DISTRICT 24 PLAN

Plan Adoption Data

Adopted by TMAPC 12-01-76

Resolution No. 1140:446

Subsequent Amendments

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DISTRICT 24 DESCRIPTION

District 24 is bounded by 76th Street North on the north, by the Cherokee Expressway on the east, by 56th Street North on the south, and by the Osage County Line on the west.
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FOREWORD

The District Plans are amendments to the Tulsa Metropolitan Area Comprehensive Plan. They include policies for providing guidance and direction of the physical development of the districts. These policies are expressed in the texts of the District Plans and, where possible, are also presented graphically on the Plan Maps.

The recommendations included in these plans were developed by the District Planning Teams together with technical guidance and assistance provided by the District's planning consultant. One of the primary objectives of the VISION 2000 Comprehensive Plan Update was the division of the Tulsa Metropolitan Area into smaller units, districts, where specific policies could be developed in a process that provided residents of the smaller areas an opportunity to be directly involved. Thus, these District Plans provide a detailed refinement of the broad, general policies that are included in the Metropolitan Area Development section of the Comprehensive Plan.

The District Plans are an inventory of the essential policies needed to bring the Comprehensive Plan up to date. The policies recommended in the District Plans have been officially adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) and approved by the Board of City Commissions and Board of County Commissioners as an amendment to the Comprehensive Plan. However, even after their adoption, the District detailing/neighborhood planning process must be actively pursued on a continuous basis and carefully coordinated with the Metropolitan Development Guidelines policies, and with the proposals of other agencies, departments and groups concerned with different aspects of community development.
1. INTRODUCTION

1.1 Comprehensive Plan

1.1.1 PURPOSE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is a guide for the development of the metropolitan area. The policies embodied within the Comprehensive Plan provide a framework within which individuals and public officials can make decisions that are consistent with the community’s development objectives.

1.1.2 CONTENT OF THE COMPREHENSIVE PLAN

The Comprehensive Plan includes Metropolitan Development Guidelines and more specific functional and geographical policies, including the District Plans. The Metropolitan Development Guidelines section of the Comprehensive Plan is the statement of comprehensive, long-range policies for providing broad and general guidance and direction of all aspects of the physical development of the entire planning jurisdiction. The District Plans are policies and programs for providing specific guidance and direction of the physical development of various elements or areas of the metropolitan community.

1.1.3 METROPOLITAN AREA POLICIES

Metropolitan area policies already established were used as a general basis for the development of the District Plans. These metropolitan wide policies were expressed in:

A. The Balanced Metropolitan Growth Policy, an official portion of the update of the Comprehensive Plan, as recommended by the Tulsa Metropolitan Area Planning Commission (TMAPC), and as adopted by the Board of City Commissioners and Board of County Commissioners.

B. The Metropolitan Development Guidelines, including Development District Goals and Objectives, Development District Concept and Development District Components, as adopted as an amendment to the Comprehensive Plan by the TMAPC, and as approved by the Board of City Commissioners and Board of County Commissioners.

C. The report, Proposed/Suggested Standards, as developed by the TMAPC staff.

1.2 Description of District Plan

1.2.1 FORMULATION OF THE DISTRICT PLAN

The District Plans represent the combined efforts of each district, consulting planners, staff members of the public agencies, the TMAPC, the Board of City Commissioners and the
Board of County Commissioners. The District Plans were formulated after more than a year of continuous study, review and critical appraisal by citizens, technical staff and public officials.

1.3 Conformance of the Comprehensive Plan

1.3.1 PLAN IMPLEMENTATION

Historically, consistency of development decisions following the adoption of a plan has been difficult to achieve, yet is essential to effective plan implementation. Such consistency is inherently dependent upon community acceptance of the plan itself and to that end the District Plans were prepared through a process in which:

A. Public participation was sought and received.

B. Residents of the district of varied backgrounds and interests actively worked in the preparation of each plan.

C. Emphasis was on the formulation of a Comprehensive Plan that is workable and achievable.

The preparation and adoption of this plan are two essential steps toward assuring sound development of the district. To be consistent and effective, however, the guidance that the Plan provides must be used.

1.3.2 PUBLIC IMPROVEMENTS AND FACILITIES: RELATIONSHIP TO THE COMPREHENSIVE PLAN

The policies embodied within this Plan provide coordination and guidance for more precise public facilities plans. Proposals for public improvements included within the scope of the Comprehensive Plan should be submitted to the TMAPC for their recommendation, and forwarded to the Tulsa City Development Department for inclusion in the Capital Improvement Program.

1.3.3 ZONING: RELATIONSHIP TO THE COMPREHENSIVE PLAN

The Plan also provides guidance for codes and ordinances relating to the physical environment. As the Plan is the fundamental development policy for the metropolitan area, other plans, codes, ordinances and regulations should be in accordance with the policies expressed in the Comprehensive Plan.

The Zoning Code, in particular, has as a purpose the promotion of the development of the community in accordance with the Comprehensive Plan. A zoning ordinance is in accordance with the Plan if the type and intensity of land use authorized by the ordinance is compatible with the goals, objectives, principles and policies specified in the Plan. Provisions of
the ordinance should not be in contradiction to the intent of the Plan and should not preclude realization of the Plan.

The Comprehensive Plan shall be considered in making zoning or rezoning decisions. The Plan establishes, at a general level, appropriate locations for different intensities of land use with due regard to compatibility, topography, environmental considerations, traffic generation and other factors. The zoning decision-making process requires specific consideration of the compatibility of land use and environmental characteristics of a proposed use with surrounding areas. Thus, zoning decisions include consideration of the general factors embraced in the Comprehensive Plan, but also the individual examination of such conditions as they relate to an individual parcel of land for which rezoning is requested.

### 1.3.4 DISTRICT PLAN MAP CATEGORIES

The District Plan Map expresses graphically policies to guide the intensity of land use. The relationship between the intensity of land use categories shown on the Plan Map and zoning districts is demonstrated in the matrix on page 5. This matrix lists all of the basic zoning districts and indicates to what degree each of the districts may be considered as being in accordance with each of the Plan Map’s categories. Three degrees of relationship have been established:

A. Zoning district and Plan Map category are not in accordance.

B. Zoning district and Plan Map category are in accordance.

C. Zoning district and Plan Map category may be found to be in accordance under certain circumstances.

By way of illustration, the following examples should be noted:

A. An existing zoning district or a rezoning request which, if implemented, would prevent the achievement of the objectives shown for the area by the Comprehensive Plan; i.e., if the Plan Map category for an area is Low Intensity, a proposal to rezone the area to a moderate industrial district (IM) would not be in accordance with the Comprehensive Plan.

B. An existing zoning district or a rezoning request which, if implemented, would directly contribute to achieving the objective established for the area by the Comprehensive Plan would clearly be in accordance with the Plan; i.e., if the Plan category for an area is Low Intensity Residential, a proposal to rezone the area to a single-family (RS-3) district would be in accordance with the Comprehensive Plan.
C. If the existing zoning district or a rezoning request neither contributes to nor prevents the achievement of the planned use, then it must be determined whether the proposed land use, if implemented, would be compatible with the development of the surrounding area in the manner contemplated by the Comprehensive Plan; i.e., if the Plan Map category for an area is Low Intensity, a proposal to rezone a portion thereof for multifamily use would be in accordance with the Plan if the multifamily use contemplated was of a density and type that would be compatible with surrounding uses. The zoning district RM-0 used as a transition between the low intensity area and adjacent higher intensity areas would be an example of a multifamily district in accordance with the Low Intensity Plan category. The same zoning district contemplated for a large area in the center of a low density residential neighborhood would not be in accordance with the Low Intensity Plan Map Category.

1.4 Amendment of the Comprehensive Plan

1.4.1 CONFLICTS WITH THE COMPREHENSIVE PLAN

The effectiveness of the Comprehensive Plan will depend on maintaining the interrelationship between the Plan and implementation techniques. In cases where proposed development plans, codes, ordinances or regulations are not in accordance with the Comprehensive Plan, the conflicts should be eliminated through a change in the proposals or through amendments to the Plan. It is recognized that there will be times when it may be desirable to take action not in accordance with the Comprehensive Plan. A decision of the appropriate body, board or officials which is not in accordance with the Plan shall be considered as an action necessitating consideration of an amendment of the Comprehensive Plan.

1.4.2 KEEPING THE PLAN CURRENT

It should be clearly recognized that the Comprehensive Plan needs constant analysis, evaluation and amendment in order to ensure that policies expressly prepared at one time will be changed as social and economic conditions are altered. Besides this process of ongoing change, the TMAPC will need to annually review the policies expressed in the Comprehensive Plan to ensure that they are consistent with the social, economic and physical conditions of the metropolitan area and the goals and aspirations of the citizens.
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Text of the Plan

2. GENERAL POLICIES

2.1 District-Wide Policies

2.1.1 Provide a better living environment through the limitation of certain physical hazards in the area; i.e., flooding.

2.1.2 Protect and preserve District 24 as primarily a place to live by maintaining and enhancing the quality of life in residential neighborhoods.

2.1.3 Provide and encourage the expansion of employment centers in compatible areas to provide more job opportunities for the residents of District 24.

2.1.4 Provide a proper mix of residential, commercial, and industrial uses in the District.

2.1.5 Complete the Osage and Gilcrease Expressways at the earliest possible date.

2.1.6 To improve the image of District 24 and north Tulsa in general through positive action, such as property maintenance and beautification, and expansion of the employment base.

2.1.7 The continuation of citizen participation in the planning process of Vision 2000.
3. SPECIFIC AREAS

There are three specific areas in District 24. These are shown on the Plan Map.

3.1 Peoria Special District

North Peoria between 56th Street North and 76th Street North is proposed as a special district. The district will be bounded on the west by the railroad track and on the east by the limits of the existing development along North Peoria. This area is currently developed as strip commercial with a mixture of commercial uses. The area is committed to commercial development, and it is felt that the trend cannot be reversed. The uses allowed within this district should be coordinated by TMAPC to ensure compatibility with other existing and planned uses.

3.2 66th Street Special District

66th Street North between North Peoria Avenue and the floodplain near North Lewis Avenue is defined as a Special District. This area is developed as a mixture of commercial and residential uses and is considered an extension of the Turley business community. 66th Street North serves as convenient access to the Cherokee Freeway.

3.2.1 GOAL

Create an extension of the Turley business district to meet the commercial needs of the area.

3.2.2 OBJECTIVES

3.2.2.1 Allow, preserve and promote the development of efficient light commercial and office facilities within designated boundaries.

3.2.2.2 Maximize the compatibility of these developments with surrounding land uses.

3.2.2.3 Maintain a controlled and orderly transition from the existing to proposed uses.

3.2.3 POLICIES

Zoning and development shall occur in the following manner:

3.2.3.1 Allow existing commercial uses to seek appropriate zoning (does not include home occupation).
3.2.3.2 Require that tracts requesting commercial rezoning be contiguous to commercially zoned tracts within the Peoria Special District or contiguous to commercially zoned tracts within the 66th Street Special District.

3.2.3.3 Encourage home occupations as special exceptions, through the Board of Adjustment.

3.2.3.4 Require that properties which are rezoned meet the bulk and area requirements of the applicable zoning district.

3.3 Special District – Industrial

3.3.1 Development within this Special District should be no higher intensity than OL, CS or IL zoning classifications unless accompanied by a Planned Unit Development (PUD).

3.3.2 Junk and/or salvage yard operations (Use Unit 28) are not appropriate for this Special District.
4. LAND USE

The District 24 is a composite of many functional elements, including two very important complementary components --- land use and intensities. The purpose here is to provide some rigidity and definitive expression of intent not presently found within the 1960 Comprehensive Plan. However, at the same time, it is also the intent and purpose by this particular procedure to provide some flexibility in acceptance of a rapidly changing technological world.

4.1 General

Goals, objectives, and policies for intensities and type of land use are included in this section. Specifically, policies for residential, commercial, industrial, and open-space uses are stated in this part of the plan. Other sections will include transportation, public utilities, and public facilities. Together, these sections form the plan for District 24. This formulation of existing and proposed land-use policies will define future living and work areas so that transportation requirements and public facilities, such as schools and parks, may be planned in advance of need. This method of projecting these requirements results in a considerable cost saving to the taxpayers of this community.

4.1.1 GOAL

To make District 24 a better place in which to live and work.

4.1.2 OBJECTIVES

4.1.2.1 Encourage new land use development within the design of the land use and intensity plans as developed by the District.

4.1.2.2 Continue to better the environment through the development of a land-use buffer concept that will provide proper transition between land activities.

4.1.2.3 Protect and enhance the existing neighborhoods.

4.1.3 POLICIES

4.1.3.1 Maintain existing land-use activities where the owner desires to continue living or working as long as uses are not in violation of city or county codes and that these codes are enforced.

4.1.3.2 Continue to coordinate land use and growth and update specific policies as changes require. A major review should occur at the end of a five-year period incorporating citizen participation.
4.1.3.3 Inform the planning team when any zoning changes are requested.

4.2 Intensities

4.2.1 This category of land use includes the three intensity areas: low, medium and high. The intensity of development within each area is generally described as:

4.2.1.1 High Intensity -- less than .76 floor area ratio (FAR) for nonresidential uses and/or fewer than 45 residential units per acre.

4.2.1.2 Medium Intensity -- less than .51 FAR for nonresidential uses and/or fewer than 36 residential units per acres.

4.2.1.3 Low Intensity -- an average residential neighborhood intensity of fewer than six residential units per acre.

Corridors are areas that, because of orientation towards transportation systems, may have high-intensity land uses within their boundaries. Corridors are not usually planned as totally high intensity, but may have some high-intensity uses allowed within them under special conditions of specific site plan review. In order for a parcel of land within a designated corridor to be developed at a higher intensity than shown on the Plan Map, the parcel must be placed in a corridor zoning classification.

4.2.2 GOALS

4.2.2.1 Provide a variety of land uses according to compatibility, transportation and utility capacity.

4.2.2.2 Allow land uses which are compatible to be located with each other to maintain a continuity of similar land uses.

4.2.2.3 Provide for corridors, where applicable, containing district-wide services.

4.2.3 OBJECTIVES

4.2.3.1 Provide high-intensity uses along high-capacity transportation systems for direct access and visibility.
4.2.3.2 Provide for medium-intensity development uses that require less direct access and lower visibility than high intensity uses at the intersections of arterial streets.

4.2.3.3 Provide low-intensity uses away from undesirable land use impacts found around high-capacity traffic systems.

4.2.4 POLICIES

4.2.4.1 Low-intensity residential should be preserved within District 24.

4.2.4.2 Medium-intensity residential should act as a buffer between low-intensity residential and commercial uses.

4.2.4.3 The area bounded by the Cherokee Expressway, 76th Street North, and North Harvard is shown as a corridor and high-intensity development is allowed with special site plan review, although the planned intensity is low.

4.2.4.4 The area bounded by the Osage Expressway, North Cincinnati, 56th Street North, and 66th Street North could be designated a corridor, but due to existing topography, residential development and schools, the plan does not designate this area as a corridor.

4.3 Residential Areas

This category of land use includes all living units within the District 24 boundaries. Single-family dwellings and multiple-family dwellings comprise this land-use category. The following goals, objectives and policies point out the desires of the planning team towards future residential growth.

4.3.1 GOALS

4.3.1.1 Provide a quality environment for the preservation of existing and future residential areas in District 24.

4.3.1.2 Provide safe and attractive residential areas for the residents of District 24.

4.3.1.3 Provide a variety of life-styles based on residential development density.
4.3.2 OBJECTIVES

4.3.2.1 Arrange residential intensities in such a manner as to make optimum use of public facilities, such as streets, parks, water, sewer, etc.

4.3.2.2 Protect residential development from incompatible land uses.

4.3.2.3 Permit the continued development of a rural life-style by use of predominantly low-intensity residential development.

4.3.2.4 Encourage sound development of privately produced community services, such as commerce, recreation, etc., which are necessary to stimulate growth and development.

4.3.2.5 The majority of residential development should be low density, to be compatible with existing semirural settings.

4.3.2.6 Prevent intrusion into a residential neighborhood of nonresidential uses that would detract from the living qualities of the area as a neighborhood.

4.3.3 POLICIES

4.3.3.1 Locate multifamily development in such a manner as to ensure direct vehicular access to arterial streets.

4.3.3.2 Reserve the interior of neighborhoods or square miles for low intensity development.

4.3.3.3 Provide water and sewer to all land uses based on ultimate planned demand in order to prevent higher utility demand land uses, such as industrial, from encroaching on land planned for residential use.

4.4 Commercial Areas

This category of land use includes the many retail and service commercial establishments as well as the offices located within the District.

4.4.1 GOAL

Provide and promote an economically healthy range of commercial uses in harmony with concepts of quality and environmental soundness.
4.4.2 OBJECTIVES

4.4.2.1 Locate retail commercial and office uses at major street intersections in a clustering manner where possible.

4.4.2.2 Encourage the establishment of commercial facilities in order to serve the people of the area in relation to their needs and demands for goods and services.

4.4.3 POLICIES

4.4.3.1 Promote and require the clustering of commercial establishments at major intersections, thereby restricting the extension of strip commercial development.

4.4.3.2 Commercial establishments should provide adequate screening of land areas abutting residential uses to protect residences.

4.4.3.3 Utilize office as a buffer between residential and nonresidential uses when multifamily residential is inappropriate.

4.5 Industrial Areas

This use comprises the manufacturers, research operations, and other industries within the District.

4.5.1 GOAL

Protect and expand the employment base by encouraging compatible industrial growth and expansion beneficial to property value stabilization and protection of the environmental quality of District 24.

4.5.2 OBJECTIVES

4.5.2.1 Preserve and protect from neighborhood encroachment those sites identified as exhibiting desirable characteristics for industrial development.

4.5.2.2 Encourage the Tulsa City-County Health Department and appropriate state and federal agencies to carefully regulate and monitor industries within the District which emit pollutants or which have adverse visual effects upon other land uses.
Industrial sites should be clustered in planned industrial parks so as to minimize interface with residential and other land uses.

Promote and encourage the development of new industry in the District.

4.5.3 POLICIES

Industrial traffic should have direct access to the major street system and not local residential streets.

Industrial sites should be provided with all necessary public utilities for proper development.

The area around 56th Street North and the Cherokee Freeway should be developed as medium-intensity industrial.

The citizens support the existing industrial park on 61st Street North, although it is not in the ideal location, and propose that it be buffered from within from single-family residential use.

4.6 Public Areas

The public land within District 24 is made up of schools, parks, public utilities and other public activities. All of these areas are mentioned under the Public Facilities section of the Plan.

4.7 Development Sensitive Areas

Development Sensitive Areas identify natural areas within the District where the ecological, environmental and aesthetic balance should be given particular consideration prior to allowing their development. These areas are those which flood frequently, have erodible soils on excessive slopes, or possess a unique environmental aspect. The areas identified should, to the maximum extent warranted, remain essentially undeveloped.

Designation of areas as Development Sensitive serves as notice to the public and private sectors of potential development problems. Special detailed analysis may be required in determining the appropriate intensity of land use. Upon such detailed analysis it may be determined that change of intensity is appropriate.

The Planned Unit Development provisions of the Zoning Ordinance is encouraged in these areas to ensure maximum utilization of the land in accord with natural and man-made features of the area.
4.7.1 GOALS

4.7.1.1 To prevent hazards from occurring in areas that flood and the control of future flooding.

4.7.1.2 Protect areas of unique quality within the district from unnecessary despoliation.

4.7.2 OBJECTIVES

4.7.2.1 Promote public awareness of areas unsafe for private development due to flooding and identify these areas.

4.7.2.2 Areas of unique environmental and scenic qualities should be developed only in accordance with strict guidelines.

4.7.2.3 Encourage the elimination of flooding problems on Bird Creek to make the area suitable for development.

4.7.2.4 Purchase of a scenic easement should be encouraged on the southeast slope of Turley Hill.

4.7.3 POLICIES

4.7.3.1 Encourage the use of development sensitive areas under public ownership as recreation and open space.

4.7.3.2 A complete drainage study should be conducted to identify all hazardous flood areas and determine the most effective methods to correct the situation.

4.7.3.3 When and if channelization and flood control work are completed on Bird Creek and the development sensitive boundary is reduced, it is recommended that the area be developed as single-family residential with medium-intensity commercial at the intersection of 76th Street North and North Lewis. Also, medium-intensity development along the eastern side of Pittsburgh Avenue and the intersection of 66th Street North and the Cherokee Freeway.
5. TRANSPORTATION

This section contains all areas of transportation and the goals, objectives and policies of trafficways, pedestrianways, mass transit and railroads.

5.1 General

5.1.1 GOAL

To provide a range of transportation opportunities for all citizens of District 24.

5.1.2 OBJECTIVES

5.1.2.1 Create a safe, efficient system of transportation.

5.1.2.2 Minimize conflicts in transportation services.

5.1.3 POLICIES

5.1.3.1 Complete those transportation elements that are under construction at the earliest date.

5.1.3.2 Coordinate future transportation activities with the plan for land activities so as to maximize the services provided to the citizens at work or at home.

5.2 Trafficways

5.2.1 GOAL

Provide a complete network of roadways that are safe and efficient to the users.

5.2.2 OBJECTIVES

5.2.2.1 Locate major traffic generators, commercial and industrial activities, close to the major roadways.

5.2.2.2 Prevent through or industrial traffic in residential areas.

5.2.2.3 Provide needed access to all isolated residential areas in the District.

5.2.2.4 Improved traffic flow of the arterial streets through signalization, turnbays, and other safety-oriented measures.
5.2.2.5 Encourage the redesignation of North Peoria as a primary arterial from the proposed Gilcrease Freeway to 76th Street North.

5.2.2.6 Encourage the redesignation of North Cincinnati as State Highway 11-A in conjunction with Districts 25, 12 and 13, as an alternate northern route during floods.

5.2.3 POLICIES

5.2.3.1 Prevent through-neighborhood traffic by making it faster to travel major streets than by cutting through a residential section.

5.2.3.2 Complete the Cherokee and Osage Freeways at the earliest possible date.

5.2.3.3 Streets should be improved as per standards and locations on the Major Street and Highway Plan.

5.3 Pedestrianways

This element of the plan is simply the sidewalk plan for future development.

5.3.1 GOAL

Provide a system of sidewalks for pedestrians to move in a safe manner throughout the District.

5.3.2 OBJECTIVES

5.3.2.1 Separate the movement of automobile and pedestrians where possible.

5.3.2.2 Provide pedestrian access to commercial areas, parks, schools, and other public facilities within the neighborhood.

5.3.2.3 All new and existing schools should be served by sidewalks, along adjoining streets.

5.3.2.4 The planning team of District 24 suggests the appropriate city or county departments provide for a study and consider the eventual installation of either an underpass or an overpass at Cherokee Elementary School on North Peoria to provide safe access to the school across North Peoria.
5.4 Transit

This section deals with the recommendation for bus service within District 24.

5.4.1 GOAL

Provide a bus system which is safe, fast, and efficient.

5.4.2 OBJECTIVES

5.4.2.1 Provide a viable alternative to automobile transportation.

5.4.2.2 Continue to improve and expand the city bus system through better routes and bus facilities to serve the entire District.

5.4.2.3 Provide, at periodic points in a neighborhood and public places, all-weather bus stops.

5.4.3 POLICIES

5.4.3.1 Continue to provide bus service to District 24.

5.4.3.2 The planning team of District 24 encourages the MTTA to explore the possibility, as conditions warrant, of increasing the number of buses and routes within the District; i.e., the extension of the North Peoria route in District 24 to serve the eastern half of the District.

5.5 Air

There is no air transportation in District 24, but the District supports the metropolitan policies for development and maintenance of the city-wide air transportation system.

5.6 Rail

This section contains the recommendations for future rail service in the District.

5.6.1 GOAL

To utilize rail to economically transport goods and provide transport services to the commercial and industrial land uses in District 24.

5.6.2 OBJECTIVES

5.6.2.1 Locate industrial uses adjacent to rail tracks where possible.
5.6.2.2 Improve rail and trafficway interface through a safer approach and signalization system.

5.6.2.3 Encourage the signalization of railroad crossings at 56th, 61st, 66th and 76th Streets North.

5.6.3 POLICIES

5.6.3.1 Continue existing rail service to the District.

5.6.3.2 Minimize local residential street crossings of rail tracks.

5.7 Waterways

There are no waterways in District 24, but the District supports the metropolitan-wide policies for development and maintenance of a city-wide water transportation system.

5.8 Bikeways

This section deals with the bikeway recommendations for future development in District 24.

5.8.1 GOAL

A safe and efficient system of bikeways should be provided to meet both recreational and transportation needs of District 24.
6. PUBLIC FACILITIES

This section of the plan includes parks, schools, public safety, utilities, and other important features. These elements are owned by the citizens and are critical elements of the environment and include those things required by the citizens to have a better place to live.

6.1 General

6.1.1 GOAL

Provide a system of public facilities that will serve all land activities and improve the quality of life.

6.1.2 OBJECTIVES

6.1.2.1 Provide all public facilities that are of the type needed by the citizens of the District.

6.1.2.2 When possible, acquire land and/or easement for public use in advance of need to save tax dollars.

6.1.3 POLICIES

6.1.3.1 All public facilities within District 24 should be developed fully to adequately serve the intended need.

6.1.3.2 Coordination of the planning team with the various public agencies or departments should be continued on any future plans or changes of existing activities.

6.2 Recreation/Open Space

The leisure time of District 24 and of all Tulsans is increasing. There is more free time for the citizens to enjoy life than there ever has been before. This plan for the future takes this into consideration in the recommendations for parks and open space.

6.2.1 GOAL

Develop a quality system of parks and recreation facilities for all residential areas and for all ages of participants.

6.2.2 OBJECTIVES

6.2.2.1 Improve existing parks and upgrade their aesthetic quality through landscaping and planting.
6.2.2.2 Develop new parks that take advantage of unique landscape within District 24.

6.2.2.3 Utilize a joint school/park combination to more efficiently economize on tax dollars.

6.2.2.4 Utilize parts of Turley Hill as park and open space by purchasing development easements on the hill.

6.2.2.5 Provide access to parks and open space.

6.2.2.6 Provide for additional park facilities in the vicinity of 66th Street North and North Lewis.

6.2.2.7 Provide a new park in the vicinity of 71st Street North and Victor Avenue.

6.2.3 POLICIES

6.2.3.1 Complete development of the county park at 56th Street North and North Cincinnati and Rodden Park.

6.2.3.2 Complete planned facilities at all parks at the earliest possible date.

6.3 Education/Culture

This section includes the schools and libraries of District 24.

6.3.1 GOAL

Provide and maintain a full range of quality education and cultural facilities that serve the needs of District 24.

6.3.2 OBJECTIVES

6.3.2.1 Provide library service for the residents of the District.

6.3.2.2 Provide education facilities to help expand the employment base.

6.3.2.3 Establish a library, centrally located, within the District, if and when feasible. In the interim, enhance access to the Suburban Acres Library, Rudisill North Regional Library and any other such facilities that are nearby.
6.3.3 POLICIES

6.3.3.1 Establish community centers in existing parks to better serve the District.

6.3.3.2 Maintain existing schools wherever possible.

6.3.3.3 Provide new schools in the District when there is demand for them.

6.3.3.4 Maintain proper racial balance in the schools and quality education.

6.4 Public Safety

This section establishes the policies of the District for police and fire protection.

6.4.1 GOAL

Provide the necessary public protection services to prevent fires and crimes.

6.4.2 OBJECTIVES

6.4.2.1 Provide and maintain adequate fire protection for the citizens of District 24 to safeguard their lives, property, and well being.

6.4.2.2 Provide adequate lighting to discourage crimes in public areas.

6.4.2.3 Establish a fire station in the western part of District 24.

6.4.2.4 Encourage the installation of an emergency traffic light on North Peoria at the Turley Fire Station to provide safe access to North Peoria during emergencies.

6.4.2.5 Encourage Tulsa County to establish an ambulance district, and consider the placement of an ambulance unit (vehicle) centrally headquartered within the District, as allowed by State Legislation for county and municipal governments.

6.4.3 POLICIES

6.4.3.1 Provide additional fire hydrants in District 24.

6.4.3.2 Increase police coverage of District 24.
6.5 Health

This section contains the recommendations concerning health facilities of District 24.

6.5.1 GOAL

Provide medical health facilities to serve District 24.

6.5.2 OBJECTIVES

6.5.2.1 Provide reasonable access to health care facilities.

6.5.2.2 Establish a quality hospital in North Tulsa along a major street.

6.5.3 POLICY

Prohibit the establishment of industries that emit pollutants that are harmful to the health of the citizens and correct or eliminate harmful land activity through code enforcement.

6.6 Public Utilities

This section relates to policies on water, sanitary sewerage, and solid waste management facilities in District 24.

6.6.1 GOAL

Provide a safe, sanitary, and efficient system of public utilities to meet the needs of all the citizens of the District.

6.6.2 OBJECTIVES

6.6.2.1 Update inefficient utility systems to meet specific needs of citizens.

6.6.2.2 Require new public utilities to be constructed to meet future needs.

6.6.3 POLICIES

6.6.3.1 Provide adequate public utilities to all citizens desiring services.

6.6.3.2 Provide all industrial sites with adequate facilities to serve them.
6.6.3.3  Provide adequate water supply and distribution systems for fire protection.

6.6.3.4  Provide an economical utility system which is designed to meet the planned need and avoid excess capacity which might permit incompatible land uses to develop adjacent to each other; i.e., industrial in residential areas.