

DISTRICT 9 PLAN

Plan Adoption Data

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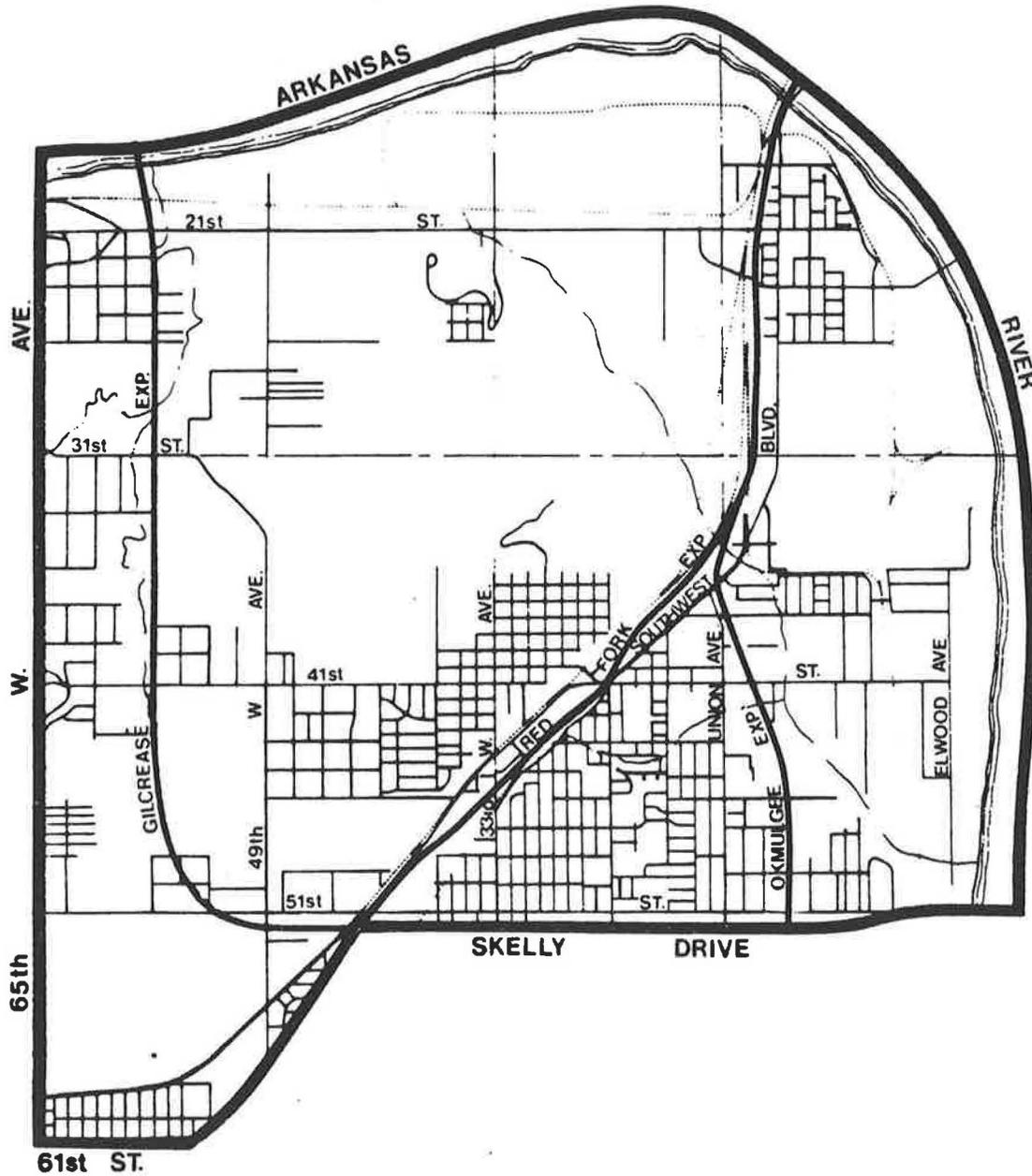
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Subsequent Amendments

<u>Date</u>	<u>No.</u>	<u>Short Title/Comments</u>
11-22-78	1238:481	Map amendments - HK
3-07-79	1251:488	Lookout Mountain Special District created Special District 7 - Development Sensitive Area, Section 3.7)
3-25-81	1351:535	Map amendments - HK
5-26-82	1408:555	Map amendments - HK
4-20-83	1452:572	Map amendments - HK
8-22-84	1518:595	Map amendments - HK
6-09-86	1596:618	Map amendments - HK
6-09-86	1601:624	Arkansas River Corridor amendments (Sections 3.8.1, 6.2)
7-22-87	1658:637	Text amendments - HK
12-09-87	1673:656	Text amendments - park and related uses
9-07-88	1707:667	Map amendments - HK
8-22-90	1800:701	Text amendments - HK
2-15-01	2257:832	Map amendments - HK
9-29-03	2351:852	Map amendments
4-22-09	2546:898	Adoption of the Southwest Tulsa Neighborhood Plan Phase One Detailed Implementation Plan

DISTRICT 9 DESCRIPTION

District 9 is bounded by the Arkansas River on the north and east, by the Skelly By-Pass and Tulsa County Line on the south, by 65th West Avenue on the west.



THE DISTRICT 9 PLAN

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F O R E W O R D

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.

**ZONING MAP ILLUSTRATING
DISTRICT PLAN MAP CATEGORIES RELATIONSHIP TO ZONING DISTRICTS**

PLAN CATEGORIES	ZONING DISTRICTS																												
	AG	AG-R	RE	RS-1	RS-2	RS-3 (RS)	RS-4	RD	RT	RM-0	RM-1	RM-2	RM-3	RMH	PK	OL	OM	OMH	OH	CS	CO	CG	CH	CBD	SR	IL	IM	IH	
LOW INTENSITY *	+	+	+	+	+	+	+	0	0	0	0	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
Low-Residential	+	+	+	+	+	+	+	0	0	0	0	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Low-Corridor	+	+	+	+	+	+	+	0	0	0	0	-	-	0	0	0	-	-	-	-	-	+	-	-	-	-	-	-	
MEDIUM INTENSITY *	+	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	0	-	-	+	-	0	-	-	-	0	0	-	-
Medium-Residential	+	+	+	+	+	+	+	+	+	+	+	+	-	+	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
Medium-Office	+	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	0	-	-	-	-	-	-	-	-	-	-	-	-
Medium-Commercial	+	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	0	-	-	+	-	0	-	-	-	-	-	-	-
Medium-Industrial	+	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	0	-	-	+	-	0	-	-	-	+	+	-	-
Medium-Corridor	+	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	0	-	-	+	+	0	-	-	-	0	0	-	-
HIGH INTENSITY *	+	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	0	-	+	-	0	0	0	0	0	0	0	0
High-Residential	+	+	+	+	+	+	+	+	+	+	+	+	0	+	+	0	0	0	-	+	-	-	-	-	-	0	0	-	-
High-Office	+	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	0	-	+	-	-	-	-	-	0	0	-	-
High-Commercial	+	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	0	-	+	-	+	0	0	0	0	0	-	-
High Industrial	+	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	0	-	+	-	0	0	0	0	+	+	+	0
High-Corridor	+	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	0	-	+	+	0	0	0	0	0	0	0	0
SPECIAL DISTRICT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LINEAR DEVELOPMENT AREA																													
Low Intensity *	+	+	+	+	+	+	+	0	0	0	0	-	-	-	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
Medium Intensity *	+	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	0	-	-	+	-	0	-	-	-	-	-	-	-
PUBLIC AGRICULTURAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- + Zoning District and Plan Category are in accordance
- 0 Zoning District and Plan Category may be found in accordance
- Zoning District and Plan Category are not in accordance

*No Specific Land Use



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11
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Text of the Plan

2. GENERAL POLICIES

2.1 District-Wide Policies

- 2.1.1 The land in District 9 should be put to the use for which it is best suited based upon the evaluation of all considerations without dominance of the economic or any other measurement.
- 2.1.2 The Plan should provide for the arrangement of the living, working, and play areas of the District in patterns of styles and quantities that bring compatible relationships.
- 2.1.3 The Plan should provide for the best possible service of the District by the public facilities, public utilities and transportation systems.
- 2.1.4 The Plan should provide for the greatest possible range of choices of living styles, but should not set the stage for major shifts from the style of living in the District. That is, there should be available a variety of types and intensities of residential developments from farms to multifamily with the continued dominance of single-family dwelling.
- 2.1.5 The Plan should provide for the greatest possible protection of the natural setting of the District.
- 2.1.6 The Plan should provide for the stability of existing developed areas, and for the stability of the character of the area.

- 2.1.7 Public activities for the implementation of the Plan should be submitted for review and comment by the District 9 Steering committee; e.g., development of a new urban renewal project area.
- 2.1.8 The Planning Team should be involved in further detail planning for the Special Districts and the industrial uses.
- 2.1.9 The image of District 9 should be improved through positive actions such as the River Parks projects, beautification alongside major roadways, and improved transit access.

3. SPECIFIC AREAS

The Metropolitan Development Guidelines provide for the designation of Special Districts in areas which have locational and functional requirements that would not conform to the usual patterns of development districts. Specifically mentioned as appropriate to such special districts are such areas as the central core of the City, airports, and industrial districts. Major portions of District 9 are treated as Special Districts because of being either developed industrially or zoned into industrial districts prior to this planning program. There are eight Special Districts designated in District 9. In addition to the industrial influences mentioned above three of the areas designated have physical characteristics which necessitate them being designated as being "development sensitive."

3.1 Special District-Transitional Area

Special District 1 includes the extreme slope areas which are adjacent to the southern and southeastern boundaries of Special Industrial District 3 and includes an area of industrial zoning in the vicinity of 49th West Avenue and 21st Street. This area is shown on the Plan Map as development sensitive with no specific land use intensity designated. The purpose of this Special District is to recognize the need for transition between the potential high intensity uses within the Special Industrial District 3 and the low intensity development potential of Lookout Mountain as well as to recognize the development of special districts due to the extreme slopes in excess of 20 percent in combination with erodible soils.

3.2 Special District 2

Special District 2 generally includes the waterfront of the Arkansas River in District 9. The landward boundary of the Special District lies along the Tulsa County levee from approximately the center of Section 8, T19N, R12E, at the northwest corner of the District (near Chandler Park) east and south following the levee to Elwood Avenue at approximately the northeast corner of the southeast quarter of Section 23, T19N, R12E (near the entrance to the Public Service Generating Plant); thence south along Elwood Avenue to the southeast corner of the District. The entire area is subject to flooding by the Arkansas River and is characterized by sand and recent alluvial deposits which are highly erodible. This entire Special District is designated as development sensitive.

3.2.1 The frontage of the Arkansas River should not be permitted to develop in any manner which would increase the hazard of flooding in District 9.

3.2.2 The frontage of the Arkansas River should not be permitted to develop in any manner which would frustrate or defeat the fulfillment of the River Parks program.

3.3 Special District 3

Special District 3 lies between Special District 1 and Special District 2, and is bounded on the east by the Red Fork Expressway. Portions of this area are designated by the Industrial Development Plan as being industrial, and are almost totally zoned for industry.

3.3.1 The updating of the Industrial Plan which is forecast to follow the District Detailing process should include the preparation of detailed functional plans and development criteria for this Special District.

3.3.2 Future industrial development within District 9 should be encouraged to locate within this Special District.

3.3.3 Development plans for the portions of Special District 3 which are subject to local drainage problems connected with Cherry Creek should be required to include adequate provisions for handling of storm runoff from both the aspects of on-site flooding and impact upon the capacity of the downstream channel.

3.4 Special District 4

Special District 4 lies generally between the Red Fork Expressway and the Arkansas River levee, and between the Garden City area and 25th Street. This Special District is zoned entirely for industrial use, and is largely occupied by industries at the time of this planning program.

3.4.1 The updating of the Industrial Plan which is forecast to follow the District Detailing process should include the preparation of detailed functional plans and development criteria for this Special District, especially those portions which adjoin Southwest Boulevard and the residentially

zoned and used areas on both the north and south.

3.5 Special District 5

Special District 5 is a triangular area which lies from the channel of Cherry Creek to Elwood Avenue and includes Garden City on the north. This entire Special District is designated as development sensitive due to the coverage of the 1% probability flood (100 year).

With the exceptions of Garden City and a triangular area lying along the Okmulgee Beeline on both sides of 41st Street this entire area is zoned for industrial uses.

3.5.1 The updating of the Industrial Plan which is forecast to follow the District Detailing process should include the preparation of detailed functional plans and development specifications for this Special District.

3.5.1.1 Special care should be taken that an orderly transition be effected where residential functions are replaced by industrial. As transition occurs it should not be allowed to cause lot by lot mixing of land uses. That is, the transition should occur from the outside perimeter inward rather than allowing non-residential uses to locate inside the neighborhood.

3.5.1.2 Measures should be taken for the protection of Special District 5 from flooding, and in the interim, additional development in the area should be permitted only upon demonstration that the facilities will be flood safe.

3.5.2 A stable residential area centered around Taft Elementary School is immediately adjacent to this Special District on the south and west. Due to the proximity of this residential area, Special District 5 should not be developed with industries which have such external impacts as smoke, fumes, dust, etc. Rather, this Special District should be developed with such uses as warehousing and distribution centers to

maximize the advantage of the nearby Skelly Drive and Okmulgee Beeline.

3.6 Special District 6

Special District 6 lies generally along the Red Fork Expressway and the St. Louis and San Francisco Railway in the southwest area of District 9. The two major land areas are along the west side of the railway, one to the north of 51st Street and one to the south. This Special District will be divided by the future Gilcrease Expressway in the area where it will parallel 51st Street. The designation of this district is largely based upon existing industrial zoning. Although all of the Special District is zoned industrial a large part is not used for any urban purpose at the time of this planning program.

3.6.1 The updating of the Industrial Plan which is forecast to follow the District Detailing process should include the preparation of detailed functional plans and development criteria for this Special District.

3.6.2 Industrial development of the appropriate types (see 3.6.4) should be encouraged to locate within this Special District. This policy relates to development which might otherwise result in attempts to zone additional areas for industrial use in District 9.

3.6.3 An area in Special District 6 is zoned for medium industry in close proximity to the new Jane Addams Elementary School on South 65th West Avenue (660 feet east in the E/2 of the W/2 of Section 32, T19N, R12E). Development according to this zoning would be at the loss of desirable land use relationships from the standpoint of placement of a residential function around this major public investment.

3.6.3.1 This area should be carefully reviewed during the updating of the Industrial Plan, and should be considered for some other land use. Evaluation of the terrain in the area leads to the conclusion that if the west boundary of industrial activity could be aligned with the west line of the E/2 of the W/2 of the W/2 of the NW/4 of Section 32,

T19N, R12E; then the industry would be on the east facing slope with an improved relationship to the residential activity expected to surround Jane Addams School. A general alignment for the proposed transition between uses would be to place the industrial east of the collector street shown on the District 9 Plan Map (the street which connects from 51st Street to the overpass I-44). Land is also zoned for light industry adjacent to the Jane Addams School and along the east side of South 65th West Avenue; however, an agricultural zoning buffer 125 feet wide has been preserved along the school boundaries. A similar buffer shall be preserved along the balance of the eastern and all of the northern school boundary if this area is zoned for other than residential uses where it abuts the school property.

3.6.3.2 In the interim, the Planned Unit Development provisions of the Tulsa County Zoning Ordinance will be encouraged to reduce the adverse impacts upon Jane Addams School and to increase the potential for residential use of the land east and north of the school in the absence of a market for the land presently zoned industrial.

3.6.4 Stable residential areas in the Red Fork and Carbondale communities adjoin this Special District on the north, northwest, and east. Due to the proximity of these residential areas Special District 6 should not be developed with industrial uses which have such external impacts as noise, smoke, fumes, etc. Rather this part of Special District 6 should be developed with light to medium manufacturing and should be arranged so that the more intense uses occur at the interior of the area with the least intense uses in relationship to adjoining lands.

3.7 Special District 7-Development Sensitive Area

Special District 7 includes the area commonly referred to as "Lookout Mountain" and surrounding contiguous lands. This area includes approximately 1,200 acres and lies generally between West 21st Street South and West 41st Street South, and extends from 25th West Avenue to 1/4 mile west of 49th West Avenue. The designation of this area as Special District is based primarily on topography (high peaks and steep slopes), dense treed areas, and general beauty and uniqueness of the area, all of which make it development sensitive. Much of the area remains vacant and is zoned AG Agriculture District. The mountain contains one television broadcasting station and several radio broadcasting towers. There are very few existing public streets and no sewer which is necessary for conventional urban development.

Therefore, the following development policies shall be followed in the development of the Special District:

3.7.1 This area shall be limited to the following types of land use, except when a PUD is submitted for review and approval:

- (a) Use Unit 1, Area-Wide Uses By Right
- (b) Use Unit 2, Area-Wide Special Exception Uses
- (c) Use Unit 3, Agriculture
- (d) Use Unit 4, Public Protection and Utility Facilities and Temporary Open Air Uses
- (e) Use Unit 5, Community Services, Cultural & Recreational Facilities
- (f) RS-1 Residential Single-Family Low-Density District

3.7.2 This area may permit the following types of land use provided the requested zoning change is accompanied by a Planned Unit Development application:

- (a) Use Unit 6, Single-Family Dwelling, except RS-1 single-family development.
- (b) Use Unit 7, Duplex Dwelling

(c) Use Unit 8, Multifamily Dwelling and Similar Uses

(d) Use Unit 11, Offices and Studios

(e) Use Unit 22, Research & Development

3.7.3 The Planning Commission shall adopt by resolution Special District Provisions to be used in conjunction with the Tulsa Zoning Code, Chapter 11, Planned Unit Development, in the evaluation and recommendation of each project filed under Section 3.7.2.

3.7.4 General Policies

3.7.4.1 Encourage the fullest use of good design and engineering techniques in developing the District.

3.7.4.2 Development should cause as little disruption to the natural environment as possible.

3.7.4.3 Ensure that specific developments in the District are as nearly self-contained and self-sufficient as possible in order to minimize impacts on adjoining properties.

3.7.4.4 Permit a broader range of Principal Uses while maintaining harmonious overall development.

3.7.5 Land Use Policies

3.7.5.1 Land uses should not be detrimental to present or potential surrounding uses, but should strive to blend harmoniously into the District.

3.7.5.2 Development of specific land uses should bear a logical relationship to each other both spatially and functionally. Non-residential uses shall be properly separated and buffered from residential uses.

3.7.5.3 In residential building complexes, structures shall be so arranged as to afford maximum privacy between individual dwelling units and to allow for adequate pedestrianways and open spaces for the use of occupants.

3.7.6 Topographic Policies

3.7.6.1 Development shall not take place on slopes with a gradient of 35% or greater.

3.7.6.2 Development should be adapted to the existing topography so that grading and other site preparations are kept to a minimum, thus preserving the natural terrain to the maximum extent possible.

3.7.6.3 Necessary grading should be shaped to blend into the existing natural land forms where possible.

3.7.6.4 Excavations should not take place at the toe of a slope which would create a gradient steeper than the normal angle of repose unless special, adequate remedies are to be instituted to mitigate any adverse effects.

3.7.6.5 Structures should be prohibited on the tops of hills where excessive grading is necessary for construction.

3.7.6.6 Lots should be platted and graded so that buildings can be located on the least degree of slope.

3.7.6.7 Road grades should normally not exceed 8%.

3.7.7 Vegetation and Landscaping Policies

3.7.7.1 The Development Plan should provide for the retention of as much of the significant existing vegetation as possible. Of particular significance is the retention of trees of 6" caliper and above.

3.7.7.2 All disturbed portions of the site should be planted with landscape materials to prevent soil erosion.

- 3.7.7.3 Existing trees which are to remain on site after construction is completed should have at least 50% of the ground area within the drip-line of the tree maintained in vegetative cover or pervious surface materials.
- 3.7.7.4 Significant natural features on the site should be recognized and incorporated into the site and landscape plan as much as possible.
- 3.7.7.5 No plan shall be denied solely on the basis that some trees or other vegetation will need to be removed to allow for the proposed development. Other factors will be considered such as the arrangement of structures on the site and their relationship to remaining vegetation, the size and quality of trees and vegetation to be removed, and the applicant's plan for reclamation and revegetation after construction.

3.7.8 Access and Circulation Policies

- 3.7.8.1 Streets and roadways should be adequate to carry the anticipated traffic and provide the necessary circulation, including emergency vehicle access, in and around the development.
- 3.7.8.2 Streets and roadways shall be designed to intersect at right angles as permitted by topography or other limiting factors.
- 3.7.8.3 Adequate sight distances should be provided at intersections and on vertical and horizontal curves for safety reasons.
- 3.7.8.4 Pedestrian and bicycle circulation should be separated from vehicular traffic.
- 3.7.8.5 The number of access points from the site to adjacent public collector or major streets should be kept to the minimum necessary to adequately serve the site.

3.7.8.6 Roads should follow the natural topography as much as possible in order to minimize the necessity for excessive cuts and fills.

3.7.9 Drainage Policies

3.7.9.1 Natural drainage channels should be retained where possible.

3.7.9.2 Provision should be made on the site for detaining the runoff from newly created impervious surfaces in order to minimize the impact on adjacent downhill properties.

3.8 Special District 8 Arkansas River Corridor

This Special District is located adjacent to and along the river, and is called the Arkansas River Corridor. The designation of this is based on the sensitive character of the area, as well as on the potential for development. Land uses should generally be limited to low and medium intensity here.

3.8.1 The appropriate development of public and private land located within a quarter mile of the Arkansas River to be compatible with and enhance the park, achieve high environmental quality and maintain the integrity of residential neighborhoods.

3.8.1.1 Ensure the preservation and protection of natural scenic features along the river and within the Special District.

3.8.1.2 Promote environmental quality in land development decisions and establish an ongoing program to enhance the water quality of the river.

3.8.1.3 Where opportunities arise, extend the River Parks trail system into neighborhoods adjacent to the park.

- 3.8.1.4 Through the platting process, other regulatory mechanisms and voluntary acquisition programs, guarantee extension of the public trail system along the west side of the river.
- 3.8.1.5 Ensure safe and convenient access to River Parks by pedestrians, bicycles, and automobiles.
- 3.8.1.6 Minimize disruption of adjacent neighborhoods caused by park usage.
- 3.8.1.7 Encourage use of the Planned Unit Development approach to achieve voluntary dedication of river front land for park extensions or expansions.

4. LAND USE

The District 9 Plan illustrates the desired development patterns by means of both intensity designations and land use designations. Land use designations, by broad categories of uses, are employed in areas which are presently in some type of urban activity; and in some areas where proximity to existing development or other factors require firm statement of the kind of activity planned for the future. The entire District, with the exception of the numbered Special Districts, is covered by use intensity designations. These use intensities are used for the purpose of permitting some latitude for development within a specified range.

4.1 General

Taken all together the various land use statements of intensities, specific use designations, development sensitive areas, and special districts represent the fundamental findings of the District Planning Team concerning the activities to be seen in the future of District 9. Therefore, a number of other considerations have been undertaken, and it is implied in the planning for land uses that the necessary public facilities, utilities, roads, etc., will be accomplished. The statistical projections concerning future activities in the District provide a general background for the determinations of land activity.

4.1.1 GOALS

4.1.1.1 To provide for the best possible relationship between living, working, recreational areas and the features needed for the service of these areas.

4.1.1.2 To guide the future development of the District in a manner so as to provide for health, safety, and welfare of the community.

4.1.2 OBJECTIVES

4.1.2.1 To stabilize the values of existing areas.

4.1.2.2 To provide for the planned guidance of the development of new lands in order that they fit into a desirable overall pattern.

4.1.2.3 To safeguard the natural beauty and environment of District 9.

4.1.3 POLICIES

4.1.3.1 To preserve the existing pattern of land uses, and provide for the improvement available through the natural amortization of nonconforming uses.

4.1.3.2 To update the City Zoning Maps to further the fulfillment of this plan.

4.2 Intensities

4.2.1 The intensities shown on the Plan Map generally have the following values:

	<u>Nonresidential</u>	<u>Residential</u>
A. High Intensity	75%	45 (maximum)
B. Medium Intensity	50%	36 (maximum)
C. Low Intensity	-0-	6 (average)

The expressions of nonresidential intensities are in terms of floor area ratios. This is defined as: "The floor area of a building or buildings on a lot divided by the lot area." (Only the principal use area of the structure is calculated, excluding any enclosed parking.)

The expressions of residential intensities are in terms of numbers of dwelling units per net acre. The net acre is established by the subtraction of streets and utility easements in order to calculate on the basis of the residence related space only.

The various levels of intensity are designed to relate to the functions placed on the land to the levels of facilities available to the land (basically transportation). This is true of the areas of District 9 which are designed in the Development District approach. The numerous Special Districts also follow the general principal of the relations of intensity to transportation features; however, the expression of the relationship is by means of text rather than on the face of the Plan Map. The areas identified for high intensity use in District 9 virtually all fall into the Special Districts.

In the areas of District 9 which lend to the Development District approach the chief intensity influencing factor of the transportation routes is considered along with other service necessities such as sewerage and water. The

employment of the lowest intensity classification is in part a combination of planning for the needed urban services and the timing within which they can be expected to be available. That is, development which proceeds in the interim before facilities are available for the support of even low intensity may in some areas set the style of use. Rural-residential intensities may be somewhat transitional. Areas developed to rural-residential intensities may be redeveloped upon the availability of urban services to levels approaching low intensity.

4.3 Residential Areas

4.3.1 GOALS

- 4.3.1.1 The stabilizing of residential neighborhoods.
- 4.3.1.2 The provision of a variety of residential styles and intensities from farms to multifamily.
- 4.3.1.3 The provision of quality neighborhoods with all of the needed services and facilities.

4.3.2 OBJECTIVES

- 4.3.2.1 The public streets and facilities in the residential areas of District 9 should be given a high level of maintenance attention for the stabilizing influence that would result.
- 4.3.2.2 Existing residential neighborhoods should be given every possible public sector assistance toward stability of quality and property values on an individual, volunteer basis.
- 4.3.2.3 The enforcement of existing regulations and the correction of zoning discrepancies for the improvement of existing neighborhoods.

4.3.3 POLICIES

- 4.3.3.1 The involvement of Community Development programs for the rehabilitation and conservation of existing housing areas.

- 4.3.3.2 Future residential areas to be developed in the areas shown on the Plan Map should be designed in accordance with the contours of the land.
- 4.3.3.3 The installation of future residential areas should avoid the "total leveling" approach of scraping the land bare in favor of construction with more consciousness of the land features.
- 4.3.3.4 The design of residential areas should be in accordance with the transportation access principles of the Metropolitan Development Guidelines with the avoidance of such incompatible results as the routing of through traffic through the areas.
- 4.3.3.5 The regulatory devices used for the accomplishment of the Plan should be fully applied (such as: zoning, subdivision regulations building code, etc.).
- 4.3.3.6 Residential areas should be buffered from other types of uses which adjoin them by adequate means to avoid harmful influences.

4.4 Commercial Areas

4.4.1 GOALS

- 4.4.1.1 The provision of compact areas of commercial service with the avoidance of the "stripping" of business activity along the major streets and encroachment into the residential neighborhoods.
- 4.4.1.2 The provision of adequate amounts and varieties of commercial establishments to afford convenience to the residents of the area. This goal seeks appropriate quantities of establishments for the service of the area with the avoidance of setting the scene for overdevelopment.

4.4.2 OBJECTIVES

- 4.4.2.1 The location of all future commercial development in existing zoning locations and/or in accordance with planned node and corridor locations.
- 4.4.2.2 The reduction of the numbers of scattered commercial locations through the normal attrition during the period to year 2000.
- 4.4.2.3 The securing of proper forms of development for the avoidance of parking, crowding and other problems which can hamper the usability of commercial districts (i.e., historic parking problems on Southwest Boulevard).
- 4.4.2.4 Improvements to commercial properties should be sought in existing situations at any time that permits are sought for expansions or alterations.

4.4.3 POLICIES

- 4.4.3.1 Existing centers of commercial development should have designated boundaries which can be given the confidence of the residents of District 9. As an example, the expansion of the commercial area anchored at 51st Street and Union should not be allowed to expand farther to the north than 48th Street which was established in the TMAPC Special Zoning Study of July 20th, 1973. The Plan Map should be considered to offer the same type of definitive boundaries.
- 4.4.3.2 Strip and spot zoning for commercial uses should be strictly prohibited.
- 4.4.3.3 Commercial property adjacent to residential areas should be required to provide measures designed to reduce detractive impacts that can result (i.e., screening fences, setbacks, lighting fixture modifications).

4.4.3.4 Existing structurally or economically marginal commercial establishments that are not in planned node locations or existing zoning districts will be left as nonconforming uses with the anticipation that they will terminate commercial activity and revert to low intensity use within the planning period.

4.5 Industrial Areas

4.5.1 GOALS

4.5.1.1 To use the identified and industrial locations with proper activities in good relationship to the existing developed areas, streets and utilities.

4.5.1.2 The vast areas of industrial designation in District 9 need to be planned in detail in order to relieve some existing hardships in land use relationships and avoid more in the future (see 4.5.2.1).

4.5.1.2.1 The detailed planning of industrial areas should result in a public instrument of sufficient stature to serve as a guide toward the review of private development proposals.

4.5.1.2.2 The District 9 Planning Team should be brought into an active role in the detailing of the Industrial Plan similar to the role played in the District Detailing process.

4.5.2 OBJECTIVES

4.5.2.1 The allocations of industrial designations and zoning need to better reflect the desirability of locations rather than property shapes and ownerships (see 4.5.3.1).

4.5.2.2 The use of existing zoned sites before any additional land is designated in District 9.

4.5.2.3 The assurance of industrial district compatibility with the River Park projects.

4.5.2.4 The encouragement of industrial research type use in portions of the existing industrially zoned land.

4.5.3 POLICIES

4.5.3.1 Consideration should be given to avoidance of industrial development of some inappropriate lands which have been previously zoned for industry. Some of the areas in Special District 1 and Special Districts 3 and 6 should be considered for down-zoning (see Section 3-Specific Areas).

4.5.3.2 Future industrial installations should be guided to already designated and zoned sites rather than creating more industrial zoning in District 9.

4.5.3.3 Wherever possible, the impact of industrial areas should be reduced by landscaping and screening.

4.6 Public Areas

Goals, objectives and policies regarding the various public area land use designations are presented under the specific topics in Section 6, Public Facilities.

4.7 Development Sensitive Areas

Development Sensitive Areas identifies 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.

Designations 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 GOAL

Identification of the areas in District 9 which either should not be developed, or should be given extreme care in development.

4.7.2 OBJECTIVES

4.7.2.1 The avoidance of community problems and the protection of community values through the prevention of misdevelopment in areas that are sensitive.

4.7.2.2 The protection of the property and streams of District 9 from the erosion and siltation which potentially accompany the development of areas designated as sensitive.

4.7.2.3 The establishment of a planned basis for the assurance of public guidance in the development of areas determined to have importance to District 9 as a whole.

4.7.2.4 The frontage of the Arkansas River and the lands under design by the River Parks Authority should not be permitted to develop in any manner which would prevent fulfillment of the River Parks program.

4.7.3 POLICIES

4.7.3.1 The flood susceptible lands in the valleys of Berryhill Creek, Cherry Creek, Red Fork of Cherry Creek, and the Arkansas River should not be permitted to develop into urban land uses without adequate provisions for the avoidance of flood loss.

4.7.3.2 The land area in the center of District 9 which has been designated as development sensitive by reason of steep slopes and erodible soils should be encouraged to develop only in the form of planned unit developments. In the event of plans for any development of this area there should be requirements for demonstration methods to be used in the prevention of drainage alterations, erosion and silting problems, loss of vegetative cover, unsightly modification of elevations and hillsides, and other

physical aspects which by reason of location on this prominent terrain feature might have a deleterious effect upon the District.

4.7.3.3 The designation: "Development Sensitive Area" shall not exclude or prohibit land development or zoning districts of the Tulsa Zoning Code which are justified under the physical facts of the property and surrounding zoning where due consideration and provisions for the sensitive nature of the land has been given in the development.

4.8 Agriculture Areas

Although agricultural land uses do not appear as planned land activity on the land use mapping of this Plan, it is recognized that historically and currently there are areas of agricultural use in the District. The agricultural activities in District 9 are largely in economic competition with the industrial and residential uses for the same land. That is, the land is sought for transition to urban activities.

Agricultural production close in to large urban areas is desirable. However, due to the extreme proximity of District 9 to the center of Tulsa it is recognized that much of the land now used for agriculture will urbanize during the planning period to the year 2000. Therefore, it is the policy of this Plan that the transition of such lands should be in an orderly fashion, with adequate urban utilities and services for healthful conditions, and in accordance with the land use policies of this Plan.

5. TRANSPORTATION

This section of the Plan deals with trafficways, pedestrian and bicycle routes, mass transit routes, railroads, and pipelines. Much of the Plan for the future of District 9 is shaped by present and planned transportation facilities. These facilities are of primary importance to the living and working functions in the District.

5.1 General

5.1.1 GOAL

Provide for the necessary movement of people and goods throughout the District with alternative methods to the maximum extent feasible.

5.1.2 OBJECTIVE

Provide the proper type transportation facility for each type activity whether the movement need be for industrial materials, shopping, working force, recreation, etc.

5.1.3 POLICIES

5.1.3.1 The means of transportation made available should be those which can best serve the land use activities of the various areas in the District.

5.1.3.2 Provisions for transportation by present technology should to the greatest extent possible be planned so as to be adaptable to future technologies.

5.2 Trafficways

This portion of the Plan deals with the various streets for motorized vehicles. There are differing types of such facilities based mainly on the kind of land activity being served and the size of the area served.

5.2.1 GOAL

Establishment of a street system that provides safety and efficiency in use and compatibility with the land activity to be served.

5.2.2 OBJECTIVES

- 5.2.2.1 Provide the proper class street for the service of the various activities.
- 5.2.2.2 Avoidance of heavy travel situations through locations needing lower levels of service.
- 5.2.2.3 Improved street conditions in existing areas for the influence of stabilizing land use areas and values.
- 5.2.2.4 The Major Street and Highway Plan should include standards concerning the vertical grade of the various route classifications.

5.2.3 POLICIES

- 5.2.3.1 Land use transitions which reduce the suitability of trafficways already in place should be avoided. Provide for safety and efficiency in the function of the street system through the avoidance of commercial strip developments with attendant turning and maneuvering problems in the traffic.
- 5.2.3.2 Through travel should be avoided inside residential areas by design of facilities making it faster and easier to travel routes that pass around neighborhoods.
- 5.2.3.3 The Major Street and Highway Plan should be amended to reflect the changes shown in the District 9 Transportation Plan.

5.3 Pedestrianways/Bikeways

If provided with properly designed facilities walking and bicycling can be alternative travel means for many short range trips as well as a form of recreation. It is part of this Plan, therefore, to encourage such facilities in the form of sidewalks in residential neighborhoods and other routes as appropriate in other areas.

5.3.1 GOALS

Provide routes through residential areas with connections to other use areas where there is a high frequency of trip desires. These routes should be accomplished with the highest possible separation from motor vehicle trafficways.

5.3.1.1 Provide walking and bicycling routes appropriate for the service of all age groups.

5.3.1.2 Development of walking and bicycling routes as integral parts of newly developing areas, and installations as opportunities arise in already developed areas.

5.3.1.3 Sidewalks should be required in future subdivisions.

5.3.1.4 The City of Tulsa should encourage the development of sidewalks in already built up areas through public finance and/or assistance with creation of benefit districts.

5.3.1.5 In areas where it can be anticipated that there will be significant numbers of users facilities should be designed for safety in the accommodation of both types of traffic.

5.3.1.6 Bikeways can alternatively be placed in the streets. The City should have a program of painting stripes and installing signs for the proper accommodation of bicycles in the streets.

5.3.2 POLICY

Walking and bicycling routes should be provided for the service of residential neighborhoods and as connections to schools, parks, and convenience type shopping areas.

5.4 Transit

This portion of the Plan deals with recommendations concerning the major alternative to automobile travel.

5.4.1 GOAL

The provision of the most usable possible alternative to travel by private automobile.

5.4.2 OBJECTIVES

5.4.2.1 Provide a safe, fast and efficient travel service with the greatest possible convenience to the patrons.

5.4.2.2 Improve the service as better technology becomes available.

5.4.2.3 The "Super Loop" should be routed through the District opening the transfers to other route options for connection to other areas of the City.

5.4.2.4 Consideration should be given to commuter stops with parking along the proposed District 9 "Super Loop."

5.4.3 POLICIES

5.4.3.1 The routes should be studied with the purpose of improving the linkages between the major employment centers in District 9 with the residential areas both inside and outside the District.

5.4.3.2 The Transit Authority should participate actively in all transportation planning activities in the community for the assurance that no steps are taken, especially in the construction of the Gilcrease Expressway, which close options for future types of service even possibly by means of other vehicles.

5.5 Air

Not applicable.

5.6 Rail

This portion of the Plan deals with an industry which has a major importance to District 9 as a transportation means for major industrial users and as a major owner and developer of land.

5.6.1 GOALS

- 5.6.1.1 Continue rail services to District 9 as a part of the overall transportation service of the District and the City.
- 5.6.1.2 Develop future features of the rail system in harmony with other transportation, adjoining land uses and the environment.
- 5.6.2.1 Encourage rail using industry for the increased advantage of the established rail facilities.
- 5.6.2.2 Achieve the maximum possible safe intersection relationship between rail and other means of travel.
- 5.6.2.3 Assure the least possible impact upon the environment from future rail installations.

5.6.3 POLICIES

- 5.6.3.1 Establish grade separated intersections between rail and trafficways wherever feasible.
- 5.6.3.2 Signalize intersections between rail and trafficways which are at the same grade level to the maximum extent warranted.
- 5.6.3.3 Rail access planning is of prime importance to the detail planning of Special Districts 3, 4, 5, and 6.
- 5.6.3.4 The land uses which develop on railroad rights of way should be built and maintained in harmony with the surrounding land uses.

5.7 Waterways

There are no waterways existing or planned in District 9.

5.8 Bikeways

See 5.3 Pedestrianways/Bikeways.

5.9 Pipe Lines and Power Lines

This portion of the Plan deals with features for the transportation of goods and services that have had historic presence in District 9. It is to be expected by the nature of the industrial activity in District 9 that pipe lines and power lines will continue to be present through the planning period to the year 2000.

5.9.1 GOAL

The installation of pipe lines and power lines as needed to serve the industries of District 9 in a quality manner.

5.9.2 OBJECTIVES

Pipe lines should be used for the provision of unobtrusive transportation of materials with the greatest possible effort for harmony with the natural environment.

5.9.2.1 Pipe lines and power lines should be routed around developed areas.

6. PUBLIC FACILITIES

This section of the Plan deals with the physical facilities provided by the public for the health and safety of the community, for the offering of learning and cultural enjoyment to the people, and for the utility needs of urban living. It is through these public financed facilities that many of the public services and programs are carried into the community.

6.1 General

6.1.1 GOAL

To provide a total range of public facilities to adequately supply the services and house the programs needed by the people of District 9.

6.1.2 OBJECTIVES

6.1.2.1 Use and multiple use of the lands and rights-of-way available to the public for the maximum benefit of the District 9 public.

6.1.2.2 Improve public facilities found to be inadequate for the service needed in the District.

6.1.3 POLICIES

6.1.3.1 Use the District organizations for the communication of the needs of the District to the City government.

6.1.3.2 Continue the planning function in the District.

6.2 Recreation/Open Space

This section of the Plan deals with a subject which District 9 both needs and is especially blessed to have available. Significant portions of District 9 are designated as "primary resource area" and "conservation area" in the Open Space Plan. Much of this section is aimed at fulfilling the needs of people and the opportunities stated in the Open Space Plan.

6.2.1 GOALS

- 6.2.1.1 To meet the recreation needs of the people of District 9.
- 6.2.1.2 To help to meet the needs of the entire community through opportunities in the landscape of District 9.
- 6.2.1.3 The expansion, improvement, maintenance, and protection of River Parks along the west bank of the Arkansas River.

6.2.2 OBJECTIVES

- 6.2.2.1 Provide opportunities for a variety of organized and unorganized recreation activities appropriate for the enjoyment of all ages.
- 6.2.2.2 Provide new areas and facilities for the service of the neighborhoods of District 9 and the entire Tulsa community.
- 6.2.2.3 Evaluate and maintain the existing parks for the assurance of service in relationship to need.
- 6.2.2.4 For the better provision of a neighborhood park in the Garden City area, the feasibility of exchanging Philpott Park for the McBirney School site should be discussed between the City of Tulsa and the School Board.
- 6.2.2.5 The future of Howard Park should be studied. This study should include the possibility of installing lighted tennis courts without the removal of existing trees.
- 6.2.2.6 The location of Standard Industries Park should be evaluated as to solution of creek drainage problems. Consideration should be given to the hill feature just west of the elementary school as a possible alternative site for a neighborhood scale park facility in the Berryhill area.

- 6.2.2.7 Recognize and accord commensurate importance, concern, and attention to the fact that River Parks is a unique and extremely valuable asset of the City of Tulsa, as well as neighboring communities.
- 6.2.2.8 Develop a continuous trail system to link park activity areas and facilities along the west bank of the river; and all bridges and river crossings should include pedestrian passageways.
- 6.2.2.9 To the maximum extent possible maintain minimum park width of 150 feet as modified in response to the topography and land availability constraints.
- 6.2.2.10 Extend the existing park system along the west bank of the river and maximize the amount of park land and open space by incorporating the multiple use of easements, levees, drainage channels, creeks, floodplains, rights-of-way, voluntary dedications, etc.
- 6.2.2.11 Evaluate the feasibility of expanding the park system, where needed, through the selective filling of the river (by reclamation from the river bed) in accordance with all applicable governmental regulations.
- 6.2.2.12 Establish a range of recreational activities at node points within the park which have broad appeal to the general public and are appropriate for inclusion within the linear park, open space setting.
- 6.2.2.13 Consider special facilities and attractions which complement the park and possess broad regional appeal.
- 6.2.2.14 Consider the possible inclusion of a limited amount of park-related commercial service uses which complement the park without endangering or destroying the park ambience or integrity.

- 6.2.2.15 Protect the park from development proposals which are not in accordance with the park objectives.
- 6.2.2.16 Designate key areas within the park which shall be maintained as permanent open space.
- 6.2.2.17 Institute a moratorium on the development of any additional river lakes until an extensive working history of water quality levels and maintenance requirements of Zink Lake can be assembled and evaluated.
- 6.2.2.18 All publicly-held River Parks lands, as designated on the Plan Map by the public use overlay and park symbol, are intended for park and open space uses, with appropriate accessory buildings as necessary.
- 6.2.2.19 Place all uncommitted public lands in the Arkansas River Special District under the jurisdiction of the River Parks Authority.

6.2.3 POLICIES

6.2.3.1 Encourage the full development of the River Park and initiate a phased acquisition program to expand the park system as opportunities arise.

6.2.3.2 River Parks Financing

6.2.3.2.1 The River Parks annual budget should be publicly funded on a permanent basis.

6.2.3.2.2 Assure the continued inclusion of River Parks development and improvement projects within the City of Tulsa's Capital Improvement Program.

6.2.3.2.3 Public funding sources recommended in 1 and 2 above should be augmented as follows:

A. Seek donations to fund special park improvements and expansion and pursue any

opportunities to establish an ongoing endowment fund.

B. Collect a revenue surcharge from any park-related commercial support uses established within the park.

C. Explore, identify and implement taxing options which will establish an earmarked revenue source for River Parks.

D. Consider co-development options with private developers on commercial projects outside the existing park which could establish a revenue stream for River Parks Authority.

6.2.3.3 In the linkage between major open space features and in all situations of large developments linear park land opportunities should be sought for the establishment of bridle trails.

6.2.3.4 The development of Frank H. Reed Park, at least to the scale planned as a part of the 1972 Parks Bond Issue, should be accomplished. This should include the lighting of tennis courts, construction of more tennis courts, and shuffle board courts in the northwest corner.

6.2.3.5 A neighborhood park should be constructed in conjunction with Jane Addams School as residential development increases in the area.

6.2.3.6 The tennis courts at Smith Park should be lighted.

6.2.3.7 All publicly-held park lands, as designated on the Plan Map by the public use overlay and park symbol, are intended for park and open space uses, with appropriate accessory buildings as necessary.

6.3 Education/Culture

This section deals with schools and library facilities in District 9.

6.3.1 GOALS

6.3.1.1 Provide the citizens of District 9 the most complete library service possible.

6.3.1.2 Provide the full range of education opportunities that would be attractive to families with student age children.

6.3.2 OBJECTIVES

6.3.2.1 Provide adequate site and structure for a regional library in District 9.

6.3.2.2 Provide quality education facilities and ensure that they are maintained and upgraded in accordance with the needs of the District.

6.3.3 POLICIES

6.3.3.1 The West Regional Library should continue to be maintained and equipped to properly serve, educate and entertain the District's population as well as a large segment of the western portion of the City and County.

6.3.3.2 Provide school facilities in accordance with the neighborhood educational concept with the location of primary schools interior to residential areas with access by collector type streets and secondary schools located adjacent to arterial scale streets. It is fundamental to this approach that the schools be located in relationship to the service areas having association with trafficways only to the extent necessary for adequate access.

6.4 Public Safety

This section deals with the needs of the District in the areas of fire and police protection.

6.4.1 GOAL

To provide all areas of District 9 with adequate fire protection and safety from crime.

6.4.2 OBJECTIVES

6.4.2.1 Locate new fire stations to provide services to western sectors of the District which are not presently served within standards for time and distances or responses. This would result in two stations located in the vicinity of the Berryhill school complex and the Jane Addams School, all of which are located on 65th West Avenue.

6.4.2.2 A more decentralized police operation.

6.4.2.3 Jurisdictional problems for outside the City areas in the District should be overcome by joint participation of all appropriate governments in fire protection programs (i.e., City-County funding with the additional use of any available funds from outside sources such as the Federal and State governments).

6.4.2.4 The City of Tulsa should give serious evaluation to the possibility of a decentralized police operation featuring a substation south and west of the River.

6.4.3 POLICY

The major refineries in the District should continue to provide internal protection with the public involvement as backup, and also for the prevention of spread of fires to adjoining lands.

6.5 Health

This section of the Plan deals only with those facilities which operate for provision of health services to the people of District 9.

6.5.1 GOALS

6.5.1.1 To have adequate health facilities accessible to all residents of the District.

6.5.1.2 A healthful air and water quality in the District.

6.5.2 OBJECTIVES

6.5.2.1 Provide health services, transportation, and information of the service throughout the District.

6.5.2.2 Improve air and water quality in the District.

6.5.2.3 The health services needs of the general population should be served by a general practice clinic located in District 9.

6.5.3. POLICIES

6.5.3.1 The Southwest Tulsa Health Center operated by the Tulsa City-County Health Department should be supported to the extent necessary for the assurance of adequate service of the District.

6.5.3.2 Point sources of air and water pollution should be studied and improved to the maximum feasible extent at the earliest possible date.

6.6 Public Utilities

This public utilities section deals with goals, objectives, and policies concerning water, sewerage, and storm drainage in District 9.

6.6.1 WATER

6.6.1.1 Goal

That all developed and populated areas be provided with operable water systems adequate for the appropriate intensity of land use and for fire protection.

6.6.1.2 Objective

The upgrading of water systems in the District for the provision of municipal type services in all urban areas.

6.6.1.2.1 Water supply facilities and lines should be professionally designed and engineered for the provision of economical and efficient service with maximum advantage taken of opportunities for increased return on investments through multiple use of facility locations and rights of way; e.g., bikeways, pedestrian-ways.

6.6.1.3 Policies

6.6.1.3.1 Areas within the District which have inadequate water service provisions will be identified and should be included in the development of future capital improvement programs and water facilities financing proposals.

6.6.1.3.2 Water sources for fire fighting should be available within 400 feet of urban areas.

6.6.2 SEWER

6.6.2.1 Goal

That all developed and populated areas be provided with operable sewer systems adequate for the appropriate intensity of land use.

6.6.2.2 Objectives

The installation of sewer systems in all areas of the District as needed for the provision of public type sewage collection and disposal for all urban areas.

6.6.2.2.1 The City and County of Tulsa should cooperate to the maximum extent possible to provide sewer systems within District 9.

6.6.2.2.2 Consideration of the provisions of sewer systems for the District should include needs in adjoining areas and appropriate solutions should be included in future capital improvement programs and sewerage financing proposals.

6.6.2.2.3 Sewer treatment facilities and lines should be professionally designed and engineered for the provision of economical and efficient service with maximum advantage taken of opportunities for increased return on investments through multiple use of facility locations and rights-of-way. (e.g., bikeways and pedestrianways).

6.6.2.3 Policies

6.6.2.3.1 Areas within the District which have inadequate sewerage provisions will be identified.

6.6.2.3.2 Sewer treatment facilities and lines should be professionally designed and engineered for the provision of economical and efficient service with maximum advantage taken of opportunities for increased return on investments through multiple use of facility locations and rights of way.

6.6.3 STORM DRAINAGE

6.6.3.1 Goal

The safeguarding of all developed and populated areas from flooding, erosion, siltation, and standing water.

6.6.3.2 Objective

The improvement of streams in the District which are presently incapable of handling runoff and the avoidance of problems from future public and private developments.

6.6.3.2.1 Projects should be undertaken for the remedy of present causes of floods along the streams in the District (mainly Cherry Creek, Red Fork Branch of Cherry Creek, Berryhill Creek, Mooser Creek, and the Arkansas River).

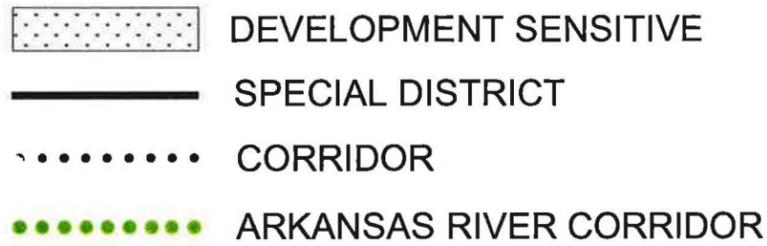
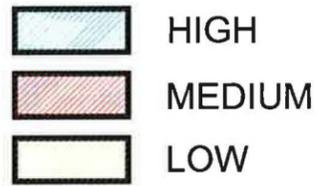
6.6.3.3 Policies

6.6.3.3.1 Residential construction should not be permitted in areas which can be anticipated to flood, without improvements to remove the hazard.

6.6.3.3.2 All improvements in stream flows should be undertaken by work sequences which proceed upstream from some point of safe discharge.

DISTRICT 9

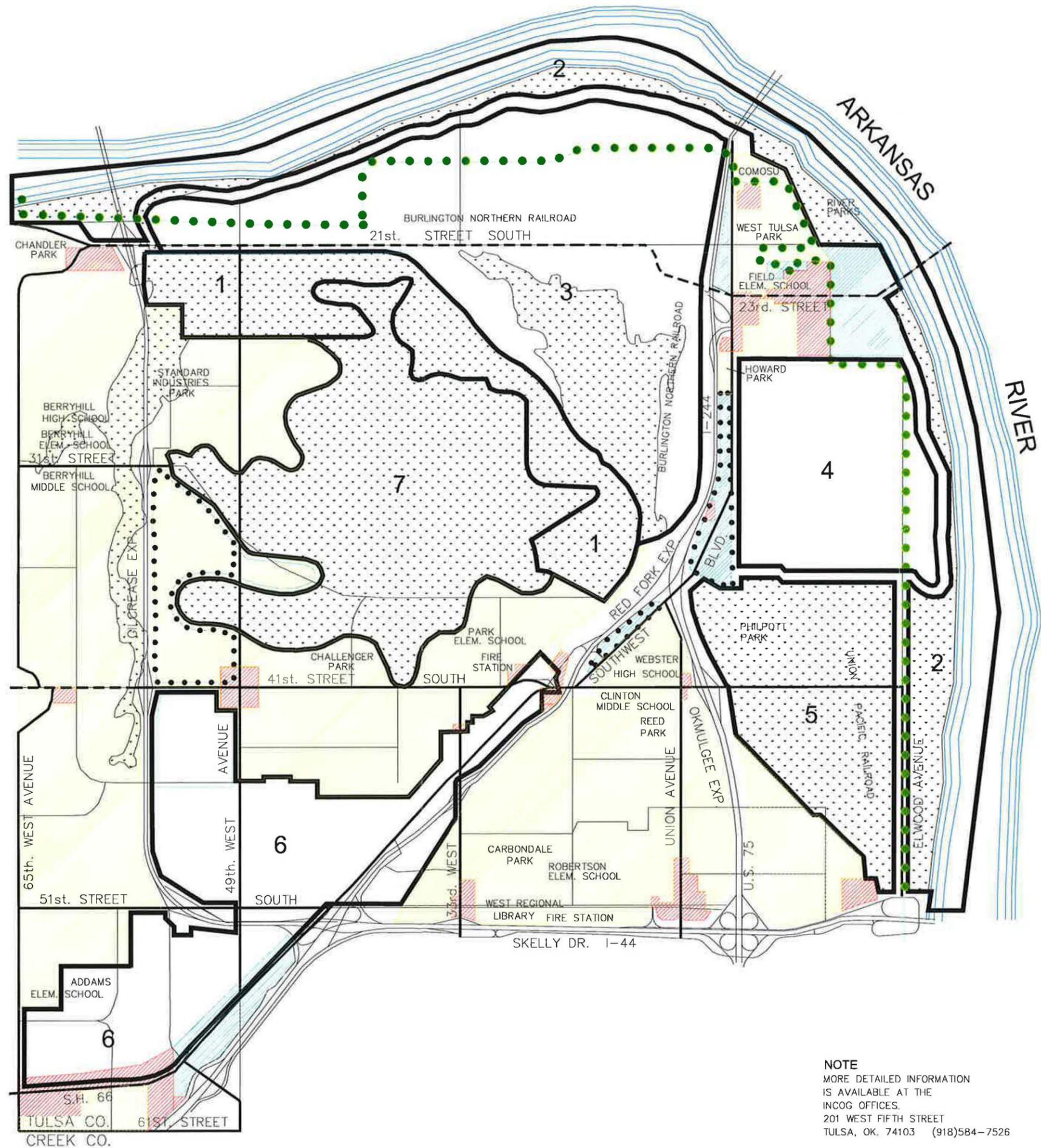
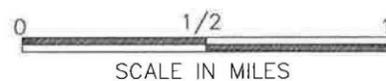
INTENSITIES



TRANSPORTATION



January, 2004



NOTE
 MORE DETAILED INFORMATION
 IS AVAILABLE AT THE
 INCOG OFFICES.
 201 WEST FIFTH STREET
 TULSA, OK, 74103 (918)584-7526