



chapter one

Purpose & Process

CHAPTER 1:
PURPOSE & PROCESS

1.0 INTRODUCTION4
 What is planokc?.....4
 How is planokc Organized?.....4
 Maintaining planokc.....5
2.0 WHY PLAN?6
 The Importance of Planning.....6
 Fiscal, Legislative, and Philosophical
 Foundations7
3.0 WHY PLAN NOW?..... 10
 Issues 10
 Opportunities 19
4.0 HOW YOU BUILT planokc..... 20
 The planokc Process..... 20
 Supporting Studies and Plans 25



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

1.0 INTRODUCTION

What is planokc?

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

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

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

How is planokc Organized?

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

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

Maintaining planokc

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

Updating planokc

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

Applying for an Amendment

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

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

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

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

Annexations and Detachments

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

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

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

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

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

- Franklin Delano Roosevelt



2.0 WHY PLAN?



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

The Importance of Planning

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

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

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

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

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

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

Fiscal, Legislative, and Philosophical Foundations

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

The Fiscal Basis

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

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

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

"Municipal regulations as to buildings, structures and land shall be made in accordance with a comprehensive plan..."
-Oklahoma State Statutes,
Title 11 § 43-103

The Legislative Basis

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

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

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

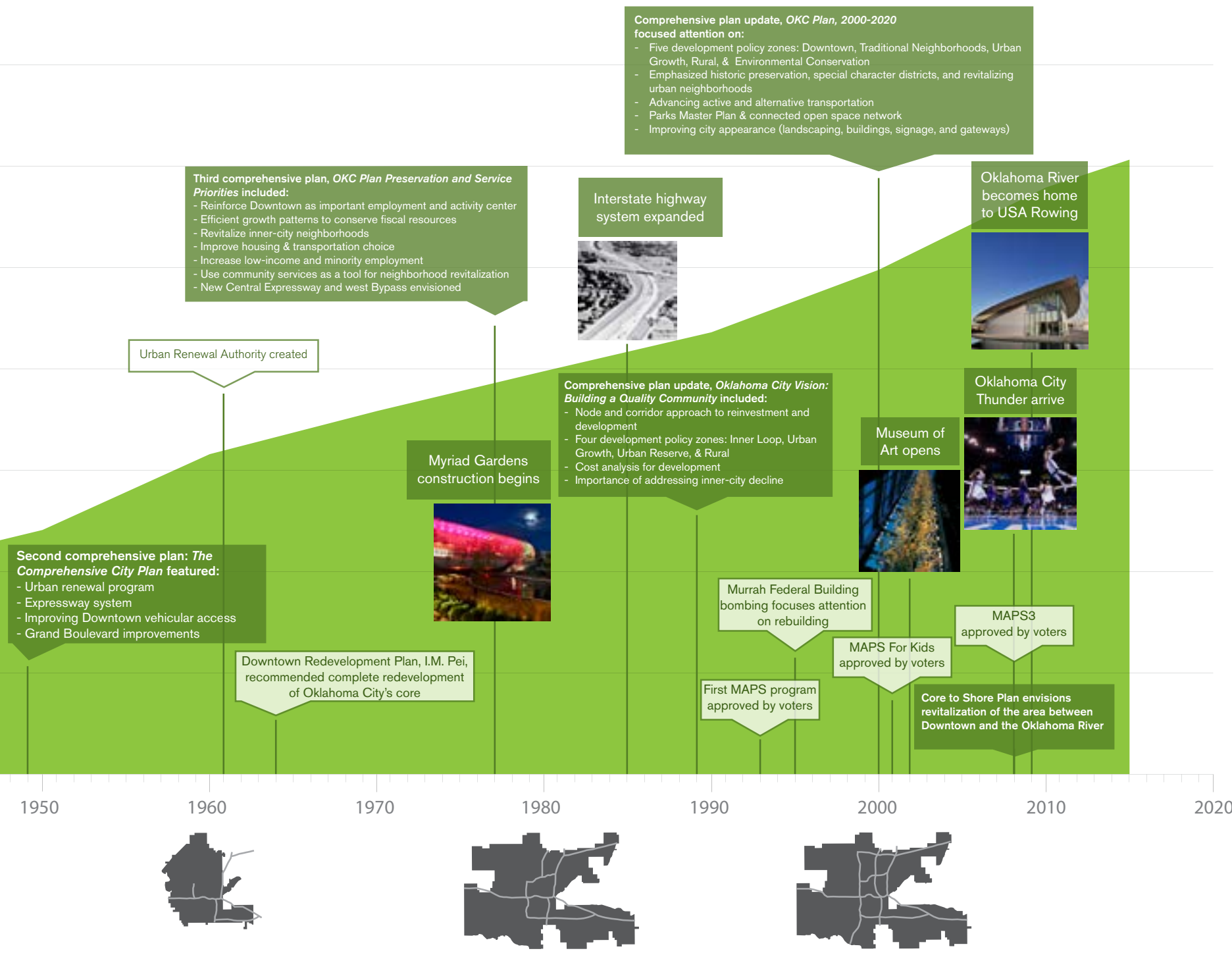
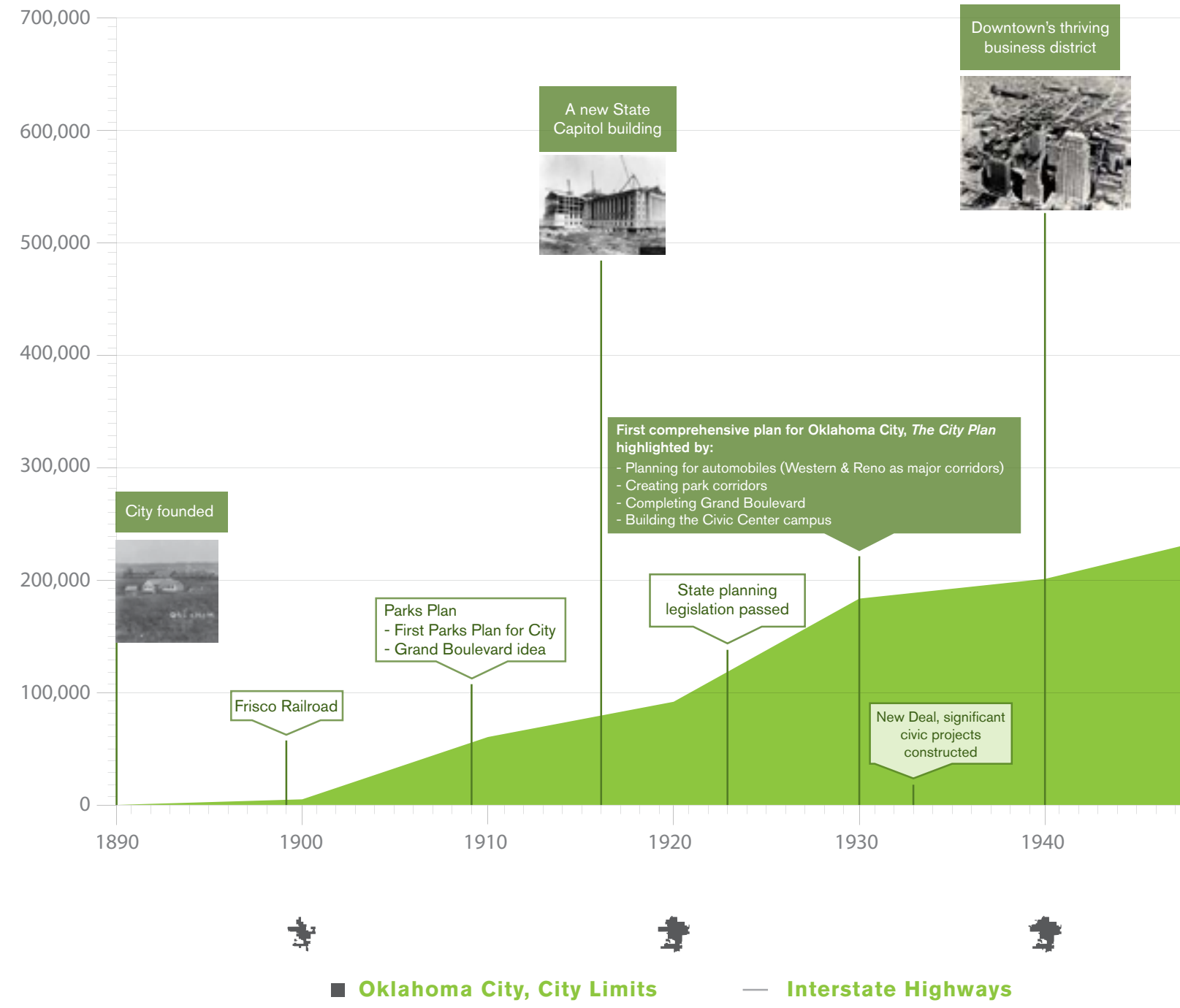
The Philosophical Basis

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

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

OKLAHOMA CITY TIMELINE

OKLAHOMA CITY POPULATION



3.0 WHY PLAN NOW?

Issues

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

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



Changing Population

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



Economic Sustainability

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



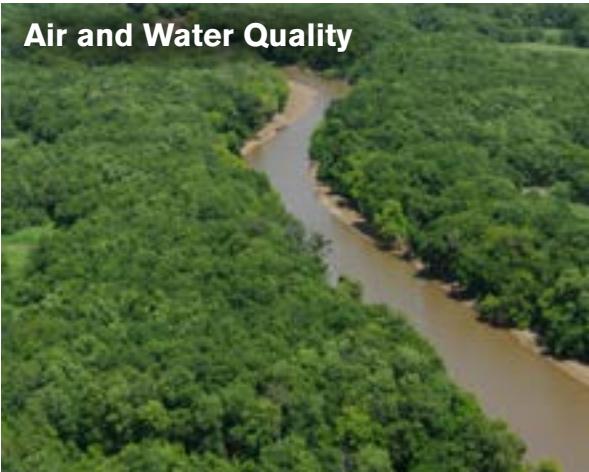
Housing Choice

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



Retail Competition

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



Air and Water Quality

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



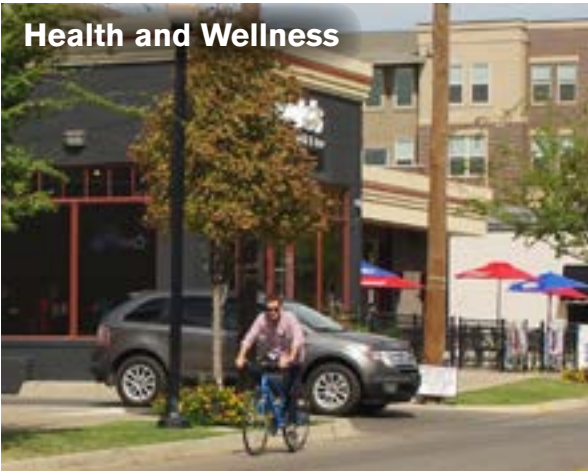
Fiscal Sustainability

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



Neighborhood Health

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



Health and Wellness

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



Transportation System

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



Place Quality

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

Issue Focus 1: Our Changing Population

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

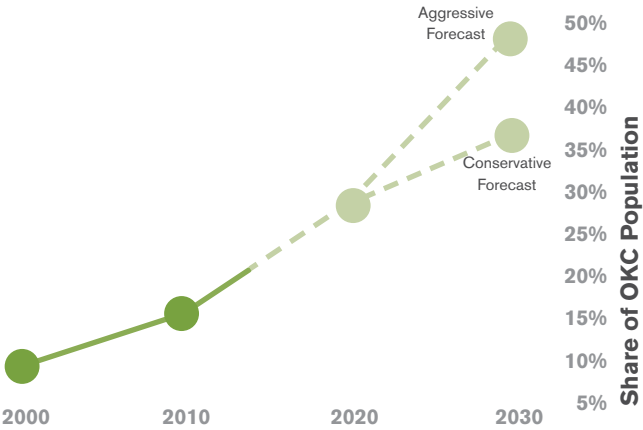
During the next 20 years, the largest population growth will be among older and younger adults. We must fashion an environment and economy that is more comfortable for seniors and provides more opportunity and rewards for the young.

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

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

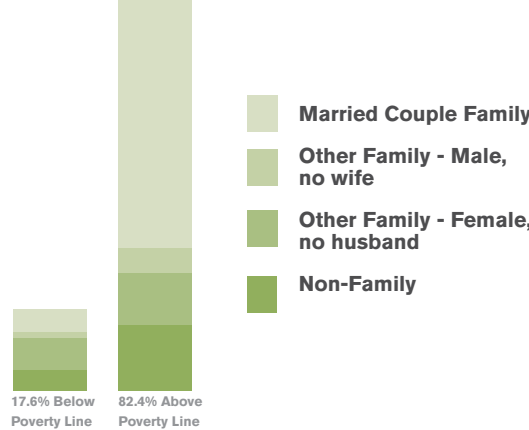
Between 1990 and 2010, the traditional two-parent family with children decreased from 27% to 18% of all households (Census Bureau). Areas of significant growth included extended families without children and non-family households. Single parent households are also likely to increase, and these households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

OKC Hispanic or Latino Growth and Forecasts



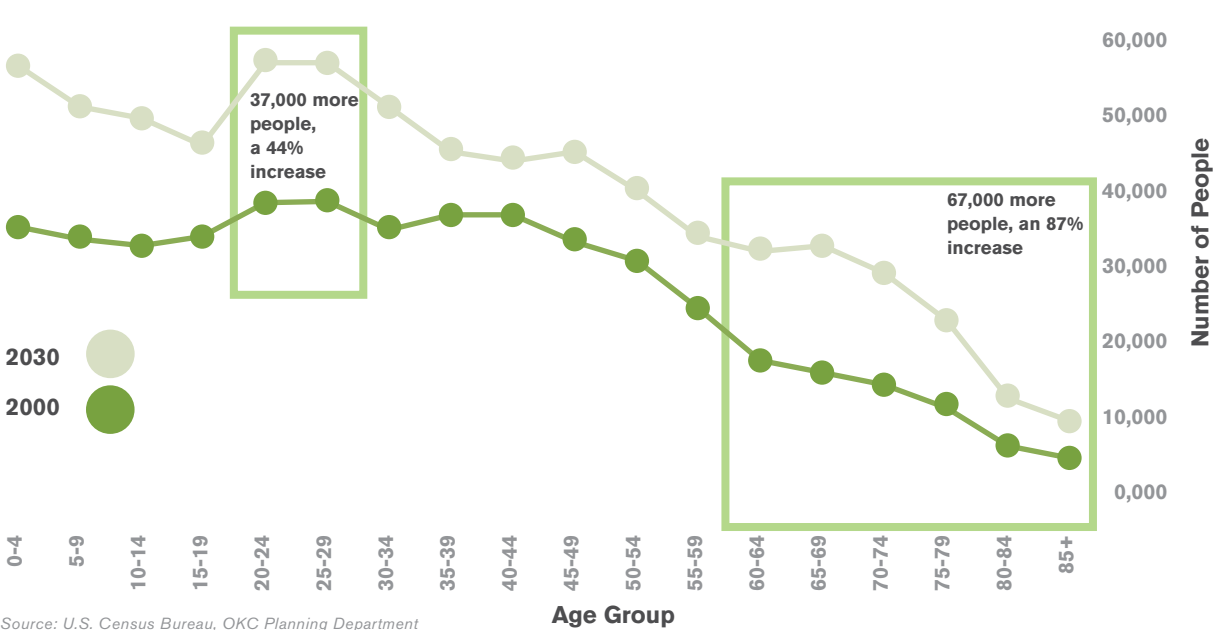
Source: U.S. Census Bureau, OKC Planning Department

OKC Poverty Status by Living Arrangement, 2012



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

OKC Age Group Projected Changes



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

Issue Focus 2: Economic Sustainability

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

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

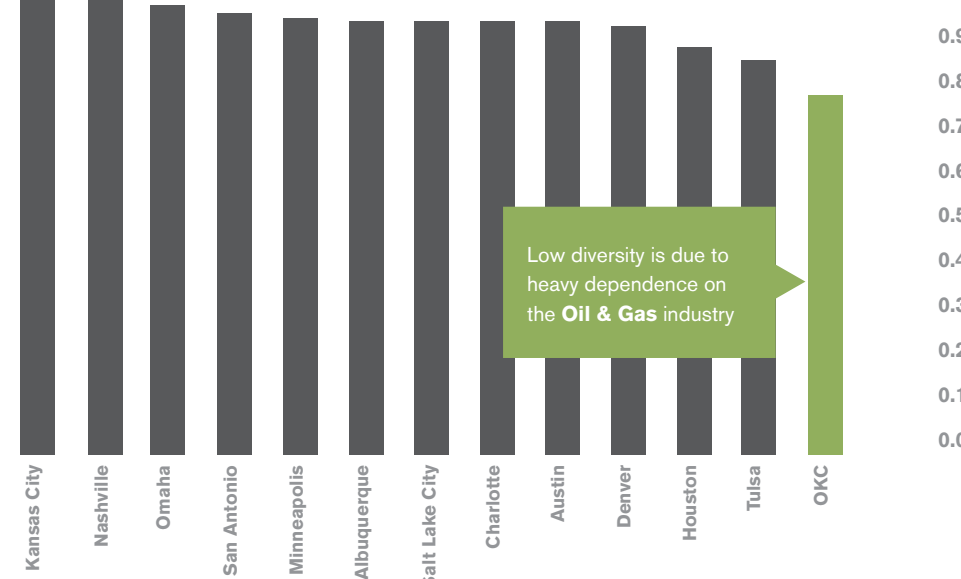
OKC Metropolitan Statistical Area (MSA) Economic Specialization and Opportunity, 2012



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



Economic Diversification by MSA (Hachman Index), 2012



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

Issue Focus 3: Fiscal Sustainability

COST OF DEVELOPMENT PATTERNS

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

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



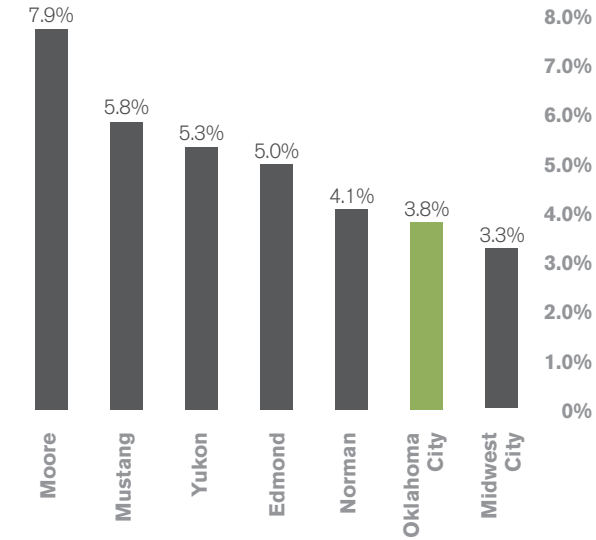
RETAIL SALES PERFORMANCE

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

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

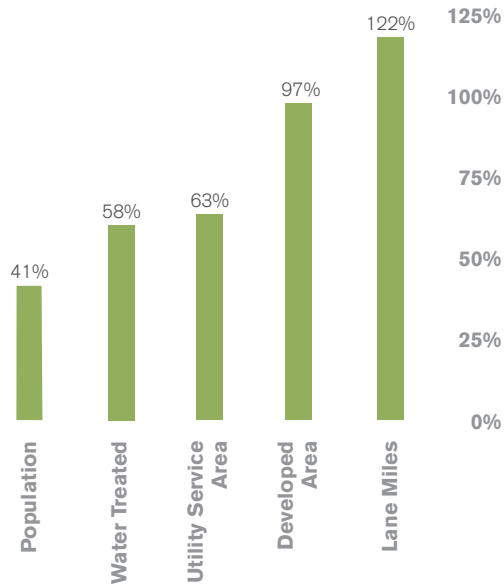
Regional Taxable Sales Growth

Average Annual Growth Rates: FY 2005 - FY 2014



Source: OKC Finance & Planning Departments

1977-2009 Growth



Source: OKC Planning Department

LOW DENSITY, SINGLE USE DEVELOPMENT

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

Issue Focus 4: Neighborhood Health

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

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

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

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

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

- planokc *Citizen Survey* (2013)

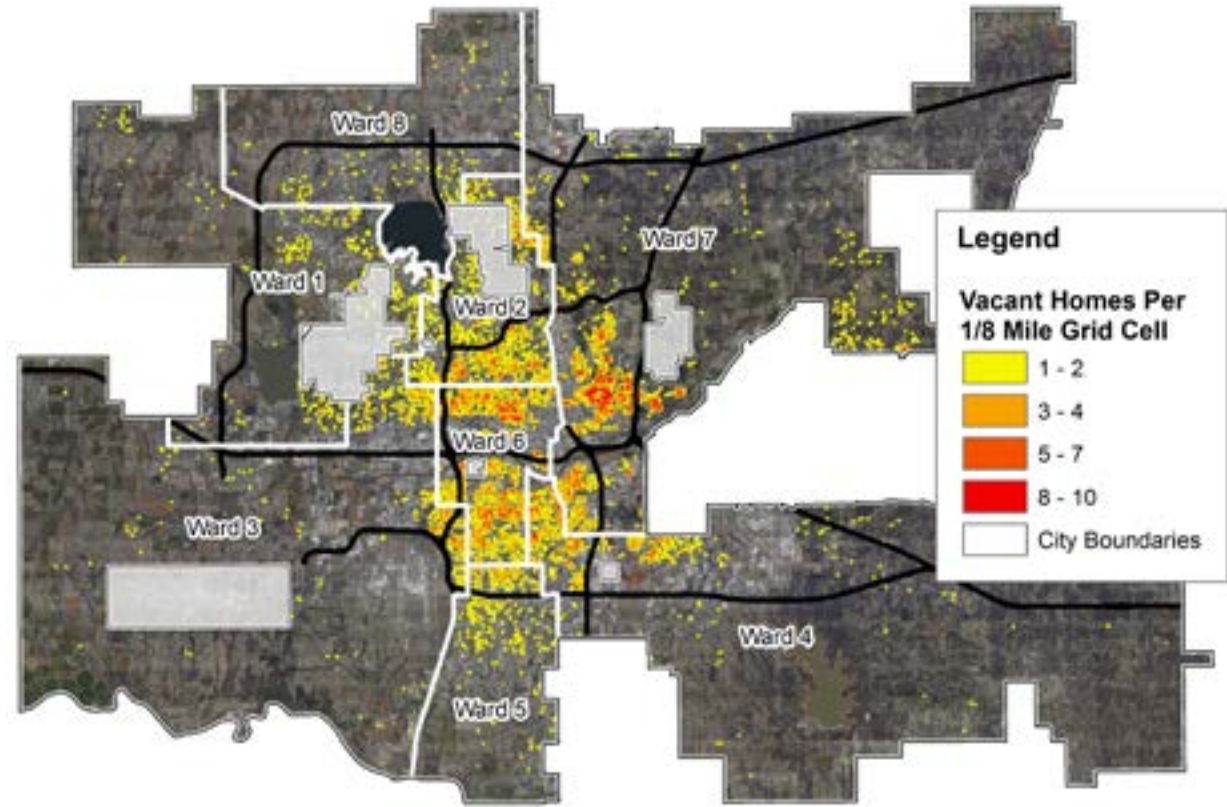
THE VACANCY PROBLEM QUANTIFIED

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

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

THE VACANCY PROBLEM QUALIFIED

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



VACANT SINGLE FAMILY HOMES

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

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

GSBS Richman Consulting

Issue Focus 5: Health & Wellness

ACTIVE TRANSPORTATION

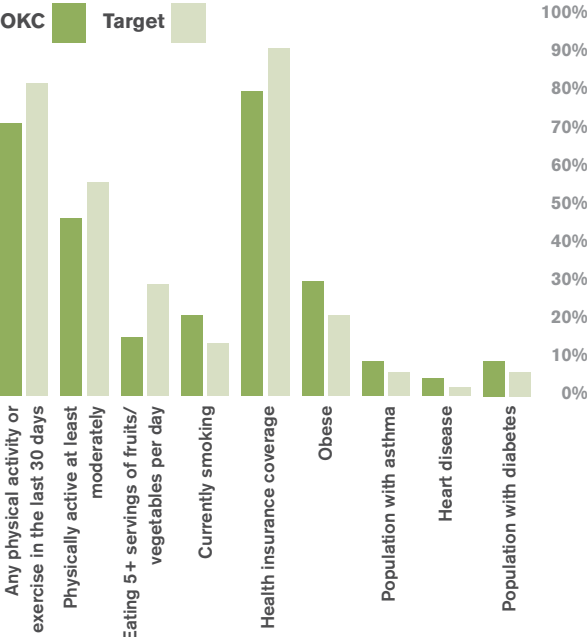
In 2014, the Oklahoma City MSA ranked 48th among the nation's 50 largest metropolitan areas for health and fitness according to the American Fitness Index. In 2014, the city's obesity rate was 32.6%, and only 48.1% of the population was in "very good" or "excellent" health. Death rates from cardiovascular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

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

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

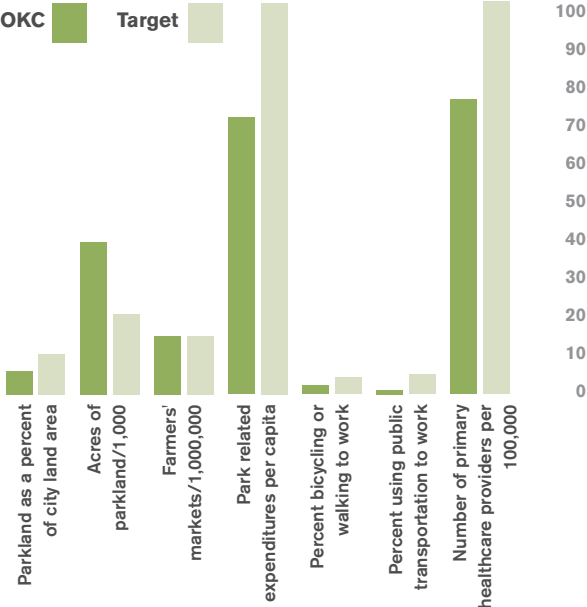
We are challenged with designing our neighborhoods, commercial centers, and streets to be places where children can play outside and walk to school, and where households have the option to travel to work, shopping, entertainment, and other destinations by walking, biking, or transit.

Personal Health Indicators – Rank = 49



Source: 2013 American Fitness Index

Community/Environmental Indicators – Rank = 40



Source: 2013 American Fitness Index

Issue Focus 6: Air and Water Quality

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

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

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

Issue Focus 7: Transportation System

TRANSPORTATION CHOICE

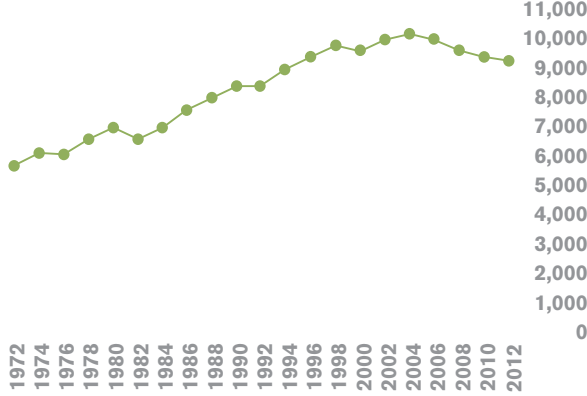
Despite our dependence on cars for moving around, Oklahoma City residents are demonstrating a growing preference for alternative means of transportation, including walking, biking, and transit, which is largely unmet by the current system.

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

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

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

U.S. Vehicle Miles Traveled per Capita



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



STREET NETWORK

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

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

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

Issue Focus 8: Place Quality

MAINTENANCE OF CIVIC ASSETS

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

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

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

COMMERCIAL NODES AND CORRIDORS

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

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



PARKS AND RECREATION

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

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



Opportunities

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

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

- The New York Times
August 3, 2014

Urban Resurgence



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

More Young Adults



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

Strong Economy



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

Quality of Life and Place



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

4.0 HOW YOU BUILT planokc



.....
PUBLIC PARTICIPATION
Above: a planokc neighborhood workshop

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

The planokc Process

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

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

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

- Theodore Roosevelt

Public Engagement

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

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

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

.....
PUBLIC PARTICIPATION
Right: a planokc presentation circuit meeting

PART 1: AWARENESS AND OUTREACH

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

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



PART 2: GOALS, POLICIES, AND VISION DEVELOPMENT

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

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



Public Kick-off



Presentation Circuit



Free Coffee Monday



Neighborhood Workshop



Summer Update & Public Open House



Goal Development Workshop



Ward Meeting



Citizen Advisory Team Meeting



CrowdGauge



Symposium



Growth Scenarios Workshop



Focus Group

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

- > Growth Scenarios Analysis
- > Employment Land Needs Assessment & Action Plan
- > Oklahoma City Retail Plan
- > COTPA Fixed Guideway Study
- > COTPA Transit Service Analysis
- > Downtown Housing Strategies & Implementation Plan

- > Addressing Vacant & Abandoned Buildings in Oklahoma City
- > Oklahoma City Parks Master Plan
- > Oklahoma City Community Appearance Survey
- > Oklahoma City Housing Market Preference & Demand Study
- > planokc Health Impact Assessment

PUBLIC INPUT (2010-2014)

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



PUBLIC MEETINGS

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



STAKEHOLDER & LEADERSHIP MEETINGS

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



ON-LINE FEEDBACK

- > Goals Review
- > CrowdGauge Survey
- > Mindmixer
- > Public review of planokc draft



SURVEYS

- > planokc Vision Survey
- > Issue Importance Survey
- > Housing Survey
- > Community Appearance Survey
- > Parks Survey
- > planokc Citizen Survey
- > planokc Business Survey

OTHER OUTREACH

- > Mailings
- > Radio interviews
- > Articles
- > Newsletters

KICKOFF: INITIAL PUBLIC OUTREACH

PHASE 1: ISSUE IDENTIFICATION

PHASE 2: PLANOKC GOALS

PHASE 3: POLICY DEVELOPMENT

May 2013 - 2014

DRAFT PLAN DEVELOPMENT

late 2014 - early 2015

FINALIZATION & ADOPTION

Starting in 2015

IMPLEMENTATION

- **Joint Commission/Committee Workshop.** Planners held a joint workshop for City design committees and commissions and the Planning Commission. The focus of the workshop was to share the strengths and challenges of each area of the city.
- **Greater Oklahoma City Chamber of Commerce Retreat.** The retreat allowed participants to discuss the challenges facing the city and develop strategies and ideas for addressing those challenges.
- **Presentation to School Districts and City Managers.** planokc staff hosted a special meeting for area school districts and city managers of neighboring jurisdictions to share information about the process and invite them to participate in Stakeholder Groups.
- **Community Updates and Open Houses.** Several large community presentations were conducted to build awareness and inform residents on work completed.
- **Growth Scenarios Workshops.** The Growth Scenarios Workshops focused on the alternative approaches to accommodating our city’s future growth. The survey component was also available on-line for residents who were unable to attend the workshops.
- **Focus groups.** Several focus groups were held with members of the real estate industry, and neighborhood and environmental advocates in the summer and fall of 2014 in order to receive input on planokc policies.
- **Community Surveys.** Using a variety of surveying techniques was essential to reaching the widest audience possible. These surveys included:
 - **planokc Vision Survey.** The 2011 survey invited residents to provide a word or a short phrase to describe their vision of a future Oklahoma City and what they believed should be the overall goal of planokc.



- **planokc CrowdGauge Survey.** This online activity asked participants to rank their priorities for Oklahoma City, informed them on how City policies or actions could impact their priorities, and asked them to identify the policies or actions they support most.
- **Housing Survey.** As part of the Oklahoma City Housing Study, this survey gauged the existing and future housing demands of residents. A random survey was distributed via mail, along with a targeted survey of university students, young professionals, and recent arrivals to the city.
- **Community Appearance Survey.** In order to understand what community appearance issues Oklahoma City faces, and what design elements residents consider appealing, this survey asked respondents to react to a series of images representing various appearance and design elements. These responses influenced the creation of numerous design-related policies.
- **Parks Survey.** In 2012, as part of the Oklahoma City Parks Master Plan, over 600 mail and phone surveys were completed regarding opinions on parks, recreation and open space. This survey was key to understanding current park system use, determining priorities for future improvements, and measuring support for ways to financially sustain the park system.
- **planokc Citizen & Business Surveys.** These statistically significant surveys were used to gather our residents' and businesses' opinions on transportation options, city services, the appearance of the city and other quality of life issues. The surveys were completed during the winter of 2013 and the spring of 2014 by over 1,200 households and nearly 500 businesses.
- **Other techniques.** In addition to the techniques described above, planokc staff reached out to citizens through mailings, radio interviews, articles, and newsletters.

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

PUBLIC PARTICIPATION

Left: a planokc Growth Scenarios Workshop

Supporting Studies and Plans

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

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

COMMUNITY APPEARANCE SURVEY

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

KEY FINDINGS AND RECOMMENDATIONS

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

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

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

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

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

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

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

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

- Citizen comment:
Community Appearance Survey



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

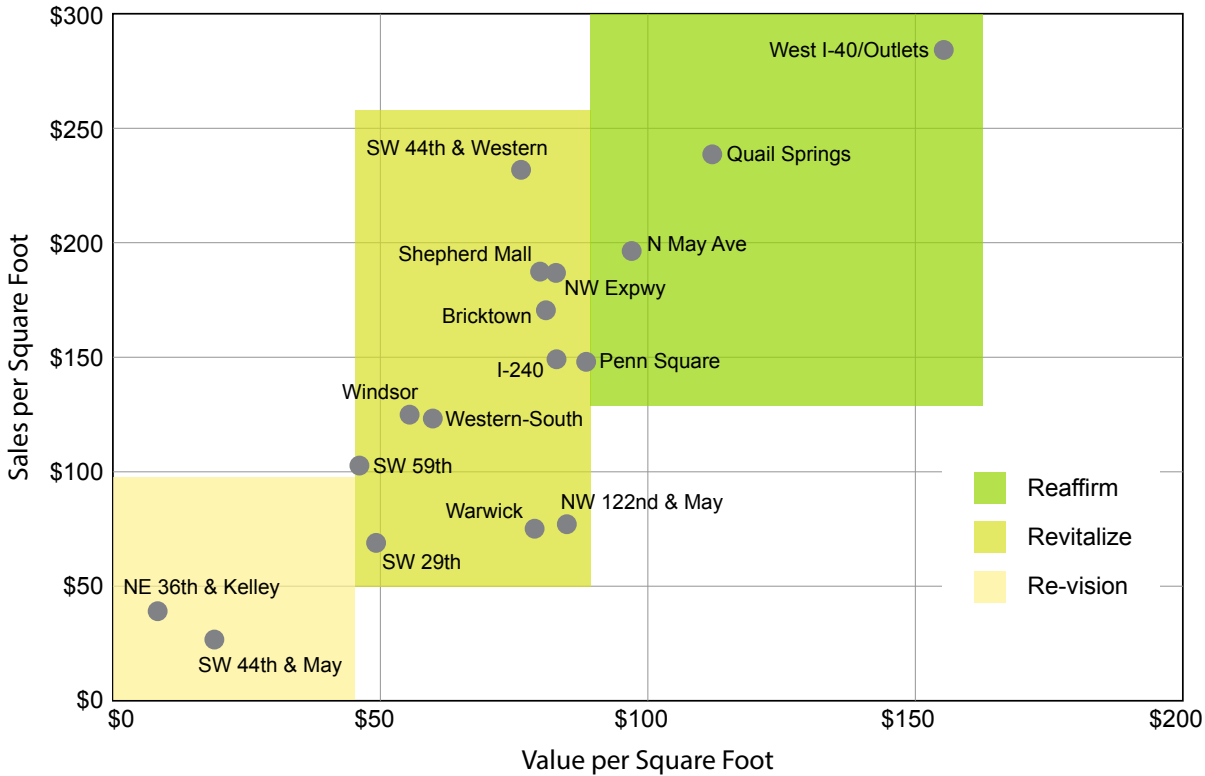
RETAIL PLAN

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

FINDINGS

Key findings from the Retail Plan include:

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



Source: Oklahoma City Retail Plan

RECOMMENDATIONS

Key recommendations from the Retail Plan include:

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

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

RETAIL NODES AND CORRIDORS

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



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



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



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



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



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

EMPLOYMENT LAND NEEDS ASSESSMENT & ACTION PLAN

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

FINDINGS

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

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

The historical and expected absorption of industrial/business park land in the region averages 80 acres per year. In any given year, however, the absorption has been and could be several times the average. To provide



CONFLICT BETWEEN INDUSTRIAL AND RESIDENTIAL USES

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

reasonable choice to the market, there should be an inventory of development-ready sites several times larger than the average annual absorption. These sites should be of various sizes (25, 50, 100, 500 acres) and in different areas within the city. A perpetual inventory of 1,000 acres of development-ready land would provide for most opportunities.

RECOMMENDATIONS

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

- **Provide infrastructure in a timely and efficient manner to accomplish large-site inventory objectives.** The City and its partners should coordinate infrastructure development to different areas of the City and emphasize the need for large employment sites. *The City should guide development (especially employment land development) through the strategic installation of infrastructure, rather than allowing developers*

that do not coordinate either with each other or the City to determine where infrastructure is installed.

- **Develop a capital improvement plan (CIP) consistent with and driven by planokc.** Using planokc as the starting point for development of the CIP will ensure the CIP contributes to the development pattern desired by the community, including easily accessible job centers that provide ample supply of employment land long into the future.
- **Create development-ready sites in high priority areas.** High priority areas are listed in the ELNAAP, but are generally described as those areas that have the fewest property owners, the lowest infrastructure costs, and industrial zoning.
- **Expand partnerships by teaming with the State School Land Trust and the Airport Trust.** Both of these entities own key employment land sites; however the School Land Trust has disposition policies that make it difficult to secure and develop

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

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

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



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

PARKS MASTER PLAN

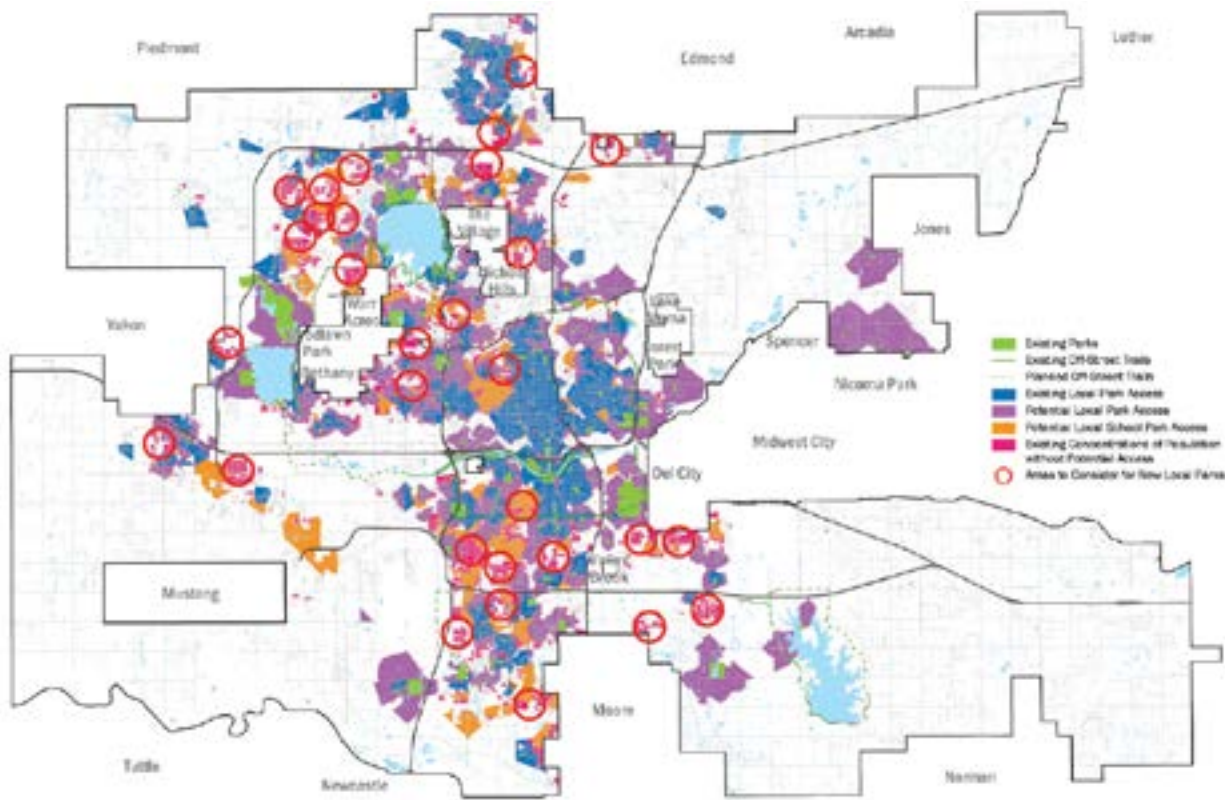
The City of Oklahoma City partnered with the Oklahoma City Community Foundation to develop a Parks Master Plan that will guide the City and its partners in creating a parks system that can meet challenges and serve the needs of current and future populations. The plan recommends how the public and private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

PLAN STRATEGIES

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

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

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



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

PARK CLASSIFICATIONS

The Parks Master Plan categorizes parks into three tiers for the purpose of defining levels of service: local parks, regional parks, and other parks. Each park classification includes a general description, a typical size range, a typical length of visit, access provisions, and a list of appropriate amenities for that type of park based on best practices and community input. The appropriate amenities for any individual park should be determined through a regular park master planning process that involves the community it is meant to serve.

LEVEL OF SERVICE STANDARDS

Oklahoma City’s park system has not grown uniformly as the city has grown. As a result, different areas of the city have different levels of access to parks. In some parts of the city, residents may be within a five minute walk of a park, while in other areas, residents may not be able to feasibly walk to a park at all. The level of service tiers in the Parks Master Plan—central city, urban area, urban growth area, and rural area—balance the existing assets of the park system with the locations of existing and projected population. The standards for each tier reflect the location of existing parks and the budgetary constraints of developing new parks to increase service.

FUNDING OPTIONS

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

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

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

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



LOCAL PARKS

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

MAINTENANCE GUIDELINES

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

PARTNERSHIPS

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

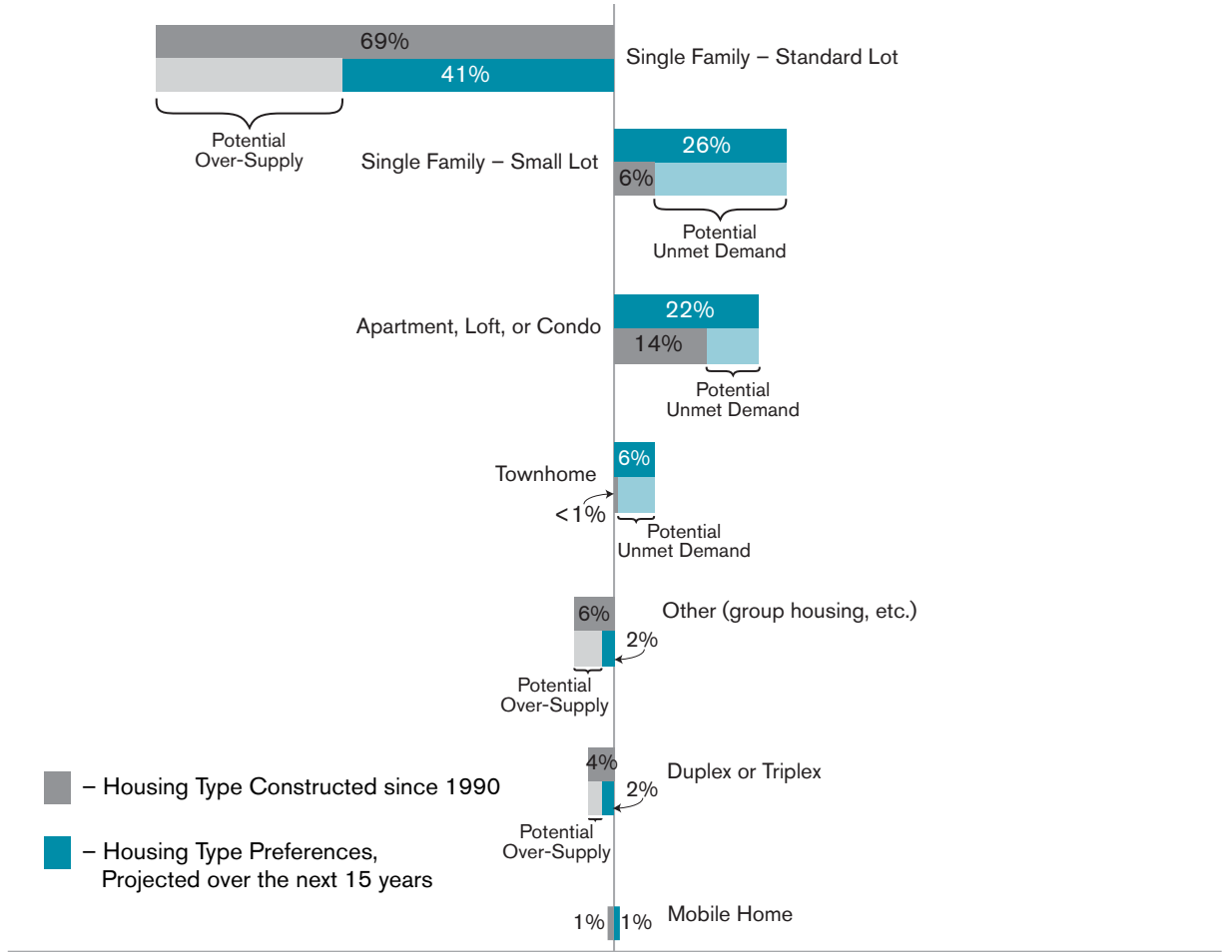
Housing Market Study

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

Important Neighborhood Characteristics

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

- **High-intensity mixed-use, walkable urban neighborhoods**
This characteristic is all about options. Many more households are showing interest in places where they have a wide variety of things to do and ways to get around.
- **Close proximity to schools, shops, jobs, and entertainment options**
Not everyone is attracted to high-intensity urban places; however being close to things they need or want on a regular basis is important to a vast majority of Oklahoma City households.
- **Wide variety of housing types**
People recognize that their housing needs change over time, and they want access to different types of housing that meets these needs. Ideally, these housing options would be available in areas of the city they are already familiar with, be it their current neighborhood or a place they visit frequently. Households also recognize that different housing types allow their families to stay close. Grandparents, parents, children, and grandchildren can live in the



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

- same neighborhood but have a home that closely meets their needs.
- **High quality public schools**
A product that is always in high demand, great schools can serve as an anchor for vibrant neighborhoods.
 - **Low-density suburban neighborhoods**
Houses situated on large lots near the edge of the city are still in high demand. One of the unique assets of Oklahoma City is its capacity to provide both high-intensity urban and low density suburban areas.

Key Challenges and Findings

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

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



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

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

Recommendations

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

- Make strategic, prioritized investments, especially those which increase transportation choices, in areas that have the greatest potential to attract new households.
- Create specific plans that highlight opportunities for increased connectivity, walkability, and bikeability

for those areas shown by the Housing Study to be responsive to change.

- Complete a community safety study to gain more understanding about what the City can do to help places feel safe and secure.
- Update design requirements to incorporate components related to safety.
- Improve partnerships with local school districts to ensure the City is doing its part to bring high quality education into neighborhoods.
- Update regulations to help neighborhoods establish, reinforce, or enhance “sense of place” – generally understood to mean a place that feels comfortable and distinct from other places.
- Periodically study the housing preferences and demand of Oklahoma City households and revise plans, priority projects, and areas as necessary.

GROWTH SCENARIOS ANALYSIS

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

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

FINDINGS

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

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

Large amounts of low-density development have high costs of growth for the private-sector as well. Scenario A would require over 4,300 new road lane miles, and almost 2,000 miles of water and sewer pipes. While the



City would fund a portion of these costs (\$1.4 billion), private developers would cover a larger portion, totaling \$5.4 billion over 40 years. This is double the private-sector capital costs of \$2.6 billion forecast for Scenario C. Other major findings are summarized in the "Scenario Performance" section that follows.

KEY IMPLICATIONS

- Continuation of recent development patterns would be costly for the City. Development patterns have the ability to significantly impact City costs. In nearly every category, we found the costs of the City's core services and infrastructure to be more expensive in the lower-density, less integrated scenario.
- Low-density, less integrated development is also more costly for private developers. The City is not the only entity that will bear the costs of inefficient land use patterns. Private developers have a huge financial stake in how the city grows. Although the City maintains almost all the streets, sewer pipes,

and water mains in the city, private developers pay to build most of these facilities themselves.

- Change is needed to avert high costs of growth. Oklahoma City has historically seen development spread out in a casual, spontaneous manner. These past development patterns have put a burden on the City budget, and if these trends continue, the costs of services and infrastructure per household will continue to rise. To avert these high costs of growth, a change is needed. The City needs to be thoughtful and strategic about where and when development happens, recognizing some areas and development patterns are more affordable to serve than others, and development timing influences cost as well.

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

SCENARIO A (Past Trends Continued)

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

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

SCENARIO B (Trends+Market+Efficiency)

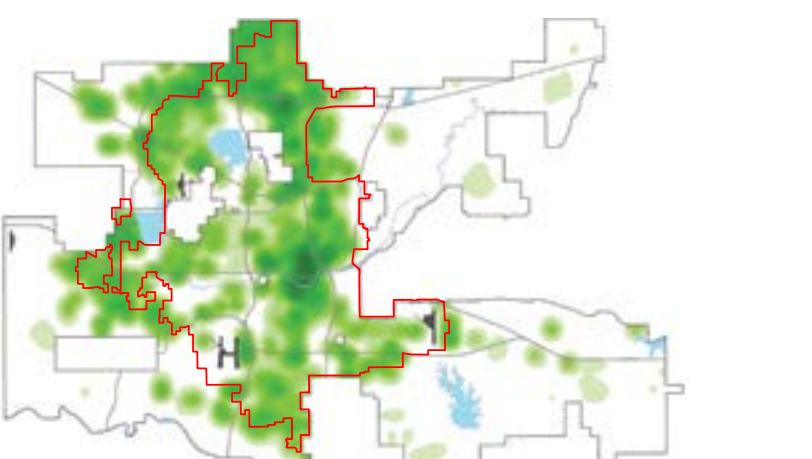
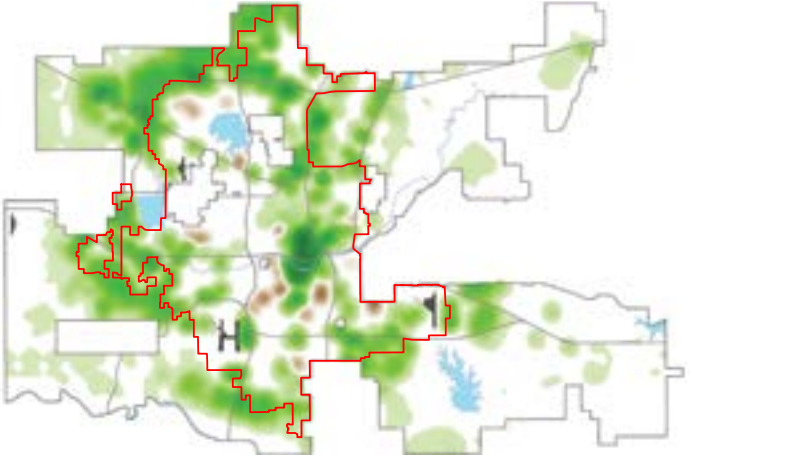
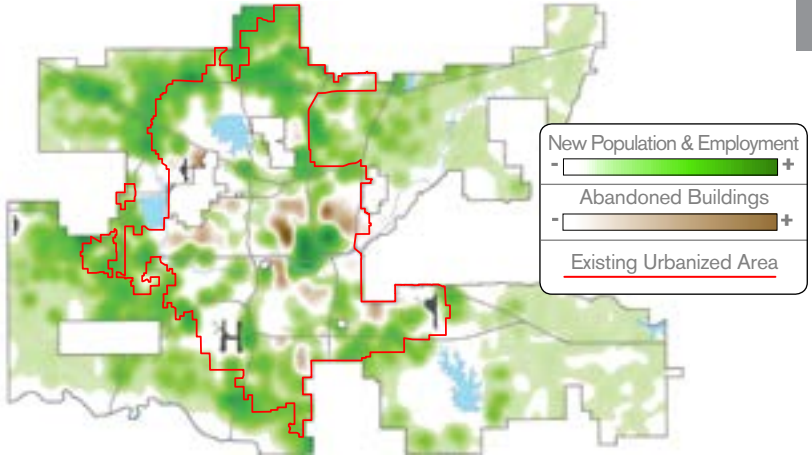
This scenario is influenced by past development patterns, but it assumes that new development is located near existing infrastructure and services like streets, water, police, and fire. It is also shaped by expected housing needs based on changing demographics. Single family lot sizes would be a little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

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

SCENARIO C (Market+Efficiency+Revitalization)

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

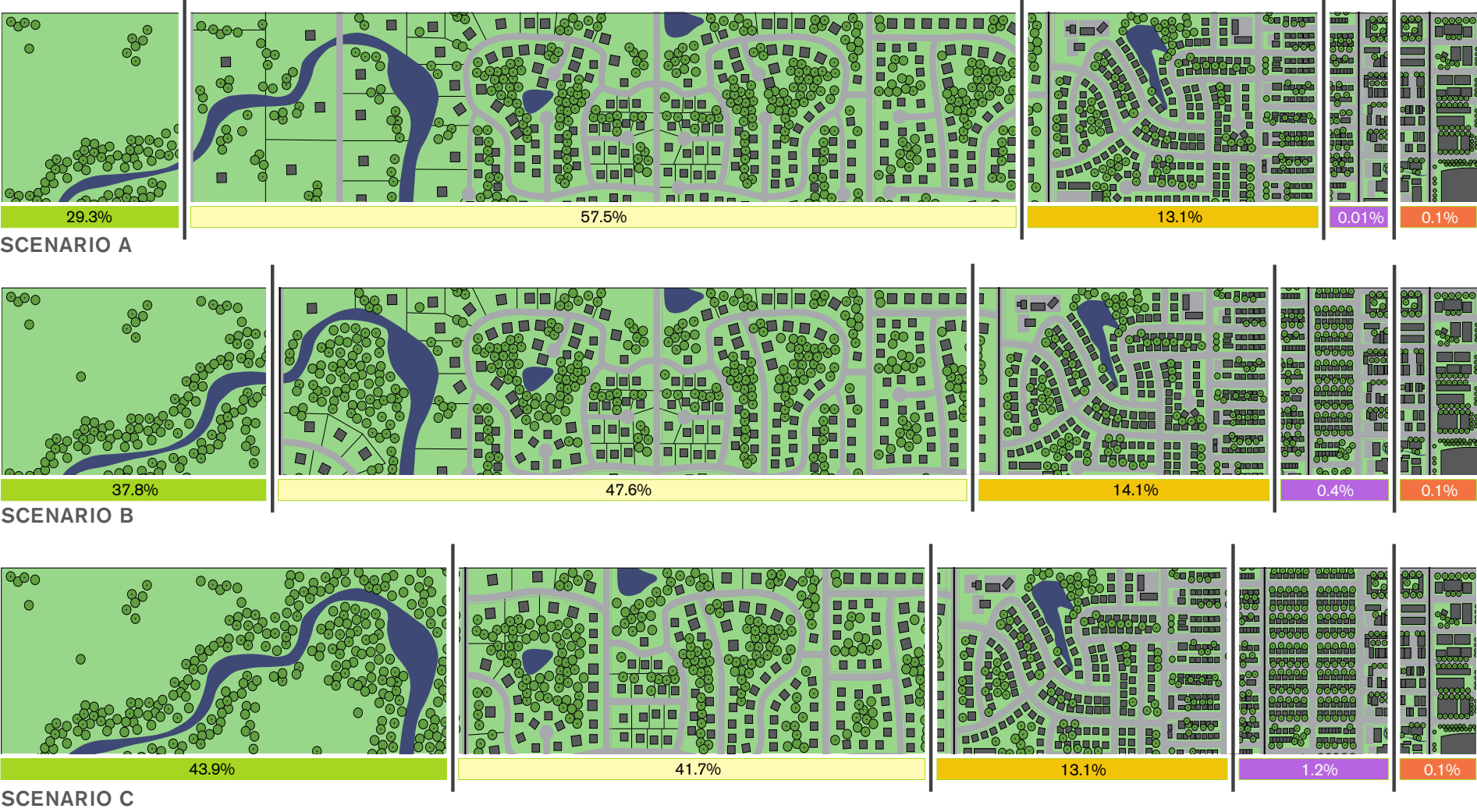
More new development would be concentrated into and around mixed-use nodes and corridors. Workplaces, homes, parks, and stores would be closer to each other, and streets and sidewalks would be more connected, allowing for even shorter commutes and more walkable neighborhoods. High amounts of rehabilitation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



DEVELOPMENT CHARACTER



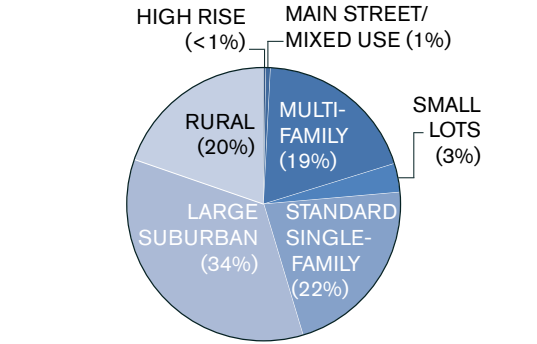
DEVELOPMENT PATTERNS



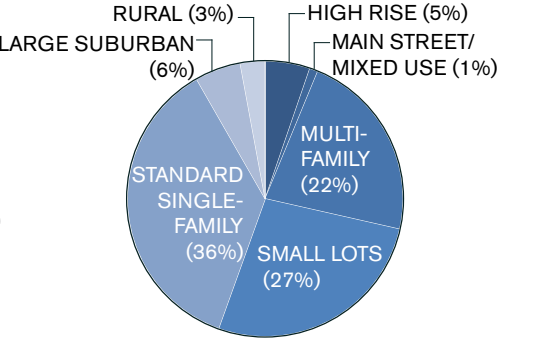
SCENARIO CHARACTERISTICS

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

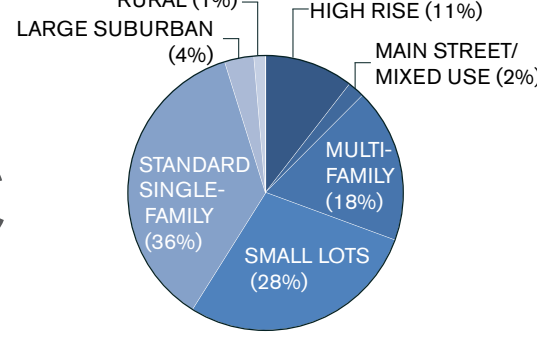
A



B



C



WHAT WOULD BE NECESSARY TO MAKE EACH SCENARIO A REALITY?

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

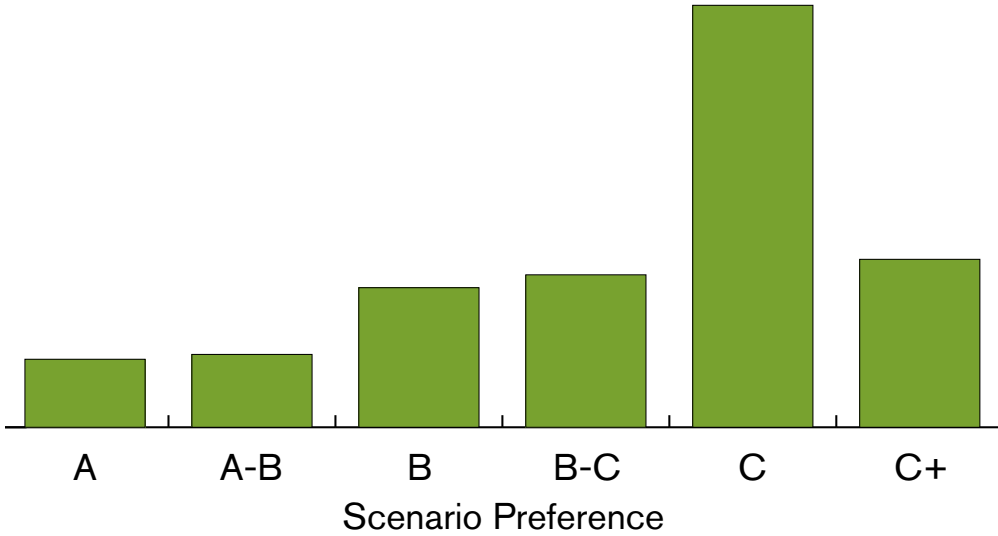
ACTIONS THE CITY AND ITS PARTNERS WOULD NEED TO TAKE TO REALIZE EACH SCENARIO

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

CITIZEN FEEDBACK

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

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



CITIZEN RESPONSE TO GROWTH SCENARIO WORKSHOP QUESTIONNAIRE

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



GROWTH SCENARIO WORKSHOP

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

Key Findings of Growth Scenarios Workshops

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

SCENARIO PERFORMANCE

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

QUANTITATIVE SUMMARY COMPARISON OF THE THREE GROWTH SCENARIOS

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

HEALTH IMPACT ASSESSMENT

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

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

KEY FINDINGS AND RECOMMENDATIONS

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

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

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

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

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

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

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

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



URBAN FARMS AND COMMUNITY GARDENS
Growing food throughout the city can be an important component of a healthy local food system.



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

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

↑ indicates a chance for a positive change in health outcomes

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

↓ indicates a negative change in health outcomes compared to today

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



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

