importance of historic sites and that expression of art that is most accessible to all because it requires no admission – public art.

Policies E-8, E-9, E-15, E-16, E-20, E-21, E-22, E-25, E-27, and E-29 implement this initiative.

INITIATIVE 8

INCREASE ACCESS TO ARTS AND CULTURAL INSTITUTIONS AND FACILITIES

We will increase awareness of and access to art and culture in the city. The Cultural Heritage Master Plan will identify access issues and strategies to address them. Possible directions include:

- Improvements to physical access by sidewalks, trails, pedestrian amenities, and transit services;
- Outreach programs that expand awareness and education on both the opportunities and benefits of the arts and culture in the city;
- Methods by which the City contracts with constituents can also be used to promote greater contact between arts institutions and grass-roots communities;
- Use of technology to provide greater access to public art and engage more people with its meaning;
- A process to fund, acquire, and locate significant works of public art.

We will incorporate arts and culture into City activities. The importance of the arts and culture in everyday life can be reinforced and encouraged through interpretive markers, public information efforts, special events and incorporating temporary art as solutions to urban issues, like vacant storefronts for art installations. These are opportunities that will showcase local talent and reinforce the economic benefits of arts and culture.

We will expand the City's public art program. The City's 1% for Arts ordinance is an important public investment to leverage private sector investment in public art throughout the City. Public art should continue to be included in City projects. Guidance and navigation can also encourage private development to include art in substantial developments as focal points in their developments. Public art, for example, could be a method of satisfying compatibility standards for adjacent land uses. The public art program should also include nationally used best practices to ensure high quality in the public realm.

We will help arts and cultural projects navigate the city's approval process. The volunteers and staff of cultural districts, neighborhoods, and arts organizations are often not familiar with the review and approval process and can find the experience daunting. By developing clear guidelines and working closely with these organizations, the city will reinforce the importance of arts and culture in the community while ensuring that projects meet established quality standards.

Policies E-8, E-9, E-15, E-16, E-20, E-21, E-22, E-23, E-24, E-25, E-26, E-27, E-28, E-30, E-34, C-26, and ST-9 implement this initiative.

"The economic impact of Arts and Cultural activities in Oklahoma County is 2/3 of what it is in similarly sized cities/metros."

- Arts & Economic Prosperity III: The Economic Impact of Nonprofit Arts and Culture Organizations & Their Audiences in Oklahoma County, OK, 2009



ACCESSIBLE PUBLIC ART

Baseball fans may not expect to have an encounter with the arts when they attend a game with the excellent sculptures of great Oklahomans in baseball, including the superb likeness of Mickey Mantle.



playokc

parks & recreation

playokc
parks & recreation

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KIDS AT A SPLASH PAD

The simple joy of kids playing in water symbolizes the importance of parks and recreation to Oklahoma City. Our city provides a good place to live and work, but it is also a place that we can take delight in. Our citizens' health and productivity is related to their happiness, and an important function of our parks is to make people happy.









Our Situation

Oklahoma City's first city plan revolved around parks: W.H. Dunn's concept in 1910 of four great parks in the corners of the young metropolis, connected by a circumferential parkway. Much of Dunn's legacy still exists. The four corner parks are now Lincoln Park (Northeast), Will Rogers Park (Northwest), Woodson Park (Southwest), and Trosper Park (Southeast), and many segments of Grand Boulevard still serve their neighborhoods as both transportation facilities and green spaces. But the city has grown well beyond the reach of what were its far corners, and the city has historically struggled with providing good park service to its periphery. Lakes Hefner, Overholser, and Stanley Draper added major open space and recreational resources, and more recently, the Oklahoma River greenway has created a signature recreational and trail feature through the middle of the city. But despite these important facilities, in 2013 the Trust for Public Lands ranked Oklahoma City's park system 43rd among the fifty largest American cities, based on such key factors as acreage, park size, park access, playgrounds, and public spending.

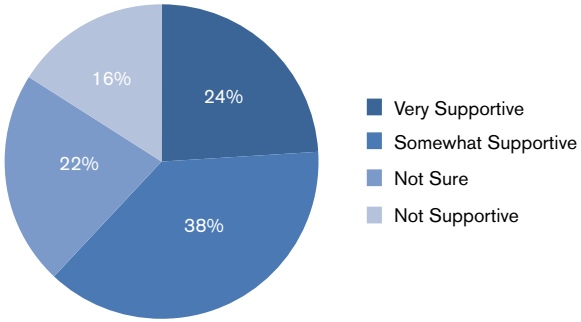
Recognizing the importance of parks and recreation to our quality of life, the City and the Oklahoma City Community Foundation commissioned a Parks Master Plan as part of the planokc process. The introduction to this plan, which included substantial public input and surveying, speaks to "a strong, new civic commitment to improve the parks and urban fabric of Oklahoma City. This spirit emanates not only from the Park and Recreation Department, but also from the corporate and philanthropic sectors, the sports and nature constituencies, the Oklahoma City Planning Department, the citizens at large, and the Mayor and City Council. There is a commitment to make better use of existing parkland, redefining some of the rules and conventions covering park management and maintenance, devising more linkages between parks, creating more parkland, and building public-private and public-public partnerships."

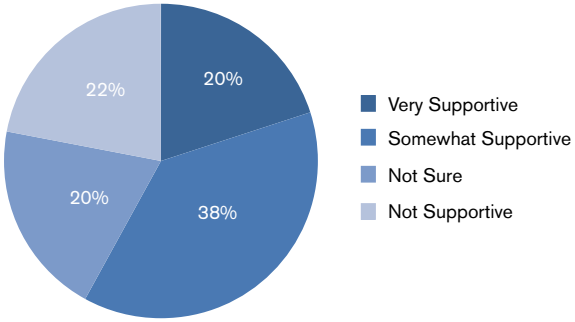
playokc is the parks and recreation element of planokc. It draws heavily on the work completed during both the planokc and Parks Master Plan processes to identify how to develop and fund the open space and recreation needs of the growing city. This element outlines how both public and private spaces should meet public demands for a variety of parks, open spaces, and recreational programs, and defines the responsibilities of the public and private entities charged with their development and maintenance.

Funding, Maintenance, and Operations

Funding. Recent funding approval for new park investments, including the MAPS 3 Park in the Core to Shore redevelopment area, trail projects, and general obligation bonds for park improvements, has demonstrated public support for park and recreation funding. Yet, Oklahoma City's park system has historically been underfunded compared to peer cities. In 2012, the Parks Department's per capita budget of about $40 compares to $65-70 for a group of comparable Midwestern cities accroding to the Parks Master Plan. Despite substantial bond funding for park improvements, the City does not have a permanent, dedicated fund for capital improvements, often necessary to replace smaller items. By comparison, "best practice cities" cited by the Parks Master Plan spend 3 to 4% of their total asset value on facilities and infrastructure. Oklahoma City also ranks low on informal recreational activities ($8.42 per capita compared to an average of $20 per capita).

Maintenance. The cost of maintaining existing parks is increasing, especially as facilities age, but Oklahoma City's level of maintenance expenditures are considered very low in comparison to peer cities. Depending on the classification of parks, typical maintenance expenditures are between 40 and 60% of its peers. The Parks Master Plan found that most of the city's park system is maintained at a "Mode III" level according to the National Recreation and Parks Association (NRPA) maintenance standards, again well below the typical level in comparable Midwestern communities.





SUPPORT FOR PARKS FUNDING

(Top) Public support for higher user fees to fund parks, recreation facilities, and trails

(Bottom) Public support for higher taxes to fund parks, recreation facilities, and trails

A majority of the Oklahoma City community supports increased taxes and some increases in user fees to fund parks, recreation facilities, and trails, according to a statistically significant community survey.

Parks Master Plan (2013)

Revenue Sources. A complicating factor for Oklahoma City is the fact that property tax dollars can only be used for capital projects. Maintenance and operations must be funded by other sources, typically sales tax revenues. Economic downturns, changing buying patterns (including on-line sales), and regional competition for market share all affect the availability of funds for maintenance and operations.

Interestingly, the Parks Master Plan's community survey indicated that citizens are willing to pay more for park investments and services. About 62% support at least some tax increase and 58% supported some increase in user fees to pay for parks, trails, and recreation facilities.

Programming and Facility Needs

Evolving preferences and economic conditions appear to have both changed and increased demands on local park facilities. A growing interest in stay-at-home vacations has increased demand for nearby facilities that do not require out of town travel. Public interest has also grown for such specialized facilities as dog parks, skate parks, and rowing courses. The growing popularity of sports like soccer has also created demands on parks that were designed around other, more "traditional" activities.

Demographics. Demographics have also had an impact. For example, older adults, growing as a percentage of total population, have new recreational needs, although the conventional concept of "senior centers" and age-segregated facilities is becoming less likely to appeal to aging baby-boomers. Increases in ethnic populations also increase demands for specific sports, as evidenced again by the high utilization of soccer fields.

Replacement. In Oklahoma City and other cities, many major facilities, notably swimming pools and recreation centers, were built at the same time and are reaching the point of needing major repair or reinvestment. The outdoor public swimming pools of the 1960s and 1970s do not respond well to the needs of either serious swimmers or more informal users, and are expensive to replace or rebuild. In many situations, water playgrounds or splash parks have served local needs with lower capital and long-term maintenance costs.

Priority Parks & Facilities	Priority Programs	Priority Actions
1. Walking and Biking Trails	1. Adult Fitness / Wellness Programs	1. Upgrade Neighborhood Parks
2. Indoor Pool / Leisure Pool	2. Special Events / Festivals	2. Build New Walking / Biking Trails
3. Small Neighborhood Parks	3. Senior Programs	3. Upgrade Community Parks
4. Indoor Fitness / Exercise Facilities	4. Walking / Biking Groups	4. Develop New Senior Wellness Centers
5. Large Community Parks	5. Family Programs	5. Purchase Land for Neighborhood Parks

CITYWIDE PARK AND FACILITY NEEDS

Source: Oklahoma City Parks Master Plan, 2013

Community Needs. The community survey, completed as part of the Parks Master Plan process, provides particularly useful information on trends in recreational needs and preferences among Oklahoma City residents. Despite the attention typically given to organized sports and major activities, the highest facility priorities tended to focus on less formal, individual activities and linkages. Across all parts of the city, the highest facility priority was walking and biking trails (38% of the sample); the highest program priority was adult fitness and wellness programs (22%); and the highest action priority was upgrading neighborhood parks (28%).

Levels of Service

The Park Master Plan analyzed levels of park service for four Level of Service Tiers:

- Central City, including the area enclosed by the historic Grand Boulevard loop.
- Urban Area, including developed areas outside the central city.

- Urban Growth Area, including areas designated for growth, and generally corresponding to the area that either has or can be feasibly served by urban infrastructure like city water and sewer.
- Rural Area, including the balance of the corporate limits.

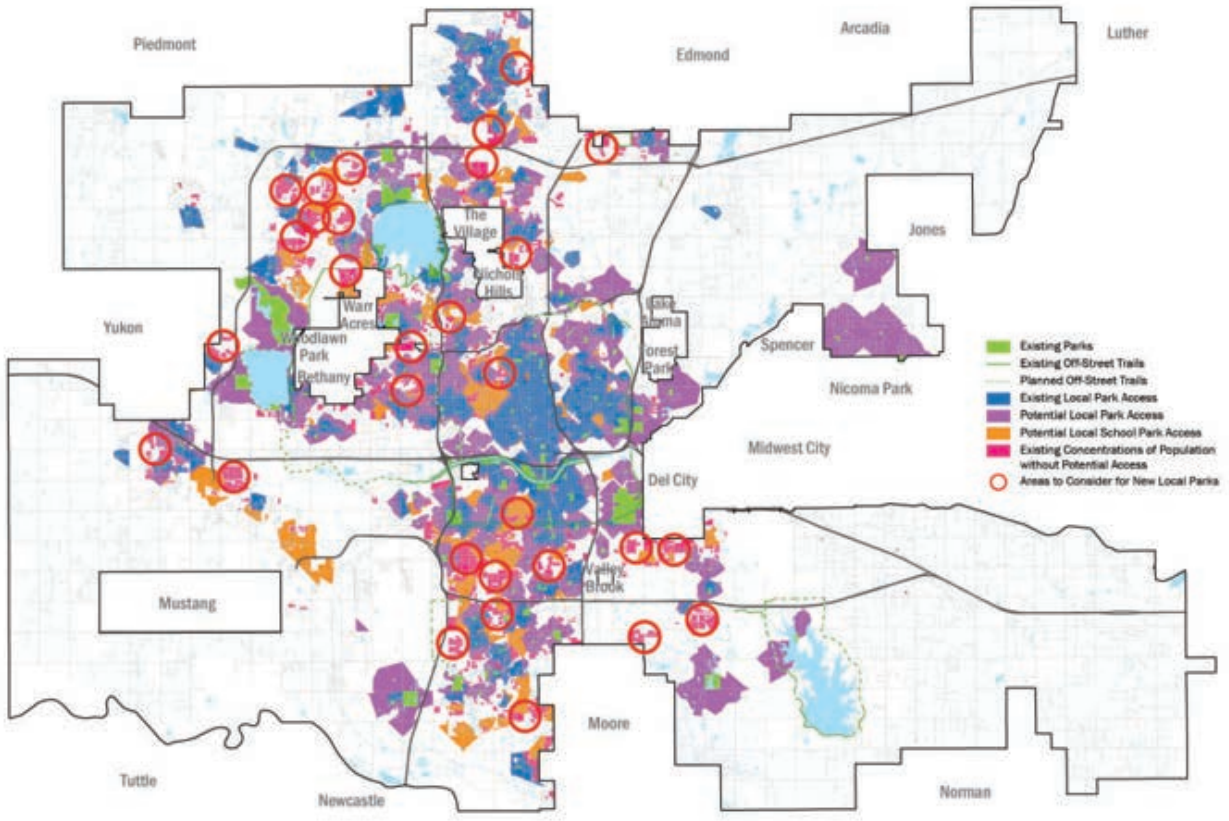
Using current population trends, the analysis found that most existing parks are located in areas that are expected to be either stable or lose population to 2030, and that areas expected to gain substantial population are relatively lacking in park service. It further established service standards for local parks, regional parks, and trails for each of the tiers and concluded that:

- Within the Central City Tier, most areas were well served by all three levels of facilities (local parks, regional parks, and trails).
- Within the Urban Area, most areas were well served by local parks, but only some areas met service standards for regional parks and trails.
- Within the Urban Growth Area, few areas were well served by local and regional parks, and even fewer were well served by trails.
- Within the Rural Area, very few areas were well served by any type of facility.

It is important to note that the Parks Master Plan based its analysis on current development trends. The preferred "Efficiency" growth scenario (see Chapter 1) (favoring infill, higher density and mixed use development, and less expansion at the city edge) is likely to reduce the need for new open spaces at the outer edge of the Urban Growth Area and require new parks in that sector contiguous to existing development. It will also increase utilization of parks and suggest a need for a trail network in the Central City and Urban Areas. The master plan analysis also did not consider issues of maintenance or serviceability of specific parks. The Efficiency Scenario suggests a greater need for rehabilitation and enhancement of parks within the existing urbanized areas

LOCAL PARK SERVICE

Areas of Oklahoma City currently or potentially well-served by local parks.



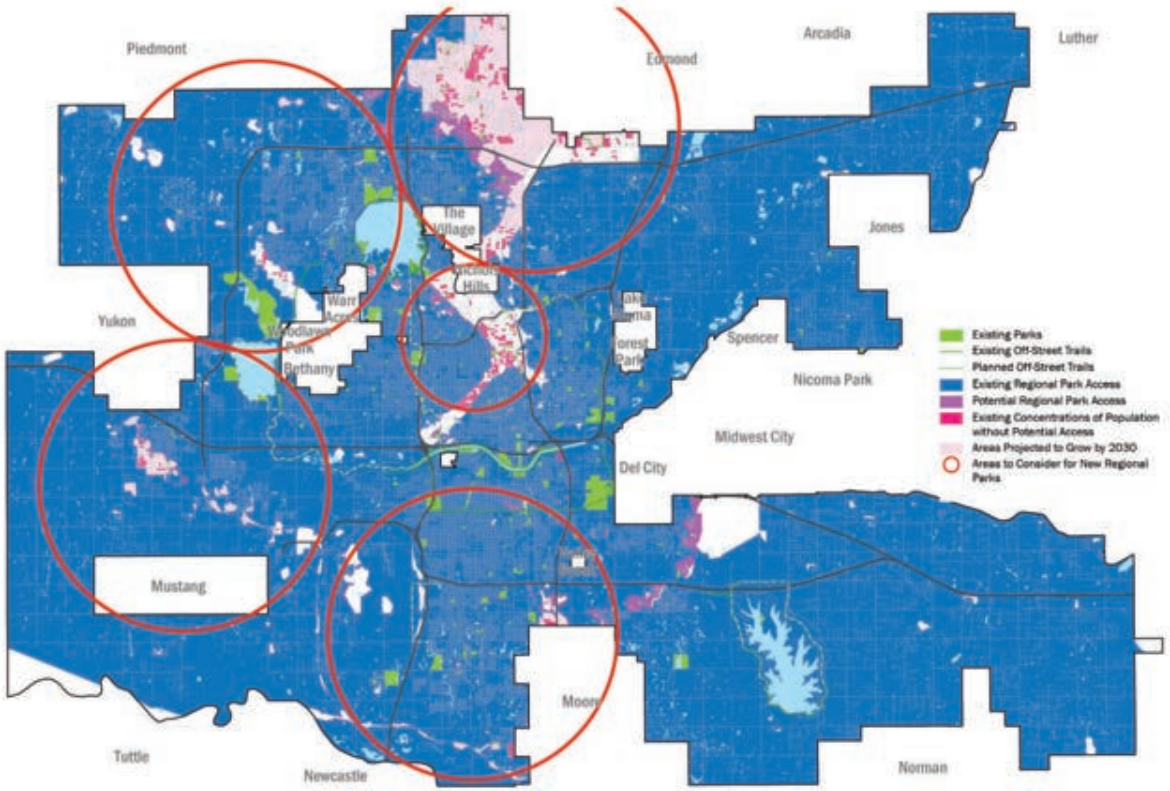
Accessibility and Use

Health and wellness issues among our population as a whole and young people in particular have sparked greater and broader interest in active transportation. While active transportation planners often focus on commuting, many studies show that citizens consider parks and recreation facilities to be the highest priority destinations for bicycle and pedestrian travel. Safe pedestrian and bicycle connections make people less dependent on cars (and parents) for access to recreational facilities and, in effect, extend service areas for individual facilities.



REGIONAL PARK SERVICE

Areas of Oklahoma City currently or potentially well-served by regional parks.







The Oklahoma City Parks Master Plan found that a significant majority of people were willing to walk or bike for at least a 20-minute distance, or a mile on foot, to a park. However, a majority did not consider themselves within walking distance of a park. For comparison, about 54% of the sample would be willing to drive 20 minutes or more to a park – about the same travel time as walking a mile or cycling three to four miles.

Safety and Design

People will avoid parks that they consider unsafe; and lack of use in turn makes parks less safe and reinforces the cycle of perception creating reality. Appropriate design, landscaping, lighting, views, and emergency features in parks and along trails all contribute to a feeling of comfort that generates the greatest possible safety measure: desirable human activity. The concept of Crime Prevention Through Environmental Design (CPTED), promoted by such organizations as the U.S. Department of Justice and the National Crime Prevention Association, established principles to guide design in public places. The Oklahoma City Parks and Recreation Department currently follows these principles.

Social and Environmental Effects

In the past, parks and recreation have been considered to be a community quality issue, important to the city but always somehow secondary to "essential" infrastructure like streets and sewers. Thus, when budgets get tight, park development and maintenance can be one of the first things to be cut or deferred. But national concerns about the economic and human impacts of increased incidence of obesity and its resulting effects on health have changed many of these perceptions. The causes of the dramatic increases in rates of overweight and obesity are undoubtedly complex and are almost certainly not the result of any single factor. But it is clear that a

PRINCIPLES OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

NATURAL SURVEILLANCE

The design and placement of physical features, such as walkways, gathering areas, roadways, and structures, to eliminate hiding places and increase human presence and supervision.

ACCESS MANAGEMENT

Guiding people by using signs, well-marked entrances and exits, and landscaping. It may also include limiting access to certain areas by using real or symbolic barriers.

TERRITORIALITY

Clear delineation of space, expressions of pride or ownership, and the creation of a welcoming environment.

PHYSICAL MAINTENANCE

Repair and general upkeep of space, such as removing graffiti in restrooms in a timely manner and making the necessary repairs to restrooms, light fixtures, and stairways to maintain safety and comfort.

ORDER MAINTENANCE

Attending to minor unacceptable acts and providing measures that clearly state acceptable behavior.



decline in routine physical activity correlates strongly to increasing rates of obesity. This national epidemic is of particular significance to our children. Concerted efforts to publicize the benefits of both healthy diet and increased activity have begun to bear fruit. According to a study by the Centers for Disease Control in early 2014, childhood obesity rates seem to be leveling off. That is good news, but much more work needs to be done.

As we have seen, this trend has proven to be particularly vexing for Oklahoma City. According to the American Fitness Index (AFI) in 2013, we rank 48th in personal health, 42nd in community health factors, and last overall among America's fifty largest cities. Almost 30% of our population has reported no significant physical activity during the 30-day period before the survey. The AFI placed the city's obesity rate at 30.1%. Active living facilities, including parks and recreation, are a significant part of the solution to this condition that imperils our overall goal of community health and sustainability.

Nationwide, household health is also strongly related to income and ethnicity factors, which are in turn highly related to each other. Lower-income households are especially reliant on the condition and usability of parks. The Parks Master Plan shows that these relationships also hold true in Oklahoma City. The city's African-American and Hispanic populations tend to live in the northeast and south-central parts of the city. These areas also exhibit the lowest median incomes and lowest health score concentrations.

Our Plan

We know from the issues discussed above that playokc is not just about play and leisure time, but is very critical to the city's health, quality, and sustainability. Our program for achieving a quality park and recreation system begins with recognizing the need for stable and adequate resources for the system and the most efficient use of those resources. This effort will increasingly require a partnership of public and private sectors, and a renewed dedication to providing our citizens with access to the facilities they need to maintain a healthy lifestyle. We have developed and are developing great civic spaces and parks: the riverfront, the Memorial, Myriad Gardens, and the new MAPS 3 Park. Our park system vision will develop and maintain those great spaces, complemented by an excellent level of service at the local neighborhood level and providing the linkages through greenways and trails that organize these facilities into a unified system.

"Public parks are not finished works of art when they are opened to the public. They are the evolving product of a living natural landscape and its interaction with the generations of people who use them."

- Alexander Garvin

Our Goals

FUNDING, MAINTENANCE, AND OPERATIONS

1. **Oklahoma City's parks are funded, operated, and maintained in a way that gives people the amenities and park services they need in a safe and clean park environment.**

LEVELS OF SERVICE / PROGRAMMING NEEDS

2. **Parks in Oklahoma City have facilities, programming, amenities, and activities well-matched to the recreational needs of residents and visitors.**

ACCESSIBILITY AND USE

3. **Oklahoma City's park system is accessible to its users by a connected system including roadways, transit, trails, bicycle facilities, and sidewalks.**

SAFETY AND DESIGN

4. **Public and private parks are designed to achieve optimum safety, accessibility, and attractiveness while reflecting the character of the surrounding community.**

SOCIAL AND ENVIRONMENTAL EFFECTS

5. **Oklahoma City's park system provides multiple opportunities for people to enjoy a healthy lifestyle.**

Our Initiatives

playokc Initiatives	playokc Goals 1	2	3	4	5
1. Maximize efficiency by managing assets.	■	■			
2. Diversify park funding.	■				
3. Use private parks in developing areas.		■			
4. Align assets with community recreation needs.	■	■			■
5. Build multi-generational centers.		■			■
6. Provide appropriate levels of park service.		■			
7. Create a signature downtown park system.		■			
8. Provide good sidewalk, trail, and transit links.			■		
9. Design for safety.				■	
10. Use flexible, innovative, and sustainable designs and materials.				■	

The funding, maintenance, and operational systems of Oklahoma City's parks system ensure that citizens have the park services and amenities they need and the safe, clean, and pleasant park environment they deserve. Park service begins with adequate and reliable resources to maintain and operate existing facilities. The basic system must be usable and hospitable to its users. Using resources efficiently means monitoring the relevance of parks and park components to customers and their specific needs, and focusing on facilities and programs that have the greatest benefit per dollar spent.

INITIATIVE 1

MAXIMIZE EFFICIENCY BY MANAGING ASSETS

We will develop and implement a comprehensive asset management and maintenance system with sufficient funding to improve the park user's experience. A systematic assessment of maintenance needs and priorities will help ensure that funds for operations and maintenance are both adequate and targeted to address key needs. This assessment begins with developing and maintaining a thorough inventory of the condition, with maintenance and replacement needs, of existing parks and facilities. It then establishes a maintenance standard and sets criteria and investment priorities to reach this level. Finally, the assessment should evaluate the deployment of maintenance staff and make adjustments to realize efficiencies. The overall process establishes adequate annual funding through the city's budget process to implement the management and maintenance program.

The Parks Master Plan recommends establishing a Mode II standard, as defined by the National Recreation and Parks Association. This standard, typical of peer cities, is associated with high-level maintenance of well developed park areas with reasonably high visitation.





We will adapt park landscapes and facilities to minimize costs that are not necessary for the successful operation of the park or service to users. High costs related to energy use, landscape maintenance, and obsolete facilities or materials do not benefit park users. In order to support increased maintenance funding, taxpayers must be convinced that funds are used in the most efficient way possible. This sometimes requires difficult choices, such as minimizing landscaped areas that unnecessarily require high cost and extensive maintenance, removing underutilized facilities, and disposing of unproductive parks so that resources can be concentrated in repairing facilities with highest use. Designed use of natural rather than manicured landscapes, climatically appropriate materials, and energy efficient technologies can reduce maintenance costs without compromising service to park users.

Policies P-1, P-2, P-3, P-4, P-13, and L-4 implement this initiative.

INITIATIVE 2

DIVERSIFY PARK FUNDING

We will provide reliable and diversified funding for park development, capital improvement, maintenance, and operations. In order to provide adequate resources for the park system, we must diversify funding sources beyond our current reliance on sales taxes. Because bonds and property taxes can be used for capital projects, the most immediate need is for additional maintenance and operation funding. But a complete program must use a spectrum of techniques and a variety of partners. Diversification must be equitable to all parts of the city and not burden low-income households or any one particular group or constituency.

The Parks Master Plan presents a variety of options for various aspects of park development and operation. Sources for maintenance and operations include endowments, stormwater utility and impact fees, dedicated sales taxes, user fees, and private support. Land acquisition and capital development techniques include land dedication requirements and payments based on impact and demand created by projects, private park development, bond issues, dedication of easements, and private philanthropy.

We will supplement public funding of park development and operations by building a network of partnerships with other public, nonprofit, and private agencies and organizations. Budget constraints, state law that limits revenue sources for operations, the need to catch up on maintenance and replacement and keep up with growth, and other factors mean that city funding alone probably cannot provide the resources necessary to build, maintain, and operate the park system that Oklahoma City needs. Partnerships can provide the extra support and assistance that the system needs – as the Parks Master

Plan puts it, "they can help make the difference between a park system that struggles and one that sparkles." The plan's recommendations for partnerships include support organizations, corporate or health provider sponsorships, conservancies, a Parks Foundation, and advocacy groups. Conservancies have special value for iconic parks. A conservancy-like group supports Myriad Gardens. Other possibilities for conservancies include the four original parks for the 1910 Dunn Plan and the MAPS 3 Park in the Core to Shore district.

Policies P-1, P-2, P-3, P-4, P-5, P-21, P-32, and SU-15 implement this initiative.

INITIATIVE 3

USE PRIVATE PARKS IN DEVELOPING AREAS

We will use private parks to meet local needs in certain settings in developing areas, subject to maintenance standards and commitments. Parks, including neighborhood parks, have traditionally been part of civic life, open and welcome to the general public. On the other hand, smaller neighborhood parks are primarily used by residents of a specific local area and are increasingly difficult and expensive for a municipal parks department to develop and maintain. This leads to an increasing acceptance and even encouragement of private parks, controlled and maintained by the residents of a specific neighborhood or subdivision and not necessarily available to the general public.

The Parks Master Plan anticipates that most local park demands in new growth and rural areas will be met by private parks. Oklahoma City should accept the development of private parks as part of a program to meet level of service standards for these areas. However, public neighborhood parks should be developed as part of or adjacent to school sites, along trails and major pedestrian or bicycle routes, and along greenway corridors. New private parks, when developed, should follow specific management and maintenance standards.

Policies P-7, P-9, P-13, and L-40 implement this initiative.

Facilities, programming, amenities, and activities should respond to the needs of residents and visitors. Park facilities should meet the needs of the people who live in the areas they serve, and adapt to changing demographics and user preferences. Facilities that were built decades ago may not appeal to current park users. The Parks Master Plan's community survey offers guidance to contemporary preferences.

INITIATIVE 4

ALIGN ASSETS WITH COMMUNITY RECREATION NEEDS

We will maintain park assets to be consistent with community needs and constituencies, while maintaining the flexibility to adapt to future demographic changes. The City should develop and implement a program to evaluate, improve, and sometimes replace park facilities to fit the needs of nearby the residents. This program will evaluate each park in the system for its ability to serve its constituency and set priorities for deficiencies. When neighborhoods change so that parks no longer meet their needs, the park should be replanned or put to a more appropriate use, possibly through redevelopment. Park master plans with phased implementation programs will be developed in partnership with neighborhoods in their service areas.

We will develop and implement a plan for recreational services and programs tailored to community needs. Park assets are only a part of the story. Park programming, the activities that actually take place within these assets, should also respond to community needs. Meeting the twin objectives of maximizing efficiency and service requires a program that identifies and strengthens core focuses for recreation efforts. Programs should include an emphasis on health and wellness. Recreational offerings should include close partnership and coordination with schools, health care providers, and other organizations.

Policies P-6, P-10, P-11, P-12, and ST-9 implement this initiative.





CONSERVANCIES AND GREAT PARKS

Iconic public spaces like the High Line in New York (top) and Myriad Gardens (bottom) are often supported by conservancy-type private organizations.

INITIATIVE 5

BUILD MULTI-GENERATIONAL CENTERS

We will develop larger multi-generational community/recreation centers with good access to replace the current model of smaller centers in community parks. The community survey demonstrated a strong demand for indoor facilities that emphasize health and wellness, as well as other activities. Until now, the city has employed a model of many small, dispersed centers within community parks. Nationally, these older centers are being replaced by larger, better-equipped multi-generational facilities that offer more variety and quality of programming. These centers combine aquatics centers, adult and senior wellness, health and fitness, and even special event facilities in one package. Where feasible, the transition should make maximum use of existing investments. Sites for facilities should put a very high emphasis on multi-modal access, including pedestrian connections, on-street bicycle routes, multi-purpose trails, and frequent transit service.

Policy P-32 implements this initiative.

INITIATIVE 6

PROVIDE APPROPRIATE LEVELS OF PARK SERVICE

We will provide an appropriate level of service to citizens of all parts of the city. The Parks Master Plan identified level of service standards and deficits experienced by each of its four tiers. These level of service goals recognize that park service expectations are not the same for each tier. For example, central city areas with higher population densities, lower average household incomes, and less access to alternative facilities require (and should expect) a different level of service from rural areas with very low population and less dependence on the public recreation system.

We will provide full local park service in existing urban areas by filling current level of service gaps. Existing local and regional parks will provide most park services in developed areas. The City's new park focus in these neighborhoods will concentrate on filling service gaps. The City should conduct a site selection and acquisition process for new park sites within areas that lack adequate local park service. Park sites should be considered for access and their ability to stabilize neighborhoods and encourage new private investment. A partnership of public funds through bond issues and private philanthropic contributions may provide financing for development of parks within these established, under-served neighborhoods, particularly when they are very dependent on public park service.

We will concentrate on developing regional public parks in developing areas and establish local parks through other means. Developing areas also require park service, but new park acquisition and development is difficult with limited capital and operational budgets. In these areas, with their lower population densities, the City's focus should be on regional parks, with their ability to serve a larger population. In developing areas, local parks should focus on joint use with school sites or along trails when using public funds for purchase and development. Local parks that serve specific neighborhood needs should be privately built and operated. Regional or public local park development in development areas may be funded in part through an impact fee, based on the proportionate park area demand generated by new households multiplied by a factor for acquisition and park development.

Policies P-8, P-10, P-11 P-14, P-15, P-19, P-20, P-21, ST-9, and SE-9 implement this initiative.

INITIATIVE 7

CREATE A SIGNATURE DOWNTOWN PARK SYSTEM

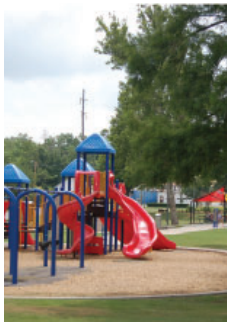
We will plan and develop a signature system of Downtown parks and open spaces to leverage economic development, promote quality of life, and enhance adjacent neighborhoods. Parks and open spaces are fundamental to Oklahoma City's drive to transform its center. The Oklahoma River project has converted an underutilized river to the greenway,



TYPES OF PARKS IN OKLAHOMA CITY

The Parks Master Plan uses a classification system of parks to measure the level of park service provided for different parts of the city. It broadly classifies parks as “local” and “regional,” based largely on the types of facilities thay have and size of the areas they serve. A brief review of our park types follows:

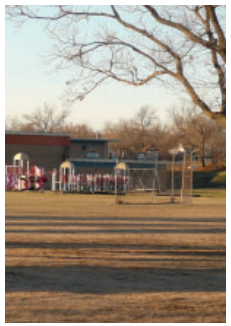
LOCAL PARKS



Neighborhood Parks
Basic unit of our park system.
Serves informal recreational needs of residents
Recreational focus of neighborhoods
In walking distance of homes
Typical size: 5-20 acres
Examples: Douglas, Harlow, Rotary

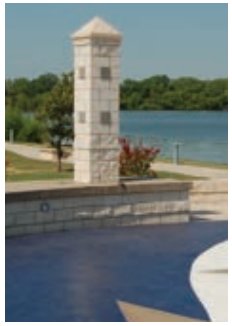


Community Parks
Serve several adjoining neighborhoods
Allow for group activities and larger scale recreation
May have a recreation center or similar building
Access by trails and major streets
Typical size: 20-100 acres
Examples: Edwards, Hefner, Wheeler

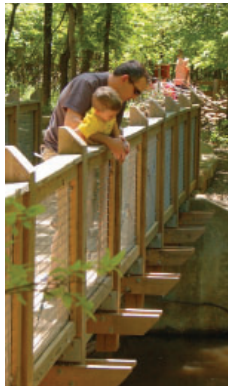


School Parks
Schoolyards and recreation facilities
Features geared toward age group of school
Access by trails, sidewalks and low-volume streets
Typical size: 5-30 acres
Examples: Oakdale School, Council Grove Elementary, Northridge Elementary, Cleveland Elementary, and Central Elementary

REGIONAL PARKS



District Parks
Broader variety of purposes than local parks.
Meet community-based needs
Preserve unique landscapes and open spaces
Access by trails, transit, major streets
Typical size: 150-250 acres
Examples: Douglass, Woodson



Metropolitan Parks
Serve entire city
Established around natural resources
Wide variety of uses
Clustering of active areas
Revenue producing
Typical size: 25-350 acres
Examples: Bluff Creek, Overholser, Myriad Gardens



Other Parks
Includes greenspace, greenways, nature parks, and special use parks
No specific level of service standards
Facilities may have special civic importance, be based on natural features, or be part of street features such as streetscapes or medians
Example: Bicentennial Park

LEVEL OF SERVICE STANDARDS

The Parks Master Plan establishes service standards for three broad categories of facilities (local and regional parks, and trails) based on distance and service access for each level of service tier.

	Local	Regional	Trails
Central City	All residents within 1/2 mile sidewalk or trail-based walk of a local or regional park	All residents within a 2.5 mile drive of a regional park	All residents within 2.5 miles of a trail that is part of the citywide network
Urban Area	All residents within 1/2 mile sidewalk or trail-based walk of a local or regional park	All residents within a 5 mile drive of a regional park	All residents within 2.5 miles of a trail that is part of the citywide network
Urban Growth Area	All residents within one mile sidewalk or trail-based walk of a local or regional park	All residents within a 15 mile drive of a regional park	All residents within 5 miles of a trail that is part of the citywide network
Rural Area	All new residents within one mile sidewalk or trail-based walk of a local or regional park	All residents within a 30 mile drive of a regional park	All residents within 15 miles of a trail that is part of the citywide network





trail, and recreation system that has become a trademark feature for the city. The Core to Shore development program uses a connected network of parks and public spaces, featuring the 40-acre MAPS 3 Park, as the catalyst for a massive redevelopment project that will bring new neighborhoods and jobs to the center of the city. Completion of this system, supported by excellent maintenance and event programming, will realize the potential of this unique system. But in addition to serving the needs of adjacent new neighborhoods, the downtown park system can serve the needs of adjacent neighborhoods, especially areas like Capitol Hill and other adjacent southside neighborhoods. These areas should be connected to the riverfront and downtown systems by a combination of trails, complete street routes with excellent pedestrian and bicycle accommodations, and frequent transit service.

Policy P-13 implements this initiative.

Good service requires more than the distribution of parks within a service area. It must be easy and safe to get to those parks. Good connections to parks provide independence and access to both young people and older adults – the two groups who most need public park and recreation facilities. In thinking about access, we must also consider the nature of the trip and possible barriers along the way.

INITIATIVE 8

PROVIDE GOOD SIDEWALK, TRAIL, AND TRANSIT LINKS TO PARKS

We will provide complete sidewalk networks to serve local parks. People within the realistic walking radius (or "walkshed") of a local park should have pedestrian facilities – sidewalks, paths, or trails – that connect to that park. Creating such a pedestrian web around parks includes:

- Analyzing sidewalk coverage within the walkshed, (½ mile for neighborhood parks and one mile for community parks) for interruptions and barriers.
- Evaluating current park access points and their relationship to the pedestrian system.
- Establishing priority routes to parks and focusing funding on closing gaps and removing barriers, including intersection design issues.
- Providing signage and wayfinding information to direct users to parks destinations.
- Within new developments, require street patterns and pedestrian links that provide direct routes to private parks, school parks, and public trails.

We will complete trails to serve all parts of Oklahoma City to meet the community priority placed on trails and increase access to parks. As discussed in connect**okc**, trails are both a recreational and transportation resource. The basic trail system identified by the Parks Master Plan included four major phases of trail development:

- The existing trail system.
- Programmed trails, including the MAPS 3 trails and a Katy Trail extension.
- Near-term off-street trails, connecting the trail core to outlying parts of the urban area.
- Long-term off-street trails, extending the city system to the periphery of Oklahoma City.

The programmed system should be completed by 2020, by which time priorities should be set for completion of the longer-term system components. The ability to provide park access should be a strong factor in setting priorities.

Other trail-related actions should include:

- Designating on-street routes that connect neighborhoods to trail access points. These routes should focus on low-volume, direct streets that include continuous sidewalks and pavement markings.
- Requiring developments to dedicate trail segments designated by the trails master plan.
- Enhancing the recreational trail experience with landscaping, fitness facilities, wayfinding signage, rest areas, and other amenities.

We will improve the usefulness of transit as a way of getting to parks. Parks can be hard to serve by transit because they rarely generate the trip volume at specific times that help support service. However, we can take steps that help transit service adapt to park needs. Directions include increasing service on potential high-volume routes that serve major park and recreation facilities, and locating new investments, such as multi-generational centers, on sites with good transit service. We also should be open to transportation solutions other than fixed route transit. Examples are special services or brokering of other transportation providers to serve time specific needs, such as after school service to a major recreation facility.

Policies P-8, P-13, P-15, P-16, P-17, P-18, SU-8, C-15, C-17, and C-26 implement this initiative.

Our parks must provide safe, secure, and attractive environments for the use and enjoyment of our citizens and visitors. Common sense design practices can increase the security that our facilities offer and make them easier to maintain in good condition.



INITIATIVE 9

DESIGN FOR SAFETY

We will continue and expand our program to locate, plan, and build our parks for safety. When new parks are developed, their initial planning should include an assessment of security needs. Locations should have good street exposure and visibility. Park design and programming should be guided by the Crime Prevention through Environmental Design principles, which uses design to maximize public safety.

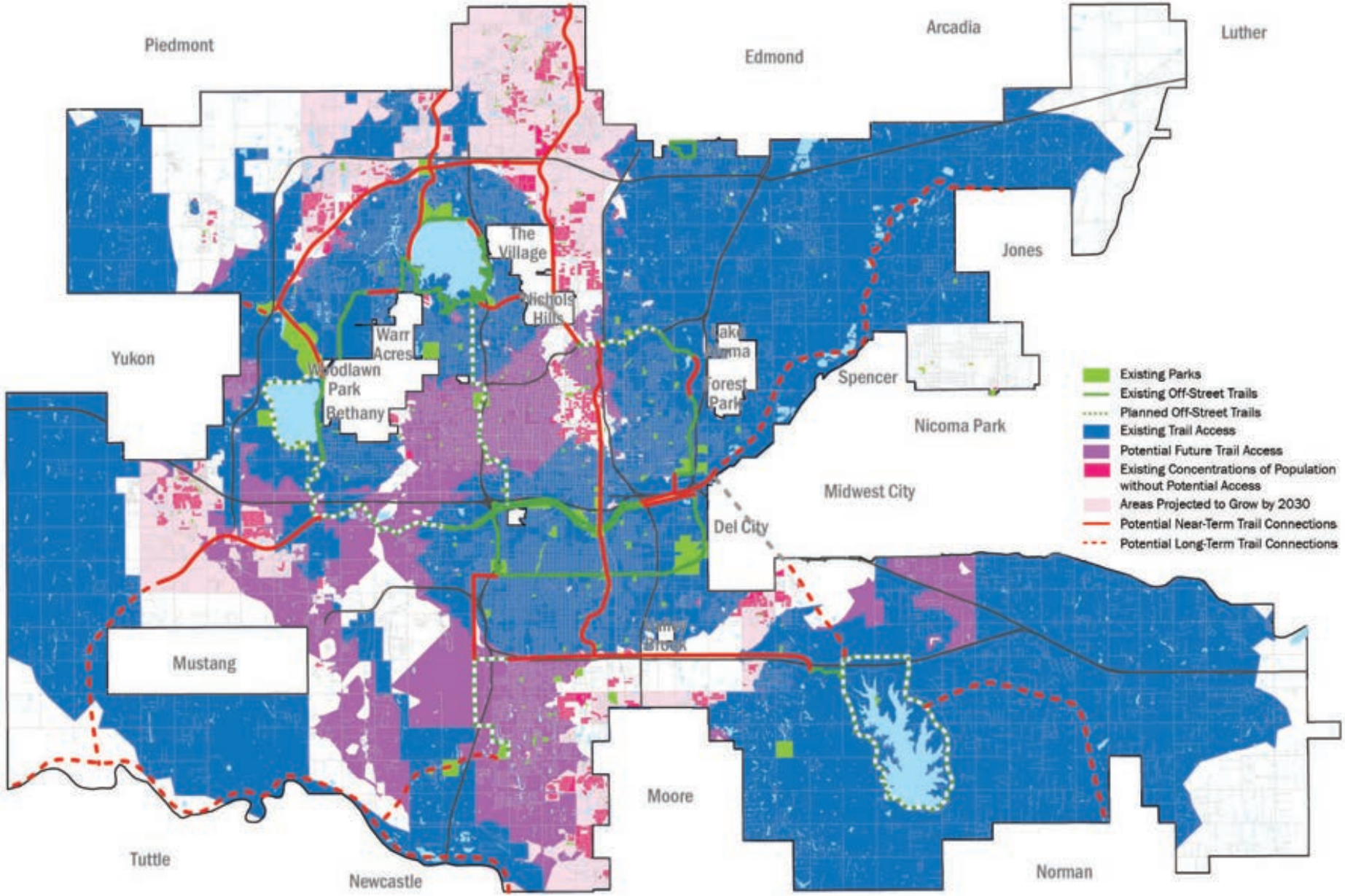
Policies P-22, P-23, P-29, P-30, P-31, C-18, L-3, L-8, SE-1, and SE-4 implement this initiative.

APPROPRIATE LEVELS OF SERVICE

37% of 2013 Community Survey respondents do not use parks and recreation facilities because they do not know what is being offered, and nearly a third say they are too far from home.

Parks Master Plan (2013)

TRAIL ACCESS



INITIATIVE 10

USE FLEXIBLE, INNOVATIVE, AND SUSTAINABLE DESIGNS AND MATERIALS

We will use design features and materials that are attractive, economical, and sustainable in the long run, and recognize that parks are a canvas for human activity. Ultimately, parks are for and about their users and, except in rare circumstances, are brought to life by the people and the activities within them. Therefore, park design should maintain the flexibility to adapt and change – to be places for play, exploration, gardens, art, thinking, running, informal games, room for creativity and improvisation – without getting in the way of their users. And, as they change, they should use materials that work well and remain sustainable for the long run. For example, native plant materials may require some time and care to become established, but will save money and create more attractive and hardy landscapes over the long haul. Good and flexible design, public safety, social space, and environmental quality should converge as we rehabilitate existing parks and contemplate new ones.

Policies P-24, P-25, P-26, P-27, P-28, P-29, P-30, G-12, G-13, and G-22 implement this initiative.

"Sir Joseph Duveen, perhaps the most spectacular art dealer who ever lived, always said of the value of a great work of art, 'When you pay high for the priceless, you're getting it cheap.' The same is true of a public park."

- Alexander Garvin
Public Parks: The Key to Livable Communities





strengthenokc

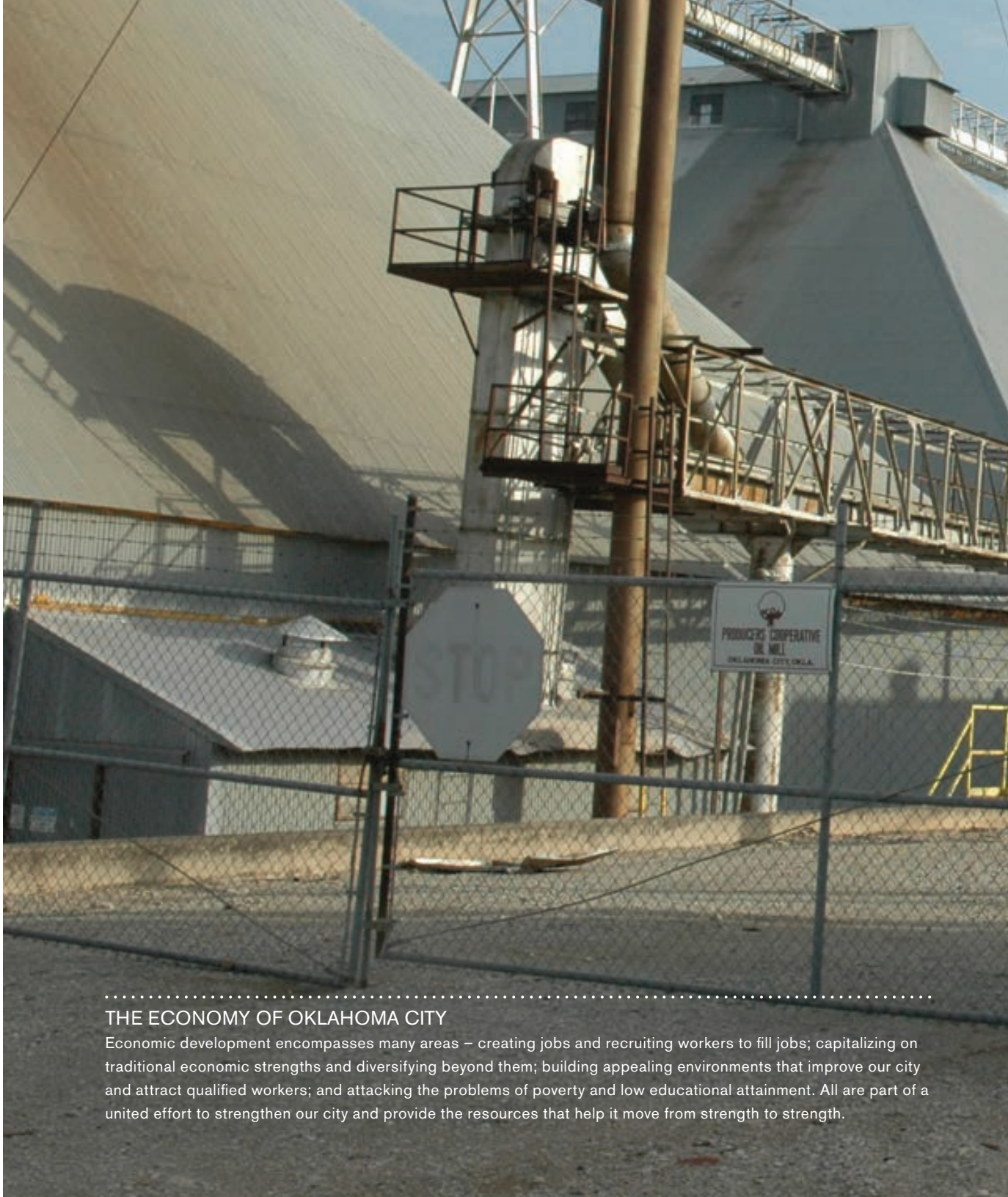
economic development



strengthenokc
economic development

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THE ECONOMY OF OKLAHOMA CITY

Economic development encompasses many areas – creating jobs and recruiting workers to fill jobs; capitalizing on traditional economic strengths and diversifying beyond them; building appealing environments that improve our city and attract qualified workers; and attacking the problems of poverty and low educational attainment. All are part of a united effort to strengthen our city and provide the resources that help it move from strength to strength.



Our Situation

Cities are economic entities, places where people come together to work and to build. Without self-sustaining and growing economic activity, cities lose their essence and stagnate. On the other hand strong, diverse, and creative urban economies generate jobs, wealth, and innovation.

Oklahoma City has long been associated with energy resources and production, and the image of oil wells on the State Capitol lawn is known around the nation. In more recent years, the city's economy has gained strength through both its traditional energy sector and diversification into new areas, including research, health care, manufacturing, and finance. Very importantly, Oklahoma City has also gained a reputation as a place of quality, with assets that attract entrepreneurs and young professionals. The investments made by previous and current MAPS projects have paid off by strengthening our national reputation. Images of oil wells have been complemented by those of Bricktown, the Thunder, a dynamic music and arts scene, and the variety of corporations that call Oklahoma City home. These advances provide a solid foundation for more quality economic growth, making it possible to achieve the other goals of planokc.

strengthenokc is the economic development element of planokc. It identifies strategies that strengthen our economy and protect the City's tax revenues by capitalizing on our strengths and overcoming our challenges. Its recommendations build on Oklahoma City's traditional and new economies, creating the growth that will propel us to new heights for this still new century. It sets priorities based on both immediate needs and potential for building a healthy, diversified economy.



Industrial Diversification and Land

Industrial diversification is a key to Oklahoma City's economic future. Energy built the city's twentieth century economy, and remains its focus. However, the energy industry also is unpredictable, driven by the vagaries of demand, commodity prices, foreign affairs, federal policy, and other factors beyond the control of the city. Diversification makes our economy less vulnerable to market volatility and creates a more dynamic city and population. Recent studies have identified the aerospace, aviation, defense, bio-science and other high-technology industries, renewable energy, new-to-market company headquarters, and advanced manufacturing sectors as a good match for Oklahoma City's qualities, transportation systems, and current industry base.

Development-Ready Land. An economic development program capable of responding quickly to opportunities must have sites both immediately available for and well-suited to the needs of commercial and industrial targets. The 2012 Employment Land Needs Assessment and Action Plan (ELNAAP) suggests that Oklahoma City should maintain a perpetual inventory of 1,000 acres of development-ready land for industrial and business developments. Yet, the study found that there is little land currently available in large sites, defined as 50 to 500 acres with access to infrastructure. Many areas originally designated for commercial and industrial development have been developed for other purposes, or have been surrounded or fragmented by incompatible uses. Prior to planokc and the Employment Land Study described in Chapter 1, the City did not have adequate policies to protect industrial land from fragmentation and encroachment due to other development.

Land assembly can be one of the most challenging issues in economic development and redevelopment of existing industrial sites. Unlike many cities, Oklahoma City lacks an entity that assembles large sites for major employers. It can be difficult for a large company to find an available site that is large enough for their needs. Assistance with land assembly could encourage more employers to locate in Oklahoma City.

Over the past 50 years commercial and industrial growth has focused on new greenfield sites. These locations are often further from residential areas and require extension of services. There is a perception that land in the urban core is not affordable or easily developable, making infill more difficult and discouraging revitalization.



Quality of the City

Employees and businesses are putting increasing emphasis on quality of life and "sense of place" when selecting where to live or locate. Vibrant urban environments, such as Bricktown and Midtown are very appealing to population groups such as young professionals, empty nesters, and retirees. Oklahoma City has a number of projects in process that will add to its enviable collection of great places. These include a new MAPS 3 Park, the Boulevard along the old Interstate 40 right-of-way, and a streetcar that will tie together many of the city's foremost urban districts. However, challenges remain including chronic poverty, blighted neighborhoods, poor community aesthetics, and insufficient activity downtown.

Neighborhood Scale Blight. The economic weakness of impoverished neighborhoods hinders human potential, but also produces deteriorating parks, blighted business and residential areas, and other problems that reinforce negative perceptions and affect future economic growth. Many parts of our city are neglected and fail as environments for growth. Poor community aesthetics are perpetuated by unsightly or neglected buildings, overhead utilities, litter and graffiti, overgrown and vacant sites, and other conditions that diminish the city's vitality and quality.

Downtown Revitalization. Downtown districts are particularly important as expressions of the nature of communities, and almost every great American city has a reinvigorated downtown. The herculean efforts that civic leaders and normal taxpayers alike have put into Downtown Oklahoma City are paying off. But much of our Downtown core still lacks the activity and diversity of uses needed to encourage a vibrant atmosphere and economy. Our amenities, while significant with more to come, still have not reached the critical mass needed to create sustaining and natural livability. And this livability is important to the young citizens who nationally have helped transform the life of city centers.

Urban Housing. While public amenities are important markers of great urban places, buildings full of people who live and work there are the sign of success as an urban district. Oklahoma City was something of a latecomer to the urban housing surge of the last twenty years, and its efforts to catch up require continued support. Additionally, we have a relatively high commercial vacancy rate driven by an oversupply of Class C buildings, and land speculation impeding development/redevelopment in downtown.



BRICKTOWN

Bricktown and other special districts are an important part of the city's "sense of place."



COMMUNITY AESTHETICS

The visual character of routine development frames a powerful message about people's opinion of a city.

Sense of Place. A sense of place is essential to defining the city's identity. A "brand" can be defined as a package of expectations, and Oklahoma City's brand, while improving, still conveys mixed and sometimes contradictory messages. A clear message is important to potential businesses, visitors from outside the Oklahoma City area, and to residents themselves. Strong identity and satisfaction with their city gives residents more ownership in their community and a stronger commitment to make it better.

Education

Educational achievement has a substantial impact on our city's economic health. Under-performing schools threaten the viability and positive momentum of the city. The evidence is overwhelming that poverty and poor school performance are strongly related, and nearly 90% of Oklahoma City school district students qualify for free or reduced lunch.

Poverty and Education Performance. In Oklahoma City, schools with the highest concentrations of poverty also display the poorest performance. Improving student achievement is a complex challenge that includes, but extends beyond, school and teacher quality. But on average residents in the city have lower educational achievement than their counterparts in many nearby communities. We clearly have a serious problem when 94% of local businesses regard the education system as a community weakness (according to a recent survey by the Greater Oklahoma City Chamber of Commerce).

Equitable Education. The ability to deliver equitable, quality educational services is complicated by the large number of school districts and the inefficient use of resources that results. The proliferation of administrations makes widespread education improvement difficult, and improvements in one district do not carry over to others. Tracking student needs and performance is also much more challenging when a student may move just blocks and enter a different system.

69% of businesses say that "Quality of Local Schools" is "very important" to their location decision while 21% said it was one of the top 3 factors the most influences their future plans.

-plan**okc** ***Citizen Survey***



Jobs

Despite a growing population, employers often struggle to find employees to fill positions. This suggests mismatches between the Oklahoma City workforce and its job opportunities, both for low-skilled and high-skilled workers.

Quality Workforce. In a recent survey by the Greater Oklahoma City Chamber of Commerce, "workforce quality" was the highest rated business climate factor, with 85% of businesses saying it is "excellent" or "good." However, 46% also report challenges finding or recruiting quality employees. Part of these problems relate to the educational achievement issues discussed earlier. But at the other end of the educational spectrum, highly trained workers cannot find enough jobs in Oklahoma City and many have left to find employment elsewhere. While Oklahoma City's economy has been strong over the past ten years, the overall job market is not sufficiently diverse to provide a full range of job opportunities for highly educated workers and to reduce the impact of business cycles in energy or any other key industry.

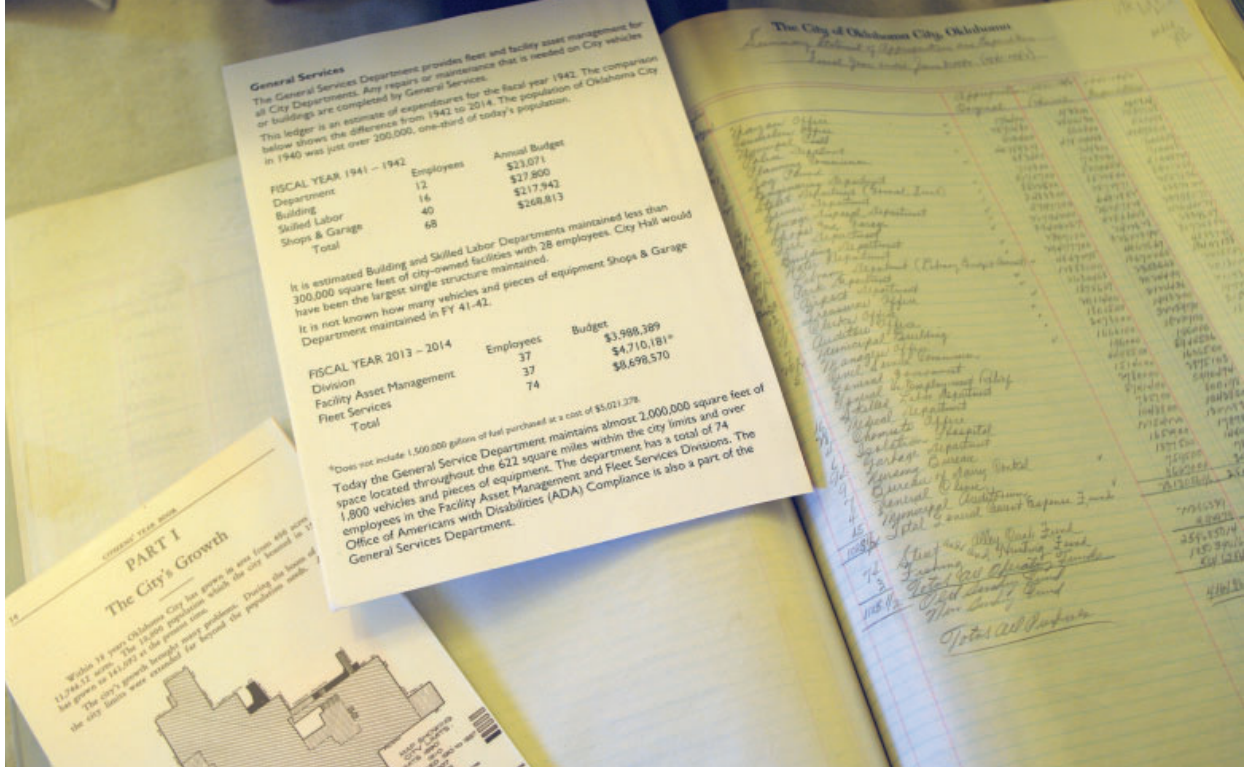
Access to Employment. Another workforce issue is access: many people have trouble getting to work. Senior citizens, low-income residents, and individuals with disabilities often cannot reach jobs because of limited transit service and poor walkability. Discretionary commuters who prefer using transit also find their options limited or non-existent. The millennial generation – the young workers who Oklahoma City must attract for its economic future – increasingly prefer to use active transportation modes like transit, walking, or biking for commuting, and move to places where these modes are available.

Public Safety

Perceptions of public safety affect the investment confidence of both businesses and residents. Oklahoma City's crime rate is higher than seven of its eight major peer cities and all nine of its major neighboring cities according to FBI statistics. Relatively high crime rates damage the city's reputation and quality of life is reduced by real and perceived gang activity, vandalism, loitering, and prostitution. A lack of activities, educational opportunities, and social programs for at-risk youth in some parts of the city contribute to higher crime rates. Poor quality infrastructure and poorly designed developments also contribute to a general lack of security and safety in neighborhood environments.

When asked which of 18 possible choices were the most important areas for improvement, residents chose "**police service**" as second most important (behind "quality of the public education system"), and "**neighborhood safety**" as third most important.

-plan**okc** ***Citizen Survey*** (2013)



City Revenues

Property taxes fund bonds for capital improvements and provide revenue for public schools. The City's operating revenues come largely from sales tax. Increased competition from other cities and on-line sales make it difficult to maintain revenues. For example, according to the Finance Department the City lost an estimated $16.1 million in sales tax revenues from internet sales during the 2011 fiscal year. This diversion has accelerated in subsequent years.

In addition, The 2013 Oklahoma City Retail Plan found that while Oklahoma City is the dominant retail sales area in the region, outlying communities are gaining market share, particularly from the Northeast and Southeast subareas of the City. Oklahoma City has the region's four most prominent retail locations, but some areas, such as the Interstate 240 Corridor have lost their former primacy. The Retail Plan provides a starting point for action to address these leakages. Despite the above challenges, the City has been able to maintain annual increases in retail sales, although at a lower rate of increase than competitor cities.

The property tax side of the ledger is depressed by the relatively large number of vacant or under-utilized properties. Over 12,000 buildings in Oklahoma City have been vacant for at least six months according to the City's 2013 study addressing vacant and abandoned buildings. These distressed properties both have low values themselves and often depress the values of their neighbors. Very low property taxes on vacant and dilapidated buildings and properties do little to pressure owners into putting them to productive use.



PENN SQUARE MALL

This mid-city regional mall remains Oklahoma's busiest and is a key part of the city's retail sector.

Our Plan

The plan for expanding economic development in Oklahoma City begins with diversifying beyond the energy sector and growing towards a more dynamic industrial and commercial community that creates a variety of new jobs and entrepreneurial possibilities. Policies address the need to have readily developable land available to take advantage of emerging opportunities and targeted and cost-effective incentives that help the city attract the businesses and industries that it wants.

Industrial land and incentive approaches, while important, are only part of the overall strategy. The availability of a capable and talented workforce is another essential condition for desirable economic growth. A two-pronged workforce approach includes a local educational system that produces workers with the knowledge and skills necessary for the economy of the twenty-first century; and an array of quality features, urban places, and community character that both retains well-qualified workers and attracts talented and creative individuals new to the area. Workers in the new century expect the same basic safety, services, and quality of education that they always have but also desire a quality urban environment for them and their families.

The ability to carry out this overall program requires a strong municipal financial base. Therefore, economic development policies must stabilize and improve the City's financial picture through greater efficiencies, more in tune tax and fee structures, and efficient growth and revitalization. Municipal finances and economic growth are mutually reinforcing systems – efficient growth that produces more benefits than costs gives a city the ability to promote a new cycle of desirable investment and economic diversification.

Our Goals

EMPLOYMENT AND OPPORTUNITY

1. **Oklahoma City has a growing and diverse economy that fosters vigorous job growth and self-sufficient citizens.**

EDUCATION SYSTEM

2. **The quality and reputation of Oklahoma City area schools attract and retain residents and employers.**
3. **Oklahoma City's workforce is well-educated, highly skilled, motivated, creative, healthy, and culturally diverse.**

PLACE-MAKING

4. **Oklahoma City has many desirable and recognizable places that attract visitors, residents, and businesses.**

PUBLIC SAFETY

5. **Oklahoma City's reputation as a low-crime community attracts and retains residents and businesses.**

FISCAL HEALTH

6. **Oklahoma City has a growing tax base and a revenue structure designed to ensure efficient growth and fiscal stability.**
7. **Public services are provided in the most cost-effective manner.**

Our Initiatives

strengthenokc Initiatives	strengthenokc Goals 1	2	3	4	5	6	7
1. Facilitate commercial and industrial development to grow and diversify our economy.	■					■	
2. Boost educational achievement through incentives and neighborhood diversification.	■	■			■		
3. Improve community appearance.			■	■	■		
4. Invest in place-making efforts in special districts and throughout the city.	■		■	■	■		
5. Foster stable, attractive neighborhoods and commercial districts through infill and good design.		■	■	■	■		
6. Improve public safety.	■	■			■		
7. Increase efficiency of city services provision.							■
8. Increase and stabilize tax revenues.						■	



Economic strength is driven by the private sector, but the public sector is a critical partner in economic success. The public sector creates the conditions for growth by providing and maintaining the infrastructure that private companies need. The City must be in touch with the needs of businesses to provide the right infrastructure in the right places. The City can also identify economic development targets that offer the greatest comparative community benefits and promote them through incentives, funding, and other support.

INITIATIVE 1

FACILITATE COMMERCIAL AND INDUSTRIAL DEVELOPMENT TO GROW AND DIVERSIFY OUR ECONOMY

We will create development-ready sites with access to infrastructure in strategic areas. An adequate and ongoing supply of immediately developable land provides the ability to respond nimbly to economic opportunities. Meeting the recommendation of the *Employment Land Needs Assessment and Action Plan* for maintaining a constant inventory of 1,000 acres of development-ready land involves a two-part strategy that:

- Protects land appropriate for major employment development from short-term encroachment by other uses.
- Extends services and infrastructure to this land so that major employers can build with minimum delay.

The Employment Reserve (ER) LUTA is specifically designed to preserve the integrity of land best suited for large-scale employment growth. Through the development approval process, the City can avoid compromising these sites by approving uses that will prove incompatible with future major employment centers. This may require creation of public or community-based development groups with the patience and ability to hold large assemblages of land for industrial, business park, or office headquarters uses.

The other leg of the strategy involves preparing this land for timely development by financing and installing (or being immediately prepared to install) infrastructure. Accomplishing this will require mobilization of existing agencies such as the Urban Renewal Authority, the Oklahoma Industries Authority, and the Oklahoma City Industrial and Cultural Facilities Trust. It will also require establishing a reliable and repeatable method of funding capital investments that may include tax increment financing, general obligation limited tax bonds, and other public sources.



THE BOEING COMPANY

The City will support development of industry clusters in areas such as aviation and defense.



FARMERS MARKET AT OSU-OKC

Locally-owned businesses provide multiplier effects to the local economy.

We will continue to provide incentives to major employers, targeted to specific industry clusters and locations. The City will continue to provide direct financial incentives to attract and retain major employers. These incentives should be targeted to:

- Industrial and employer clusters whose requirements are matched to our attributes and who move in the direction of greater economic diversification. These natural affinities for Oklahoma City include aerospace, aviation, defense, bio-science and other high-technology industries, renewable energy, new-to-market company headquarters, and advanced manufacturing.
- Sites where major community investments have been made in land, infrastructure, amenities, and other capital improvements; major redevelopment areas; or other desirable sites where these facilities are already available.

We will update public incentive programs to provide maximum leverage per dollar spent. The City provides incentives to businesses through its Strategic Investment Program. This incentive structure will be reviewed and optimized to provide the greatest community benefit and return on investment. This update should include specific evaluation criteria and objective measures of benefit. Preferred investments should move in the direction of private, front-end investment with incentive reimbursement tied to meeting performance criteria such as job creation and greater retail activity.

We will support locally-owned businesses and existing assets. Locally-owned businesses can have greater multiplier effects on the local economy than similar businesses that are non-local. This includes even the smallest businesses, such as home businesses, mobile food vendors, pop-up retail or vendors at farmer's markets. The City can support locally-owned businesses and entrepreneurs through favorable tax policies, flexible regulations, and partnerships with local educational institutions to support business incubators and other programs that encourage business start-ups. We must also look carefully at measures that level the playing field among retail entities and allow local retailers to compete on at least an equal footing with on-line and out-of-city competitors.

Policies ST-1, ST-2, ST-3, ST-4, ST-5, ST-6, SU-33, and L-38 implement this initiative.

Land and infrastructure are vital components of an economic development program that grows new employment and diversifies the city's economy. However, a quality workforce with the skills and flexibility to thrive in a changing economy is equally essential. A strong education system, from preschool to college, allows us to create such a workforce. Quality schools are also a key factor in attracting and retaining new residents.

INITIATIVE 2

BOOST EDUCATIONAL ACHIEVEMENT THROUGH INCENTIVES AND NEIGHBORHOOD DIVERSIFICATION

We will support our schools in improving student performance. Low academic performance is a problem in our city, and especially within Oklahoma City Public Schools, as measured by the State Department of Education. Our entire community must address this issue aggressively. Some solutions involve long-term and continuing efforts, such as creating and sustaining healthy, mixed-income neighborhoods that provide the secure environments necessary to nurture learning and achievement. Recommendations that help create these types of neighborhoods are found throughout planokc, from land use initiatives to neighborhood reinvestment and housing variety. Other specific efforts, involving concerted action by the public and private sectors and school districts can provide more immediate results. These educational support programs can include scholarship programs that offer post-secondary grants to students in inner-city schools and districts, expanded early childhood education, after- school programs,

When asked which of 18 possible choices was the most important area for improvement, residents chose "quality of the public education system."

-plan**okc** ***Citizen Survey*** (2013)

mentoring, specialized educational tracks, teacher skills training, or financial incentives for high-performing schools and teachers.

The City will also assist the Greater Oklahoma City Chamber of Commerce in efforts to adapt the education and training offered by local institutions to match the current and future needs of local companies. This includes both K-12 schools and secondary schools.

Educational issues and programs represent a convergence of different perspectives. This element approaches good educational programming from a workforce and economic development framework; live**okc** from a neighborhood development viewpoint; and serve**okc** from a public service and community quality point of view. However, all point in the same direction, highlighting the importance of increasing achievement and learning.

Policies ST-18, ST-19, ST-20, SU-4, SU-5, SU-19, SU-20, SU-21, SU-49, L-4, E-9, E-24, SE-17, and SE-18 implement this initiative.

Excellent education builds a strong local workforce, but the quality of the city's appearance and creation of great places for people retains this workforce and attracts new people who bring new talents and ideas to Oklahoma City.



INITIATIVE 3

IMPROVE COMMUNITY APPEARANCE

We will develop new site and building design guidelines and regulations and increase property maintenance standards and enforcement. Better community appearance is largely based on raising people's expectations of how they should both develop and maintain their own property. New standards will establish better minimum expectations for how buildings and sites should look and function. These new standards should not add burdens or excessive costs, but should establish new basic assumptions about how we build, whether our projects are small convenience stores or a large mixed use developments. We often judge community appearance by the routine rather than the unique.

The same holds true for private property maintenance. Maintenance quality is contagious - care produces more care, and neglect produces more neglect. Again, our standards, technical assistance programs, and ultimately enforcement should move toward a higher level of care in our own individual environments.

We will improve the appearance of our streets. The public environment, all too often viewed as nobody's responsibility, should in fact lead the way in creating upgraded appearance standards. In the plan**okc** Business Survey, local businesses overwhelmingly cited "improving the appearance of major commercial streets" as the most important way to improve the appearance of the city.

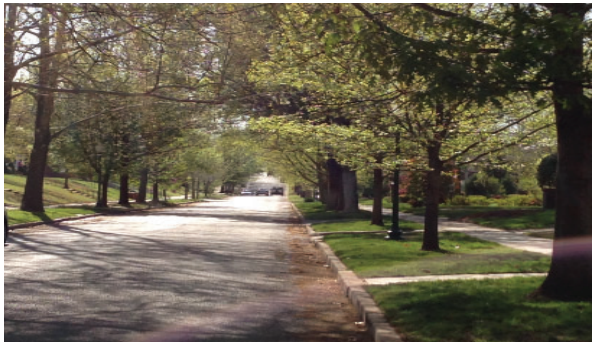
After 2007 Bond Election resurfacing projects are complete, the City will assess the need for additional funds for citywide road maintenance beyond average annual expenditures. The assessment will be based on citizen satisfaction surveys, traffic volumes, and street condition data maintained by the Public Works Department. The City will also explore the feasibility of burying existing utility lines where possible and requiring all new utility lines to be buried. These efforts toward improving the quality of basic street appearance will continue and will encourage adjacent property owners to follow suit.

We will reduce litter and graffiti. The City will enhance litter and graffiti control through public



COMMUNITY APPEARANCE

The visual character of routine development frames a powerful message about people's opinion of a city.



STREET QUALITY

Adding sidewalks and improving neighborhood appearance with elements such as street trees can provide a positive economic return. Photo courtesy of Luke Pratt



MIXED USES IN BRICKTOWN

Providing a mix of uses within neighborhoods can increase resident's access to jobs, housing, and daily needs. These special urban districts also attract new businesses and creative enterprise.

awareness efforts and stricter laws and enforcement. Active code enforcement should be increased in targeted areas, including retail plan areas, special districts, and areas that are part of the Strong Neighborhoods Initiative (SNI).

We will reduce the impact of sign pollution. The City will update the sign code to reduce the visual impact of signs. Good standards actually improve readability and communicate business messages better than a cacophony of competing signs. The City can also explore reduction of sign pollution through amortization (gradual elimination as the service lives of signs expires) of existing signs that do not conform with new requirements.

Policies ST-8, ST-9, ST-17, ST-24, ST-28, SU-6, SU-10, SU-28, SU-29, G-3, G-4, G-14, G-22, G-25, G-26, L-5, L-16, E-6, E-7, E-14, E-18, E-19, E-31, E-34, E-35, E-38, E-41, and E-43 implement this initiative.



INITIATIVE 4

INVEST IN PLACE-MAKING EFFORTS IN SPECIAL DISTRICTS AND THROUGHOUT THE CITY

We will continue to create and enhance amenities such as parks, roadways, transit, cultural and recreational facilities, special districts, and gateways. The MAPS programs have generated tremendous momentum for our city, but we cannot rest on past accomplishments. Instead we must continue our efforts to create great places at neighborhood, citywide, and street levels. In the future, these amenities will include public spaces, street corridors, transit facilities, cultural and recreational attractions, special districts, and community gateways.

Connections like the Bricktown Canal connecting Bricktown and the riverfront, the SkyDance Bridge, the riverfront greenway and in the near future the modern streetcar and trails projects have been as important as individual destinations. Signature transportation corridors are also vital parts of the cityscape. To this end, the City will explore the feasibility of installing and maintaining landscaping and public art along key transportation corridors to enhance the City's appearance, image, and sense of place. Features like gateways can mark the transition from one district to another, and help emphasize the distinctiveness of Oklahoma City's special districts.

We will build on the success of our special districts to attract residents and businesses. Downtown, Bricktown, Midtown, the Plaza, Deep Deuce, the Paseo, Stockyards City, Automobile Alley, Heritage Hills, and others are important districts that contribute strongly to Oklahoma City's sense of place and identity. Future districts like Core to Shore will contribute to Oklahoma City's collection of urban places. The City will continue to invest in features that make these existing and future places centerpieces of our community by catalyzing development, increasing land use diversity, building quality of life amenities, and promoting family-friendly features.

Catalyzing development. Urban housing has proven to be a staple of downtown and urban district revitalization. Residential development not only creates a market for more local services but also creates a comfortable environment that brings other people in from around the city and region. The City will continue

91% of businesses say that "Overall Image of City" is either somewhat or very important to their location decision, while 69% say that the physical appearance of the surrounding area is important to their business success.

-planokc ***Business Survey*** (2014)



THE PASEO

This long-time signature district continues as a visitor attraction and has continued to anchor its surrounding neighborhood and provide a center for small businesses and independent artists.



FAMILY-FRIENDLY DOWNTOWN

Additional amenities and housing for all types of households in the downtown area will help maintain momentum.

to guide housing development to urban districts to increase activity and support demand for new retailing. Special focuses will include Downtown and surrounding areas and the new Core to Shore neighborhood. The City should also place a priority on establishing a signature retail development or a retail/housing mixed-use development.

Diversifying land use. Increasing land use diversity in urban districts will help attract and retain visitors and support development momentum. For example, Bricktown's first development phases concentrated on offices, bars, and restaurants. But the historic district has become more vital with nearby housing, retailing at different scales, and hospitality uses, and this type of diversification should accelerate. In special districts, City policy should attract a balance of retail, residential, employment, and recreational uses.

Investing in amenities and activities. The City can strengthen downtown's and other districts' senses of place and increase activity by encouraging and investing in more public plazas, public art, parks, indoor recreation facilities, and arts and cultural facilities.

Building family-friendliness. We can help attract and retain a variety of households to downtown and other urban districts by promoting and enhancing them as family-friendly places to live and play. Attention to street design, land uses (particularly around the downtown school) and public safety can help promote this image.

We will establish a place-making program. The City will establish a program to develop place-making capacity in the city and promote both the economic and quality-of-life value of place-making investments. The program will establish partnerships and provide funding on a regular basis, including attention to small, neighborhood-scaled projects.

A significant part of this program is communicating the message of Oklahoma City's places to the outside world. This both benefits businesses directly through promotion and supports city marketing and talent recruitment efforts. The Chamber of Commerce and Convention and Visitors Bureau are major partners in this effort.

We will designate additional special districts. The City will foster more specialized districts for large cultural or ethnic groups to promote diversity and improve perceptions of the city. For example, Capitol Hill could grow as the center of an emerging Hispanic/Latino district, with appeal to people throughout the region. New special districts would include thematic infrastructure, amenities, design, public art, and streetscape improvements. Appropriate areas should be identified for special districts, followed by preparation of plans that establish design guidelines and strategies to capitalize on cultural meaning.

Policies ST-7, ST-8, ST-9, ST-10, ST-11, ST-12, ST-13, ST-14, ST-15, ST-16, ST-26, ST-27, SU-17, SU-18, SU-37, SU-41, L-22, and L-33 implement this initiative.

"While the immediate outlook is bright, the real excitement may be yet to come as Oklahoma City and the I-35 corridor rise to national economic prominence. Oklahoma City's continued success rests in its ability to further develop an amenity-rich urban core than invites a density of economic activity and connects to surrounding economies, allowing a free flow of commerce, ideas, and creative innovation."

- Dr. Russell Evans
City of Oklahoma City Five-Year Forecast
FY 2015-2019



INFILL HOUSING

New infill housing in urban core neighborhoods create positive momentum for neighborhood revitalization.

Strong neighborhoods support and reflect a healthy economy. Creating and maintaining good neighborhoods results from a confluence of factors, many of which the City can actively support through effective design and land use regulation. While our historic core neighborhoods may receive the most special attention, new neighborhoods should also be diverse, well-designed, and display the characteristics and principles of good place-making. Patterns that work in established neighborhoods can also apply to new development.

INITIATIVE 5

FOSTER STABLE, ATTRACTIVE NEIGHBORHOODS AND COMMERCIAL DISTRICTS THROUGH INFILL AND GOOD DESIGN

We will promote redevelopment of vacant or under-used sites. Infill development on vacant, under-utilized, and brownfield sites should receive special attention through changes to land use regulations, infrastructure upgrades in target neighborhoods, incentives, favorable tax policies, expedited processing, and greater flexibility. The City recently produced a study on vacant and abandoned buildings to help address this issue and will continue to pursue implementation of the recommendations of that study.

We will encourage diversity in our neighborhoods. The City should use its housing and land use policies to encourage neighborhoods that have a diverse range of home sizes and types, and avoid concentration of low income households. Diversity builds unique and resilient neighborhoods, increases community involvement, and expands support for neighborhood schools. From an economic development point of view, housing and price-point diversity provides solid, affordable residential areas for members of the labor force at all levels of income and tends to encourage upward mobility.

We will support the Strong Neighborhoods Initiative. The City should continue to support the Strong Neighborhoods Initiative and consider permanent funding for the Neighborhood Stabilization Program to help reverse decline and create valuable places.

83% of residents and **77%** of businesses support the City charging fees to owners of vacant and abandoned buildings to offset service costs and discourage vacancy and abandonment.

- planokc *Citizen & Business Surveys*

We will require good neighborhood design. Good neighborhood design can increase citizens' access to jobs, housing, schools, and daily needs. It will also contribute to positive perceptions of neighborhoods, thereby encouraging investment.

New citywide site design and building regulations should establish basic functional requirements for features that produce good urban places. These include encouraging active transportation; integrating residential areas and activity centers; implementing good basic standards for signage, building materials, and site planning; and developing public spaces designed for desirable person to person contact.

Policies ST-14, ST-16, ST-17, ST-18, ST-21, ST-22, ST-23, SU-4, SU-5, SU-6, SU-8, SU-12, SU-19, SU-20, SU-21, SU-24, G-10, L-16, L-22, L-25, L-26, L-27, L-28, L-30, L-31, L-33, L-34, L-36, L-37, L-38, and L-39 implement this initiative.

A strong urban economy both requires and produces a safer city. Public safety is fundamental to a robust economy. According to the planokc Business Survey, the vast majority of businesses say that a "low crime rate" is "very important" to their location decision. Crime reduction strategies also coincide with other economic goals, including workforce productivity and quality.

INITIATIVE 6

IMPROVE PUBLIC SAFETY

We will reduce crime and improve the sense of security throughout the city. We will establish and expand crime prevention partnerships with neighborhoods, visible patrols with a high degree of community contact and interaction in targeted areas, and youth programs. Other components of this effort should include regular evaluation of police staffing needs and expansion of such preventive measures as elimination of nuisances like abandoned buildings and integration of Crime Prevention Through Environmental Design in the project review process. The live**okc** and serve**okc** elements also provide initiatives that address public safety issues.

Policies ST-20, ST-25, SU-19, SU-20, SU-21, L-1, L-2, L-3, L-6, P-22, P-23, SE-1, SE-3, SE-4, SE-5, and SE-8 implement this initiative.

The ability of the City to support all the preceding initiatives is dependent on its fiscal stability. This issue can be addressed from different directions, including improved efficiencies in public services, increased revenues through new investment and increased retail sales, finding new revenue sources, and exploring changes to the tax structure.

INITIATIVE 7

INCREASE EFFICIENCY OF CITY SERVICES PROVISION

We will improve efficiencies in City operations and in providing public services through efficient growth. Increased efficiency follows two tracks. First, basic City operations should provide maximum value to the taxpayers per dollar spent. Second, the city's growth should be economical and efficient so that it contributes to rather than detracts from fiscal stability.

Maximizing efficiency in City operations means establishing and maintaining appropriate staff levels and ensuring that staff is fully utilized; introducing technology and other innovations; avoiding duplications through information sharing and consolidation of functions where possible; and increasing cost recovery where possible by establishing fees and charges that reflect the actual cost of services.



Maximizing the benefits and efficiencies of growth is a primary theme of plan**okc**, and is reflected throughout this document. While a comparison of the three development scenarios and preference for the "efficiency" scenario as the future growth model has many benefits, the choice is ultimately economic. The efficiency scenario accommodates the same amount of growth for $82 million less per year than continuing present trends. New techniques of financing development such as impact fees should also be considered to ensure that future development pays equitably for the cost of infrastructure that it demands.

Policies ST-21, ST-29, ST-31, ST-32, SU-2, SU-3, SU-6, SU-8, SU-14, SU-15, SU-16, SU-19, SU-20, SU-21, SU-23, SU-24, L-8, L-21, L-34, L-40, SE-9, SE-14, SE-15, and SE-22 implement this initiative.

62% of residents support controlling service costs through land use regulations that encourage more efficient growth and development patterns.

- plan**okc** ***Citizen Survey*** (2013)



INITIATIVE 8

INCREASE AND STABILIZE TAX REVENUES

We will increase the City's sales tax revenue by supporting growth in retail sales. Sales tax revenues account for over half of the City's budget due to the state constitution, which does not permit the use of more stable property taxes for operations. The reliance on sales taxes makes cities in Oklahoma very sensitive to the economic cycle. In addition, Oklahoma cities often compete with each other for sales tax revenue because it is distributed to cities entirely based on point-of-sale. Some states or regions address this issue by using distribution formulas at least partially based on population or other factors. Until the distribution method changes, or until such time as the state constitution is amended to allow more flexibility in the use of various tax sources, Oklahoma City must pursue strategies that help increase retail sales.

The City will work to attract more retail activity and improve existing retail corridors, to ensure their future viability. These strategies must:

- Reduce leakage of local consumer dollars to other jurisdictions and non-taxed sellers.
- Import consumer spending from outside by providing unique destinations and retail environments.
- Increase sales through community growth and investment.
- Require on-line sales to compete on an equal basis with brick and mortar sales.

We will increase the City's property tax revenue by increasing property values. Many planokc initiatives involve reinvestment, neighborhood stabilization, and efficient growth policies that will ultimately raise property values. This is good for both property owners and the public sector. For the former, raising values raises individual net worth and the stability of people's investment in the city. For the latter, it creates both greater overall revenue and greater revenue yield per square mile of urban area. Redevelopment of areas like Core to Shore, restoration and full use of areas with depressed valuation, and incremental improvement of urban neighborhoods all serve the dual goals of improving life in the city and improving the City's ability to provide the excellent services citizens expect and deserve at affordable cost.

We will consider ways to make the tax structure more stable, resilient, and balanced. The City will explore and evaluate options such as greater flexibility in tax sources that can fund City operations, reducing unnecessary tax exemptions, considering sales or marginal taxes on some types of goods and services, and taxing on-line sales.

Policies ST-3, ST-6, ST-22, ST-30, ST-31, ST-32, ST-33, ST-34, ST-35, SU-17, SU-18, SU-20, SU-21, SU-24, SU-41, E-25, and SE-22 implement this initiative.



serve kc

public services

serve okc
public services

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PATIENCE S. LATTING NORTHWEST LIBRARY

At its base, a city is an instrument for providing services that sustain life. We band together as communities partially because the things we need as a civilization require common action and organization.


© Joseph Mills Photography

Our Situation

A city government is first and foremost a provider of basic services to its customers – the residents and taxpayers of the community. This responsibility begins with the services that are essential to public health, safety, and commerce: transportation, police, fire, emergency services, water, waste disposal, and storm drainage. Other services, like libraries and parks, while not essential to people's physical survival, are vital investments in other aspects of our wellbeing. Still others, like education, are provided by other agencies, but require support and partnerships with City government.



serve**okc**, the public services element, addresses public safety, water, sewer, solid waste disposal, libraries, and educational services. Some of these subjects have been raised in the context of other issues, and are strongly related to such questions and policy issues as community growth directions, circulation, land use policy, and neighborhood character and integrity. For example, dispersed and inefficient land use patterns raise the cost of public services and increase the amount of sewer and water lines and streets needed to serve our population. Connected street patterns that provide multiple routes into and out of neighborhoods can save lives during emergencies. Neighborhood design and building conditions have a direct impact on police and fire services. As Oklahoma City evolves and grows, maintaining a level of services that meets citizens' needs and expectations will continue to be a challenge.

This section provides an overview of Oklahoma City's public services and their challenges, followed by a series of initiatives to maintain and improve these services, ensuring that Oklahoma City remains a safe, clean, and culturally rich place to live. Although Oklahoma City's array of services are diverse, there are several common economic challenges.

Revenues. Oklahoma statutes limit tax-based funding of routine city operations to sales taxes, and there are limited additional options for cost recovery. In many cases, the actual amount of service costs recovered is unknown. This strains city's finances and may contribute to diminished service in the long run.

Unused buildings. There are a relatively high number of unused buildings in Oklahoma City which demand an outsized amount of public resources – such as police, fire, and code enforcement – and contribute to neighborhood deterioration.

Development density. Chapter Two explored the relationship between development patterns and cost of services. It showed that continuing Oklahoma City's past history of low density development increases the cost of public services such as police, fire, and waste management. For example, each fire station the Oklahoma City Fire Department operates provides service to about the same amount of area even if that area has relatively few structures. Consequently, even more facilities and personnel are needed to maintain target response times if more areas are developed with relatively few structures, with resulting increases in capital and operating cost. Similarly, low density development creates a need for more feet of water and sewer lines to serve a specific number of households, greater distances to libraries, more police officers to cover greater distances, and a range of other problems. Maintaining the status quo can be an expensive choice for the city's taxpayers. The other choice, reducing service standards of vital and sometimes life-and-death services to meet budget constraints, is also a very high price to pay for inefficient development.

Public Safety Services

Public safety agencies include the Fire Department, Police Department, and emergency management services.

Fire. The Oklahoma City Fire Department's 1,000 employees provide a wide array of services that include fire prevention, fire suppression, rescue, code enforcement, arson investigation and public education. Increased travel times and call volume are taxing staff and equipment resources. To address these issues, the *Fire Station Location Study* (2006), a planning guide for the future needs for fire service in Oklahoma City, recommended relocating several existing fire

SERVICES IN RURAL AREAS

RIGHT: Fire Station 4 was recently constructed and staffed to support rural neighborhoods and emergencies on the Turner Turnpike. Services in rural areas cost more per household than in urban areas.



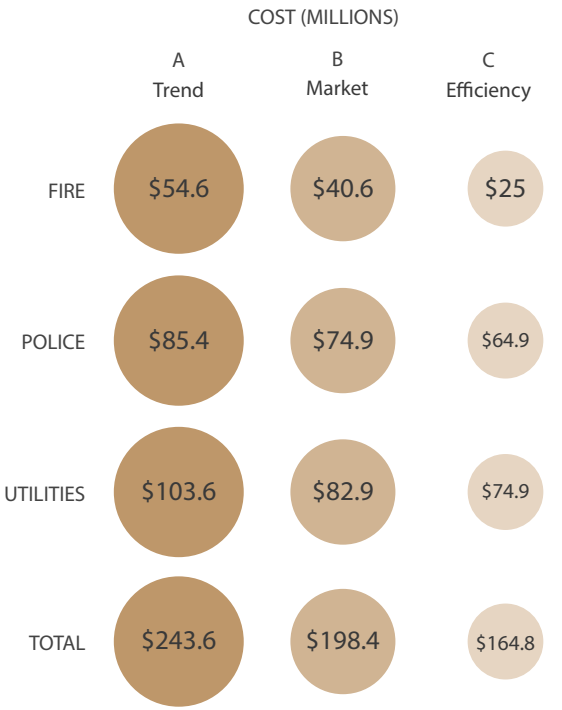
stations and redeploying resources to improve response times. The report also proposed five new fire station locations. Covering the fire protection needs of Oklahoma City's large areas requires maximum efficiency. In some cases, the Fire Department is being called on to address issues such as code enforcement, diverting resources from emergencies.

Specific fire protection challenges present themselves in the city's various environments. In urban settings, abandoned structures pose a fire risk, since they can attract vandalism, often use materials that create hazards, and lack maintenance. In suburban areas, development design and building practices, such as shorter block length and residential sprinklers, can increase efficiency and quality of fire protection services. However, some developers do not employ these practices, citing added cost of infrastructure and equipment. Low water pressure at the urban/rural interface makes it more difficult to manage potential wildfires, posing a threat to property and public safety. Very low-density rural areas are extremely difficult to serve.

Police. The Oklahoma City Police Department's force of over a thousand officers operates from a central police station with five substations. In addition to its primary law enforcement operations, the department is also responsible for emergency management and 911 programs. The department faces many of the same challenges as the Fire Department – a requirement to provide good service to a very large area and statutory limitations that limit operational funding to sales taxes. Dispersed development may require redistricting and additional resources.

ANNUAL COST OF SERVING NEW DEVELOPMENT

Chapter Two presents three possible future development pattern scenarios for accommodating projected growth in Oklahoma City: (A) "Past Trends Continued," which continues current patterns into the future; (B) "Trends + Market + Efficiency," which modifies the status quo moderately to increase density in various parts of the city; and (C) "Market + Efficiency + Revitalization," which implements many of the citizen preferences identified by the plan**okc** surveys for more urban housing, transportation alternatives, and effective reuse and reinvestment in existing neighborhoods. The illustration here compares the projected annual cost (including capital and operations) of providing the same number of new people with police, fire, and utility services under each of the three scenarios. The combined cost of all three critical systems is about 1/3 less under the "efficiency" option compared to the "trend" option.



Like the Fire Department, Police also sometimes receives misdirected complaints, like building code enforcement, which can be a distraction from actual duties.

Emergency Management. Oklahoma City provides a variety of protective services for emergency situations, including shelters, sirens and emergency response. Yet, providing these life-saving services can be challenging. Some bridges, especially in rural areas, are not suitable for emergency response vehicles. Consequently, vehicles are forced to take longer routes, increasing response times. Also, in a city where residential construction does not routinely include basements, many citizens do not have immediate access to an emergency shelter in dangerous weather conditions.

Utility Services

Utility services include solid waste and recycling, water distribution, and storm and sanitary sewer and treatment facilities.

Solid Waste and Recycling. Trash pickup and curbside recycling for Oklahoma City are provided by the City's Solid Waste Management Division, but landfills are privately owned and operated. Landfill construction or expansion presents a variety of challenges to operations, costs, environmental justice, and other issues. At the same time, landfill operators generate revenue based on the weight of material disposed at the landfill, giving them no incentive to encourage customers to reduce the waste stream.

Partially as a result of this situation and the need for expanded educational initiatives discussed in greenokc, recycling rates are low throughout the city, both in number of participating households and pounds of recyclables collected. Without incentives or educational programs, recyclables and compostable materials instead find their way into landfills. Contracts and statutes that prohibit the City from providing solid waste and recycling service to businesses and multi-family housing further increase the amount of potential recyclables that are sent to landfills. Finally, the price of solid waste service is not related to either a customer's usage, or the actual costs to provide the service. Therefore, customers again have no financial incentive to reduce waste.

A lack of data on recycling trends makes it difficult to address this problem and determine priorities for expanding recycling and extending the service life of existing and future landfills.

Water and Sewer. Oklahoma City's drinking water supply uses surface water resources, and serves a per capita consumption of 180 gallons per day. Water and sewer distribution systems face the same challenges of population dispersion as public safety services. During the past thirty years, the area served by both water and sewer utilities has increased by 63% while population has increased by only 40%, increasing the per capita service cost.

Citizens tend to see water as an unlimited resource, but in our climate, it is becoming increasingly valuable. Yet, as with the solid waste stream, our incentives and educational programs to encourage conservation are relatively new. The City recently adopted a rate schedule for water usage based on a tiered rate structure with a higher volumetric rate (dollars/gallon) for water consumed above a certain threshold.

In addition to use issues, the City's water and sewer systems themselves have physical issues. In older parts of the city, aging infrastructure reduces level of service and raises the possibility of both interruptions and expensive repairs. And, as already noted in the discussion of fire protection, the water system is unable to maintain adequate and consistent pressure, especially at the outer reaches of the system. This situation is made worse by demands from neighboring municipalities and other large users. This increases the need for greater regional cooperation and shared use of resources.

Other issues include changes in regulatory standards and contested water rights. Changing federal and state standards for additional inspection, data collection, and new contaminant categories are raising the cost of treatment.





WATER AND SEWER TREATMENT PLANTS

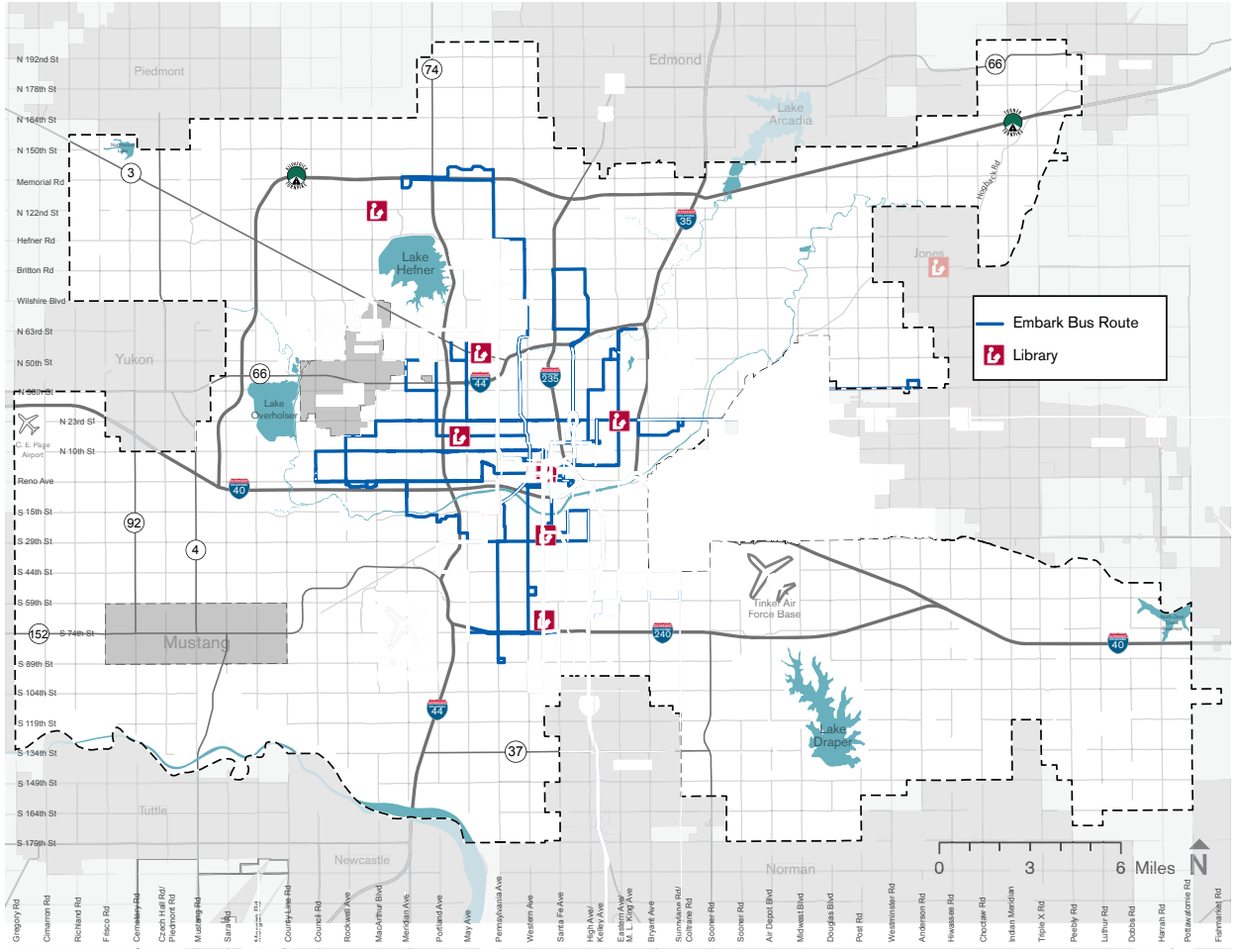
Other Public Services

City agencies and partner organizations offer a variety of individual services, many of which are addressed in other elements of planokc. Of specific concern here are library, education, and animal welfare facilities and services. Other key services include solid waste and recycling, water distribution, and storm and sanitary sewer and treatment facilities.

Library Services. The Metropolitan Library System serves approximately 600,000 people in 19 libraries in Oklahoma County. Over 500 library staff help provide materials lending, public education programs, and information access. The system is funded by an ad valorem property tax.

From a facility perspective, many library facilities are relatively isolated, lacking physical and social connections to nearby neighborhoods. With the exception of the Ronald J. Norick Downtown, developed as part of the MAPS program, traveling to most facilities requires an automobile, making the system less accessible to many of its major user groups.

Programmatically, libraries remain as important as ever to their customers and the region as a whole, but their roles continue to change with technology, changing demand for services, and an increase in their status as centers of community life and culture. However, the long planning timeline required for library facilities, sometimes as long as two decades, can make response to changes less nimble.







LIBRARIES IN OKLAHOMA CITY

(Above) a map of existing libraries in the City of Oklahoma City, as compared to the existing EMBARK Bus Routes. (Bottom Left) the Downtown Library. (Bottom Right) the library in Capitol Hill.

Education. Oklahoma City's municipal limits encompass portions of 27 separate public school districts, the largest of which is the Oklahoma City Public School District. OKCPS serves 43,000 students in Central Oklahoma in a 135 square mile area with 55 elementary schools, 17 secondary schools, 4 special centers and 13 charter schools, and more than 4,600 staff members. While the school district's policies and governance are independent of City government, the success of OKCPS and that of the entire community are highly dependent on each other.

The demographics of OKCPS have changed dramatically over the years. As of 2014, the student population is 3% Asian, 5% Native American, 20% Caucasian, 27% African-American, and 45% Hispanic. In addition, 13% of the district's student population have disabilities and special needs, and over 31% do not speak English as their first language.

These changes, as well as overall patterns of achievement in the larger society, create significant educational challenges. Some parts of the city, such as south Oklahoma City, have seen substantial population growth and are experiencing overcrowding in neighborhood schools. A 2014 facility strategy recommended construction of two new elementary schools and one new middle school. On the other hand, some neighborhoods have lost population and may have unused capacity. However, the City has made enormous strides in facility and program development and modernization through the MAPS for Kids program. This effort, completed in 2012, benefited all of the districts in the city by investing $470 million in construction and rehabilitation of over 70 OKCPS schools, $52 million in technology projects, $9 million in bus fleet replacement, and $153 million in projects in the 22 districts outside of OKCPS.

OKCPS, like many urban school districts around the country, experiences serious disparities in achievement. The district's overall student achievement index received a grade of "F" in the Oklahoma State Department of Education evaluation. planokc surveys and other research underline the importance of school district quality to housing choice and neighborhood location. In a city with multiple school districts, families with the means to do so choose to live in school districts with better performance reputations. Since these districts are largely suburban, this situation further concentrates lower income households, reduces income diversity in the central city, perpetuates income segregation, and exacerbates inefficient development patterns.



OKLAHOMA CITY SCHOOLS

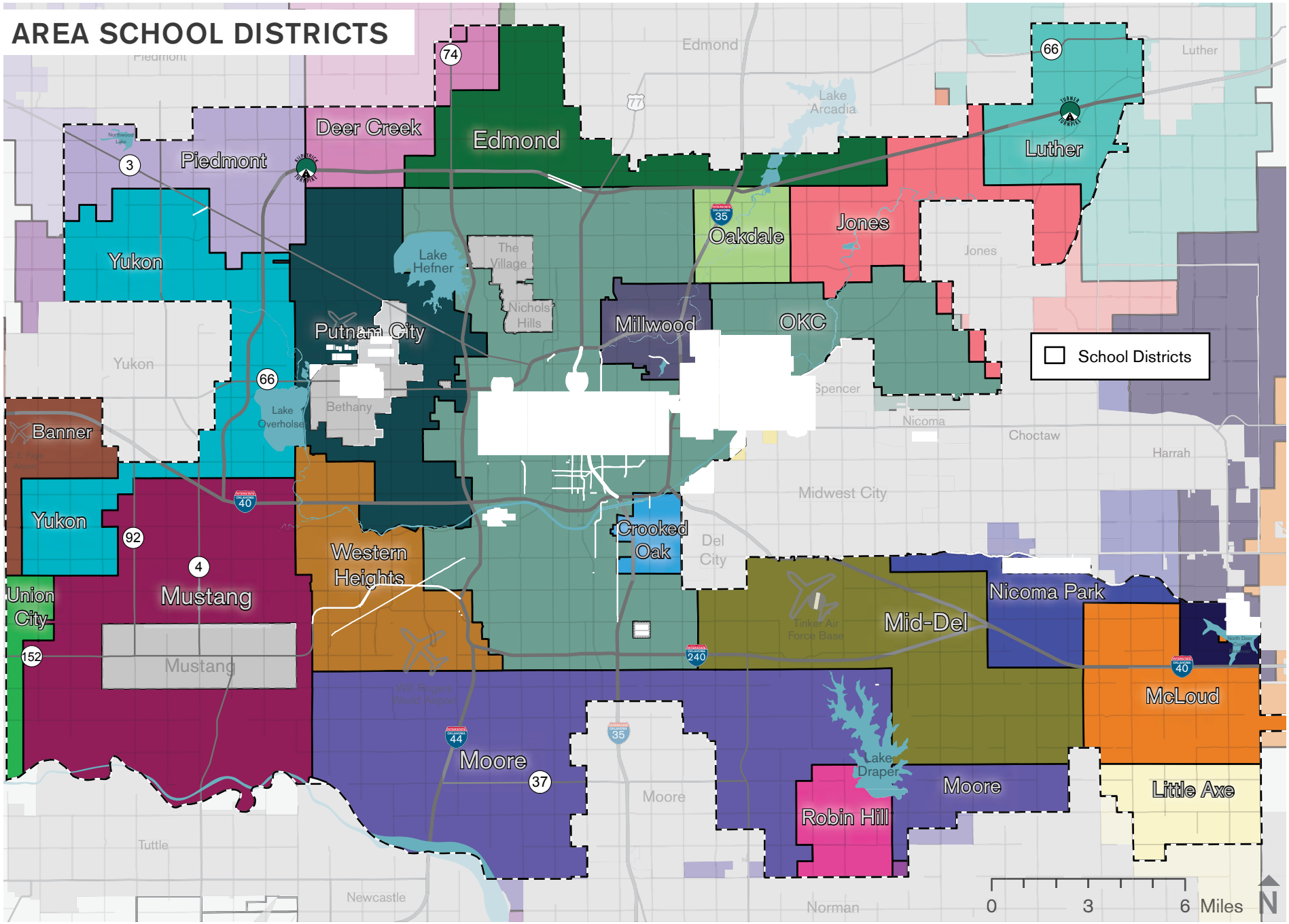
MAPS for Kids built new and rehabilitated existing school facilities in Oklahoma City during the past several years.

These concentrations create a vicious cycle of neighborhood effects. The relationship between household income and educational attainment is clear. Low attainment increases the potential for criminal activity, gang membership, and negative health outcomes. Classroom discipline problems erode the experience, increase homeschooling and online classroom practices, and reduce the social and community benefits of kids going to school together.

Some of the solutions frequently used to encourage higher achievers to stay in central city schools may create their own issues. Specialty schools, such as arts and science academies and magnet schools, pull the best students away from traditional middle and high schools, degrading the performance and other important indicators at those schools. High performing elementary schools that feed into average or low performing middle and high schools waste student potential and reverse advances made at earlier grade levels. Redistribution of students to attempt to equalize enrollment characteristics can lead to long transportation routes that increase costs and contribute to lower student performance.

High quality school districts are essential to many of our goals, including a healthy and productive population; compact, vital, and active neighborhoods and urban districts; and efficient and effective services.

AREA SCHOOL DISTRICTS



SCHOOL DISTRICTS IN OKLAHOMA CITY

Oklahoma City touches portions of 27 public school districts.

Animal Welfare. The Animal Welfare Division of Oklahoma City provides temporary shelter and humane disposition of unwanted or lost animals. The division processes 33,000 animals per year and provides public education and other support for pet owners. The number of pets in Oklahoma City is expected to increase from around 400,000 in 2010 to over 500,000 in 2025.

Stray animals pose threats to people, property, and other animals, and are at risk from disease and physical harm. A lack of public knowledge about how to deal with strays increases these threats. Easily accessible information is needed to show people how to respond to stray and injured animals, and provide information about the possibilities and rewards of animal adoption and other animal-related situations.

Service Efficiency Analysis

The service cost analysis calculated the difficulty for City services to be provided to each area of the city. This calculation is organized around the six largest departments of the City and relies on the expertise of the department staff and information about what is on the ground today. The analysis compares how a given location might be more or less challenging to serve than another location.

Public Safety. The maps on these facing pages illustrate the results of the service efficiency standards for fire and police services. Both departments must respond to citizen needs and emergencies at different locations from operational bases. While both fire and police have fixed facilities (fire stations and police substations), police add mobile operations through cruiser routes and pedestrian and bicycle-mounted police in high density urban sectors. Efficiency and effectiveness rely on three specific criteria:

1. Density: the number of homes or business locations that are located in and can be served within a contained area.
2. Contiguity: the proximity of a served area to existing development, to avoid gaps that add distance and travel time without adding service.
3. Connectivity: the ease of travel within and area.

Water and Sewer. Water and sewer efficiency can be evaluated and analyzed in ways analogous to public safety services. This analysis calculates the difficulty of providing utility services to various areas. However, the criteria for analyzing utility service are different from those that apply to police and fire. Water service efficiency analysis is based on two major factors:

1. The presence of existing water lines or the distances over which new lines would have to be constructed and maintained.
2. Variations in ease of service due to features such elevation or distance to raw water sources.

Sanitary Sewer. Unlike water services, sanitary sewer efficiency is highly related to topography. Thus, the sewer efficiency analysis responds to two principles:

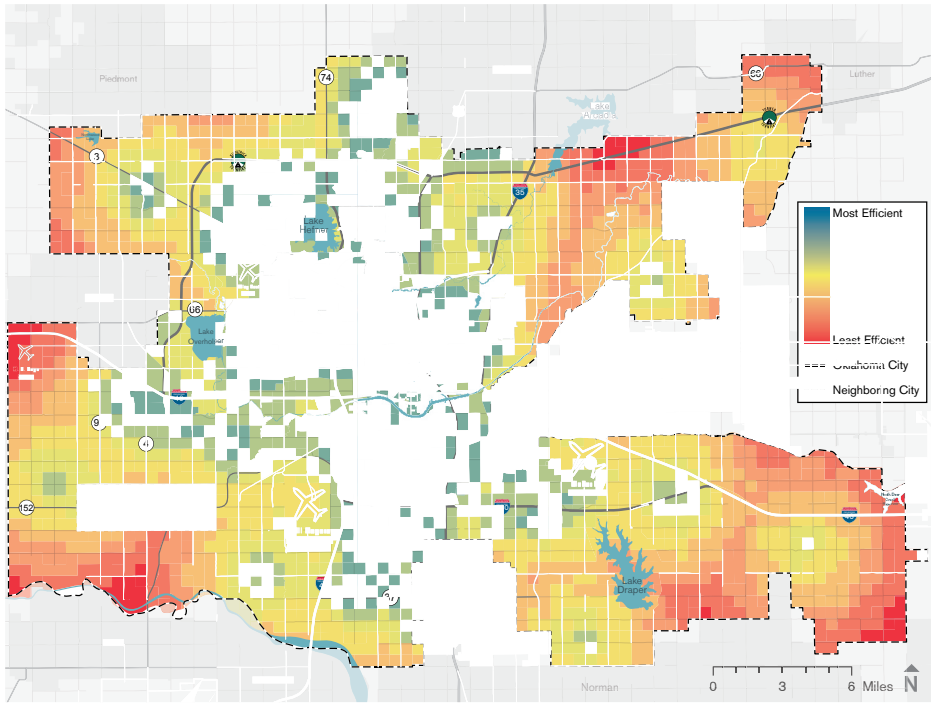
1. Gravity flow is superior to pressurizing, requiring far lower capital and long-term maintenance cost.
2. The capacity of each treatment plant to treat sewage and discharge effluent, influences the development potential and/or cost of all areas upstream from each plant.

The resulting sewer analysis sets priorities for areas that share a common low point for gravity powered flow of sewage, with adjustments for availability and potential for treatment capacity at that low point.

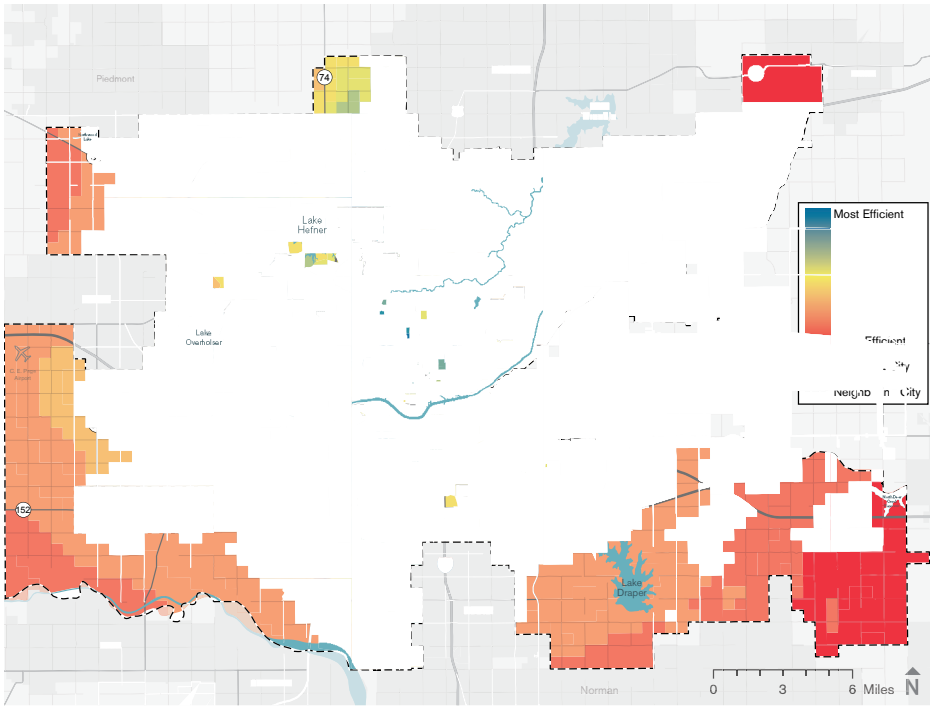




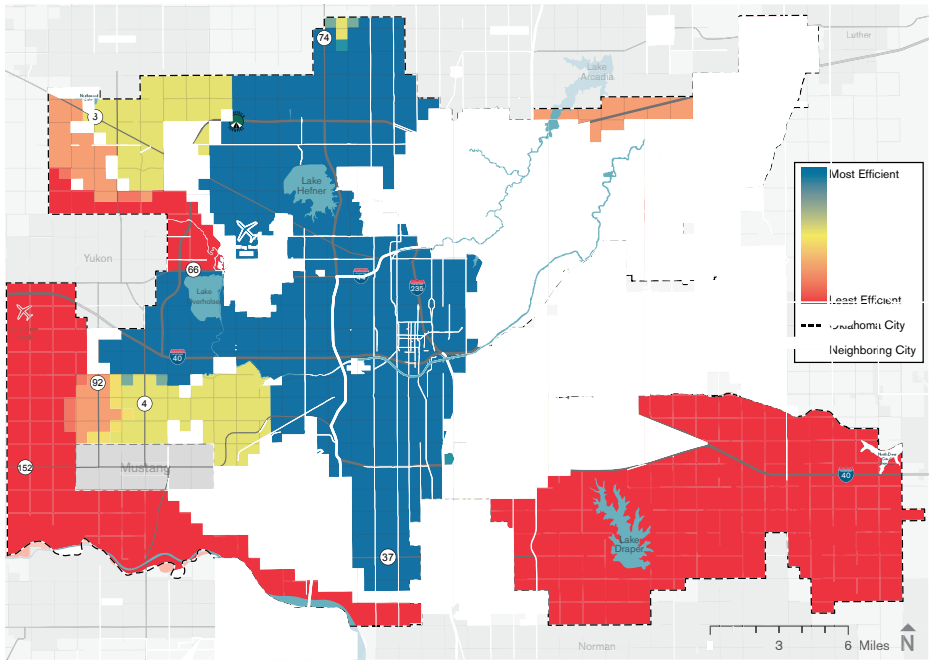




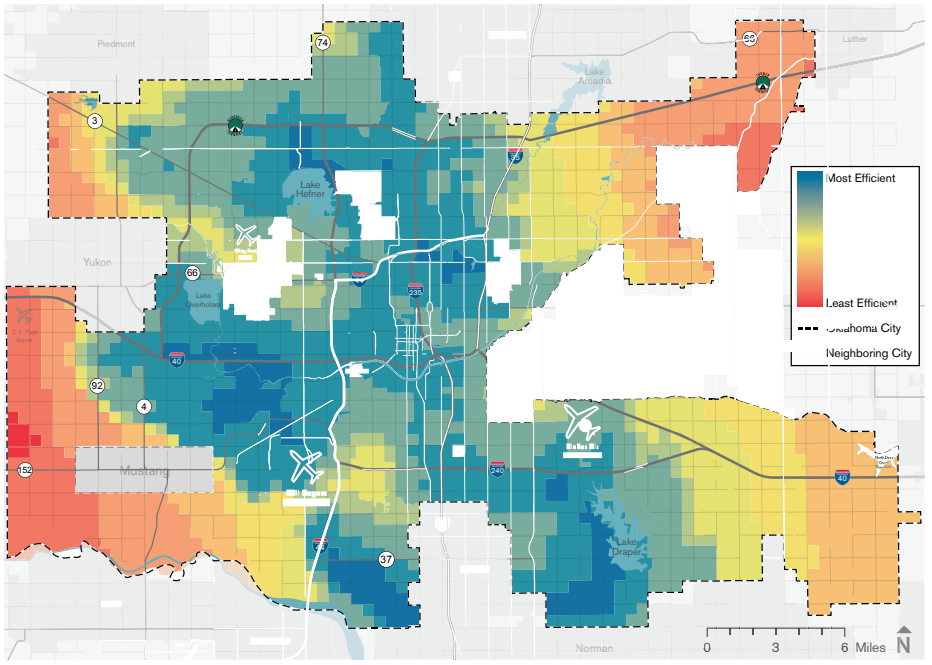
FIRE SERVICE EFFICIENCY MAP



POLICE SERVICE EFFICIENCY MAP



SEWER SERVICE EFFICIENCY MAP



WATER SERVICE EFFICIENCY MAP

Our Plan

The unifying goal for public services in Oklahoma City is to provide the service quality that citizens need at a cost that we can afford. The implications of larger development policies on costs of services is fundamental – decentralized development patterns increase the per capita cost of services and the status quo leads to a basic and unpleasant choice: either increase budgets or cut services. Developing efficiently adds a third and much better alternative: reducing the unit cost of services and creating the urban environment that citizens want. But within that large issue, there are many directions that also increase effectiveness. Preventing crime through neighborhood partnerships is far more productive and less expensive than pursuing it after it has occurred. Fire prevention saves risk to life and property, which again is far less expensive than responding to emergency situations. We do not control nature, but we can take measures in the human environment that save money, reduce distress, and advance human potential.

Our Goals

PUBLIC SERVICES

1. **Public services are provided in a manner that balances cost efficiency and levels of service.**

FIRE AND EMERGENCY MEDICAL SERVICES

2. **Oklahoma City's land use patterns contribute to the efficient and cost-effective delivery of fire and emergency medical services.**

POLICE

3. **Oklahoma City's crime prevention and intervention efforts are based on best practices and measurably contribute to low crime rates throughout the city.**
4. **Oklahoma City's land use patterns contribute to the efficient and cost-effective delivery of police services.**

EMERGENCY MANAGEMENT

5. **The City and its residents are ready and able to mitigate, respond to, and recover from a variety of disasters.**

SOLID WASTE AND RECYCLING

6. **Oklahoma City residents and businesses use recycling, composting, and other best practices to conserve limited resources and mitigate landfill needs.**

WATER AND SEWER

7. **City water and sewer service is efficiently provided to current and future populations in the urbanized area.**
8. **Drinking water supplies are protected and conserved.**

LIBRARIES

9. **Libraries in Oklahoma City are easily accessed and widely and frequently used resources valued by the community.**

PUBLIC EDUCATION

10. **Oklahoma City has superior public schools empowering youth and their families with the tools and life skills they need to achieve their full potential.**
11. **The quality and reputation of Oklahoma City area schools supports the development of a vibrant community.**

ANIMAL WELFARE

12. **Stray, neglected, and lost animals are handled humanely and quickly transitioned into safe homes.**

Our Initiatives

serveokc Initiatives	serveokc Goals 1	2	3	4	5	6	7	8	9	10	11	12
1. Design a safe city.		■	■	■	■							
2. Increase partnerships between police and communities to minimize conditions that encourage crime.			■									
3. Minimize damage and maximize resilience from emergencies.					■							
4. Build or finance municipal facilities strategically to direct growth.	■	■		■			■		■			
5. Manage solid waste efficiently.						■						
6. Reduce per capita water consumption.							■	■				
7. Provide quality, accessible library services.	■								■			
8. Create supportive learning environments.										■	■	
9. Educate to promote animal welfare.												■
10. Maximize service and staffing efficiency.	■											

The physical design of our city has a tremendous impact on public safety and hazard management. A well-designed city with well-designed neighborhoods can improve our ability to promote public safety, help prevent disasters, and allow efficient emergency response.

INITIATIVE 1

DESIGN A SAFE CITY

We will incorporate crime prevention principles into the City's design regulations and guidelines. Previous elements of the plan, including playokc and liveokc, introduced the concept of Crime Prevention Through Environmental Design principles (CPTED), which use common-sense design features to minimize opportunities for criminal activity. CPTED principles apply on a wide range of scales, from individual site vegetation choices to citywide development patterns.

Oklahoma City should incorporate CPTED principles into its design standards for development and redevelopment of public and private projects. Some cities (including Wichita, Kansas) have established ordinances that officially integrate CPTED principles into their design standards, while others use them as guidelines and adapt for their own use.

The City can encourage the use of CPTED principles through:

- Encouraging land use planning that mixes uses and extends hours of activity and "eyes on the street."
- Establishing neighborhood territoriality by which adjacent residents and businesses can monitor activity in the public realm. a mixture of uses in neighborhoods.
- Lighting and building design guidelines.
- Landscaping guidelines that avoid hidden places.
- Building code enforcement and resolution and elimination of chronic vacancy and structural deterioration.

The City's project review and approval process should include Police Department participation to provide specific public safety recommendations. The department should maintain an officer on staff with a specialty in CPTED and its principles. This staff member should also provide outreach to the development community to provide special training to builders, developers, and design professionals on safe community design.

Policies SE-1, SE-2, SE-3, SE-7, SE-8, SU-1, SU-11, C-5, C-7, C-18, C-28, C-30, C-32, L-3, L-6, L-7, P-22, and P-23 implement this initiative.

INITIATIVE 2

INCREASE PARTNERSHIPS BETWEEN POLICE AND COMMUNITIES TO MINIMIZE CONDITIONS THAT ENCOURAGE CRIME

We will implement cooperative programs with neighborhoods that both build local trust and engage and redirect at-risk youth. Public safety partnerships begin by working with neighborhoods to address and remove signs of neglect and alienation, both in the physical and human environments. It continues with building on the natural allegiances between a police department whose commitment is to protect and serve its citizens and citizens who need the security of safe neighborhoods to live and prosper. Finally, and perhaps most importantly, it involves the creativity and imagination to see young people as potential leaders rather than potential criminals. People often live up or down to expectations. Youth should be engaged in the process of becoming leaders, improving themselves and their neighborhoods. Law enforcement officers, in partnership with other organizations, are in an ideal position to lead that process.

Policies SE-4, SE-5, SE-6, L-1, L-2, L-3, L-4, L-5, L-6, and ST-25 implement this initiative.

INITIATIVE 3

MINIMIZE DAMAGE AND MAXIMIZE RESILIENCY FROM EMERGENCIES

We will implement land use and design policies that reduce the probability of loss of life and property and expedite response and reconstruction. Emergencies are inevitable and can never be fully prevented. But we will pursue a coordinated program to reduce their probability from avoidable causes and respond effectively when they do occur. We can reduce the probability of emergencies by building code revisions that limit threats from fire, weather, and other disasters; manage vegetation to reduce flammable vegetation around buildings and where urban and rural environments meet; and implementing the recommendations of the *Oklahoma City Hazard Mitigation Plan* (2012). Some high priority mitigation measures recommended by the plan include construction of safe-rooms and storm shelters, enhanced warning systems for potential hazards, regulation of development in the floodplain, and better stormwater management.



POLICE ATHLETIC LEAGUE EVENT

Kids celebrate a recent victory at the Fall PALs Soccer Tournament



Once emergency situations occur, quick response and rapid access become critical. A well connected transportation network promotes efficient emergency response by providing multiple route options and shorter travel distances between emergency sites and service providers. In catastrophic disasters like floods and tornados, an interconnected street network provides alternative ways in and out of affected areas. Just as the development review process must address public safety through CPTED standards, it should also address fire safety and emergency response criteria, using available sources like the National Fire Protection Association's Firewise Communities.

Policies SE-2, SE-3, SE-8, C-12, C-13, C-29, C-35, and ST-28 implement this initiative.

Utilities like water and sewer are preconditions for urban development, and, with transportation, are powerful tools that can direct growth. Utility construction and extension policies will help determine whether Oklahoma City is able to accommodate new growth opportunities in a more efficient and economically sustainable way.

INITIATIVE 4

BUILD OR FINANCE MUNICIPAL SERVICES STRATEGICALLY TO DIRECT EFFICIENT GROWTH.

We will provide City services in areas that create the most benefit for dollar spent and where market demand exists. New services should be provided in areas of the city are the most efficient to serve considering both operating costs and capital investments. In many cases, this will involve incremental infrastructure extensions in contiguous areas, or where a new drainage basin can be opened in areas where market demand and city growth goals coincide. Possible sources to demonstrate market demand include housing demand studies, employment land studies, retail strategies, land supply analyses, and system-wide study for specific services. The findings from these market studies should be incorporated into plan**okc** and used to inform General Obligation bonds, Capital Improvement Projects, and the land use plan.

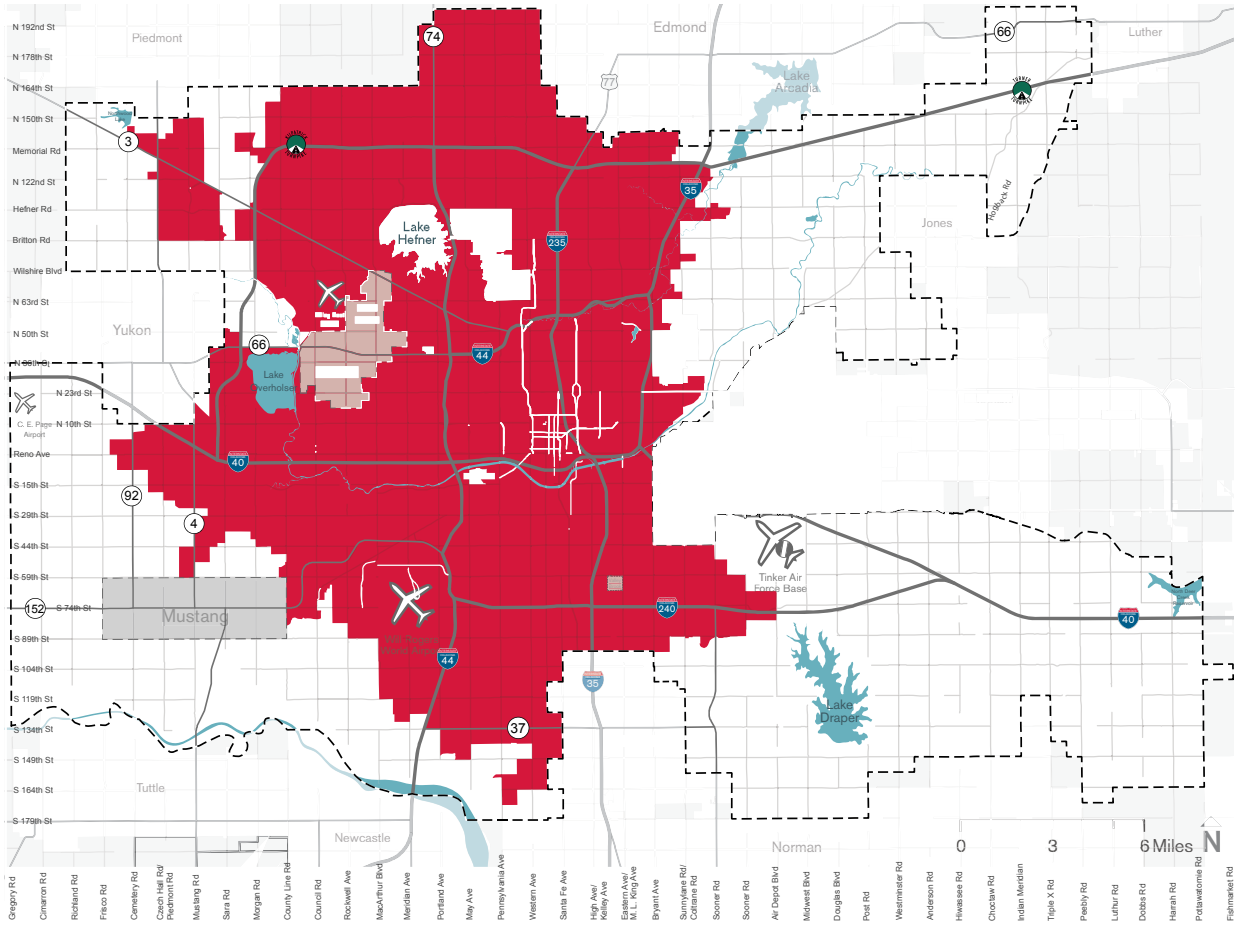
Public financing is a particularly important instrument for directing growth. In general, public financing should be directed to areas that promote plan**okc**'s overriding goal of healthy and sustainable development. For example, extending a strategic interceptor sewer that opens a basin to development may receive front-end public financing through revenue bonds.

When developing new areas, the City should ensure that services can support new development without diminishing service to existing neighborhoods. For example, the need to extend water to new development should not jeopardize the availability of fire suppression flow in existing neighborhoods.

We will use municipal utilities and services as catalysts to leverage neighborhood revitalization and redevelopment. Investments in infrastructure and City facilities support revitalization efforts by both targeting and preparing key areas for redevelopment. Improvements to infrastructure and City services should be correlated with redevelopment efforts, in order to provide accurate information to the private market regarding preferred land use locations, uses, and intensities.

Policies SE-9, SU-14, SU-15, SU-16, SU-17, ST-2, and ST-27 implement this initiative.

Efficient and coordinated management of our City services is critical to providing a quality product. Crime prevention, library service, education, solid waste, water, animal welfare, and overall efficiency can be improved through the following initiatives. Many of these initiatives reinforce each other – for example, better education opportunities can help reduce crime.



UTILITY SERVICE AREA

The area in red is currently served by both the city water and sewer systems.

INITIATIVE 5

MANAGE SOLID WASTE EFFICIENTLY

We will plan for mid- to long-term solid waste service. The City should contribute to the development and completion of the long-range solid waste study and incorporate applicable recommendations and policies into plan**okc**. A key element of the study should be addressing future landfill needs, with existing landfills scheduled for completion between 2022 and 2026. The study should consider whether service is best provided by private operators or municipal or regional entities. It should also address strategies to prolong the life of existing and future fills by reducing the waste stream.

We will encourage residents to divert waste from landfills. The City should implement aggressive programs to expand participation in recycling programs. These efforts should assess and improve the convenience of programs, making it as easy as possible for customers to participate on a routine basis; expand public relations and educational efforts on the benefits of recycling and the cost savings that can accrue to taxpayers. A waste reduction program should also coordinate with the county extension offices and neighboring jurisdictions to improve public outreach efforts about the benefits of backyard composting. Diverting recyclables and compost materials from the waste stream will lessen the strain on our landfills.

Policies SE-10 and SE-11 implement this initiative.

INITIATIVE 6

REDUCE PER CAPITA WATER CONSUMPTION

We will achieve a significant reduction in the amount of water used per person. Water is not overly abundant in the Oklahoma City area and the effects of climate change are uncertain, but not likely to produce more annual rainfall. Therefore, it is likely that at best, obtaining water will become more difficult and rates will increase. Water conservation benefits everyone and steps should be taken to stretch our resources. To this end, the City should identify and remove regulatory barriers related to such water conservation measures as rainwater harvesting, gray water irrigation, and other re-use strategies and practices. Public education programs should identify areas of unnecessary water usage and provide citizens with information on how to reduce individual usage.

The City can also lead the water conservation cause by example, by reducing potable water consumption at City facilities, such as City Hall or recreation facilities. Water conservation can be promoted through a combination of user education and facility modifications, such as installing low flow faucets.

Policies SE-12, SE-13, G-22, G-34, and G-35 implement this initiative.



RECYCLING

An important part of managing solid waste includes recycling discarded items that can be processed into raw materials for new products.



SQUEEZE EVERY DROP

Oklahoma City provides a variety of resources designed to help people save water.



CONCEPTS IN LIBRARY DEVELOPMENT

Neighborhood library integrated into a parking structure, Central West End in Saint Louis, MO.

INITIATIVE 7

PROVIDE QUALITY, ACCESSIBLE LIBRARY SERVICES

We will coordinate library service planning with investments in City facilities and neighborhood planning. Oklahoma City should partner with the Metropolitan Library System and the Oklahoma Department of Libraries to coordinate facility expansions, improvements, and new facility locations with other types of civic investments, such as schools, fire stations, and parks. This could allow for efficiencies through facility sharing or co-location.

New and remodeled libraries should support neighborhood planning goals by integrating themselves into their surroundings. The City should adopt design standards for both new and remodeled libraries that focus on integrating the building and site into the surrounding neighborhoods, thus increasing access to the libraries by walking, biking, and transit.

Policies SE-15 and SE-16 implement this initiative.

INITIATIVE 8

CREATE SUPPORTIVE LEARNING ENVIRONMENTS

We will form partnerships and implement efforts that create settings that advance educational achievement. The challenges facing Oklahoma City's public education system are daunting. The stakes of success are great, given the need to capitalize on the potential of our youth and the importance of quality schools in achieving this plan's overall goals. School policy and curriculum are far beyond the scope of planokc. But City policy can help provide safe and nurturing environments that remove at least some of the pressures and distractions that keep kids from learning. Both this element and liveokc address people's expectation to live in safe neighborhoods.

The City's Strong Neighborhoods Initiative (SNI) program, for example, can establish recreational, fire safety, public safety, and character building programs for schools. This program to create supportive environments includes initiatives discussed in previous elements – parks and recreational programs, neighborhood development, stabilizing social fabric, and many others. Direct partnerships with schools can also be extremely effective. The City can initiate strong connections between schools and the business community to improve education, training, and retraining. Finally, a city that includes 27 school districts and has helped fund projects in many of them can help initiate regional cooperation and some sharing of responsibilities.

Policies SE-17, SE-18, L-9, L-42, E-24, and ST-18 implement this initiative.

INITIATIVE 9

EDUCATE TO PROMOTE ANIMAL WELFARE

We will develop and distribute educational programs that increase public understanding of animals in the city. The City can promote animal welfare through public education programs that help the public understand how to deal with stray animals. Continued support of the animal shelter and its related programs can help rescued animals find the permanent homes they need.

Policies SE-19 and SE-20 implement this initiative.

INITIATIVE 10

MAXIMIZE SERVICE AND STAFFING EFFICIENCY

We will establish internal systems and referrals that maximize efficiency in providing public service. In all of its operations, the City should take steps that maximize staff efficiency. Many of these steps are relatively easy to accomplish. For example, providing public information and working with neighborhood organizations can help channel items such as code enforcement complaints to the proper department, rather than Police and Fire Departments, who do not have jurisdiction over this service. Coordination between utility providers as infrastructure is installed can save both time and money, and eliminate misdirection and duplication of efforts. Services that Oklahoma City provides to other jurisdictions by contract should be fully self-supporting to prevent unintended subsidization by City taxpayers. These and other efficiencies can save money, provide better service, and produce more satisfaction on the part of both staff and customers.

Policies SE-9, SE-15, SE-20, SE-21, SE-22, L-8, L-10, L-29, L-30, L-31, L-40, ST-31, and ST-32 implement this initiative.



CITY COUNCIL CHAMBERS

Elected officials face the everyday challenge of needing to provide high levels of service which enhance residents' quality of life while balancing conflicting priorities and fiscal realities.



policies & implementation

POLICIES & IMPLEMENTATION

EXPLANATION

The following Policies and Implementation chapter is organized by element and includes several columns to fully describe each policy, what goals and initiatives it addresses, and how it will be implemented.

- The **"Goals"** column indicates which goals each policy addresses.
- The **"Initiatives"** column associates each policy with one or more initiatives from the plan elements.
- The **"Type"** column classifies each policy by functions such as, among others, recommendations for a new process or procedure, or a recommendation to change an ordinance.
- The **"Responsible Party"** column lists the key organizations or groups responsible for policy implementation. Often more than one responsible party is listed. Bold text indicates primary responsibility if applicable.
- The **"Start By"** column specifies the time frame during which implementation of each policy would begin. Higher priority policies will be acted on sooner. The four options in this field are:
  - 2018: The responsible parties would start work any time between plan adoption and the end of 2018. These are the highest priority projects;
  - 2023: Work would begin before the end of 2023;
  - 2028: Work would begin before the end of 2028;
  - Ongoing: May apply to policy decisions the City abides by, actions that are being done continually, items that have already been started, or items that for some other reason a definite time frame is not applicable.

sustain**okc** (pages 129–157)
Polices SU-1–56 pages 299–312

connect**okc** (pages 159–184)
Polices C-1–49 pages 313–324

green**okc** (pages 187–209)
Polices G-1–53 pages 325–346

live**okc** (pages 211–226)
Polices L-1–51 pages 347–362

enrich**okc** (pages 227–242)
Polices E-1–44 pages 363–378

play**okc** (pages 243–259)
Polices P-1–37 pages 379–386

strengthen**okc** (pages 261–277)
Polices ST-1–36 pages 387–400

serve**okc** (pages 279–296)
Polices SE-1–24 pages 401–408

Policy #	Policy
SU-1	Encourage the integration and mixing of land uses in urban areas.
SU-2	Encourage the integration of different land uses in urban areas through the following means: • Promote the use of performance standards in place of existing zoning methods (which address incompatibility by separating uses). Performance-based regulations should focus on achieving compatibility between uses by addressing the following: ○ Noise, odors and air quality ○ Traffic and parking (allow flexible, but sufficient parking) ○ Site layout and building design ○ Waste ○ Safety ○ Lighting (glare control, placement, and shielding) ○ Delivery hours • Enhance transit service (bus and rail). • Prevent large areas of concentration of any particular land use such as multi-family or commercial.
SU-3	Enable increased densities as appropriate to individual land use typology areas by addressing financial incentives and disincentives through evaluating the feasibility of strategies such as: • Impact fees and/or transportation utility fees that vary by district according to actual cost; • Assessing solid waste charges according to actual cost; • Private solid waste services where it is impractical for the City to provide service such as in rural areas.
SU-4	Support diversity and integration of housing unit types and sizes in all land use typology areas in order to meet the diverse needs of households of different sizes, generational needs, incomes, and preferences. New residential subdivisions should achieve a mixture of housing types within a unified development.
SU-5	Amend the zoning ordinance to better accommodate the integration of various residential densities, building types, and styles.
SU-6	Create design standards and guidelines for the design, materials, shared amenities, and accessibility of high density urban residential development. Standards and guidelines should promote privacy and livability in a high density, mixed-use environment.

Goals	Initiatives	Type	Responsible Party	Start By
1 – 7 1, 3, 7 5, 8 1, 4, 7 4 3, 4 5 1 – 5, 10	1 1	Development Review	**Planning Department** Development Services Department	Ongoing
1 – 7 1, 3, 7 5, 8, 9 1, 3, 4, 5, 6, 7 4 2, 3 7 1, 2, 4	1, 2 5 7 8	Development Review Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Public Transportation & Parking Department	2018
1 – 7 1, 3, 7 5, 8 4, 7 4 2, 3 7 1, 2, 4	1 7	Policy Decision Process/Procedure	**City Manager's Office** Finance Department Planning Department Public Works Department Utilities Department	2023
1, 2, 3, 5 1 – 7 4 1 – 5	4 5, 7 2, 5	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 2, 3, 6 1 – 7 4 1 – 5	4 5, 8 2, 5	Ordinance/Subdivision Regulations	**Development Services Department** Planning Department	2018
1, 2, 3 3, 4 2 – 5 2 2 – 5, 7 1	4 4 3, 5, 7	Ordinance/Subdivision Regulations	Planning Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
SU-7	Evaluate existing regulations for effectiveness in promoting density and mixed-use development and in addressing surface parking. Develop a new urban design code for downtown and other key districts to promote healthy mixes of land uses that are compatible and complementary.
SU-8	Adopt subdivision regulations that ensure new neighborhoods meet the basic needs of residents while supporting an efficient development pattern. Regulations should cover: • Open space (passive and active), • Demonstration of sustainable funding levels for common area and facility maintenance costs, • Walkability and bikeability, • Internal and external street connectivity, • Block length, • Integration of uses, • Integration of a variety of home sizes, • Integration of a variety of unit types, and • Preservation of Environmentally Sensitive Areas. Regulations could be based on a point scale to allow flexibility, while still requiring basic minimum thresholds be met. New regulations should remove the existing requirement for development in Rural LUTAs to connect to water and sewer systems and establish a minimum one-acre lot size for lots with on-site sewer treatment.
SU-9	Revise subdivision and zoning regulations to allow increased densities as appropriate. For example, density potential could be increased by allowing "cottage" or "pocket" neighborhoods and accessory dwelling units (additional dwelling units allowed on owner-occupied properties) where appropriate.
SU-10	Mitigate negative impacts of compactness by: • Updating nuisance code to better address noise, smell, vibration, property maintenance, panhandling, animal control, delivery hours limits, and other possible negative effects • Updating the sign ordinance to reduce visual clutter
SU-11	In order to promote compatibility between different uses, establish standards and guidelines that ensure all developments are pedestrian-friendly and human scale at street frontages and property lines.

Goals	Initiatives	Type	Responsible Party	Start By
1 – 7 1, 3, 7 5, 8 3, 4, 7 2 – 5 3 4 2, 4	1, 4, 6, 8, 9, 10 4	Ordinance/Subdivision Regulations	**Planning Department**	2018
1 – 7 1, 3, 6, 7 1, 2, 5, 8 1, 3 – 7 2 – 5 2, 3 2 – 5, 7 1, 2, 4	1, 4, 11, 12 1 5, 8 4 8 5, 7	Ordinance/Subdivision Regulations	**Planning Department**	2018
1 – 7 1, 3, 7 5, 8 3, 4, 7 4 3 2, 4	1 5	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2023
1 – 7 1, 3, 7 1, 5, 8 1, 4, 7 1 – 5 3 2 – 5 2, 4, 7, 11	1, 2, 3 4 3	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018
1 – 7 1, 3, 7 5, 8 1, 4, 7 2 – 5 3, 4 4, 5 1 – 5, 10	1, 8 4 1	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018

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Policy #	Policy
SU-12	Increase the viability of townhomes and condominiums as housing products by: • Adopting and supporting new local and state laws to increase consumer protection for condos and townhomes (e.g., better funding mechanisms and maintenance enforcement for common areas). • Requiring developers to demonstrate sustainable funding levels for common area and facility maintenance costs.
SU-13	In order to accommodate desires for large-lot development in Urban Reserve areas, implement innovative techniques such as build-through acreages (otherwise known as shadow platting or ghost platting) that permit interim large-lot development of a site or a portion of a site with a master plan that achieves an overall future density target for urban development.
SU-14	Prioritize and concentrate development where facilities, infrastructure, and services have capacity and in areas where the Police and Fire Departments are best able to respond. Guide the location and timing of development through the proactive and strategic installation of infrastructure.
SU-15	Use one or more of the following methods to ensure infrastructure and facility capacities are adequate for proposed development: • Ongoing master planning to determine the necessary water, sewer, and road infrastructure to serve development. • An impact fee system that collects funds for specific areas as they develop and installs needed infrastructure in a timely manner. • Use of special service districts to ensure appropriate levels of service, sufficient revenue, and timely installation of infrastructure and facilities for each district. • Require developers to construct or fully fund infrastructure or other improvements needed to serve their development, with reasonable accommodation for future adjacent or nearby development. • Require developers to wait until the City (or the State as the case may be) constructs the infrastructure needed to serve their development. • For development proposed in areas not currently within one-half mile of existing water infrastructure, require a service area study to first be completed to determine the best method for providing water to the service area.
SU-16	For development proposed in areas not currently within a sanitary sewer drainage basin, a drainage basin study should first be completed to determine the best method for sanitary sewer service.

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3 3, 4 4 2, 3, 4, 5	4 5 5	Legislative Initiative Ordinance/Subdivision Regulations	**Planning Department** City Manager's Office Development Services Department	2028
1, 6	11	Ordinance/Subdivision Regulations	**Planning Department**	2018
1 – 7 1, 3, 7 1, 5, 8 1, 4, 7 1, 4 1, 2, 3 2, 5, 7 1, 2, 4, 7, 9, 11	1, 2, 3, 11 7 4	Development Review Policy Decision	**Planning Department** Development Services Department Finance Department Fire Department Parks & Recreation Department Police Department Public Transportation & Parking Department Public Works Department Utilities Department	Ongoing
1, 6 1 1, 2 6, 7 1, 2, 4, 7, 9	11 2 7 4	Ordinance/Subdivision Regulations Policy Decision Process/Procedure	**Planning Department** City Manager's Office Development Services Department Finance Department Fire Department Police Department Public Works Department Utilities Department	2018
1, 6 1 1, 2 7 1, 2, 4, 7, 9	11 7 4	Development Review Ordinance/Subdivision Regulations Policy Decision Process/Procedure	**Utilities Department**	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
SU-17	Create and implement small area plans for neighborhoods or districts with special strategic importance or complications related to development or redevelopment.
SU-18	Identify priority areas where the City can maximize private investment by providing public infrastructure and amenities including: • Transit; • Parks, trails, sidewalks; • Streets; • Arts and cultural facilities.
SU-19	Encourage redevelopment and infill development on vacant, underutilized, and brownfield sites in urbanized areas.
SU-20	Catalyze infill development on vacant, underutilized, and brownfield sites in urbanized areas by: • Investing in infrastructure improvements; • Improving multi-modal transportation networks; • Improving parks and open spaces; • Improving schools and other civic resources; • Exploring innovative methods such as: ○ A public-private partnership to purchase problem properties in target areas and build or rehabilitate homes while improving infrastructure and amenities ○ An infill house plan program similar to Sacramento or Milwaukee • Identifying and removing barriers to rehabilitation and/or replacement of residential buildings. • Establishing a position in the City to facilitate medium- and large-scale redevelopment projects through the development process by guiding interactions with City departments, allied agencies, and utility companies.
SU-21	Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.

Goals	Initiatives	Type	Responsible Party	Start By
1 – 3, 5 1 1 1, 4, 5, 6, 7 1, 4 1 1, 2, 3, 4, 5, 6 1, 2, 4, 7, 9, 11	3, 5 7 4, 8 4	Process/Procedure	**Planning Department** Public Works Department Police Department Neighborhood Alliance	2018
1, 2, 3, 5 1 1, 4, 7 1, 4 1 – 6 2, 4, 11	3 4, 8	Policy Decision Process/Procedure	**Planning Department** Parks & Recreation Department Public Transportation & Parking Department Public Works Department Utilities Department	2028
1, 2, 3, 5 1, 5, 9 1 – 7 1, 4 2 1 – 5, 7 1, 2, 4, 11	3 5 7 2, 5, 6, 7	Development Review	**Planning Department** Development Services Department	Ongoing
1, 2, 3, 5 1 1 – 7 1, 4 2, 4 1 – 7 1, 2, 4, 11	3 2, 7 2, 5, 6, 7, 8	Capital Improvements Ordinance/Subdivision Regulations Policy Decision Program/Partnership	**Planning Department** Neighborhood Alliance Parks & Recreation Department Public Transportation & Parking Department Public Works Department School Districts	2018
1, 2, 3, 5 1 1 – 7 1, 4 2, 4 1 – 7 1, 2, 4, 11	3 2, 7 2, 5, 6, 7, 8	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing

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Policy #	Policy
SU-22	Ensure the ongoing compatibility and appropriateness of development in Planned Unit Developments (PUDs) and Simplified Planned Unit Developments (SPUDs) by: • Exploring the establishment of expiration dates for PUDs and SPUDs that have not been initiated after a certain period of time; • Establish a procedure to ensure PUDs build-out according to approved plans.
SU-23	Prioritize maintaining the strength of existing commercial nodes and corridors over providing new areas for commercial development.
SU-24	Continue promoting the re-use, redevelopment, and revitalization of low-performing or declining commercial areas.
SU-25	Favor commercial development clustered in nodes at arterial or collector intersections or along brief "main street" style corridors over commercial development extending in a linear pattern for long distances along highway, arterial, or collector corridors.
SU-26	Incentives for new regional retail development should only be considered if the proposed project truly creates a new regional destination for the city and does not significantly cannibalize sales from existing Regional Districts.
SU-27	Regional-, community-, and neighborhood-scale retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores that draws on the following principles: • Concentrate access for new retail development at shared primary entrance points. Primary entrance points should be aligned with access points immediately across intersecting roads. Limit curb cuts on primary highways and arterials. • Provide pedestrian circulation, including sidewalks and median breaks along interior and exterior fronting roads and within parking lots. • Encourage coordinated development of retail centers in order to facilitate internal pedestrian and vehicle circulation and optimal center performance.
SU-28	Commercial buildings should be built at the street rather than behind a parking lot in order to promote pedestrian circulation, multipurpose shopping trips, and walkable and attractive streetscapes. Large-scale commercial buildings with parking in front should screen parking lots with the coordinated development of out-parcels (pad sites) and with landscaping.
SU-29	Amend the landscape ordinance to increase the number of trees and landscaped islands required in parking lots.
SU-30	New neighborhood-scale retail should be located within new residential growth areas to serve daily shopping needs and limit trip distances. In newly developing areas, this retail format is preferred to the existing linear development patterns along arterials.

Goals	Initiatives	Type	Responsible Party	Start By
1 – 7 1, 3, 7 5, 8 4, 7 4 3 2, 4	1	Ordinance/Subdivision Regulations	**Development Services Department** Planning Department	2023
1, 2, 3, 5 1, 4 – 7 1, 4 2 4, 6, 7 1	5 7 7	Development Review Policy Decision	**Planning Department** City Manager's Office Development Services Department	Ongoing
1, 2, 3, 5 1, 3 – 7 1, 4 2 2 – 7 1	5 7 5, 7, 8	Development Review Policy Decision	**Planning Department** City Manager's Office Development Services Department	Ongoing
1, 3, 5 4, 5 4	6	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 2, 3, 5 1, 4 4, 6	5	Development Review Policy Decision	**City Manager's Office**	Ongoing
1, 2, 3, 5 1, 2 1, 4, 5 4, 6	5, 6 5	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 3, 5 2, 4, 5 3, 4, 5	6 3	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 3, 5 2, 4, 5 3, 4, 5	6 5 3	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018
1, 3, 5 4, 5 4	6	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing

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Policy #	Policy
SU-31	Neighborhood-scale retail should be developed at the median breaks or intersections of major or minor connectors.
SU-32	Wayfinding mechanisms and other placemaking features should be strongly encouraged in new and existing commercial districts.
SU-33	Support development of land designated for large employers and employment centers within the Employment Reserve LUTA, using the following strategies: • When major infrastructure is extended to allow specific properties to develop in an Employment Reserve area, the City should place a condition on the land (through a development agreement) limiting future development to employment uses. • Guide employment land development through the proactive and strategic installation of infrastructure to accomplish the large-site employment land inventory objectives outlined in the Employment Land Needs Assessment & Action Plan.
SU-34	Develop design standards and guidelines for industrial development. Standards and guidelines should address: sensitive design and placement of buildings; screening or prohibiting outdoor storage; parcel sizes which allow for long term expansion for individual users; special landscaping requirements addressing screening and landscaping adjacent to residential areas and along highway and arterial streets; standards for the suitable location, orientation and screening of loading bays; and buffering treatments for truck access points.
SU-35	Avoid placing heavy industrial uses on borders of industrial areas to avoid conflicts with adjacent development.
SU-36	Direct oil drilling in industrial areas to locate equipment and facilities near major streets so as to keep interior areas free of obstructions that could hinder industrial development.
SU-37	Enhance Downtown Oklahoma City's prominence by maintaining and increasing its role as the major business center, establishing it as a major urban residential center, and focusing on developing retail, office, entertainment, and arts and cultural uses.
SU-38	Prohibit new single-use, on-street commercial surface parking lots from locating Downtown and create incentives for the redevelopment of existing commercial surface parking lots with appropriately-scaled infill development.
SU-39	Provide incentives for developers to build parking garages in high density areas. Include design requirements for projects receiving incentives.
SU-40	Continue to pursue a full scale downtown grocery store or a natural food grocer by: • Increasing the amount of downtown housing • Conducting a market study to quantify existing and future potential • Promoting downtown to potential store operators • Providing incentives such as land, infrastructure, or sales tax rebates, and allowing for mixed-use (vertical) integration with other uses including, but not limited to, residential.

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 5 4, 5 4	6	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 2, 3, 5 1, 4, 5 4, 6	5, 6	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 4 1, 6	7 1	Capital Improvement Policy Decision Process/Procedure Program/Partnership	**City Manager's Office** The Alliance for Economic Development Planning Department Public Works Department Utilities Department	Ongoing
1 – 4 2 – 5 1, 4	7 4	Ordinance/Subdivision Regulations	Planning Department	2018
1, 4 1	7	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 4 1	7	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 2, 3, 5 7 4 1, 3, 4, 5	8, 10 4	Development Review Policy Decision	**Planning Department** City Manager's Office	Ongoing
1, 3, 5 4	9	Ordinance/Subdivision Regulations	Planning Department	2028
1, 3, 5 2, 4, 5 4	9 5	Process/Procedure Program/Partnership	**Planning Department** The Alliance for Economic Development City Manager's Office	2028
1, 2, 3, 5 7 4 4	8	Policy Decision Program/Partnership	**City Manager's Office** The Alliance for Economic Development Planning Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
SU-41	Work to establish a critical mass of retail uses in the downtown area. A lifestyle center or mixed-use town center presents the most viable option for a major infusion of retail into downtown.
SU-42	Encourage development of new educational and childcare facilities downtown to accommodate families with children that work and/or live downtown.
SU-43	In Downtown and adjacent areas, encourage the development of affordable housing for moderate-income households through incentives or requirements such as: • Requiring a percentage of units in all new apartment and condominium developments to be affordable to working households with incomes of 80 to 100 percent of the area median family income as defined by the U.S. Department of Housing and Urban Development. Developments may be exempted through payment of an in-lieu fee to go towards development of affordable housing. • Establishing a density bonus program where appropriate. • Establishing financial incentives for development of affordable housing.
SU-44	Preserve existing rural residential character while pursuing optimal use of existing infrastructure in rural areas.
SU-45	Ensure that development in rural areas is consistent with local design and scale and does not detract from the open character of the landscape.
SU-46	Support limited amounts of commercial in rural areas appropriate to the needs of rural residents and passersby. Commercial uses in rural areas should be located in small clusters either on uninterrupted arterials or at freeway interchanges.
SU-47	Encourage unified planning for all adjoining land owned or controlled by a project's developer to ensure proper circulation and land use relationships.
SU-48	Higher density multifamily development should be located in areas near employment or educational centers where street and transit systems have, or will soon have capacity to support the added trips.
SU-49	Avoid concentrations of apartment complexes. Instead, integrate multifamily units into neighborhoods with mixes of housing types or in mixed-use developments.

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 5 1, 3 – 6 7	10 4, 8	Process/Procedure Program/Partnership	**City Manager's Office** Greater Oklahoma City Chamber of Commerce Planning Department	2023
1, 2, 3, 5 4 7 4	8	Development Review Policy Decision	**Planning Department** Development Services Department	Ongoing
1, 2, 3, 5 3, 4, 7 4 4	8 4, 5	Ordinance/Subdivision Regulations Policy Decision Process/Procedure	**Planning Department** City Manager's Office	2028
1, 6	11	Development Review	**Planning Department** Development Services Department	Ongoing
1, 6	11	Development Review	**Planning Department** Development Services Department	Ongoing
1, 6	11	Development Review	**Planning Department** Development Services Department	Ongoing
1 – 7 4, 5 1, 2, 3, 7 3 5, 8 4 4, 7 2, 4	1, 6 5	Development Review Ordinance/Subdivision Regulations	**Planning Department** **Development Services Department**	Ongoing
1 – 4, 6 2, 4, 7	2	Development Review	**Planning Department** Development Services Department	Ongoing
1 – 4, 6 1, 2, 5 2, 3, 4 2, 4, 7	2, 4 5 2	Development Review	**Planning Department** Development Services Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
C-1	Coordinate the design, development, expansion, and/or investment in transportation projects with the Land Use Typology map.
C-2	Require traffic impact analyses with all comprehensive plan amendment requests to change to a higher intensity LUTA.
C-3	Require the construction of new streets, streetscapes, and street widening projects to implement the design components of the assigned street typologies established in this plan.
C-4	Revise Subdivision Regulations and development standards to reflect the street typology standards.
C-5	Establish a process for existing neighborhoods to request traffic calming, including how to evaluate the request, select the appropriate type of calming treatment, and fund recommendations.
C-6	When approving projects that improve the level of service for vehicular traffic, ensure they do not negatively impact the walkability or bikeability of the area.
C-7	Require sidewalks on both sides of all streets in urban LUTAs and in the Rural Residential LUTA for subdivisions with densities greater than 1 unit per acre.
C-8	Maintain existing alleys or construct new alleys where feasible to provide trash collection service and parking behind primary buildings and minimize curb cuts along the primary street frontage.

Transportation

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 5, 6, 7 · 4 1, 2, 3, 4, 5, 6, 7 · 3 5, 8 · 2, 4, 7 4, 6, 7	1 1, 2	Capital Improvements Policy Decision	**Planning Department** Association of Central Oklahoma Governments Public Transportation & Parking Department Public Works Department	Ongoing
1, 2 · 3 1, 2, 3, 4, 6 · 2, 4, 7 6	1 2	Policy Decision	**Planning Department** Development Services Public Works Department	Ongoing
1, 2, 3, 4, 5, 7 · 4 1, 2, 3, 4, 5, 6, 7 · 3 4, 5, 8 · 2, 4 4, 6, 7	1, 4 1	Capital Improvement Policy Decision Process or Procedure	**Planning Department** City Manager's Office Public Works Department	Ongoing
1, 2, 3, 7 · 4 1, 2, 3, 4, 5, 6, 7 · 3 5, 8 · 2, 4, 7 4, 6, 7	1 1, 2	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018
1, 2 · 4 6 · 5 1, 3, 4, 5, 6, 7 · 1, 2, 3, 4, 5, 10 4	3 2, 8 1	Capital Improvement Policy Decision Program/Partnership	**Public Works Department** Neighborhood Alliance Planning Department	2023
1, 2, 3, 5, 7 · 6 4	4	Capital Improvements Policy Decision	**Public Works Department** Planning Department	Ongoing
1, 2 · 3, 4 1, 6 · 5 1, 3, 4, 5, 6, 7 · 1, 2, 3, 4, 5, 10 4	1 2, 8 1	Development Review Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Public Works Department	Ongoing
1, 2, 3, 5, 7 · 4 1, 2, 3, 5 · 1, 2, 4, 10 7	2 9	Policy Decision Development Review	**Development Services Department** Planning Department Public Works Department	Ongoing

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Policy #	Policy
C-9	Maintain historical lot and block sizes where possible and appropriate.
C-10	Maintain the traditional grid street pattern where it currently exists, reconnect it where possible, and keep alleys open and functioning. When improving older streets in neighborhoods, maintain original street widths and curb radii.
C-11	Improve the functionality and efficiency of the street network by: • Providing direct connections from residential developments to nearby places and to each other. • Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development. • Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks. • Reducing block sizes and use of dead-end streets. • Maintaining the existing street grid to preserve connectivity and mobility options.
C-12	Revise subdivision regulations to include connectivity standards and guidelines that require greater street connectivity, and provide allowances for pedestrian and bicycle connections when street connectivity cannot be made.
C-13	Prioritize opportunities to restore and reconnect the street grid.
C-14	Establish regulations that require pedestrian connections between new commercial development and adjoining residential areas.
C-15	Modify Subdivision Regulations to require new development adjacent to public trails to provide sufficient connections to the trails.
C-16	Prioritize construction of pedestrian and bicycle facilities that improve connectivity and eliminate gaps in the transportation network.

Transportation

Goals	Initiatives	Type	Responsible Party	Start By
1, 2 1 6 1, 3, 5 3	1 1	Policy Decision Development Review	**Development Services Department** Planning Department Public Works Department	Ongoing
1, 2, 3, 5, 7 1, 2 7 1, 3, 5 1, 2, 4, 10	2 1	Policy Decision Development Review	**Development Services Department** Planning Department Public Works Department	Ongoing
1, 2, 3, 5, 7 1, 2 5, 9 1, 4, 7 4 4 5 1, 2, 4, 10	2 5 2	Development Review Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Public Works Department	Ongoing
1, 2, 3, 5, 7 1, 2, 6 1, 3, 4, 5, 6, 7 4 4 5 1, 2, 4, 5, 10	2 11 2, 8 3	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018
1, 2 5, 9 4 2, 5	5 5 3	Capital Improvement	**Planning Department** City Manager's Office Public Works Department	Ongoing
1, 2, 3, 4, 5, 7 1, 3, 5, 6 1, 3, 4, 5, 6, 7 4, 5 4	19 6 8	Development Review	**Development Services Department** Planning Department	2018
1, 3, 6, 7 1 6 3	16 8	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Parks & Recreation Department	2018
1, 3, 4, 5, 6 5, 9 2	12, 13 5	Capital Improvement Policy Decision	**Public Works Department** Planning Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
C-17	Update, implement, and maintain the currency of the 1997 Oklahoma City Trails Master Plan.
C-18	Create a standards for trails based on industry standards, "Crime Prevention Through Environmental Design" principles, expected use, and surrounding land uses.
C-19	Create a standardized sign program for trails which unifies the trails and allows for each trail identity to be unique.
C-20	Identify areas that could be used to establish a greenbelt network throughout the City that connect major employment centers, commercial sites, parks, and key locations within major residential neighborhoods. Use the greenbelt as the backbone for a bicycle trails network which all other bicycle trails feed into.
C-21	Market the trails system as a transportation and recreation system to residents and visitors.
C-22	Set level of service goals and adopt standards to improve the performance of pedestrian, bicycle, and transit facilities. Emphasize pedestrian, bicycle and transit infrastructure in street widening designs.
C-23	Increase the miles of bike lanes by: • Including bicycle lanes in future road widening, reconstruction, and resurfacing projects; and • Adding bicycle lanes to streets that have sufficient capacity.
C-24	Create and implement a citywide bicycle and pedestrian master plan that addresses riders of all levels.
C-25	Require the placement of secure, properly positioned bicycle parking within multi-family and commercial development, and in all public parking garages.

Transportation

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 4, 6, 7 6 1 3	15, 16 8	Capital Improvement	**Planning Department** MAPS Office Parks & Recreation Department	Ongoing
1, 4, 6 3, 4 1, 6 4, 5 4 1, 2, 3, 4, 5, 10	15, 17 9 1	Policy Decision	**Parks & Recreation Department** MAPS Office Planning Department	2018
1, 4, 6	15	Policy Decision	**Parks & Recreation Department** Public Works Department	Ongoing
1, 4, 5, 6 3 4, 5, 9 4 6	11, 15 5	Capital Improvement Policy Decision Process or Procedure Ordinance/Subdivision Regulations	**Parks & Recreation Department** Planning Department	2023
1, 4, 6 5, 9	15 5	Policy Decision	**Planning Department** Parks & Recreation Department Public Information & Marketing	2028
1, 2, 3, 5, 7 4 6	4	Policy Decision Process or Procedure	**Planning Department** Parks & Recreation Department Public Transportation & Parking Department Public Works Department	2018
1, 5, 6	12	Capital Improvement Policy Decision Program/Partnership	**Public Works Department** Planning Department	2018
1, 4, 5, 6 3 4 4 6	11, 14	Policy Decision Program/Partnership	**Planning Department**	Ongoing
1, 4, 5, 6 3 4 4 6	11	Ordinance/Subdivision Regulations Development Review	**Development Services Department** Planning Department	2018

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Policy #	Policy
C-26	Enhance the safety and walkability of the sidewalk network through: • Establishing a citywide bicycle and pedestrian master plan that includes an inventory of sidewalk locations and conditions, and priorities for enhancement. • Implementing sidewalk improvements through future bond issues, CIP projects or other sources of funding as prioritized in the citywide bicycle and pedestrian master plan. • Maintaining currency of the citywide bicycle and pedestrian master plan. • Explore the feasibility of the City assuming responsibility for sidewalk maintenance.
C-27	Establish requirements for providing alternate pedestrian routes when construction activity prohibits use of existing facilities.
C-28	Establish access management requirements that limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency.
C-29	Change subdivision regulations to determine the number of entries into a residential development based on number of lots in order to improve connectivity of the roadway network and emergency response.
C-30	Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency.
C-31	Share parking among contiguous developments.
C-32	Ensure proper access to and between subdivisions in order to offer a choice in routes for residents, multiple access points for emergency responders, and to reduce vehicle congestion at arterial intersections. Contiguous developments should share access whenever feasible.

Transportation

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 6, 7 3, 6 1 3 6, 7 4	18, 20 8 8	Capital Improvements Policy Decision	**Planning Department** Public Transportation & Parking Department Public Works Department	2018
1, 6 3 7 4	18	Ordinance/Subdivision Regulations Policy Decision	**Public Works Department** Development Services Department Planning Department	2018
1, 2 5 1, 6 5 1 1, 2, 3, 4, 5, 10 4	5 11 1	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Public Works Department	2023
1, 2, 3, 5, 7 1, 2, 6 5, 9 1, 3, 4, 5, 6, 7 4 1, 2, 4, 5, 10	2 11 5 8 3	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Fire Department Police Department Public Works Department Utilities Department	2018
1, 2 4 1 5 4 1, 2, 3, 4, 5, 10	5 1	Development Review	**Planning Department** Development Services Department	2023
1, 2 4, 5 1, 3, 5 3 6 4	1, 5 6	Development Review	**Development Services Department** Planning Department	2018
1, 2 4 1 5 4 1, 2, 3, 4, 5, 10	5 1	Development Review	**Development Services Department** Planning Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
C-33	Revise development standards to require sidewalks and transit stops along existing and planned transit routes.
C-34	Develop design standards for bus stops and transit stations that consider location, make connections to sidewalks and bicycle routes/trails, and provide safe, comfortable, and attractive waiting areas for riders.
C-35	Support the creation of a regional transit authority and pursue the establishment of a dedicated funding source, such as sales tax or property tax to achieve long term transit service goals.
C-36	Increase frequency and time of transit operations to ensure adequate, convenient and safe service for visitors, employees, and residents.
C-37	Focus transit improvements in high density areas with high ridership potential and along express routes that move people to activity nodes and downtown.
C-38	Implement policies and strategies recommended in the 2013 COTPA Transit Service Analysis.
C-39	Develop an urban rail and/or bus rapid transit system to connect downtown with strategic corridors and nodes.
C-40	Identify and prioritize freight infrastructure projects that are needed to maintain mobility and enhance the city's (and region's) economic competitiveness.
C-41	Initiate a long-range planning process for the expansion of the BNSF freight corridor.
C-42	Work with the Association of Central Oklahoma Governments to implement the Early Action Compact to mitigate air quality issues.

Transportation

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 7 6	9	Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Public Transportation & Parking Department Public Works Department	2018
1, 3, 4, 7, 8 6	8, 9	Ordinance/Subdivision Regulations Policy Decision	**Public Transportation & Parking Department** Public Works Department	2018
1, 3 4 5, 9 2, 5	6 5 3	Policy Decision Regional/External Agency Coordination	**Public Transportation & Parking Department** Association of Central Oklahoma Governments City Manager's Office Planning Department	2018
1, 3, 8 5, 9	7 5	Policy Decision	**Public Transportation & Parking Department**	Ongoing
1, 3, 8	7	Policy Decision	**Public Transportation & Parking Department**	2023
1, 3, 8 5, 9	7 5	Capital Improvement Policy Decision	**Public Transportation & Parking Department**	Ongoing
1, 3, 8 5, 9	7 5	Capital Improvement	**Public Transportation & Parking Department** Planning Department	2028
1, 2, 9 3 1 1 6	1, 21	Capital Improvement Policy Decision Regional/External Agency Coordination	**Planning Department** Association of Central Oklahoma Governments Public Works Department	2028
1, 9 1	21	Policy Decision Program/Partnership Regional/External Agency Coordination	**Planning Department** Association of Central Oklahoma Governments Public Works Department	2028
5, 9	5	Regional/External Agency Coordination	**Planning Department**	2028

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Policy #	Policy
C-43	Undertake targeted parking studies to determine existing parking capacity and develop appropriate parking standards based on land use, location, and demand.

Transportation

Goals	Initiatives	Type	Responsible Party	Start By
1, 2 1, 3, 5 6 4, 5 3 4	1 6	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Public Transportation & Parking Department Public Works Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-1	Pursue grants, partnerships, and programs that accomplish the following: • Restore tree stands and wildlife habitats in environmentally sensitive areas. • Acquire land or establish conservation easements in environmentally sensitive areas to reserve as permanent open space and protect wildlife and habitat. • Establish a comprehensive habitat management program. • Provide education and resources for proper use of pesticides and fertilizers, with special focus on encouraging integrated pest management and organic practices. • Provide education about land management practices that address fire suppression, invasive species, use of herbicides/pesticides, and overgrazing. • Promote the economic and aesthetic value of preserving Oklahoma City's natural resources such as riparian areas, Cross Timbers forest, grasslands/prairie, bottomland forests, and wetlands.
G-2	Revise development regulations to require the following factors to be addressed in development and redevelopment proposals: • Preservation of existing natural resources, such as wooded areas, habitat areas, and floodplains. • Utilization of natural treatments and methods to stabilize or rehabilitate stream and river banks as a means to preserve downstream habitats. • Integration of a variety of native or compatible non-native, non-invasive plant species. • Mitigation of impacts of development on habitat, wildlife corridors, riparian and littoral areas, and water quality, through actions such as restoration or re-vegetation of disturbed natural areas and replacement of trees/habitat on-site or off-site. • Management of invasive plant and animal species. • Management and maintenance of natural areas, common areas and drainage areas. • Impact on surface and groundwater supply. • Impact on water quality caused by land uses and activities. • Impacts on floodplains, riparian and littoral areas and wetlands and areas with significant landforms.
G-3	Modify development and subdivision regulations, and City policies to minimize alteration of natural landforms and native vegetation and maximize retention of distinctive natural features for public and private projects.
G-4	Preserve overall landscape character and natural landforms (rolling hills, native vegetation, etc.) to the greatest extent possible.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 8, 9, 10 1, 6, 7	1, 4, 6, 9 12	Funding Mechanism Program/Partnership	**Planning Department** Fire Department Local Land Trusts Office of Sustainability Oklahoma Department of Agriculture Oklahoma Department of Environmental Quality Public Information & Marketing Public Works Department	Ongoing
1, 2, 3, 8, 9, 10 1, 2, 3, 6, 7 2, 3, 4, 5 4 8	1, 2, 3, 6, 9 12 2, 4, 5	Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Office of Sustainability Parks & Recreation Department	2018
1, 2, 8, 9, 10 1, 2, 3, 6, 7 2, 3, 4, 5 3, 4, 5	1, 6, 9 12 2 , 4, 5 3	Ordinance/Subdivision Regulations Policy Decision	**Planning Department** City Manager's Office Development Services Department Office of Sustainability Parks & Recreation Department Public Works Department	2018
1, 2, 3, 8, 10 1, 6, 7 2, 5 3, 4, 5 8	1, 2, 3, 9 12 3	Development Review	**Development Services Department** Planning Department Public Works Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-5	Protect and preserve natural resources, by: • Identifying and mapping valuable natural resources, such as, native prairies. • Maintaining a comprehensive inventory and assessment of natural resources and critical habitats. • Identifying opportunities to create an interconnected green infrastructure network throughout and beyond Oklahoma City's municipal boundaries via existing trail and greenway projects, parks, stream corridors, and natural areas. • Seeking the voluntary sale of land or dedication of conservation easements on private land that is identified as critical habitat or is necessary to link wildlife corridors. • Pursuing protection of strategically identified natural areas by placing them in conservation easements or land banks, and reserving them for future use as open space and passive recreational areas. • Managing invasive plant and animal species. • Partnering with applicable State agencies and non-profit entities.
G-6	Strive to preserve natural open spaces, including native prairies, and re-plant native vegetation to take advantage of their drought tolerance and deep root structures that slow and adsorb stormwater runoff and reduce erosion by anchoring the soil.
G-7	Identify and protect critical habitats for state and federally listed threatened or endangered species.
G-8	Identify migratory birds and their nesting sites prior to construction. Protect migratory birds and their nesting sites throughout the construction process and refrain from construction near nesting sites until migratory birds are no longer actively nesting and have moved on from the site. Verify compliance with Migratory Bird Treaty Act.
G-9	Establish strategies, procedures and policies that prevent degradation or loss of critical habitat and sensitive areas, such as Cross Timbers, upland forests, wetlands, wildlife corridors, groundwater recharge zones, and riparian areas. Protection methods should ensure that placement of lots, alignment of roads, and installation of structures and infrastructure minimize disturbance of the environmentally sensitive areas using tools such as: • Directing development to appropriate locations; • Greenbelt preservation; • Assurance of no development in protected open space; • Clustering / conservation subdivisions; • Pervious surface treatments; • Density transfers; and/or • Conservation easements. Ensure that strategies, procedures, and policies incorporate principles of connectivity, minimal fragmentation, representativeness, and heterogeneity.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 8, 9, 10 1, 6, 7 2 8	1, 2, 3, 6, 9 12	Policy Decision Program/Partnership	**City Manager's Office** Development Services Department Local Land Trusts Office of Sustainability Parks & Recreation Department Planning Department University of Oklahoma Oklahoma Biological Survey	2023
1, 2, 3, 8, 10 1, 6, 7 8	1, 2, 9 12	Development Review	**Planning Department** Development Services Department Parks & Recreation Department	Ongoing
1, 2, 3, 8, 10 1, 6, 7 2 8	1, 2, 3, 9 12	Development Review	**Development Services Department** Planning Department	Ongoing
1, 2, 3, 8, 10 7 2 8	1, 2, 3	Development Review	**Development Services Department** Planning Department	Ongoing
1, 2, 3, 4, 5, 8, 9, 10 1, 6, 7 8, 10	1, 2, 5, 6, 8, 9 12	Development Review Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Office of Sustainability Public Works Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-10	Support and incentivize the adaptive use of existing buildings, infill development, and brownfield development.
G-11	Avoid under-grounding streams to the greatest extent possible. Where feasible, encourage the re-surfacing of buried streams. Limit the use of culverts or other structures that alter natural streams, and require designs that minimize impacts to stream health and function.
G-12	Using performance standards related to flow quantity, quality, and pattern, modify development regulations, codes, and policies to support the use of green infrastructure/low impact development techniques to mimic natural systems for developments within aquifer recharge zones with moderate or high vulnerability or in areas where streams and riparian areas have been channelized or developed (primarily in the Downtown, UH, and UM LUTAs). Low impact development techniques include but are not limited to: • Onsite treating or filtering of stormwater contaminants. • Discharging run-off as sheet-flow after passing through grassy or vegetated open space areas, rather than discharging run-off through concentrated outfalls. • Creating attractive open space amenities that double as stormwater detention, retention, and / or filtering systems. • Utilizing pervious pavement, pavers, or asphalt in appropriate locations (i.e. sidewalks, parking spaces, trails, patios, etc.). • Utilizing planters (at grade or raised), vegetated landscape strips adjacent to roads and parking areas, and alternative curbing designs (allowing stormwater to easily move from impervious areas to pervious areas), to encourage stormwater infiltration and temporary detention. • Rain Gardens • Bioswales • Green streets and alleys • Green roofs • Rooftop collection • Underground detention • Increased tree canopy preservation/tree planting • Land/open space conservation • Cluster development

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 5, 8, 9, 10 1, 2, 3, 5, 7 1, 3, 4 1, 4 2, 3, 4, 5 2, 4, 11	1, 4, 5, 6 3 5	Development Review Policy Decision Program/Partnership	**Planning Department** City Manager's Office Development Services Department Office of Sustainability	Ongoing
1, 2, 3, 10 1, 6, 7 8	2 12	Development Review	**Public Works Department** Development Services Department Planning Department	Ongoing
1, 2, 3, 9, 10 1, 2, 3, 6, 7 2, 3, 4, 5 4 4 8	2, 6 12 2, 4, 5 10	Ordinance/Subdivision Regulations Policy Decision	**Public Works Department** Public Transportation & Parking Department Development Services Department Parks & Recreation Department Planning Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-13	Establish development regulations to help protect Oklahoma City's water resources through standards that: • Require buffers, setbacks, and vegetation conservation requirements to protect riparian and littoral zones and filter waterborne pollutants from development activities and storm water runoff. Buffer widths should be based on water quality function and wildlife habitat needs. • Encourage natural drainage systems and methods for onsite infiltration and onsite sediment retention. • Require new developments to maintain or decrease the site's pre-development runoff rate. • Allow low-impact development design features such as pervious pavement, rain gardens, landscaped parkways, and alternative curbing designs. • Reduce the amount of impervious surfaces allowed in buffer zones around Environmentally Sensitive Areas. • Restore watershed features such as forest, wetlands, and natural stream channels.
G-14	Establish incentives such as a simplified permitting process, reduced application fees, and special recognition for projects that: • Utilize best management practices or other low-impact development methods for storm water management. • Bring buried streams to the surface and restore riparian habitat. • Install bridge systems instead of culverts for stream crossings to help maintain the natural ecosystem associated with the stream.
G-15	Revise policies, codes and development regulations to reduce the risk of damage resulting from flooding and preserve water quality and stream related habitat by avoiding alterations to the 100-year floodplain (as depicted on the FEMA Flood Insurance Rate Map). Allow these areas to remain in their natural state to the greatest extent possible. Revised policies should allow positive alterations, such as restoration of natural riparian areas with appropriate vegetation.
G-16	Preserve wetlands in their natural state to the greatest extent possible to increase water quality, minimize quantity of runoff, and increase groundwater recharge. Maintain wetland headwaters and avoid the alteration of surface or subsurface drainage patterns that would eliminate, reduce, or severely alter the frequency and volume of water entering wetland areas.
G-17	Create a comprehensive wastewater program for areas not planned for service by the City's sewer system. This includes: • Locating and mapping all existing decentralized sewage treatment systems. • Creating policies and regulations regarding septic system design, installation, maintenance, and testing. • Producing guidelines for alternative wastewater treatment, such as community wastewater systems. • Developing monitoring, testing, and inspection requirements and responsibilities. • Partnering with State agencies and other entities.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 7, 8, 9, 10 1, 6, 7 5 4 8	1, 2, 7, 9 12 10	Ordinance/Subdivision Regulations Policy Decision Process or Procedure	**Planning Department** Development Services Department Office of Sustainability Public Works Department	2023
1, 2, 3, 4, 8, 9, 10 3, 4, 5 7 8 2, 5	1, 2, 3, 4, 6 3	Policy Decision Process or Procedure	**Development Services Department** City Manager's Office Mayor/City Council Office of Sustainability Planning Department Public Works Department	2023
1, 2, 3, 8, 10 1, 6, 7 8	1, 2, 9 12	Ordinance/Subdivision Regulations Policy Decision	**Public Works Department** Development Services Department Planning Department	Ongoing
1, 2, 3, 8, 10 1, 6, 7 8	1, 2, 9 12	Policy Decision Process or Procedure	**Planning Department** Development Services Department Public Works Department	Ongoing
2, 3, 10 8	2	Process or Procedure Program/Partnership	**Planning Department** Oklahoma Department of Environmental Quality Oklahoma Water Resources Board Public Works Department Utilities Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-18	Develop a comprehensive watershed management strategy that identifies programs, partnerships, actions, and incentives that the City and partners can take to protect the city's water resources and aquatic areas. The strategy should address the following: • Creation of a Stormwater Master Plan. • Update to the City's sediment control program and establishment of performance measures. • Coordinated watershed restoration projects. • Preparation and implementation of Small Watershed Action Plans (SWAPs) and participation in studies to identify needs and opportunities for stream restoration, wetland creation and restoration, and storm water management. • Identification of opportunities to create wetlands to offset construction and other land development impacts. • Identification and utilization of "receiving lands" that can absorb storm surge overflows. • Public education on how to conserve water and minimize chemicals, pathogens, sediment, and nutrients in urban and rural watersheds. • Acquisition and protection of greenways, river buffers and flood prone areas.
G-19	Evaluate the City's stormwater detention/retention requirements, including the current fee-in-lieu of program, and compare to current best management practices. Based on findings, modify codes, policies and development regulations to update stormwater detention/retention requirements. These requirements should focus on: • Reducing the risks of property damage due to flooding. • Managing runoff rates and minimizing stream bank erosion by ensuring that post-development runoff rates do not exceed pre-development rates, even in areas where risks of flooding have historically been low. • Maintaining surface water quality by managing the release of the first flush stormwater volume in order to encourage settling and filtering of particle and chemical pollutants before releasing water into adjacent water bodies.
G-20	In areas where standard on-site wastewater systems are not feasible (such as in areas with shallow or poor soils), require very low-density development or development that utilizes conservation design and a centralized treatment facility or other environmentally sensitive systems for wastewater treatment.
G-21	Develop a manual of best management practices that can be integrated into City codes. These include, but are not limited to: • Tree care and management. • Tree planting. • Tree protection. • Street trees (location, conflicts, maintenance, etc. - in addition to general tree care guidelines). • Placement of utilities (e.g., under streets vs. under park strips) • Low impact development techniques. • Habitat protection and restoration. • Conservation easements and/or subdivisions.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 8, 9, 10 1, 6, 7 8	1, 2, 4, 6 12	Capital Improvement Policy Decision Process or Procedure Program/Partnership	**Public Works Department** City Manager's Office Development Services Department Oklahoma Department of Environmental Quality Oklahoma Water Resources Board Planning Department	2028
1, 2, 3, 4, 9, 10 1, 6, 7 8	2, 4, 6 12	Policy Decision Process or Procedure	**Public Works Department** Oklahoma Department of Environmental Quality Oklahoma Water Resources Board Planning Department	2023
1, 2, 3, 4, 8, 9, 10 1, 6, 7	1, 4, 6 12	Development Review Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Office of Sustainability Public Works Department Utilities Department	Ongoing
1, 2, 8 1, 6, 7 2	1, 3 12	Ordinance/Subdivision Regulations Policy Decision Program/Partnership	**Planning Department** Development Services Department Office of Sustainability Oklahoma Department of Agriculture Parks & Recreation Department Public Works Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-22	Revise the landscape ordinance to include the following: • Define terms such as invasive species, exotic/non-native species, and native/indigenous species • Require removal of invasive species from existing sites, and prohibit such species from being planted or maintained in new development. • Provide a reference list of native plants and drought-tolerant plants. • Provide incentives for using native and drought-tolerant plants and disincentives for using high-water plants and turf grass. • Establish requirements for using design practices that minimize the need for supplemental irrigation.
G-23	Preserve natural habitat, maintain wildlife food sources, and reduce the risk of propagating invasive plant species by utilizing vegetation native to Oklahoma, preferably central Oklahoma, for all mitigation and habitat restoration efforts associated with new development and redevelopment projects, public and private, to the greatest extent possible.
G-24	Establish an Urban Forestry Program and City Urban Forester position to achieve the following: • Measure and monitor tree canopy coverage and habitat on a regular basis so that any policies, programs, and regulations may be adjusted accordingly as situations change. Establish a process to maintain current data. • Develop and maintain regulations, policies, processes, and programs that focus on protection and preservation of native trees. • Provide assistance with proper tree selection, location, and maintenance to prevent power outages, reduce property damage, and coordinate emergency response during natural disaster events (excessive snow and ice, tornadoes, etc.), address the urban heat island effect, and reduce energy costs, etc. • Establish programs such as tree give-aways, neighborhood planting programs, and education workshops. • Provide resources to the public about tree selection, management, and care. • Seek grant funding for community tree planting to improve City parks, publicly maintained rights-of-way and other areas of the city. • Inventory the City's street trees and develop a tree replacement program. • Partner with volunteer and nonprofit organizations to recruit volunteers for tree planting and maintenance and to coordinate community-wide tree planting efforts.
G-25	Develop and adopt a tree preservation ordinance that achieves the following: • Defines methods of preservation; • Defines situations where preservation of trees is mandatory versus optional; • Establishes incentives for tree preservation; • Establishes mitigation options if preservation cannot be accomplished; and • Establishes penalties for unauthorized tree removal.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 8, 9, 10 1, 2, 3, 6, 7 2, 3, 4, 5 4 3, 4, 5 1, 7, 8	1, 2 12 2, 4, 5 10 3 6	Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Office of Sustainability Parks & Recreation Department	2018
1, 2, 5, 8, 9 1, 6, 7 2, 4, 5 4	1, 5 12 2	Development Review	**Development Services Department** Parks & Recreation Department Planning Department	Ongoing
1, 2, 4, 5, 8, 9 1, 2, 3, 6, 7 2, 3, 4, 5 4 10	1, 3, 5, 8 12 2, 4, 5	Ordinance/Subdivision Regulations Policy Decision Program/Partnership	**Planning Department** Office of Sustainability Parks & Recreation Department	2023
1, 2, 5, 8, 9 1, 6, 7 2, 4, 5 3, 4, 5	1, 3, 5 12 2 3	Ordinance/Subdivision Regulation	**Planning Department** Development Services Department Office of Sustainability Parks & Recreation Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-26	Preserve mature healthy trees and incorporate them into the design of new development or redevelopment projects to the greatest extent possible. Include provisions and best management practices to ensure proper tree protection throughout the construction process. Best management practices include but are not limited to: • The use of proper pruning techniques; • Appropriate watering; • Installation of protective fencing at the drip lines of trees or groups of trees; • Designated material storage areas; and • Approved equipment and vehicle parking and maintenance areas.
G-27	Provide the public with resources, tools, and guidance to deal with environmental hazards, such as: • Information about safe disposal options for household contaminants such as motor oils, paints, computers, televisions, batteries, etc. • Information on environmental hazards, such as brownfield sites. • Information about funds available to assist with environmental cleanups.
G-28	Ensure clean-up and mitigation of contaminated sites is done prior to issuing new development permits.
G-29	Pursue methods to reduce the impact of the urban heat island effect on Oklahoma City by: • Establishing a minimum canopy coverage requirement over paved surfaces such as parking lots. • Instating a "continuous canopy" requirement for new streets and street reconstruction projects. • Promoting the use of building and roofing materials that reduce heat island effects.
G-30	Establish development regulations that help improve air quality, including: • Specifying construction controls that reduce airborne dust; • Increasing landscaping and tree planting to absorb carbon dioxide and air pollutants; and • Encouraging development patterns and densities that support alternative modes of transportation in the urban LUTAs.
G-31	Coordinate with local, regional, and State agencies to pursue initiatives and regulations that help reduce automobile emissions, such as: • Transitioning commercial and City fleets to alternative-fueled and hybrid vehicles; • Determining the feasibility of an idling restriction ordinance for all vehicles.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 8 1, 6, 7 2, 5 3, 4, 5	3 12 3	Development Review	**Development Services Department** Planning Department	Ongoing
1, 2, 3, 4, 8, 9, 10 1, 6, 7 2 8, 10	1, 2, 3, 4, 8 12	Program/Partnership	**Office of Sustainability** Oklahoma Department of Environmental Quality Public Information & Marketing Public Works Department	Ongoing
2, 3, 4, 9 7 10	4, 8	Policy Decision Program/Partnership	**Development Services Department** Oklahoma Department of Environmental Quality Planning Department	Ongoing
1, 2, 5, 8, 9, 10 1, 2, 3, 7 2, 3, 4, 5 4	1, 3, 5, 6 2, 4, 5	Development Review Ordinance/Subdivision Regulations	**Office of Sustainability** Development Services Department Planning Department Public Works Department	2023
1, 2, 3, 4, 8, 9, 10 4 1, 6, 7 8 2, 4, 5	1, 3, 4, 5, 6 12 2	Development Review Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Office of Sustainability Public Works Department	2023
1, 2, 3, 4, 5, 9, 10 1, 6, 7 10	4, 5, 6, 8 12	Policy Decision Program/Partnership	**City Manager's Office** Association of Central Oklahoma Governments Public Transportation & Parking Department General Services Department Office of Sustainability Oklahoma Department of Environmental Quality	2023

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Policy #	Policy
G-32	Promote improved air quality and reduced ground-level ozone levels by developing a public education program that will inform residents about the air quality benefits of: • Proper automobile maintenance • Proper maintenance and use of gas-powered lawn and garden equipment • Limiting car idling times • Alternative fuels • Alternative / active transportation modes (public transit, walking, biking, car-sharing, etc.) • Reducing vehicle-miles traveled (VMT) • Employer sponsored emission reduction programs (carpooling, work from home, telecommuting, etc.) • Native landscaping (requiring less maintenance) • Energy efficient housing / buildings
G-33	Study of the public health and environmental impacts of degraded air quality on sensitive populations living near highways.
G-34	Establish strategies, procedures and policies for City construction projects to achieve higher energy efficiency, including: • Implementing an energy management plan for City facilities. • Monitoring energy consumption of City facilities, tracking conservation progress, and communicating results to City administrators, employees, elected officials and the public. • Assessing water use in City facilities to identify opportunities for conservation and implement appropriate measures.
G-35	Develop an enforcement mechanism for the City's Building Energy Code. Develop a healthy building code to support construction of durable, health-promoting and energy efficient buildings that incorporate proven green development practices, locally-sourced and environmentally responsible materials, water conservation fixtures, innovative design and construction techniques, and low waste construction practices. Incentivize their use with shorter approval procedures, priority permits and inspections, and reduced fees.
G-36	Partner with agencies, non-profits, and private entities to: • Implement a sustainable development online forum – an educational and networking resource that will inform the public about local opportunities and the benefits of sustainable development while increasing builder and developer participation. • Educate citizens on energy and water conservation opportunities both at work and at home. • Encourage appropriate re-use and reclamation of water in new development and redevelopment to reduce the reliance on potable water use. • Provide detailed cost-benefit information about green building practices to encourage increased use of such practices in Oklahoma City. • Reduce reliance on electricity produced by fossil fuel by encouraging the use of renewable energy sources in new development and redevelopment. • Explore mechanisms (incentives, regulations, programs) to divert demolition debris from landfills and redirect to facilities that can reuse these materials. • Establish a promotion/award program to showcase innovative development that utilizes low-impact development practices and energy-efficient building techniques / equipment, conserves riparian buffers, and extends greenway networks with hiking/biking trails.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 5, 9 1, 6, 7 10	4, 5, 8 12	Program/Partnership	**City Manager's Office** Association of Central Oklahoma Governments Public Transportation & Parking Department Office of Sustainability Oklahoma Department of Environmental Quality Planning Department	2023
5, 9	5	Program/Partnership Ordinance/Subdivision Regulations	**Planning Department** Oklahoma City-County Health Department University of Oklahoma Health Sciences Center	2018
1, 2, 3, 4, 5, 9, 10 1, 6, 7 1, 7, 8	4, 5, 6 12 6	Policy Decision Process or Procedure	**Office of Sustainability**	2018
1, 2, 3, 4, 5, 8, 9, 10 7 1, 7, 8	1, 2, 4, 5, 6 6	Development Review Ordinance/Subdivision Regulations Policy Decision	**Office of Sustainability** Development Services Department Planning Department Public Works Department	2023
1, 2, 3, 4, 5, 8, 9, 10 1, 6, 7 8, 10	1, 2, 5, 6, 8 12	Program/Partnership	**Office of Sustainability** City Manager's Office Parks & Recreation Department Planning Department Public Information & Marketing Public Works Department Utilities Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-37	Raise the level of public awareness of agriculture's value to ecology, economy, open space, culture, and local food security by the following actions: • Organize training activities in a variety of settings (schools, colleges, health care facilities, continuing education programs) that demonstrate the history, importance and value of agricultural operations. • Improve the knowledge of current growers and motivate potential new growers. • Promote incentives offered by governments, banks, land-grant universities, and private businesses such as start-up capital, credit, crop insurance, horticultural and financial advice, soil testing, markets, subsidies, tools, and inputs such as seeds and soil alterations. • Promote farms as a destination stop for tourists and visitors.
G-38	Revise city codes and ordinances to allow urban agricultural operations and sales, including the following provisions: • Define types of urban agriculture. • Allow urban agriculture types in appropriate zoning districts. • Establish standards for operations within different zoning districts. • Allow a variety of retail options for locally grown produce.
G-39	Protect the ability of agricultural operations to exist and thrive at different scales, from large farms to small urban gardens through the following actions: • Protect land suitable for agriculture by maintaining parcels large enough to sustain agricultural production, and discourage conversion of existing agricultural lands to non-agricultural uses. • Encourage dwellings and other non-agricultural development to be ancillary to and compatible with agricultural uses. Such uses should be limited in size and grouped together to minimize disturbance to agricultural production. • Create incentives to protect soils designated as Prime Farmland by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS). • Facilitate the use of vacant and under-used urban lands for raising food. • Identify public lands in urban parks, and around municipal buildings, schools, public housing, hospitals, and other civic spaces, that may be used for food production with plantings of fruit trees, edible landscaping, and vegetable gardens.
G-40	Promote local and urban agricultural operations by establishing programs and partnerships to: • Lease publicly-owned land to farmers for sustainable urban agricultural use. • Encourage land tenure methods such as land trusts, leases, and policy initiatives to secure long-term commitment for community gardens, entrepreneurial farms, and other urban agriculture ventures. • Develop community-based farming infrastructure such as tool banks with equipment and supplies, community kitchens and other shared processing facilities, farmers' markets, community supported agriculture projects, funding opportunities, and technical service providers. • Construct and operate a demonstration urban farm for education, outreach, and local food production. • Encourage the local agricultural economy and improve access to local foods by allowing city property (parks, city facilities, etc.) to be used for farmers markets and other public markets.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
2, 4, 7, 9 7 5 10	7, 8	Program/Partnership	**Planning Department** City Manager's Office Office of Sustainability Oklahoma Department of Agriculture OSU - OKC	Ongoing
7 5	7	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Office of Sustainability	2018
7 5	7	Ordinance/Subdivision Regulations Policy Decision Program/Partnership	**Planning Department** City Manager's Office Development Services Department Office of Sustainability Oklahoma City-County Health Department Oklahoma Department of Agriculture	2023
2, 4, 7, 9 7 5 10	7, 8	Policy Decision Program/Partnership	**City Manager's Office** Development Services Department Office of Sustainability Oklahoma City-County Health Department OSU-OKC Parks & Recreation Department Planning Department Regional Food Bank of Oklahoma YMCA of Greater Oklahoma City	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-41	Strengthen the local food system and increase access to healthy food options using strategies such as: • Increasing the effectiveness of community gardens, especially in underserved areas. • Reducing access to low nutrition food (e.g. junk food, fast food). • Preserving agricultural lands for purposes of producing food, fiber, and fuel. • Participating in a local or regional food policy council. • Develop an incentive program that will assist convenience stores with providing fresh fruits, vegetables, and other healthy food items. • Develop a land bank to convert tax-reverted, vacant, and abandoned properties into community gardens or "satellite farms." • Prioritize underserved areas when locating new grocery stores, farmer's markets, and mobile grocers. Use financial incentives, technical assistance, and other services to improve the quality and selection of healthy foods available to underserved areas.
G-42	Create a Healthy Food Awareness campaign that includes: • Strategies for selection and preparation of healthy food that is cost- and time- competitive with manufactured food. • A uniform curriculum associated with selecting and preparing nutritious food for use in schools, recreation centers, senior centers, technical/trade schools, farmers markets, and anywhere people might go to learn. • Strategies to link training for unemployed people and welfare-to-work work programs with opportunities for living wage jobs in urban food-related businesses. • "Edible Schoolyards", a school-based program which integrates nutrition and gardening to raise awareness about the connection between healthy food choices and locally grown fresh produce. • Expansion of farm-to-school programs. • Farm-to-institution programs that offer healthy food choices to hospitals, universities, prisons, and businesses.
G-43	Increase the amount of biodiversity-rich green space in urban and suburban areas by: • Integrating vegetation to support biodiversity in parks, gardens, trails, and green roofs. Native vegetation that provides food and habitat for native wildlife such as "micro prairies" and urban forests will have the greatest effect. • Encouraging optimal mowing practices on large lots that are adjacent to natural features.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
2, 4, 7, 9 7 5 10	7, 8	Program/Partnership	**Planning Department** City Manager's Office Office of Sustainability Oklahoma City-County Health Department Regional Food Bank of Oklahoma	2018
7 5	7	Program/Partnership	**Office of Sustainability** Oklahoma City-County Health Department School Districts	2023
1, 2, 4, 8, 9, 10 1, 6, 7 10	1, 8, 9 12	Process or Procedure Program/Partnership	**Planning Department** Office of Sustainability Oklahoma Department of Agriculture OSU-OKC Parks and Recreation Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
G-44	Enrich natural biodiversity in agricultural areas by promoting practices that provide food, water, and habitat for wildlife and minimize negative impacts. Strategies to achieve the goal include: • Working with farmers, rancher, conservationists, sustainable agricultural organizations, and other stakeholders to develop a plan to conserve nature in farming and ranching landscapes. • Implementing optimal mowing strategies, which include harvesting grasses at a growing height of 10 plus inches; creating early successional habitat with burning, disking, and haying every 3-5 years; mowing from the center of a field outward to allow wildlife to escape the surrounding areas; adding flushing bars to mowing equipment to minimize bird injuries and death; leaving 4-6 inches of stubble after harvest to capture snow and water; harvesting or mowing after first frost to avoid disturbing bird nests and improve grass quality; and leaving portions of fields as standing crops. • Increasing nesting habitat. • Adopting best practices for fertilizer and pesticide applications. • Developing landscape conservation cooperatives. • Encouraging grassland ranching sa an ecologically beneficial alternative to cultivation, particularly practices such as "mob grazing" that mimic natural grazing patterns. • Promoting ranching of bison, which benefit conservation efforts by dispersing seeds, increasing plant biodiversity, and enhancing groundwater recharge. • Restoring grassland on previously cultivated landscapes, particularly in buffer zones near natural features. • Encouraging and supporting agricultural parks that combine recreation and food production and foster appreciation for agricultural heritage. • Promoting sustainable intensification, which increases production and profitability while providing rich sources of habitat for biodiversity.

Environmental & Natural Resources

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 4, 8, 9, 10 1, 6, 7 10	1, 8, 9 12	Process or Procedure Program/Partnership	**Planning Department** Office of Sustainability Oklahoma Department of Agriculture OSU-OKC Parks and Recreation Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
L-1	Enhance effective policing by: • Developing and/or enhancing community policing programs, which involve residents and businesses in crime prevention strategies. • Increasing business presence and participation in community policing. • Improving public outreach. • Increasing opportunities for the Oklahoma City Police Department community relations officers to interact with community organizations, neighborhoods groups, schools, recreational and/or athletic programs. This interaction should include increasing resources to allow real-time communication of safety concerns with these organizations.
L-2	Seek funding, sponsors, and partnerships to enhance and expand the following crime prevention strategies: • Education and job training for at-risk youth. • Community involvement programs such as Light Up The Night, Neighbors Night Out, and other similar activities and programs designed to strengthen neighborhoods.
L-3	Target specific areas of the city for enhanced safety and proactive enforcement. Selection of target areas will be informed by the Intelligence Led Policing program, with coordinated involvement from Police, Code Enforcement, Public Works Department, Planning, and community-based organizations.
L-4	Create partnerships and programs involving civic groups, business organizations, governmental entities, coalitions, and non-profits to develop or enhance the following: • School reading programs; • Elementary school intramural sports leagues; • Rehabilitation of school infrastructure and replacement of school equipment (athletic facilities, media center materials, computers, etc.); • After-school programs that focus on mentoring or conflict resolution; • Rehabilitation of City parks; • Community involvement opportunities associated with public schools; and, • Other projects or programs that improve neighborhood safety by working with children.

Communities

Goals	Initiatives	Type	Responsible Party	Start By
1, 4, 7 5 1, 2, 4, 5 1, 3, 10	1 6 6 2	Policy Decision Program/Partnership	**Police Department** Neighborhood Alliance Parks & Recreation Department Planning Department	2023
1, 4, 7 5 1, 2, 4, 5 1, 3, 10	1 6 6 2	Funding/Resource Strategy Program/Partnership	**Planning Department** City Manager's Office Finance Department Neighborhood Alliance Police Department	2028
1, 4, 7 1, 2 1, 2, 3, 5, 7 4, 5 4 1, 2, 4, 5 1, 2, 3, 4, 5, 10	1, 2 2 6 9 6 1, 2	Policy Decision Program/Partnership	**Police Department** Development Services Department Local Chambers of Commerce Neighborhood Alliance Planning Department Public Works Department	2023
1, 2, 4, 7 1, 2 1, 2, 5, 7 1, 3, 10	1 1 2 2	Capital Improvement Program/Partnership	**City Manager's Office** Fire Department Neighborhood Alliance Parks & Recreation Department Planning Department Police Department Public Works Department School Districts	2028

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
L-5	Quickly repair damage caused by vandalism, including graffiti, to minimize negative impacts on neighborhoods. Coordinate the efforts of existing programs, such as the Police Department's Removal Unit, the Public Works Department's Removal Unit, and Oklahoma County's "SHINE" program to increase responses in targeted areas and expand the area which can be covered. Increase participation by the business community, such as donations of paint and time.
L-6	Establish a Crime-Free Multifamily Housing Program designed to keep multifamily housing developments safe from crime and perceptions of crime by: • Supporting partnerships between the police, property managers, property owners, and tenants. • Providing training to managers and owners about screening applicants, fire safety, fair housing, and other components of 'active property management'. • Providing a security assessment based on Crime Prevention Through Environmental Design (CPTED) principles. • Conducting safety meetings with residents/tenants.
L-7	Ensure that safety is factored into the design of neighborhoods through the following policies: • Incorporate development standards and guidelines into the Subdivision Regulations that integrate the principles of Crime Prevention Through Environmental Design (CPTED) and increase safety and social interaction. • Create a pre-development checklist with criteria to evaluate how safety is designed into a project. • Establish a pre-development process wherein safety is considered in the design of projects. • Involve the Fire and Police Departments in reviewing proposed development and redevelopment to provide input on any safety-related design concerns.
L-8	Evaluate public facilities and public property for unsafe conditions such as poor lighting (quality and quantity); blind spots; poor maintenance conditions; and other unsafe conditions. Prioritize improvements to these facilities and properties based on the following criteria: a) Proximity and condition of nearby neighborhoods; and b) Cost/benefit associated with mitigating the unsafe condition and maintaining the improvement.

Communities

Goals	Initiatives	Type	Responsible Party	Start By
1, 4, 5, 6, 7 2, 5 2, 5 3, 4, 5 1, 3, 10	7 6 3 2	Policy Decision Program/Partnership	**Police Department** Development Services Department Oklahoma, Cleveland, and Canadian Counties Parks & Recreation Department Planning Department Public Works Department	Ongoing
1, 4, 7 1 4, 5 4 1, 2, 4, 5 1, 2, 3, 4, 5, 10	1, 2 6 6 1, 2	Program/Partnership	**Planning Department** City Manager's Office Finance Department Legal Aid Services of Oklahoma Neighborhood Alliance Police Department	2023
1, 4, 7 1, 2, 3, 4, 5, 6, 7 1, 3, 7 5, 8 4 3, 4 5 1, 2, 3, 4, 5, 10	2 1 1	Development Review Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Fire Department Police Department	2018
1, 4, 7 4 2, 4 5, 7 1, 2, 4	2 9 7 10	Capital Improvement Policy Decision Process or Procedure	**General Services Department** City Manager's Office Finance Department Fire Department Parks & Recreation Department Planning Department Police Department Public Works Department Utilities Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
L-9	Establish a working partnership between the City, Oklahoma City Public Schools, Putnam City Schools, Western Heights Schools, and other metro area school districts and educational entities to help school districts complete a variety of non-educational (or indirectly educational) functions such as planning for and siting new schools, working on shared use issues, and redeveloping closed schools. The partnership should coordinate efforts to seek funding and appropriate resources to accomplish the following: • Establish multiuse recreational and exercise facilities in schoolyards to increase opportunities for physical activity and strengthen the relationship between schools and neighborhoods. • Establish a program to increase the number of community members and schools that make effective use of Senate Bill 1882 (effective 11/1/2012) allowing shared use of school facilities for recreational purposes.
L-10	Seek opportunities to co-locate new public projects, such as libraries, fire stations, parks, and recreation centers near compatible civic uses such as schools and campuses to create nodes of activity and services.
L-11	Collaborate with local development and real estate professionals to prepare a city-wide Housing Demand Market Study every 5 years which includes analyses and recommendations related to: • Projected demand and trends in supply; • Special needs housing; • Housing conditions; • Work force housing and its associated program; and, • Overall health of the housing market, including owner-occupied and renter-occupied.

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 4, 5, 6, 7 1, 2, 5 3, 4 1, 3, 10, 11	3, 7 8	Funding/Resource Strategy Program/Partnership	**City Manager's Office** Oklahoma City-County Health Department Parks & Recreation Department Planning Department School Districts The Alliance for Economic Development	2023
1, 2, 3, 4, 6 1, 2, 4, 7	2 10	Capital Improvement Policy Decision Program/Partnership	**City Manager's Office** Area colleges, universities, and trade schools Development Services Department Finance Department Fire Department Area library systems & State Dept. of Libraries Oklahoma Office of Management and Enterprise Service – Division of Capital Assets Management Parks & Recreation Department Planning Department Police Department Public Works Department School Districts	Ongoing
3, 4, 7 2 4	4, 5	Program/Partnership	**Planning Department** Central Oklahoma Home Builder's Association City Manager's Office Commercial Real Estate Council Finance Department Neighborhood Alliance The Alliance for Economic Development	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
L-12	Modify codes and/or regulations to create opportunities for more income diversity and mixed-income neighborhoods by allowing a variety of housing ownership and leasing arrangements, diverse housing sizes and types – including accessory dwelling units, carriage homes, lofts, live-work spaces, cottages, and manufactured/modular housing. Modifications should allow an increase the variety of ownership opportunities to include condominiums, ownership cooperatives (such as mutual housing associations, limited equity cooperatives, etc.) by identifying and removing regulatory barriers. Recommend improvements to protections for owners, developers, and lenders. Priority should be given to projects that achieve efficiencies described elsewhere in planokc, such as dwelling units that are located to have easy access to each other and to other daily needs including jobs, recreation, and schools.
L-13	Develop a workforce housing program, particularly for projects in the UM, UH, and DT LUTAs, based on the following basic considerations: • Partnerships with large employers; • Density bonuses; • Height bonuses; and, • Transfer of development rights.
L-14	Maximize the use of all appropriate state, federal, local, and private funding for the development, preservation, and rehabilitation of housing affordable to a variety of income groups, including those that integrate low-income housing units in otherwise market-rate housing developments and support the creation and/or expansion of mixed-income communities.
L-15	Ensure that new publicly financed developments – those which directly use or receive public dollars – with more than 100 units or with densities greater than 10 units/acre are located where they have easy access to frequent transit service.
L-16	Establish a program or series of programs that significantly improve the quality, appearance, and perception of rental housing throughout the city. Program components should include: 1) owner, manager, and tenant education; 2) code enforcement and inspections; 3) design standards/considerations that promote safety; 4) high attention to property maintenance; and 5) other relevant best practices.
L-17	Increase the supply of housing for residents with enhanced needs, (including but not limited to the elderly and persons with disabilities or behavioral health concerns), in locations convenient to transit, community facilities, daily needs, and appropriate supportive services.
L-18	Increase housing opportunities for the homeless or displaced, ranging from emergency shelter to transitional housing to permanent housing.

Communities

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 4, 5, 6, 7 1, 2, 3, 5 1 1, 2, 3, 4, 5 2, 4, 5 2, 4, 11	4, 5, 7 3 4	Legislative Initiative Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department	2018
3, 4, 7 1, 2, 3, 4, 5, 6, 7 1, 3, 7 5, 8 4 3 4 2, 4	4 1	Policy Decision Program/Partnership	**Planning Department** Central Oklahoma Home Builders Association Development Services Department Local Chambers of Commerce	2023
1, 3, 4, 5, 6, 7 1, 2, 3, 5 1 1, 4 2, 4, 5 2, 4, 11	4, 5, 7 3, 4	Funding/Resource Strategy Policy Decision Program/Partnership	**Planning Department** Finance Department The Alliance for Economic Development	2023
3, 4, 6, 7 1, 2, 3, 4, 6 1, 3, 7 2, 3, 4, 5 4 2, 4, 7	4 2 9 4	Program/Partnership	**Planning Department** Development Services Department Non-profit housing entities (Habitat, Rebuilding Together, etc.) Public Transportation & Parking Department The Alliance for Economic Development	Ongoing
3, 4 1, 2, 3 2, 3, 4, 5 2, 3, 4, 5	4, 6 3, 5	Process or Procedure	**Planning Department** City Manager's Office Development Services Department Police Department	2023
3, 4 2	6	Process or Procedure	**Planning Department**	2023
3, 4 2	6	Policy Decision Program/Partnership	**Planning Department** Finance Department Homeless Alliance	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
L-19	Prevent homelessness by early identification of homelessness risk factors such as recent unemployment of low-income householder, mental health challenges, or others and employ appropriate interventions such as rent or mortgage assistance, housing counseling, medical or health counseling, and budget counseling.
L-20	Develop design standards that incorporate 'universal design' principles or other design considerations that make a space easy to use for people with mobility restrictions.
L-21	Prioritize neighborhoods for revitalization and re-investment in order to reverse the decline associated with poor maintenance of public infrastructure and other property by using the following objective criteria: • Low economic opportunity; • Low educational attainment; • Poor health outcomes; • Poor housing environments; • Low neighborhood quality; and, • Existing capacity to support the revitalization efforts; and other important indicators.
L-22	Provide tools and incentives for targeted housing and neighborhood revitalization through programs such as a housing trust fund, land bank, abatement of permit and connection fees, employer assisted housing, inclusionary housing development, tax abatements, credits or deductions, abatement of permit and connection fees, and an expedited review and approval processes.
L-23	Increase the City's capacity to participate in targeted programs that strengthen neighborhood infrastructure and other assets.
L-24	Increase and/or re-assign City staff to support targeted neighborhoods and coalitions.

Communities

Goals	Initiatives	Type	Responsible Party	Start By
3, 4 2	6	Policy Decision Program/Partnership	**Planning Department** Homeless Alliance Mental Health Association of Oklahoma	2028
3, 4 2	5, 6	Process or Procedure	**Planning Department** Development Services Department The Alliance for Economic Development, OCURA	2023
1, 4, 5, 6, 7 2, 5 2 4, 7 1	7 7	Program/Partnership	**Planning Department** Development Services Department Fire Department Neighborhood Alliance Oklahoma City-County Health Department Parks & Recreation Department Police Department Public Transportation & Parking Department Public Works Department The Alliance for Economic Development, OCURA	2018
3, 4, 7 1, 2, 3 4 1, 2, 3, 4, 5	4 4, 5	Policy Decision Program/Partnership	**Planning Department** City Manager's Office Local Chambers of Commerce The Alliance for Economic Development	2023
1, 4, 5, 6, 7 2, 5 4	7	Program/Partnership	**Finance Department** Neighborhood Alliance Planning Department	2018
1, 4, 5, 6, 7 2, 5 4	7	Process or Procedure	**City Manager's Office** Development Services Department Finance Department Neighborhood Alliance Planning Department Police Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
L-25	Integrate housing rehabilitation programs with neighborhood revitalization programs. These programs should include assistance to property owners to renovate the existing housing stock with improvements that reduce utility and maintenance costs for owners and occupants, conserve energy, conserve water, and reduce greenhouse gas emissions.
L-26	Identify, evaluate, and mitigate challenges associated with neighborhoods where housing values are rising quickly in response to public investment.
L-27	Establish new or expand existing financing methods and/or mechanisms available to new and redevelopment mixed-income projects in urban areas. These could include: direct investment of public housing funds, tax-increment financing, bonds, revolving loans, housing program funds and/or other proven public-private partnership models.
L-28	Create and/or enhance Community Development Corporations (CDCs) and Community Housing Development Organizations (CHDOs) to increase their capacity to provide mixed-income housing, especially in targeted infill areas.
L-29	Reuse brownfield, greyfield, and other vacant building sites to provide new opportunities for mixed-used and mixed-income housing.
L-30	Catalyze the rehabilitation of abandoned structures by amending codes to facilitate the adaptive reuse of existing buildings for residential use.
L-31	Develop a City program to rehabilitate or redevelop dilapidated properties, including a land bank to receive donated properties from property owners who can no longer maintain their properties.

Communities

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 4, 5, 6, 7 / 1, 4 1, 2, 3, 5 / 2, 3, 4, 5 1 / 2, 4, 11	4, 7 3, 4 5	Policy Decision Program/Partnership	**Planning Department** Office of Sustainability The Alliance for Economic Development, OCURA	Ongoing
1, 3, 4, 5, 6, 7 / 4 1, 2, 3, 5 / 2, 3, 4, 5	7 5	Policy Decision Program/Partnership	**Planning Department** Metro Fair Housing Council of Oklahoma	2028
1, 3, 4, 5, 6, 7 / 1, 2, 3, 4, 5 1, 2, 3, 5 / 2, 3, 4, 5 1 / 2, 4, 11	4, 7 3 4 5	Program/Partnership	**Finance Department** City Manager's Office Planning Department The Alliance for Economic Development	2023
1, 3, 4, 5, 6, 7 / 1, 4 1, 2, 3, 5 / 2, 3, 4, 5 1 / 2, 4, 11	4, 7 3, 4 5	Program/Partnership	**Planning Department** CHDOs The Alliance for Economic Development	2023
1, 3, 4, 5, 6, 7 / 1, 4, 5 1, 2, 3, 4, 5, 6, 7 / 3 1, 3, 7 / 2, 4, 5 1, 3, 4, 5, 8 / 1, 2, 4, 11	5, 7 1, 3 4 6 10	Program/Partnership	**Planning Department** The Alliance for Economic Development	Ongoing
1, 3, 4, 5, 6, 7 / 4, 5 1, 2, 3, 4, 5, 6, 7 / 3 1, 3, 7 / 2, 3, 4, 5 5, 8 / 1, 2, 4	7 1 6 5 10	Ordinance/Subdivision Regulations Program/Partnership	**Planning Department** City Manager's Office Development Services Department Oklahoma Association of Realtors	2023
1, 3, 4, 5, 6, 7 / 4, 5 1, 2, 3, 4, 5, 6, 7 / 3 1, 3, 7 / 2, 3, 4, 5 5, 8 / 1, 2, 4	7 1 6 5 10	Process or Procedure	**Planning Department** Finance Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
L-32	Prevent concentration of low-income populations by providing housing opportunities for all income groups in targeted redevelopment areas of the city with a particular focus on mixed-income projects, especially on those projects that have a public funding component.
L-33	Create regulations/standards/guidelines that focus on design and/or compatibility principles which are sensitive to the surrounding urban form, especially in areas that are stable or improving and whose character is well-established. These provisions should also help ensure compatibility between lower- and higher- intensity land uses.
L-34	In conjunction with City regulatory changes, such as significant modifications to zoning ordinances, building codes, or subdivision regulations, assess the effects of the proposed modifications on housing development costs and overall housing affordability, considering the balance between housing affordability and other objectives such as environmental quality, urban design quality, maintenance of neighborhood character and protection of public health, safety and welfare. This assessment should be integrated into the code amendment process, identify barriers to housing affordability, and include recommended mitigation.
L-35	Create places and opportunities for neighborhood events that allow neighbors to interact.
L-36	Add legislative priorities for state laws to: • Strengthen the City's ability to obtain specific performance of property owners cited for code violations. • Speed up the demolition process for long-time boarded properties that cannot be rehabilitated. • Strengthen the City's ability to require property owners to rehabilitate or sell neglected, boarded-up properties. • Expedite the clearing of properties involved in probate.
L-37	Improve parking provisions in neighborhoods that are near vibrant commercial corridors/areas by improving parking and corridor design, non-vehicular networks, transit, and signage.
L-38	Strengthen existing businesses and business districts within and adjacent to established residential areas. Promote the development of new businesses to provide additional jobs and higher income opportunities for nearby residents.

Communities

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 4, 5, 6, 7 1, 2, 3, 5 1 1, 4 2, 4, 5 2, 4, 11	5, 7 3, 4	Policy Decision Program/Partnership	**Planning Department** Non-profit housing entities (Habitat, Rebuilding Together, etc.) Oklahoma City Housing Authority The Alliance for Economic Development, OCURA	Ongoing
1, 3, 4, 5, 6, 7 1, 2, 3, 4, 5, 6, 7 1, 3, 7 5, 8 2, 3, 4, 5 3, 4 1, 2, 3, 4, 5 2, 4	2, 8 1, 4 4 4, 5	Ordinance/Subdivision Regulations	**Planning Department** City Manager's Office Development Services Department	2018
1, 3, 4 1, 2, 3, 5, 7 1, 2, 8 1, 2, 3, 4, 5 2 2, 3, 4, 5, 7 1, 2, 4, 11	5 3, 4 1 4, 6 5, 7	Policy Decision Process or Procedure	**Planning Department** Development Services Department Office of Sustainability	Ongoing
1, 3, 4, 5, 6, 7 2, 5, 6 4 4	7, 8	Capital Improvement Program/Partnership	**Planning Department** Neighborhood Alliance	2023
1, 3, 4, 5, 6, 7 1, 2, 3, 4, 5, 6, 7 1, 3, 7 1, 5, 8 1, 4, 5 3 2, 3, 4, 5 2, 4, 11	7 1, 3 6 5	Legislative Initiative	**City Manager's Office** Development Services Department Finance Department Planning Department	2018
1, 3, 4, 7 1, 2, 3, 5 1, 2 2, 4, 5 4 2, 3, 4, 5 4	2 6 3 5 5	Capital Improvement Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Public Works Department	2023
1, 3, 4, 5, 6, 7 1, 2, 3, 4, 5, 6 4, 5 1, 2, 3, 4, 5, 6	7, 8 6 1, 5	Policy Decision Program/Partnership	**Planning Department** City Manager's Office Local Chambers of Commerce	2023

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Policy #	Policy
L-39	Strategically use subsidized housing programs along with other City services and programs to revitalize targeted areas of the city.
L-40	Use established mechanisms/tools to allow property owners to provide for the perpetual maintenance, repair and reconstruction of private roads, sidewalks, trails, utilities, and parks in new housing developments by requiring funding mechanisms such as: • Maintenance bonds/escrows • Special assessment districts, such as Business Improvement District or Special Improvement District • Covenants requiring compulsory membership in an incorporated Property Owners Association whose members will be financially liable for any such maintenance, repair, or reconstruction costs. Incorporate these financing options into the platting process (or zoning process in the case of PUDs). Construct all private roads and utilities to comply with minimum design and paving standards as outlined in the City of Oklahoma City Subdivision Regulations, including those related to the appropriate Street Typology.
L-41	Modify codes to allow residential clustering in rural land use typology areas, provided water supply and sewage disposal requirements are met, and permanently preserve nearby open space through means such as conservation easements.
L-42	Incorporate preventive health care and wellness education into public schools, recreation centers, senior centers, and technical/trade schools.

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 4, 5, 6, 7 1, 2, 3, 5 1 1, 4 2, 3, 4, 5 2, 4, 11	4, 7 3 5	Policy Decision Program/Partnership	**Planning Department** Oklahoma City Housing Authority The Alliance for Economic Development, OCURA	Ongoing
1, 3, 4, 5, 6, 7 1, 2, 3, 6 1, 9 2, 3, 4, 5 2 1, 4, 7 1	8 21 4 3 7 10	Funding/Resource Strategy Ordinance/Subdivision Regulations Policy Decision Process or Procedure	**Planning Department** Development Services Department Finance Department Parks & Recreation Department Public Works Department Utilities Department	2018
1, 3, 4, 5, 6, 7 1, 2, 3, 4, 6, 7 1, 2, 8 4 2, 4, 7	5, 8 2, 12 1	Ordinance/Subdivision Regulations Program/Partnership	**Planning Department** Development Services Department Local Land Trusts Parks & Recreation Department Public Works Department Utilities Department	2018
1, 3, 4, 5, 7 2, 7 1, 2, 4, 5 2, 4, 7, 9 3, 4 3, 10, 11	4 3, 14 7, 8 8	Program/Partnership	**Parks & Recreation Department** CareerTech / Technical Schools Office of Sustainability Oklahoma City-County Health Department Planning Department School Districts	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
E-1	Develop and adopt a city-wide Historic Preservation Plan to comprehensively address the identification, retention, preservation, and revitalization of the City's historic, cultural, archeological, and architectural resources. The plan could be used to accomplish the following: • Consolidate existing documentation on the City's historic resources, including historic surveys, reports and studies, and existing local, state, and national designations in order to identify areas of recognized significance and areas that are under-/undocumented. Use this information to set priorities for additional research. • Evaluate the impact of current development patterns, existing policies, and regulations on City-wide historic resources, and adopt new policies, guidelines, or ordinance amendments as necessary to address weaknesses, inconsistencies, and regulatory or financial disincentives for preservation. • Identify buildings, sites, or districts for potential new Historic Preservation and Historic Landmark zoning, Legacy Resource designation, or for eligibility to take advantage of other tools including National Register nomination and related tax credits, preservation easements, and others. • Develop policies, regulations, and guidelines for a City-wide review of all work impacting historic resources including, but not limited to, treatment of dilapidated or vacant and abandoned buildings, review of demolitions proposed outside of HP/HL designated areas, and review of the impact that new development has on historic resources located outside the City core.
E-2	Establish new incentives and raise awareness of existing incentives that stimulate the preservation and rehabilitation of historic resources. Incentives could include: • Preservation easements, low-interest or forgivable rehabilitation loans, and Tax Increment Financing Districts for historic buildings, sites, and districts. • Tools and practices for public/private partnerships to ensure the preservation and retention of top-priority historic resources whose deterioration or demolition would present an irreparable and highly significant loss to the City and beyond. • Existing city, state, and federal tools and incentives for rehabilitation, including state and federal tax credits for certified rehabilitation. • Expedited review process for projects involving infill sites.
E-3	Revise ordinances for design districts and design review procedures to ensure consistency in the treatment of historic properties, including the assessment of demolition proposals, the identification of historic or significant properties, and the consideration of the impact that the alteration or demolition of individual properties has on the context and continuity of the surrounding environment.
E-4	Coordinate with civic and professional organizations and relevant advocacy groups to: • Develop improved programming and content that educates the public, key professionals, and city leaders about the economic and environmental benefits of historic preservation and adaptive reuse, including facts about retrofitting historic buildings to meet modern living and energy needs, costs of rehabilitation, and ways for older buildings to comply with accessibility and other code requirements. • Develop resources for owners of historic properties, including hands-on training clinics or demonstration projects, a guidebook providing before-and-after examples of reused buildings in Oklahoma City, outreach and free assistance with the design review process, and a clearinghouse of information and design, labor, and materials resources for preservation, restoration, and revitalization.
E-5	Establish policy or adopt ordinance language to ensure that City-owned or controlled historic buildings are appropriately recognized, maintained and repaired, or rehabilitated. Potential methods to be considered could include: • Attach a preservation restriction or easement to historic properties that are surplused by the City. • Assess the historic status of City-owned or controlled properties in order to follow through with formal HP/HL zoning, National Register listing, or other historic designation as appropriate. • Incorporate early and substantive review of city improvement projects to assess potential impacts on historic buildings, and adopt alternatives that minimize or eliminate the impacts when necessary.

Goals	Initiatives	Type	Responsible Party	Start By
● 1, 3, 5	● 1	Policy Decision Ordinance/Subdivision Regulations	**Planning Department**	Ongoing
● 1, 2, 3, 4, 5 ● 1, 2, 3, 5 ● 1 ● 1, 4 ● 2, 4, 5 ● 2, 4, 11	● 1, 4 ● 3	Policy Decision Program/Partnership Funding Mechanism	**Planning Department** City Manager's Office Finance Department The Alliance for Economic Development	2023
● 1, 2, 3, 4, 5 ● 1, 2, 3 ● 4 ● 4	● 1, 4, 6	Policy Decision Ordinance/Subdivision Regulations	**Planning Department**	Ongoing
● 1, 3, 5	● 1	Policy Decision Program/Partnership	**Planning Department** Neighborhood Alliance	2023
● 1, 3, 5 ● 4 ● 4	● 1, 6	Policy Decision Ordinance/Subdivision Regulations	**Planning Department**	2023

Legend: ● sustainokc ● connectokc ● greenokc ● liveokc ● enrichokc ● playokc ● strengthenokc ● serveokc

Policy #	Policy
E-6	Improve landscape design, installation, and landscape maintenance compliance through the following actions: • Produce informational materials and work with local media to publicize the benefits of limiting turf areas (e.g. reduced water use, less mowing) and highlight the positive effects on property values and aesthetics that result from proper installation and maintenance of landscaping. • Develop a program, including informational outreach, to inform property owners of their responsibilities to maintain right-of-way areas, the procedures for enforcement, and the applicable fines. • Identify specific corridors with the worst landscape maintenance conditions and initiate coordinated clean-up programs in those locations. • Install demonstration gardens/landscapes in select civic/public locations to provide practical examples of how to integrate drought tolerant and low maintenance plants in commercial and residential installations. • Improve efficiency and effectiveness of the process for reporting, citing, and proactive enforcement violations for maintenance and compliance with landscape requirements. • Explore the establishment of landscape improvement/maintenance districts where property owners are assessed a pro-rata share of the costs to properly and uniformly maintain landscaping within the district boundaries.
E-7	Develop a Master Streetscape Program to improve the appearance along major arterial streets. The program should outline methods for establishing a uniform streetscape appearance (with distinctive designs for individual streets or classifications of streets) through appropriate tree placement, species, and spacing, and coordinating the location of street trees in proximity to utilities, sidewalks, street lights and structures, and appropriate sidewalk designs. Differentiation in streetscape designs could be designated by street typology, designated areas, or other factors.
E-8	Develop and adopt a Cultural Heritage Plan with the objective of reviving, explaining, commemorating, and integrating the City's cultural history through its cultural districts, landmarks, and facilities. The plan could be used to accomplish the following: • Develop a cultural map of the City identifying the location of all cultural resources, landmarks, and cultural districts. Convert this information into maps and guides for residents and visitors so they may visit Oklahoma City's cultural and historic sites using their preferred transportation method (walking tours, bike tours, river tours, transit routes, driving routes, etc.). • Develop an effective and attractive cultural signage program, including kiosk type directories in pedestrian areas, coordinated and designed to direct residents and visitors to major art and cultural sites or districts in the City. The program may also include such items as markers and temporary seasonal or event-based banners. • Examine opportunities to maintain and expand existing art and cultural facilities and to attract new ones. Coordinate a cultural needs assessment to determine future space needs, cultural variety potential, and potential sites to accommodate improvements. • Protect and facilitate the enhancement of existing and emerging arts and cultural districts throughout the City to preserve the unique character of these diverse neighborhoods. • Assess the accessibility of the City's art and cultural facilities and resources to determine if improvements are necessary. Recommend ways to enhance access and linkages to art and cultural facilities and resources via new sidewalks, trails, and pedestrian amenities and/or expanded transit service.
E-9	Establish development standards and design guidelines for new cultural, civic, and sporting facilities that address site design, architecture, compatibility, pedestrian-orientation and access, landscaping, and the inclusion of public art.

Goals	Initiatives	Type	Responsible Party	Start By
2, 4, 5 4 3, 4, 5	2, 6 3	Policy Decision	**Public Works Department** Development Services Department Office of Sustainability Public Information & Marketing Utilities Department	Ongoing
2, 3, 4, 5 1, 2, 3 3, 4, 5	2, 4, 5 3	Ordinance/Subdivision Regulations Policy Decision Process or Procedure	**Planning Department** Public Works Department Development Services Department Public Transportation & Parking Department	2023
1, 3, 4, 6 4	3, 7, 8	Policy Decision Program/Partnership	**Planning Department** Oklahoma Heritage Association	2028
1, 2, 3, 4, 5, 6 1, 2, 3 2 1, 2, 4, 5	4, 7, 8 2	Policy Decision Ordinance/Subdivision Regulations	**Planning Department**	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
E-10	Routinely assess the City's development standards, design guidelines, and development review procedures to ensure that they reflect current trends in best-practice and allow for innovative design techniques and evolving methods in low-impact development.
E-11	Enhance existing development standards and establish design guidelines for areas outside of the City's existing Design Review Overlay Districts. Development standards and design guidelines could include the following provisions: • Minimize views and prominence of parking lots in relation to structures on a site. • Sense of proportion (street width to building height, human scale). • Pedestrian orientation of structures and architectural detailing/fenestration. • Terminated vistas. • Reduce the predominance of residential garages in the design of the front facades of single-family residences. • Inclusion of front porches into the design of residential structures. • Internal orientation of parking facilities and garages in multi-family developments. • Improved pedestrian safety and enhanced pedestrian access through parking lots.
E-12	Establish a list of preferred and discouraged building materials for all zoning districts.
E-13	Develop distinctive standards for different types and categories of walls and fences, emphasizing durability, aesthetics, and visual continuity in materials and design with particular consideration of zoning classification.
E-14	Initiate new efforts to reduce sign clutter and improve the aesthetics of signs, while allowing for adequate and visible business identification by the following potential measures: • Restrict new billboards and eliminate or reduce the number of existing billboards. • Require non-conforming signs to be removed or be brought into compliance with existing regulations within a specific timeframe. • Consider new standards in the Sign Ordinance to improve limits on the size, height, and number of signs. • Improve proactive enforcement of the City's sign regulations to curtail the placement of illegal signs and ensure adequate maintenance of signs.
E-15	Ensure that public art is integrated into the planning and implementation for key initiatives such as Core to Shore, Project 180, MAPS 3 and other City projects as well as downtown, neighborhoods, cultural districts, and commercial districts.
E-16	Make it easier for arts and cultural projects to navigate the City's design review, zoning, licensing, and permit processes.

Goals	Initiatives	Type	Responsible Party	Start By
2, 3, 4, 5 1, 2, 3, 4, 5, 6, 7 1, 3, 7 5, 8 4, 7 3 4 2, 4	2, 4 1	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	Ongoing
2, 3, 4, 5 1, 2, 3, 4, 5, 6, 7 1, 3, 7 5, 8 4, 7 3 4 2, 4	2, 4, 5, 6 1	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018
2, 3, 4, 5 1, 2, 3 4 4	4, 6	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Office of Sustainability	2018
2, 3, 4, 5 1, 2, 3 4 4	2, 4, 6	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2023
2, 3, 4, 5 1, 2, 3, 5 4 3, 4, 5	2, 4, 6 6 3	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018
1, 3, 4, 6 4	3, 7, 8	Policy Decision Ordinance/Subdivision Regulations	**MAPS** City Manager's Office Planning Department	Ongoing
1, 2, 3, 4, 5, 6 1, 2, 3 4	3, 4, 7, 8	Process or Procedure	**Planning Department**	2018

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Policy #	Policy
E-17	Reverse the detrimental impact of vacant and abandoned buildings through the following efforts: • Develop an Abandoned Buildings program geared toward a significant reduction in vacancies by creating incentives and/or penalties that discourage prolonged building abandonment and help the City to recoup the costs associated with vacated buildings. Use fees generated by this program to help fund redevelopment of abandoned buildings. • Assess the feasibility of potential reuse options for dilapidated or abandoned buildings. Define and establish criteria to help identify buildings that are too far gone and/or too costly to feasibly rehabilitate, and consider a coordinated demolition program for those buildings. • Seek changes in state legislation to enhance the City's ability to maintain and improve its neighborhoods including: ○ Laws which would speed up the demolition process for long-term dilapidated or abandoned properties that cannot be rehabilitated, and ○ Laws which would strengthen the City's ability to require property owners to rehabilitate or sell neglected, boarded-up properties.
E-18	Initiate efforts to educate the public regarding programs that provide assistance for neighborhood clean-up efforts. Such efforts could include the following: • Provide assistance to residents to make housing and neighborhood improvements and provide training in property maintenance skills. • Develop and organize volunteer programs (such as adopt-a-street, adopt-a-park, and neighborhood clean-up days) and/or coordinate efforts to obtain grant funding to establish community clean-up programs in neighborhoods where inadequate property maintenance is prevalent. • Publicize Bulk Waste Days and/or explore the possibility of adding more days/increased frequency. • Develop a list of outside funding sources that could be used for property maintenance and make this information available to all citizens, especially those in targeted low-income areas. • Establish public educational programs and advertising campaigns to discourage littering. Education should begin at the elementary level and continue through the adult level.
E-19	Intensify code enforcement in areas where specific and/or chronic violations have detrimental impacts on community appearance. Such efforts could include: • Implement stricter enforcement of property maintenance regulations and consider more significant penalties for violations. • Increase emphasis on the enforcement of littering laws. Impose fines against littering in a uniform and consistent manner to reinforce a public perception that littering does carry a definite risk. • Immediately report and ensure expedient removal of graffiti that is visible from interstate highways and other important/designated viewshed corridors.
E-20	Provide a centralized area(s) for artists to live and work (e.g. Paseo, Film Row) by targeting districts within the city that have become centers for all types (performing, visual, literary, etc.) of art.

Goals	Initiatives	Type	Responsible Party	Start By
4, 5 2, 5 1, 4, 5, 6, 7 4 4, 5 3, 4	6 1, 2, 7	Policy Decision Ordinance/Subdivision Regulations Funding Mechanism Legislative Initiative	**City Manager's Office** Development Services Department Municipal Counselor's Office Planning Department	2023
2, 5 3, 4 4 3, 4, 5	6 4 3	Policy Decision Process or Procedure Funding Mechanism	**Public Information & Marketing** City Manager's Office Development Services Department Oklahoma City Beautiful Planning Department Utilities Department	2023
2, 5 4 3, 4, 5	6 3	Policy Decision Process or Procedure	**Development Services Department** Police Department Public Works Department	2018
1, 3, 4, 6 4	3, 7, 8	Policy Decision Program/Partnership	**Planning Department**	2028

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Policy #	Policy
E-21	Develop and implement a Comprehensive Public Art Master Plan to: • Establish goals and a framework for the rational development of a public art program for Oklahoma City • Integrate public art into each of the City's key development initiatives and community sectors with a plan for both permanent and temporary placement processes that facilitate new public art coordination and investment. • Create an administrative and financial structure (with roles and responsibilities) to efficiently and effectively facilitate multi-departmental and multi-agency public art partnerships. • Evaluate the current development/design/art review processes and make recommendations for improved and streamlined public art policies and procedures for both permanent and temporary public art (including murals). • Involve the community in the process of public art selection to build consensus for the program. • Include an educational component to reinforce the value of public art in the public realm for all ages and cultures. • Provide a plan for maintaining the value and physical integrity of the City's public art collection.
E-22	Coordinate efforts to educate the public regarding the location of all public art installations and potential locations for future installations. Such efforts could include: • Producing educational materials for each newly commissioned work in the City's Public Art collection and making these available to the public. • Providing educational materials detailing the locations of public art installations, such as walking tour guides, podcasts, physical markers, or web-based maps. • Developing and adopting a Physical Master Plan to promote public art "districts" for key areas, including the Riverfront, downtown, the airport. • Establishing a collection management system for public art to catalogue artist, location, condition, value and other details of public interest.
E-23	Coordinate with art organizations, museums, and galleries to develop and offer an art outreach program to expose students to the various art disciplines.
E-24	Facilitate communication among the 23 school districts in order to develop more arts education opportunities for the children in our community.
E-25	Identify the economic value of cultural resources in attracting tourism and reinvest a share of tourism revenue to sustain and expand these resources.
E-26	Showcase local talent by incorporating the work of artists into City activities such as wall displays, public information efforts, and special events.

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 5, 6 1, 2, 3 4	4, 7, 8	Policy Decision Program/Partnership	**Planning Department** City Manager's Office	2018
1, 3, 4, 6 4	3, 7, 8	Policy Decision Process or Procedure	**Public Information & Marketing** Planning Department	Ongoing
3, 6	8	Policy Decision Program/Partnership	**Planning Department**	2028
3, 6 1, 2, 3, 5 2 3, 10, 11	8 8 2	Policy Decision Program/Partnership	**City Manager's Office** Planning Department School Districts	2028
1, 3, 4, 6 4, 6	3, 7, 8 8	Policy Decision Funding Mechanism	**Planning Department**	2023
3, 4, 6 4	3, 8	Policy Decision	**Planning Department** Public Information & Marketing	2023

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Policy #	Policy
E-27	Explore the implementation of the following efforts to increase the economic impact of cultural activities and arts programs: • Efforts organized by Oklahoma City Office of Arts and Cultural Affairs: ○ Formalize neighborhood-based cultural economic development plans ○ Work with groups interested in establishing a vacant storefronts program with artists ○ Establish a public art program to include local artists ○ Coordinate a master list of artist opportunities ○ Convene organizers of events and festivals to share knowledge and resources ○ Coordinate use of publicly-owned space for use by artists. • Efforts coordinated by Cultural Development Corporation of Central OK (CDCOK): ○ Clarify roles among arts service entities ○ Expand business skills training for artists ○ Build capacity among nonprofits for fiscal/project sponsorship ○ Strengthen partnerships and engagement with higher education resources ○ Provide artist fellowships in partnership with philanthropies ○ Evolve CDCOK into an economic development entity • Efforts led by artists: ○ Build a multi-disciplinary artist network ○ Conduct an Annual Artist Summit ○ Pilot art sales program based on the Community Supported Art model ○ Recognize outstanding contributions by artists to the region
E-28	Allow the reuse of vacant storefronts as exhibition space for local artists.
E-29	Protect the unique character of National Register-listed properties or districts and local Historic Districts and ensure that development and redevelopment is compatible with historic resources and character.
E-30	Provide incentives for private development projects that include public art.
E-31	Incorporate natural features (such as ponds, lakes, streams, rock outcroppings, stands of mature trees, and/or sizable individual trees) into the design of all residential, commercial, and industrial projects rather than eliminating, hiding, or limiting access to those features.

Goals	Initiatives	Type	Responsible Party	Start By
● 1, 3, 4, 6 ● 4	● 3, 7, 8	Policy Decision Federal And/Or State Legislation Program/Partnership	**Planning Department** Cultural Development Corporation of Central Oklahoma Artists	2028
● 2, 3, 4, 5, 6 ● 4 ● 1, 2, 3	● 4, 8	Policy Decision	**Planning Department**	2023
● 1, 2, 3, 4, 5, 6 ● 4 ● 1, 2, 3	● 1, 4, 7	Policy Decision Development Review	**Planning Department** Neighborhood Alliance The Alliance for Economic Development, OCURA Development Services Department	Ongoing
● 2, 3, 4, 5, 6 ● 4 ● 1, 2, 3	● 4, 8	Policy Decision	**The Alliance for Economic Development** Planning Department City Manager's Office	2023
● 2, 3, 4, 5 ● 4 ● 1, 2, 3 ● 3, 4, 5	● 2, 4, 6 ● 3	Policy Decision Development Review	**Development Services Department** Planning Department	2023

Legend: ● sustainokc ● connectokc ● greenokc ● liveokc ● enrichokc ● playokc ● strengthenokc ● serveokc

Policy #	Policy
E-32	Establish streetscape standards requiring attractive entry features and the provision of accessible common open space in new neighborhoods.
E-33	Develop and adopt new standards/guidelines to promote new residential subdivision designs that orient residential neighborhoods toward adjacent complementary uses or features such as parks, schools, open space, and neighborhood serving commercial sites, promoting improved direct accessibility and more seamless community integration.
E-34	Develop and adopt new standards to minimize the detrimental appearance of accessory utility equipment (i.e. transformers, cable cabinets, telephone cabinets, utility meters, valves, etc.) by integrating them into less prominent areas of the site design or by screening them with landscaping, artistic features, or architectural materials compatible with the primary structures. If not encouraged, artistic embellishment (creating urban ambiance with imaginatively designed/painted screens) should not be prohibited. Ensure that such facilities are situated so that they do not impede pedestrian access.
E-35	Facilitate and coordinate burial of overhead power and communications distribution lines.
E-36	Enhance the City's Landscape Ordinance by accomplishing the following objectives: • Add guidelines and recommendations for landscape design that minimizes the need for supplemental irrigation. • Clarify responsibilities and standards for landscape maintenance, including within public rights-of-way. • Incentivize the use of drought-tolerant and native plants. • Restrict the use of turf grass to the greatest extent feasible. • Evaluate existing landscape standards for parking lots and consider making revisions that would result in more landscape buffering on parking lot fringes and more internal landscaping. • Evaluate existing landscape standards to determine whether new standards should be adopted to help screen or buffer parking structures. • Evaluate existing landscape standards in comparison to best practices and peer cities to determine whether minimum site landscaping standards should be revised and/or restructured to result in increased landscaping.
E-37	Develop and adopt new standards/guidelines that result in improvements to parking structure design including the following potential measures: • Design parking structures to be architecturally integrated with adjoining primary structure(s). • Include integrated storefronts or other active uses on the ground floors of parking structures that are adjacent to public sidewalks and other pedestrian plazas. • Enhanced exterior façades of structures by integrating architectural features and materials that complement the character of the surrounding area, or screening with vegetation.
E-38	Develop standards/guidelines that require architectural articulation, variety, and interest on large structures adjacent to public streets by limiting long stretches of unbroken wall planes.

Goals	Initiatives	Type	Responsible Party	Start By
2, 3, 4, 5 4 1, 2, 3 4	2, 4, 6	Ordinance/Subdivision Regulations	**Planning Department** Public Works Department	2023
2, 3, 4, 5 1, 3, 4, 5, 6, 7 1, 2, 3, 6 4	2, 4 8	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Parks & Recreation Department Development Services Department	2018
2, 3, 4, 5, 6 1, 2, 3 3, 4, 5	2, 4, 8 3	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Public Works Department	2018
2, 3, 4, 5 1, 2, 3 3, 4, 5	4 3	Policy Decision Program/Partnership Regional/External Agency Coordination	**Public Works Department** Development Services Department Private Utility Companies Utilities Department	2023
2, 3, 4, 5 1, 2, 3 9, 10 4 4	2, 4, 5, 6 6	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2023
2, 3, 4, 5 1, 2, 3, 5 4	4, 5 6	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Central Oklahoma Parking and Transit Authority	2028
2, 3, 4, 5 3, 4, 5 1, 2, 3	4 3	Policy Decision Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2028

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Policy #	Policy
E-39	Define responsibilities and assurances for maintaining, repairing, or replacing community walls and fences. Consider creating programs for routine and consistent maintenance of fencing along arterial roadways that could include fencing assessment districts, long-term bonds, or assigned HOA maintenance of community fencing.
E-40	Consider the adoption of improved requirements to screen parked vehicles from view with enhanced landscaping, berming, low screen walls, and existing or proposed buildings, or some combination of those elements.
E-41	Use light fixtures and street furniture in the public right-of-way that complement established or evolving cultural or design districts.
E-42	Create a public outreach program designed to explain and promote the benefits of urban design principles and design review districts.
E-43	Establish a funded beautification program and source of funding to provide facade and landscaping enhancements along targeted industrial corridors.

Goals	Initiatives	Type	Responsible Party	Start By
2, 3, 4, 5 1, 2, 3, 6 1, 3, 4, 5, 6, 7 4	4, 6 8	Policy Decision Ordinance/Subdivision Regulations Program/Partnership	**Development Services Department** Neighborhood Alliance Planning Department Public Works Department	2028
2, 3, 4, 5 1, 2, 3 4	2, 4, 5	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department	2018
2, 3, 4, 5 1, 2, 3 3, 4, 5	3, 4 3	Policy Decision Process or Procedure Capital Improvement	**Public Works Department** Development Services Department Planning Department	2023
2, 3, 4, 5 1, 2, 3 4	3, 4	Policy Decision Process or Procedure	**Planning Department** Public Information & Marketing	2028
2, 4, 5 4 3, 4, 5	2, 6 3	Policy Decision Process or Procedure Funding Mechanism	**City Manager's Office** Planning Department	2028

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Policy #	Policy
P-1	Explore public/private funding sources and management structures, including non-profit conservancies, to improve, operate, manage and maintain downtown parks and open spaces.
P-2	Establish partnerships and programs with neighborhood associations and other organizations to improve maintenance of parks by: • Increasing participation in the OKC Beautiful's "Adopt a Park" program. Participants can include nearby businesses, neighborhood associations, churches, schools, and nonprofit groups; • Establishing incentives for participating in the"Adopt a Park" program, such as providing awards; and, • Increasing volunteer park maintenance programs.
P-3	Reduce the City's long term operations and maintenance costs by: • Adapting more energy efficient technologies for park facilities; • Using low water landscape palettes and recycled water for irrigation; and, • Identifying and pursuing additional funding sources including: increased appropriations to the City's Parks & Recreation Department; federal, state, or county funds; dedicated sales tax; impact fees/in lieu fees; private, corporate, and foundation grants; and business improvement or assessment districts.
P-4	Pursue all opportunities, including donations, conservation easements, inheritance trusts, naming rights, and developer incentives to accomplish the following: • Acquiring new lands for parks, open space; • Acquiring natural areas that provide greater opportunities for people to access nature; • Maintaining existing and future parks, open space, and natural areas; • Enhancing existing landscaping at parks and along trails by planting additional native vegetation.
P-5	Establish a parkland dedication program to ensure adequate provision of parks to serve future populations.
P-6	Prioritize capital improvement for parks that serve areas where populations are projected to increase.
P-7	Require new subdivisions in under-served areas to construct and maintain private parks to serve those residents. Establish standards for private parks so that their quality is on par with public parks.
P-8	Prioritize capital improvement to construct linkages and connections from the existing urban parks and open space system to neighborhoods, commercial areas, employment centers, and community facilities.

Parks & Recreation

Goals	Initiatives	Type	Responsible Party	Start By
2 1 6, 7	1, 2	Funding/Resource Strategy	**Parks & Recreation Department** Finance Department Planning Department	2023
1, 2 6, 7 1	1, 2	Program/Partnership	**Parks & Recreation Department** Neighborhood Alliance Oklahoma City Community Foundation Planning Department	2023
1, 2 6, 7 1	1, 2	Funding/Resource Strategy	**Parks & Recreation Department** City Manager's Office Finance Department	2023
1, 2 6, 7 7 1 1, 2, 8	1, 2 1	Policy Decision	**Parks & Recreation Department** Planning Department	2028
1 6	2	Policy Decision	**Parks & Recreation Department**	2023
1, 2, 5	4	Capital Improvement Policy Decision	**City Manager's Office** Finance Department Mayor and City Council Parks & Recreation Department Planning Department	Ongoing
2	3	Ordinance/Subdivision Regulations Policy Decision	**Planning Department** Development Services Department Parks & Recreation Department	2018
2, 3 6 1, 2, 3, 4, 6 7 3, 6, 7 1, 2, 4, 7	6, 8 2	Capital Improvement Policy Decision	**City Manager's Office** Finance Department Mayor and City Council Parks & Recreation Department Planning Department Public Works Department	Ongoing

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Policy #	Policy
P-9	Approve construction of new private parks only when the following provisions are specified: • Identification of a party, group, or entity responsible for park maintenance; • Adoption of maintenance standards for private park facilities, equipment, and natural areas; • Establishment of a maintenance and inspections schedule; • Guarantees of a funding source for long-term maintenance (maintenance bonds, open space escrow, fees etc.).
P-10	Determine whether existing parks and facilities are serving the specific needs of the community within the park's service area. If the area has transitioned and the park no longer serves the needs of the surrounding community, either reprogram the park, declare park surplus, or seek redevelopment to a more fitting use.
P-11	Coordinate planning efforts with school districts to attempt concurrent land purchases for schools and parks.
P-12	Coordinate with school districts, local healthcare providers, and other community organizations to provide recreational programming not offered in nearby public parks or recreation centers, such as after-school fitness and education programs.
P-13	Develop a downtown park master plan that identifies the following: • Opportunities for providing private parks and open space while still maintaining a dense, urban environment (such as vest pocket parks, rooftop gardens, plazas and courtyards); • Linkages and connections between public and private parks; • Programming and amenities that complement and support parks in the system; and • Funding for operations and maintenance.
P-14	Modify codes and regulations to establish separate dedication requirements for parkland that excludes areas otherwise necessary or dedicated for drainage or detention as these areas should not receive credit to serve both purposes.
P-15	Ensure all homes are within walking distance of a park based on level of service standards for each urban land use typology by updating codes and regulations for new construction and by improving connections and access between existing parks and neighborhoods.

Parks & Recreation

Goals	Initiatives	Type	Responsible Party	Start By
2	3	Ordinance/Subdivision Regulations Policy Decision Process or Procedure	**Development Services Department** Parks & Recreation Department Public Works Department	Ongoing
1, 2, 5 1 7	4, 6	Policy Decision Development Review	**Parks & Recreation Department** Planning Department	2023
1, 2, 5 7 1, 2, 3, 4, 6 1, 2, 4, 7	4, 6 2	Program/Partnership	**Parks & Recreation Department** School Districts	2018
1, 2, 5	4	Program/Partnership	**Parks & Recreation Department** Oklahoma City-County Health Department Police Department School Districts	2023
1, 2, 3 6 1, 5 7 3, 6, 7 1	1, 3, 7, 8	Policy Decision Process or Procedure	**Parks & Recreation Department** Planning Department	2028
2 7 1	6	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Parks & Recreation Department Public Works Department	2018
2, 3 6 1, 2, 3, 4, 6 7 3, 6, 7 1, 2, 4, 7	6, 8 2	Capital Improvement Development Review Policy Decision	**Parks & Recreation Department** Development Services Department Planning Department Public Works Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
P-16	Acquire easements in new and existing developments to develop and connect trails.
P-17	Establish connections between parks, residential areas, and other points of interest by constructing additional bike routes, trails and pedestrian paths to meet the growing demands for recreation and alternative transportation routes.
P-18	Require that new development tie into the park and trail system by providing linkages to existing parks or dedicating new park land. Connect existing parks and neighborhoods to create a continuous system of open spaces, for example along stream corridors.
P-19	Establish procedures for creating new joint school/park sites, including the division of maintenance responsibilities.
P-20	Increase the number of joint-use agreements that allow community access to school playgrounds outside of school hours to improve neighborhood access to recreational facilities.
P-21	Increase the level of involvement and resources from agencies and other community groups to provide physical activity programming, such as after-school programs.
P-22	Establish criteria for locating, designing, and improving public and private parks to enhance safety and security, including: • Locating new parks in areas that are highly visible and accessible from surrounding residential streets and utilize trails to increase activity and visibility in parks. • Utilizing Crime Prevention Through Environmental Design principles, which includes controlled access, visibility, lighting, etc. for new parks and retrofitting/redesign of existing parks.
P-23	Improve safety of users of the parks and trails system by: • Providing good lighting, emergency call boxes, and regular police patrols along the trail system. • Providing shelter structures along the trail networks and determining the appropriate spacing for such structures. Structures could be relatively small to keep costs down but should be sturdy and easy to maintain.

Parks & Recreation

Goals	Initiatives	Type	Responsible Party	Start By
3 6 1 4 1, 3, 4, 6, 7	8 15, 17	Capital Improvement Development Review Process or Procedure Program/Partnership	**Parks & Recreation Department** Development Services Department Local land trusts Oklahoma City Community Foundation Planning Department	Ongoing
3 6 1 4 1, 3, 4, 6, 7	8 15, 17	Capital Improvement	**Public Works Department** Parks & Recreation Department Planning Department	2023
3 6 1, 7 4 1, 3, 6, 7 8 1, 2, 3, 8, 10	8 1, 2 17	Capital Improvement Development Review	**Planning Department** Development Services Department Parks and Recreation Public Works Department	Ongoing
2 7 1, 2, 3, 4, 6 1, 2, 4, 7	6 2	Program/Partnership	**Parks & Recreation Department** School Districts	2023
2 7 1	6	Program/Partnership	**Parks & Recreation Department** Planning Department School Districts	2023
1, 2 6, 7 1	2, 6	Program/Partnership	**Parks & Recreation Department** Oklahoma City-County Health Department School Districts The Y	2018
4 4 1 1, 2, 5 1, 4, 7 1, 2, 3, 4, 5, 10	9 1, 2 6 1	Capital Improvement Development Review Ordinance/Subdivision Regulations	**Parks & Recreation Department** Development Services Department Planning Department Police Department	2023
4 4 1 1, 2, 5 1, 4, 7 1, 2, 3, 4, 5, 10	9 1, 2 6 1	Capital Improvement	**Parks & Recreation Department** Police Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
P-24	Enhance the City's ability to improve the appearance of existing parks through the following: • Targeted cleanup and beautification program; • Seek sponsors to donate funds to improve park signage and lighting; • Litter and graffiti abatement program.
P-25	Enhance public park design standards to allow for public art and innovative design solutions regarding stormwater management, use of native vegetation, open space, and play areas.
P-26	Explore the use of artificial turf, alternative materials and or other types of ground covers that do not require heavy maintenance or frequent mowing.
P-27	Replace existing high-maintenance, high-water plant material with attractive native plants.
P-28	Study the feasibility of allowing community gardens in some park areas and create a community garden pilot program.
P-29	Utilize existing natural streams as amenities in public parks, and regularly monitor and maintain stream banks for safety of park users.
P-30	Protect the health of park visitors by utilizing the most environmentally friendly least toxic means available of reducing weeds and other pests to acceptable levels.
P-31	Revise subdivision regulations to require development adjacent to parks and public open spaces to maintain open sight lines to parks and public open space. Reduce/limit residential rear yards, fences, walls, and physical and visual enclosures around park and public open space perimeters. Encourage designs that allow homes to face into parks or where side yards are located near parks.
P-32	Utilize private and public partnerships and determine appropriate locations and funding sources to build larger multi-generational centers that will replace existing, small, and outdated recreation centers.

Parks & Recreation

Goals	Initiatives	Type	Responsible Party	Start By
4 9, 10	10	Program/Partnership	**Parks & Recreation Department** Planning Department	Ongoing
4 1, 2, 3, 8, 9, 10 7 8	10 1, 2	Ordinance/Subdivision Regulations	**Parks & Recreation Department** Public Works Department Planning Department	2023
4 9, 10	10	Process or Procedure	**Parks & Recreation Department**	2018
4 8 2, 3, 9, 10	10 2, 6	Policy Decision Process or Procedure	**Parks & Recreation Department**	Ongoing
4 9, 10	10	Program/Partnership	**Planning Department** Office of Sustainability Oklahoma City Community Foundation Parks & Recreation Department Regional Food Bank of Oklahoma	2023
4 4 3, 4, 9, 10 5 1, 4, 7 2, 4	9, 10 4 2	Process or Procedure	**Parks & Recreation Department** Public Works Department	2023
4 4 9, 10 2, 4 1	9, 10	Policy Decision Process or Procedure	**Parks & Recreation Department**	Ongoing
4 4 7 5 1, 2, 8 2, 4 1, 4, 7	9 1 2	Ordinance/Subdivision Regulations	**Planning Department** Development Services Department Parks & Recreation Department	2018
1, 2, 5 6	2, 5	Capital Improvement Policy Decision	**Parks & Recreation Department** City Manager's Office Finance Department The Alliance for Economic Development	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
ST-1	Create and promote development-ready sites in Employment Reserve (ER) areas using the following strategies: • Task the Oklahoma Industries Authority (OIA) and/or the Oklahoma City Industrial and Cultural Facilities Trust (OCICFT) to help public and private entities create development-ready sites. • Partner with the State School Land Trust to prepare their sites located in ER areas for development. • Pursue public purchase or optioning of key properties in ER areas in cooperation with the Urban Renewal Authority, the Oklahoma Industries Authority (OIA), and/or the Oklahoma City Industrial and Cultural Facilities Trust (OCICFT). • Conduct a market analysis and feasibility study for a new business park. • Facilitate development of ER sites by providing: ○ Infrastructure financing options, such as tax-increment financing, ○ Prioritized delivery of infrastructure, and ○ Accelerated or facilitated permitting.
ST-2	Provide adequate infrastructure for new or expanding companies by giving priority to Capital Improvements in ER areas. Additionally, consider the implementation of impact fees for infrastructure in order to provide infrastructure in a timely manner and to better coordinate with private development.
ST-3	Consider updating the City's Strategic Investment Program and retail incentive guidelines to maximize public benefit and return on investment from business recruitment and retention incentive structures according to the following order of preference: • The prospective company pays for infrastructure and/or amenities and is reimbursed by the City as performance standards are achieved. • The City pays for infrastructure and/or amenities, which the prospective company must repay if performance standards are not met. • Direct, performance-based payments are made to the prospective company.
ST-4	Continue providing direct financial incentives on a limited basis to attract and retain large, well-paying employers in areas where public infrastructure and amenities are already adequate. Financial incentives may include: • Payments from general obligation limited tax bonds • Performance-based rebate of all or a portion of future impact fees (if implemented) • Revolving loan fund for small business starts/expansions • Industrial revenue bonds

Economic Development

Goals	Initiatives	Type	Responsible Party	Start By
1, 6 1, 4	1 7	Capital Improvement Funding/Resource Strategy Program/Partnership Regional/External Agency Coordination	**The Alliance for Economic Development (OIA, OCICFT)** City Manager's Office Development Services Department Greater Oklahoma City Chamber of Commerce Planning Department Public Works Department School Land Trust Urban Renewal Authority Utilities Department	2023
1, 6 1, 2, 3, 4, 6 1 1 1, 2, 4, 7, 9	1 2 4	Capital Improvement Funding/Resource Strategy Policy Decision	**City Manager's Office** Finance Department Planning Department Public Works Department Utilities Department	Ongoing
1, 6 4	1, 8	Capital Improvement Funding/Resource Strategy Policy Decision	**City Manager's Office** Finance Department	2023
1, 6 4	1	Funding/Resource Strategy Policy Decision	**City Manager's Office** Finance Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
ST-5	Increase economic diversity by supporting development of industry clusters such as aerospace, aviation, defense, bioscience (and other high-technology industries), renewable energy, new-to-market company headquarters, and advanced manufacturing. Strategies can include: • Prioritizing incentives administered by the Oklahoma City Economic Development Trust for these industries • Prioritizing installation of infrastructure to support aviation-related industrial development on the east side of the Will Rogers Airport • Engaging ODOT in discussions to make improvements to I-44 in the vicinity of the Will Rogers Airport to relieve congestion and improve access to the airport-owned lands from I-44 • Protecting Airports and Tinker Air Force Base from encroachment by incompatible uses by analyzing the effectiveness of current Airport Environs overlay zoning districts and implementing necessary changes • Facilitating expansion of Tinker-related operations to the east and south by prioritizing improvements to transportation, water, and sewer infrastructure • Coordinating with the Chamber of Commerce to prepare sector acceleration plans for targeted industries
ST-6	Support locally-owned businesses and entrepreneurs, which have greater multiplier effects on the local economy, by the following actions: • Establish online sales taxes to correct a competitive imbalance currently suffered by local "brick and mortar" merchants. • Facilitate entrepreneurial growth by working with local companies and universities and supporting business incubators. • Consider amending the Strategic Investment Program guidelines to give higher priority to locally-owned businesses. • Consider creating incentives and/or easing regulations for small, locally-owned businesses such as home businesses, farmers' markets, mobile food vendors, pop-up retail, etc.
ST-7	Initiate an effort to create and publicize a brand and image for the city. Examples of specific outcomes include: • Coordinate with the Greater Oklahoma City Chamber to advertise the city's quality of life to national and regional audiences during major events such as the NBA playoffs, and at other appropriate times and places, and in appropriate media. • Overhaul of City logo (buses, police cars, streetcar) • Overhaul of City Website
ST-8	Increase tourism, publicize the city's quality of life, and increase the city's profile as a regional vacation destination by working with the Conventions and Visitors Bureau using the following strategies: • Package vacations that highlight the city's amenities and destinations. • Conduct a tourism market study and plan to identify opportunities to increase visitation from in-state and out-of-state groups and households. • Publicize information highlighting the city's amenities, destinations and transportation options (e.g., Spokies, transit, walking tours, and river boat tours). • Direct visitors (through maps, walking, biking, and river tours, and driving and streetcar routes) to Oklahoma City's cultural and historic sites, and commercial districts.
ST-9	Continue to create and enhance "big league city" amenities such as parks, public spaces, roadways, transit, cultural and recreational facilities, special districts, and gateways. Two specific possibilities for amenity enhancement include: • Explore the feasibility of City-supported, high-quality landscaping along key transportation corridors as a means of enhancing the city's appearance, image, and sense of place. • Create gateways using public art features.

Economic Development

Goals	Initiatives	Type	Responsible Party	Start By
1, 6 4	1	Capital Improvement Ordinance/Subdivision Regulation Policy Decision Program/Partnership	**City Manager's Office** The Alliance for Economic Development Department of Airports Greater Oklahoma City Chamber of Commerce Oklahoma City Economic Development Trust Planning Department Tinker AFB	Ongoing
1, 6 4	1, 8	Legislative Initiative Funding/Resource Strategy Policy Decision Regional/External Agency Coordination	**City Manager's Office** Finance Department Local companies & businesses Universities	2023
1, 3, 4, 5 7	4	Program/Partnership Regional/External Agency Coordination	**City Manager's Office** Greater Oklahoma City Chamber of Commerce	2023
1, 3, 4, 5 7 2, 5	3, 4	Program/Partnership Regional/External Agency Coordination	**City Manager's Office** Convention and Visitor's Bureau Public Information & Marketing Public Transportation & Parking Department Parks & Recreation Department	2023
1, 3, 4, 5, 7 7 2, 3, 5, 6 1, 2, 5 1	3, 4 8 4, 6	Capital Improvement Policy Decision Process or Procedure	**Planning Department** Parks & Recreation Department Public Transportation & Parking Department Public Works Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
ST-10	Establish a program to develop place-making capacity in the city. The program should promote the economic and quality-of-life benefits of place-making investments and should: • Establish and maintain partnerships between the City, the private sector, and "place management" organizations. • Provide funding and City staff support for "place management" organizations.
ST-11	Create specialized districts for large cultural or ethnic groups to enhance the diversity and perceptions of the city. Identify appropriate areas and create master plans with urban design guidelines specialized to the cultural history on display. For example, one special district could be themed for the Hispanic/Latino community. Such a district would include associated thematic infrastructure, amenity, design, public art, and streetscape improvements.
ST-12	Promote the downtown area as an attractive place to live and play for all household types, including families with children by: • Requiring human scale site and building designs • Focusing on pedestrian friendliness • Adding family-friendly public amenities including parks, open space, greenways, plazas, bikeways, public art, etc. • Limiting noise and protecting privacy • Ensuring new buildings and sites are designed to be attractive and to enhance safety and the sense of safety. • Encouraging employment and residential uses in close proximity • Encouraging or requiring a percentage of condominium or apartment units to be 2 and 3 bedroom units • Encouraging "child-friendly" development near schools and discouraging uses that could be detrimental to schools' viability • Instituting on-street police officers on foot or bicycle to maintain "eyes on the street" and enhance public safety and security
ST-13	Attract and retain young professionals to downtown and its environs to support and enhance place-making efforts and investments. • Explore the possibility of the Greater Oklahoma City Chamber of Commerce contracting with the City to facilitate and promote civic engagement and social opportunities for young professionals.
ST-14	Facilitate the development of housing in the Downtown, Bricktown, and Core to Shore areas in order to increase activity levels and demand for retail and amenities.
ST-15	Strengthen downtown's sense of place and activity levels by encouraging more housing, retail, public plazas, public art, parks, indoor recreation facilities, and arts and cultural facilities.
ST-16	Increase land use diversity in Bricktown to attract and retain visitors and development momentum. Specifically, encourage more retail, office, and recreational uses rather than additional bars and restaurants, so that visitors of all ages and interests will be motivated to visit and stay longer.

Economic Development

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 4, 5 7 3, 4	4 3	Process or Procedure Regional/External Agency Coordination	**Planning Department**	2023
1, 3, 4, 5 7 3, 4	4 3	Policy Decision Process or Procedure	**Planning Department** Public Works Department	2023
1, 3, 4, 5 1, 2, 3, 5 3, 4, 7 4	4 8 4	Ordinance/Subdivision Regulation Policy Decision Process or Procedure	**Planning Department** Development Services Department Parks & Recreation Department Police Department Public Works Department	Ongoing
1, 3, 4, 5 1, 2, 3, 5 7 4	4 8	Policy Decision Regional/External Agency Coordination	**Greater Oklahoma City Chamber of Commerce** Planning Department	2023
1, 2, 3, 4, 5 1, 2, 3, 5 3, 4, 7 4	4, 5 8 5	Policy Decision Process or Procedure	**Planning Department**	Ongoing
1, 3, 4, 5 1, 2, 3, 5 7 4	4 8	Capital Improvement Policy Decision	**Planning Department** City Manager's Office Parks & Recreation Department	Ongoing
1, 2, 3, 4, 5 1, 2, 3, 5 3, 4, 7 4	4, 5 8	Development Review Policy Decision	**Planning Department**	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
ST-17	Adopt new citywide site design and building regulations that ensure new developments meet basic functional and aesthetic minimums related to: • Walkability and bike-ability • Internal and external street connectivity • Integration of uses • Signage • Building location • Building appearance • Open space (passive and active)
ST-18	Support diverse and high-achieving student bodies through the creation of mixed-income neighborhoods that encourage parental and community involvement by: • Integrating home sizes and types at neighborhood and block scales, • Avoiding concentrations of low-income households by encouraging income diversity within neighborhoods and by spending City housing funds in a manner that does not concentrate low income households in one development or neighborhood, but instead creates opportunities for these households to live in income-diverse neighborhoods, and • Encouraging school districts to open schools and school grounds after school hours to support community engagement and more convenient opportunities for active recreation.
ST-19	Work with the Greater Oklahoma City Chamber of Commerce to recommend adaptations to local education and training opportunities to match the current and projected needs of local companies.
ST-20	Develop methods for the City to aid school districts in bolstering student performance. Explore the following methods: • A cooperative City and business-funded scholarship program for OKC residents in underperforming school districts following the same pattern as The Pittsburgh Promise, which offers post-secondary scholarships to academically qualified students who live in Pittsburgh and attend Pittsburgh public schools, • Increased police presence for security and truancy prevention, • City-funded after school facilities and programs, • City-funded financial rewards to schools showing measurable improvement, • City-funded financial or other rewards to high-performing teachers, • City-funded teaching skills training.
ST-21	Study the impact of vacant parcels on places and special districts, and determine how best to mitigate any negative impacts.

Economic Development

Goals	Initiatives	Type	Responsible Party	Start By
2, 3, 4, 5 1, 2, 3, 4, 5, 6, 7 1, 3, 7 1, 2, 5, 8 1, 3, 4, 5, 6, 7 2, 3, 4, 5 3 2, 4	3, 5 1 1 8 4	Ordinance/Subdivision Regulation	**Planning Department** City Manager's Office	2018
1, 2, 3, 4, 5 1, 2, 3 2, 3, 4, 7 4 1, 3, 10, 11	2, 5 8 3	Policy Decision Process or Procedure Regional/External Agency Coordination	**Planning Department** Development Services Department Parks & Recreation Department	2018
1, 2, 5 2	2	Regional/External Agency Coordination	**Greater Oklahoma City Chamber of Commerce** City Manager's Office	2023
1, 2, 5 1, 2	2, 6	Capital Improvement Funding/Resource Strategy Process or Procedure Program/Partnership	**City Manager's Office** Local companies & businesses Parks & Recreation Department Planning Department Police Department School Districts	2018
2, 3, 4, 5, 7 1, 2, 3, 5 1, 3, 4, 5, 6, 7 4 2 1	5, 7 7	Process or Procedure	**Planning Department**	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
ST-22	Support infill development on vacant, underutilized, and brownfield sites by: • Allowing densities sufficient to incentivize infill in older areas • Focusing resources on target neighborhoods to build positive momentum • Evaluating and adjusting zoning in areas where infill is desired • Reducing permit fees and processing time for infill development proposals • Waiving the requirement for traffic impact analyses for infill development proposals • Establishing an Abandoned Buildings Program and enhancing it over time by: ○ Seeking changes in City ordinance and State statute where necessary to allow for cost recovery of police and fire services costs caused by vacant buildings ○ Using revenue collected beyond Vacant and Abandoned Buildings program administration cost for neighborhood improvements ○ Submitting land bank legislation to the State Legislature and establishing a land bank authorized to acquire, rehabilitate, and dispose of abandoned properties • Offering temporary or short term catalyzing incentives for the first "infillers" in target neighborhoods. Incentives may include small grants and/or low interest loans from a revolving loan fund or for property improvements. • Evaluating the possibility of basing property taxes on only land value and not improvements, thereby encouraging high intensity use of well-positioned land and discouraging underutilization and long–term vacancy.
ST-23	Rather than rely solely on federal CDBG funding, seek other sources to continue to support the Strong Neighborhoods Initiative and Neighborhood Stabilization Program in order to enhance their ability to reverse decline and create valuable places.
ST-24	Increase proactive code enforcement efforts, including litter control, and graffiti clean-up in targeted areas (e.g., SNI areas, and special districts).
ST-25	Reduce crime and improve feelings of safety through long term efforts such as: • Improving design regulations to maximize crime prevention through appropriate urban design, • Developing community-based activities, programs, and facilities that reduce crime and develop life skills, such as after school and youth diversion programs and facilities for recreation and educational support (e.g., tutoring, homework help, etc.), • Encouraging more compact development to increase effectiveness of individual officers by ensuring less travel time and more engagement, • Implementing a "good landlord" program, • Exploring enhancements to police operations such as: ○ Committing to a certain number of officers per capita and/or per square mile of urbanized area, ○ Increasing patrols (automobile, bicycle, or on foot) in targeted areas, ○ Evaluating needs on a regular basis for increasing the number of key positions, such as detectives, to meet demands, ○ Coordinating neighborhood improvement efforts (such as the Strong Neighborhoods Initiative and the Vacant and Abandoned Buildings program) with policing efforts, and ○ Supporting efforts to obtain more effective criminal justice law, such as stricter gang laws.

Economic Development

Goals	Initiatives	Type	Responsible Party	Start By
2, 3, 4, 5, 6 1, 2, 3, 5 1 1, 3, 4 1, 4 2, 4, 11	5, 8 3, 10	Legislative Initiative Ordinance/Subdivision Regulation Policy Decision Process or Procedure	**Planning Department** City Manager's Office Development Services Department Finance Department	Ongoing
2, 3, 4, 5 1, 2, 3, 5 1, 3, 4, 5, 6, 7 4	5 7	Funding/Resource Strategy	**City Manager's Office** Planning Department	Ongoing
3, 4, 5 4 2, 5	3 6	Process or Procedure	**Development Services Department** Police Department Neighborhood Alliance Planning Department	2018
1, 2, 5 1, 4, 7 4 4 1, 3, 4, 10	6 2 2	Development Review Legislative Initiative Policy Decision Process or Procedure	**City Manager's Office** Development Services Department Parks & Recreation Department Planning Department Police Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
ST-26	Encourage the use of special service districts with enhanced levels of service.
ST-27	Ensure adequate funds to maintain enhanced levels of service (including staffing) in places that have been or will be designated as special districts.
ST-28	Require all new utility lines to be buried and bury existing utility lines when possible (e.g., when roads are widened).
ST-29	Prioritize street maintenance projects in the Capital Improvement Plan based on the Public Works Department's street condition data and traffic volumes.
ST-30	Assess the need for additional funds for citywide road maintenance beyond past average annual expenditures. If additional funds are needed for street maintenance, explore the feasibility of: • Implementing a transportation utility fee; or • Increasing the proportion of G.O. Bond money spent on street maintenance over past levels.
ST-31	Improve efficiency of City operations through the following means: • To the extent possible, base fees and charges on the cost of services and goods provided depending on location. • Investigate and implement technological approaches to improving local government efficiency and service quality.
ST-32	Provide public services in the most cost-effective manner through efficient growth by: • Implementing an impact fee structure that varies by district according to actual cost. • Studying the impacts of altering the pricing of utilities to factor in how the location of a user impacts the cost of providing them utility services. • Exploring the use of fee-based revenue methods for maintaining infrastructure, such as transportation facilities, utility systems, and other public infrastructure. • Altering zoning ordinance and subdivision regulations to allow more efficient development patterns.

Economic Development

Goals	Initiatives	Type	Responsible Party	Start By
1, 3, 4, 5 1, 2, 3, 4, 6 7 2, 4, 7	4 2	Process or Procedure	**Planning Department**	2023
1, 3, 4, 5 1 7 1 1, 2, 4, 7, 9	4 4	Policy Decision	**City Manager's Office** Planning Department	2023
3, 4, 5 1, 2, 3 1 2, 3, 4, 5 2, 5	3 4 3	Ordinance/Subdivision Regulation Policy Decision Regional/External Agency Coordination	**Development Services Department** Corporation Commission Public Works Department Utilities Department	2018
4, 7 1 1, 2, 3, 4, 5, 7 2 1	7 19	Policy Decision	**Public Works Department**	2018
6 1 1, 2 6 3	8 1	Funding/Resource Strategy	**Finance Department** Planning Department Public Works Department	2023
6, 7 2 1	7, 8 10	Funding/Resource Strategy Policy Decision Process or Procedure	**City Manager's Office** Information Technology Department Planning Department Utilities Department	2023
6, 7 2 1	7, 8 10	Capital Improvement Legislative Initiative Funding/Resource Strategy Ordinance/Subdivision Regulation Process or Procedure	**City Manager's Office** Development Services Department Planning Department Public Works Department Utilities Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
ST-33	Consider ways to make Oklahoma City's tax structure more stable, resilient, and balanced by exploring options such as: • Changing state law to allow property taxes to be used for local government operations. • Reducing the number of sales tax exemptions (which have increased in recent years). • Increasing the number of basic services subject to sales tax. • Taxation of internet sales to regain lost revenue while restoring the competitive imbalance suffered by local retailers. • Enhancing the stability of the local economy by supporting economic diversification.
ST-34	Strengthen property values in order to increase property tax revenues using the following strategies: • Implement, support, and enhance the Vacant and Abandoned Buildings initiative. • Improve maintenance of existing infrastructure. • Increase urban intensity where appropriate to encourage infill and neighborhood revitalization.
ST-35	Increase City sales tax revenue by: • Attracting and retaining retail inside municipal boundaries using the following specific strategies from the Retail Plan: ○ Strengthen and expand existing regional retail destinations. ○ Continue to pursue one-in-the-market retailers with potential to attract shoppers from the entire metro area. ○ Partner with Penn Square regional node property owners to develop a plan for retail expansion of the node. ○ Plan for one new regional retail node in the city by 2030. This node should be planned for the downtown area in concert with efforts to attract a lifestyle or mixed-use town center. ○ Attract another Hispanic-focused supermarket to serve the area south of I-40. ○ Actively seek a natural foods grocer to serve the Midtown and Deep Deuce neighborhoods. • Reaffirm, revitalize, or re-vision existing retail nodes and corridors by following the recommendations for each node or corridor in the Retail Plan. • Hastening the creation of a fair and simple way to appropriately tax online purchases.

Economic Development

Goals	Initiatives	Type	Responsible Party	Start By
6	8	Legislative Initiative Funding/Resource Strategy	**City Manager's Office** The Alliance for Economic Development Finance Department Greater Oklahoma City Chamber of Commerce	2018
6	8	Ordinance/Subdivision Regulation Policy Decision Process or Procedure	**City Manager's Office** Development Services Department Parks & Recreation Department Planning Department Public Works Department	2018
6	8	Capital Improvement Legislative Initiative Program/Partnership	**City Manager's Office** Greater Oklahoma City Chamber of Commerce Planning Department	2018

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
SE-1	Incorporate Crime Prevention Through Environmental Design (CPTED) principles into city-wide design standards for development and redevelopment of public and private projects. CPTED principles include: 1) Territorially - physically define spaces as public or private and the appropriate use is obvious even to outside observers; 2) Access Control - deny access to soft targets; 3) Natural Surveillance - make it easy to observe all users of/in a particular territory/space; 4) Maintenance and Management - ensure equipment is functioning (lights, gates, etc.), landscape is kept neat especially to preserve surveillance.
SE-2	Maximize fire safety through actions such as: • Modifying regulations and guidelines to prevent subdivisions with a single point of access – except those with fewer than 10 homes. • Developing a vegetation management program targeting the wildland/urban interface, including rights-of-way in rural areas, and incorporating recommendations from the National Fire Protection Association's Firewise Communities initiative. • Requiring residential sprinklers for developments located in Rural Land Use Typologies. • Requiring exceptional, effective, and easy access to sites augmented by a thorough system of connections within and between developments.
SE-3	Evaluate development proposals to assess design components that contribute to or detract from safety and analyze emergency response capacity and capability.
SE-4	Ensure resources and funds remain dedicated to crime prevention programs, including but not limited to: block watches; graffiti removal; education and outreach associated with elder fraud, identity theft, and sexual predators; safe driver programs for automobiles, motorcycles, and bicycles; after-school and youth diversion programs that provide recreational and educational support (tutoring, homework help, etc.); and other crime prevention programs. Ensure planokc is maintained to support and reflect the City's priorities to provide a safe and secure community.
SE-5	Reinforce existing partnerships and create new partnerships with allied agencies and non-profits to intervene early and often with at-risk youth redirecting them from participation in criminal activities to educational opportunities, job training, community service projects, neighborhood and business improvement programs, and other community building projects and/or programs.
SE-6	Seek ways to improve efficiency of positions in the Police Department, such as directing responsibility for analyzing and proactively addressing crime from uniformed officers to trained analysts.
SE-7	Ensure that planokc is periodically updated to coordinate/correspond with the City's Emergency Operation Plan and vice versa.

Public Services

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 5, 10 1 1, 4, 7 4 4 1, 2, 5	2 9 6 1	Ordinance/Subdivision Regulation	**Planning Department** Police Department Development Services Department	2023
1, 2, 3, 4, 5, 10 1, 2, 3, 6 1 1, 3, 4, 5, 6, 7 2, 3, 4, 5 4 4, 5	2, 8 4 1, 3	Ordinance/Subdivision Regulation Program/Partnership	**Planning Department** Development Services Department Fire Department National Fire Protection Association Oklahoma Department of Agriculture, Food and Forestry	2023
1, 2, 3, 4, 5, 10 1, 2 1, 2, 3, 5, 7 1, 4, 7 4 4 1, 2, 5	2, 3 2 6 1, 3	Policy Decision Development Review	**Development Services Department** Fire Department Planning Department Police Department	2018
1, 2, 3, 4, 10 1, 4, 7 4 4 1, 2, 5	2 9 6 2	Funding/Resource Strategy Policy Decision	**City Manager's Office** Finance Department Planning Department Police Department	Ongoing
1, 3, 4, 10 1, 4, 7 4 4 1, 2, 5	2 6 2	Program/Partnership	**Police Department** Boys and Girls Club Local chambers of commerce Planning Department School districts The Y	Ongoing
1, 3, 10 1	2	Policy Decision	**Police Department**	2023
1, 2, 3, 4, 5, 10 1 1 4 4 5	1	Process And/Or Procedure	**Planning Department** Fire Department Police Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
SE-8	Adopt design standards to enable emergency management resources to be highly effective, such as resilient buildings, interconnected transportation networks, and other design considerations that help ensure community safety and recovery.
SE-9	Locate, design and upgrade City facilities and infrastructure in a manner that supports neighborhood revitalization and redevelopment.
SE-10	Upon the completion and adoption of the long-range solid waste flow and disposal plan, use any applicable recommendations to update planokc.
SE-11	Coordinate with the county extension offices and neighboring jurisdictions to improve the public outreach campaign about the benefits of backyard composting.
SE-12	Identify and remove barriers related to water conservation practices, including rainwater harvesting, graywater irrigation, treated effluent re-use practices, and others.

Public Services

Goals	Initiatives	Type	Responsible Party	Start By
1, 2, 3, 4, 5, 10 1, 2, 3 1 9, 10 1, 4, 7 2, 3, 4, 5 4 1, 2, 4, 5	6 2 4 6 1, 3	Subdivision Regulation Ordinance/Subdivision Regulation	**Planning Department** City Manager's Office Development Services Department Office of Sustainability Police Department Fire Department	2018
1, 2, 4, 7, 9 1, 2, 3, 4, 5, 7, 8 4 6 1, 2 7	4, 10 4, 8 6 7	Capital Improvement Policy Decision	**City Manager's Office** Area library systems & State Dept of Libraries Development Services Department Parks & Recreation Department Planning Department Public Transportation & Parking Department Public Works Department School Districts Utilities Department	Ongoing
1, 6	5	Process or Procedure	**Planning Department**	2018
1, 6	5	Regional/External Agency Coordination	**Utilities Department** County extension offices Neighboring jurisdictions Office of Sustainability	2023
1, 7, 8 2, 9	6	Ordinance/Subdivision Regulation Program/Partnership	**Utilities Department** Association of Central Oklahoma Governments City Manager's Office Development Services Department Office of Sustainability Oklahoma Water Resources Board Planning Department Public Works Department	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
SE-13	Develop an inventory of water uses at City facilities. Identify opportunities to reduce water use while sustaining service levels to the public. Implement the most prudent opportunities.
SE-14	Continue to ensure that rates to wholesale customers, for example, nearby jurisdictions, are based on up-to-date cost of service studies.
SE-15	Form a working partnership with the library system, both the Metropolitan Library System and the State Department of Libraries, to coordinate timing of facility expansions, improvements, and new facility siting with other types of civic resources, such as schools, fire stations, parks, and projected growth and demand for those resources. This should also include identifying a mechanism to provide library services in Canadian County.
SE-16	Adopt design standards applicable to both new and remodeled libraries focusing on integrating the building and the site into existing neighborhoods and urban fabric, reducing their dependence on automobiles and increasing their access by other modes, especially walking, biking, and transit.
SE-17	Coordinate with Strong Neighborhoods Initiative to provide recreational, fire safety, public safety, and character building programs in schools.
SE-18	Identify ways to establish/strengthen relationships and partnerships between schools and the business community as one method to improve student education and outcomes.

Public Services

Goals	Initiatives	Type	Responsible Party	Start By
1, 7, 8 2, 9	6	Process or Procedure	**Utilities Department** Office of Sustainability Parks & Recreation Department Public Works Department	2023
1 2 7	7	Policy Decision Process And/Or Procedure	**Utilities Department**	Ongoing
1, 2, 4, 7, 9, 10 1, 2, 3, 4, 6 7 2 7	2 7 7, 10	Program/Partnership Capital Improvement	**City Manager's Office** Area library systems & State Dept of Libraries Planning Department Parks & Recreation Department Development Services Department Oklahoma, Cleveland, & Canadian Counties Oklahoma Department of Libraries	2023
1, 9, 10 1, 2, 3 7 2, 3, 4, 5 4	4 7	Ordinance/Subdivision Regulations Program/Partnership	**Planning Department** Area library systems & State Dept of Libraries City Manager's Office Development Services Department Parks & Recreation Department	2028
3, 10, 11 2 1, 2, 3, 5	2 8	Program/Partnership	**Planning Department** City Manager's Office Fire Department Oklahoma City Public Schools Parks & Recreation Department Police Department	2023
3, 10, 11 2 1, 2, 3, 5	2 8	Program/Partnership	**City Manager's Office** Local chambers of commerce Neighborhood Alliance Planning Department School districts	2023

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

Policy #	Policy
SE-19	Improve communication and public outreach about stray animals such as safe handling practices and who to call for help, including after-hours.
SE-20	Enhance programs, such as Community Cats, Foster Program, and the Community Pets Spayed and Neutered Program designed to help rescued animals find permanent homes.
SE-21	For projects involving City rights-of-way, require a coordinated approach to utility work, installation, upgrades, etc. - including water, sewer, stormwater, communications, electricity, and gas - as it pertains to placement, timing, and maintenance. Consider establishing major utility corridors to facilitate this coordination and to signal tangible support for increased development in specific areas throughout the city.
SE-22	Support annexation or deannexation actions that improve City service efficiency; improve fiscal sustainability; and/or contribute to regional goals related to transportation systems or environmental resources.

Public Services

Goals	Initiatives	Type	Responsible Party	Start By
12	9	Process And/Or Procedure	**Development Services Department**	2023
1, 12	9, 10	Program/Partnership	**Development Services Department** Central OK Humane Society Local pet rescue groups	2023
1	10	Ordinance/Subdivision Regulations Program/Partnership Regional/External Agency Coordination	**City Manager's Office** Communications utilities OG&E ONG Public Works Department Utilities Department	2028
1 2 6, 7	10 7, 8	Policy Decision	**Planning Department** City Manager's Office Fire Department Police Department Public Works Department Utilities Department	Ongoing

Legend: sustainokc connectokc greenokc liveokc enrichokc playokc strengthenokc serveokc

GLOSSARY

303(D) LIST – Section 303(d) of the Clean Water Act (CWA) requires states to develop a list of waters not meeting water quality standards or that have impaired uses. Listed waters must be prioritized, and a management strategy or total maximum daily load (TMDL) must subsequently be developed for all listed waters.

ABANDONED – A building or structure that has been vacant for an extended period of time. Abandoned buildings and structures typically appear vacant and depressed and may contain broken and/or missing windows, doors, signs, etc.

ACCESS MANAGEMENT – The planning, design and implementation of strategies to maintain safe movement of traffic while accommodating the access needs of a development. This may consist of regulating driveway spacing, median crossings, signal location, and shared entries. Generally used on roadways that carry high numbers of vehicles at high speeds.

ACIDIFICATION – Pollution in the form of acids and acid–forming compounds (such as sulfur dioxide [SO2] and oxides of nitrogen [NOx]) can be deposited from the atmosphere to the Earth's surface. Acid deposition can have many harmful ecological effects in both land and water systems. It commonly stresses trees by changing the chemical and physical characteristics of the soil. In lakes, acid deposition can kill fish and other aquatic life by altering the pH of the water.

ACTIVE RECREATION – A subset of recreation referring to uses that require a specific type of facility. This includes amenities such as playgrounds with playground equipment, playing fields (baseball, soccer, football, track, etc.), playing courts (basketball, handball tennis, etc.), beach areas (swimming, volleyball, etc.), pools, etc.

ADA – See AMERICANS WITH DISABILITIES ACT OF 1990.

ADAPTIVE REUSE – Changing a building or structure's original use to a new use that adapts to the building or structure instead of replacing the building or structure.

ADT – See AVERAGE DAILY TRAFFIC.

AFFORDABLE HOUSING – A dwelling unit is considered to be affordable when a household spends no more than 30 percent of its gross income on housing costs. Rental housing costs include contract rent and utilities. Owner occupied housing costs include mortgage principal and interest, property taxes, insurance, and where applicable, homeowner's association fees. Occasionally, the term "affordable housing" is used interchangeably with the term "workforce housing."

AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) – The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

AQUIFER – A geologic formation, group of formations, or part of a formation that contains sufficient saturated permeable material to yield significant quantities of water to wells and springs.

AQUIFER–RECHARGE AREAS – Those areas on the surface that have a hydraulic connection to an aquifer and replenish groundwater.

AQUIFER STORAGE AND RECOVERY – The process by which wells are used to augment natural groundwater recharge and assist in expanding water supplies by injecting water underground for temporary storage and later recovery.

ART IN PUBLIC PLACES – Sculptures, murals, paintings, and other pieces of artwork on either publicly or privately owned land for general viewing by the public.

AVERAGE DAILY TRAFFIC (ADT) – The total traffic volume during a given 24–hour time period for all allowable directions.

BEST MANAGEMENT PRACTICES (BMP) – Physical, structural, or managerial practices that minimize the impact of development and other land use activities on the natural environment, such as reducing storm water pollutants. They can be used singly or in combination as appropriate in a particular situation.

BICYCLE/BIKE AMENITY – Any improvements that facilitate the use of bicycles as an alternative method of travel. This includes such things as bike racks, lockers, signal detection at intersections, etc.

BICYCLE/BIKE FACILITY – A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, maps, all bikeways, and shared roadways not specifically designated for bicycle use.

BICYCLE/BIKE LANE – A facility specifically designated for bicycle travel that operates alongside motorized traffic, usually demarcated by a solid stripe on the pavement.

BICYCLE/BIKE ROUTE – Bike facilities marked with signage and/or pavement markings encouraging shared use of a roadway between motorist and bicycles.

BMP – See BEST MANAGEMENT PRACTICES.

BROWNFIELD – An abandoned, idled, or underused industrial and commercial facility/site where expansion or redevelopment is complicated by real or perceived environmental contamination.

BUFFER – The use of vegetation or open space for the purposes of limiting the effects of development on natural systems or the recreational value of natural features, or the effects of more intensive development on less intensive development.

BULB OUT – A traffic calming measure, primarily used to extend the sidewalk, reducing the crossing distance and allowing pedestrians about to cross and approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility.

BULKY WASTE DAY – A specific day of each calendar month that Oklahoma City citizens served by the Solid Waste Department are allowed to place bulky waste items curbside for placement in a landfill.

BUS STOP – A place on a bus route, usually marked with a sign, at which buses stop to discharge and take on passengers.

CARRYING COSTS – Those costs borne by a property owner or operator associated with regular maintenance and upkeep of a property. Such costs typically include, property taxes, business licensing fees, utility service connections, and insurance.

CODE ENFORCEMENT – Activities undertaken to enforce City ordinances and code related to Zoning and neighborhoods.

COMMERCIAL NODE – A compact, coordinated, clearly defined area of commercial development.

COMMERCIAL USES – Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

COMMUNITY GARDEN – A single piece of land, either publicly or privately held, that is gardened collectively by a group of people. Some are managed by everyone working together, and others are split into clearly divided plots, each managed by a different gardener (or group or family).

COMMUNITY PARK – A park between 20 and 100 acres in size that serves several adjoining neighborhoods or several square miles of residential development, as well as preserves unique landscapes and open spaces. Community parks provide active and to a lesser degree passive recreational facilities including play areas, small groups of lighted fields or courts suitable for programmed youth activities, community centers, and bicycle and automobile parking areas and pedestrian paths to serve the facility.

COMMUNITY SCHOOL/PARK SITE – The collocating of school and park sites in such a fashion as to allow for co–utilization of recreational and support facilities by the public in a way that is more cost efficient than providing separate facilities.

COMPREHENSIVE PLAN – A policy document used by city leaders, developers, business owners and citizens to make decisions about future growth and development. This document provides long range policy direction for land use, transportation, economic development, housing, public services, and natural and cultural resources. It serves as a guide for elected and public officials by providing the framework for evaluating development proposals. It lays out a community vision and priorities and describes, where, how, and in some cases when development should occur.

CONSERVATION USES – Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) – A concept which seeks to minimize opportunities for criminal activity through appropriate and innovative site designs that enhances public safety.

CULTURAL ASSETS – Historic and archaeological sites, buildings, structures, and the heritage or customs of various groups that played a role in the development of Oklahoma City; for example: Native Americans, diverse ethnic groups, and occupational groups.

DEMOGRAPHICS – The characteristics of human populations including, but not limited to, such factors as income, gender, age, race, educational attainment, etc.

DEMOLITION – The removal of an existing building or structure, either in part or in whole.

DENSITY – The number of residential units per acre.

DESIGN GUIDELINES – Architectural, engineering and landscape design treatments, materials, and applications that are recommended for specific situations. Design guidelines are usually contained within documents that are used by committees or commissions as a basis for discretionary review of construction projects.

DESIGN REGULATIONS – Architectural, engineering, and landscape design treatments, materials, and applications that are required by the City's Zoning and Planning Code.

DESIGN REVIEW COMMITTEES AND COMMISSIONS – Bricktown Urban Design Committee, Downtown Design Review Committee, Historic Preservation Commission, Riverfront Design Committee, Stockyards Urban Design Committee, or the Urban Design Commission.

DESIGN REVIEW DISTRICTS – Special areas of the City that require review of exterior modifications to buildings, structures or sites. The reviews are completed by staff and/or Design Review Committees and Commissions using the Zoning and Planning Code and supplemental design guidelines.

DEVELOPMENT PATTERNS – The geographic model by which cities have been built over time.

DILAPIDATED – A building or structure that has not been maintained and is a threat to the public health, safety, and welfare because it may collapse or may be infested with rodents, insects and/or disease.

DISTRICT PARK – A park between 150 and 250 acres in size that primarily provides active

recreational facilities and, to a lesser degree, some passive recreational facilities. District parks are used to supplement community and neighborhood parks when the smaller parks are not adequate to serve the needs of the community. Recreational facilities typically include groups of lighted fields or courts suitable for scheduled athletic league activities, exercise trails and support facilities such as restrooms and concessions with bicycle and automobile parking areas and pedestrian path systems to accommodate park users. Special facilities such as recreation centers, competition pools, golf courses, and boat ramps and docks may also be included.

DOWNTOWN REVITALIZATION – The physical and economic renewal of a central business district of a community as designated by the local government in its comprehensive plan, and includes both downtown development and redevelopment.

DRAINAGE FACILITIES – A system of man–made structures designed to collect, convey, hold, divert or discharge stormwater which includes stormwater sewers, canals, and detention and retention structures.

ECOSYSTEM – An assemblage of living organisms (plants, animals, microorganisms, etc.) and nonliving components (soil, water, air, etc.) that functions as a dynamic whole through organized energy flows.

ECOSYSTEM SERVICES – The services an ecosystem provides to humans. These can be broken down by their function and include: the provision of food, water, timber, fiber, and other resources; the regulation of floods, disease, wastes and water quality; the support of cultural practices, including recreation, religion and art; and the maintenance of biological processes through such phenomena as oil formation, photosynthesis, nutrient cycling, etc.

EMBODIED ENERGY – The energy used both in the construction of a building or structure and in the subsequent use and maintenance of the building or structure. The term is often used in relation to Green Building.

EMPLOYMENT LAND – Land developed with facilities to house large numbers of employees, such as business parks or manufacturing operations.

ENDANGERED, THREATENED AND SPECIES OF SPECIAL CONCERN (REFERRED TO AS LISTED SPECIES) – Plant and animal species listed as endangered, threatened, or of special concern.

ENVIRONMENTAL HAZARDS – Materials which, because of their physical, chemical, or infectious characteristics, can pose a substantial or potential hazard to human health or safety or the environment when used in building construction or when humans are exposed to them during building demolition, rehabilitation, renovation, or reconstruction.

ENVIRONMENTALLY SENSITIVE AREAS – An area which needs preservation or special protections because of its landscape, wildlife, or habitat value. Environmentally sensitive areas perform a variety of important functions including stormwater drainage, flood water storage, pollutant entrapment and removal, provisions for wildlife, and desirable open space in urban areas.

EUTROPHICATION (OR NUTRIENT ENRICHMENT) – Increase in the concentration of phosphorus, nitrogen and other plant nutrients in an ecosystem such as a lake. Eutrophication generally promotes excessive plant growth and decay resulting in lack of oxygen, cloudy, often green water, that disrupts normal functioning of the ecosystem and reduces water quality.

FLOOR TO AREA RATIO (FAR) – A measure of land use intensity. Calculated by dividing the number of built square feet by the total area of the site.

FEDERAL CLEAN AIR ACT – In 1970, the US Congress passed the Clean Air Act and created the Environmental Protection Agency (EPA) that has the primary responsibility carrying out the law. The Act places limits on common air pollutants that a region must comply with or be found in violation of the Act, more commonly stated as being "non–attainment".

FIXED–ROUTE BUS SYSTEM – A form of public transit that provides transportation on a fixed–time schedule and fixed–route.

FLOODPLAIN – Areas inundated during an identified flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate.

GREEN BUILDING – The practice of creating structures and using processes that are environmentally responsible and resource–efficient throughout a building's life cycle: from siting to design, construction, operation, maintenance, renovation, and deconstruction.

GREEN INFRASTRUCTURE – An interconnected network of natural areas and other open space that conserves natural ecosystem values and functions, sustains clean air and water, and provides a wide array of benefits to people and wildlife.

GREENFIELD DEVELOPMENT – A site which is undeveloped or in agricultural use which is not considered contaminated and is subject to urbanization.

GROUNDWATER – Water occurring beneath the surface of the ground, whether flowing through known or definite channels or not.

GROUNDWATER RECHARGE – An area with relatively permeable soil or subsurface which provides significant recharge to the aquifer or where recharge can be significantly enhanced through operational or structural modifications. The primary function is to allow surface water to migrate downward into the water table. Recharge may also incorporate Aquifer Storage and Recovery capability.

HABITAT – The natural abode of a plant, animal, reptile or bird. The kind of environment in which

a plant, animal, reptile or bird normally lives, as opposed to the range or spatial distribution.

HIGH GRASS AND WEEDS – An official City term used in Code Enforcement. High grass and weeds are any grasses or weeds that are 12" or taller.

HISTORIC – Important in history. Distinguished from "historical" which conveys a sense of things or events related to the past, while "historic" conveys a sense of importance.

HISTORIC ASSETS OR RESOURCES – Areas, districts or sites containing properties listed on the National Register of Historic Places or designated by the City as historically, architecturally, or archeologically significant.

HISTORICAL – Of, pertaining to, or characteristic of history or the past. Distinguished from "historic" which conveys a sense of importance, while "historical" conveys a sense of things or events related to the past.

HISTORICAL ASSETS – Areas, districts or sites containing properties that represent the history of the City and demonstrate the historical development patterns of the City, but are not specifically listed on the National Register or designated by the City. Historical assets gain importance as historic assets are demolished or lost.

IMPERVIOUS SURFACE – Any hard surfaced areas which prevent or slow the percolation of water into the soil under natural conditions, or where water is caused to run off the surface in greater quantities or at an increased rate than was present under natural conditions. Examples of impervious surfaces are: rooftops, sidewalks, paving, driveways, parking lots, asphalt, concrete, etc.

INDUSTRIAL USES – The activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

INFILL OR INFILL DEVELOPMENT – Development of vacant or abandoned parcels in an otherwise built–up urban area.

INFRASTRUCTURE – Those man–made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; bridges; and roadways.

INTENSIVE LEVEL SURVEY – An in–depth survey of the distribution, location and nature of historic resources within a given area. The survey contains specific date regarding ownership histories, modifications to the buildings, site, and construction dates.

LAND BANKING – The process by which an entity, often but not always a governmental body or a corporation, will acquire real estate, sometime in the form of raw land, for the purpose of future development or other use.

LEVEL OF SERVICE – A measure of the amount or quality of a particular service e.g. response time of public safety services or availability of utilities.

LISTED SPECIES – Those species designated as endangered, threatened, or of special concern.

LITTORAL – That portion of a body of water extending from shoreline toward the middle of the water to the limits of occupancy by rooted plants.

LOW IMPACT DEVELOPMENT (LID) – Stormwater management techniques that mimic the predevelopment hydrologic conditions through infiltrating, filtering, storing, evaporating and detaining stormwater runoff close to its source.

MSA (METROPOLITAN STATISTICAL AREA) – Geographic entities delineated/defined for the purposes collecting and reporting Census data. A MSA includes a core urban area, its county, and any adjacent counties with a high degree of social and economic integration with the urban core.

MULTI–MODAL TRANSPORTATION SYSTEM – The systematic movement of people, goods, and services by more than one mode of transportation i.e., land (automobile, bus, train, bike and pedestrian), air, and water.

MULTI–USE TRAILS – Any road, path or way which is open to bicycle travel and pedestrian traffic, and from which motor vehicles are excluded.

NATIONAL REGISTER OF HISTORIC PLACES – Sites, structures, buildings, districts, and objects that have been identified by the United States as historic are listed on the National Register of Historic Places. Each listing's historic importance is national, state, or locally based. Listing on the National Register does not preclude a property owner from completing work on the listed entity, unless Federal funds are utilized.

NATURAL SYSTEM – The complex network of natural resources in which no resource is capable of functioning independently of the other resources in the network.

NEIGHBORHOOD – A defined and compact geographic area consisting of residences which may include uses to serve the daily needs of the residents, such as shops, workplaces, recreational areas and civic uses (schools, places of worship), that are accessible by interconnecting streets.

NEIGHBORHOOD PARK – A park between 5 and 20 acres in size that is typically located within walking distance of neighborhood homes. Neighborhood parks provide a balance between informal active and passive park space. Neighborhood parks have limited program activities and are not intended to attract users from outside the neighborhood. Surrounding uses should be mostly single or multi–family residential and all areas of the park should be readily visible from adjoining streets in order to provide a secure environment.

NON–POINT SOURCE – Pollution which does not come from a direct source, but rather many sources. Non–point pollution includes run–off from parking lots, streets, lawns, roofs or any other impervious surface.

NUTRIENT ENRICHMENT – See EUTROPHICATION.

PARATRANSIT – A demand–responsive public transportation service which employs a shared occupancy road vehicle, not operated on a fixed route which includes dial–a–bus, shared–ride, and taxi service.

PARK – A site that provides the public an opportunity to partake in a variety of recreational activities that may be active, passive, or special in nature in a safe and convenient manner that is compatible with its environs.

PASSIVE RECREATION – Recreational activity of a type dependent upon certain natural or man-made resources, such as forests, oceans, waterways, or lakes that are necessary to support picnicking, R/V and tent camping, boating, fishing, nature interpretation and trail systems (such as hiking or equestrian trails).

PEAK HOUR CAPACITY – The maximum number of passenger cars that can pass a given point on a lane or roadway under ideal traffic and roadway conditions in one hour.

PEDESTRIAN FACILITIES – Sidewalks, paths or any other non–motorized dedicated way on which people can walk.

PERMEABILITY – The quality of the soil that enables water to move downward through the soil.

PLANNED UNIT DEVELOPMENTS (PUD) – A specialized zoning district characterized by a unified site design for a number of housing units and/or cluster buildings, and providing common open space, net density increases and/or a mix of building types and land uses. The purpose of this zoning district is to allow for flexibility in zoning regulations in exchange for greater benefits to the community.

POINT SOURCE – A single, identifiable, localized source of pollution or contaminant.

POLLUTION – The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

POTABLE WATER – Water that is safe for human consumption. In the context of city or public infrastructure, this usually means water that has been filtered and disinfected at a large public treatment plant before being distributed throughout the community for consumption.

PRESERVATION – The continuous maintenance of sites, buildings, structures or objects in their original state.

PRIME FARMLAND SOILS – As defined by the U.S. Department of Agriculture, are soils that are best suited to food, fee, forage, fiber and oilseed crops. Prime farmland soils produce the highest yields with minimal expenditure of energy and economic resources, and results in the least damage to the environment.

PROTECTED – Refers to official federal, state or international treaty lists which provide legal protection for rare and endangered species.

PUBLIC ACCESS – The ability of the public to physically reach, enter or use public sites, facilities, activities and shores.

PUBLIC ART POLICY – A policy adopted by City Council that directs 1% of per–project capital improvement spending toward Art in Public Places.

PUBLIC FACILITIES – Facilities provided by a governing body for public use or to serve a common need such as transportation systems or facilities, sewer systems or facilities, solid waste system or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems or facilities, facilities which provide general government functions, jails and courthouses.

PUBLIC IMPROVEMENTS – Capital improvement projects funded and owned by government entities, often in the form of streetscapes, parks, roadways, and public facilities.

PUBLIC SCHOOL – Facilities whose primary purpose is to provide kindergarten, elementary or secondary school grades, or vocational or technical education, and which are operated under the control of a public school board.

RECONNAISSANCE LEVEL SURVEY – A visual (often known as a windshield survey) survey that identifies the general distribution, location and nature of historic resources within a given area.

REDEVELOPMENT – Activities or projects in an area to eliminate and prevent the spread of slums and blight; to provide affordable housing whether for rent or sale to low and moderate-income households; or to generate renewed economic activity and development.

REGIONAL PARK – The largest classification of park, it generally exceeds two hundred (200) acres in size and also provides access to a substantial natural or manmade resource base. Regional parks primarily provide passive recreational facilities and to a lesser degree active recreational facilities where no adverse impact on the resource base results. Recreational facilities in regional parks are primarily passive or resource-based in character with picnicking, camping, hiking, fishing, and boating as the main activities. Special facilities such as museums, golf courses, or water skiing facilities may also be included, as well as some of those active facilities often found in district parks.

RECONSTRUCTION – In terms of historic preservation, the act or process of duplicating the original structure, building form and materials by means of new construction based on documentation of the historic condition.

REHABILITATION – The act or process of making possible a compatible use for a property through repair, alterations and additions, while preserving those portions or features which convey its historic, cultural, or architectural values.

RENOVATION – The process of returning a building to a state of utility through repair or often major alterations for a contemporary use.

RESTORATION – The process of accurately recovering all, or part of, the form and detail of a resource and its setting, as it appeared at a particular period of time, by means of the removal of later work and by the replacement of missing earlier work.

REVITALIZATION – The physical and economic renewal of a community or part of a community, as designated by the local government in its comprehensive plan.

RIGHT–OF–WAY – Land in which the state, a county or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

ROADWAY CAPACITY – The maximum traffic flow obtainable on a given roadway using all available lanes.

RUNOFF – The precipitation discharge into stream channels from an area. The water that flows off the surface of the land without sinking into the soil is called surface runoff. Water that enters the soil before reaching surface streams is called groundwater runoff or seepage flow from groundwater.

RURAL–URBAN INTERFACE – A transitional zone where urban or suburban types of uses and densities meet, merge, or begin to interact with undeveloped areas such as farm or ranch lands, floodplains, or other open spaces. This area is often characterized as having access to fewer public services such as utilities, police, and fire.

SALES TAX LEAKAGE – Loss of a city's "fair share" of sales tax revenue to adjacent or nearby areas.

SANITARY SEWER FACILITIES – Structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SELF-SUFFICIENCY STANDARD – The estimated annual income required to minimally sustain a household of a particular composition.

SERVICE DELIVERY SYSTEMS –Methods for the provision of services, the assessment of service performance, and the implementation and evaluation of new programs.

SHARROW – A bicycle infrastructure symbol that is painted on streets in order to indicate a bike route. The sharrow is the form of a cyclists with two arrows painted above. This symbol indicates that cyclists and drivers must share the lane.

SIDEWALK NETWORK – The sum total of all sidewalks in a city that determines what areas of the city have pedestrian accessibility and connectivity.

SIMPLIFIED PLANNED UNIT DEVELOPMENTS (SPUD) – A specialized zoning district characterized by a unified site design for a number of housing units and/or cluster buildings, and providing common open space, net density increases and/or a mix of building types and land uses. The purpose of this zoning district is to allow for flexibility in zoning regulations in exchange for greater benefits to the community. A SPUD is differentiated from a PUD in that a SPUD is used for developments less than 5 acres in size.

SOLID WASTE – Garbage, rubbish, refuse, or other discharged solid or semi–solid materials resulting from domestic commercial, industrial, agricultural, or governmental operations, but does not include solids or dissolved material in domestic sewage effluent or other significant pollutants in water resources such as silt, dissolved or suspended solids in industrial wastewater effluents, dissolved materials in irrigation return flows or other common water pollutants, or hazardous waste.

SOLID WASTE FACILITIES – Structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

STORMWATER – The flow of water which results from a rainfall event.

STORMWATER MANAGEMENT – Comprehensive strategies for dealing with stormwater quantity and quality issues in an economically and environmentally sound manner, within limits imposed by existing receiving water conditions.

STRIP COMMERCIAL DEVELOPMENT – A form of development that is designed primarily for vehicular access along major roadways. Often characterized by shallow site depth and buildings organized in a linear pattern or in isolated "islands"

STUB STREET – An internal incomplete, blunt–ended paved road, with an easement for public access, which is located within a development, and runs to that development's property line. It is placed so that a future adjacent development can directly connect to it via a corresponding paved road.

SUBDIVISION REGULATIONS – Local government rules that control how land is subdivided and developed. Typically, they determine the design of access roads, the amount of open space provided, and what will be dedicated to the city or county upon completion.

SUBSTANDARD HOUSING – Structures which endanger the life, health, property, or safety of

the general public or its occupants. Indicators of "substandard housing" include:

- lack of plumbing facilities (hot and cold piped water, a flush toilet, and a bathtub or shower);
- lack of kitchen facilities (sink with piped water, a range or stove, and a mechanical refrigerator); and
- structural defects.

SUBURBAN – An area characterized by low to medium densities, lying outside of the urban area. A suburban area is typically characterized by a high segregation of uses (e.g. stores and residential) and various design features that encourage car dependency.

SURFACE WATERS – Rivers, streams, creeks, springs, lakes, ponds, intermittent watercourses and associated wetlands that hold or transport water on the ground.

SUSTAINABILITY – In general terms, sustainability is the capacity to endure. In Planning terms, sustainability means the ability to meet the needs of the present generation without compromising the ability of future generations to meet their needs by working toward a healthy environment, community, and economy.

THREATENED SPECIES – Species that are likely to become endangered in the State within the foreseeable future if current trends continue. This category includes:

- species in which most or all populations are decreasing because of over–exploitation, habitat loss, or other factors;
- species whose populations have already been heavily depleted by deleterious conditions and which, while not actually endangered, are nevertheless in a critical state; and
- species which may still be relatively abundant but are being subjected to serious adverse pressures throughout their range.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT - A type of mixed-use design concept which allows for, and expects, a mixture of land uses, including residential, retail, office, recreation, etc., located within close proximity to each other, in order to provide for a variety of housing, recreation, shopping, and employment opportunities. The ultimate goal is to create a more self-sustaining type of development pattern that limits adverse impacts on adjacent land uses.

TRANSIT – Passenger services provided by public, private or non–profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

TRANSIT-ORIENTED DEVELOPMENT – A compact, mixed use form of development located along transit corridors or at transit nodes which concentrate housing, employment, services and retail activities to be more effectively served by transit.

TURF – Grasses that are intended to be mowed and kept less than 4 inches in height.

URBAN – An area characterized by the provision of urban services including water, sewer, police, and fire services.

URBAN REDEVELOPMENT – Means demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas or existing urban services areas.

USEABLE OPEN SPACE – Pervious, vegetated areas, parks and squares as well as impervious "hardscaped" areas which are openly accessible to the public, such as plazas, squares, and courtyards. This open space can be used for passive or active recreation as well as formal and informal gatherings; however, credit shall not be given for: any indoor or climate–controlled spaces, road rights–of–way, building setback areas, impervious surface courts (tennis, basketball, handball, etc.), swimming pools, parking lots, and any pervious green area not intended for passive or active recreation or gatherings of a formal or informal nature.

UTILITIES – Services provided to the public via public or private entities, such as water, sanitary sewer, storm sewer, natural gas, electric, phone, and cable.

VIEWSHED – The area visible from a fixed location.

VOLATILE ORGANIC COMPOUNDS (VOCS) – Are emitted as gases from certain solids or liquids and include a variety of chemicals, some of which may have short– and long–term adverse health effects.

WATER TABLE – The upper limit of where groundwater permeates. The depth of the water table reflects the minimum level to which wells must be drilled for water extraction.

WETLANDS – An area of land whose soil is saturated with moisture either permanently or seasonally. Such areas may also be covered partially or completely by shallow pools of water. Wetlands include swamps, marshes and bogs.

WILDLAND FIRE – An uncontrolled fire in an open area or an area with a very low density residential development. In Oklahoma City, a wildland fire is typified by grass and brush fires.

WILDLIFE CORRIDOR – A widespread, continuous or near–continuous system of wildlife habitat that is established by linking wildlife preserves, sanctuaries, refuges, parks or open space areas to provide a pathway for wildlife movement.

XERISCAPING – A concept in landscape design that substantially reduces irrigation demands and maintenance by proper plant selection.

ZONING – The specific land use requirements and building and development standards prescribed for each property in the city. The Planning Commission recommends the zoning for property and the City Council approves zoning.

AMENDMENT HISTORY

Date	Amendment	Description
November 12, 2015	CPA-2015-00001	LUTA map change from UR to ULI in an area located west of South Mustang Road and north of Southwest 44th Street.
October 22, 2015	CPA-2015-00002	LUTA map change from UR to ULI in an area located west of north County Line Road and south of Northwest 164th Street.
November 12, 2015	CPA-2015-00003	LUTA map change from UR to ULI in an area located east of North Cemetery Road and south of Northwest 10th Street.
June 9, 2016	CPA-2016-00001	LUTA map change from OS to ULI in an area located east of North Sooner Road/North I-35 Hwy On-Ramp, and north of Northeast 122nd Street.
June 23, 2016	CPA-2016-00003	LUTA map change from HI to ULI in an area located east of Classen Boulevard and south of W. Wilshire Boulevard.
March 23, 2017	CPA-2017-00001	LUTA map change from UR to ULI in an area located north of NW 23rd St between Frisco Rd and Richland Rd as well as newly annexed area designated ULI.
May 11, 2017	CPA-2017-00002	LUTA map change from AP to ULI in an area located southeast of NW 50th St and the John Kilpatrick Turnpike.
May 11, 2017	CPA-2017-00003	LUTA map change from HI to ULI in an area located northwest of SE 74th Street and Sooner Road.
August 24, 2017	CPA-2017-00006	LUTA map change from UR to RM in an area located southwest of East Memorial Road and I-35.
September 14, 2017	CPA-2017-00007	LUTA map change from UR to ULI in an area located southeast of West Britton Road and North Mustang Road.
November 9, 2017	CPA-2017-00008	LUTA map change from AP and RL to RM in an area located southeast of West Memorial Road and east of Frisco Road.
December 14, 2017	2017 Update	Clarifications and LUTA map changes including: introducing annexation/detachment description, HI locations, ER locations, UR locations, LUTA density tables, clustering in Rural LUTAs, UR description, HI uses, Compatibility table and matrix, adding FAR and density graphics, clarifying triggers and measures for compatibility, including Livable Streets policies, and other minor scrivners error changes.

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
February 28, 2019	CPA-2019-00001	LUTA map change from ER to ULI in an area located south of NW 122nd Street and east of John Kilpatrick Turnpike.
May 9, 2019	CPA-2019-00002	LUTA map change from UR to ULI in an area located north of SW 59th Street and east of S Sara Road.
November 14, 2019	CPA-2019-00003	LUTA map change from UR and ULI to RM in an area located north of SW 89th Street and west of S Council Road.
October 24, 2019	CPA-2019-00004	LUTA map change from ER to ULI in an area located north of W Hefner Road and east of N County Line Road.
February 13, 2020	CPA-2019-00005	LUTA map change from RM to ULI in an area located south of SE 29th Street and east and west of S. Post Road.
May 14, 2020	CPA-2020-00001	LUTA map change from UR and RM to ULI in an area located south of SW 29th Street and west of S. Czech Hall Road.
June 11, 2020	CPA-2020-00002	LUTA map change designating a LUTA for a newly annexed 8.47-acre parcel UL in an area located north of Indian Hills Road/SW 179th Street, west of Santa Fe Avenue.. Associated Annexation Ordinance No. 26,521 August 5, 2020
July 9, 2020	CPA-2020-00003	LUTA map change from UR to UL in an area located south of SW 15th Street and west of S. Cemetery Road.
July 9, 2020	CPA-2020-00004 adaptokc	adaptokc is Oklahoma City's first sustainability plan
July 9, 2020	CPA-2020-00005 preserveokc	preserveokc is Oklahoma City's first citywide historic preservation plan
2020 Update	2020 Update	Add preserveokcto Development Review Policies. Add language in Land Use Compatibility. Review amendments to planokc. LUTA names, map changes, description clarifications. Update service efficiency maps. Clarification of Neighborhood Street Typology in UH LUTA. Removal of redundant maps; refer to OKC Parks Masterplan and bikewalkokc in Capital Improvements. Update street typologies for unassigned streets, update Street Typology map to refer to DDF. Other minor scrivner changes.

AMENDMENT HISTORY

Date	Amendment	Description
October 22, 2020	CPA-2020-00006	LUTA map change from RM to ULI in an area located at SW 29th Street and Cementery Road
October 22, 2020	CPA-2020-00007	LUTA map change from UF to ULI in an area located of north Sara Road and south of Britton Road.
January 14, 2021	CPA-2020-00008	LUTA map change from RL to RM in an area located south of SW 164th Street and east of S Western Street.
January 14, 2021	CPA-2020-00009	LUTA map change from EM to ULI in an area located W Hefner Road and N Kelley Ave.
April 8, 2021	CPA-2021-00002	LUTA map change from UF and ULI to ULI in an area located north of SW 59th Street and W Morgan Road.
February 25, 2021	CPA-2021-00003	LUTA map change from HI to ULI in an area located W Reno Ave and east of John Kilpatrick turnpike.
April 22, 2021	CPA-2021-00004	LUTA map change from HI to ULI in an area located I-240 and east of Sunnylane.
August 12, 2021	CPA-2021-00005	LUTA map change from UF to ULI in an area located W Hefner Road and Cemetery Road.
August 12, 2021	CPA-2021-00006	LUTA map change from UF and ULI to ULI in an area located SW 119th and Council..
August 12, 2021	CPA-2021-00007	LUTA map change from AP and RLI to RM in an area located S Cimarron Road and SW 15th Street..
August 12, 2021	CPA-2021-00008	LUTA map change from RM to UL in an area located SW 29th Street and Cemetery Road. .
September 23, 2021	CPA 2021-00009	LUTA map change from UF and ULI to ULI in an area located south of SW 164th Street and W Pennsylvania Ave. .
September 23, 2021	CPA 2021-00010	LUTA change from EM and ULI to ULI in an area located in a corner of E Hefner Road and S Kelley Ave.
October 28, 2021	CPA 2021-00012	LUTA change from UF and ULI to ULI in an area located northeast corner of NW 150th street and Sara Road.
November 18, 2021	CPA 2021-00013	LUTA change from EM and ULI to ULI in an area locate southwest corner of SW 15th Street and S County Line Road.

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
December 9, 2021	CPA-2021-00014	LUTA map change from UF and ULI to ULI in an area located NW 150th Street and N Morgan Road.
January 13, 2022	CPA-2021-00015	LUTA map change from UF and ULI to ULI in an area located NE 104th Street and E Bryant Road.
January 18, 2022	ANNEX21-00001	Annexation adding 160-acres to the City of Oklahoma City in an area located at the southeast corner of N May Ave and NW 206th Street..
June 23, 2022	CPA-2022-00002	LUTA map change from UF and ULI to ULI in an area located12300 N Morgan Road.
May 12, 2022	CPA-2022-00003	LUTA map change from EM and ULI to ULI in an area located NW 112th Street and County Line Road
September 22, 2022	CPA-2022-00005	LUTA map change from OS to EM and ULI in an area located sutheast corner of I 240 and S Air Depot Boulevard
February 23, 2023	CPA-2023-00001	LUTA map change from RLI to RM in an area located N Midwest Boulevard and north of NW 10th Street..
July 13, 2023	CPA-2023-00002	LUTA map change from UR to UL in an area located south of SW 15th Street and west of S. Cemetery Road.
June 22, 2023	CPA-2023-00003	LUTA map change designating a LUTA for a newly annexed 160-acre parcel ULI in an area located at the south east corner of N May Ave and 206th Street
July 13, 2023	CPA-2023-00004	LUTA map change from UF and ULI to ULI in an area located at SW 104th Street and S Rockwell Road.
November 9, 2023	CPA-2023-00006	LUTA map change from UF and ULI to ULI in an area located east of N Sara Road and south of W Hefner Road.
2024 Update	2024 Update	Adopted the Downtown Development Framework as part of planokc. Added language in planokc Chapter One to accommodate Comprehensive Plan Amendments to Street Types. Chapter Two amendments including aligning the Downtown and other LUTAs with DDF and Innovation District plans. Added Major and Minor Connectors to the Street Typology, removed the Connector Street Type, clarified the new Major and Minor Connectors, updated street types for unassigned streets, and updated Street Typology maps and scrivener errors.

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
February 22, 2024	CPA 2024-00002	LUTA map change from UF and ULto UL in an area located north of N 150th Street and east of Morgan Road.
May 23rd, 2024	CPA 2024-00003	LUTA map change from RL to UL in an area located east of N Morgan Road and south of NW 164th street
June 27, 2024	CPA 2024-00004	LUTA map change from EM and UL to UL in an area located southeast corner of SW 15th Street and S County Line
July 25, 2024	CPA 2024-00005	LUTA map change from RM to UL in area located north of 149 street and west of S Pennsylvania Ave
September 12, 2024	CPA 2024-00006	LUTA map change from RL to RM in an area located south of SE SE44th street and east of S Choctaw Road
February 27, 2025	CPA 2024-00008	LUTA map change from UM to UL in various neighborhoods.
March 3, 2025	CPA 2025-00001	LUTA map change from UF and RL to UL in an area located northeast corner of S Western and W Indian Hills
June 12, 2025	CPA 2025-00003	LUTA map change from EM and UL to UL in area located north of W Hefner Road and west of N County Line
June 12, 2025	CPA 2025-00004	LUTA map change from UF and UL to UL south of NW 150th street and east Sara Road
July 24, 2025	CPA 2025-00005	LUTA map change from UF to UL to UL south of SW 74th street and east of S Council Road
2025 Update	2025 Update	Add language in planokc Chapter two to accommodate CPA to Street Types. Review amendment to planokc UF to UL layer and TOD layer. Update service maps and Riparian areas map. Update the Indicators list adding the 5 year goals and other minor Scrivner changes.
Ocotober 23, 2025	CPA 2025-0007	LUTA map change from UF to UL south of W Reno Ave and west of N Richland Road
September 25, 2025	CPA 2025-0008	LUTA map change from UF to RM north of NW 122nd Street and west of N Cemetery Road
Janurary 15,	CPA 2025-0009	LUTA map change from UF to EM north of I-40 and west of N Frisco Road
December 11.2025	CPA 2025-0010	LUTA map change from HI to UL west of Sunnylane Road and north of I-240

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
February 22, 2024	CPA 2024-00002	LUTA map change from UF and ULto UL in an area located north of N 150th Street and east of Morgan Road.
May 23rd, 2024	CPA 2024-00003	LUTA map change from RL to UL in an area located east of N Morgan Road and south of NW 164th street
June 27, 2024	CPA 2024-00004	LUTA map change from EM and UL to UL in an area located southeast corner of SW 15th Street and S County Line
July 25, 2024	CPA 2024-00005	LUTA map change from RM to UL in area located north of 149 street and west of S Pennsylvania Ave
September 12, 2024	CPA 2024-00006	LUTA map change from RL to RM in an area located south of SE SE44th street and east of S Choctaw Road
February 27, 2025	CPA 2024-00008	LUTA map change from UM to UL in various neighborhoods.
March 3, 2025	CPA 2025-00001	LUTA map change from UF and RL to UL in an area located northeast corner of S Western and W Indian Hills
June 12, 2025	CPA 2025-00003	LUTA map change from EM and UL to UL in area located north of W Hefner Road and west of N County Line
June 12, 2025	CPA 2025-00004	LUTA map change from UF and UL to UL south of NW 150th street and east Sara Road
July 24, 2025	CPA 2025-00005	LUTA map change from UF to UL to UL south of SW 74th street and east of S Council Road
2025 Update	2025 Update	Add language in planokc Chapter two to accommodate CPA to Street Types. Review amendment to planokc UF to UL layer and TOD layer. Update service maps and Riparian areas map. Update the Indicators list adding the 5 year goals and other minor Scrivner changes.
Ocotober 23, 2025	CPA 2025-0007	LUTA map change from UF to UL south of W Reno Ave and west of N Richland Road
September 25, 2025	CPA 2025-0008	LUTA map change from UF to RM north of NW 122nd Street and west of N Cemetery Road
Janurary 15,	CPA 2025-0009	LUTA map change from UF to EM north of I-40 and west of N Frisco Road
December 11.2025	CPA 2025-0010	LUTA map change from HI to UL west of Sunnylane Road and north of I-240

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
December 11, 2025	CPA 2025-0011	LUTA map change from RI TO RM east of N Mustang Road and south of NW 164th Street
January 15, 2026	CPA 2025-00012	LUTA map change from RL to RM west of S Choctaw Road and south of SE 89th Street

GLOSSARY

303(D) LIST – Section 303(d) of the Clean Water Act (CWA) requires states to develop a list of waters not meeting water quality standards or that have impaired uses. Listed waters must be prioritized, and a management strategy or total maximum daily load (TMDL) must subsequently be developed for all listed waters.

ABANDONED – A building or structure that has been vacant for an extended period of time. Abandoned buildings and structures typically appear vacant and depressed and may contain broken and/or missing windows, doors, signs, etc.

ACCESS MANAGEMENT – The planning, design and implementation of strategies to maintain safe movement of traffic while accommodating the access needs of a development. This may consist of regulating driveway spacing, median crossings, signal location, and shared entries. Generally used on roadways that carry high numbers of vehicles at high speeds.

ACIDIFICATION – Pollution in the form of acids and acid–forming compounds (such as sulfur dioxide [SO2] and oxides of nitrogen [NOx]) can be deposited from the atmosphere to the Earth's surface. Acid deposition can have many harmful ecological effects in both land and water systems. It commonly stresses trees by changing the chemical and physical characteristics of the soil. In lakes, acid deposition can kill fish and other aquatic life by altering the pH of the water.

ACTIVE RECREATION – A subset of recreation referring to uses that require a specific type of facility. This includes amenities such as playgrounds with playground equipment, playing fields (baseball, soccer, football, track, etc.), playing courts (basketball, handball tennis, etc.), beach areas (swimming, volleyball, etc.), pools, etc.

ADA – See AMERICANS WITH DISABILITIES ACT OF 1990.

ADAPTIVE REUSE – Changing a building or structure's original use to a new use that adapts to the building or structure instead of replacing the building or structure.

ADT – See AVERAGE DAILY TRAFFIC.

AFFORDABLE HOUSING – A dwelling unit is considered to be affordable when a household spends no more than 30 percent of its gross income on housing costs. Rental housing costs include contract rent and utilities. Owner occupied housing costs include mortgage principal and interest, property taxes, insurance, and where applicable, homeowner's association fees. Occasionally, the term "affordable housing" is used interchangeably with the term "workforce housing."

AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) – The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

AQUIFER – A geologic formation, group of formations, or part of a formation that contains sufficient saturated permeable material to yield significant quantities of water to wells and springs.

AQUIFER–RECHARGE AREAS – Those areas on the surface that have a hydraulic connection to an aquifer and replenish groundwater.

AQUIFER STORAGE AND RECOVERY – The process by which wells are used to augment natural groundwater recharge and assist in expanding water supplies by injecting water underground for temporary storage and later recovery.

ART IN PUBLIC PLACES – Sculptures, murals, paintings, and other pieces of artwork on either publicly or privately owned land for general viewing by the public.

AVERAGE DAILY TRAFFIC (ADT) – The total traffic volume during a given 24–hour time period for all allowable directions.

BEST MANAGEMENT PRACTICES (BMP) – Physical, structural, or managerial practices that minimize the impact of development and other land use activities on the natural environment, such as reducing storm water pollutants. They can be used singly or in combination as appropriate in a particular situation.

BICYCLE/BIKE AMENITY – Any improvements that facilitate the use of bicycles as an alternative method of travel. This includes such things as bike racks, lockers, signal detection at intersections, etc.

BICYCLE/BIKE FACILITY – A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, maps, all bikeways, and shared roadways not specifically designated for bicycle use.

BICYCLE/BIKE LANE – A facility specifically designated for bicycle travel that operates alongside motorized traffic, usually demarcated by a solid stripe on the pavement.

BICYCLE/BIKE ROUTE – Bike facilities marked with signage and/or pavement markings encouraging shared use of a roadway between motorist and bicycles.

BMP – See BEST MANAGEMENT PRACTICES.

BROWNFIELD – An abandoned, idled, or underused industrial and commercial facility/site where expansion or redevelopment is complicated by real or perceived environmental contamination.

BUFFER – The use of vegetation or open space for the purposes of limiting the effects of development on natural systems or the recreational value of natural features, or the effects of more intensive development on less intensive development.

BULB OUT – A traffic calming measure, primarily used to extend the sidewalk, reducing the crossing distance and allowing pedestrians about to cross and approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility.

BULKY WASTE DAY – A specific day of each calendar month that Oklahoma City citizens served by the Solid Waste Department are allowed to place bulky waste items curbside for placement in a landfill.

BUS STOP – A place on a bus route, usually marked with a sign, at which buses stop to discharge and take on passengers.

CARRYING COSTS – Those costs borne by a property owner or operator associated with regular maintenance and upkeep of a property. Such costs typically include, property taxes, business licensing fees, utility service connections, and insurance.

CODE ENFORCEMENT – Activities undertaken to enforce City ordinances and code related to Zoning and neighborhoods.

COMMERCIAL NODE – A compact, coordinated, clearly defined area of commercial development.

COMMERCIAL USES – Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

COMMUNITY GARDEN – A single piece of land, either publicly or privately held, that is gardened collectively by a group of people. Some are managed by everyone working together, and others are split into clearly divided plots, each managed by a different gardener (or group or family).

COMMUNITY PARK – A park between 20 and 100 acres in size that serves several adjoining neighborhoods or several square miles of residential development, as well as preserves unique landscapes and open spaces. Community parks provide active and to a lesser degree passive recreational facilities including play areas, small groups of lighted fields or courts suitable for programmed youth activities, community centers, and bicycle and automobile parking areas and pedestrian paths to serve the facility.

COMMUNITY SCHOOL/PARK SITE – The collocating of school and park sites in such a fashion as to allow for co–utilization of recreational and support facilities by the public in a way that is more cost efficient than providing separate facilities.

COMPREHENSIVE PLAN – A policy document used by city leaders, developers, business owners and citizens to make decisions about future growth and development. This document provides long range policy direction for land use, transportation, economic development, housing, public services, and natural and cultural resources. It serves as a guide for elected and public officials by providing the framework for evaluating development proposals. It lays out a community vision and priorities and describes, where, how, and in some cases when development should occur.

CONSERVATION USES – Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) – A concept which seeks to minimize opportunities for criminal activity through appropriate and innovative site designs that enhances public safety.

CULTURAL ASSETS – Historic and archaeological sites, buildings, structures, and the heritage or customs of various groups that played a role in the development of Oklahoma City; for example: Native Americans, diverse ethnic groups, and occupational groups.

DEMOGRAPHICS – The characteristics of human populations including, but not limited to, such factors as income, gender, age, race, educational attainment, etc.

DEMOLITION – The removal of an existing building or structure, either in part or in whole.

DENSITY – The number of residential units per acre.

DESIGN GUIDELINES – Architectural, engineering and landscape design treatments, materials, and applications that are recommended for specific situations. Design guidelines are usually contained within documents that are used by committees or commissions as a basis for discretionary review of construction projects.

DESIGN REGULATIONS – Architectural, engineering, and landscape design treatments, materials, and applications that are required by the City's Zoning and Planning Code.

DESIGN REVIEW COMMITTEES AND COMMISSIONS – Bricktown Urban Design Committee, Downtown Design Review Committee, Historic Preservation Commission, Riverfront Design Committee, Stockyards Urban Design Committee, or the Urban Design Commission.

DESIGN REVIEW DISTRICTS – Special areas of the City that require review of exterior modifications to buildings, structures or sites. The reviews are completed by staff and/or Design Review Committees and Commissions using the Zoning and Planning Code and supplemental design guidelines.

DEVELOPMENT PATTERNS – The geographic model by which cities have been built over time.

DILAPIDATED – A building or structure that has not been maintained and is a threat to the public health, safety, and welfare because it may collapse or may be infested with rodents, insects and/or disease.

DISTRICT PARK – A park between 150 and 250 acres in size that primarily provides active

recreational facilities and, to a lesser degree, some passive recreational facilities. District parks are used to supplement community and neighborhood parks when the smaller parks are not adequate to serve the needs of the community. Recreational facilities typically include groups of lighted fields or courts suitable for scheduled athletic league activities, exercise trails and support facilities such as restrooms and concessions with bicycle and automobile parking areas and pedestrian path systems to accommodate park users. Special facilities such as recreation centers, competition pools, golf courses, and boat ramps and docks may also be included.

DOWNTOWN REVITALIZATION – The physical and economic renewal of a central business district of a community as designated by the local government in its comprehensive plan, and includes both downtown development and redevelopment.

DRAINAGE FACILITIES – A system of man–made structures designed to collect, convey, hold, divert or discharge stormwater which includes stormwater sewers, canals, and detention and retention structures.

ECOSYSTEM – An assemblage of living organisms (plants, animals, microorganisms, etc.) and nonliving components (soil, water, air, etc.) that functions as a dynamic whole through organized energy flows.

ECOSYSTEM SERVICES – The services an ecosystem provides to humans. These can be broken down by their function and include: the provision of food, water, timber, fiber, and other resources; the regulation of floods, disease, wastes and water quality; the support of cultural practices, including recreation, religion and art; and the maintenance of biological processes through such phenomena as oil formation, photosynthesis, nutrient cycling, etc.

EMBODIED ENERGY – The energy used both in the construction of a building or structure and in the subsequent use and maintenance of the building or structure. The term is often used in relation to Green Building.

EMPLOYMENT LAND – Land developed with facilities to house large numbers of employees, such as business parks or manufacturing operations.

ENDANGERED, THREATENED AND SPECIES OF SPECIAL CONCERN (REFERRED TO AS LISTED SPECIES) – Plant and animal species listed as endangered, threatened, or of special concern.

ENVIRONMENTAL HAZARDS – Materials which, because of their physical, chemical, or infectious characteristics, can pose a substantial or potential hazard to human health or safety or the environment when used in building construction or when humans are exposed to them during building demolition, rehabilitation, renovation, or reconstruction.

ENVIRONMENTALLY SENSITIVE AREAS – An area which needs preservation or special protections because of its landscape, wildlife, or habitat value. Environmentally sensitive areas perform a variety of important functions including stormwater drainage, flood water storage, pollutant entrapment and removal, provisions for wildlife, and desirable open space in urban areas.

EUTROPHICATION (OR NUTRIENT ENRICHMENT) – Increase in the concentration of phosphorus, nitrogen and other plant nutrients in an ecosystem such as a lake. Eutrophication generally promotes excessive plant growth and decay resulting in lack of oxygen, cloudy, often green water, that disrupts normal functioning of the ecosystem and reduces water quality.

FLOOR TO AREA RATIO (FAR) – A measure of land use intensity. Calculated by dividing the number of built square feet by the total area of the site.

FEDERAL CLEAN AIR ACT – In 1970, the US Congress passed the Clean Air Act and created the Environmental Protection Agency (EPA) that has the primary responsibility carrying out the law. The Act places limits on common air pollutants that a region must comply with or be found in violation of the Act, more commonly stated as being "non–attainment".

FIXED–ROUTE BUS SYSTEM – A form of public transit that provides transportation on a fixed–time schedule and fixed–route.

FLOODPLAIN – Areas inundated during an identified flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate.

GREEN BUILDING – The practice of creating structures and using processes that are environmentally responsible and resource–efficient throughout a building's life cycle: from siting to design, construction, operation, maintenance, renovation, and deconstruction.

GREEN INFRASTRUCTURE – An interconnected network of natural areas and other open space that conserves natural ecosystem values and functions, sustains clean air and water, and provides a wide array of benefits to people and wildlife.

GREENFIELD DEVELOPMENT – A site which is undeveloped or in agricultural use which is not considered contaminated and is subject to urbanization.

GROUNDWATER – Water occurring beneath the surface of the ground, whether flowing through known or definite channels or not.

GROUNDWATER RECHARGE – An area with relatively permeable soil or subsurface which provides significant recharge to the aquifer or where recharge can be significantly enhanced through operational or structural modifications. The primary function is to allow surface water to migrate downward into the water table. Recharge may also incorporate Aquifer Storage and Recovery capability.

HABITAT – The natural abode of a plant, animal, reptile or bird. The kind of environment in which

a plant, animal, reptile or bird normally lives, as opposed to the range or spatial distribution.

HIGH GRASS AND WEEDS – An official City term used in Code Enforcement. High grass and weeds are any grasses or weeds that are 12" or taller.

HISTORIC – Important in history. Distinguished from "historical" which conveys a sense of things or events related to the past, while "historic" conveys a sense of importance.

HISTORIC ASSETS OR RESOURCES – Areas, districts or sites containing properties listed on the National Register of Historic Places or designated by the City as historically, architecturally, or archeologically significant.

HISTORICAL – Of, pertaining to, or characteristic of history or the past. Distinguished from "historic" which conveys a sense of importance, while "historical" conveys a sense of things or events related to the past.

HISTORICAL ASSETS – Areas, districts or sites containing properties that represent the history of the City and demonstrate the historical development patterns of the City, but are not specifically listed on the National Register or designated by the City. Historical assets gain importance as historic assets are demolished or lost.

IMPERVIOUS SURFACE – Any hard surfaced areas which prevent or slow the percolation of water into the soil under natural conditions, or where water is caused to run off the surface in greater quantities or at an increased rate than was present under natural conditions. Examples of impervious surfaces are: rooftops, sidewalks, paving, driveways, parking lots, asphalt, concrete, etc.

INDUSTRIAL USES – The activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

INFILL OR INFILL DEVELOPMENT – Development of vacant or abandoned parcels in an otherwise built–up urban area.

INFRASTRUCTURE – Those man–made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; bridges; and roadways.

INTENSIVE LEVEL SURVEY – An in–depth survey of the distribution, location and nature of historic resources within a given area. The survey contains specific date regarding ownership histories, modifications to the buildings, site, and construction dates.

LAND BANKING – The process by which an entity, often but not always a governmental body or a corporation, will acquire real estate, sometime in the form of raw land, for the purpose of future development or other use.

LEVEL OF SERVICE – A measure of the amount or quality of a particular service e.g. response time of public safety services or availability of utilities.

LISTED SPECIES – Those species designated as endangered, threatened, or of special concern.

LITTORAL – That portion of a body of water extending from shoreline toward the middle of the water to the limits of occupancy by rooted plants.

LOW IMPACT DEVELOPMENT (LID) – Stormwater management techniques that mimic the predevelopment hydrologic conditions through infiltrating, filtering, storing, evaporating and detaining stormwater runoff close to its source.

MSA (METROPOLITAN STATISTICAL AREA) – Geographic entities delineated/defined for the purposes collecting and reporting Census data. A MSA includes a core urban area, its county, and any adjacent counties with a high degree of social and economic integration with the urban core.

MULTI–MODAL TRANSPORTATION SYSTEM – The systematic movement of people, goods, and services by more than one mode of transportation i.e., land (automobile, bus, train, bike and pedestrian), air, and water.

MULTI–USE TRAILS – Any road, path or way which is open to bicycle travel and pedestrian traffic, and from which motor vehicles are excluded.

NATIONAL REGISTER OF HISTORIC PLACES – Sites, structures, buildings, districts, and objects that have been identified by the United States as historic are listed on the National Register of Historic Places. Each listing's historic importance is national, state, or locally based. Listing on the National Register does not preclude a property owner from completing work on the listed entity, unless Federal funds are utilized.

NATURAL SYSTEM – The complex network of natural resources in which no resource is capable of functioning independently of the other resources in the network.

NEIGHBORHOOD – A defined and compact geographic area consisting of residences which may include uses to serve the daily needs of the residents, such as shops, workplaces, recreational areas and civic uses (schools, places of worship), that are accessible by interconnecting streets.

NEIGHBORHOOD PARK – A park between 5 and 20 acres in size that is typically located within walking distance of neighborhood homes. Neighborhood parks provide a balance between informal active and passive park space. Neighborhood parks have limited program activities and are not intended to attract users from outside the neighborhood. Surrounding uses should be mostly single or multi–family residential and all areas of the park should be readily visible from adjoining streets in order to provide a secure environment.

NON–POINT SOURCE – Pollution which does not come from a direct source, but rather many sources. Non–point pollution includes run–off from parking lots, streets, lawns, roofs or any other impervious surface.

NUTRIENT ENRICHMENT – See EUTROPHICATION.

PARATRANSIT – A demand–responsive public transportation service which employs a shared occupancy road vehicle, not operated on a fixed route which includes dial–a–bus, shared–ride, and taxi service.

PARK – A site that provides the public an opportunity to partake in a variety of recreational activities that may be active, passive, or special in nature in a safe and convenient manner that is compatible with its environs.

PASSIVE RECREATION – Recreational activity of a type dependent upon certain natural or man-made resources, such as forests, oceans, waterways, or lakes that are necessary to support picnicking, R/V and tent camping, boating, fishing, nature interpretation and trail systems (such as hiking or equestrian trails).

PEAK HOUR CAPACITY – The maximum number of passenger cars that can pass a given point on a lane or roadway under ideal traffic and roadway conditions in one hour.

PEDESTRIAN FACILITIES – Sidewalks, paths or any other non–motorized dedicated way on which people can walk.

PERMEABILITY – The quality of the soil that enables water to move downward through the soil.

PLANNED UNIT DEVELOPMENTS (PUD) – A specialized zoning district characterized by a unified site design for a number of housing units and/or cluster buildings, and providing common open space, net density increases and/or a mix of building types and land uses. The purpose of this zoning district is to allow for flexibility in zoning regulations in exchange for greater benefits to the community.

POINT SOURCE – A single, identifiable, localized source of pollution or contaminant.

POLLUTION – The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

POTABLE WATER – Water that is safe for human consumption. In the context of city or public infrastructure, this usually means water that has been filtered and disinfected at a large public treatment plant before being distributed throughout the community for consumption.

PRESERVATION – The continuous maintenance of sites, buildings, structures or objects in their original state.

PRIME FARMLAND SOILS – As defined by the U.S. Department of Agriculture, are soils that are best suited to food, fee, forage, fiber and oilseed crops. Prime farmland soils produce the highest yields with minimal expenditure of energy and economic resources, and results in the least damage to the environment.

PROTECTED – Refers to official federal, state or international treaty lists which provide legal protection for rare and endangered species.

PUBLIC ACCESS – The ability of the public to physically reach, enter or use public sites, facilities, activities and shores.

PUBLIC ART POLICY – A policy adopted by City Council that directs 1% of per–project capital improvement spending toward Art in Public Places.

PUBLIC FACILITIES – Facilities provided by a governing body for public use or to serve a common need such as transportation systems or facilities, sewer systems or facilities, solid waste system or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems or facilities, facilities which provide general government functions, jails and courthouses.

PUBLIC IMPROVEMENTS – Capital improvement projects funded and owned by government entities, often in the form of streetscapes, parks, roadways, and public facilities.

PUBLIC SCHOOL – Facilities whose primary purpose is to provide kindergarten, elementary or secondary school grades, or vocational or technical education, and which are operated under the control of a public school board.

RECONNAISSANCE LEVEL SURVEY – A visual (often known as a windshield survey) survey that identifies the general distribution, location and nature of historic resources within a given area.

REDEVELOPMENT – Activities or projects in an area to eliminate and prevent the spread of slums and blight; to provide affordable housing whether for rent or sale to low and moderate-income households; or to generate renewed economic activity and development.

REGIONAL PARK – The largest classification of park, it generally exceeds two hundred (200) acres in size and also provides access to a substantial natural or manmade resource base. Regional parks primarily provide passive recreational facilities and to a lesser degree active recreational facilities where no adverse impact on the resource base results. Recreational facilities in regional parks are primarily passive or resource-based in character with picnicking, camping, hiking, fishing, and boating as the main activities. Special facilities such as museums, golf courses, or water skiing facilities may also be included, as well as some of those active facilities often found in district parks.

RECONSTRUCTION – In terms of historic preservation, the act or process of duplicating the original structure, building form and materials by means of new construction based on documentation of the historic condition.

REHABILITATION – The act or process of making possible a compatible use for a property through repair, alterations and additions, while preserving those portions or features which convey its historic, cultural, or architectural values.

RENOVATION – The process of returning a building to a state of utility through repair or often major alterations for a contemporary use.

RESTORATION – The process of accurately recovering all, or part of, the form and detail of a resource and its setting, as it appeared at a particular period of time, by means of the removal of later work and by the replacement of missing earlier work.

REVITALIZATION – The physical and economic renewal of a community or part of a community, as designated by the local government in its comprehensive plan.

RIGHT–OF–WAY – Land in which the state, a county or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

ROADWAY CAPACITY – The maximum traffic flow obtainable on a given roadway using all available lanes.

RUNOFF – The precipitation discharge into stream channels from an area. The water that flows off the surface of the land without sinking into the soil is called surface runoff. Water that enters the soil before reaching surface streams is called groundwater runoff or seepage flow from groundwater.

RURAL–URBAN INTERFACE – A transitional zone where urban or suburban types of uses and densities meet, merge, or begin to interact with undeveloped areas such as farm or ranch lands, floodplains, or other open spaces. This area is often characterized as having access to fewer public services such as utilities, police, and fire.

SALES TAX LEAKAGE – Loss of a city's "fair share" of sales tax revenue to adjacent or nearby areas.

SANITARY SEWER FACILITIES – Structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SELF-SUFFICIENCY STANDARD – The estimated annual income required to minimally sustain a household of a particular composition.

SERVICE DELIVERY SYSTEMS –Methods for the provision of services, the assessment of service performance, and the implementation and evaluation of new programs.

SHARROW – A bicycle infrastructure symbol that is painted on streets in order to indicate a bike route. The sharrow is the form of a cyclists with two arrows painted above. This symbol indicates that cyclists and drivers must share the lane.

SIDEWALK NETWORK – The sum total of all sidewalks in a city that determines what areas of the city have pedestrian accessibility and connectivity.

SIMPLIFIED PLANNED UNIT DEVELOPMENTS (SPUD) – A specialized zoning district characterized by a unified site design for a number of housing units and/or cluster buildings, and providing common open space, net density increases and/or a mix of building types and land uses. The purpose of this zoning district is to allow for flexibility in zoning regulations in exchange for greater benefits to the community. A SPUD is differentiated from a PUD in that a SPUD is used for developments less than 5 acres in size.

SOLID WASTE – Garbage, rubbish, refuse, or other discharged solid or semi–solid materials resulting from domestic commercial, industrial, agricultural, or governmental operations, but does not include solids or dissolved material in domestic sewage effluent or other significant pollutants in water resources such as silt, dissolved or suspended solids in industrial wastewater effluents, dissolved materials in irrigation return flows or other common water pollutants, or hazardous waste.

SOLID WASTE FACILITIES – Structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

STORMWATER – The flow of water which results from a rainfall event.

STORMWATER MANAGEMENT – Comprehensive strategies for dealing with stormwater quantity and quality issues in an economically and environmentally sound manner, within limits imposed by existing receiving water conditions.

STRIP COMMERCIAL DEVELOPMENT – A form of development that is designed primarily for vehicular access along major roadways. Often characterized by shallow site depth and buildings organized in a linear pattern or in isolated "islands"

STUB STREET – An internal incomplete, blunt–ended paved road, with an easement for public access, which is located within a development, and runs to that development's property line. It is placed so that a future adjacent development can directly connect to it via a corresponding paved road.

SUBDIVISION REGULATIONS – Local government rules that control how land is subdivided and developed. Typically, they determine the design of access roads, the amount of open space provided, and what will be dedicated to the city or county upon completion.

SUBSTANDARD HOUSING – Structures which endanger the life, health, property, or safety of

the general public or its occupants. Indicators of "substandard housing" include:

- lack of plumbing facilities (hot and cold piped water, a flush toilet, and a bathtub or shower);
- lack of kitchen facilities (sink with piped water, a range or stove, and a mechanical refrigerator); and
- structural defects.

SUBURBAN – An area characterized by low to medium densities, lying outside of the urban area. A suburban area is typically characterized by a high segregation of uses (e.g. stores and residential) and various design features that encourage car dependency.

SURFACE WATERS – Rivers, streams, creeks, springs, lakes, ponds, intermittent watercourses and associated wetlands that hold or transport water on the ground.

SUSTAINABILITY – In general terms, sustainability is the capacity to endure. In Planning terms, sustainability means the ability to meet the needs of the present generation without compromising the ability of future generations to meet their needs by working toward a healthy environment, community, and economy.

THREATENED SPECIES – Species that are likely to become endangered in the State within the foreseeable future if current trends continue. This category includes:

- species in which most or all populations are decreasing because of over–exploitation, habitat loss, or other factors;
- species whose populations have already been heavily depleted by deleterious conditions and which, while not actually endangered, are nevertheless in a critical state; and
- species which may still be relatively abundant but are being subjected to serious adverse pressures throughout their range.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT - A type of mixed-use design concept which allows for, and expects, a mixture of land uses, including residential, retail, office, recreation, etc., located within close proximity to each other, in order to provide for a variety of housing, recreation, shopping, and employment opportunities. The ultimate goal is to create a more self-sustaining type of development pattern that limits adverse impacts on adjacent land uses.

TRANSIT – Passenger services provided by public, private or non–profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

TRANSIT-ORIENTED DEVELOPMENT – A compact, mixed use form of development located along transit corridors or at transit nodes which concentrate housing, employment, services and retail activities to be more effectively served by transit.

TURF – Grasses that are intended to be mowed and kept less than 4 inches in height.

URBAN – An area characterized by the provision of urban services including water, sewer, police, and fire services.

URBAN REDEVELOPMENT – Means demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas or existing urban services areas.

USEABLE OPEN SPACE – Pervious, vegetated areas, parks and squares as well as impervious "hardscaped" areas which are openly accessible to the public, such as plazas, squares, and courtyards. This open space can be used for passive or active recreation as well as formal and informal gatherings; however, credit shall not be given for: any indoor or climate–controlled spaces, road rights–of–way, building setback areas, impervious surface courts (tennis, basketball, handball, etc.), swimming pools, parking lots, and any pervious green area not intended for passive or active recreation or gatherings of a formal or informal nature.

UTILITIES – Services provided to the public via public or private entities, such as water, sanitary sewer, storm sewer, natural gas, electric, phone, and cable.

VIEWSHED – The area visible from a fixed location.

VOLATILE ORGANIC COMPOUNDS (VOCS) – Are emitted as gases from certain solids or liquids and include a variety of chemicals, some of which may have short– and long–term adverse health effects.

WATER TABLE – The upper limit of where groundwater permeates. The depth of the water table reflects the minimum level to which wells must be drilled for water extraction.

WETLANDS – An area of land whose soil is saturated with moisture either permanently or seasonally. Such areas may also be covered partially or completely by shallow pools of water. Wetlands include swamps, marshes and bogs.

WILDLAND FIRE – An uncontrolled fire in an open area or an area with a very low density residential development. In Oklahoma City, a wildland fire is typified by grass and brush fires.

WILDLIFE CORRIDOR – A widespread, continuous or near–continuous system of wildlife habitat that is established by linking wildlife preserves, sanctuaries, refuges, parks or open space areas to provide a pathway for wildlife movement.

XERISCAPING – A concept in landscape design that substantially reduces irrigation demands and maintenance by proper plant selection.

ZONING – The specific land use requirements and building and development standards prescribed for each property in the city. The Planning Commission recommends the zoning for property and the City Council approves zoning.

AMENDMENT HISTORY

Date	Amendment	Description
November 12, 2015	CPA-2015-00001	LUTA map change from UR to ULI in an area located west of South Mustang Road and north of Southwest 44th Street.
October 22, 2015	CPA-2015-00002	LUTA map change from UR to ULI in an area located west of north County Line Road and south of Northwest 164th Street.
November 12, 2015	CPA-2015-00003	LUTA map change from UR to ULI in an area located east of North Cemetery Road and south of Northwest 10th Street.
June 9, 2016	CPA-2016-00001	LUTA map change from OS to ULI in an area located east of North Sooner Road/North I-35 Hwy On-Ramp, and north of Northeast 122nd Street.
June 23, 2016	CPA-2016-00003	LUTA map change from HI to ULI in an area located east of Classen Boulevard and south of W. Wilshire Boulevard.
March 23, 2017	CPA-2017-00001	LUTA map change from UR to ULI in an area located north of NW 23rd St between Frisco Rd and Richland Rd as well as newly annexed area designated ULI.
May 11, 2017	CPA-2017-00002	LUTA map change from AP to ULI in an area located southeast of NW 50th St and the John Kilpatrick Turnpike.
May 11, 2017	CPA-2017-00003	LUTA map change from HI to ULI in an area located northwest of SE 74th Street and Sooner Road.
August 24, 2017	CPA-2017-00006	LUTA map change from UR to RM in an area located southwest of East Memorial Road and I-35.
September 14, 2017	CPA-2017-00007	LUTA map change from UR to ULI in an area located southeast of West Britton Road and North Mustang Road.
November 9, 2017	CPA-2017-00008	LUTA map change from AP and RL to RM in an area located southeast of West Memorial Road and east of Frisco Road.
December 14, 2017	2017 Update	Clarifications and LUTA map changes including: introducing annexation/detachment description, HI locations, ER locations, UR locations, LUTA density tables, clustering in Rural LUTAs, UR description, HI uses, Compatibility table and matrix, adding FAR and density graphics, clarifying triggers and measures for compatibility, including Livable Streets policies, and other minor scrivners error changes.

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
February 28, 2019	CPA-2019-00001	LUTA map change from ER to ULI in an area located south of NW 122nd Street and east of John Kilpatrick Turnpike.
May 9, 2019	CPA-2019-00002	LUTA map change from UR to ULI in an area located north of SW 59th Street and east of S Sara Road.
November 14, 2019	CPA-2019-00003	LUTA map change from UR and ULI to RM in an area located north of SW 89th Street and west of S Council Road.
October 24, 2019	CPA-2019-00004	LUTA map change from ER to ULI in an area located north of W Hefner Road and east of N County Line Road.
February 13, 2020	CPA-2019-00005	LUTA map change from RM to ULI in an area located south of SE 29th Street and east and west of S. Post Road.
May 14, 2020	CPA-2020-00001	LUTA map change from UR and RM to ULI in an area located south of SW 29th Street and west of S. Czech Hall Road.
June 11, 2020	CPA-2020-00002	LUTA map change designating a LUTA for a newly annexed 8.47-acre parcel UL in an area located north of Indian Hills Road/SW 179th Street, west of Santa Fe Avenue.. Associated Annexation Ordinance No. 26,521 August 5, 2020
July 9, 2020	CPA-2020-00003	LUTA map change from UR to UL in an area located south of SW 15th Street and west of S. Cemetery Road.
July 9, 2020	CPA-2020-00004 adaptokc	adaptokc is Oklahoma City's first sustainability plan
July 9, 2020	CPA-2020-00005 preserveokc	preserveokc is Oklahoma City's first citywide historic preservation plan
2020 Update	2020 Update	Add preserveokcto Development Review Policies. Add language in Land Use Compatibility. Review amendments to planokc. LUTA names, map changes, description clarifications. Update service efficiency maps. Clarification of Neighborhood Street Typology in UH LUTA. Removal of redundant maps; refer to OKC Parks Masterplan and bikewalkokc in Capital Improvements. Update street typologies for unassigned streets, update Street Typology map to refer to DDF. Other minor scrivner changes.

AMENDMENT HISTORY

Date	Amendment	Description
October 22, 2020	CPA-2020-00006	LUTA map change from RM to ULI in an area located at SW 29th Street and Cementery Road
October 22, 2020	CPA-2020-00007	LUTA map change from UF to ULI in an area located of north Sara Road and south of Britton Road.
January 14, 2021	CPA-2020-00008	LUTA map change from RL to RM in an area located south of SW 164th Street and east of S Western Street.
January 14, 2021	CPA-2020-00009	LUTA map change from EM to ULI in an area located W Hefner Road and N Kelley Ave.
April 8, 2021	CPA-2021-00002	LUTA map change from UF and ULI to ULI in an area located north of SW 59th Street and W Morgan Road.
February 25, 2021	CPA-2021-00003	LUTA map change from HI to ULI in an area located W Reno Ave and east of John Kilpatrick turnpike.
April 22, 2021	CPA-2021-00004	LUTA map change from HI to ULI in an area located I-240 and east of Sunnylane.
August 12, 2021	CPA-2021-00005	LUTA map change from UF to ULI in an area located W Hefner Road and Cemetery Road.
August 12, 2021	CPA-2021-00006	LUTA map change from UF and ULI to ULI in an area located SW 119th and Council..
August 12, 2021	CPA-2021-00007	LUTA map change from AP and RLI to RM in an area located S Cimarron Road and SW 15th Street..
August 12, 2021	CPA-2021-00008	LUTA map change from RM to UL in an area located SW 29th Street and Cemetery Road. .
September 23, 2021	CPA 2021-00009	LUTA map change from UF and ULI to ULI in an area located south of SW 164th Street and W Pennsylvania Ave. .
September 23, 2021	CPA 2021-00010	LUTA change from EM and ULI to ULI in an area located in a corner of E Hefner Road and S Kelley Ave.
October 28, 2021	CPA 2021-00012	LUTA change from UF and ULI to ULI in an area located northeast corner of NW 150th street and Sara Road.
November 18, 2021	CPA 2021-00013	LUTA change from EM and ULI to ULI in an area locate southwest corner of SW 15th Street and S County Line Road.

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
December 9, 2021	CPA-2021-00014	LUTA map change from UF and ULI to ULI in an area located NW 150th Street and N Morgan Road.
January 13, 2022	CPA-2021-00015	LUTA map change from UF and ULI to ULI in an area located NE 104th Street and E Bryant Road.
January 18, 2022	ANNEX21-00001	Annexation adding 160-acres to the City of Oklahoma City in an area located at the southeast corner of N May Ave and NW 206th Street..
June 23, 2022	CPA-2022-00002	LUTA map change from UF and ULI to ULI in an area located12300 N Morgan Road.
May 12, 2022	CPA-2022-00003	LUTA map change from EM and ULI to ULI in an area located NW 112th Street and County Line Road
September 22, 2022	CPA-2022-00005	LUTA map change from OS to EM and ULI in an area located sutheast corner of I 240 and S Air Depot Boulevard
February 23, 2023	CPA-2023-00001	LUTA map change from RLI to RM in an area located N Midwest Boulevard and north of NW 10th Street..
July 13, 2023	CPA-2023-00002	LUTA map change from UR to UL in an area located south of SW 15th Street and west of S. Cemetery Road.
June 22, 2023	CPA-2023-00003	LUTA map change designating a LUTA for a newly annexed 160-acre parcel ULI in an area located at the south east corner of N May Ave and 206th Street
July 13, 2023	CPA-2023-00004	LUTA map change from UF and ULI to ULI in an area located at SW 104th Street and S Rockwell Road.
November 9, 2023	CPA-2023-00006	LUTA map change from UF and ULI to ULI in an area located east of N Sara Road and south of W Hefner Road.
2024 Update	2024 Update	Adopted the Downtown Development Framework as part of planokc. Added language in planokc Chapter One to accommodate Comprehensive Plan Amendments to Street Types. Chapter Two amendments including aligning the Downtown and other LUTAs with DDF and Innovation District plans. Added Major and Minor Connectors to the Street Typology, removed the Connector Street Type, clarified the new Major and Minor Connectors, updated street types for unassigned streets, and updated Street Typology maps and scrivener errors.

AMENDMENT HISTORY (CONTINUED)

Date	Amendment	Description
February 22, 2024	CPA 2024-00002	LUTA map change from UF and ULto UL in an area located north of N 150th Street and east of Morgan Road.
May 23rd, 2024	CPA 2024-00003	LUTA map change from RL to UL in an area located east of N Morgan Road and south of NW 164th street
June 27, 2024	CPA 2024-00004	LUTA map change from EM and UL to UL in an area located southeast corner of SW 15th Street and S County Line
July 25, 2024	CPA 2024-00005	LUTA map change from RM to UL in area located north of 149 street and west of S Pennsylvania Ave
September 12, 2024	CPA 2024-00006	LUTA map change from RL to RM in an area located south of SE SE44th street and east of S Choctaw Road
February 27, 2025	CPA 2024-00008	LUTA map change from UM to UL in various neighborhoods.
March 3, 2025	CPA 2025-00001	LUTA map change from UF and RL to UL in an area located northeast corner of S Western and W Indian Hills
June 12, 2025	CPA 2025-00003	LUTA map change from EM and UL to UL in area located north of W Hefner Road and west of N County Line
June 12, 2025	CPA 2025-00004	LUTA map change from UF and UL to UL south of NW 150th street and east Sara Road
July 24, 2025	CPA 2025-00005	LUTA map change from UF to UL to UL south of SW 74th street and east of S Council Road
2025 Update	2025 Update	Add language in planokc Chapter two to accommodate CPA to Street Types. Review amendment to planokc UF to UL layer and TOD layer. Update service maps and Riparian areas map. Update the Indicators list adding the 5 year goals and other minor Scrivner changes.