

COMPREHENSIVE LAND USE PLAN
for the
BARTLESVILLE METROPOLITAN AREA



Prepared by the
Bartlesville Planning and Community Development Department
1998

Comprehensive Land Use Plan

Bartlesville Metropolitan Area

Preface and Overview

COMPREHENSIVE LAND USE PLAN BARTLESVILLE METROPOLITAN AREA PREFACE AND OVERVIEW

PREFACE

This document, The 1998 Comprehensive Land Use Plan for the Bartlesville Metropolitan Area consists of the following text divided into five parts and a map depicting the Trafficway Plan for the Bartlesville Metropolitan Area. Technical support data used to compile this document is on file at the City of Bartlesville Planning and Community Development Department.

This plan updates and replaces the 1981 Comprehensive Plan which was prepared by the Metropolitan Area Planning Commission and the 1987 Land Use Map which was prepared by Bucher, Willis & Ratliff and all previous Comprehensive Plans for the Bartlesville Metropolitan Area as adopted by the Bartlesville City Council and Washington County Board of Commissioners.

Dates of Adoption:

Metropolitan Area Planning Commission: November 10, 1998

Bartlesville City Council: April 20, 1999

Washington County Board of Commissioners: May 17, 1999

Effective Date:

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OVERVIEW

The 1998 Comprehensive Land Use Plan for the Bartlesville Metropolitan Area is divided into five parts. An understanding of the nature and purpose of each part is important to the proper use of this document.

Part I is intended to provide an introduction to the document and the planning process. It expresses the purpose of the Comprehensive Land Use Plan, gives the organization for planning in the Bartlesville Metropolitan Area, and describes the nature of the plan's usage and implementation.

Part II provides factual information on the early history of the community and significant physical characteristics of the planning area. Background information and analysis on socioeconomic characteristics, land use, transportation, public facilities, and utilities are provided.

Part III establishes projections and forecasts of growth for the metropolitan area. These forecasts are instrumental in identifying goals, objectives, and policies for long-range development of the community.

Part IV sets forth goals, objectives and policies for the Bartlesville Metropolitan Area. It includes official expression of public policy for the development of the metropolitan area.

Part V presents standards and principles for the physical development of the community, including a Trafficway Plan for the metropolitan area.

Comprehensive Land Use Plan

Part I

The Planning Process

COMPREHENSIVE LAND USE PLAN
BARTLESVILLE METROPOLITAN AREA
THE PLANNING PROCESS
PART I

"This we know. The earth does not belong to man; man belongs to the earth. This we know. All things are connected like the blood which unites one family. All things are connected. Whatever befalls the earth befalls the sons of the earth. Man did not weave the web of life; he is merely a strand in it. Whatever he does to the web, he does to himself."

*- Great Chief of the Suguamish, Chief
Seattle, December 1954*

INTRODUCTION

Throughout the history of a municipality, many changes occur which affect the physical development of a community. These changes are at work shaping and reshaping urban form, causing cities to be in a continuous, dynamic state affected by both internal and external events, processes, and practices.

The concept of city planning has been a part of American history since the early 1900s. It derives its earliest roots from the Greek and Roman civilizations. Traditionally cities have attempted to accomplish their planning goals through the utilization of a long-range planning document. A comprehensive plan is an official statement concerning the long-term goals and policies of the city with regard to its urban form and structure, including both public and private development. This statement is to be utilized in the creation of control devices, such as zoning and subdivision control ordinances, and in the expenditure of public funds.

Alfred Bettman, a Cincinnati attorney, instrumental in the development of the first such "comprehensive plan" which took effect in Cincinnati in 1925, made the following statement:

"The plan should be designed for a considerable period in the future, twenty-five to fifty years. It should be based, therefore, upon a comprehensive and detailed survey of things as they are at the time of the planning, such as the existing distribution of existing developments, both public and private, the trends toward redistribution and growth of population, industry, and business, estimates of future trends of growth and distribution of population and industry, and the allotment of the territory of the city in accordance with all such data and estimated trends, so as to provide the necessary public facilities and the necessary area for private development corresponding to the needs of the community, present and prospective."

In recent years, the courts have almost uniformly held that the comprehensive plan is the basis for planning. All zoning and other planning activities must be consistent with both the intent and the purpose of the comprehensive plan. Many states mandate by law that comprehensive integrated plans be prepared and that they be used as the basis for later decisions involving public activity.

Oklahoma State Statute prescribes the required elements of a comprehensive plan. Title 11, Section 43-103 identifies the following objectives of a comprehensive plan:

1. To lessen congestion in the streets;
2. To secure safety from fire, panic and other dangers;
3. To promote health and the general welfare;
4. To provide adequate light and air;
5. To prevent the overcrowding of land;
6. To promote historical preservation;
7. To avoid undue concentration of population; or
8. To facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

This section further states that municipal regulations as to building, structures, and land which are made in accordance with a comprehensive plan and designed to accomplish these objectives "shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality."

PURPOSE

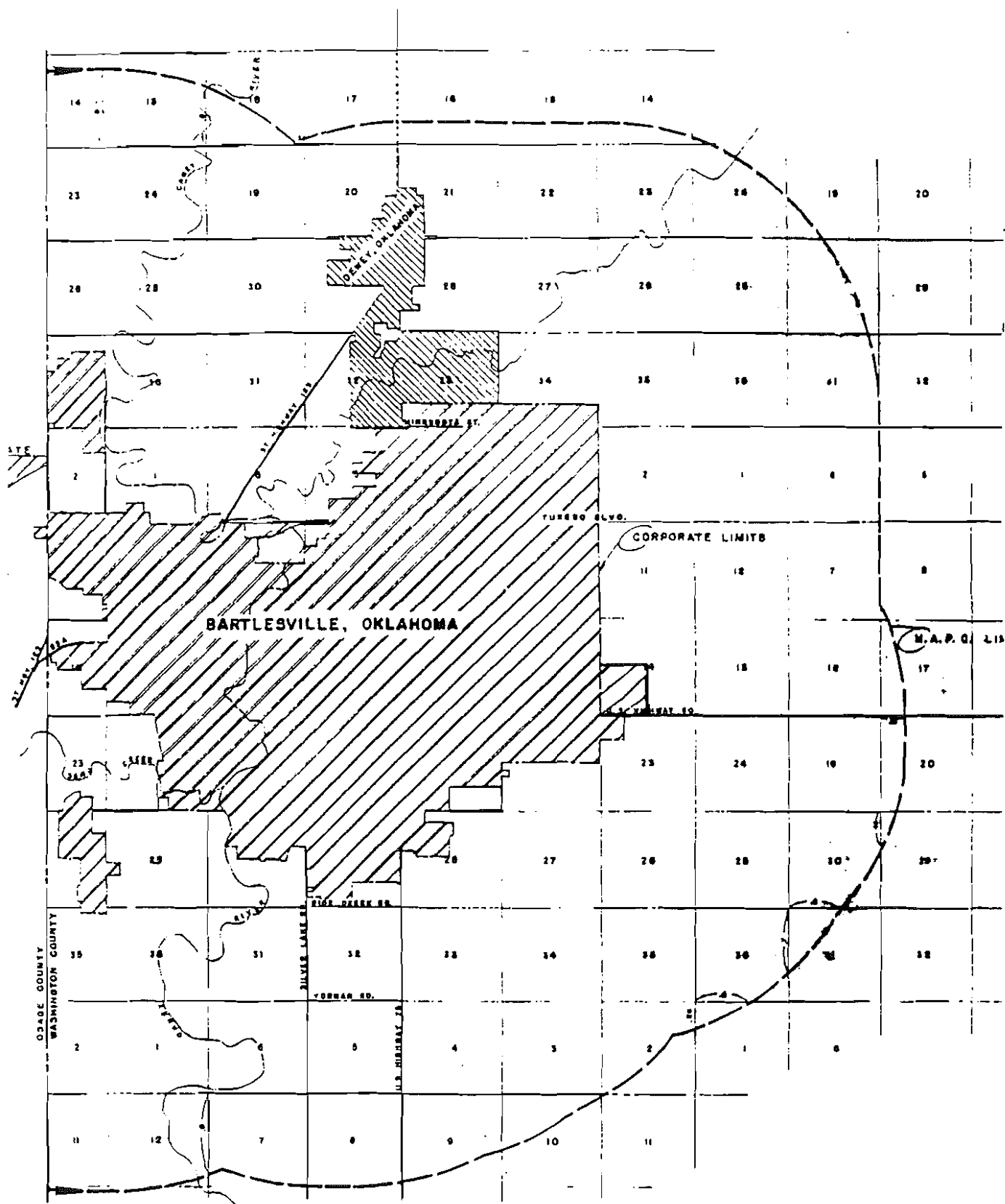
This Comprehensive Land Use Plan is one part of the overall community development planning program for the City of Bartlesville and Washington County for that area identified as the Metropolitan Area. This area, comprised of approximately 89 square miles (21.16 square miles in City of Bartlesville and 67.8 square miles in Washington County) is graphically depicted in Map I-1. This document replaces, by adoption, the Comprehensive Plan for the Bartlesville Metropolitan Area originally adopted in 1966 as revised and amended and all previous Comprehensive Plan for the Bartlesville Metropolitan Area.

This plan sets forth goals, objectives and policy recommendations of the Bartlesville Metropolitan Area Planning Commission, the Bartlesville City Council, and the Washington County Board of Commissioners related to:

- the physical development of the metropolitan area;
- the circulation pattern recommended for the area;
- and community facilities and services.

It is the purpose of this plan to bring about the orderly, coordinated, physical development of the metropolitan area in accordance with the present and future needs of the area, to conserve the natural resources of the area, to insure efficient expenditure of public funds, and to promote the health, safety, convenience, prosperity, and general welfare of the people of the community. The plan seeks to accommodate the many needs of the community including:

- safe and attractive neighborhoods which offer a variety of housing options;
- parks, recreation areas, and open space;
- commercial and industrial locations which provide jobs and a healthy tax base;
- convenient shopping areas at neighborhood, community, and regional levels;
- adequate public facilities;



- a land use pattern for the metropolitan area coordinated with an intermodal transportation system to provide an efficient community circulation network.

Ultimately the plan seeks a balance that will be pleasing to both the current residential and business communities and to those who will locate their homes and businesses in the Bartlesville Metropolitan Area at some future date. Therefore, this Comprehensive Land Use Plan is established as a body of policy to be utilized in managing and directing the physical development of the metropolitan area and is intended to provide a framework within which individuals and public officials can make decisions that are consistent with community development goals and objectives. In determining where land use types and intensities should be located in a community, a careful balance must be provided in the process. This balance equalizes the right of the individual to develop or use his property with consideration given to preserving and enhancing community character and quality of life as well as providing for the efficient provision of public services.

ROLES AND RESPONSIBILITIES

Because the Bartlesville Metropolitan Area is a joint city-county jurisdictional area, the Bartlesville City Council and the Washington County Board of Commissioners have the final responsibility for adopting the policies contained herein. These legislative bodies should use the policies contained within the Comprehensive Land Use Plan in guiding development in the Bartlesville Metropolitan Area. Responsibility for aiding these legislative bodies in planning issues belongs to the Metropolitan Area Planning Commission.

The Metropolitan Area Planning Commission (MAPC), formed in 1958, has the authority to prepare plans for the systematic development of the metropolitan area, and may consider and investigate any subject matter relating to the betterment of the community. Recommendations resulting from Planning Commission action are then forwarded to the City Council and County Commission.

Since the MAPC is composed of a body of lay persons appointed by the City Council and County Commission, it has become necessary to employ personnel to conduct technical assistance and provide expertise on planning issues. The City of Bartlesville Planning and Community Development Department performs a variety of administrative and technical functions for the City and County, as well as the Commission itself.

USING THE COMPREHENSIVE LAND USE PLAN

Part IV of this plan is the official statement of public policy by the City Council and Board of County Commissioners concerning growth and development for the Bartlesville Metropolitan Area. The plan is intended to be used by these governing bodies and their elected and appointed officials as a guide for legislative decisions and reference to indicate needed policy changes. It is intended to be used by city and county staff members as the basis for planning capital improvements and rendering the services for which they are responsible. The plan should provide the necessary information to other units and agencies of local, state and federal government that will permit coordination of planning and development programs. The plan should provide private citizens and members of the business community with sufficient information to facilitate planning, protect existing development, and indicate new areas of opportunity for private action.

IMPLEMENTING THE COMPREHENSIVE LAND USE PLAN

The purpose of the Comprehensive Land Use Plan is not simply to predict future trends, but to define a system of values which will shape the community's development. Thus, the plan is intended as an educational tool for both the public agency and the citizen, and as a stimulus to public interest and participation in local government. The plan should also be used to coordinate the efforts of the public bodies responsible for the different facets of community development, such as streets, schools, and parks.

Having prepared and adopted the Comprehensive Plan, the community must face the task of achieving the plan's goals. The community can use several tools to influence physical development in accordance with the plan. These include zoning, subdivision controls, building codes, the land development process, and the capital improvement program, all of which should reflect the goals, objectives and policies of the Comprehensive Land Use Plan.

The goals, objectives and policies contained in this plan are intended to be implemented in three basic ways:

1. Through voluntary compliance by citizens carrying out private projects;
2. Through administration of regulatory codes and ordinances relating to urban development (i.e. subdivision regulations, zoning ordinance, building code, etc.); and
3. Through plans for public facilities providing capital improvements programs and financing methods.

Comprehensive Land Use Plan

Part II

Data Gathering, Inventory, and Analysis

COMPREHENSIVE LAND USE PLAN BARTLESVILLE METROPOLITAN AREA DATA GATHERING, INVENTORY, AND ANALYSIS

PART II

INTRODUCTION

Establishing goals for the future successful development of a community requires a review of the city's historical establishment and growth, an analysis of current assets and liabilities, anticipated developments, and a survey of relevant data affecting the community's growth, development and demands.

Relevant community data is presented in this section, which represents a condensed profile of the community of Bartlesville and Washington County. In addition, data and information concerning the historical background, physical and environmental characteristics, demographic and economic characteristics, land use, housing, transportation, utilities, and public facilities is presented in this Part. This information will influence the design and adoption of future goals, policies and objectives for the Bartlesville Metropolitan Area.

HISTORICAL BACKGROUND OF DEVELOPMENT

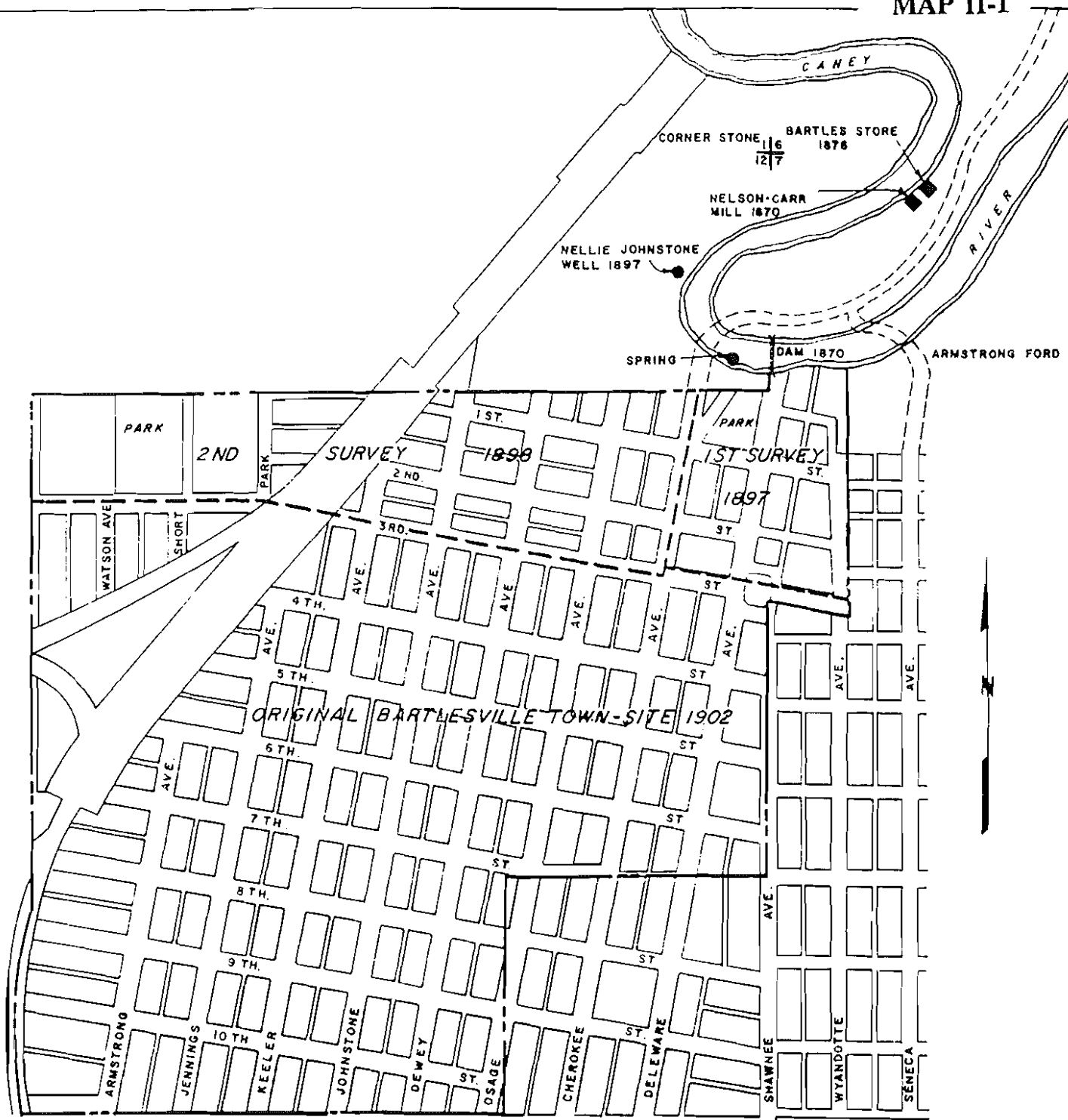
Bartlesville, the county seat of Washington County, owes its name to Jacob Bartles, who in 1875 bought a mill from Nelson F. Carr (first white settlers on the banks of the Caney River), and built it into a trading post and settlement. In 1884, business rivalry was established by the opening of a store by Johnson and Keeler across the river in what is now Bartlesville. Around this store a town developed rapidly and was incorporated in 1897 under the name "Bartlesville". The population at that time was about 500 and the incorporated city, as shown in Map II-1, comprised only .5 square miles (320 acres).

The history of development for the City of Bartlesville and Washington County is indissolubly linked with the production of oil and gas. The first oil well of commercial importance, the Nellie Johnstone, was drilled in 1897, the year of incorporation of the City of Bartlesville. The discovery of oil in 1897 and the completion of the first railroad in 1899 were the two greatest factors in the historical development of the Bartlesville Metropolitan Area and were responsible for stimulating growth and attracting the capital necessary for the laying of foundations for continued community development. The city grew rapidly and in 1907 was declared a city of the first class by Governor Haskell. The population was 4,215 at that time.

A charter was prepared and approved in 1910, and since that time the city has operated under this charter with the exception of two amendments -- the first on revenue was adopted in 1922, and the last, providing for a city management form of government, was adopted in 1923.

By 1920, population had grown to 14,417, but the incorporated city limits accounted for only 2.2 square miles. Growth within the city remained compact developing along the western bank of the Caney River. In 1928, when the City's population had grown to almost 15,000, more than 50% of its 1910 population of 6,181, the Bartlesville City Planning Commission was established.

Steady and conservative growth continued and by 1950, the City of Bartlesville grew to 19,228 persons and 3.25 square miles. The chief industries remained gas and oil production, manufacturing of oil-field



BARTLESVILLE, OKLAHOMA
ORIGINAL TOWN-SITE

equipment, smelting, and general manufacturing. The area was home to 35 oil companies and manufacturing establishments employing 7,000 workers and the retail trade area stretched to encompass a 25-mile radius and an estimated population of 67,370. Improvements to the state transportation system in 1949 and 1950 for both U.S. Highway 60/Frank Phillips Boulevard and U.S. Highway 75 spurred residential and commercial development east of the Caney River outside of the incorporated city limits.

As population in the City and surrounding area continued to grow, it became apparent that the City Planning Commission, whose jurisdiction was limited to areas within the City of Bartlesville, was unable to cope with the planning problems in the newly developed areas outside the City limits. In 1957, under authority of the Oklahoma State Law, the City of Bartlesville and Washington County jointly formed the Bartlesville Metropolitan Area Planning Commission. This organization, still in existence today, exercises planning powers within the city limits of Bartlesville and within the unincorporated area of the county that lies within three miles of the city limits.

As commercial and residential development continued, the incorporated area of the City of Bartlesville swelled to 9.3 square miles and 29,683 persons by 1970. Housing construction was on the rise, up 17.8 percent from the 1960 level. The oil and gas industry remained the prominent income generator for the Bartlesville Metropolitan Area and Washington County boasted the highest per capital personal income of all 77 counties in Oklahoma in 1970.

Steady growth continued to occur through the 1970s to reach a peak population level of 34,568 persons in 1980 and 17.86 square miles of incorporated land area. Residential development east of U.S. Highway 75 and commercial development along U.S. Highway 75 continued through the 1970s and early 1980s, but dropped off in the mid 1980s due to plummeting oil and gas prices. By 1990, the census reported a population of 34,256 persons and the city limits had grown to 21.2 square miles of incorporated land area.

The quality of life associated with the City of Bartlesville since the early 1920s touting Bartlesville as "The Gateway to the Southwest: A City of Business Opportunities, Beautiful Homes, Fine Schools and every Civic Advantage" remains desirous as growth and development within the metropolitan area proceeds into the next century.

PHYSICAL AND ENVIRONMENTAL CHARACTERISTICS

The physical and environmental characteristics of a community can be both an asset and a liability. A river valley, for example, can be aesthetically pleasing and a valuable resource, but it can also be a liability when flooding occurs. Consequently, careful attention must be given to the manner in which urbanization incorporates the soil, vegetative, aesthetic, topographic, drainage, and geological conditions into the development process. Lack of consideration for physical features can result in major problems that are often expensive to rectify or reclaim.

Drainage and Topography

Drainage and topography are the most important natural physical features that affect development. These features have affected development to varying degrees in the Bartlesville Metropolitan Planning Area. The Caney River, which is the major flood source affecting the community, flows from north to south bisecting Bartlesville. The Caney River begins in southern Kansas and flows generally south and southeast approximately 162 miles to its confluence with the Verdigris River. Bartlesville is located about 69 miles

above the Verdigris River confluence. The average streambed slope of the Caney River through the study area is 2.2 feet per mile. Within the planning area, several significant tributary streams converge on the wide Caney River floodplain, including Rice Creek, Turkey Creek, Sand Creek, Coon Creek, and Rice Creek. The combined floodway/100-year floodplain of the Caney River and these tributaries through the planning area, shown in Map II-2, affects more than 2,591 acres.

The topographical relief of the planning area is mostly rolling hills with broad valleys. East of the Caney River is a prairie plain that ranges in elevation from 700 to 810 feet. Slopes west of the Caney River are stronger ranging from 660 to 920 feet. Along the western border of Washington County, an escarpment known as Circle Mountain, 150 to 200 feet high and mainly wooded, rises above the plain. The highest elevation in the planning area is 965 feet in the Circle Mountain area (Section 25, Township 26 North, Range 12 East), while the lowest elevation is approximately 650 feet along the bank of the Caney River.

The worst flood in Bartlesville's history surged through on Saturday, October 5, 1986, as the gates on the Hulah and Copan reservoirs (both located upstream from Bartlesville) had to be opened on Friday, October 4. The remnants of Hurricane Paine resulted in the area north of the two dams receiving over 25 inches of rain within one week's time. Both lakes exceeded their flood control pool levels, and in-flows to the lakes from the north necessitated the opening of the floodgates. The Caney River crested at more than 30 feet above normal at Bartlesville or 17 feet above flood stage. This flood has been referred to as a 500-year flood. The devastation from it was so extensive that President Reagan declared Washington County a disaster area. It is also recorded as the worst flood since 1924.

Because the Caney River and its tributaries has been a frequent source of flooding in the metropolitan area, careful attention must be given to the manner in which urbanization is allowed to develop. On-site stormwater management systems combined with regional stormwater management facilities should be planned and developed to alleviate existing and potential flooding in the metropolitan area.

Native Woodland

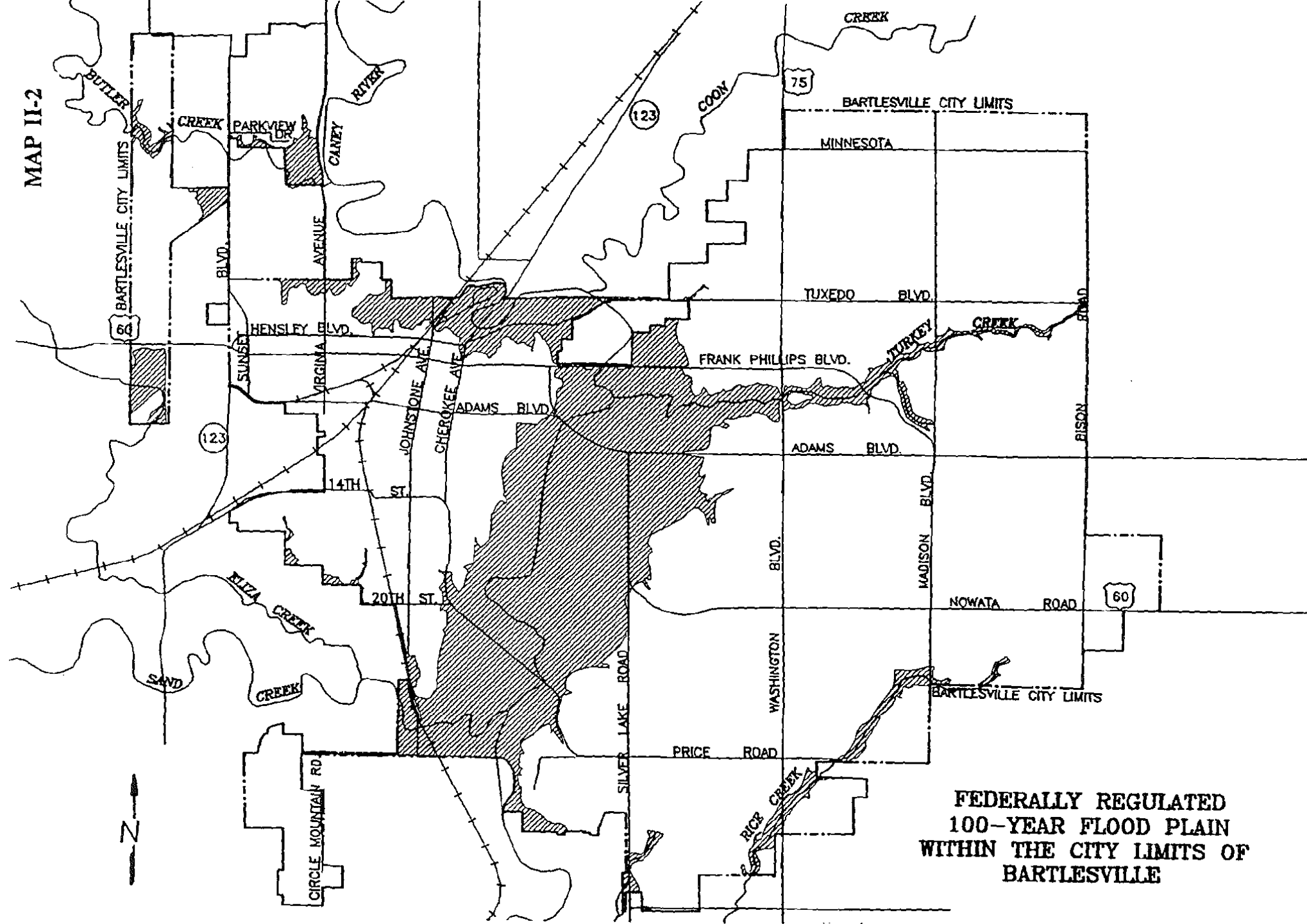
The native woodland in Washington County is mostly along the Caney River and its principal tributaries. The best of the remaining native timber is on the Verdigris soils. Scrub trees and cull trees grow on soils of the Darnell and Stephenville series. The better native trees on the bottomlands include pecan, cottonwood, sycamore, water oak, bur oak, hackberry, elm, black walnut, and ash. Inferior trees in the rough or rocky areas include blackjack oak, which is predominant, and post oak. Scattered red cedars grow on the shallow or rocky soils.

Geology

Rock formations in the Caney River Basin are of Pennsylvanian age and consist of sandstone, shales, and limestones. These formations cause some problems during development particularly in the installation of underground utilities. The planning area is not prone to mass movement of land such as landslides, mudflow, creep, avalanches, and subsidence.

Soils

Thirty different soil types or mapping units are recognized and described by the U.S. Department of Agriculture Soil Conservation Service in the Bartlesville Metropolitan Area. These soil types are classified



according to "association". A soil association is a landscape that has a distinctive proportional pattern of soils, usually one or more major or minor soils. Identity of soil associations is useful to people who want a general idea of soils in an area. Map II-3 graphically illustrates the location of the five soil associations in the Bartlesville area:

1. Dennis-Okemah-Parsons association: Nearly level and gently sloping, deep soils on prairie uplands.
2. Collinsville-Talihina-Bates association: Gently sloping to hilly, very shallow to deep soils on prairie uplands.
3. Summit-Sogn association: Very gently sloping to moderately steep, deep, moderately deep, and very shallow soils on prairie uplands.
4. Osage-Verdigris association: Nearly level deep soils on bottomlands.
5. Darnell-Stephenville association: Gently sloping to steep, very shallow to deep soils on forested uplands.

Source: Soil Survey of Washington County, Oklahoma, "General Soil Map", U.S. Department of Agriculture, Soil Conservation Service, Issued November 1968.

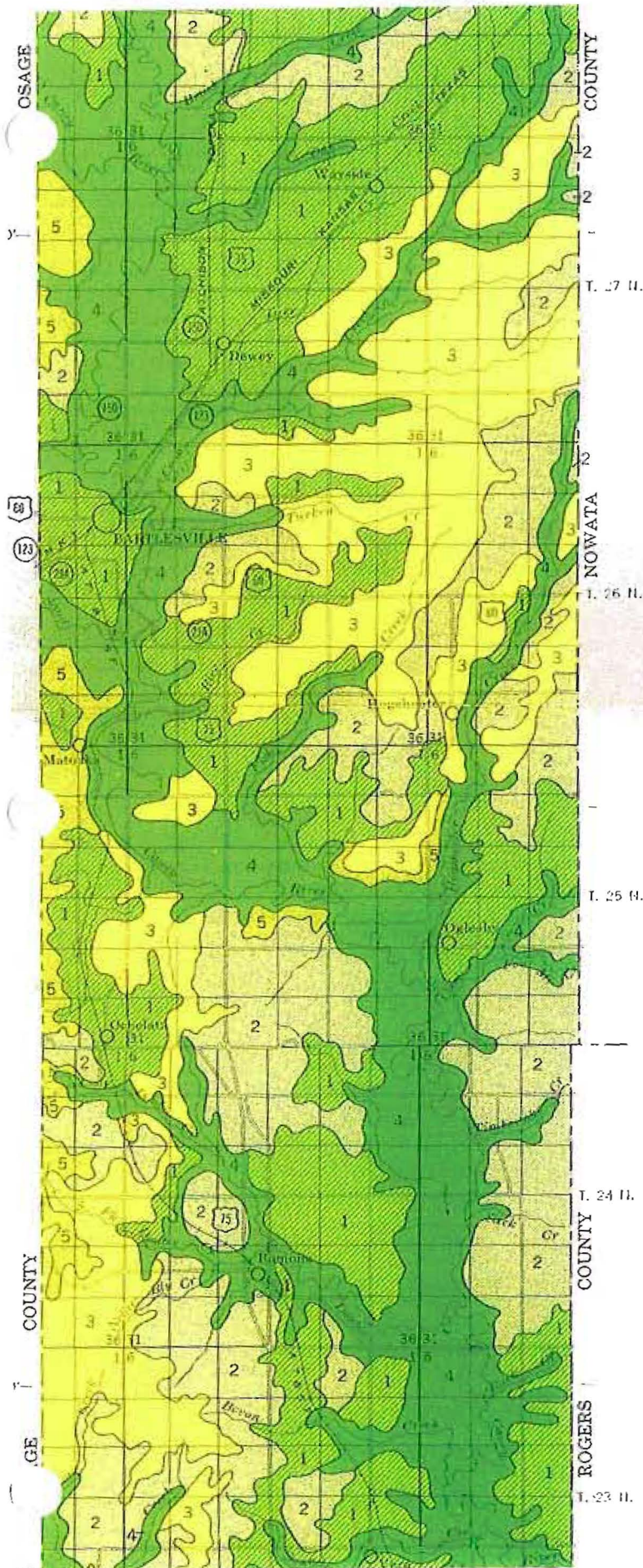
Soil composition information is important for use and management of crop yield, range and pasture, trees, wildlife habitat, engineering and recreation. Information regarding soil types and composition and the suitability of different soils for land use management in the Bartlesville Metropolitan Planning area is available in the Supplement to the Soil Survey of Washington County, Oklahoma, issued in 1983. This document provides information to assist in interpreting the soils in terms of their potential for a particular use. Soil uses for selected uses identified in this document include sanitary facilities, building site development, construction material, water management, recreational development, capability and predicted yields (crop and pasture), woodland suitability, windbreaks, wildlife habitat suitability, and potential native plant community.

Climate

The Bartlesville Metropolitan Area has a warm-temperate, continental climate. Changes between seasons are gradual, but seasonal characteristics are well defined. Winters are open and sunny. Cold, blustery weather occurs, but long periods of intense cold and heavy snow are not common. Spring is a season of variable weather that brings the greatest amounts and intensities of precipitation and the most frequent occurrences of severe local storms. Summers are hot, but cool nights, breezes, and occasional showers or thunderstorms modify the hot weather. Fall is a transition period during which mostly sunny weather is interrupted by a few days of moderate to heavy soaking rain.

The average annual rainfall in the Bartlesville area is 35.5 inches with 70 percent of that occurring during the crop-growing season. The driest part of the year runs from the first of October through March. The mean annual temperature is 60 degrees Fahrenheit with an average summer temperature of 79 degrees Fahrenheit and an average winter temperature of 39-degree Fahrenheit. Recorded extreme temperatures

GENERAL SOIL MAP WASHINGTON COUNTY, OKLAHOMA MAP II-3



SOIL ASSOCIATIONS



Dennis-Okemah-Parsons association:
Heavily level and gently sloping, deep
soils on prairie uplands



Collinsville-Talihina-Bates association:
Gently sloping to hilly, very shallow to
deep soils on prairie uplands



Summit-Sogn association: Very gently
sloping to moderately steep, deep,
moderately deep, and very shallow soils
on prairie uplands



Osage-Verdigris association: Heavily level,
deep soils on bottom lands



Darnell-Stephenville association: Gently
sloping to steep, very shallow to deep
soils on forested uplands

January 1968

were 115 degrees F in July 1954 and -20 degrees F in January 1930. Average annual snowfall in Bartlesville is 10.2 inches with the heaviest snowfalls occurring in January and February.

Windspeed averages 12 miles an hour over the year. The average for a month ranges from 13 miles per hour in March to 9 miles per hour in August. Northerly winds prevail in January and February, and southerly winds the rest of the year. The relative humidity averages near 60 percent in the afternoon and 80 percent at night in winter and near 46 percent in the afternoon and 84 percent at night in summer.

Groundwater Resources

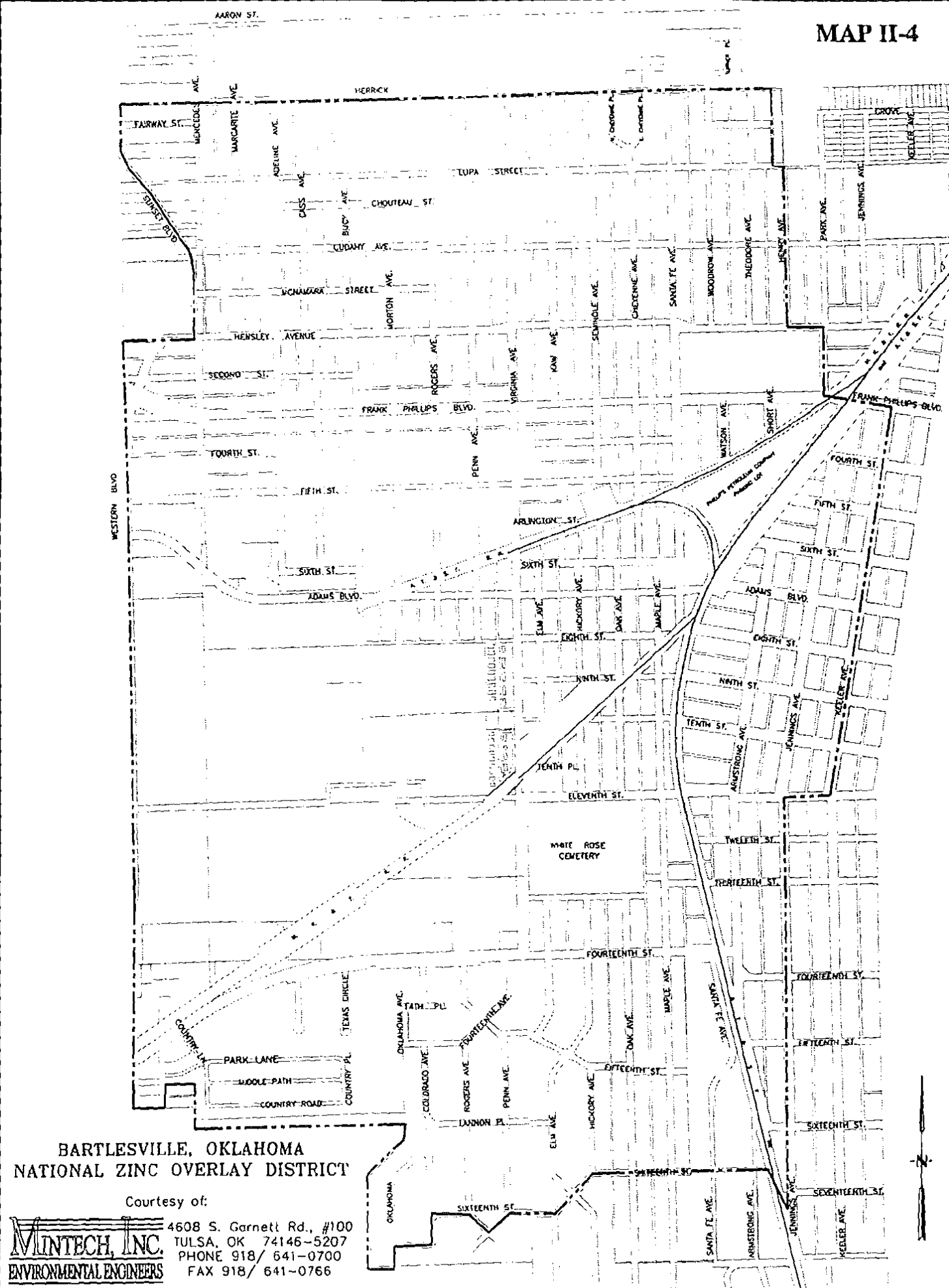
Groundwater in the vicinity of Bartlesville may be found in significant quantities in alluvial deposits (sand and gravel deposited by flowing water) around the Caney River and in bedrock aquifers (Chanute Formation - shale, sandstone, limestone conglomerate, local coal seams; Dewey Formation - limestone). The usable aquifers in the area are in alluvial deposits (primarily north of the City of Bartlesville), but they can be of limited lateral extent and production. These water-bearing deposits are also limited to the stream valleys. Bedrock aquifers exist in the fractures of the formations but the produced water is of poor quality (high salt and solids content). Some shallow soil groundwater exists at the interface between the clayey soils and the underlying bedrock (shale or limestone). However, because of its limited quantity and seasonal fluctuations, this soil groundwater may not support a producing well. While groundwater may be found in much of the planning area (depending upon the season), it is not considered a significant resource.

National Zinc Overlay District

Historic smelter operations at the National Zinc facility on Bartlesville's west side of town caused soils on and adjacent to the facility to be contaminated with lead, arsenic, cadmium and other metals (regulated soils). The areas where regulated soils remain have been placed within the National Zinc Overlay District, the boundaries of which are identified in Map II-4. The top two feet of soil in those areas that have been identified as containing regulated soils has been removed and replaced with clean soil. To assist the public in preventing re-contamination of the clean soils and to avoid disturbance of regulated soils that will remain below the two-foot level, institutional controls for this area have been adopted. These institutional controls create an additional layer of regulatory control governing land use and soil handling in the National Zinc Overlay District and are intended to prevent recontamination of remediated areas, protect the health and safety of residents, isolate contaminated soil, and to record soil movement and soil quality data within this district. A soil disturbance activity permit is required by any person prior to the development and/or use of any land within the National Zinc Overlay District for excavation activities, rezoning or change of land use, development or subdivision of land, or for the use of any land which involves children's use of the site on a regular basis.

DEMOGRAPHIC CHARACTERISTICS

The population of a community should be studied in a variety of ways for purposes of urban planning. The design of services is based in part on consumption characteristics of the residents. The size and location of streets, sewers, water supply, parks, schools and other public services are based on the density and distribution of the population as recipients of these services. In order to assist in forecasting the future services needs of the Bartlesville Metropolitan Area, this section provides information and analysis on population trends and projections, racial composition, age characteristics, household size, and marital status.



Population Trends

Historically, population growth in Bartlesville has been steady until the 1980s when growth leveled to its present range of approximately 34,000. This leveling off in growth is due in large part to the economic conditions of the oil industry in the early 1980s. Table II-1 shows the decennial population of Bartlesville from the time of its incorporation. As identified in this table, Bartlesville's growth has been consistent with population growth for Washington County.

TABLE II-1
HISTORICAL POPULATION GROWTH
BARTLESVILLE AND WASHINGTON COUNTY
1897 - 1996

| YEAR | CITY OF BARTLESVILLE POPULATION/% CHANGE | WASHINGTON COUNTY POPULATION/% CHANGE |
|------|---|--|
| 1897 | 500 | --- |
| 1900 | 698 39.6% | 12,813 0% |
| 1910 | 10,281 1372.9% | 28,484 122.3% |
| 1920 | 14,417 40.2% | 27,002 - 5.2% |
| 1930 | 14,870 3.1% | 27,777 2.9% |
| 1940 | 16,243 9.2% | 30,559 10.0% |
| 1950 | 19,228 18.4% | 32,880 7.6% |
| 1960 | 27,893 45.0% | 42,347 28.8% |
| 1970 | 29,683 6.4% | 42,303 -.1% |
| 1980 | 34,568 16.5% | 48,113 13.7% |
| 1990 | 34,256 -.9% | 48,066 -.1% |
| 1991 | 34,730 1.39% | 48,650 1.21% |
| 1992 | 34,490 -.69% | 48,310 -.69% |
| 1993 | 33,940 -1.59% | 47,580 -1.51% |
| 1994 | 33,860 -.23% | 47,500 -.16% |
| 1995 | 33,850 -.03% | 47,520 .04% |
| 1996 | 33,730 -.35% | 47,420 -.21% |

Source: U.S. Department of Commerce, Bureau of the Census

Compared to the State of Oklahoma, the City of Bartlesville has been growing at the same rate, sharply in the 1960 and 1970s but leveling off in the 1980s as shown in Table II-2.

TABLE II-2
POPULATION TRENDS BY DECADE 1960 - 1996
BARTLESVILLE, WASHINGTON COUNTY, STATE OF OKLAHOMA

| CITY OF BARTLESVILLE | 1960 | 1970 | 1980 | 1990 | 1996 |
|--|-----------|-----------|-----------|-----------|-----------|
| Population | 27,893 | 29,683 | 34,568 | 34,252 | 33,730 |
| Numerical change from preceding decade | -- | 1,790 | 4,885 | -316 | -522 |
| % change from preceding decade | -- | 6.4% | 16.5% | -.9% | -1.52% |
| Average household size | 3.07 | 2.83 | 2.47 | 2.41 | N/A |
| Washington County | 1960 | 1970 | 1980 | 1990 | 1996 |
| Population | 42,347 | 42,302 | 48,113 | 48,066 | 47,420 |
| Numerical change from preceding decade | -- | -45 | 5,811 | -47 | -646 |
| % change from preceding decade | -- | -.1% | 13.7% | -.1% | -1.34% |
| Average household size | 3.15 | 2.88 | 2.52 | 2.41 | N/A |
| State of Oklahoma | 1960 | 1970 | 1980 | 1990 | 1996 |
| Population | 2,328,284 | 2,559,229 | 3,025,290 | 3,145,585 | 3,295,300 |
| Numerical change from preceding decade | -- | 230,945 | 465,827 | 120,295 | 149,715 |
| % change from preceding decade | -- | 9.9% | 18.2% | 3.9% | 4.76% |
| Average household size | 3.08 | 2.90 | 2.62 | 2.53 | N/A |

Source: United States Department of Commerce, Bureau of Census

Race, Age, and Marital Characteristics

As shown in Table II-3, there has been little change in the racial composition of Bartlesville between 1970 and 1990. The racial composition of Bartlesville is predominantly white, although the minority population in Bartlesville has grown over the last twenty years. The population of Asian/Pacific Islander has increased almost 424% and the Native American Indians has increased almost 242%, while the black population has increased only 43%.

**TABLE II-3
POPULATION BY RACE FOR BARTLESVILLE
1970 - 1990**

| RACE | 1970 NUMBER/% OF POPULATION | 1980 NUMBER/% OF POPULATION | 1990 NUMBER/% OF POPULATION |
|------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| White | 28,100 94.7% | 31,658 91.6% | 30,341 88.6% |
| Black | 796 2.7% | 944 2.7% | 1,140 3.3% |
| American Indian | 638 2.1% | 1,542 4.5% | 2,180 6.4% |
| Asian/Pacific Islander | 73 .25% | 265 0.8% | 383 1.1% |
| Other | 76 .25% | 159 0.4% | 208 0.6% |

Source: United States Department of Commerce, Bureau of the Census

While the median age of Bartlesville is relatively young (see Table II-4), the increase in the elderly population between 1970 and 1990 has been phenomenal. The median age increased in both 1980 and 1990 over the 1970 level of 32.3. Bartlesville's population over age 65 has increased 89% in this twenty year period, while the population age 5 to 17 has decreased -15.8% over the same period and the population age 25-44 has increased only 30.5% over the same period. While the size of the population of Bartlesville remains relatively constant, the population is clearly growing older. During the 1990's, this increased elderly population was used to highlight Bartlesville as a retirement location. Therefore, it is anticipated that the size of the elderly population (over age 65) will substantially increase again in the 2000 Census.

**TABLE II-4
POPULATION BY AGE FOR BARTLESVILLE
1970 - 1990**

| AGE | 1970 NUMBER/% OF POPULATION | 1980 NUMBER/% OF POPULATION | 1990 NUMBER/% OF POPULATION |
|------------|-----------------------------------|-----------------------------------|-----------------------------------|
| Under 5 | 2,189 7.4% | 2,575 7.5% | 2,370 6.9% |
| 5-17 | 7,622 25.7% | 6,492 18.8% | 6,419 18.7% |
| 18-24 | 2,301 7.7% | 3,608 10.4% | 2,617 7.7% |
| 25-44 | 7,617 25.7% | 9,542 27.6% | 9,945 29.1% |
| 45-64 | 6,925 23.3% | 7,814 22.6% | 7,173 20.9% |
| Over 65 | 3,029 10.2% | 4,537 13.1% | 5,728 16.7% |
| TOTAL | 29,683 | 34,568 | 34,252 |
| Median Age | 32.3 | 33.1 | 36.6 |

Source: United States Department of Commerce, Bureau of the Census

Bartlesville has long been considered a family-oriented community. Based upon the 1990 Census, 85.4% of all family households are married-couple families, and of those, 42.9% have children under 18 years of age. Only 12.2% of all family households are single female householders, and of those 71.1% have children under 18 years of age. However, it is anticipated that this profile may change slightly with the 2000 Census based upon the nationwide increase in the divorce rate. In 1995, for every 7.5 marriages in Washington County, there were 5.5 divorces. This rise in the divorce rate is not unique to the Bartlesville/Washington County area as evidenced by the divorce rate for the State of Oklahoma which is 6.6 divorces for every 8.7 marriages.

ECONOMIC CHARACTERISTICS

The economic profile of the Bartlesville/Washington County area is influenced by the business establishments within the community as well as the economic status of its residents. Economic characteristics of a municipality provide indicators of the stability, well being, and growth potential of its area businesses, industries, and residential areas. These characteristics include household income data and poverty status, employment characteristics and labor force data, residential and commercial growth patterns, and financial data of the City, reflecting revenue and expenditures. Examining these characteristics of the community will provide an overview of the economic health and future economic growth trends of the Bartlesville Metropolitan Area.

Household Incomes

The median household income for Bartlesville has continued to exceed that of the County and the State, as Table II-5 indicates. The median household income for Bartlesville in 1979 was \$20,321, and rose 49.4% during the 10 year period to \$30,366 in 1989. The 1989 median incomes for Washington County and the State of Oklahoma are \$28,857 and \$23,577 respectively. According to the 1990 Census, over 31% of households in Bartlesville earned between \$35,000 and \$75,000 with over 11% of households earning \$75,000 or more. In 1995, per capita income for Washington County was ranked in the highest quintile division (\$16,838 to 24,251) of the State of Oklahoma along with 15 other counties, including counties in the Panhandle and the MSAs (metropolitan statistical areas) of Tulsa, Enid, Lawton, and Oklahoma City.

Table II-6 identifies household income in Bartlesville by the age of the householder. Regarding poverty level, Table II-7 illustrates that the percentage of persons below the poverty level in Bartlesville (11.1%) and Washington County (10.9%) remains below that of the State of Oklahoma (16.7%). According to these statistics from the 1990 Census, residents of Bartlesville and Washington County enjoy a better financial condition than many residents in the surrounding area and throughout the State of Oklahoma. However, there are some indicators during the 1990's, including a rise in the number of school age children who receive free or reduced school lunches, and an increase in the number of persons receiving food stamps or other public assistance in Washington County, that may cause this household income profile to change slightly in the 2000 Census.

TABLE II-5
INCOME BY HOUSEHOLDS IN 1989 FOR BARTLESVILLE,
WASHINGTON COUNTY, AND THE STATE OF OKLAHOMA
(Percent of Total Households)

| HOUSEHOLD INCOME | BARTLESVILLE | WASHINGTON COUNTY | STATE OF OKLAHOMA |
|---------------------|--------------|-------------------|-------------------|
| > \$15,000 | 23.1% | 24.6% | 32.0% |
| \$15,000 - \$24,999 | 18.7% | 19.2% | 20.5% |
| \$25,000 - \$34,999 | 15.6% | 15.9% | 16.4% |
| \$35,000 - \$49,999 | 15.2% | 14.9% | 15.5% |
| \$50,000 - \$74,999 | 16.1% | 14.9% | 10.6% |
| \$75,000 and up | 11.3% | 9.6% | 5.0% |
| Median | \$30,366 | \$28,857 | \$23,577 |
| Total Households | 14,013 | 23,636 | 1,206,135 |

Source: United States Department of Commerce, Bureau of the Census

TABLE II-6
AGE OF HOUSEHOLDER BY HOUSEHOLD INCOME
BARTLESVILLE - 1990

| HOUSEHOLD INCOME | UNDER 25 YRS | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | 65 - 74 | 75 + |
|---------------------|-----------------|---------|---------|---------|---------|---------|------|
| Less than \$15,000 | 361 | 558 | 276 | 568 | 329 | 560 | 854 |
| \$15,000 - \$24,999 | 219 | 553 | 400 | 289 | 392 | 438 | 324 |
| \$25,000 - \$34,999 | 111 | 631 | 398 | 301 | 297 | 308 | 138 |
| \$35,000 - \$49,999 | 34 | 542 | 452 | 359 | 283 | 273 | 188 |
| \$50,000 - \$74,999 | 0 | 317 | 732 | 486 | 350 | 289 | 83 |
| \$75,000 - \$99,999 | 0 | 54 | 248 | 317 | 140 | 134 | 26 |
| \$100,000 or more | 0 | 18 | 68 | 254 | 163 | 112 | 46 |

Source: United States Department of Commerce, Bureau of the Census

TABLE II-7
PERSONS BELOW POVERTY LEVEL BY PERCENT IN 1989
FOR BARTLESVILLE, WASHINGTON COUNTY, AND STATE OF OKLAHOMA

| | CITY OF BARTLESVILLE | WASHINGTON COUNTY | STATE OF OKLAHOMA |
|--------------------------|-------------------------|----------------------|----------------------|
| All Persons | 11.1% | 10.9% | 16.7% |
| Children under 18 years | 15.6% | 14.4% | 21.4% |
| Persons 65 years & older | 9.8% | 11.2% | 17.9% |

Source: United States Department of Commerce, Bureau of the Census

Employment Characteristics

Historically, Bartlesville was built from the oil industry. Since the early part of this century, the City has been the home of one of the largest oil companies in the world, Phillips Petroleum Company, and more recently, home to the largest submergible pump supplier in the world, Reda. The oil industry has brought many companies, jobs, and revenue to the city over the past century and it is no surprise that it is still the largest employer in the community today. However, while the oil industry has been the major employer in the community, the size of the oil industry employment base has decreased significantly through the years due to market fluctuations in the oil business.

Table II-8 identifies historical labor force trends for Washington County from 1985 to 1994. As shown, unemployment has fluctuated significantly over this ten year period from a high of 7.4% to a low of 3.3%. As shown in this table, the unemployment rate has risen over 36% while the labor force has decreased by almost 25%. This is due largely in part to significant lay-offs by the community's largest employers, including Phillips Petroleum Company, Reda, and Zinc Corporation of America. Table II-9 provides an estimate of the number of people employed and the annual payroll by industry for Washington County in 1991. As shown in this table, the mining industry employs the largest number of people and accounts for the largest annual payroll in Washington County. Table II-10 supports this data and provides a break down of the largest employers in Bartlesville as of March, 1998. However, with changes in the industry in late 1998, it is expected that the employment level in the mining industry will decrease in 1999.

TABLE II-8
WASHINGTON COUNTY HISTORICAL LABOR FORCE TRENDS
1988 - 1997

| YEAR | LABOR FORCE | UNEMPLOYMENT | UNEMPLOYMENT RATE | EMPLOYMENT |
|------|-------------|--------------|-------------------|------------|
| 1988 | 23,280 | 1,220 | 5.2% | 22,060 |
| 1989 | 22,530 | 920 | 4.1% | 21,610 |
| 1990 | 23,040 | 760 | 3.2% | 22,280 |
| 1991 | 22,270 | 910 | 4.0% | 21,360 |
| 1992 | 22,150 | 1,400 | 6.3% | 20,750 |
| 1993 | 20,460 | 1,420 | 7.0% | 19,060 |
| 1994 | 20,000 | 1,290 | 6.4% | 18,710 |
| 1995 | 19,490 | 1,080 | 5.5% | 18,410 |
| 1996 | 18,850 | 770 | 4.1% | 18,080 |
| 1997 | 20,970 | 810 | 3.8% | 20,170 |

Source: Oklahoma Department of Employment Security

TABLE 11-9
NUMBER OF PEOPLE EMPLOYED AND ANNUAL PAYROLL BY INDUSTRY
1991 - WASHINGTON COUNTY

| INDUSTRY | NO. OF PEOPLE EMPLOYED | ANNUAL PAYROLL |
|-------------------------------------|------------------------|--------------------------|
| Agriculture | 104 | \$1,113,000 |
| Mining | 4,991 | \$191,019,075 (estimate) |
| Construction | 495 | \$9,985,000 |
| Manufacturing | 3,095 | \$116,193,000 |
| Public Utility | 495 | \$17,618,000 |
| Trade | 4,373 (estimate) | \$82,882,925 (estimate) |
| Finance, Insurance, and Real Estate | 889 | \$19,206,000 |
| Services | 4,570 | \$83,521,000 |
| Unclassified | 42 (estimate) | \$1,113,000 (estimate) |
| TOTAL | 18,272 | \$522,651,000 |

Source: Oklahoma Employment Securities Commission

**TABLE II-10
LARGEST EMPLOYERS
CITY OF BARTLESVILLE
MARCH, 1998**

| COMPANY | EMPLOYEES |
|--|---------------|
| Phillips Petroleum Company | 3,204 |
| Bartlesville Independent School District | 825 |
| Jane Phillips Medical Center | 800 |
| REDA, A Camco Company | Not Available |
| Applied Automation | 288 |
| City of Bartlesville | 350 |
| BDM-Oklahoma/BDM Petroleum | 200 |
| Central States Business Forms | 219 |
| Superior Manufacturing and Welding, Inc. | 146 |
| On-Line Communications | 133 |
| BlueStem Clinic | 130 |
| County of Washington | 128 |
| Service and Technology Corporation | 120 |
| WalMart Travel & Claims Office | 113 |
| Oilfield Pipe and Supply | 105 |
| Bartlesville Wesleyan College | 94 |
| Zinc Corporation of America | 62 |
| United Linen | 54 |

Source: Bartlesville Chamber of Commerce, March 1998

Business Analysis

While the City of Bartlesville has historically had periods of tremendous growth, building activity has slowed since the mid-1980s. As shown in Table II-11, 1981 had the highest number of permits issued for new construction of single-family residential units (351 permits). Since that time, residential construction activity has steadily declined with some modest growth fluctuations. In 1997, 56 permits were issued for new residential construction and 27 new commercial units. However, while the number of permits has fluctuated through the years, the average valuation of a new single-family residential unit has remained relatively high. Given the differential of the value of the dollar, the average valuation of a new house built in 1997, which was \$161,687, is comparable to the average value of a home built in 1981 at the peak of construction, which was \$92,587.

TABLE II-11
NUMBER OF PERMITS ISSUED AND VALUE
RESIDENTIAL AND COMMERCIAL UNITS
1980 - 1997

| YEAR | NEW SINGLE-FAMILY RESIDENTIAL | VALUATION | NEW COMMERCIAL | VALUATION |
|------|-------------------------------------|--------------|-------------------|--------------|
| 1978 | 317 | \$17,288,160 | 30 | \$ 1,679,000 |
| 1979 | 266 | \$20,522,250 | 30 | \$5,099,700 |
| 1980 | 283 | \$23,549,600 | 12 | \$ 719,200 |
| 1981 | 351 | \$32,498,200 | 18 | \$17,009,668 |
| 1982 | 135 | \$12,444,260 | 32 | \$ 5,437,521 |
| 1983 | 165 | \$17,117,900 | 29 | \$10,066,300 |
| 1984 | 46 | \$ 5,454,500 | 89 | \$64,374,569 |
| 1985 | 32 | \$ 3,823,500 | 16 | \$ 2,624,400 |
| 1986 | 15 | \$ 2,741,000 | 17 | \$ 3,499,500 |
| 1987 | 38 | \$ 6,371,300 | 20 | \$ 2,097,078 |
| 1988 | 37 | \$ 6,324,500 | 8 | \$ 568,000 |
| 1989 | 85 | \$15,495,400 | 9 | \$ 6,263,535 |
| 1990 | 82 | \$13,241,470 | 7 | \$ 947,000 |
| 1991 | 67 | \$11,541,350 | 12 | \$ 5,592,000 |
| 1992 | 16 | \$ 2,703,000 | 8 | \$ 1,801,000 |
| 1993 | 38 | \$ 6,427,000 | 10 | \$ 6,831,325 |
| 1994 | 35 | \$ 5,122,418 | 21 | \$ 7,107,991 |
| 1995 | 45 | \$ 9,219,650 | 42 | \$ 6,309,398 |
| 1996 | 27 | \$6,345,643 | 12 | \$6,998,000 |
| 1997 | 56 | \$ 9,054,450 | 27 | \$11,213,332 |

Source: City of Bartlesville, Planning and Community Development Department

New construction activity has generated additional revenue for Bartlesville. However, along with growth comes an increase in demand for services, which produces an increase in expenditures. Table II-12 is a list of revenues and expenditures for the City of Bartlesville General Fund for the past eight fiscal years.

**TABLE II-12
GENERAL FUND REVENUES
AND EXPENDITURES
FY 1990-1991 TO FY 1997-1998**

| YEAR | REVENUES | EXPENDITURES |
|--------------|--------------|--------------|
| FY 1990-1991 | \$14,397,848 | \$12,731,319 |
| FY 1991-1992 | \$14,666,395 | \$13,440,359 |
| FY 1992-1993 | \$13,937,722 | \$13,056,793 |
| FY 1993-1994 | \$13,571,025 | \$12,758,079 |
| FY 1994-1995 | \$14,417,603 | \$13,035,229 |
| FY 1995-1996 | \$14,524,611 | \$13,989,670 |
| FY 1996-1997 | \$15,076,626 | \$14,671,380 |
| FY 1997-1998 | \$15,541,030 | \$15,611,527 |

Source: City of Bartlesville Adopted Budgets

Similarly, the growth of businesses in Bartlesville has risen only slightly over the past four years as verified by the issuance of business addresses. Table II-13 shows the total number of business addresses operating annually in the Bartlesville area from 1992 to 1995. During this four-year period, business growth rose only 1.7%. However, what is likely missing from this data is the number of home occupations which exist in Bartlesville. Because many of these home businesses do not maintain an address as a "business" listing, the post office would not recognize these as business addresses. Based upon City of Bartlesville records approximately 75 to 100 home occupation permits are issued each fiscal year.

**TABLE II-13
BUSINESS ADDRESSES
1992 - 1995**

| YEAR | TOTAL BUSINESS ADDRESSES |
|------|--------------------------|
| 1992 | 1,989 |
| 1993 | 2,013 |
| 1994 | 2,026 |
| 1995 | 2,023 |

Source: United States Postal Service, Bartlesville, OK

LAND USE PATTERNS

Land use patterns are the result of many interacting variables between the landscape and the people who inhabit it. As discussed earlier, topographical conditions, soil associations, and climatic conditions are characteristics which are physical determinants to land development patterns. Such factors affect general development layout and location requirements. The most obvious physical determinant in the landscape is topography. As one looks at developments in hilly areas, winding, curvilinear street patterns are the result of adaptation to grade constraints. However, many land uses are simply not feasible or practical in areas such as these.

Equally important in shaping land use patterns are the many social and cultural traits predominant in a particular population. For example, the old Roman Boulevards were wide and oriented to the four geographic directions, thus giving cities a gridiron pattern resembling a checkerboard. This practice was intended for easy mobilization and parade of troops. Modern cities in American culture still utilize this practice, but with different motives. Present day motives are easy access for the automobile.

It is the network of street and circulation paths that shape urban form and, in turn, affect large-scale land use patterns of cities. Streets and pathways are the arteries, the lifelines, which connect the major functional components of land use. Basically, the principle functional components of a city include 1) living areas, 2) working areas, 3) recreational areas, and 4) natural and vacant areas.

The extent of access to these components in general, and to each other, gives each parcel of land an economic value. These location considerations and other determinants such as availability of water, sewer, and other utility services influence private decisions. These determinants tie into a larger scale of analysis including culturally accepted norms and standards of the population and the form of government they adopt. Land use development patterns can then be described as the culmination of private decisions affected by physical and economic constraints that are in harmony with governmental and cultural norms and standards.

Significance of Land Use Studies

Land use relationships are very important to comprehensive planning. The primary goal is to plan for the optimal use of land, while providing a healthy and aesthetically pleasing environment with maximum land use compatibility.

The purpose of land use studies is to provide data showing the type and extent of existing urban activities, and their relationship to one another. This data is useful in understanding any established past and present trends that derive from these relationships. By studying these, projections and plans for future needs are simplified.

There are two major areas of concern where land use studies are very beneficial in long-range comprehensive planning. The first deals with land owned and occupied by private entities. Land use data is vital in forecasting overall spatial needs for residential, commercial, and industrial use in order for a community to be an economically sound and viable entity. Each city is unique in that respect because some purposes require higher proportions of land. Once desired space needs within the major land use categories are determined, the direction of future development can proceed.

The second area where land use studies are beneficial involves land owned by the public sector. These lands contain various community facilities that are vital in servicing the needs of the public. Municipal facilities such as water and sewage treatment plants, parks, governmental offices, etc., all require substantial amounts of land. As communities grow in population, the demand for these services increases. Thus, land use data is needed to identify land-space requirements for future public facilities.

After both public and private land use needs are determined, provisions for their development can be addressed. The standards for such development are an integral part of the Land Use Plan as discussed in detail in Part V. However, guidance alone is not enough; therefore, cities have sought implementation tools through the use of legislative action. Such tools help to ensure that the health, safety, and welfare needs of the community are met. Zoning is one such tool utilized in the Bartlesville Metropolitan Area to assure compatibility between land uses and adequate provision for future needs.

Method of Land Use Study in Bartlesville

An inventory of exiting land use within the city limits of Bartlesville was conducted using existing land use records and land use coding designations on the Washington County Tax Records. The information gathered in this survey was cross-checked utilizing aerial photographs and existing City base maps. Once the City's geographic information system is completed, this information will be updated to ensure the accuracy of the data. Additionally, continual review of this data will occur with the addition of new development on previously vacant sites and with changes of uses in existing areas of development. This will lend greater insight into the Plan's efficiency in fulfilling the goals it has set forth, and indicate areas in which development goals may require amendment.

Generalized Land Uses

For the purpose of analysis and projection, land uses have been classified into six general categories: residential, commercial, industrial, public/quasi-public, transportation, and vacant or undeveloped. The following discussion provides a brief account of the composition, characteristics, and extent of each land use within the 21.2 square miles of the City of Bartlesville. Table II-14 summarizes this existing land use data while Map II-5 graphically depicts the existing land use pattern for the city limits.

**TABLE II-14
EXISTING LAND USES
CITY OF BARTLESVILLE
SEPTEMBER 1997**

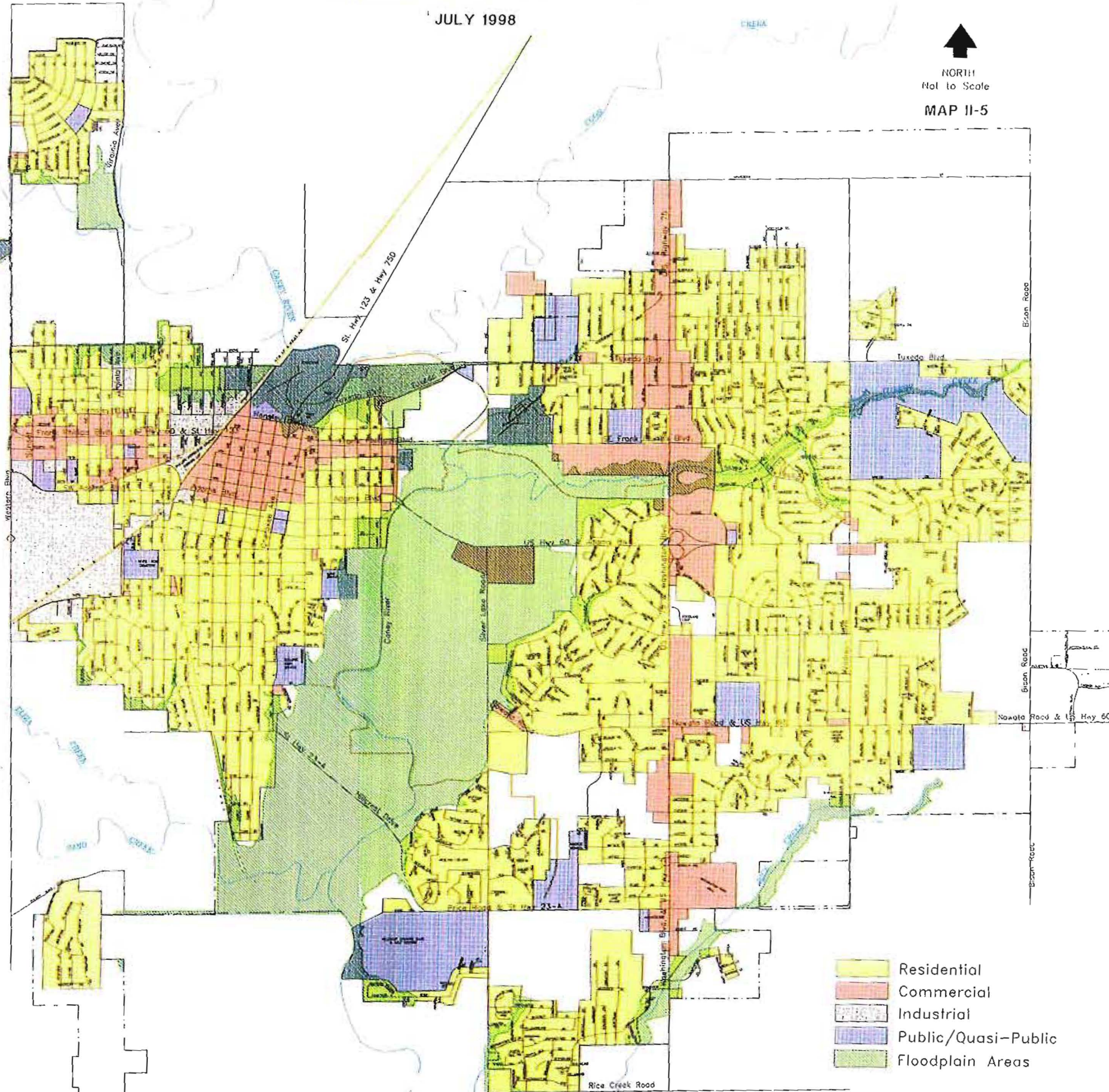
| LAND USE TYPE | PERCENT OF TOTAL LAND AREA |
|---------------------|----------------------------|
| Residential | 35.6% |
| Commercial | 6.5% |
| Industrial | 3.7% |
| Transportation | 19.0% |
| Public/Quasi-Public | 10.4% |
| Undeveloped | 24.8% |

Source: City of Bartlesville Planning and Engineering Departments

Generalized Existing Land Use Map

JULY 1998

NORTH
Not to Scale
MAP II-5



Residential Uses

Residential uses of land comprise approximately 35.6% of the total land area and 47.4% of the total developed land area in the City of Bartlesville, thus making it the largest major land use category. Included in this category are single family (which included single family detached and two family units), multiple family (included structures with three or more units), and mobile home parks. Acreage amounts include the entire lot where the residences are located, including yards, easements, and common private open space.

By far, the most prominent form of housing in the City of Bartlesville is the single-family residence. Based on the existing land use survey, 95.5% of all residential properties were developed with single-family or duplex dwellings (this includes condominium development), 3.2% was devoted to multi-family dwellings, and 1.3% was developed as mobile home parks.

Commercial Uses

Commercial land uses within the city limits of Bartlesville comprise approximately 6.5% of the total land area. Although this seems like a fairly small percentage, commercial uses are, by far, the most visible in the urban landscape due to their location along the major street system.

All types of wholesale, retail, office, professional, and non-professional services are included in this classification. Acreage amounts include the entire lot, whether wholly or partially developed, where a commercial establishment is located.

As the population in Bartlesville increased, so did the amount of commercial land area. Commercial development has grown along with the City by expanding along the major transportation corridors. The most heavily developed commercial properties are located along U.S. Highway 75 or Washington Boulevard where approximately 75% of this frontage is zoned for commercial development.

Industrial Uses

Industrial land use in the Bartlesville city limits represents approximately 3.7% of the total land area. Industrial uses in Bartlesville include manufacturing of durable and non-durable items, research and development, and storage. While the majority of the industrially zoned land is located on the west side of Bartlesville, new industrial development is focused toward the Bartlesville Industrial Park comprising 160 acres, the Washington County Industrial Park comprising approximately 90 acres, and the Bartlesville Municipal Airport comprising approximately 430 acres. Tremendous potential lies in the continued development of these areas for added industrial growth in the metropolitan area.

Transportation Uses

Included in this category of land is the total land area occupied by dedicated street and railroad rights-of-way. The area within any right-of-way serves a number of purposes for use by the general public. Typically, a street right-of-way will contain the actual paved street surface for vehicular use, sidewalks for pedestrian use, public water mains for private property owners, and storm sewers to transfer rain water into the drainage system. Rights-of-way can also contain provisions for accommodating other modes of transportation such as bicycle, jogging, and walking paths. Further, as residential development continues

throughout the planning area, the land use devoted to transportation acreage will increase primarily because of the construction of new minor streets. All together, approximately 19% of the city limits are devoted to street and railroad right-of-way usage.

Public/Quasi-Public Uses

Public land uses include all community service buildings and their surrounding land area, parks, recreational land, educational facilities, and publicly owned cultural and civic facilities.

Quasi-public uses are those that are open to the public but normally consist of a limited membership or clientele. They are privately owned and operated, and include such uses as churches, hospitals, private non-profit institutions, and fraternal organizations. Public/quasi-public land uses account for 10.4% of all land area within the City of Bartlesville.

Undeveloped Land Uses

There is a large amount of undeveloped land within the City of Bartlesville due to the acreage included in the Caney River floodway/floodplain. The majority of this land is zoned agricultural. Undeveloped or vacant land accounts for approximately 25% of all land area within the city limits. While the floodplain will prevent approximately 60% of this land from being developed, significant acreage of undeveloped land is available lying adjacent to the Bartlesville city limits within the three-mile area of the Bartlesville Metropolitan Area. It is estimated that approximately 65 to 70% of this 67.8 square mile area have the potential to be developed in the future. It is for this reason that the three-mile area lying adjacent to the Bartlesville city limits is included in this metropolitan area and is analyzed in this Comprehensive Land Use Plan.

Land Use Summary

The total land area within the Bartlesville Metropolitan Area consists of 89 square miles: 21.2 within the Bartlesville city limits, and 67.8 square miles within the three-mile area of Washington County. Approximately 75% of the land area within the city limits have been developed. Approximately 15% of the undeveloped land area within the city limits are hampered by the Caney River floodplain. This leaves approximately 10% of land area within the city limits undeveloped and suitable for development. For the purposes of this study, undeveloped land does not necessarily mean that the land is not being utilized. Much vacant land, while not having been developed, is being used as agricultural cropland.

It is fortunate that the Bartlesville Metropolitan Area is not seriously inhibited in its future growth pattern by any adjacent municipalities or jurisdictional boundaries. While the Bartlesville city limits abut the City of Dewey to the north and Osage County on the west, opportunities for growth and long-range annexation are generally unrestricted to the south and east. Nonetheless, it is important that future growth of the City of Bartlesville be directed toward efficient utilization of available land and redevelopment of older areas of the City. Adherence to this policy will assist in alleviating metropolitan sprawl and the resultant impractical demand on the provision of public services.

HOUSING CHARACTERISTICS

The majority of the developed land in a community is generally residential. In addition to occupying a large percentage of the developed land, housing has a tremendous impact on all other land uses. The following analysis will examine the housing characteristics of owner and renter occupancy, vacancy, age, values and conditions.

Tenure

The majority of housing in Bartlesville and Washington County, according to the 1990 census, was owner occupied. This percentage, shown in Table II-15, has remained relatively stable through the years and is higher than many other Oklahoma cities and the State of Oklahoma.

**TABLE II-15
HOUSING CHARACTERISTICS
1990**

| | TOTAL HOUSING UNITS | % VACANT | % OWNER-OCCUPIED | % RENTER-OCCUPIED |
|----------------------|---------------------------|----------|------------------|-------------------|
| Bartlesville | 15,906 | 11.9 | 62.9 | 25.2 |
| Washington County | 21,707 | 11.4 | 66.0 | 22.6 |
| Ponca City | 12,294 | 12.7 | 61.1 | 26.2 |
| Stillwater | 15,771 | 10.1 | 35.7 | 54.2 |
| Enid | 21,673 | 16.0 | 55.1 | 28.9 |
| Muskogee | 17,674 | 14.7 | 54.4 | 30.9 |
| State of Oklahoma | 1,406,499 | 14.2 | 58.4 | 27.4 |

Source: United States Department of Commerce, Bureau of Census

Vacant Housing

The 1990 Census reported Bartlesville to have a vacancy rate of 11.9% compared to 11.4% for Washington County and 14.2% for the State of Oklahoma. The percent of total units vacant, also shown in Table II-16, changed from 7.0% in 1980 to 11.9% in 1990. The vacancy rate increased almost 5% during this 10-year period while the number of total housing units increased by only approximately 7% and the population decreased by .9% during this same time frame. While this vacancy rate seems high, it seems to be consistent with vacancy rates in other Oklahoma cities and the State of Oklahoma as shown in Table II-15.

TABLE II-16
PERCENT OF VACANT HOUSING UNITS
BARTLESVILLE
1980 - 1990

| | 1980 | 1990 |
|---------------------|--------|--------|
| Total Housing Units | 14,812 | 15,906 |
| Total Occupied | 13,766 | 14,011 |
| Percent Occupied | 92.9 | 88.1 |
| Total Vacant | 1,035 | 1,895 |
| Percent Vacant | 7.0 | 11.9 |
| Total Seasonal | 11 | 40 |
| Percent Seasonal | .1 | .2 |

Source: United States Department of Commerce, Bureau of Census

Age of Housing

According to the 1990 Census, the majority of all housing units in Bartlesville were built after 1960 with 15.2% of all units constructed after 1980. As shown in Table II-17, new housing construction was very active during the 1970s and the early 1980s. This trend parallels the growth of Bartlesville which began to stagnate in the mid 1980s due to plummeting oil and gas prices.

TABLE II-17
YEAR ROUND HOUSING UNITS
BY TENURE AND OCCUPANCY STATUS
BY YEAR STRUCTURE BUILT

| YEAR BUILT | HOUSING UNITS | VACANT | OWNER-OCCUPIED | RENTER-OCCUPIED |
|-----------------|---------------|--------------|----------------|-----------------|
| 1989 to 1990 | 80 | 16 | 64 | 0 |
| 1985 to 1988 | 377 | 25 | 192 | 160 |
| 1980 to 1984 | 1,967 | 176 | 1,116 | 675 |
| 1970 to 1979 | 3,264 | 311 | 2,111 | 842 |
| 1960 to 1969 | 2,844 | 209 | 1,974 | 661 |
| 1950 to 1959 | 3,532 | 405 | 2,380 | 747 |
| 1940 to 1949 | 1,734 | 260 | 959 | 515 |
| 1939 or earlier | 2,108 | 493 | 1,210 | 405 |
| TOTAL | 15,906 | 1,895 | 10,006 | 4,005 |

Source: United States Department of Commerce, Bureau of Census

Median Value of Housing Units

The median value for specified owner-occupied housing units in Bartlesville, according to the 1990 Census, was \$55,300, an increase of 27.7% from the 1980 Census figure of \$43,300. Similarly, the median contract rent for specified renter-occupied housing units in Bartlesville in 1990 was \$273, an increase of 53.4% from the 1980 rent of \$178. As shown in Tables II-18 and II-19, these figures and increases appear to be consistent with other Oklahoma cities and the State of Oklahoma.

TABLE II-18
MEDIAN VALUE OF SPECIFIED
OWNER-OCCUPIED HOUSING UNITS
1980 - 1990

| | 1980 | 1990 | % CHANGE |
|-------------------|----------|----------|----------|
| Bartlesville | \$43,300 | \$55,300 | 27.7% |
| Washington County | \$40,200 | \$51,900 | 29.1% |
| Ponca City | \$37,700 | \$48,600 | 28.9% |
| Stillwater | \$47,500 | \$64,900 | 36.6% |
| Enid | \$39,800 | \$38,400 | -3.5% |
| Muskogee | \$27,400 | \$40,300 | 47.1% |
| State of Oklahoma | \$35,600 | \$48,100 | 35.1% |

Source: United States Department of Commerce, Bureau of Census

While inflation is a factor in these rising median values, another factor in the high median value of housing units in Bartlesville is likely a result of the elevated median family income of the community. Related to the elevated income levels, new single-family residential construction during the last 20 years has occurred in upper-end housing and families moving up to larger homes rather than middle-end or starter housing units.

TABLE II-19
MEDIAN CONTRACT RENT
FOR SPECIFIED RENTER-OCCUPIED HOUSING UNITS
1980 - 1990

| | 1980 | 1990 | % CHANGE |
|-------------------|-------|-------|----------|
| Bartlesville | \$178 | \$273 | 53.4% |
| Washington County | \$170 | \$263 | 54.7% |
| Ponca City | \$163 | \$261 | 60.1% |
| Stillwater | \$186 | \$312 | 67.7% |
| Enid | \$181 | \$243 | 34.3% |
| Muskogee | \$131 | \$229 | 74.8% |
| State of Oklahoma | \$164 | \$259 | 57.9% |

Source: United States Department of Commerce, Bureau of Census

Housing has long been recognized as a significant element for attention in community development. The nation's overall goal was clearly stated in the 1949 Housing Act, which was designed to provide "a decent home and a suitable living environment for every American family." This statement of national purpose can be implemented only within a local community environment, however, and the analysis and planning for housing pursuant to this national goal should be an important component of the local comprehensive planning process.

What constitutes the "housing element" is not fully defined or agreed upon by housing authorities. Problems of definition relate to the fact that social and perceived cultural values are often more significant than structural quality and economic cost. Home ownership in the United States has special status and in most communities the single-family dwelling is viewed as more desirable than an apartment.

The American Public Health Association (APHA), which has been involved in housing research for several decades, includes both physical and social factors in the discussion of housing concepts. The APHA Committee on Hygiene of Housing has stated that the

... housing environment comprises that area which embraces all the public facilities and conditions required by the average family for its comfort and proper development within the vicinity of the dwelling. Standards for housing environment must deal at least with the smallest geographic unit which includes those basic facilities and conditions: a unit which will permit organization of physical surroundings to eliminate inconveniences and hazards; and which will provide a physical form suitable for the full development of community life. (American Public Health Association, Committee on the Hygiene of Housing, Planning the Neighborhood; Chicago: Public Administration Service, 1960, pg. 1.)

The social and economic problems of housing are not unique to any community. They can be found in most large and small communities throughout the United States, including the City of Bartlesville. While their solutions cannot be developed fully in this Comprehensive Land Use Plan, the social implications of housing can be reflected in land use and neighborhood design policies and in density policies set forth herein and implemented through zoning and subdivision regulations. The socio-economic population mix can be radically influenced and controlled by the lot size requirements and the size and cost of dwelling units available to citizens. Many suburban communities have effectively excluded large population segments by establishing standards that provide lots sizes and housing units that only upper middle income groups could afford. While "snob zoning" cannot be socially justified in a democracy and has had difficulty in receiving legal sanction in the United States, the fact remains that housing of adequate quality to provide a healthful physical and psychological living environment is costly. Lower income groups cannot afford it unless some type of income or housing subsidy is provided.

Density Patterns

The density of existing residential areas within the City of Bartlesville was analyzed both in terms of persons per square mile and number of dwelling units per square mile. Data used in this analysis was obtained from the 1990 Census for each of the twelve census tracts contained within the City of Bartlesville. This analysis was then further categorized as West Bartlesville and East Bartlesville with the Caney River serving as the dividing line. This was done so for comparative purposes due to the fact that the Caney River has played a key role in the development history of Bartlesville and the growth of the metropolitan area. Census tracts 1, 2, 3, 8, 9, and 12 shown in Map II-6 are included as West Bartlesville

▲ PUBLIC RESTROOMS

★ WATER FOUNTAINS

PARKS

while Census Tracts 4, 5, 6, and 7 are included as East Bartlesville. It should be noted that multi-family residential uses and mobile home parks were included in this evaluation of community density patterns.

As shown in Table II-20, residential densities are higher in the older residential areas of Bartlesville lying west of the Caney River with densities averaging 3.23 units per acre (of residentially developed land) and an average lot size of one-fifth acre (8,000 square foot). Further, this area contains the greatest number of rental units. However, while West Bartlesville contains the largest number of minority and low-income households, East Bartlesville provides the largest share of subsidized rental units and special-needs residential facilities. Density patterns decrease in East Bartlesville where new residential development has occurred since the 1950s. Even with the inclusion of multi-family uses, the density pattern of the residential area lying east of the Caney River is 2.14 units/acre (of residentially developed land), approximately 1.09% less than that of the residential areas lying west of the Caney River. The average lot size in East Bartlesville is one-third acre (15,000 square foot).

**TABLE II-20
HOUSING PATTERNS
WEST AND EAST BARTLESVILLE
1990 CENSUS DATA**

| | WEST BARTLESVILLE (CENSUS TRACTS 1, 2, 3, 8, 9, 12) | EAST BARTLESVILLE (CENSUS TRACTS 4, 5, 6, 7, 11) |
|--------------------------------------|--|---|
| Total population | 12,652 | 21,600 |
| % Minority | 19.7% | 9.3% |
| % Elderly | 17.1% | 16.5% |
| % Households Below Poverty | 15.9% | 6.3% |
| Total Housing Units | 6,712 | 9,185 |
| % Owner-occupied | 50.0% | 72.1% |
| % Rental Units | 29.8% | 21.8% |
| Total Rental Units | 2,000 | 2,005 |
| No. of Subsidized Units | 227 | 311 |
| % Subsidized Units | 11.4% | 15.5% |
| Est. Residentially-Developed Acreage | 2,081 | 4,290 |
| Density: Persons per acre | 6.08 | 5.03 |
| Density: Units per acre | 3.23 | 2.14 |

Source: United States Department of Commerce, Bureau of Census; City of Bartlesville Planning and Community Development Department

Table II-21 identifies densities of specific single-family residential subdivisions based upon the average lot size for selected residential areas in both West and East Bartlesville. As shown in this table, those residential subdivisions that are located on the west side of Bartlesville are more densely populated than those that are located on the east side of Bartlesville.

**TABLE II-21
DENSITY OF SELECTED RESIDENTIAL SUBDIVISIONS
CITY OF BARTLESVILLE**

| SUBDIVISION | AVERAGE LOT SIZE (SQ. FT.) | DENSITY (UNITS/ACRE) |
|--------------------------|-----------------------------------|-----------------------------|
| West Bartlesville | | |
| Oak Park Village | 7,500 | 5.8 |
| Overlee's Addition | 6,250 | 7.0 |
| Armstrong's Addition | 7,000 | 6.2 |
| Grandview Addition | 7,650 | 5.7 |
| Cherokee Hills Addition | 12,500 | 3.5 |
| East Bartlesville | | |
| Pennington Hills | 6,750 | 6.4 |
| Woodland Park | 15,000 | 2.9 |
| East Park Addition | 8,640 | 5.0 |
| Rolling Meadows | 11,000 | 4.0 |
| Colonial Estates | 13,800 | 3.2 |

Source: City of Bartlesville Planning and Community Development Department

Affordability of Existing Housing

While it is difficult to fully analyze the availability of affordable housing in the Bartlesville Metropolitan Area in this Comprehensive Land Use Plan, the statistics obtained from the 1990 Census as shown in Table II-22 provide some indication. This table shows specified occupied housing units by tenure (both owner and renter occupied) by household income in 1989 by monthly owner costs or gross rent as a percentage of income. These costs include monthly house or rent payment, real estate taxes, property insurance, utilities and fuels. Using the assumption that a family's annual housing expenditures should not exceed 30% of their annual income, this table shows that 44% of all households with annual incomes of less than \$20,000 (this being 65% of the median household income of \$30,366) spend 30% or more of their income each month on housing. As shown in this table, as income increases, only 3.3% of households with incomes of \$20,000 or more spend 30% or more of their income each month on housing.

TABLE II-22
SPECIFIED OCCUPIED HOUSING UNITS BY HOUSEHOLD INCOME
BY MONTHLY OWNER COSTS OR GROSS RENT AS A PERCENTAGE OF INCOME
CITY OF BARTLESVILLE
1990

| | < \$10,000 | \$10,000-\$19,999 | \$20,000-\$34,999 | \$35,000-\$49,999 | > \$50,000 |
|----------------|------------|-------------------|-------------------|-------------------|------------|
| Renter: | | | | | |
| < 20% | 29 | 139 | 640 | 303 | 209 |
| 20 - 24% | 50 | 236 | 256 | 27 | 5 |
| 25 - 29% | 113 | 274 | 274 | 17 | 0 |
| 30 - 34% | 76 | 163 | 163 | 0 | 0 |
| > 35% | 769 | 193 | 193 | 0 | 0 |
| Not computed | 123 | 55 | 55 | 16 | 4 |
| Owner: | | | | | |
| < 20% | 220 | 884 | 1,438 | 1,242 | 2,957 |
| 20 - 24% | 63 | 101 | 261 | 234 | 255 |
| 25 - 29% | 79 | 114 | 250 | 98 | 109 |
| 30 - 34% | 44 | 87 | 106 | 14 | 14 |
| > 35% | 428 | 210 | 47 | 14 | 23 |
| Not computed | 26 | 0 | 0 | 0 | 0 |

Source: United States Department of Commerce, Bureau of Census

TRANSPORTATION PATTERNS

An efficient transportation system is crucial to the economic and social well being of a community. It is the circulatory system that brings people, products, and services into the community and allows them to move from one activity to another. To that end, land use planning and transportation planning are interrelated. While the location, type, and density of land use play an important role in determining traffic flow and volumes, it is also true that the road network and availability of transit affect future land use decisions.

This section will look at five major components of the transportation system for the Bartlesville Metropolitan Area: roads, railways, airports, waterways, and mass transit.

Roads

The City of Bartlesville contains 217.22 miles of public road, 95% of which are paved. Each road in this network is a component of either the State's highway system or the City (or County) street system and is classified according to its function as follows:

1. **Arterial Streets (Primary and Secondary).** This system along with highways serves as the principal network for through traffic flow. Arterials should connect areas of principal traffic generation as well as the important rural highways entering the city, and should also provide for distribution of through traffic to and from the collector and local street systems. Arterials may also serve as access streets for abutting property, but land service should be subordinate to traffic movement function. They should also help to define particular land use areas such as neighborhoods.
2. **Collector Streets.** Collectors serve as connectors between local streets and arterials and are used mainly for traffic movement within residential, commercial, and industrial areas. These streets also serve to connect adjacent neighborhoods and are designed to be the most intensively used internal neighborhood streets.
3. **Local Streets.** These streets should serve the purpose of providing access to properties within a given area. Each should be laid out so that it will be used only by traffic having a destination within the immediate area. In this manner, street surfaces and widths will be required to handle specific types of traffic. This street may be in the form of a minor residential street or a frontage road paralleling a highway or arterial street.

Table II-23 provides estimates of the lineal miles of each these three types of street classifications within the City of Bartlesville.

**TABLE II-23
EXISTING ROAD SYSTEM
BY FUNCTIONAL CLASSIFICATION**

| FUNCTIONAL CLASSIFICATION | LINEAL MILES OF EXISTING ROADWAY |
|--|----------------------------------|
| Arterial Streets (primary and secondary) | 49 miles |
| Major Collector Streets | 4 miles |
| Local Streets | 164 miles |

Source: City of Bartlesville Engineering and Planning and Community Development Departments, December 1997

The Bartlesville Metropolitan Area Trafficway System is composed of the Trafficway Plan and is set forth in Part V of this Comprehensive Land Use Plan to indicate the relationship of major streets and the land use pattern.

Railways

The South Kansas and Oklahoma Railroad provides rail service through the Bartlesville Metropolitan Area. This rail line serves various industrial sites in the community with railspur access, including the Washington County Industrial Park. The S K & O railroad links Bartlesville with the City of Tulsa and the Port of Catoosa to the south and with class one rail service in the Kansas cities of Coffeyville, Independence, Cherryvale, Fredonia, Winfield, Wellington, Chetopa, Cherokee and Pittsburg, and Nevada, Missouri to the north.

Airports

The Bartlesville Municipal Airport, owned by the City of Bartlesville, is one of 27 transport airports in the State of Oklahoma. The airport, with almost 18,000 annual aircraft operations, boasts a 6,200-foot concrete runway with non-precision approaches to both Runways 17 and 35. This airport, located on the western edge of the City in Osage County, comprises 457.63 acres and is home to 49 based aircraft, including 36 single engine planes, 9 multi-engine planes, and 4 jets. The Bartlesville Municipal Airport has recently been designated as an Enterprise Zone and long-range land use planning of the facility for economic development opportunities has recently been completed.

Waterways

Located 45 miles to the southeast is the Port of Catoosa on the Arkansas River, the world's furthest inland port. This Corps of Engineers project, completed in 1970, brought barge transportation from the Mississippi River to northeastern Oklahoma over a 450-mile water channel.

Mass Transit

The City of Bartlesville has no public mass transit system. Community transportation needs are provided by private enterprises, such as a local taxi service, or private non-profit organizations such as Eldercare, the Nutrition Program, or various church organizations.

A local taxi service licensed by the City provides the only local public transportation through the Share-A-Fare program. The Share-A-Fare Program, utilizing a local taxi service with participatory funding from the State of Oklahoma and the City of Bartlesville, is the only quasi-public program that provides transportation service for special needs persons. This program provides coupons for half-price rides to income eligible persons on a demand response system.

Jefferson Bus Lines provides interurban bus transportation along U.S. Highway 75 from the bus station in Dewey. There is currently only one bus a day in each direction. Tiger Transit, Inc. provides personalized transportation to the Metropolitan Area. They primarily serve the Bartlesville area and provide trips to Tulsa, however arrangements can be made for longer trips. Package delivery is also provided by Tiger Transit.

PUBLIC FACILITIES AND UTILITIES

Various public services and facilities are provided on behalf of the general public to improve the quality of life in the community. These services are intended to promote the health and safety of life and property

and to provide convenient and efficient governmental services. The City of Bartlesville operates a variety of services for its citizens. One of the main purposes of a Comprehensive Land Use Plan is to determine what services will be needed as the community grows so they can be available when the need arises. Doing this can allow improvements to be provided in an orderly and efficient manner. This section will analyze the following public facilities provided by the City of Bartlesville: parks, public safety, sanitary sewer, and water system.

Parks

The Park Department for the City of Bartlesville provides and maintains quality recreational facilities for the citizens of the Bartlesville Metropolitan Area. A list of existing parks and community recreation facilities which is owned and operated by the City of Bartlesville is provided in Table II-24 and is graphically depicted in Map II-7.

**TABLE II-24
EXISTING PARK AND RECREATION FACILITIES
CITY OF BARTLESVILLE**

Regional Parks:

Johnstone Park
Sooner Park
Robinwood Park

Neighborhood Parks:

Brookline Park
Douglas Park
Santa Fe Park
John McAnaw Park
Kiwanis Park
Limestone Park
Southside Park
Sunset Place Park
Valley View Park
William R. Smith Park

Special Facility Parks:

Artunoff Softball Fields
Frontier Park (Swimming/diving pool)
Adams Boulevard Fishing Area
Hudson Lake Park
Jo Allyn Lowe Park and Arboretum
Pathfinder Parkway (11-mile paved jogging/biking trail)
Bardew Lake (owned jointly with City of Dewey)

Within the municipal park system, there is one public 18-hole golf course, ten tennis courts, and two public swimming pools. In addition to the municipal parks and recreation facilities, there are two private golf courses (Hillcrest Country Club and Sunset Country Club) and a twenty-one field softball complex owned by Washington County. Other non-municipal regional park facilities located within a reasonable drive of Bartlesville include Birch Lake, Copan Lake, Hulah Lake, Osage Hills State Park, Tallgrass Prairie Preserve, and Woolaroc.

Public Safety

Fire Department. The Bartlesville Fire Department is engaged in the prevention and suppression of fires for the City of Bartlesville, provides emergency medical service for life threatening situations, and responds to hazardous material incidents. The Bartlesville Fire Department assists neighboring

——— PATHFINDER PARKWAY
 ▲ PUBLIC RESTROOMS
 ★ WATER FOUNTAINS
 ■ PARKS

departments with mutual aid on request and provides service on a fee basis for immediate surrounding areas outside the City limits, which are not served by other fire departments.

The Fire Department has three stations: Central Fire Station is located at 601 S. Johnstone in the Downtown Central Business District; Fire Station No. 2 is located at 100 S. Virginia in West Bartlesville; and Fire Station No. 3 is located at 4224 E. Adams Road in East Bartlesville. In light of the continued residential growth in southeastern Bartlesville and with the present locations of these three fire stations, response times have been stretched to their maximum allowable safety levels. In Fiscal Year 1997-98, the Fire Department employed 59.75 persons, including a Fire Chief, an Assistant Fire Chief, a Part-time Secretary, 3 Shift Commanders, 15 Fire Captains, 15 Equipment Operators, and 24 Fire Fighters.

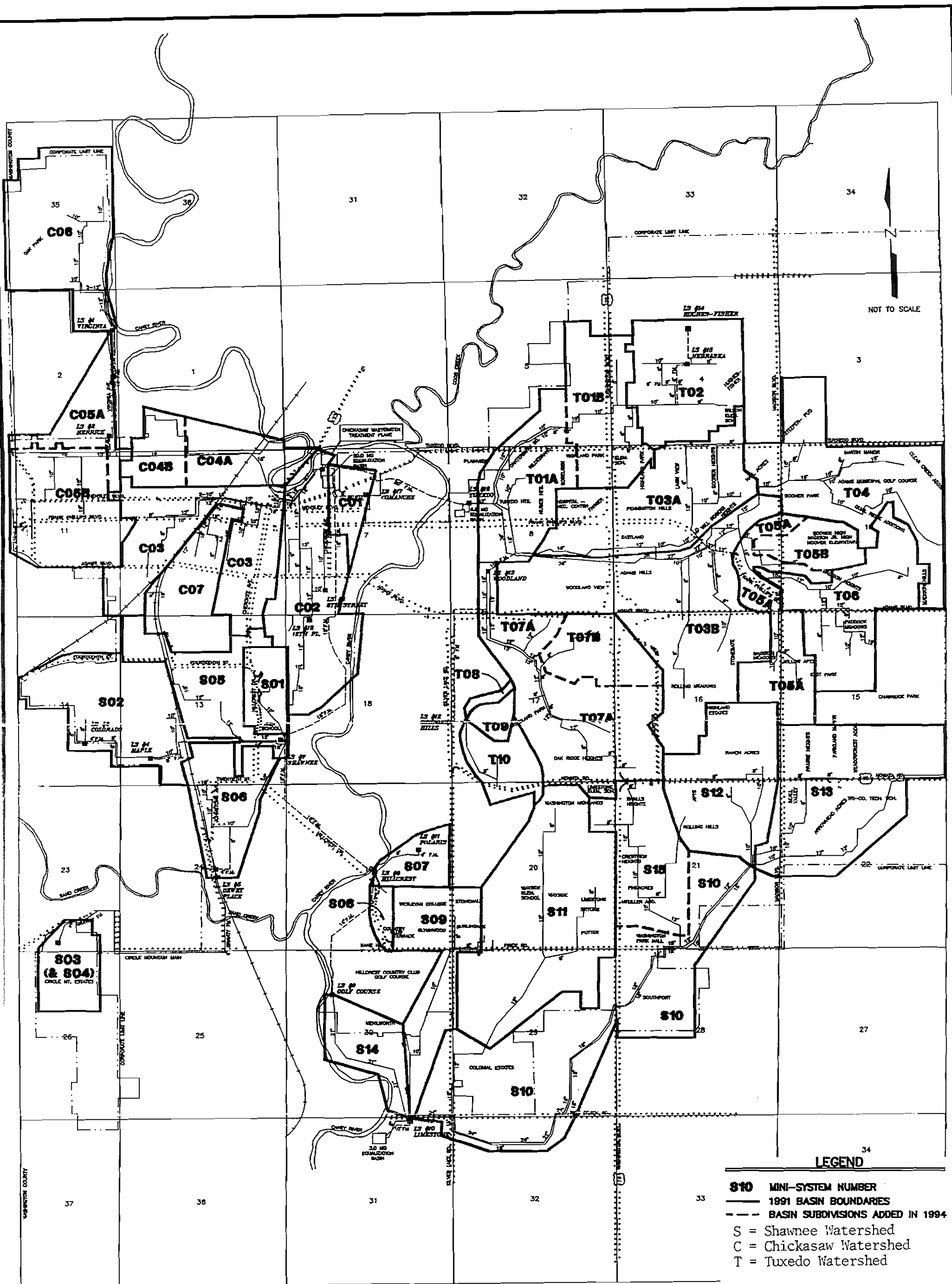
The City of Bartlesville currently has a fire insurance rate of Class 4. This rating is set by the Insurance Services Office and is based on a complex formula that involves communications and an examination of the water flow capabilities of the City, fire suppression personnel, training, and equipment.

Police Department. The Bartlesville Police Department is a traditional law enforcement agency providing services normally undertaken by a municipal department. The primary functions are crime prevention and suppression, investigation of criminal activity, recovery of property, and apprehension of offenders. Patrol activity is used for crime prevention and enforcement of traffic and other ordinances of the City. The Department operates a Patrol Division, a Services Division, a Support Division, and a Criminal Investigation Division, which comprises 82.30 employees in FY 97-98, which includes one Police Chief, 3 Captains, 5 Lieutenants, 7 Sergeants, 5 Detectives, 31 Police Officers, and 10 Dispatchers. The Police Department provides consolidated Police/Fire/Emergency Medical dispatch, including an E911 System, parking enforcement, records and identification, animal control, and a detention facility.

Sanitary Sewer

The Bartlesville Wastewater System includes a gravity collection system, lift stations, flow equalization basins and one wastewater treatment plant. The gravity system is made up of 1,170,000 lineal feet (222 miles) of sewer lines ranging in size from 6 inches to 42 inches in diameter and over 4,000 manholes. The gravity system is split into three watersheds, Chickasaw, Shawnee, and Tuxedo, and each is served by a major lift station that lifts the flow to the wastewater treatment plant. These three watersheds and their basins are shown in Map II-8. The gravity sewer lines discharge to nineteen (19) separate lift stations ranging in capacity from less than 30 gallons per minute (gpm) to as high as 15,000 gpm. The system includes three flow equalization basins (FEBs) with capacities of 20 million gallons (MG) at the Chickasaw wastewater treatment plant, 4.9 MG at the Tuxedo lift station and 3 MG at the Limestone lift station for a total of 27.9 MG of system storage. All flows are transported to the Chickasaw wastewater treatment plant for physical, biological, and chemical treatment before discharge to the Caney River.

The Chickasaw wastewater treatment plant is an activated sludge treatment plant placed in service in the 1930s as the State's first activated sludge plant. Sludge from this plant is land applied. Wheelabrator EOS, Inc. operates this wastewater treatment plant, located at 300 N. Chickasaw, through a contractual arrangement with the City of Bartlesville. This firm is responsible for the operation and maintenance of the Wastewater Treatment Plan, lift stations, equalization basins, administration of the Pretreatment Program and the sludge management program. The plant has recently been upgraded to provide an existing sewage collection capacity of 7 million gallons per day, however, peak capacity can reach 15 million gallons per day (design wet-weather flow) without exceeding biological limitations.



The City of Bartlesville, through the Water Utilities/Collection System Maintenance Department, is responsible for maintenance and operation of the wastewater collection system and the Circle Mountain Gravity Lift Station. Their primary areas of responsibility are routine line cleaning and maintenance, responding to customer problems or system stoppages, line repair or replacement and manhole repair.

Water System

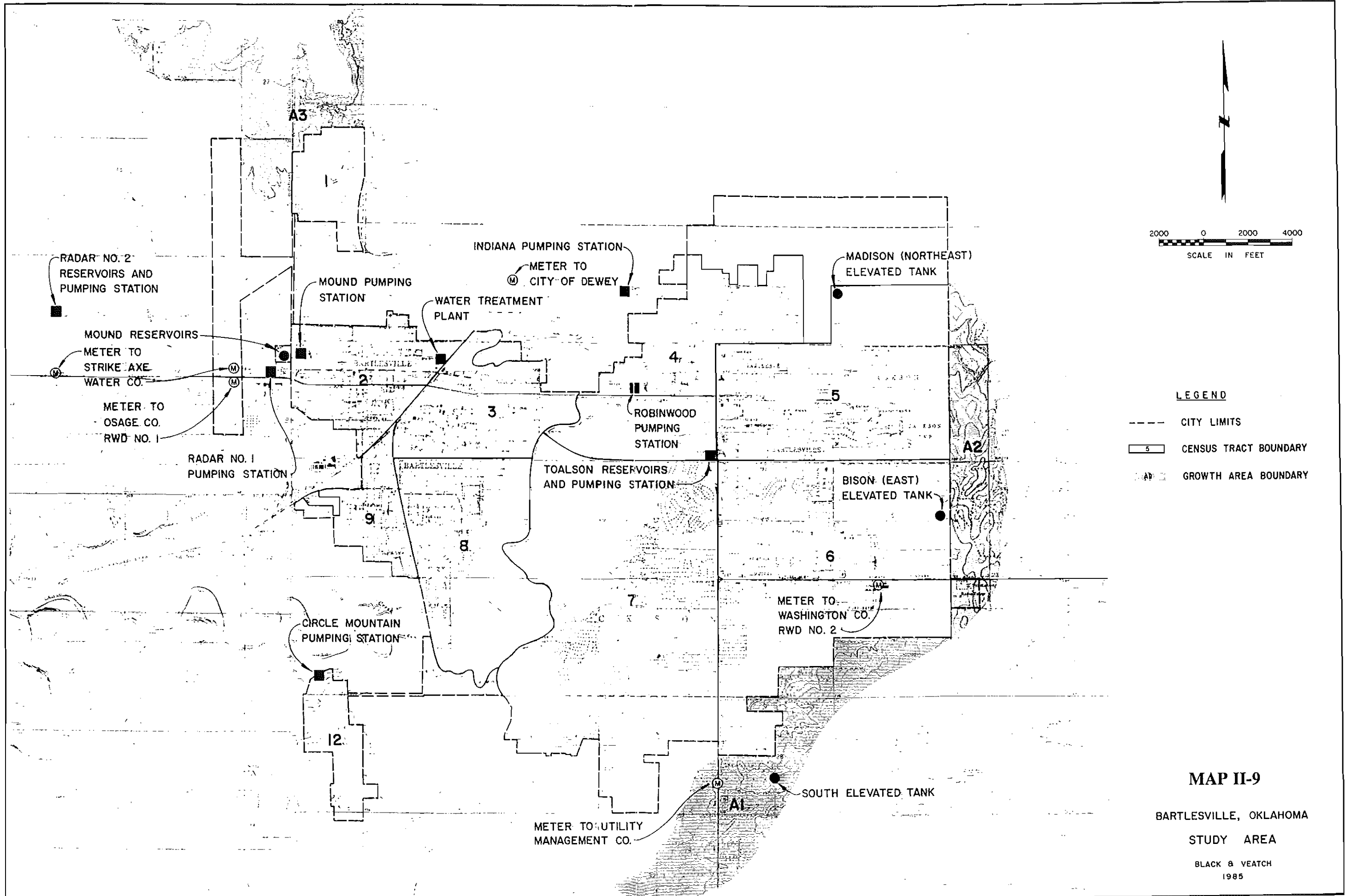
The Bartlesville Municipal Water System has four major elements: 1) supply, 2) treatment, 3) storage, and 4) distribution. The Bartlesville Municipal Water System is supplied by surface waters, primarily by Hudson Lake and an allocation from Hulah Lake. The City also has a small allocation from Copan Lake and the Caney River. The City of Bartlesville pumps water from Hulah Lake to Lake Hudson, which serves as a storage reservoir. Some of the Hulah and Copan allocations are transported by way of the Caney River, but this is not the preferred method as the river water is high in dissolved solids. The water then flows by gravity through parallel 20 inch and 30 inch mains to the treatment plant located at 101 NW Cudahy. This treatment plant, constructed in 1948, is a conventional water treatment facility with treatment processes, which include coagulation, flocculation, and filtration. After treatment, water is stored in one of eleven water storage facilities as shown in Map II-9. The water storage capacity consists of 4.30 million gallons of ground storage and 3 million gallons of elevated water storage for a total storage of 7.30 million gallons.

Approximately 15,046 water meters are provided water through over 170 linear miles of water lines that comprise the Bartlesville Municipal Water System within the City of Bartlesville. Additionally, wholesale customers served through master meters include the City of Dewey, Washington County Rural Water District No. 2, Osage County Rural Water District No. 1, Strike Axe Water Company, and the Utility Management Company. With a capacity of 21 million gallons per day, the Water Treatment Plant can provide an estimated average daily consumption of 85 gallons per person per day. Peak demand, which is most applicable during the summer months when additional water is needed for watering lawns and washing cars, is 272 million gallons per person per day.

Additionally, water line improvements are made on an annual schedule by the Water Distribution Division of the Water Utilities Department to improve existing fire flows, to repair water leaks, and to replace undersized or deteriorating water lines. Further, the water distribution crews flush every fire hydrant each spring, check the operation of each hydrant and make repairs as needed.

Solid Waste Disposal

The City of Bartlesville, through the Sanitation Department, provides solid waste collection and disposal for all residential and the majority of commercial properties within the city limits. Collection is accomplished by eight (8) packer routes and two (2) roll-off units. Each residential customer receives solid waste collection twice a week; each commercial customer receives a minimum of two solid waste collections per week with a maximum of six collections per week depending upon need. Sanitation personnel also pick up litter from alleys, roadsides, and other public properties. Disposal of collected refuse is at the Osage Landfill, which is under contract to the City of Bartlesville. In addition to solid waste collection and disposal, the City of Bartlesville operates a recycling program and provides street sweeping operations for Bartlesville residents. During FY 1996-97, 242.35 tons of recycle materials were collected.



Bartlesville Public Schools

Bartlesville Public Schools encompass approximately 125 square miles and serves the largest student population of any district in Washington County. Within the district, there are 7 elementary schools (Kindergarten through Grade 5), two junior high schools (Grades 6 through 8), one mid-high school (Grades 9 and 10), and one high school (Grades 11 and 12). Student membership as of May 17, 1996 was 6,386. The Bartlesville Independent School District operates on an annual budget of \$24,061,000 (FY 1996-97) and employs 470 certified and 350 classified personnel. The school mill levy for 1995-96 was 64.33. General fund per capital revenue per pupil in average daily membership is approximately \$3,767.

Students living at least one and a half miles from the school to which they are assigned receive free bus service. Approximately 2,500 students ride a bus each school day. Map II-10 identifies the location of all public schools within the Bartlesville Public School System.

Bartlesville Public Library

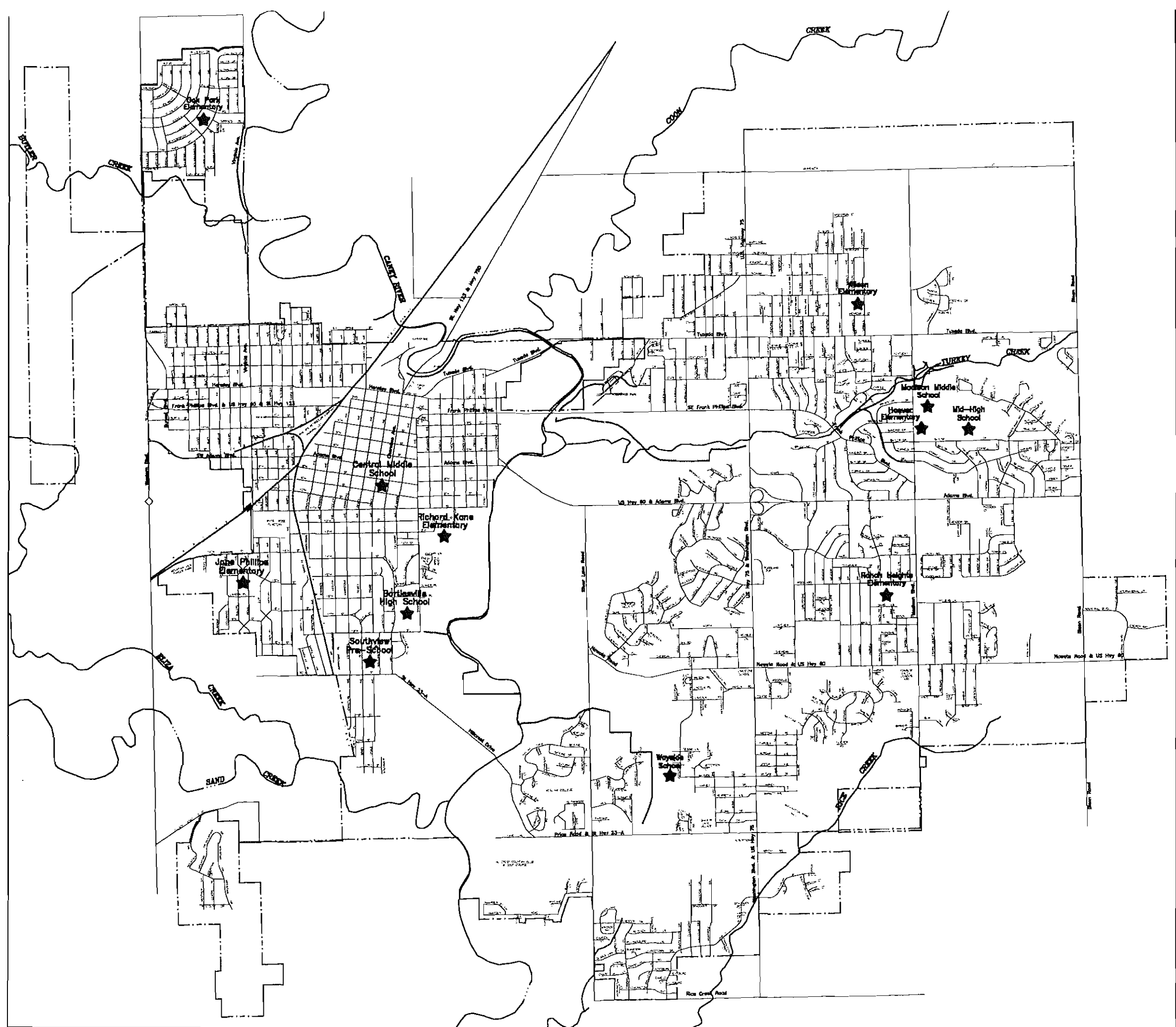
The Bartlesville Public Library, located at 600 S. Johnstone Avenue, serves as the information center for the community. True to its mission to be "the community's gateway to high-interest materials and information resources in a customer centered environment", the library strives to serve all citizens with equal efficiency and consideration. Collections for the library now total 95,000 items, including books, tapes, compact discs, software programs, kits for children, books on tape, and recordings. Approximately 800 new items are added each month. In FY 1998, total circulation will top 400,000 items, or more than eleven items for every man, woman, boy and girl in the City of Bartlesville. This number nearly doubles the national and state average of 6.7 items per capita. March 1998 saw a record checkout of 40,000 items in one month. That's nearly half the total collection's size.

The library operates for 65 hours per week, Monday through Saturday, with the addition of 4 hours service on Sunday afternoons during the academic year. Eleven full-time and twelve part-time staff members provide assistance to the more than 900 people who visit the library daily.

An information kiosk located in Washington Park Mall fields 3,500 inquiries each month. At the reference desk, librarians answer another 3,000 questions each month. Ten graphic terminals bring the world wide web to library customers. In addition, three terminals also present the library catalog. Librarians are always available to guide and instruct, allowing customers to experience the wonder and frustration that is this form of information retrieval. The State of Oklahoma provides access to a huge bank of journals on-line, providing both "on-screen" and print access to popular titles, educational research, news events, and medical and scientific findings.

One of the library's goals is to promote reading and books, especially to children. To that end, five story hours are presented weekly, with an average attendance of sixty children each week. In addition, the Summer Reading Program enrolled the equivalent of 30% of the total population of Washington County between the ages of 4 and 12. Often as many as 150 children (and accompanying adults) attend special presentations.

The Bartlesville Public Library strives to be a place that not only stores and retrieves information, but also is a place where friends can meet, knowledge can be shared, and community pride can be fostered.



Comprehensive Land Use Plan

Part III

Projections and Forecasts

COMPREHENSIVE LAND USE PLAN
BARTLESVILLE METROPOLITAN AREA
PROJECTIONS AND FORECASTS

PART III

INTRODUCTION

The science of forecasting is very much an inexact art. For example, the United States Bureau of the Census in 1991 suggested that this nation's population growth is slowing and will possibly stop within 50 years. In late 1992, the same Bureau of the Census revised its projections and stated that the continued immigration, both legal and illegal, and the higher birth rates of these immigrants would push this country's population to about 350 million (from 248.7 million in 1990) by the year 2050. Further, the Bureau of the Census predicts that the Caucasian population in this country will be just 53% of the country's total by the year 2050. The only thing that is certain is that our nation and our cities will continue to change.

Some national trends which the 1990 Census of Population confirmed and which will affect the Bartlesville Metropolitan Area in the future are:

- The fastest growing states are still in the South and West. However, recent economic "restructuring and downsizing" in California, due to high immigration, high cost of living, high taxes, high crime, poor labor productivity and other factors have caused some business and population leveling-off or decline. Some of the business exodus from California is moving to the Midwest and is expected during the future. Similar exodus from the urban Eastern states of the Northeast and Mid-Atlantic regions is also occurring, but not to the extent as in California.
- Less than one-half of families contain children under age 18. Average household size reached a record low. Bartlesville families with children under age 18 has decreased from 5,591 in 1980 to 4,859 in 1990, a decline of 15.1%. Similarly, the average household size in Bartlesville has steadily declined from 3.07 in 1960 to 2.41 in 1990.
- Female labor force participation continued to rise. Given the availability of more jobs in the future and the continued replacement of higher paying manufacturing jobs with lower paying service jobs, families will be forced to have 2 or 3 wage earners to meet their economic needs. In Bartlesville, female participation in the local labor force increased from 41.1% in 1979 to 45.5% in 1989. This trend is expected to continue into the future.
- Men and woman are delaying first marriage; the majority of young adults live with their parents. This trend may tend to eliminate and even reverse the decline in the average household size. For example, the average household size in Bartlesville declined from 3.07 persons in 1960 to 2.83 persons in 1970 (an 7.8% decrease) to 2.47 persons in 1980 (a 12.7% decrease) to 2.41 persons in 1990 (a 2.4% decrease). This trend of multi-generational households will also tend to reduce the demand for housing units.
- The United States is facing an aging society until the middle of the next century. This trend has had a significant impact on the growth of Bartlesville over the last 20-year period. The population aged 65

and over increased 89% from 1970 to 1990. With an active community marketing program to attract retirees to the Bartlesville Metropolitan Area, this trend is anticipated to continue into the future.

The home ownership rate is lower as the 1990's began than it was a decade ago. The 1990 Census shows the first percentage decline in home ownership since the 1920 Census recorded the negative effects of the Great Depression. Owner-occupied housing decreased in number from 10,138 in 1980 to 10,006 in 1990 (a 1.3% decrease), representing 73.6% and 71.4% respectively, of the occupied housing in Bartlesville. Similarly, renter-occupied housing increased in number from 3,628 in 1980 to 4,005 in 1990, a 10.4% increase during this same 10-year period. Thus, the decline in the rate of home-ownership nationally is mirrored in the Bartlesville Metropolitan Area.

POPULATION FORECASTS

The population forecasts contained within this section are based upon assumptions that no major unexpected changes to the national economy will occur, no wars will occur, and that the Bartlesville Metropolitan Area will keep pace with the average population trends occurring nationally during the forecast period of 1997 through the year 2020.

Table III-1 shows past population trends and population forecasts through the year 2020 for the City of Bartlesville, the County of Washington, the Tulsa Metropolitan Area, and the State of Oklahoma as prepared by the Oklahoma Department of Commerce (ODOC).

**TABLE III-1
POPULATION FORECASTS - UPPER LIMIT
1990 - 2020**

| | CITY OF BARTLESVILLE | WASHINGTON COUNTY | TULSA METRO AREA | STATE OF OKLAHOMA |
|-----------------------|---------------------------------|------------------------------|-----------------------------|------------------------------|
| Year 1990 | 34,256 | 48,066 | 708,954 | 3,145,585 |
| Year 2000 | 36,150 | 50,950 | 784,500 | 3,426,000 |
| % change 1990-2000 | 5.54 | 6.00 | 10.65 | 8.9 |
| Year 2010 | 37,630 | 53,090 | 838,300 | 3,619,850 |
| % change 2000-2010 | 4.09 | 4.2 | 6.86 | 5.65 |
| Year 2020 | 38,070 | 53,815 | 864,350 | 3,717,500 |
| % change 2010-2020 | 1.17 | 1.36 | 3.10 | 2.69 |

Source: Population Projections for Oklahoma 1990-2020, Oklahoma Department of Commerce, April 1993

In general, ODOC projects population growth for Bartlesville and Washington County to parallel the modest population growth forecasted for the Tulsa Metropolitan Area and the State of Oklahoma. However, the annual growth rate projected by ODOC in these forecasts is significantly higher than that actually experienced in Bartlesville in the last 16 years (see Tables II-1 and II-2). In reality, Bartlesville and Washington County have experienced a slight loss of population since the 1980 Census, including the recent 1994 population statistics. Therefore, for planning purposes, these forecasts will be used to establish the upper limit of population growth expected for the City of Bartlesville through the year 2020.

However, in light of fluctuations in Bartlesville's employment sector over the past decade, two alternative projections have been included herein: a lower limit of population growth which should be considered as a baseline or "worst case" scenario for future development, and a mid-level forecast of reasonable projections for planning actual future growth in the community. This will establish a population growth range that will provide flexibility through the planning period on which to base land use planning decisions. Table III-2 summarizes the upper, lower and mid-level population forecasts for the City of Bartlesville through the year 2020. The lower limit forecast was derived by maintaining the historically flat population growth of the community of the past two decades, while the mid-level forecasts were formulated generally as an average of the established upper and lower limits.

**TABLE III-2
ALTERNATIVE POPULATION FORECASTS
CITY OF BARTLESVILLE
1990 - 2020**

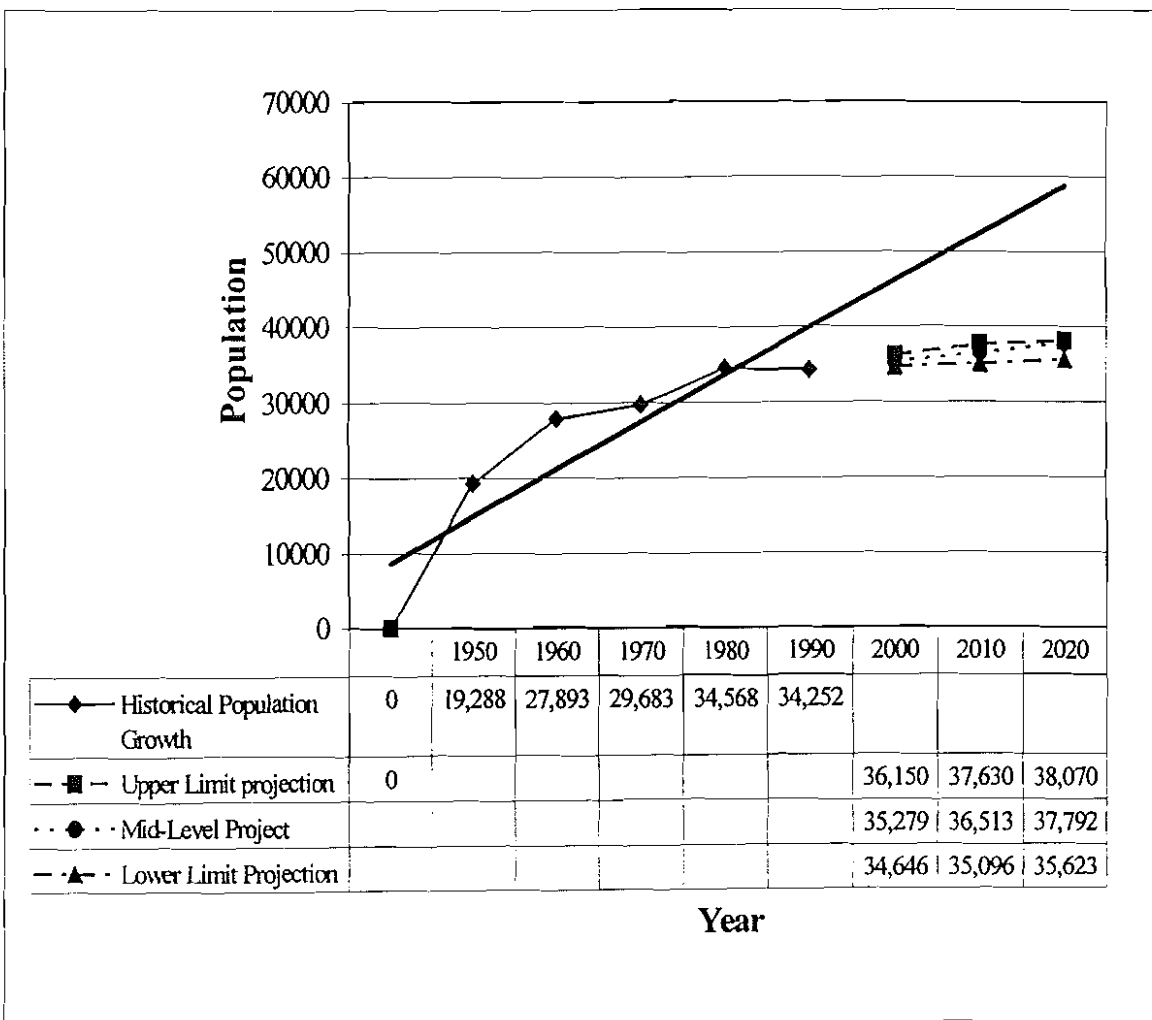
| FORECAST YEAR | 1990* | (1994)* | 2000 | 2010 | 2020 |
|------------------|--------|----------|--------|--------|--------|
| Lower Limit | 34,256 | (33,640) | 34,646 | 35,096 | 35,623 |
| Mid-Level | 34,256 | (33,640) | 35,279 | 36,513 | 37,792 |
| Upper Limit | 34,256 | (33,640) | 36,150 | 37,630 | 38,070 |

Source: ODOC; City of Bartlesville Planning and Community Development Department

* Actual population

Using this population forecast range, the historical and expected population growth for the City of Bartlesville is graphically depicted in Chart III-1.

**CHART III-1
CITY OF BARTLESVILLE POPULATION PROJECTIONS
1990 – 2020**



HOUSING FORECASTS

The population growth forecasts are largely mirrored in the quantity, type, and quality of future housing demand and development. Bartlesville's population and housing growth rates have both been stymied since the mid 1980's largely by external forces over which city government and local residents have minimal control.

The housing projections and housing occupancy projections contained in the following two tables were derived using the mid-level population forecast and suggest that Bartlesville's housing stock will increase at a slightly greater rate in the future than during the mid to late 1980s and early 1990s. The housing unit projections are also partially based upon the assumptions that the housing vacancy rate will decline from 1990 high of 11.9% to the 1980 level of 7.0% and that the average household size will continue to decline to 2.40 in the year 2000, to 2.35 in the year 2010 and 2.31 in the year 2020. It should be noted that should the average household size not decline as expected, the total number of dwelling units needed to house the projected population will be reduced. Likewise, should the vacancy rate remain at the 1990 level through the planning period rather than decrease as projected, there would also be a lower demand for housing. Based upon the above discussion, it is believed that the housing projections are reasonable and accurate within plus or minus ten percent.

**TABLE III-3
HOUSING PROJECTIONS
CITY OF BARTLESVILLE
1990 - 2020**

| HOUSING UNIT TYPE | 1990 | 2000 | 2010 | 2020 |
|---------------------------|--------|--------|--------|--------|
| Single-Family Residential | | | | |
| · Detached | 12,625 | 13,004 | 13,463 | 13,935 |
| · Attached | 362 | 374 | 390 | 403 |
| Multi-Family Residential | 2,409 | 2,490 | 2,578 | 2,658 |
| Other * | 510 | 515 | 525 | 554 |
| TOTALS | 15,906 | 16,383 | 16,956 | 17,550 |

Source: City of Bartlesville Planning and Community Development Department

* Other Housing Unit Types include mobile homes or trailers, group homes, and residential institutional facilities.

**TABLE III-4
HOUSING OCCUPANCY PROJECTIONS
CITY OF BARTLESVILLE
1990 - 2020**

| | 1990 | 2000 | 2010 | 2020 |
|-------------------------|--------|--------|--------|--------|
| Population | 34,256 | 35,279 | 36,513 | 37,792 |
| Total Dwelling Units | 15,906 | 16,383 | 16,956 | 17,550 |
| Average Household Size | 2.41 | 2.40 | 2.35 | 2.31 |
| Occupied Dwelling Units | 14,011 | 14,679 | 15,481 | 16,321 |
| Vacancy Rate | 11.9% | 10.4% | 8.7% | 7.0% |

Source: City of Bartlesville Planning and Community Development Department

LAND USE FORECAST

The forecasting of future land use is, at best, an "educated guess". These forecasts are based largely upon past new land use and redevelopment and projections of future population and housing demands. The land use projections contained in the following table and chart are best estimates of land absorption caused by urban development. The following table estimates only new urban land use through the Year 2020.

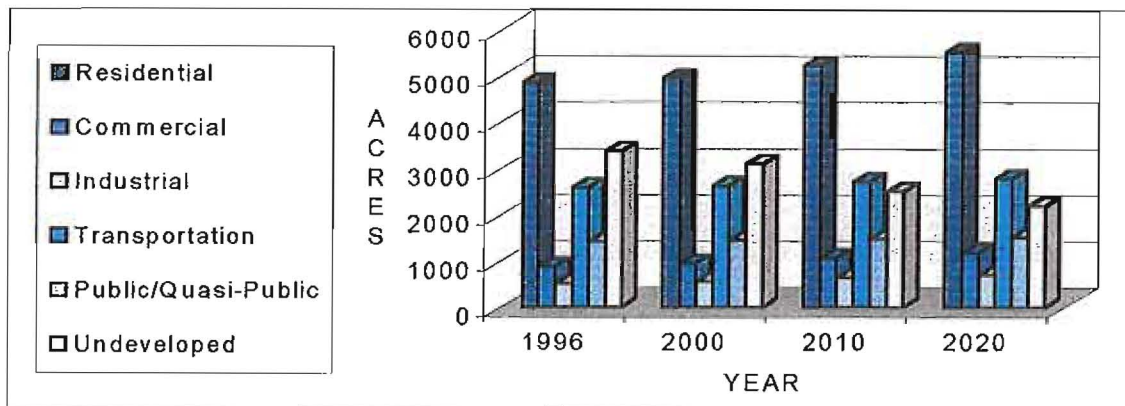
**TABLE III-5
LAND USE PROJECTIONS
CITY OF BARTLESVILLE
1990 - 2020**

| LAND USE TYPES | 1996* | | 2000 | | 2010 | | 2020 | |
|---------------------|--------|-------|--------|-------|--------|-------|--------|-------|
| | ACRES | % | ACRES | % | ACRES | % | ACRES | % |
| Residential | 4,836 | 35.6 | 4,940 | 36.4 | 5,215 | 48.4 | 5,515 | 39.7 |
| Commercial | 879 | 6.5 | 940 | 6.9 | 1,060 | 7.8 | 1,180 | 8.5 |
| Industrial | 504 | 3.7 | 545 | 4.0 | 625 | 4.6 | 700 | 5.0 |
| Transportation | 2,579 | 19.0 | 2,620 | 19.3 | 2,700 | 19.9 | 2,780 | 20.0 |
| Public/Quasi-Public | 1,409 | 10.4 | 1,430 | 10.6 | 1,475 | 10.9 | 1,520 | 11.0 |
| Undeveloped | 3,361 | 24.8 | 3,093 | 22.8 | 2,493 | 18.4 | 2,193 | 15.8 |
| Developable | 1,344 | | 1,076 | | 476 | | 176 | |
| TOTAL | 13,568 | 100.0 | 13,568 | 100.0 | 13,568 | 100.0 | 13,888 | 100.0 |

Source: City of Bartlesville Planning and Community Development Department

Note: * Existing

CHART III-2
LAND USE PROJECTIONS
CITY OF BARTLESVILLE, 1990 - 2020



In addition to new land use, there will be demands for conservation and redevelopment efforts. Redevelopment usually means clearance of existing development and new construction of the same, similar, or different land use. Conservation means taking actions to physically (and usually economically) enhance an existing developed property. The reasons for anticipating a certain amount of conservation and redevelopment during the planning period include the following:

1. **Structure Age.** Many Bartlesville structures are currently 40 or more years old. By the year 2020, it is estimated that approximately 35% of the housing stock will be 60 or more years old. Areas where such structures exist are generally in Western Bartlesville and the Central Business District, although such structures are found east of the Caney River, as well.
2. **Building Conditions.** Through an aggressive dilapidated structure removal program, the City of Bartlesville causes approximately 40 structures, both residential and commercial, to be removed each year. With the continuation of this program, it is anticipated that approximately 800 structures will be targeted for removal or renovation during the 20-year planning period.

As shown in Table III-5, the need for additional land to be annexed into the City limits is minimal and is projected for the end of the 20-year planning period. If and when annexation is considered, it should be done in accordance with the City's Annexation Plan which was adopted by the City Council in May of 1986. This Plan, provided in Appendix B, contemplates the annexation of over 9,000 acres, including annexation into Osage County. The city limit boundary considered by this Annexation Plan at full implementation would exceed the annexation needs contemplated in the 20-year timeframe of this Comprehensive Land Use Plan.

While annexation of land in the unincorporated Metropolitan Area must be considered when planning for future growth, positive, progressive steps to conserve, redevelop, and cause infill development should also be seriously considered and promoted in this Comprehensive Land Use Plan. Such steps could include projects that are intended to beautify, improve the image, and enhance vehicular and pedestrian access and safety to underutilized and older regions of the metropolitan area. Careful consideration should be given to a structured development that enhances the current land use and strongly considers the quality of life of Bartlesville citizens as reflected in Part IV of this document.

Comprehensive Land Use Plan

Part IV

Goals, Objectives, and Policies

COMPREHENSIVE LAND USE PLAN BARTLESVILLE METROPOLITAN AREA GOALS, OBJECTIVES, AND POLICIES

PART IV

INTRODUCTION

An important characteristic of the Bartlesville Metropolitan Area Comprehensive Land Use Plan is that it is policy-oriented. Since it is central to the plan, it is useful to explain the elements of policy planning. Policy planning identifies idealistic and abstract goals and refines them successively into more realistic and explicit objectives, policies and programs.

Commonly held goals and objectives are important to policy planning. They serve several purposes. First, they permit the coordination of efforts to improve the community. Coordination is necessary because numerous public and private decisions affecting the future of the city are made daily. Although the decisions represent specific needs and desires, it is important that their combined effect on the general well being of the community be positive. Second, goals and objectives provide the basis for selecting appropriate policies and programs for community improvements and for evaluating their relative success during and after implementation.

OVERALL GOALS

Goals are general long-term aims or desired ends toward which resources to improve the condition of the city and metropolitan area should be directed. By the very nature of this statement, the statement contains no indicators with which to measure progress toward the goal. The following goals are intended to provide a general guideline for the development for the City of Bartlesville and the Metropolitan Area through the planning period.

VIABILITY - To foster a community of quality that sustains itself through effective and mutually supportive physical, economic and social systems; and that rewards its citizens by fulfilling their common aspirations while maximizing individual growth potential and freedom of choice.

STABILITY - To maintain the present physical, economic and social assets of the community as a basis on which to build the future.

ADAPTABILITY - To be responsive to potentially constructive changes in the physical, economic and social conditions of the community.

DIVERSITY - To provide for a variety of community activities and services, and to provide for a wide range of choice in life-styles.

OPPORTUNITY - To provide every member of the community with the chance to participate equitably in the life, rewards and responsibilities of the community.

AMENITY - To support community activities with a desirable, convenient, attractive, comfortable, healthful, safe and enjoyable environment.

OBJECTIVES AND POLICIES

These goals have been further focused into objectives and policies in each of the following three elements: land use (LU), transportation (T), and community facilities (CF). Objectives are derived from the above goals and are more specific statements of general aims related to one of these three major elements of the plan. Policies are more specifically defined objectives that identify general courses of action for implementing objectives.

I. Land Use Element

A. Introduction

As discussed previously, the Caney River divides the community into two distinct and separate parts:

- The original town site lies west of the Caney. Commercial uses are concentrated in the downtown area and extend outward in a linear fashion along Frank Phillips Boulevard. Industrial land uses are concentrated along the western boundary of the metropolitan planning area along the Washington/Osage County line. Multifamily residential structures are largely concentrated adjacent to the downtown area with single-family houses becoming the predominant land use pattern extending outward from the downtown area.
- The east side has been the dominant growth area over the last 40 years. Commercial uses have developed in a strip-like manner along Washington Boulevard (U. S. 75). Land has been zoned for light industrial development between Bartlesville and Dewey, though development of such has been slow. Low-density, single-family residential homes have been the dominant pattern of residential development on the east side, although the most recent construction of multi-family residential developments has occurred in eastern Bartlesville due to the availability of undeveloped larger acreages.

The Land Use Element provides an overall guide to general land use development of the city. It sets forth objectives and policies to guide the changing pattern, intensity and timing of development for residential, commercial and industrial uses.

B. Land Use Objectives

- To preserve physically sound residential, shopping and employment areas, and to protect them from intrusion by incompatible land uses and activities.
- To rehabilitate and/or redevelop physically unsound residential, shopping and employment areas.
- To maintain and develop distinctive characteristics of physically sound residential, shopping and employment areas.
- To effectively use undeveloped and underdeveloped land.

- To guide new development, redevelopment and rehabilitation in a manner that will reflect identity, harmony, variety and quality in design.
- To achieve a reasonable balance between different land uses and activities.
- To provide sufficient land suitably located and serviced to accommodate a desirable mix of residential, shopping and employment activities.
- To conserve the community's existing supply of sound housing, and to prevent deterioration of its condition.
- To provide for a variety of housing types and styles for various income levels and family types.
- To preserve open space areas in their natural state so that future generations may enjoy a city of openness in harmony with nature.
- To protect the public from the dangers of flooding by limiting development in flood-prone areas to those uses which will not present a threat to life or property in the event of a major flood.
- To protect the health of residents living in neighborhoods which are part of the National Zinc Overlay District by managing the soil caps which have been constructed in the area to prevent their loss or assure replacement if disrupted.

C. Land Use Policies

LU-1 ENCOURAGE COMPACT DEVELOPMENT IN ALL LAND USE CATEGORIES TO REVERSE THE INCREASING PATTERN OF SPRAWL.

- ☐ Sprawling urban development increases the cost of the public infrastructure necessary to support such development. Through zoning and subdivision regulations, avoid the development of small isolated residential areas that cannot be efficiently served by community facilities.
- ☐ The development of medium density housing (townhouses, garden apartments, and medium-rise apartments, or condominiums) should be encouraged closer to employment centers.
- ☐ In-fill development in those areas that are fully served by community facilities, utilities and streets should be promoted.
- ☐ Capital improvements should be programmed for those areas where growth is desired as an incentive to spur development.

LU-2 ENCOURAGE A MORE BALANCED COMMUNITY DEVELOPMENT PATTERN

- ☐ The redevelopment and stabilization of deteriorating neighborhoods, particularly in western Bartlesville should be encouraged.
- ☐ Financial support should be continued for current efforts to re-establish and plan for the expansion of the downtown central business district as the primary commercial center for the City of Bartlesville.

- ☐ Through zoning, encourage the development of some light industrial uses on the east side of Bartlesville.
- ☐ A variety of housing types and innovative designs should be promoted which meets the demands and various income levels of the citizenry.

LU-3 MAINTAIN THE CHARACTER AND OVERALL INTEGRITY OF ESTABLISHED USES BY PREVENTING NON-COMPATIBLE ENCROACHMENT.

- ☐ Residential areas should be separated and buffered from non-residential development by using streets, harmonious and compatible land uses, topographic features, and/or landscaped green belts and open space.
- ☐ The principles of the Neighborhood Unit Concept as set forth in Part V, Development Standards, should be utilized when planning and approving future development plans.
- ☐ Existing development standards should be expanded to improve land use compatibility relationships through quality site design.
- ☐ Spot zoning (the singling out of a particular property or small group of properties for different treatment from that accorded to similar surrounding land for the economic benefit of the owner of that lot) should be strongly discouraged. Spot zoning is contrary to the purpose of the zoning "district". Zoning districts should generally not consist of a single parcel unless the parcels are large, perhaps several acres in size.
- ☐ To provide stabilization to existing residential areas, property maintenance standards, nuisance codes, and dilapidated structure regulations should be aggressively enforced. Toward that end, a cross-departmental approach to code enforcement should be considered within the City as well as coordination with the efforts of the Community Policing Program and active involvement of residents within these areas.

LU-4 MAINTAIN THE CHARACTER AND OVERALL INTEGRITY OF RESIDENTIAL NEIGHBORHOODS BY AVOIDING THE LOCATION OF MAJOR THOROUGHFARES THROUGH THEM.

The following principles, as exemplified in the Neighborhood Unit Concept, should be applied in subdivision design:

- ☐ Collector streets should be curvilinear whenever possible to conform as much as possible to the topography; to discourage use by through traffic; to permit efficient drainage and utility systems; and to require the minimum number of streets necessary for convenient and safe access to property.
- ☐ Collector streets should collect and move traffic to and from and/or through the neighborhood, but should avoid allowing direct access through the neighborhood.
- ☐ Local streets should be looped or of cul-de-sac design and connect with a collector street.

- ☐ Neighborhoods should be linked together to provide ease of access for pedestrians and public vehicles, including police, fire, sanitation, school buses, and utility vehicles.
- ☐ Individual residential lots should not have direct access to arterial streets.

LU-6 RECOGNIZE THE CANEY RIVER AND ITS TRIBUTARIES AS A VALUABLE NATURAL RESOURCE AND PROTECT IT FROM URBAN ENCROACHMENT AND NON-COMPATIBLE USES.

- ☐ Efforts should be continued to implement the Future Park Plan (provided in Appendix C of this Plan) which establishes an open space network along the Caney River waterways which connects residential areas, schools, parks and shopping areas.
- ☐ Recognize and strive for the use of flood hazard areas when they represent a reasonable and proper recreational use, natural environment, or other tangible parks and recreation use.
- ☐ The FEMA National Floodplain Standards and Regulations and other flood prevention and control regulations as adopted by the City of Bartlesville and Washington County should be enforced.
- ☐ The discharge of untreated sewage effluent and other sources of pollution into the waterways of the Caney River should be prohibited.

LU-6 ENCOURAGE RESIDENTIAL DEVELOPMENT PATTERNS AT DENSITIES WHICH SUPPORT THE EDUCATION SERVICES PROVIDED BY THE BARTLESVILLE INDEPENDENT SCHOOL DISTRICT.

- ☐ Residential subdivision and/or development plans should be coordinated with the Bartlesville Independent School District prior to approval by the City Council or County Commission to assess the impact such development would have on the provision of education services by the District.

LU-7 MANAGE SOIL REMEDIATION IN WEST SIDE NEIGHBORHOODS LYING WITHIN THE NATIONAL ZINC OVERLAY DISTRICT TO PREVENT POTENTIAL RECONTAMINATION.

- ☐ Institutional controls for the regulation of soil disturbance activities within this overlay district should be adopted and implemented to maintain protective soil caps and ensure proper handling and disposal of contaminated soil.
- ☐ The rezoning and redevelopment of incompatible commercially zoned and/or developed properties within residential neighborhoods lying within this overlay district should be encouraged.

LU-8 ESTABLISH A FRAMEWORK FOR MAINTAINING AN ADEQUATE LEVEL OF MUNICIPAL SERVICES WHICH CAN ACCOMMODATE NEW GROWTH AND DEVELOPMENT.

- ☐ Private developments should provide adequately designed municipal services to accommodate the needs of their development, to include but not be limited to the provision of public water and sewer services, fire protection, storm water detention, and traffic services.
- ☐ Areas that have inadequate municipal services should be identified and should be included in future capital improvement programs.

LU-9 ENCOURAGE THE DEVELOPMENT OF LAND ALREADY ZONED FOR COMMERCIAL USES PRIOR TO REZONING ADDITIONAL LAND.

- ☐ Land use in the city is not static, but there should be valid reasons for changing the existing uses. Requests for additional commercial zoning should be carefully analyzed to verify whether or not conditions have sufficiently changed to warrant approval of the request. Before business uses are allowed to expand or intensify, a clear need should be demonstrated and protection of existing land uses assured. However, care should be taken that the normal supply and demand of commercially zoned land is not altered in such a way that adverse economic impacts are created for the community in general.
- ☐ Rezoning of land should conform generally to principles of the Neighborhood Unit Concept as set forth in Part V and the goals, objectives, and policies contained herein.

LU-10 PERMIT EXPANSION OF BUSINESS USES INTO OR WITHIN RESIDENTIAL AREAS ONLY IF SUCH EXPANSION MAINTAINS OR IMPROVES THE RESIDENTIAL DESIRABILITY OF THE AFFECTED NEIGHBORHOODS.

- ☐ Commercial uses should be concentrated in nodal activity centers as shown on the Neighborhood Unit Concept instead of scattered along arterial street corridors.
- ☐ Planned Unit Development should be the primary tool for the development and regulation of non-residential land uses.
- ☐ Home occupation permits should be allowed in residential areas provided strict compliance with the performance standards thereof to insure that the character of the residential neighborhood is maintained and preserved.

LU-11 PERMIT RESIDENTIAL DEVELOPMENT IN AREAS ZONED FOR BUSINESS USES ONLY IF SUCH DEVELOPMENT CONTRIBUTES TO THE ECONOMIC VIABILITY OF THE BUSINESS AREA AND RESIDENTIAL DESIRABILITY OF SUCH DEVELOPMENT CAN BE MAINTAINED.

- ☐ Residential developments in commercial or industrially zoned areas should be permitted only as a special use following review and approval by the Board of Adjustment and given the finding that the use will not constitute a nuisance, be injurious to the neighborhood or otherwise be detrimental to the public welfare.
- ☐ In approving residential developments in commercial or industrially zoned areas, careful consideration should be given to insure that adequate and appropriate sites remain to accommodate future demand for commercial or industrial development in the area.

LU-12 ENCOURAGE ALL BUSINESS AREAS TO DEVELOP AND MAINTAIN AN AESTHETICALLY PLEASING ENVIRONMENT.

- ☐ A pleasing shopping environment is desirable for people who use the area, to attract new shoppers and for nearby residents to enjoy. New structures should be designed with an awareness of the impact that they will have on the later visual environment of the area. Quality in design should be stressed and efforts should be extended beyond the minimal needs of public health and safety.
- ☐ Older business areas require greater structural and site maintenance. Consideration should be given to improved landscaping and provision of open space; facade and structural renovation; screening of lights, outside storage areas, trash dumpsters and mechanical equipment; improved traffic circulation, access, and off-street parking; and screening from abutting non-commercial areas.
- ☐ Outdoor lighting and advertising signs should minimally distract from the visual qualities of Bartlesville's commercial corridors.

LU-13 ENCOURAGE MAJOR BUSINESS AREA CONCENTRATIONS, ESPECIALLY NEW DEVELOPMENT TO UTILIZE MULTIPLE ENERGY SOURCES.

- ☐ With continuing concerns about the adequacy of future energy supplies, the conservation of current supplies should be supported by the use of alternative energy sources, such as solar energy, and innovative techniques such as cogeneration. In addition to technical and regulatory (building codes) measures, energy considerations should be included in the process of determining the type, location and intensity of development.

LU-14 ENCOURAGE NODAL DEVELOPMENT OF COMMERCIAL CENTERS IN AREAS WHICH ALLOW SAFE AND CONVENIENT ACCESS AS AN ALTERNATIVE TO "STRIP" COMMERCIALIZATION.

- ☐ Strip commercial development along highway frontage results in numerous possibilities for traffic friction, reduces the volume of traffic the highway is able to serve, requires extensive signalization and reduction of speeds, and detracts from the visual quality of the environment. It is of benefit to the city to provide space for planned, coordinated commercial developments in nodal locations along major arterials as supported by the Neighborhood Unit Concept.

LU-15 ENCOURAGE THE EXPANSION AND DIVERSIFICATION OF INDUSTRIAL ACTIVITIES WHICH ARE BENEFICIAL TO THE LONG-RANGE ECONOMIC NEEDS OF THE COMMUNITY AND THE METROPOLITAN AREA.

- ☐ Sites should be provided within designated industrial areas to accommodate a full range of industrial development opportunities. Such sites should be separated and buffered from encroachment by non-industrial uses.
- ☐ Industrial areas should have direct access to the primary arterial road network. This access is not only important for shipping by truck, but also for accessibility to the regional labor force. Rail access is also an important aspect in site selection.

- ☐ Industrial uses should be designed to be attractive and compatible with adjacent residential neighborhoods.

LU-16 CREATE A VISUALLY PLEASING LAND USE ENVIRONMENT ALONG MAIN STREETS AND PEDESTRIAN WAYS AND AT MAJOR ACCESS POINTS INTO THE CITY.

- ☐ The underground installation of all public and private utility systems should be encouraged.
- ☐ A street tree planting plan for the City's main arterials should be developed to improve the aesthetics and climate in those areas.
- ☐ The displaying of flags and banners for holidays and special events along major arterials should be encouraged as a unifying element for the City.
- ☐ Publicly owned land at the entrances to Bartlesville should be landscaped to create a sense of arrival.
- ☐ Unique street lighting should be utilized to help create these entrances and lead people into and around the City.
- ☐ The restoration of architecturally or historically significant buildings and rehabilitation of historic districts through recognition of these buildings and areas and through ordinances that support this policy should be encouraged. Where feasible, historically unique properties for future recreational and educational uses should be acquired.

II. Transportation Element

A. Introduction

The configuration of the thoroughfare system significantly determines the form of community development. Once constructed, the location of streets and highways is generally permanent. Because these elements of the community are seldom moved or vacated, careful consideration is essential in developing a functional and efficient circulation system. An analysis of previous transportation studies along with an assessment of current needs and programs form the basis of the objectives and policies contained herein.

B. Transportation Objectives

- To provide a safe, functional, efficient and attractive circulation system for varying modes of transportation to meet the needs of the Metropolitan Area.
- To provide compatibility between the transportation system and its adjoining land uses.
- To develop adequate street circulation systems within various neighborhoods that will minimize through-traffic penetration and will encourage utilization of major street systems.
- To provide an aesthetically pleasing and safe pedestrian and bicycle pathway system throughout the community.

C. Transportation Policies

T-1 UTILIZE THE STREET AND THOROUGHFARE CLASSIFICATION SYSTEM SHOWN ON THE LAND USE MAP TO IMPLEMENT DESIGN AND CONSTRUCTION STANDARDS FOR PRIMARY AND SECONDARY ARTERIAL STREETS, COLLECTOR STREETS AND LOCAL STREETS.

- ☐ Construction of public streets as classified on the Trafficway Plan included in Part V, Development Standards, should comply with the engineering design and construction standards as contained within the Metropolitan Area Subdivision Regulations.

T-2 UTILIZE THE TRAFFICWAY PLAN AS A COORDINATING DEVICE FOR DETERMINING PRIORITIES AND TIMING OF IMPROVEMENTS TO ALL STREETS IN THE URBAN SYSTEM.

- ☐ Ensure that the scheduling of public street improvements is coordinated with and enhances the demand for and development of land within the Metropolitan Area. Street improvements should not be premature or in conflict with the land use development goals, objectives, and policies are set forth herein.

T-3 CONCENTRATE PUBLIC EFFORTS AND FINANCIAL RESOURCES ON IMPROVEMENTS TO LOCAL, COLLECTOR AND ARTERIAL STREETS WITHIN THE EXISTING DEVELOPMENT AREAS AS A FIRST PRIORITY.

- ☐ Continue the current street improvement program financed through the issuance of municipal bonds focusing on needed repairs to existing streets as determined by relative condition and the amount of traffic carried.
- ☐ Private streets should not be accepted by the City as a public street unless said private street meets all City engineering standards.

T-4 REQUIRE NEWLY DEVELOPED AREAS TO PROVIDE INSTALLATION OF COLLECTOR AND LOCAL STREETS IN ACCORDANCE WITH THE STANDARDS AND POLICIES CONTAINED IN THIS PLAN AND THE SUBDIVISION REGULATIONS.

- ☐ The developer should pay all costs of right-of-way acquisition and construction for all local and collector streets in undeveloped areas and in newly platted or re-platted areas. Street improvements should be installed prior to the issuance of a building permit or assurances of completion are guaranteed in accordance with the Metropolitan Area Subdivision Regulations.

T-5 REQUIRE COLLECTOR STREETS TO BE IN GENERAL CONFORMANCE WITH THE LOCATION SHOWN ON THE TRAFFICWAY PLAN.

- ☐ New developments at time of subdivision should be required to design and construct a public roadway system as applicable to their development which complies with the location and classification of streets and thoroughfares as shown on the Trafficway Plan.
- ☐ Each subdivision should provide for the continuation of collector streets from abutting subdivisions as located generally on the Trafficway Plan.

T-6 LIMIT ACCESS TO ARTERIAL STREETS TO PUBLIC STREET INTERSECTIONS EXCEPT IN THE CASES OF LARGE DEVELOPMENTS WITH LIMITED PRIVATE ACCESS POINTS.

- ☐ Residential areas should be prevented from developing with frontage on arterial streets.
- ☐ Planned, coordinated commercial development should be encouraged in nodal locations along major arterials as supported by the Neighborhood Unit Concept.
- ☐ The development of joint use drives should be encouraged to serve multiple commercial sites which have developed previously in a linear fashion along arterial streets.
- ☐ Consideration should be given for the development of frontage roads along major arterials, such as U.S. Highway 75, when new development is planned in undeveloped areas.

T-7 REQUIRE THAT PUBLIC STREET INTERSECTIONS AND PRIVATE ACCESS DRIVES BE SUFFICIENTLY SPACED ALONG ALL MAJOR ARTERIAL STREETS TO REDUCE TRAFFIC CONGESTION AND CONFLICTS.

- ☐ All new driveways should be required to comply with the requirements of the driveway design standards as adopted by the City of Bartlesville.
- ☐ During the site planning process, require traffic impact information be submitted by the developer for review by the City Engineer.

T-8 DISCOURAGE RESIDENTIAL USE ACTIVITIES FROM FACING ONTO ARTERIAL AND COLLECTOR STREETS.

- ☐ Individual residential lots should not have direct access to arterial or collector streets. Where direct access is permitted, it should be designed so that no vehicles back directly into the flow of traffic.
- ☐ During subdivision review for new residential development, employ the community design principles of the Metropolitan Area Subdivision Regulations as supported by the Neighborhood Unit Concept.

T-9 ENCOURAGE THE DEVELOPMENT OF A COMMUNITY WIDE TRANSPORTATION NETWORK FOR PEDESTRIANS AND BICYCLES.

- ☐ The construction of sidewalks should be required with all new subdivisions as required in the Metropolitan Area Subdivision Regulations.
- ☐ The extension of Pathfinder Parkway should be pursued throughout the community in accordance with the Future Park Plan through available means of grant funding and cooperation with ODOT.
- ☐ Work with the Bartlesville Independent School District to provide sidewalks along school routes, particularly in neighborhoods serving elementary and mid-high schools. Consider

including sidewalk construction in future public improvement projects through capital improvements planning.

T-10 PROVIDE A SAFE, WELL EQUIPPED AND MAINTAINED AIRPORT WHICH SERVES THE AERONAUTICAL NEEDS OF THE CITY OF BARTLESVILLE, LOCAL AND STATE INDUSTRY, AND THE METROPOLITAN AREA, AND THE REGION.

- ☐ Improvements to airport facilities should be continued through available means of grant funding and cooperation with the Oklahoma Aeronautics Commission and the FAA.
- ☐ Economic development opportunities should be pursued at the Bartlesville Municipal Airport in accordance with and implementation of the Land Side Development Plan.

III. Community Facilities Element

A. Introduction

It has become the responsibility of cities to provide various forms of community facilities and activities for recreation, protection, and education. To most effectively supply a community with these types of activities, careful study and consideration are required for placing these facilities in appropriate locations. This section postulates the objectives for Community Facilities and sets forth policies to guide the development of facilities to meet the needs and demands of the community.

B. Community Facilities Objectives

- To provide a full complement of community facilities, services and activities which protect, attract, entertain and educate the residents of the community.
- To provide for those community services and facilities required to ensure the health and safety of local residents.
- To provide convenient open areas, recreation areas and parks that will serve the residents, provide stability and beauty to the community and its neighborhoods, and most of the needs of the tourists visiting the area.
- To provide for educational and cultural opportunities to meet the diverse needs of the total community.
- To maintain an atmosphere of safety and security by providing adequate protection from fire, theft, violence, disease, flood and other threats to life and property.

C. Community Facilities Policies

CF-1 IDENTIFY PRIORITIES FOR THE CONSTRUCTION OF COMMUNITY FACILITIES AND PUBLIC WORKS PROJECT AS A PART OF A CAPITAL IMPROVEMENT PROGRAM.

- ☐ Through the continuation of the current Capital Improvements Program, the City Council with assistance of the city staff and public input should identify and prioritize needed community facilities and public works projects for financing through a dedicated sales tax program.

CF-2 IN ORDER TO CONSERVE ENERGY AND PUBLIC RESOURCES, INCLUDE PROVISIONS IN FUTURE PUBLIC FACILITY PLANNING EFFORTS FOR CREATING SHARED AND JOINT USE FACILITIES BETWEEN THE VARIOUS PUBLIC AGENCIES OPERATING WITHIN THE COMMUNITY AND METROPOLITAN AREA.

- ☐ The feasibility of joint-use facilities should be explored when considering the construction of community facilities, such as a city-county health department, a city-county public safety building, regional waste management facilities and school sites developed in conjunction with recreation areas.

CF-3 AT TIME OF DEVELOPMENT, CONSIDER THE LONG-TERM NEEDS FOR RECREATIONAL, EDUCATIONAL, AND CULTURAL FACILITIES TO ENSURE THAT SUFFICIENT LAND AREA IS AVAILABLE AND THAT THEY ARE CONVENIENTLY ACCESSIBLE.

- ☐ Elementary schools should be located on local or collector streets near neighborhood centers to provide convenient access, improved safety, and to reduce traffic impact on major streets.
- ☐ Junior and senior high school facilities should be located on arterial streets to provide maximum convenience and access and to reduce traffic impact on residential areas.
- ☐ Public recreational facilities should be located adjacent to schools in order to enhance available land and resources.
- ☐ Continue to promote high quality, well planned arts and humanities programs to serve all populations within the community through support of the visions set forth in the most recently adopted Strategic Plan for the Allied Arts and Humanities Council included as Appendix D of this Plan.

CF-4 MAINTAIN RECREATION PROGRAMS AND FACILITIES AT A LEVEL SUFFICIENT TO SERVE THE COMMUNITY NEEDS ON A YEAR-ROUND BASIS.

- ☐ Improvements to recreation facilities should be continued through the capital improvements program supplemented by available means of grant funding.
- ☐ Close coordination should be continued through the City of Bartlesville Parks Department with the various private recreation organizations to ensure that existing programs meet the recreational demands of the community.
- ☐ Recreation programs that are financially self-supporting should be developed through a public-private partnership.

CF-5 ACQUIRE AND MAINTAIN A VARIETY OF RECREATIONAL FACILITIES, INCLUDING REGIONAL, NEIGHBORHOOD, AND SPECIAL USE PARKS, UTILIZING WHERE POSSIBLE NATURAL AND OPEN SPACE AREAS OR FLOOD-PRONE AREAS.

- ☐ Efforts to extend Pathfinder Parkway should be continued in accordance with the Future Park Plan, which establishes an open space linear network along the Caney River waterways which connects residential areas, schools, parks, and shopping areas.
- ☐ Utilizing the Future Park Plan provided in Appendix C as a guide for the orderly development of future park land, coordinate the location and design of park areas with regional storm water management needs to develop a multi-purpose facility. Such coordination may yield a water feature that enhances recreational opportunities of the park.
- ☐ Open space fees, which are generated by new residential development, should be utilized to assist in the acquisition of parkland. Such open space fee, required by the Metropolitan Area Subdivision Regulations for the development of any new residential subdivision, is intended to offset the added increment of recreation demand brought on by the development.

CF-6 PROVIDE A FIRE FIGHTING FORCE WHICH IS CAPABLE OF ADEQUATELY PROTECTING PROPERTY IN ACCORDANCE WITH THE STANDARDS GENERALLY PRESCRIBED BY THE NATIONAL FIRE PROTECTION ASSOCIATION.

- ☐ Policies for the location of future fire stations should be based on a three-minute response time with minimal overlap of existing units.
- ☐ The development of any new residential subdivision located greater distance than five minutes from a fire station should be discouraged unless a new facility is included in a five-year capital improvement program.
- ☐ Existing efforts should be continued to improve fire-fighting capacities through continued improvements in water line replacements and upgrades.
- ☐ The coordination of fire fighting efforts with other area fire prevention agencies should be continued.
- ☐ All new developments should be designed to provide adequate fire protection through properly sized water lines that contain adequate fire flow, and proper distribution of fire hydrants as established by the Metropolitan Area Subdivision Regulations.

CF-7 PROVIDE LAW ENFORCEMENT RESOURCES TO ADEQUATELY PROTECT PROPERTY AND LIVES IN ACCORDANCE WITH GENERALLY PRESCRIBED STANDARDS.

- ☐ Aggressively participate in state and federal grant funding programs to improve law enforcement resources (equipment, training, and personnel) at the local level.
- ☐ Programs to educate the public should be continued and active citizen participation in crime prevention strategies should be encouraged.
- ☐ Ongoing training of police personnel should be continued to ensure the continued delivery of quality law enforcement service to the community.
- ☐ Encourage and support the expansion of the community policing program as a proactive way of building and sustaining a safer and healthier community.

CF-8 PROVIDE A PUBLIC UTILITY SYSTEM THAT ADEQUATELY SERVES ALL SECTORS OF THE COMMUNITY.

- ☐ Tie-on to public sanitary sewer should be required when development is within 400 feet of the existing public sewer. When private sanitary sewer systems are permitted, require that they be approved by the County Health Department. Lagoons should be permitted only as a last resort and then only with approval by the County Health Department.
- ☐ All developments within the Metropolitan Area should be required to have public water.
- ☐ New development should not be permitted to overload any of the public utility systems (water, sanitary sewer, or storm drainage). New development will not be permitted in areas where existing public utility systems do not have adequate capacity to accommodate the additional use unless the systems are brought up to capacity in accordance with the standards established by the Metropolitan Area Subdivision Regulations.
- ☐ The underground installation of all public and private utility systems should be encouraged.
- ☐ Ongoing efforts to improve the capacity of the existing sanitary sewer system through abatement of inflow/infiltration should be continued.
- ☐ Drainage plan improvements of private developments should be approved by the City Engineer prior to construction. City participation with private development should be considered where appropriate to oversize private storm drainage facilities to provide regional detention facilities.
- ☐ As stated in the Future Parks Plan, major flood-prone areas of the City should be utilized as park land and should be designed to detain storm water run-off and used for recreational purposes where appropriate.

CF-9 PROVIDE A PUBLIC LIBRARY SYSTEM THAT SERVES ALL SECTORS OF THE COMMUNITY BY MEETING AND EXCEEDING STATE MANDATED MEASUREMENTS.

- ☐ Provide access to high-interest materials, both contemporary and traditional, and access to electronically formatted information resources.
- ☐ Continue to support networking efforts of BART-LINC, the Bartlesville Local Information Center and update information accessible from the Library's Public Access Kiosk located at the Washington Park Mall.
- ☐ Provide services and programs to meet community needs, such as expansion of the Summer Reading Program, children's storytime series, Reader's Advisory Services, etc.
- ☐ Monitor the demand for a satellite library location on the east side of Bartlesville as residential development continues.
- ☐ Continue to support the goals set forth in the adopted Long-Range Plan for the Bartlesville Public Library.

Comprehensive Land Use Plan

Part V

Physical Development Standards

**COMPREHENSIVE LAND USE PLAN
BARTLESVILLE METROPOLITAN AREA
PHYSICAL DEVELOPMENT STANDARDS
PART V**

INTRODUCTION

Traditionally, land use plans have often failed to provide officials and administrators with a flexible yet workable framework on which they could base decisions. It is the purpose of this section of the Comprehensive Land Use Plan to establish standards which can be used in evaluating future development proposals or zoning applications. This section consists of two essential elements: relevant development principles and standards necessary to achieve the goals, objectives, and policies set forth in Part IV; and a Trafficway Plan depicting existing and future arterial and collector streets to facilitate the movement of people throughout the planning area.

DEVELOPMENT STANDARDS

Land Use and Neighborhood Unit Concept

Each community has different characteristics that form the basis for determining the appropriate relation between population and the space required for the different land uses that serve it. In large part, it is the restoration of a balance between the open space for the movement of people and the enclosed space they occupy on which the health of city development depends.

The range of land use ratios found in most urban areas based upon a study conducted by Eisner and Associates (1939-1985) is as follows:

| | |
|----------------------------------|----------|
| Residential | 35 - 39% |
| Commercial | 4.8 - 5% |
| Industrial | 10 - 11% |
| Streets | 20 - 26% |
| Open space, schools, parks, etc. | 10 - 18% |

By comparison, Table II-14 in Part II of this Plan estimated the following existing land use ratios for the City of Bartlesville, generally depicted in Map II-5:

| | |
|---------------------|-------|
| Residential | 35.6% |
| Commercial | 6.5% |
| Industrial | 3.7% |
| Transportation | 19.0% |
| Public/Quasi-Public | 10.4% |
| Undeveloped | 24.8% |

A neighborhood should provide a healthful, safe, private and attractive environment that stabilizes the investments of the area residents and accommodates the full range of family living. It is intended that the urban area shall be designed as a group of integrated residential neighborhoods and appropriate commercial,

industrial and public facilities. The neighborhood, as a planning unit, is intended as an area principally for residential use, and of a size that can be served by one elementary school. Space for religious, recreational, education and shopping facilities to serve the residents of the neighborhood should be provided and designed as an integral part of each neighborhood.

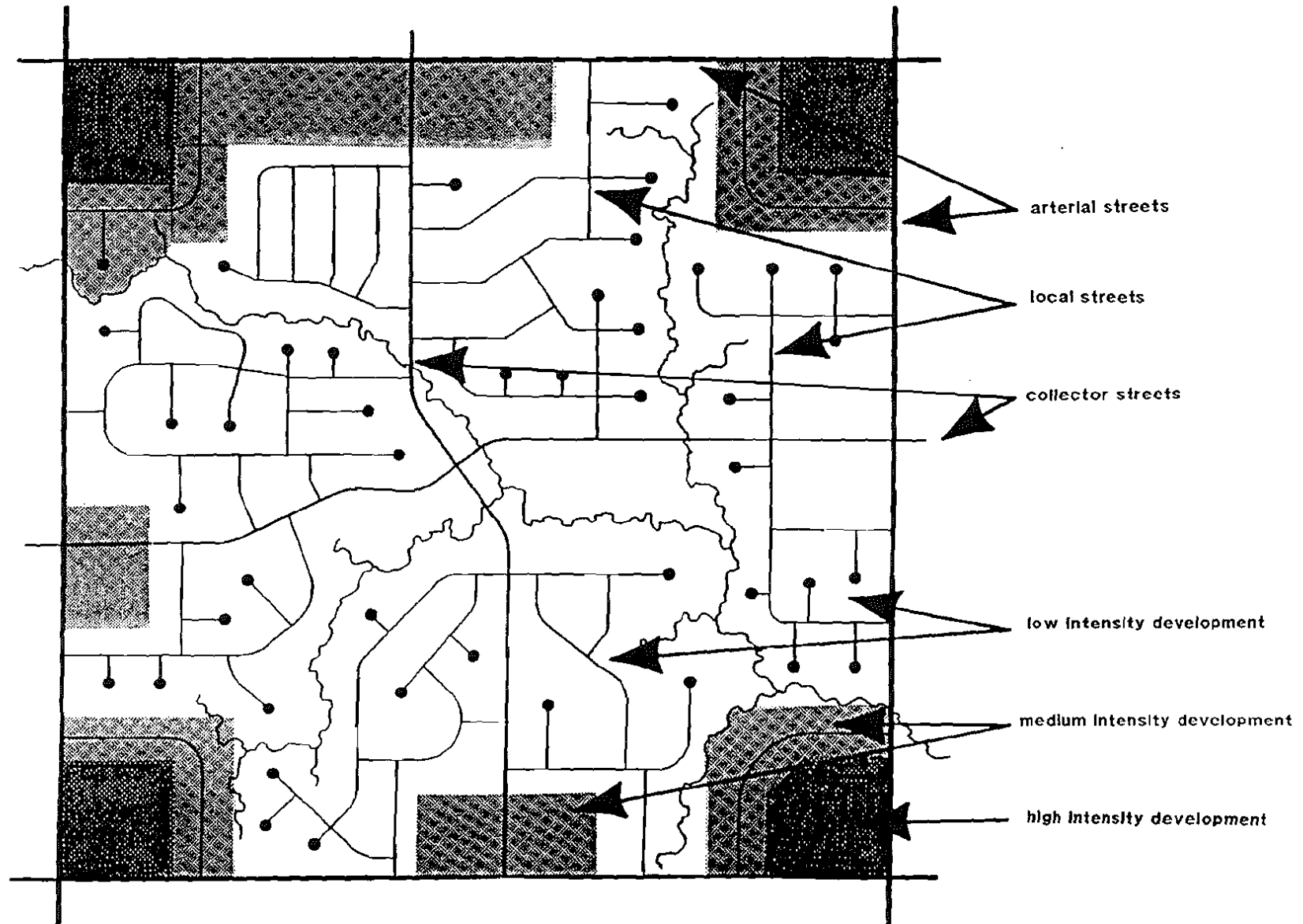
A neighborhood unit is defined as the physical environment wherein social, cultural, education, and commercial facilities are within easy reach of the residents and where, in the past, it was found that people cooperated with one another in times of stress. It was also the "place" where one lived and serves to define one's homesite in a larger environment such as a city. A neighborhood unit may range in size from 500 to 3,000 dwelling units (populations of between 1,700 and 10,000) according to the American Institute of Architects in its report in 1972 "A Strategy for Building A Better America." However, the neighborhood unit represents a unit of the population with basic common needs for educational, recreational, and other service facilities and it is the standards for these facilities from which the size and design of the neighborhood emerge.

The various elements of the neighborhood unit should be provided as an integral part of the plan for the neighborhood and in accordance with the following principles:

1. Residential lots should be of adequate size and provide soundly constructed housing of sufficient area to accommodate family activities. Structures should vary in type and cost to meet the needs of all family types.
2. The quality of the neighborhood should be maintained by locating commercial developments along the periphery of the neighborhood and design major thoroughfares to form the edges of the area rather than allow them to bisect the neighborhood.
3. Residential areas should be designated to avoid the creation of isolated pockets of development, which are too small to be serviced economically with elementary schools, playgrounds and other community facilities.
4. A full complement of community facilities should be maintained to service the population and preserve a high quality of life.
5. Sound development and protection of residential neighborhoods should be encouraged by separating the neighborhoods from inharmonious land uses by using major traffic ways, open spaces, or natural terrain features as transition areas.

A large body of design theory has been developed concerning the arrangement and design of residential areas and their relationship to the other land uses of the city. They are illustrated by the Neighborhood Unit Concept and planned unit development, both of which have influenced design in many parts of the United States. The Neighborhood Unit Concept is intended to be employed as the basic planning concept for land use and development within the Bartlesville Metropolitan Area. A schematic of the Neighborhood Unit Concept is provided in Map V-1. However, it is not proposed that a single design concept or prototype be used for design of any residential or non-residential area. Variations in design are encouraged by providing broad policy guidelines relative to land uses and densities in this Comprehensive Land Use Plan; and within those guidelines highly qualified designs are intended to be employed for both private and public projects and are to be given the maximum possible flexibility in solving different environmental and compatibility

NEIGHBORHOOD UNIT CONCEPT



problems. Regulatory codes and ordinances, such as zoning and subdivision regulations, and plans, such as PUD site development plans, are the tools used to implement this goal.

Land Use Intensities

The Neighborhood Unit Concept references land use intensities of development. Land use intensities reflect the range of activities occurring in an urban area. The intensities, designated as high, medium and low, allow a mixture of land uses within each intensity designation. Thus, a parcel indicated for medium intensity may contain either multifamily residential, or commercial or a combination of uses. Levels of intensity are designed to relate the functions intended for the land with the level of public facilities, services, and utilities available to the land. Efforts must be directed to allow only compatible land uses next to each other or to control potential conflicts with quality design.

The following matrix provides a comparison for various land uses and associated zoning districts into intensity designations. This matrix is to be used only as a point of reference. Determining the location of a land use intensity and its associated zoning district should be guided by the goals, objectives, and policies of this Land Use Plan and evaluated on a case-by-case basis.

Low Intensity

Low intensity designations are applied to those areas lying between arterial streets and supported by low volume residential streets where single-family homes or farms are the primary uses. Due to the sensitive nature of these uses, low intensity areas should generally be kept free of vehicular traffic generators and uses that emit incompatible levels of noise or other pollutants.

Residential uses within the low intensity areas should back or side arterial streets and direct vehicular access onto arterial or collector streets should be avoided. In developing land within the Metropolitan Area, residential uses within low intensity areas may include a wide variety of housing types ranging in density from 0.2 to 10 dwelling units per acre. Limitations within that range may be further imposed by the zoning regulations.

Duplex development should be encouraged to be located as a buffer to separate single family residences from medium or high intensity uses. Duplex development may also be used within single family areas where physical features, lot shape or other unusual situation or condition exist which would limit the construction of single family structures.

Additionally, certain non-residential land uses and neighborhood functions are appropriate in low-intensity areas and include schools, parks, churches, and community centers given certain minimum site design standards to protect the residential integrity of the area.

Medium Intensity

Medium intensity designations encompass those uses that generate pedestrian or vehicular traffic volumes generally oriented toward neighborhood shopping, office or residential activities (of 10-30 units per acre) along minor arterial streets. These uses would provide support for the surrounding low intensity residential and, therefore, should be low in noise and air pollution qualities.

The intersection of minor arterial streets or arterial streets with collector streets is traditionally a location of medium intensity development whose activities predominately serve the surrounding neighborhoods, such as

neighborhood commercial activities. Historically, most commercial development has taken on a lineal character (strip development) which causes hazardous driving conditions, traffic slow-downs, visual unsightliness and confusion. It is an objective of this plan to avoid this strip type development. Standards for neighborhood shopping centers within medium intensity areas are provided in later sections of Part V.

Recognizing the economic and legal realities of existing development and zoning, future designations of land for medium intensity uses should be restricted to the expansion of presently designated areas where such expansion is consistent with other policies of this plan. Strip type development of arterial streets for non-residential development in medium intensity areas, such as along Adams Boulevard west of the Caney River, should be avoided. In the non-urbanized portions of the Metropolitan Area, medium intensity development should be clustered at the intersections of designated minor arterial streets in the form of nodes.

Development around the various minor arterial street intersections should be consistent with the type and capacity of related roadways. In turn, any development of the nodes should be compatible with the surrounding residential development.

**TABLE V-1
LAND USE INTENSITY MATRIX**

| LAND USE | LOW | MEDIUM | HIGH |
|--|-----|--------|------|
| Residential: | | | |
| Agricultural (RA Zoning District) | X | | |
| Residential Estate (RE Zoning District) | X | | |
| Single Family Residential (RS Zoning District) | X | | |
| Multi Family Residential (RM Zoning District) | | X | X |
| Mobile Home Park (RT Zoning District) | | X | X |
| Commercial: | | | |
| Office (O Zoning District) | | X | |
| Neighborhood Shopping (C-2 Zoning District) | | X | |
| Major Shopping (C-3 Zoning District) | | X | X |
| Central Commercial District (C-4 Zoning District) | | X | X |
| General Commercial (C-5 Zoning District) | | | X |
| Commercial Amusement (C-6 Zoning District) | | | X |
| Highway Commercial (C-7 Zoning District) | | | X |
| Industrial: | | | |
| Industrial Park (IP Zoning District) | | | X |
| Limited Industrial - Light (M-1 Zoning District) | | | X |
| General Industrial - Medium (M-2 Zoning District) | | | X |
| Intensive Industrial - Heavy (M-3 Zoning District) | | | X |

High Intensity

High intensity designations are reserved for those uses that generate high vehicular or pedestrian traffic volumes or other elements of noise, odor, and density. These areas are to be adequately serviced by primary arterial streets or highways and rail facilities, and grouped so they would have the least adverse effect on property values in the Metropolitan Area. Generally, most commercial and industrial activities tend to locate in close proximity to each other and in areas served by several elements of the transportation system. Such areas can be found along Washington Boulevard/U.S. Highway 75 and other major arterials such as Adams Boulevard, Frank Phillips Boulevard, and Hensley Avenue. These major arterial corridors have experienced a good deal of growth within the past ten years and additional development along these corridors is anticipated in the future. The Downtown Central Business District (CBD) can expect some modest expansion, although there is ample land available in the CBD for redevelopment. In order to prevent commercial encroachment into adjacent residential areas, Adams Boulevard should continue to serve as the southern edge of the CBD.

Residential uses, which are appropriate in high intensity areas, include multifamily developments in excess of 30 units per acre.

Commercial uses, which are appropriate in high intensity areas, include community level commercial centers, regional level commercial centers, and the central business district. Standards for the development of these commercial uses are provided in later sections of Part V.

Industrial uses are identified as appropriate only in high intensity areas. Existing industrial development extends westward from the CBD and in limited areas of East Bartlesville. Future expansion of high intensity industrial uses is provided for in the area between Highway 123 and 75 and between Bartlesville and Dewey. Future designations of high intensity areas should be restricted to the expansion of presently designated areas. Edges of areas designated for high intensity uses should provide adequate separation from lower intensity classifications. Edges include natural or man-made features as highways, railroad rights-of-way and waterways. Standards for the development of industrial uses in high intensity areas are provided in later sections of Part V.

| Intensity | Compatible Use |
|-----------|---|
| Low | Single-family residential 0.2 to 10 units per acre. |
| Medium | <ul style="list-style-type: none"> Multiple-family residential 10 to 30 units per acre. Neighborhood Commercial Center and Office for the convenience and use of neighborhood residents. |
| High | <ul style="list-style-type: none"> Multiple-family residential in excess of 30 units/acre. Central Business District. General Business. Community or Regional Level Commercial Centers. Planned Shopping Center. Institutional or Research Center. Planned Industrial Park. Light, Medium and Heavy Industry. |

Utilizing the principles of the Neighborhood Unit Concept, the following standards are set forth in order to guide the development of non-residential areas.

Standards for Commercial Development

Commercial uses serve a dual function by providing goods and services to both residents of the community and persons passing through the community. Commercial growth is desirable to ensure a greater diversity of goods and services for the Bartlesville Metropolitan Area and to achieve a more self-sufficient local economy.

Two major benefits are derived from commercial uses: the provision of local employment and an increase in tax revenue. Local commerce provides jobs to our citizens who might otherwise have to travel to neighboring cities for employment. In addition, the City of Bartlesville receives revenues from retail sales, which is used for the provision of services to citizens of the community.

Commercial areas need to be located so that it is economically feasible to provide services and goods to the community and generate a profit. It is in the interest of the community to protect these commercial investments and future investments through the use of sound planning. The proper location of commercial uses can preserve the residential environment, encourage the proper location of major traffic ways and improve the economic base of the area.

Existing commercial development has taken on three different patterns in the Bartlesville Metropolitan Area. "Strip development" is characterized by individual commercial establishments fronting onto arterial streets. Historically parcels fronting arterials were vacant or developed residentially. Through time a transformation to commercial use has occurred creating a strip-like development pattern. This has resulted in individual development of separate parcels irrespective of the surrounding uses. A second type of development pattern is the commercial node or cluster, commonly called a shopping center. These nodes of commercial activity are usually found at the intersections of arterials that provide maximum accessibility and visibility. Shopping centers occur in different configurations and in different scales or sizes. Regardless of their size, centers are usually characterized by at least one large anchor store to draw customers to the center and a multitude of smaller service and retail establishments. Another common feature of a shopping center is its shared parking facilities. One variation of the shopping center is the "strip" center, which are conglomerations of smaller establishments along an arterial corridor. They usually have shared parking facilities but are smaller in scale from regular centers and do not usually have one dominant anchor store.

Commercial developments should be designed and located in accordance with the following principles:

1. Commercial establishments should offer a wide range of services to all levels of the community.
2. The Central Business District (CBD) should be considered and maintained as the central focus of commercial activity. Supportive services and accessory uses such as adequate parking are essential and should be a top consideration.
3. Commercial activities on the neighborhood and community scale should be designated to integrate with existing development and not create new problems.
4. Transition zones should be studied so that where feasible, commercial uses could be re-established to renew the area and preserve a limited resource, land.
5. Commercial areas should have quality design which separates, as much as possible, vehicular and pedestrian traffic.

Neighborhood Commercial. This type of shopping center shall be located within or near the residential neighborhood in a medium intensity area and primarily provides convenience goods and personal services for day-to-day living needs. The neighborhood commercial center is the local source for staples and daily services for a population of between 3,000 to 8,000 people, is usually built around a food market as the major tenant, and is located within two miles or less of its customers. The average size is about 40,000 square feet but will range in size from 25,000 to 50,000 square feet of floor area and will have a site of 3 to 10 acres. Convenience is the primary emphasis and comparison-shopping items are limited. Store types which would be included in this area include food markets, bakery shops, drugstores, drive-in or cafe type restaurants, personal service shops such as dry cleaners, laundromats, barber or beauty shops, florists, banks, and service stations.

Community Level Commercial. This center shall be located in a high intensity area, and will serve several neighborhoods having a population ranging from 8,000 to 20,000 persons. The community level commercial center extends the services of the neighborhood commercial center by providing a variety store or small department store as the major tenant. In addition to convenience goods and personal services, it provides for the sale of wearing apparel, hardware, and appliances. Shops will provide a larger selection of merchandise. The average size is 80,000 square feet of gross floor area with a range of between 50,000 to 150,000 square feet and a site size of 10 to 30 acres.

Regional Level Commercial. The regional center is usually built around one or more major department stores and includes a full complement and range of retail facilities usually found in a balanced small city. It can serve a population from 20,000 to as many as 250,000 people. An average size is about 400,000 square feet of gross floor area, although it may range from 300,000 to as high as 900,000 square feet. The regional center is most similar to and competitive with a central business district of a large metropolitan area and will have a regional draw. A minimum site of forty acres is required; the largest centers require as many as 60 acres.

**TABLE V-2
COMMERCIAL AREAS**

| | Neighborhood | Community | Regional |
|---|---------------------|------------------|-------------------|
| Leading Tenant | Food Market | Jr. Dept. Store | Two Dept. Stores |
| Number of Stores | 5 - 10 | 10 - 30 | 30 - 60 |
| Area of Stores (Sq. Ft.) | 25,000 - 50,000 | 50,000 - 150,000 | 150,000 - 900,000 |
| % of Area Occupied by Leading Tenant | | 20% | 35 - 40% |
| Area of Site (Acres) | 3 - 10 | 10 - 30 | 40 - 60 |
| Radius of Trade Area (miles) | 1 - 2 | 2 - 5 | 5 - 50 |
| Number of Persons in Trade Area | 5,000 - 8,000 | 8,000 - 20,000 | 20,000 or more |

Source: Adapted from standards of the Urban Land Institute

Other commercial areas include mixed and highway commercial, planned shopping centers, and the central business district.

Mixed and Highway Commercial. This category provides for a variety of commercial uses that may not be compatible with other retail shops and stores. These include automobile service stations, plumbing shops, repair stores and others. Usually this type of commercial use lines the highway in high intensity areas and presents problems in increased congestion and potential accident hazards, maximum conflicts with other land uses, shopper inconvenience, and large amounts of "undesirable" development. The best consideration for this kind of use is the encouragement of nodal development.

Planned Shopping Centers. A standard definition for planned shopping center is published in the Urban Land Institute Technical Bulletin No. 30, Parts I and II (Washington, D.C.: ULI, February and May, 1957). A planned shopping center is:

"... A group of commercial establishments, planned, developed owned and managed as a unit, with off-street parking provided on the property (in direct ratio to the building area) and related in location, size (gross floor area) and type of shops to the trade area that unit serves—generally in an outlying or suburban territory."

These centers can vary in size from neighborhood commercial areas with five or six shops located within two miles of its potential customers to a regional complex with three or four department stores and having 40 - 100 acres located within 40 minutes driving time of its shoppers. The planned commercial unit protects residential neighborhoods from depreciating property values, which results from over-zoning and development or intrusion of undesirable commercial uses. In addition, adjacent traffic flow has minimized interruptions because there are few required driveways. The rezoning and development of new commercial areas in the Bartlesville Metropolitan Area should be done as a planned unit development and should be designed in accordance with the following principles:

1. Food service stores should be located on one end by group to prevent nearby parking spaces all along the center being occupied for long periods of time.
2. Stores that have longer hours should also be located near or at the end of the shopping unit. Special lighting can then be arranged to provide lighted surroundings.
3. Apparel, shoe stores, and other mercantile type stores should be located as close to the major generator as possible. If there is only one department store (major generator), the best location is between that store and a variety store.
4. Personal - service stores do not require prominent positions.
5. Adequate parking should be provided or available in the near vicinity.
6. Customer traffic should be separated from delivery service traffic.
7. Circulation should be provided to avoid cars having to pull into the roadway to travel from store to store.
8. Select a building design team that will achieve the best interaction among the stores.

Central Business District. The Central Business District (CBD) was historically the retail core of the Bartlesville Metropolitan Area and the central focus of the community. With the construction of U.S.

Highway 75 and the continued easterly growth of the City, commercial development patterns took on a more suburban feel. The success of a commercial development became dependent on ease of access. By the very nature of the CBD, downtown retail activity began to lag behind as anchor stores moved to highway shopping centers.

Revitalization of the CBD does not mean returning to the downtown retail function of 20 or 30 years ago. It means becoming vital to the Metropolitan Area as a service center, a place to work, a place to visit, and even a place to live. These several functions may mingle in a single district where they form a fairly compact unit, having their own identification and supporting services.

Today, the Bartlesville Downtown CBD is the area of highest concentration of daytime population and the most intensive land use. Some specific goals for the revitalization of the CBD are:

1. Downtown Bartlesville should be distinctive. Those aspects, which can help to clearly distinguish the central area from non-central areas and from other cities, should be nurtured and developed. This may include the preservation of historic or architecturally significant buildings and structures and enhanced aesthetic improvements such as decorative lighting and landscaping.
2. Downtown Bartlesville should have unity. The basic design and layout of the CBD should express unity of the area as a whole and of its major parts. A sense of order should underlie and provide a framework for the great variety of functions and activities that are desired in this area. This may include the development of a unified marketing and advertising campaign for the downtown district. It may also include cohesive street and commercial signage and other such public and private improvements for the downtown district, which help to unify the CBD. The efforts of the Downtown Development Program begun in 1996 by the City Council and the Bartlesville Downtown Trust Authority should be continued in some form.
3. Downtown Bartlesville should have variety. Consistent with other stated objectives, the layout and details of the CBD should be such as to make it as interesting, surprising, alive, and unique as possible.
4. Downtown Bartlesville should have improved circulation. The study of existing downtown traffic signalization should be continued and traffic signals that do not meet traffic warrants should be removed and replaced with stop signs. In addition, the two-hour parking limitation should be enforced as aggressively as possible with the implementation of an assertive tow program. Again, ease of access is a vital key to the success of the Central Business District.

**TABLE V-3
COMPARISON OF COMMERCIAL DISTRICTS**

| <u>District</u> | <u>Store Types</u> |
|----------------------------|---|
| Regional Level Commercial | One or more major department stores, wearing apparel shops, home furnishings and household equipment, most of the community-shopping district services. Suburban duplicate of the Central Business District. Appropriate in High Intensity Areas. |
| Central Business District | Multistory buildings, center for location of specialty shops, office space, financial centers, churches, government offices, and residential uses. Appropriate in High Intensity Areas. |
| Community Level Commercial | Small department stores, florists, restaurants, movie theaters, professional offices, post offices, specialty shops. Appropriate in High Intensity Areas. |
| Neighborhood Commercial | Food markets, bakery shops, drugstores, drive-in or cafe type restaurants, personal service shops, laundromats, service stations. Appropriate in Medium Intensity Areas. |

Standards for Industrial Development

A common challenge to smaller communities is that of attracting industrial development, which will economically benefit the community yet will not negatively impact the environment or overall appeal of the city. The industrial segment of economic activity brings dollars to a region from other areas. Traditional examples are manufacturing, mining, and agriculture. The products of all of these activities are exported (sold) to other regions. The money thus drawn into the local economy is used to purchase locally provided goods and services as well as items that must be imported from other regions. Other, less tradition examples of basic industry are tourism, higher education, and retirement activities, all of which also attract money to a region.

Industry can offer many positive features to a community such as the provision of jobs, attraction of other commerce, and an increase to the tax base. In order to ensure that these benefits are not coupled with negative physical or social costs, industrial development must be compatible with local resources, surrounding land use, and local economic needs.

Planning for industrial growth that best suits the needs of a community is not an easy task. It is complicated by the changing nature of industry itself. Industries exhibit many different characteristics and vary in size,

production, technologies, and work force. Industry has become a highly diversified sector of the economy and will produce a variety of impacts within different communities. Therefore, it is difficult to assess the long-range impact of industrial growth of a community.

It is recognized that not all types of industries are appropriate for all communities, both from a city's standpoint and an industry's standpoint. Therefore, a community must go one step beyond deciding the amount and type of industry it desires. It must also understand the development needs of the industries it desires to attract. Although these needs vary considerably among specific industries, a basic listing of location requirements include: large amounts of suitable flat land at an economical cost, access to rail facilities, access to major exterior transportation, good internal local transportation, access to utilities, and an available local work force.

Industrial developments should be designed and located in accordance with the following principles:

1. Industrial developments should have fast, easy and convenient access to good transportation facilities including rail, highway and air.
2. Industrial developments should be reasonably located with respect to labor supply, raw materials source and markets.
3. Industrial developments should be located on an adequate amount of suitable land that is free from foundation and drainage problems, with a sufficient reserve for future growth.
4. Sites for industrial development should have an adequate and reliable supply of utilities, including water, sewer, power and fuel.
5. Sites for industrial development should be located in such a manner as to be protected from encroachment of residential or other incompatible land uses.
6. Industrial developments should be so located as to minimize obnoxious external effects on neighboring non-industrial land uses.
7. Where industrial areas adjoin residential areas and other areas of lower intensity which require freedom from noise, vibration, smoke, dust, odor and other adverse influences, industrial establishments should be required to provide protection to adjoining properties through the use of landscaped buffer strips, control of the industrial processes employed, and other appropriate means.
8. Industrial uses located near airports should not be of the type that would interfere with air traffic control whether electronic, visual, or structural.
9. Development density should be controlled to protect adjacent uses.
10. Space is the best buffer between incompatible uses.
11. Industrial locations should not cause noticeable increases in traffic on residential streets--local or collector.
12. Light and heavy industry should be grouped separately.

13. Light industrial areas should be restricted to those industries with low traffic generation characteristics.
14. Light industrial areas should be restricted to uses producing low levels of noise, smoke, odor and vibration.
15. Heavy industrial areas accommodating manufacturing uses which cause higher levels of noise, vibration, odors, smoke and dust or produce or require heavy bulky products or materials should be so located as to minimize the impact of such uses on other uses with higher environmental requirements.

Site considerations for industrial developments should include:

1. The load-bearing quality of the soil should be adequate. Solid ground is needed for heavy industry and stable high load foundations.
2. Rolling sites may be superior to flat land to provide adequate drainage. The rolling site may have qualities that make it economical to develop.
3. The slope of the site should be under 5%.
4. The site should not be within a 100-year maximum floodplain.

Transportation is major locator of industry. In order to attain the highest level of operation, industries should have as many transportation forms available to it as possible. The following transportation principles should be considered when designing and locating industrial developments.

1. Easy access to major arterials is necessary.
2. Industries should be located far enough away from intersections to prevent congestion and provide adequate ingress and egress.
3. Industry should be located near switching yards where maximum use of rail facilities is expected.
4. Spurs and leads should be designed to provide maximum loading efficiency.
5. Industries located near airports should be low bulk, high value product types requiring fast shipment.
6. Industries that require large assemblages of workers should be prohibited from airport locations.
7. High bulk, low value product industries should locate near port areas.

The second major consideration for industrial location is the availability of utilities. The following principles concerning the availability of utilities should be considered when designing and locating industrial developments.

1. Water must be available in sufficient amounts to support industry and to allow operation of industrial processes.

2. Water should be of sufficient pressure to provide adequate fire protection.
3. Sewer capacities should be designed for transporting industrial loads.
4. Power sources should be adequate for industrial demands.
5. Communication facilities and computer hook-ups should be available to meet the requirements of the industry.

Industrial District Development. Industrial districts are planned tracts of land subdivided and promoted for industrial development. The Comprehensive Land Use Plan must insure control of the area and buildings through zoning, private restrictions and the provisions of continuing management. This may include districts of various types and sizes including an industrial park designed for light manufacturing and research facilities to an industrial district that is designed to accommodate medium and heavy industrial users.

PARKS AND RECREATION

As Bartlesville continues to experience increased urbanization, leisure time needs of citizens will grow. The public sector, having accepted the responsibility of answering those needs, should provide a public recreation system with the objectives to achieve a well-balanced and year-round recreational program. This would include a full range of facilities and activities for all age groups, in addition to the preservation and provision of open space for public use, enjoyment and protection.

In order that these objectives may be fulfilled, the following principles should be adhered to:

1. Neighborhood and community recreation facilities should be coordinated by combining school and recreational sites to effect mutual benefits of service, safety, convenience and economy.
2. Recreational facilities should be of adequate size and type to conveniently serve all sections of the urbanized area.
3. Existing inadequate recreational facilities should be expanded in order to meet the total recreational needs of the population.
4. Playground and playlots should be located in the interior of the neighborhood adjacent to elementary schools wherever possible, not on major streets.
5. Play fields should be located on major streets adjacent to junior or senior high schools.
6. Flood prone areas of the city should be considered for inclusion into the total recreational and open space system of the city.

There are three categories of recreation space for which the distribution as well as the amount of land is an important factor. They are 1) the neighborhood park, 2) the district park, and 3) the community park. Each type fulfills a specific function in the design of neighborhoods and groups of neighborhoods. The ultimate development of a total park system should include the following types of facilities:

Neighborhood Park - The neighborhood park or playground is the essential feature of the recreation system at the neighborhood level. This park is located within the residential neighborhood, usually within walking distance of everyone living in that neighborhood, or within one mile of the site. It is desirable, where possible, to locate the neighborhood park adjacent to the elementary school serving the area so that the facilities may be used both by the school and the neighborhood. A minimum of parking should be provided since the neighborhood park is designed to serve the "walking distance" population and not the transit population. Not all of the park need be fully developed. A minimum size of five acres for a neighborhood park is recommended.

District Park - This park is a "big neighborhood park." The primary difference is in the facilities provided. Those activities organized on a community basis or of a special nature not warranting placement in a neighborhood park is usually included in the district park, such as a swimming pool or tennis courts. This condition, therefore, leads to the expansion of the service area of the park. The district park is so located as to serve a cluster of neighborhoods within one or two-and-a-half miles. A minimum of fifteen acres is recommended for a district park.

Community Park - The community park is designed to serve all age groups and normally serves a major section of the city. The primary function of the community park is to provide large areas of scenic landscape and open space for the citizen to escape the noise, rush, and monotony of urban living. In addition, community parks may include water sports, picnic areas, golf courses, and a wide range of outdoor recreational activities, both active and passive. It is preferable that these parks be not smaller than about 30 acres and be located toward the center of the area it serves, adjacent to major streets.

Linear Parks - The multiple use of creeks, flood ways, and other natural terrain features, generally unsuitable for urban development has long been a recommendation of planners, architects, and engineers. One such use is the use of the flood prone areas of the Caney River and its tributaries for the Pathfinder Parkway. This use should be continued in accordance with the following standards.

In pursuing the goal of developing a total park system for the community, a Future Park Plan was developed by the Metropolitan Area Planning Commission and approved by the City Council in 1992. This Future Park Plan is provided in full in Appendix C.

For a community of 25,000 to 50,000 persons, the following are generally accepted recreation standards (National Recreation and Park Association):

| | |
|---|-----------|
| Acres of recreational land: | 250 - 500 |
| Number of basketball courts: | 50 - 100 |
| Number of baseball/softball fields: | 12 - 25 |
| Number of tennis courts: | 12 - 25 |
| Number of swimming pools: | 2 - 5 |
| Number of public golf courses (18 holes): | 1 - 2 |

While these standards have a place in recreation planning, they should only be used by community leaders to obtain an approximation as to the adequacy of their park system. Such standards should be used cautiously and never as the only criteria for planning recreational area and facilities.

Pedestrian and Bicycle Trails

In order for the parks, schools and other public facilities to best serve the people of Bartlesville, they must be easily accessible. Ideally, all facilities should be within a short walking distance of the user, but often the area or metropolitan-serving facilities are located several miles from the user.

The City of Bartlesville initiated the Pathfinder Parkway to establish a bicycle and pedestrian system connecting the various public activity nodes and aid in producing safety accessible community facilities. Future extensions to the system are also illustrated on the Future Park Plan. The routes indicated are general in nature and may vary depending on ownership, availability of land and other circumstances. The system should be constructed or designated throughout the city to connect shopping areas, schools, parks and the library. It is recommended that the trails be designated along neighborhood streets that experience only light traffic. The route could then be identified by directional signs and/or striping on the street surface indicating bicycle lanes. Warning signals should be used where the system, by necessity, crosses arterial streets.

In other areas of the city where drainage ways or other natural features are undeveloped, trails could be constructed away from vehicular traffic in a more natural setting. Where drainage courses and natural areas are not in public ownership, easements, utility rights-of-way or fee purchase of the necessary property may be required.

Circulation of pedestrian traffic throughout the city has traditionally been through sidewalks constructed within the street right-of-way and in conjunction with parking areas in commercial and office developments. This method is still the most utilitarian and direct means of providing pedestrian access in Bartlesville and is expected to continue. However, the addition of the bicycle trail system could add an exciting dimension to pedestrian travel, particularly in the natural areas and through parks. Sidewalks should be required as a general standard for future development.

EDUCATIONAL FACILITIES

Educational facilities are frequently the neighborhood focal point. Counted as a community asset, each school site should maximize its potential to serve the surrounding residents. A central location, convenient access for both pedestrians and vehicles, and active recreation equipment can all contribute to a common "asset" of the neighborhood. While the school board in each community has its policy for extension and the design of the public school plant, there are a few simple standards that are generally adopted as a key to the allocation of space. These standards link closely with recreational space, since the elementary school is the focal point within the neighborhood unit, and the junior and senior high schools the focal point within the group of neighborhoods we have identified as a community. The principles and standards listed below can create the desired environment for neighborhood schools.

Principles:

1. Elementary schools should be located off major streets near the center of the neighborhood to provide convenient access, safety and reduced traffic on major streets.
2. Junior and senior high school facilities should be located on arterial streets to provide maximum convenience and access.
3. Large, compact, centrally located school sites offer a reduced cost to community residents. Public recreation facilities should be located adjacent to schools to promote joint use of appropriate facilities.

4. Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, parks, green ways and off-street paths whenever possible.
5. Schools should be linked with the neighborhood by planned bikeways, pedestrian paths and public sidewalks.

**TABLE V-4
GENERAL REQUIREMENTS OF PUBLIC SCHOOLS**

| | Elementary | Junior High | Senior High |
|------------------------|-----------------------|-------------------------|-------------------------|
| School Size | 250 - 1,200 pupils | 800 - 1,600 pupils | 900 - 2,500 pupils |
| Typical Class Size | 30 - 32 pupils | 25 - 32 pupils | 21 - 25 pupils |
| Population Served | 1,500 - 7,000 persons | 10,000 - 20,000 persons | 25,000 - 40,000 persons |
| Site Size | 7 - 18 acres | 18 - 32 acres | 34 - 50 acres |
| Radius of Area Served | 1/4 - 1/2 mile | 1/2 - 3/4 mile | 3/4 - 1 mile |
| Age of Children Served | 5 - 11 years | 12 - 14 years | 15 - 18 |

Source: Time-Saver Standards for Housing and Residential Development, Joseph De Chiara.

By comparison, the Oklahoma State Department of Education has adopted school site size recommendations for public schools in Oklahoma. These recommendations are as follows:

Elementary Schools K-6: A minimum of 10 acres, plus one additional acre for each 100 students of projected ultimate maximum enrollment.

Middle Schools/Junior High Schools 7-8; 7-8-9: A minimum of 20 acres, plus one additional acre for each 100 students of projected ultimate maximum enrollment.

High Schools 9-12: A minimum of 30 acres, plus one additional acre for each 100 students of projected ultimate maximum enrollment.

Trafficway Plan

Our society is one in which the automobile is the prime mode of travel. This places a significant responsibility on local government for providing transportation facilities which accommodate vehicular movement in a safe and efficient manner. A street system serves both local and regional needs by providing individual property access, as well as, a means to reach destinations which are outside a given municipality. Map V-II shows the anticipated development of the trafficway system for the Bartlesville Metropolitan Area. The street system of the community provides the principal means of access to individual parcels of property. The land use of the property will, to a large degree, determine the amount of traffic generated along any given street. Therefore, to serve the total community, a system of streets must be established based primarily on the land use activity. The proposed use of the land by land use category will require variations of street standards

to accommodate the type of traffic generated. For example, industrial areas generate heavy truck traffic. Trucks require heavy pavement, wide shoulders, and slightly wider moving lanes than the average automobile. For this reason, one will see some streets prohibit through truck traffic. Thus, roadway standards will vary according to the land use function. It is recommended that when land uses are proposed for a given site that the ITE (Institute of Traffic Engineers) trip generation database be weighed. The information contained within this database will assist in determining whether the proposed land use is appropriate at the proposed site considering the condition of the existing street system that would serve the site.

The provision of an efficient transportation system is essential to maximize land use relationships to their fullest benefit and economic potential. The Bartlesville Metropolitan Area is comprised of various functional components that include primarily residential areas, commercial areas, industrial areas, and recreational areas. Transportation facilities are the links that tie each of the land use categories together. The ease with which individual properties are accessed is, in part, a determinant of the value of those properties. On a large scale, the accessibility of all components of the metropolitan area can enhance its desirability as a place to work or live.

The Trafficway Plan for the Bartlesville Metropolitan Area as shown on Map V-II is based upon the Neighborhood Unit Concept and the classification of streets according to functions as set forth below:

1. Arterial Streets. This system, along with highways, serves as the principal network for through traffic flow. Arterials should connect areas of principal traffic generation as well as the important rural highways entering the city, and should also provide for distribution of through traffic to and from the collector and local street systems. Arterials may also serve as access streets for abutting property, but land service should be subordinate to traffic movement function. They should also help to define particular land use areas such as neighborhoods.

Arterials may be classified as major or minor. Major arterials should be designed to move traffic to and from principal traffic generators such as industrial areas and the central business district. Minor arterials should be designed to move traffic within the city to and from minor generators such as shopping centers and community facilities. Coordinated design with existing local streets and continuity of route is important if the arterial is to contribute to the unity of urban form.

Access to abutting properties is permitted with limitations, but should be discouraged to minimize possible conflict points and marginal interference. However, individual residential lots should not have direct access to arterial streets where an acceptable alternate access can be provided. On-street parking and loading should be prohibited. Intersections at grade should be located no closer than one-fourth mile apart.

Major arterials are anticipated to carry in excess of 10,000 vehicles per day. They should have four moving lanes of 12 feet and a right-of-way width of 100 to 120 feet. The design speed should be 40 to 50 mph. Access should be controlled very carefully. Residential development should be served from side streets and a detailed traffic analysis should be made to determine how best to serve abutting commercial property—whether from service roads, special entrances, or side streets.

Minor arterials are anticipated to carry 3,000 to 15,000 trips per day. They should have four moving lanes of 12 feet and a right-of-way width of 80 to 100 feet. The design speed should be 30 to 40 mph. Direct access to residential properties abutting these streets should be avoided; commercial properties can have direct access.

2. Collector Streets. Collectors serve as connectors between local streets and arterials and are used mainly for traffic movement within residential, commercial, and industrial areas. These streets also serve to connect adjacent neighborhoods and are designed to be the most intensively used internal neighborhood streets.

The collector street is the highest order minor street and the primary internal neighborhood traffic route. It provides access to arterials from local streets and is designed for intermediate volumes. While providing access to and from local streets, the collector should be designed to discourage its use by through traffic. Direct access to abutting property is permitted within the limits of allowable curb cuts. Intersections of collector streets with arterial streets should be limited in number and spaced at one-fourth mile intervals or greater when possible. Collector streets are anticipated to carry 1,000 to 5,000 trips per day. They should have two moving lanes of 12 feet and a minimum street pavement width of 32 feet. The design speed should be 30 mph.

3. Local Streets. These streets should serve the purpose of providing access to properties within a given area. Each should be laid out so that it will be used only by traffic having a destination within the immediate area. In this manner, street surfaces and widths will be required to handle specific types of traffic. This street may be in the form of a minor residential street or a frontage road paralleling a highway or arterial street. Local streets are anticipated to carry less than 1,000 trips per day. They should have two moving lanes of 12 feet and a minimum street pavement width of 26 feet. The design speed should be 25 mph.

City streets serve purposes other than the movement of vehicles. For example, streets are also designed to carry a large portion of the stormwater that drains off individual properties and subdivisions. In addition, residential or local streets are used in some areas as overflow parking for residences. Given all the functions a city's street system performs, there are still other considerations in accommodating the transportation needs of a community. Coupled with an efficient street system for vehicles, they must be safe and accessible pathways for non-vehicular travel. Many citizens are not able to utilize automobiles and instead must rely on foot or bicycle travel to reach their destinations. In addition, increasing numbers of individuals walk, jog, or ride bicycles for exercise and enjoyment. All of these factors contribute to a need for concern for all modes of travel in and around the Bartlesville Planning Area.

Summary

The success of the City of Bartlesville and the metropolitan area over the next 20 years will be contingent upon its adaptability to fluctuating economic conditions in meeting basic needs for the continued health, safety, and welfare of the residents of the community. In addition, there is a challenge to accommodate new quality growth and redevelopment, given land constraints and other internal circumstances. New growth and revitalization do not happen without both positive and negative impacts. The challenge before us is to provide a climate that will foster stability, yet allow for development and innovation that will not hinder that stability. The goals, objectives, and policies contained within this Comprehensive Land Use Plan provide guidance for meeting this challenge.

This Comprehensive Land Use Plan is intended to be a living document that is consulted often to provide present and future residents with a guide for their community's long-range growth. As the Bartlesville Metropolitan Area changes and develops over the twenty year planning period, it is clearly recognized by all who use this Plan that the components expressly prepared at this time will need to be reviewed as social and

economic conditions are altered. The Plan will need to be periodically updated to reflect current data that impacts the community and to address changes in development goals, objectives, and policies for the community's future.

In 1997, the City of Bartlesville celebrated its heritage with a year-long Centennial Celebration. Bartlesville is a City of Legends and has enjoyed unique beginnings as the place where Frank Phillips founded Phillips Petroleum Company and J. Paul Getty earned his first dime selling the Saturday Evening Post on a downtown street corner. This city is also the site of the Nellie Johnstone #1, Oklahoma's first commercial oil well. Bartlesville is also the home of rich architecture including the Price Tower, the tallest building designed and built by Frank Lloyd Wright and the Bartlesville Community Center, designed by the Frank Lloyd Wright Foundation, that serves as the site of the annual OK Mozart Festival featuring the New York Solisti Orchestra in a week-long celebration of classical music. From its frontier trade and petroleum beginnings to its present diversity of manufacturing, research, ranching, commerce, and culture, the Bartlesville area presents a unique blend of cosmopolitan attitude mixed with neighborly friendliness. The city and its citizens have spent the last 100 years building and developing a world-class city that enjoys its proximity to the Tulsa metropolitan area but remains distant enough to maintain its identity as the small-town center of culture for Oklahoma. With such a rich heritage as its foundation, Bartlesville's growth and future into the next century will no doubt be legendary as well.

Comprehensive Land Use Plan

Appendix A

1990 Census Data

SELECTED SOCIAL CHARACTERISTICS: 1990
 PROFILE 1 OF 4
 1990 CENSUS OF POPULATION AND HOUSING: - SUMMARY TAPE FILE 3A
 OKLAHOMA STATE DATA CENTER - OKLAHOMA DEPARTMENT OF COMMERCE

TRACT: 0145
 SUBDIVISION: PLACE: 0145
 BLOCK GROUP:
 Bartlesville city

100-PERCENT COUNT OF PERSONS 34,256
 PERCENT OF PERSONS IN SAMPLE 13.8X

TOTAL POPULATION 34,252

URBAN AND RURAL RESIDENCE
 Urban population 34,252
 Percent of total population 100.0X
 Rural population 0
 Percent of total population 0.0X
 Farm population 0

SCHOOL ENROLLMENT
 Persons 3 years and over enrolled in school 8,532
 Preprimary school 730
 Elementary or high school 5,889
 Students in private school 184
 College 1,913

EDUCATIONAL ATTAINMENT
 Persons 25 years and over 22,808
 Less than 9th grade 1,409
 9th to 12th grade, no diploma 2,603
 High school graduate (includes equivalency) 5,831
 Some college, no degree 4,494
 Associate degree 1,260
 Bachelor's degree 4,889
 Graduate or professional degree 2,322
 Percent high school graduate or higher 82.4X
 Percent Bachelor's degree or higher 31.6X

DISABILITY OF CIVILIAN NONINSTITUTIONALIZED PERSONS
 Persons 16 to 64 years 20,548
 With a mobility and/or self-care limitation 614
 With a mobility limitation only 163
 With a self-care limitation only 291
 With a mobility and self-care limitation 160
 With a work disability 1,437
 In labor force 655
 Prevented from working 580
 Persons 65 years and over 5,491
 With a mobility and/or self-care limitation 863
 With a mobility limitation only 298
 With a self-care limitation only 188
 With a mobility and self-care limitation 377

CHILDREN EVER BORN PER 1,000 WOMEN
 Women 15 to 24 years 381
 Women 25 to 34 years 1,485
 Women 35 to 44 years 1,999
 Women 45 years and over 2,414

ACTIVITY AND PLACE OF BIRTH
 Native population 33,511
 Percent born in State of residence 53.6X
 Foreign-born population 741
 Entered the U.S. 1980 to 1990 286

RESIDENCE IN 1985
 Persons 5 years and over 31,913
 Lived in same house 16,481
 Lived in different house in U.S. 15,045
 Same County 8,328
 Different County 6,717
 Same State 2,757
 Different State 3,960
 Lived abroad 387

VETERAN STATUS
 Civilian veterans 16 years and over 4,141
 16 to 64 years 2,864
 65 years and over 1,277

LANGUAGE SPOKEN AT HOME
 Persons 5 years and over 31,913
 Speak a language other than English 1,291
 Do not speak English "very well" 302
 Speak Spanish 671
 Do not speak English "very well" 136
 Speak Asian or Pacific Island language 95
 Do not speak English "very well" 45

ANCESTRY
 Total ancestries reported(total responses) 43,805
 Arab 39
 Austrian 77
 Belgian 76
 Canadian 69
 Czech 252
 Danish 72
 Dutch 1,656
 English 7,532
 Finnish 39
 French (except Basque) 1,923
 French Canadian 232
 German 9,724
 Greek 29
 Hungarian 53
 Irish 7,023
 Italian 486
 Lithuanian 0
 Norwegian 423
 Polish 454
 Portuguese 29
 Romanian 24
 Russian 30
 Scotch-Irish 1,593
 Scottish 1,061
 Slovak 26
 Sub-Saharan African 36
 Swedish 689
 Swiss 131
 Ukrainian 29
 United States or American 2,138
 Welsh 393
 West Indian(excluding Hispanic origin groups) 150
 Yugoslavian 13
 Other ancestries 7,304

User should note that these data are based on a sample, subject to sampling variability, and there are limitations to many of these data. Please refer to the technical documentation Summary Tape File 3 for further explanation of sampling variability and limitations of the data.

1990 CPH-L-82. Selected Labor Force and Commuting Characteristics: 1990
Table 2. Bartlesville city, Oklahoma

he user should note that these data are based on a sample, subject to sampling variability, and that there are limitations to many of these data. Please refer to the technical documentation for Summary Tape File 3 for a further explanation of sampling variability and limitations of the data.

| LABOR FORCE STATUS | | OCCUPATION | |
|--|--------|--|--------|
| Persons 16 years and over | 26,311 | Employed persons 16 years and over | 15,068 |
| In labor force | 15,802 | Executive, administrative, and managerial occupations | 2,239 |
| Percent in labor force | 60.1 | Professional specialty occupations | 2,871 |
| Civilian labor force | 15,795 | Technicians and related support occupations | 946 |
| Employed | 15,068 | Sales occupations | 1,651 |
| Unemployed | 727 | Administrative support occupations, including clerical | 2,614 |
| Percent unemployed | 4.6 | Private household occupations | 73 |
| Armed Forces | 7 | Protective service occupations | 138 |
| Not in labor force | 10,509 | Service occupations, except protective and household | 1,513 |
| Males 16 years and over | 12,050 | Farming, forestry, and fishing occupations | 199 |
| In labor force | 8,609 | Precision production, craft, and repair occupations | 1,495 |
| Percent in labor force | 71.4 | Machine operators, assemblers, and inspectors | 515 |
| Civilian labor force | 8,602 | Transportation and material moving occupations | 413 |
| Employed | 8,258 | Handlers, equipment cleaners, helpers, and laborers | 401 |
| Unemployed | 344 | | |
| Percent unemployed | 4.0 | INDUSTRY | |
| Armed Forces | 7 | Employed persons 16 years and over | 15,068 |
| Not in labor force | 3,441 | Agriculture, forestry, and fisheries | 173 |
| Females 16 years and over | 14,261 | Mining | 2,050 |
| In labor force | 7,193 | Construction | 566 |
| Percent in labor force | 50.4 | Manufacturing, nondurable goods | 1,277 |
| Civilian labor force | 7,193 | Manufacturing, durable goods | 1,064 |
| Employed | 6,810 | Transportation | 442 |
| Unemployed | 383 | Communications and other public utilities | 408 |
| Percent unemployed | 5.3 | Wholesale trade | 446 |
| Armed Forces | - | Retail trade | 2,682 |
| Not in labor force | 7,068 | Finance, insurance, and real estate | 882 |
| Females 16 years and over | 14,261 | Business and repair services | 586 |
| With own children under 6 years | 2,070 | Personal services | 435 |
| Percent in labor force | 63.2 | Entertainment and recreation services | 197 |
| With own children 6 to 17 years only | 2,541 | Health services | 994 |
| Percent in labor force | 69.6 | Educational services | 1,202 |
| Own children under 6 years in families and subfamilies | 2,810 | Other professional and related services | 1,333 |
| All parents present in household in labor force | 1,658 | Public administration | 331 |
| Own children 6 to 17 years in families and subfamilies | 5,860 | | |
| All parents present in household in labor force | 3,883 | CLASS OF WORKER | |
| Persons 16 to 19 years | 1,637 | Employed persons 16 years and over | 15,068 |
| Not enrolled in school and not high school graduate | 163 | Private wage and salary workers | 12,384 |
| Employed or in Armed Forces | 39 | Government workers | 1,479 |
| Unemployed | 72 | Local government workers | 742 |
| Not in labor force | 52 | State government workers | 585 |
| | | Federal government workers | 152 |
| COMMUTING TO WORK | | Self-employed workers | 1,143 |
| Workers 16 years and over | 14,800 | Unpaid family workers | 62 |
| Percent drove alone | 80.5 | | |
| Percent in carpools | 12.5 | | |
| Percent using public transportation | 0.2 | | |
| Percent using other means | 0.8 | | |
| Percent walked or worked at home | 6.0 | | |
| Mean travel time to work (minutes) | 13.3 | | |

1990 CPH-L-82. Income and Poverty Status in 1989: 1990
Table 3. Bartlesville city, Oklahoma

The user should note that these data are based on a sample, subject to sampling variability, and that there are limitations to many of these data. Please refer to the technical documentation for Summary Tape File 3 for a further explanation of sampling variability and limitations of the data.

| INCOME IN 1989 | | POVERTY STATUS IN 1989 | |
|---|--------|---|--------|
| Households | 13,997 | All persons for whom poverty status is determined | 33,715 |
| Less than \$5,000 | 752 | Below poverty level | 3,728 |
| \$5,000 to \$9,999 | 1,299 | Persons 18 years and over | 24,916 |
| \$10,000 to \$14,999 | 1,179 | Below poverty level | 2,329 |
| \$15,000 to \$24,999 | 2,615 | Persons 65 years and over | 5,491 |
| \$25,000 to \$34,999 | 2,184 | Below poverty level | 537 |
| \$35,000 to \$49,999 | 2,131 | Related children under 18 years | 8,748 |
| \$50,000 to \$74,999 | 2,257 | Below poverty level | 1,363 |
| \$75,000 to \$99,999 | 919 | Related children under 5 years | 2,315 |
| \$100,000 to \$149,999 | 513 | Below poverty level | 439 |
| \$150,000 or more | 148 | Related children 5 to 17 years | 6,433 |
| Median household income (dollars) | 30,366 | Below poverty level | 924 |
| Families | 10,103 | Unrelated individuals | 4,350 |
| Less than \$5,000 | 365 | Below poverty level | 929 |
| \$5,000 to \$9,999 | 570 | All families | 10,103 |
| \$10,000 to \$14,999 | 623 | Below poverty level | 880 |
| \$15,000 to \$24,999 | 1,494 | With related children under 18 years | 4,859 |
| \$25,000 to \$34,999 | 1,658 | Below poverty level | 663 |
| \$35,000 to \$49,999 | 1,789 | With related children under 5 years | 1,878 |
| \$50,000 to \$74,999 | 2,096 | Below poverty level | 330 |
| \$75,000 to \$99,999 | 877 | Female householder families | 1,229 |
| \$100,000 to \$149,999 | 490 | Below poverty level | 438 |
| \$150,000 or more | 141 | With related children under 18 years | 922 |
| Median family income (dollars) | 37,378 | Below poverty level | 408 |
| Nonfamily households | 3,894 | With related children under 5 years | 293 |
| Less than \$5,000 | 401 | Below poverty level | 188 |
| \$5,000 to \$9,999 | 753 | Percent below poverty level: | |
| \$10,000 to \$14,999 | 546 | All persons | 11.1 |
| \$15,000 to \$24,999 | 1,099 | Persons 18 years and over | 9.3 |
| \$25,000 to \$34,999 | 535 | Persons 65 years and over | 9.8 |
| \$35,000 to \$49,999 | 335 | Related children under 18 years | 15.6 |
| \$50,000 to \$74,999 | 153 | Related children under 5 years | 19.0 |
| \$75,000 to \$99,999 | 42 | Related children 5 to 17 years | 14.4 |
| \$100,000 to \$149,999 | 23 | Unrelated individuals | 21.4 |
| \$150,000 or more | 7 | All families | 8.7 |
| Median nonfamily household income (dollars) | 16,785 | With related children under 18 years | 13.6 |
| Per capita income (dollars) | 16,411 | With related children under 5 years | 17.6 |
| INCOME TYPE IN 1989 | | Female householder families | 35.6 |
| Households | 13,997 | With related children under 18 years | 44.3 |
| With wage and salary income | 10,101 | With related children under 5 years | 64.2 |
| Mean wage and salary income (dollars) | 37,751 | | |
| With nonfarm self-employment income | 1,683 | | |
| Mean nonfarm self-employment income (dollars) | 10,901 | | |
| With farm self-employment income | 203 | | |
| Mean farm self-employment income (dollars) | 1,709 | | |
| With Social Security income | 4,540 | | |
| Mean Social Security income (dollars) | 8,714 | | |
| With public assistance income | 601 | | |
| Mean public assistance income (dollars) | 3,352 | | |
| With retirement income | 2,917 | | |
| Mean retirement income (dollars) | 12,509 | | |

1990 CPH-L-82. Selected Housing Characteristics: 1990
Table 4. Bartlesville city, Oklahoma

The user should note that these data are based on a sample, subject to sampling variability, and that there are limitations to many of these data. Please refer to the technical documentation for Summary Tape File 3 for a further explanation of sampling variability and limitations of the data.

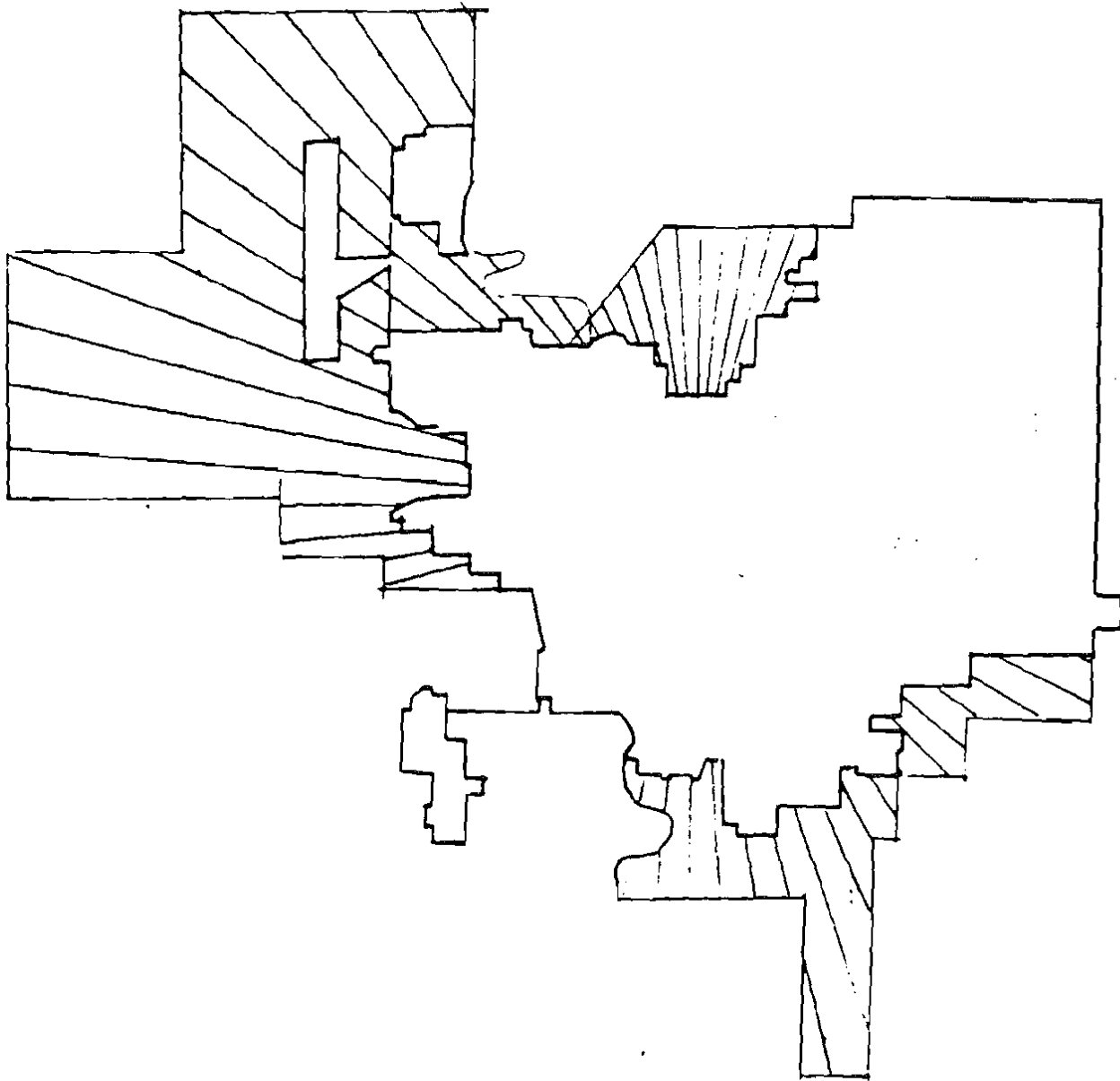
| | | | |
|----------------------------------|--------|-------------------------------|--------|
| Total housing units | 15,906 | VEHICLES AVAILABLE | |
| YEAR STRUCTURE BUILT | | Occupied housing units | 14,011 |
| 1989 to March 1990 | 80 | None | 838 |
| 1985 to 1988 | 377 | 1 | 5,060 |
| 1980 to 1984 | 1,967 | 2 | 5,963 |
| 1970 to 1979 | 3,264 | 3 or more | 2,150 |
| 1960 to 1969 | 2,844 | | |
| 1950 to 1959 | 3,532 | MORTGAGE STATUS AND SELECTED | |
| 1940 to 1949 | 1,734 | MONTHLY OWNER COSTS | |
| 1939 or earlier | 2,108 | Specified owner-occupied | |
| | | housing units | 9,318 |
| BEDROOMS | | With a mortgage | 5,512 |
| No bedroom | 94 | Less than \$300 | 533 |
| 1 bedroom | 1,596 | \$300 to \$499 | 1,300 |
| 2 bedrooms | 4,191 | \$500 to \$699 | 1,490 |
| 3 bedrooms | 7,561 | \$700 to \$999 | 1,361 |
| 4 bedrooms | 2,101 | \$1,000 to \$1,499 | 570 |
| 5 or more bedrooms | 363 | \$1,500 to \$1,999 | 185 |
| | | \$2,000 or more | 73 |
| SELECTED CHARACTERISTICS | | Median (dollars) | 614 |
| Lacking complete plumbing | | Not mortgaged | 3,806 |
| facilities | 45 | Less than \$100 | 295 |
| Lacking complete kitchen | | \$100 to \$199 | 2,072 |
| facilities | 124 | \$200 to \$299 | 1,155 |
| Condominium housing units | 412 | \$300 to \$399 | 228 |
| | | \$400 or more | 56 |
| SOURCE OF WATER | | Median (dollars) | 183 |
| Public system or private | | | |
| company | 15,877 | SELECTED MONTHLY OWNER COSTS | |
| Individual drilled well | 8 | AS A PERCENTAGE OF HOUSEHOLD | |
| Individual dug well | - | INCOME IN 1989 | |
| Some other source | 21 | Specified owner-occupied | |
| | | housing units | 9,318 |
| SEWAGE DISPOSAL | | Less than 20 percent | 6,741 |
| Public sewer | 15,713 | 20 to 24 percent | 914 |
| Septic tank or cesspool | 177 | 25 to 29 percent | 650 |
| Other means | 16 | 30 to 34 percent | 265 |
| | | 35 percent or more | 722 |
| Occupied housing units | 14,011 | Not computed | 26 |
| | | | |
| HOUSE HEATING FUEL | | GROSS RENT | |
| Utility gas | 12,396 | Specified renter-occupied | |
| Bottled, tank, or LP gas | 107 | housing units | 3,990 |
| Electricity | 1,430 | Less than \$200 | 404 |
| Fuel oil, kerosene, etc. | 8 | \$200 to \$299 | 796 |
| Coal or coke | - | \$300 to \$499 | 1,802 |
| Wood | 53 | \$500 to \$749 | 639 |
| Solar energy | 5 | \$750 to \$999 | 96 |
| Other fuel | - | \$1,000 or more | 19 |
| No fuel used | 12 | No cash rent | 234 |
| | | Median (dollars) | 365 |
| YEAR HOUSEHOLDER MOVED INTO UNIT | | | |
| 1989 to March 1990 | 3,230 | GROSS RENT AS A PERCENTAGE OF | |
| 1985 to 1988 | 3,163 | HOUSEHOLD INCOME IN 1989 | |
| 1980 to 1984 | 2,032 | Specified renter-occupied | |
| 1970 to 1979 | 2,803 | housing units | 3,990 |
| 1960 to 1969 | 1,556 | Less than 20 percent | 1,320 |
| 1959 or earlier | 1,227 | 20 to 24 percent | 574 |
| | | 25 to 29 percent | 540 |
| TELEPHONE | | 30 to 34 percent | 279 |
| No telephone in unit | 745 | 35 percent or more | 995 |
| | | Not computed | 282 |

Comprehensive Land Use Plan

Appendix B

Annexation Plan

ANNEXATION PLAN



BARTLESVILLE, OK

ANNEXATION PLAN

CITY OF
BARTLESVILLE

MAY 1986

ANNEXATION PLAN

PART I GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

Annexation is the process by which usually contiguous fringe territory is added to an existing municipality. Oklahoma statutes require that before a governing body annex any territory adjacent or contiguous to the city, it must obtain the consent of the owners of at least a majority of the acres to be annexed. This requirement does not apply if the area to be annexed is subdivided into tracts of less than five acres or if three sides of the territory to be annexed is already adjacent to the city limits. Recently, legislation has been proposed which would significantly constrain the annexation authority of municipalities.

Reasons for annexing fringe areas vary. Typically territory is annexed at the request of a developer seeking to obtain municipal services for a proposed subdivision or at the request of property owners within an already platted area but not benefitting from municipal services. The municipality may initiate annexation on its own in order to increase its tax base or to insure that future development is consistent with the community's comprehensive plan and meets required development standards.

The City of Bartlesville has historically annexed territory in response to development demand. The lack of clear policy regarding annexation has resulted in a somewhat sprawling, incohesive urban form frequently associated with higher than normal costs of providing municipal services. In March 1982 the Bartlesville Board of Commissioners adopted Resolution #2340 which stated the Commission's policies regarding annexation. Basically the resolution stated that the City Commission would continue to annex territory in response to development pressure but only after it is determined that the annexed area can be served with municipal facilities that are existing or authorized for construction. The resolution also included the policy that no new water or sewer facilities shall be built by or for the City to serve areas outside of the City limits. In December 1982 the City, reacting to a "turf" dispute with the City of Dewey, set aside its annexation policy and extended its boundaries one quarter mile north of Minnesota between Washington and Bison Road.

In contrast to past actions this Annexation Plan is intended to provide a decision making tool to guide the future growth of the community by clearly defined objectives and policies regarding annexation.

It is advantageous for the City to adopt a long range annexation plan for several reasons. First, the plan becomes one of several land use decision making tools used by the City Commission, Planning Commission and Boards of Adjustment. Applications for zoning amendments, subdivision proposals, and special zoning permits affecting areas outside the existing corporate limits can be better evaluated with reference to an adopted policy regarding annexation. Land use changes which would interfere with or preclude the orderly growth and development of the City can be avoided. Second, The Annexation Plan when used in conjunction with the Capital Facilities Plan provides a framework for identifying facility needs for long range planning and budgeting. Third, the establishment of a definitive policy regarding future annexation provides the public with information that can be used in making private investment decisions. In short, the Annexation Plan is one more element of the communities Comprehensive Plan.

It is the goal the City Commission to provide for the orderly growth and development of the City of Bartlesville with out overextending the availability of community services or causing a decline in the level of services available to citizens within the community.

OBJECTIVES

The City of Bartlesville will pursue an annexation program based on the following objectives:

1. All commercial and industrial areas that are adjacent or contiguous to the The City of Bartlesville and are an integral part of the economic system of the community should participate wholly in the economic support of the community.
2. Residential areas adjacent to the City of Bartlesville and platted in lot sizes commensurate with conventional city lots should share wholly benefits and responsibilities of being a part of the community.
3. Environmentally sensitive areas, and particularly floodplains, should be considered for annexation in order to preclude inappropriate development which may be damaging to neighborhoods or facilities already in the community.
4. Levels of community services should not be diminished as a result of capital expenditures required to service areas currently outside the corporate boundaries.

POLICIES

In order to accomplish the objectives stated above the

following policies or action steps are enacted:

1. The City shall inventory land uses outside its corporate limits and propose for annexation those areas where established land uses are urban in character and constitute a part of the fabric of the community.
2. Prior to annexation of land The City shall require a plan to provide municipal services and public utilities. The plan shall include an estimate of the public sector costs to provide services and a projected schedule for completing required public facilities.
3. The City shall consider the annexation of land proposed for development concurrently with a subdivision sketch plan and zoning application. Such requests shall be referred to the Metropolitan Area Planning Commission for review and recommendation prior to action by the City Commission.
4. The City shall not extend water service or other utilities outside the corporate limits except to maintain the level of service provided current customers.

PART II INVENTORY AND ANALYSIS

For the purpose of this Plan the City is divided into four quadrants using the Caney River and U.S. Highway 60 as the axes. The following commentary and accompanying maps identify those areas proposed for possible annexation.

NORTHEAST QUADRANT

This area includes approximately eight square miles within the present city limits. An estimated 2100 acres are undeveloped with 400 of those acres being in a flood hazard area. Much of the land north of Nebraska Ave. is without sanitary sewer services and cannot be developed until a trunk line is constructed along Coon Creek to Minnesota Ave.

As illustrated by MAP I it is proposed that the area bounded by Minnesota on the north, AT&SF railroad on the west and the Caney River on the south be considered for annexation. This area includes the Home Acres and Plainview residential subdivisions and the industrially zoned properties along State Highway 123. Much of the area is subject to flooding from the Caney River and its Coon Creek tributary.

Annexation of the residential areas on the north and south sides of Tuxedo Boulevard would be consistent with Objective Number 2. The area is already served with municipal water and the extension of water and other city services would facilitate redevelopment. The area bordering Highway 123 is zoned for industrial development and has some commercial / industrial land uses established. Its annexation would be

consistent with Objective Number 1. The undeveloped areas suggested for annexation as illustrated on Map 1 are primarily floodprone areas and their annexation is consistent with objective number 3.

Overall, this area, as well as the area on either side of Minnesota which has already been annexed, requires a major capital expenditure to construct a trunk line to provide sanitary sewer services. This expenditure must precede any significant development of the area. Land bordering State Highway 123 is zoned for industrial development. However, due to its location in the floodplain, it is not anticipated that extensive land use changes will occur that would require a significant increase in the present level of municipal services.

SOUTHEAST QUADRANT

This quadrant includes approximately six square miles already in the city limits and is bounded by U. S. Highway 60 on the north and the Caney River on the west. Of the area already annexed approximately three square miles are undeveloped with one third of that area within the Caney River flood plain. Future growth to the south is constrained by the Rice Creek Basin ridge line which limits sewer availability.

The area proposed for future annexation is illustrated on Map 2. It is anticipated that future development will trend toward the south. Although no accurate predictions can be made regarding the timing of development, it is reasonable to expect that growth can occur unrestrained as far south as the Rice Creek Ridge line. An area on either side of U.S. 75 is also recommended for annexation evaluation. Several commercial and residential land uses are already in place. Due to the land use pressure for development along Highway 75, this corridor could be considered "environmentally sensitive" and require greater exercise of land use controls than can be presently afforded. The area between Silver Lake Road and the Caney River which is proposed for annexation, is mostly bottom land subject to flooding. It is critical to apply appropriate floodplain management regulations in this area to avoid increased risk of flood loss to developed properties upstream. The Park and Recreation Plan recommends the establishment of a regional park within this area as well.

SOUTHWEST QUADRANT

There are approximately three and one-half square miles in this quadrant already within the city boundary. About one square mile of that area is in the Caney River floodplain. Approximately sixty acres on top of Circle Mountain remain undeveloped. Annexation within this quadrant as illustrated

by Map 3 would extend the city limits westward along Twentieth Street to the Osage County line. Annexation of land in Osage County generally includes rural areas supplied directly with municipal water. It is in the interest of the City to encourage growth and development into Osage County to provide a more balanced community development pattern which results in a more efficient relationship between home and work place as well as a more efficient distribution system for water and sewer facilities.

Also included in the area recommended for annexation are the industrial properties of Phillips Petroleum Company, National Zinc, Sonex, Scott and Hill Steel and several other businesses. Since these industries are an integral part of the community, annexation of the properties is consistent with Objective Number 1. Approximately fifty homes located around the Osage Hills school are also included in the area recommended for annexation study. Annexation of these properties is consistent with Objective Number 2.

NORTHWEST QUADRANT

In this quadrant there are approximately two and one-half square miles of land within the city limits. It is nearly 100 per cent developed except for a few tracts lying in the floodplain. As illustrated by Map 4 it is proposed that the city limits be extended north to include all the land between the current city boundary and the Caney River up to Oak Park. This area is predominately within the floodplain and annexation is therefore consistent with Objective Number 3. Approximately five and one-half square miles of land in Osage County is proposed for annexation study. This generally includes the valley floor and hillsides of Butler Creek leading to Hudson Lake and the properties north of U. S. Hwy. 60 currently receiving municipal water supplies directly. The valley floor area and hillsides along Butler Creek to Hudson Lake would provide attractive development opportunities with the provision of water and sewer facilities. Annexation would facilitate the capital improvement planning required as a catalyst for development. The remaining area of Osage County illustrated by Map 4 as being proposed for annexation is largely served directly with municipal water. Without annexing land in Osage County the City has little control over land use and development because of the lack of extraterritorial zoning jurisdiction and the statutory limits of the Metropolitan Area Planning Commission. Annexation is the only means of assuring that development in Osage County is compatible with Bartlesville's long range growth plans.

ANNEXATION PLAN

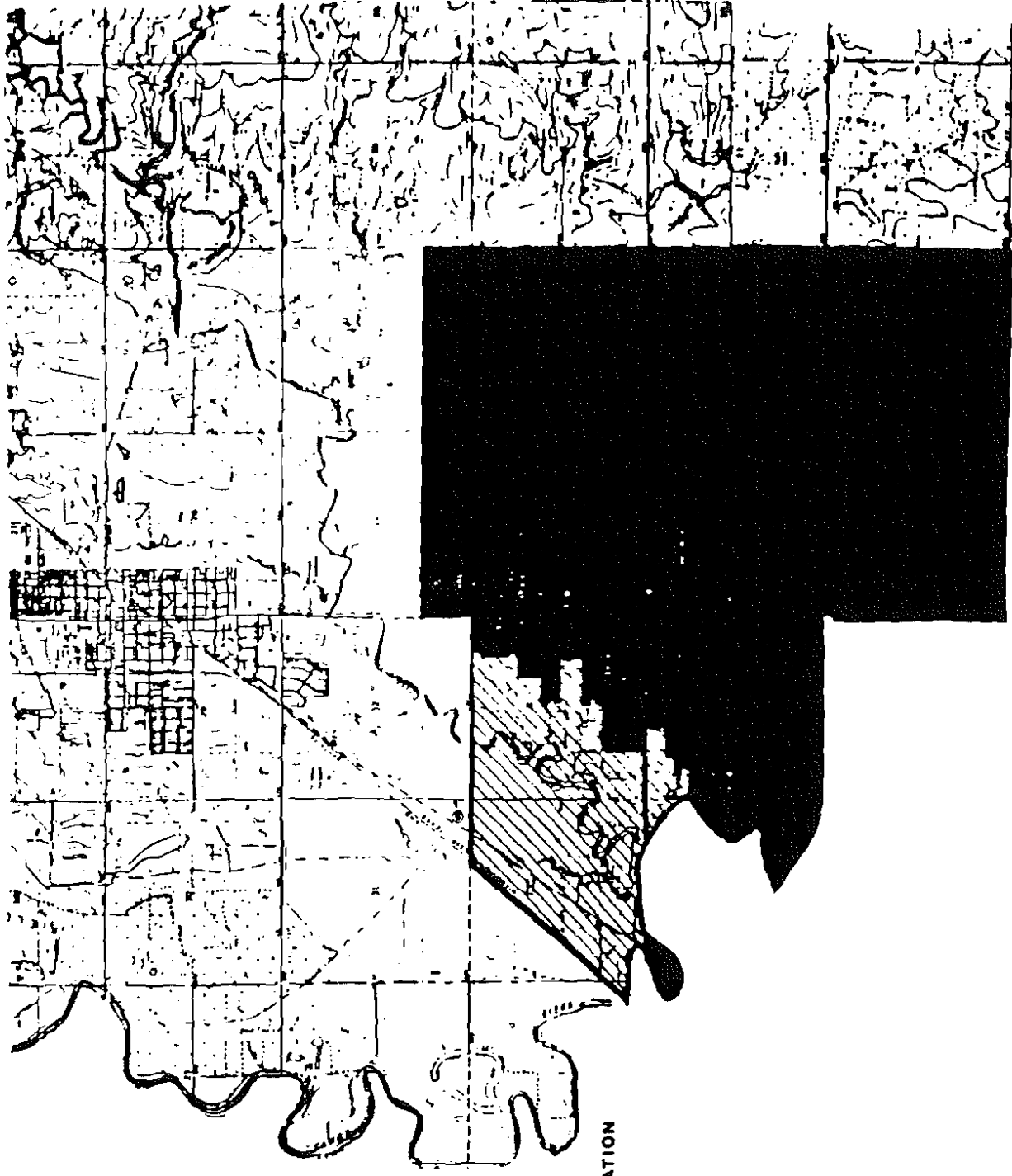


LEGEND

Area already INCORPORATED



Area considered for INCORPORATION



MAP no.1 NE. QUADRANT

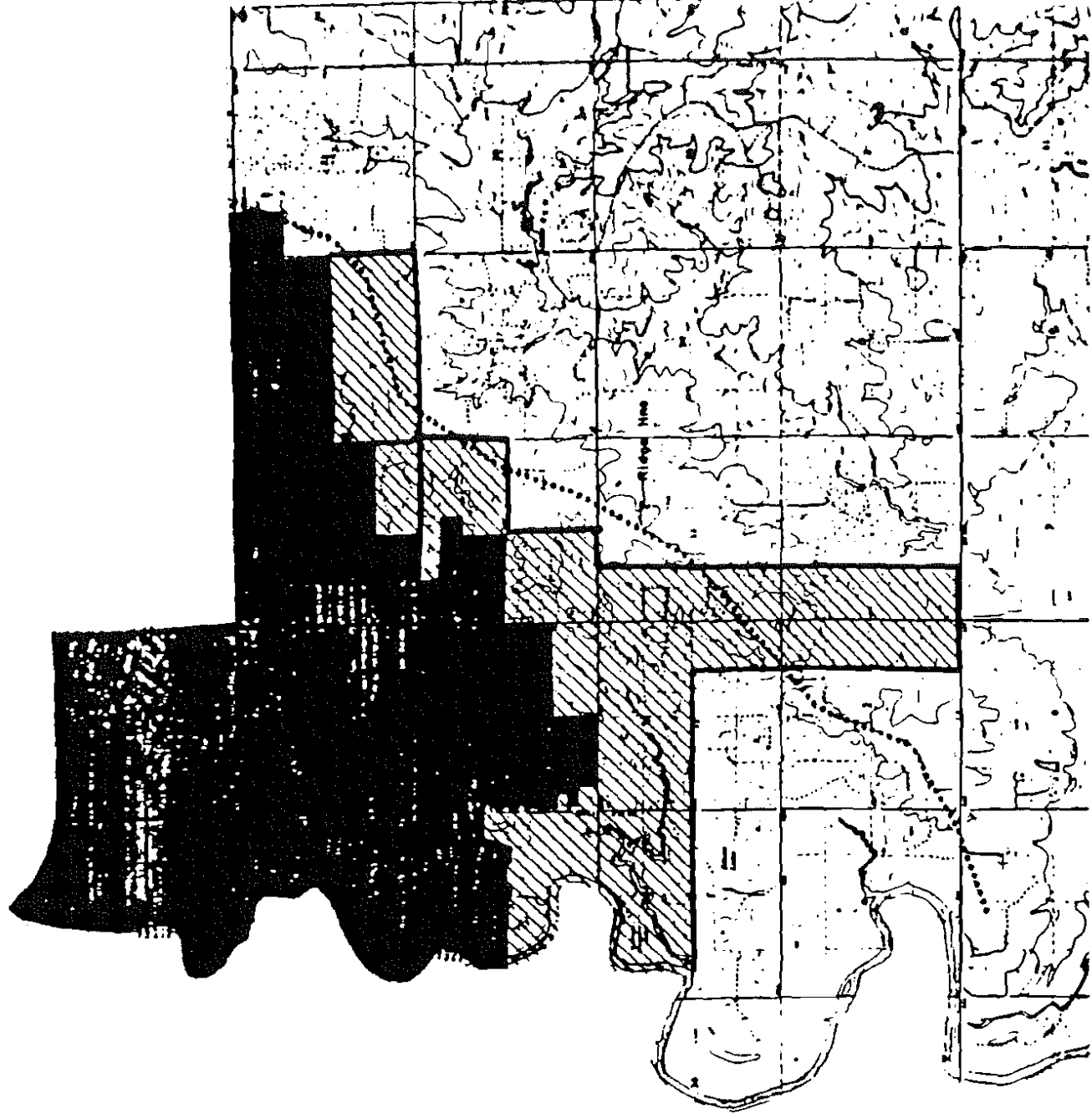
ANNEXATION PLAN



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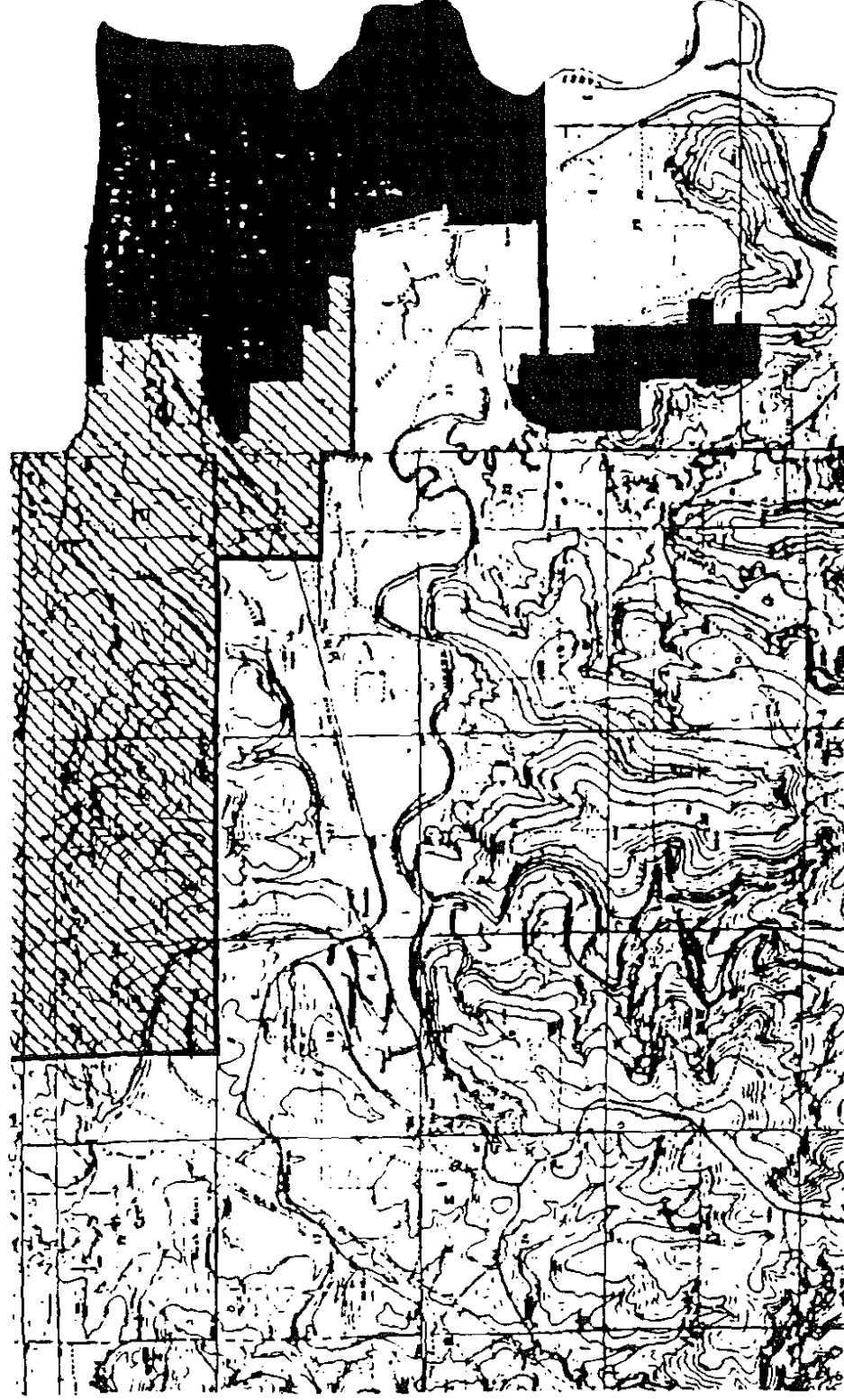
Area already INCORPORATED

Area considered for INCORPORATION



MAP no.2 SE. QUADRANT

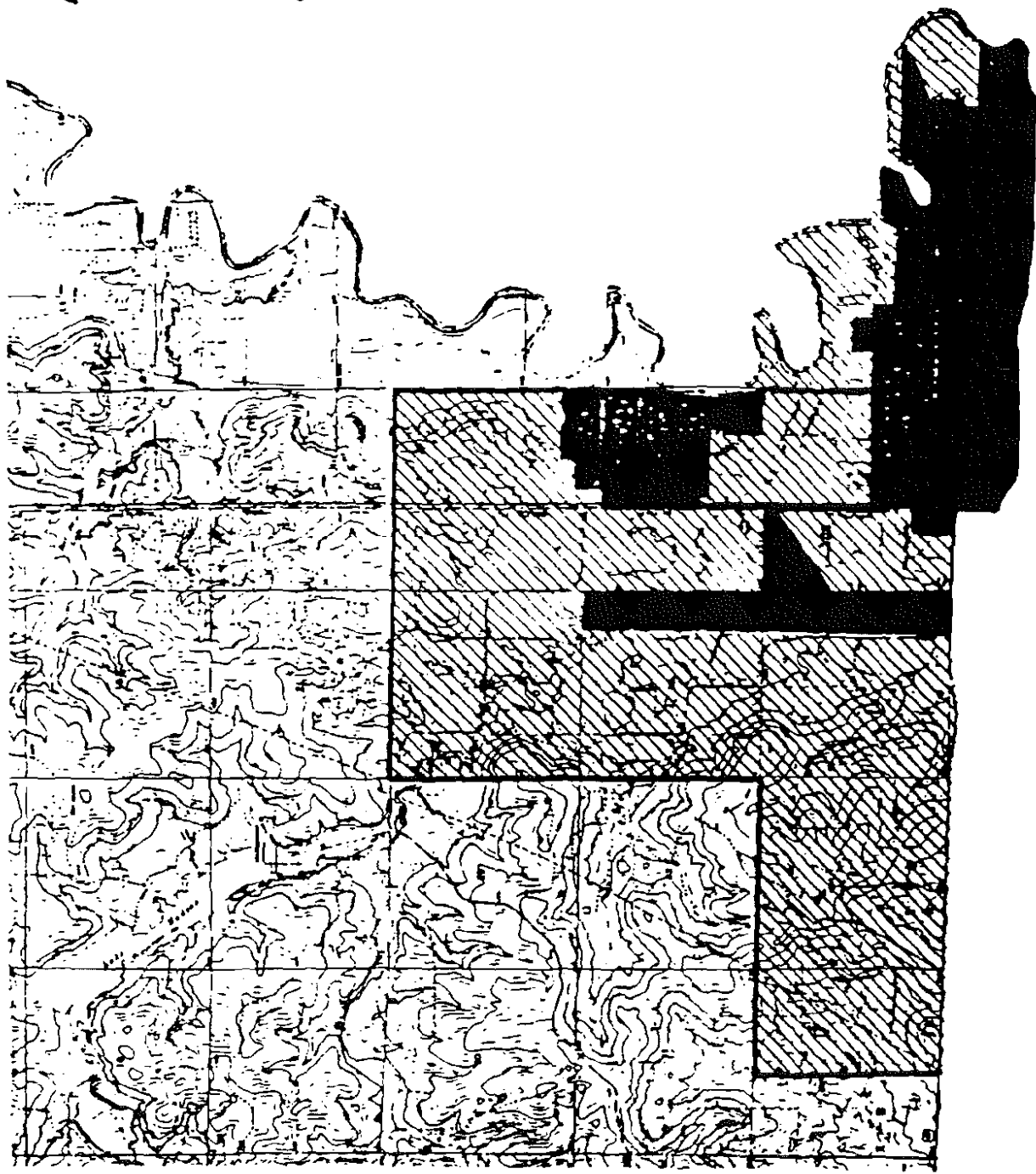
ANNEXATION PLAN



LEGEND

- Area already INCORPORATED
- Area considered for INCORPORATION



MAP no.3 SW. QUADRA



ANNEXATION PLAN



LEGEND

-  Area already INCORPORATED
-  Area considered for INCORPORATIO

MAP no. 4 NW. QUADRAN

PART III IMPLEMENTATION

Annexation studies of site specific areas will be undertaken by staff at the direction of the City Commission in the following order.

1. Land adjacent to municipal boundaries that is in an industrial or commercial use category.
2. Land adjacent to municipal boundaries that is in a residential use category with an average lot size less than 2.5 acres.
3. Lands adjacent to municipal boundaries that are environmentally sensitive and require protection from inappropriate development which may have an adverse effect on developed areas of the community.
4. Lands already benefitting from some municipal services and/or utilities.
5. Lands for which annexation is sought by the property owner(s).

Site specific annexation studies shall include a description of the area proposed to be annexed; current ownership; existing and/or proposed land uses; an estimate of required capital costs; and a fiscal impact analysis. The report shall contain a recommendation from the Metropolitan Area Planning Commission for Zoning classification and be accompanied by a subdivision sketch plan if annexation of the area is being requested for the purpose of land development.

Comprehensive Land Use Plan

Appendix C

Future Park Plan

FUTURE PARK PLAN

Bartlesville, Oklahoma

June 4, 1992

**Recommended
FUTURE PARK PLAN
Bartlesville, Oklahoma**

COMMITTEE MEMBERS

Stan Henton - Park Board
Bill Hight - Park Department
Gary Scott- MAPC
Scott Ambler - MAPC
Pat Treadway - Planning Department
John Bean - Developer
Gerald Coast - Developer

June 4, 1992
Revision 0

FUTURE PARK PLAN BARTLESVILLE, OKLAHOMA

1. Committee Purpose

The purpose of the committee is to review current methods of park land development, to establish a proposed plan to provide for the orderly development of future park land and to present the plan to the Park Board and MAPC for consideration.

2. Comprehensive Plan

The following information comes directly from the Comprehensive Plan Development Standards:

"As Bartlesville continues to experience increased urbanization, leisure time needs of citizens will grow. The public sector, having accepted the responsibility of answering those needs, should provide a public recreation system with the objectives to achieve a well balanced and year-round recreational program."

"Bartlesville initiated the Pathfinder Parkway to establish a bicycle and pedestrian system connecting the various public activity nodes and aid in producing safety accessible community facilities.....The system should be constructed or designated throughout the City to connect shopping areas, schools, parks and the library."

Currently, the burden for park development has been placed on the land developer. The City of Bartlesville should accept this responsibility and the land developer should continue to participate.

3. Park Land History

The dedication of park land in the City of Bartlesville dates to 1903 when the City of Bartlesville and the Cherokee Indian Tribes combined forces to provide our oldest regional park facility, Johnstone Park. In 1917, additional land was purchased from Nellie Johnstone Cannon to bring the park to its current size. Most improvements to the facility have been made possible through community donations, the Lyon Foundation, Phillips Petroleum Company, various organizations and General Revenue Sharing funds from the Federal Government.

The next major regional park acquired was Sooner Park, which was donated in 1956 by Harold and Mary Lou Price. Adams Municipal Golf Course was constructed and donated to the City in 1963 by Boots Adams and Sooner Park was dedicated in 1964 with improvements provided through a Bartlesville Jaycees fund drive. Additional improvements since 1980 have been funded by Garden Clubs, Revenue Sharing, Land and Water Conservation Resources and the City of Bartlesville.

In 1971, Jo Allen Lowe Park was donated to the City with improvements funded by Harold Price and Phillips Petroleum Company. It was at this time the Pathfinder Parkway concept was first introduced. The trail system was dedicated in 1976 with land donated by several individuals and trusts. The pathway was constructed using revenue from a community fund drive, Land and Water Conservation Fund, Revenue Sharing and the City of Bartlesville. Since 1980, the Lyon Foundation has made maintenance and improvements possible.

Many other area facilities have similar origins. Arutunoff fields, the M. J. Lee property on Adams Boulevard and John McAnaw Park are a few examples of recreational facilities that the citizens of Bartlesville enjoy because of the generosity of a few special individuals and the hard work of others.

4. The Current System

As early as 1982, the MAPC and the Bartlesville City Council, recognized that to provide for future neighborhood park land, a system should be adopted that would provide for land to be dedicated to the City as neighborhoods are developed. The adopted system requires that residential lot developers donate a portion of the land being developed for use as public park land. Instead of this requirement, fees may be paid. The fees are collected in a fund that is to be used "solely and exclusively for the purpose of purchasing and/or improving public park and recreational land in the general area in which the subdivision is located." In the 10 or so years that this ordinance has been in effect, no money has been spent from this fund and it currently holds less than \$6,000.

These facilities have attempted to solve the problem in the neighborhood area, but do not address the "big picture" of our community flooding problems. For instance, no provisions are likely to be made to lessen inflow from Turkey Creek or Sand Creek into the floodway under the current method for storm water management. Unless a developer builds in these areas, no program exists to work on the main source of the flood water problems in the City.

6. The Proposed Park System

The "Future Park Plan," which is included in this document, is this Committee's vision of a possible future Bartlesville Park System. It includes ideas generated by various reports, studies and staff recommendations as well as projects currently underway. It is a vision only, and will require considerable study before implementation takes place. The basic "Plan" is composed of four elements:

Pathfinder Parkway
Regional Parks
Area Parks
Storm Water Detention Recreation Areas

Pathfinder Parkway - The "Plan" envisions Pathfinder Parkway to connect all of the major park land in the City. Pathfinder should be a complete trail system which facilitates bicycle or foot access from one regional park or major area to another with relative ease. The trail system should be built close to existing rivers, streams and storm drainage where possible. Some parts of the trail system may utilize city streets or walks to complete connections.

Where practical, new and existing neighborhoods should have connections to Pathfinder. Although this is desirable, direct access for all neighborhoods would be overly cumbersome to implement.

Regional Parks - These parks consist of Johnstone, Sooner, Jo Allen Lowe and a possible future facility south of town. These parks are very large and provide for festivals and open space for groups, fishing, walking or just a place to relax away from the crowd. Regional parks should include 100 or more acres.

Area Parks - These parks should be provided within 1/2 mile of most residential areas in the City. These parks may be developed in connection with school property or as an accessory use at a neighborhood police or fire station.

An area park should be approximately 10-15 acres in size and be located near the center of the Section of the City being contemplated for development. Land for these functions should be purchased prior to development and identified as "Park or Public" land. The development community may then plan around land which is designated for future park, school or City use.

Storm Water Detention Recreation Areas - Major flood-prone areas of the City should be utilized as park land. These areas should be designed to detain storm water run-off and used for recreation purposes. Dry facilities may be developed as illustrated in the photos on the following page. During the next flood, they can serve to lessen the in-flow of water into the floodway and alleviate some of the flooding problems experienced in the past.

7. The Proposed Plan

It is evident that the current system of park land funding is not adequate to accomplish all or any of the current objectives. It also seems unlikely that a major benefactor or government grant program will be identified to fund the purchase of land and improvements required to execute the "Plan". For example; Revenue Sharing was a government program which no longer exists. When the City was receiving Revenue Sharing funds, it amounted to \$500,000 +/- per year.

A Public Trust or other entity should be formed with the purpose of establishing and implementing a "Master Plan" for existing and future park land in Bartlesville. Duties of the Trust could be:

- Development of a Master Plan
- Development of a Funding Source
- Acquisition of Land
- Management of Park Land Funds
- Implementation of the Approved Master Plan

The Trust or other entity should consist of representatives from the following groups:

- Bartlesville City Council
- City of Bartlesville Park Board
- Bartlesville Metropolitan Area Planning Commission
- Friends of the Parks
- Land Development Community
- School Board
- Others as required



McClure Park, Tulsa, OK



McClure Park, Tulsa, OK

8. Source of Funding

Any funding source should continuously raise revenue for the implementation of the Master Plan and for the continuing maintenance of the park system. One source of revenue for such a fund is the establishment of a monthly utility fee which could be collected in the same manner as street lighting and insect control.

Land developers should continue to provide funding for this fund. This might be accomplished by a fee charged on each acre of developed land. This fee should be paid at the time the land is platted.

A bond issue will raise money only once. After that time, the City is left with a budget item for maintenance that is stretched thinner each year. A continuous and dedicated revenue stream is required to progress with our excellent park and recreation facilities and to provide effective storm water management. A utility fee is one source of a continuous and dedicated revenue stream. The current \$1.00 utility fee for street lighting and insect control in Bartlesville produces an annual revenue of \$145,000.

The cities of Tulsa and Bixby have implemented such fees with great success. Tulsa is recognized nationally for its model storm water management program. The facilities built with these funds provide the citizens with exceptional recreation facilities as well as continued safety by serving as an effective storm water management system.

FUTURE PARK PLAN BARTLESVILLE, OKLAHOMA

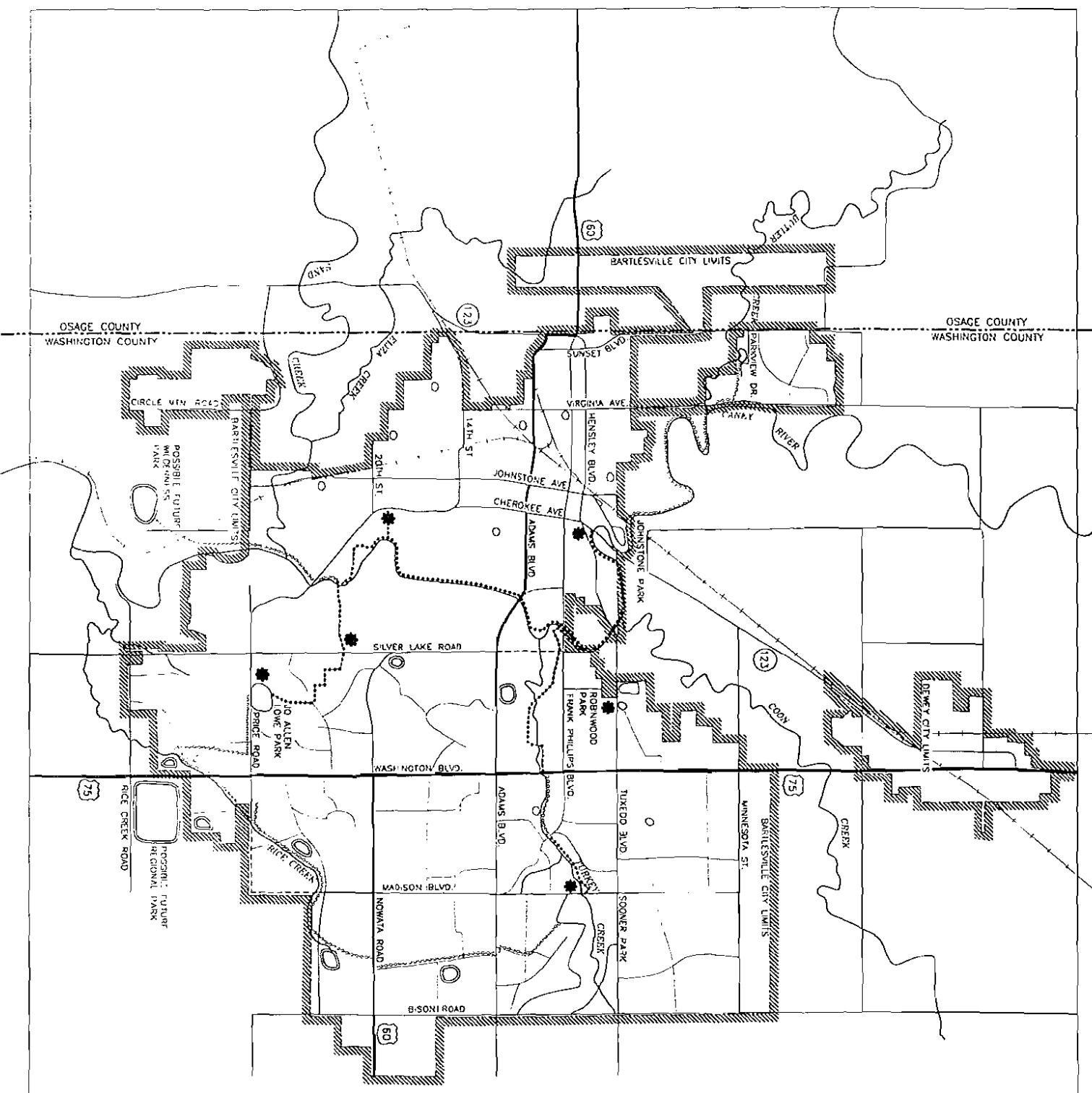
LEGEND

- EXISTING RAILROAD TRACKS
- EXISTING PATHFINDER PARKWAY
- FUTURE PATHFINDER PARKWAY
- FUTURE PARK AREAS
- FUTURE ROADS
- EXISTING PARKS
- EXISTING PATHFINDER ENTRANCE

THIS DOCUMENT IS A SCHEMATIC REPRESENTATION OF A POSSIBLE FUTURE PARK SYSTEM IN BARTLESVILLE, OKLAHOMA. IT WAS PREPARED BY A SUBCOMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION WITH REPRESENTATIVES FROM THE PARK BOARD, THE DEVELOPMENT COMMISSION, THE WATER AND CITY STAFF.



SCALE: 1"=2,640'



Comprehensive Land Use Plan

Appendix D

Arts and Humanities Strategic Plan

ALLIED ARTS AND HUMANITIES COUNCIL

1997-2000 STRATEGIC PLAN

(For the Fiscal Years Ending 1998, 1999 and 2000)

Adopted Nov. 17, 1998

Background:

The components and action items detailed in this plan were based on the Report on the Visioning and Planning Session held in February, 1997 with Board members and the staff of the Council.

Vision Statements

Vision 1: Outreach and Promotion

The Council, through effective promotion, will increase levels of awareness and support of Arts and Humanities in the community.

Vision 2: Organizational Structure and Support

The Council will develop and maintain effective organizational management practices and will exchange the same with its members.

Vision 3: Financial Growth and Stability

The Council will expand its revenue base and will maintain responsible fiscal management.

Vision 4: Programming

The Council, through high quality, well planned, and effectively promoted programs, will increase participation in the Arts and Humanities.

Vision 1: Outreach and Promotion

The Council, through effective promotion, will increase levels of awareness and support of Arts and Humanities in the community.

Objectives:

- A. Serve as the Center for all Arts and Humanities groups.
- B. Increase the general awareness of the community to the Council's and its member organizations' activities and to their opportunities to participate.
- C. Increase annually membership in the Council.
- D. Provide Member Organizations with educational opportunities.

Vision 2. Organizational Structure and Support

The Council will develop and maintain effective organizational management practices and will exchange the same with its members.

Objectives:

- A. Ensure an organizational structure which properly manages the affairs of the Council with the highest ethics and standards.
- B. Ensure adequate facilities and resources for administrative activities.
- C. Position the Council to be an expert in volunteer recruiting, training, nurturing, assigning, and recognition.
- D. Maximize Board leadership skills.
- E. Develop & evaluate annually the Long Range Plan.

Vision 3: Financial Growth and Stability

The Council will expand its revenue base and will maintain responsible fiscal management.

Objectives:

- A. Develop and evaluate annually a three year financial plan for continued responsible financial management.
- B. Increase the Board's and staff's knowledge of fundraising skills and methods.

- C. Expand and increase revenue sources.
- D. Plan for management of financial gifts.
- E. Plan for adequate and reasonable pay for staff.

Vision 4: Programming

The Council, through high quality, well planned, and effectively promoted programs, will increase participation in the Arts and Humanities.

Objectives:

- A. Develop or support Arts and Humanities programs which will serve all populations within the community.
- B. Use established process for program generation, implementation and evaluation.
- C. Increase the community's active participation in the Arts and Humanities.
- D. Increase the community's participation as audiences for the Arts and Humanities.

PROCESS AND IMPLEMENTATION

Process

The Board of Directors is ultimately responsible for the accomplishment of this Strategic Plan.

The Board assigns the oversight management to the Long Range Planning Committee. Its Chair, or other assigned committee member, makes reports to the Board of Directors. These reports show the progress toward the accomplishment of the Strategic Plan. The Long Range Planning Committee works with other committees of the Board which have direct responsibility for specific objectives.

The Committee(s) may assign its work to a sub-committee or an individual. The Committee(s) a) reports the progress to the Long Range Planning Committee, b) assists the person/sub-committee in its work, and c) serves as a liaison between the Long Range Planning Committee and the person/sub-committee.

Implementation

Resources of time, finances, materials and expertise are needed to accomplish the action/strategy for each objective. The Committee(s) must first decide on the resources needed to accomplish the particular action/strategy. The Board is required to allocate the needed resources in order to regularly reconfirm its commitment to the Strategic Plan.

In all cases, the successful completion of an action/strategy is May 31, 2000. However, most action/strategies can be completed sooner. Some action/strategies, once initially completed, must be done on a regular basis (monthly, quarterly, annually, or by project). Some dates are given to serve as encouraging marks on the road to completion of the whole Plan.

When an action/strategy is satisfactorily completed, some evidence of its completion (a report or document) will be distributed to the Board.

Backgrounds

Vision 1. Awareness and support of the Council have ample room for growth. For the long range health of the organization, a commitment to increase the number of members (and their contributions), and to improve outreach and promotion is desired.

Outreach - the Council's dealing with its member groups and general public.

Promotion - efforts to increase public awareness of the Council, its member organizations, or any Arts and Humanities activity with the purpose of meeting community needs.

Member - any person, organization or business which has a paid membership in the Council as defined by the By-Laws.

Vision 2. Organizational management of the Council must be maintained at the highest levels to allow for: adequate planning and preparation of all tasks; member and volunteer development; and leadership skill enhancement; and most importantly the respect and trust of the community. This produces an inclusive organization geared to serving the community and all its populations. Developing committed volunteers is necessary to health and well-being of the Council.

Definitions:

Constituency - Members, donors, volunteers, staff, or anyone interested or active in any aspect of Arts and Humanities.

Community - The greater Bartlesville, Oklahoma area.

PROCESS AND IMPLEMENTATION

Volunteer - Anyone who actively assists the Council but is not a member of the Board of Directors or paid staff.

Vision 3. Continued levels of private and governmental support for Arts and Humanities remains an uncertainty throughout the United States. The Council must increase skills, creativity and success in fundraising. Most donors and members give amounts less than \$500. The Council wishes to identify and increase the number of individual donors who can and do give large amounts. A healthy financial situation is critical to the Council's achieving its mission and visions.

Vision 4. The Council provides a variety of programs, sometimes as a direct sponsor and sometimes in a coordinating role. During the Visioning session, seventeen different program ideas were considered by participants. Programming is of key interest to the Board and staff. There is a general acceptance that the quality of current programming is very high. Program, evaluation, including cost benefit analysis can help assure that new programming does not strain existing staff and budgets or hinder existing successful programs.

Partnership project - a joint effort between the Council (represented by one of its Committees) and any other organization.

General Definitions

Vision - long term result

Objectives - vision broken into manageable segments

Strategies - steps needed to accomplish objectives

Vision 1: Outreach and Promotion

Assigned

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-
-
-
-
-

[illegible]

- [illegible]

STRATEGIES

| | Time Line | Assigned |
|---|-----------|----------|
| 10. Publish BartNews. | _____ | _____ |
| a. Distribute to membership. | _____ | _____ |
| b. Distribute to other sites. | _____ | _____ |
| 11. Support BartNews. | _____ | _____ |
| 12. Publish Cultural Calendar and Directory. | _____ | _____ |
| 13. Explore feasibility for regular A&H column-ad in newspaper, cable TV, radio, etc. | _____ | _____ |
| C. Increase annually membership in the Council. | | |
| 1. Develop potential member lists. | _____ | _____ |
| 2. Develop membership material, including information about programs. | _____ | _____ |
| 3. Produce and distribute membership material. | _____ | _____ |
| 4. Track effectiveness of approaches. | _____ | _____ |
| 5.. Enlist Board members to solicit potential members. | _____ | _____ |
| D. Provide Member Organizations with educational opportunities. | | |
| 1. Continue to provide Assistance Grants. | _____ | _____ |
| 2. Provide workshops. | _____ | _____ |
| 3. Provide meetings for Organizations, including President's Dinner. | _____ | _____ |

Vision 2: Organizational Structure and Support

A. Ensure and organizational structure which properly manages the affairs of the Council with the highest ethics and standardss.

| | | |
|---|-------|-------|
| 1. Review Job Descriptions. | _____ | _____ |
| 2. Review Policies and Procedures Manual. | _____ | _____ |
| 3. Develop, implement and review nomination procedures. | _____ | _____ |
| 4. Develop, implement and review evaluation procedures. | _____ | _____ |
| 5. Increase involvement of non-Board members on committees. | _____ | _____ |

B. Ensure adequate facilities and resources for administrative activities.

| | | |
|--|-------|-------|
| 1. Review space and technology needs annually. | _____ | _____ |
|--|-------|-------|

C. Position the Council to be an expert in volunteer recruiting, training, nurturing, assigning, and recognition.

| | | |
|--|-------|-------|
| 1. Determine jobs for volunteers. | _____ | _____ |
| 2. Establish a data base of potential volunteers. | _____ | _____ |
| 3. Contact, train and maintain relation with volunteers. | _____ | _____ |

STRATEGIES

| | Time Line | Assigned |
|---|-----------|----------|
| 4. Select Awardees. | _____ | _____ |
| a. Review and update criteria. | _____ | _____ |
| b. Review and update categories. | _____ | _____ |
| c. Inform membership of nomination process. | _____ | _____ |
| d. Select and inform awardees. | _____ | _____ |
| 5. Present Awards. | _____ | _____ |
| a. Review and update venue and format. | _____ | _____ |
| b. Publicize presentation. | _____ | _____ |
| c. Hold presentation. | _____ | _____ |
| D. Maximize Board leadership skills. | | |
| 1. Provide financial assistance for development and training opportunities. | _____ | _____ |
| 2. Require reports and evaluations from those who receive assistance. | _____ | _____ |
| E. Develop and evaluate annually Long Range Plan. | | |
| 1. Develop actionable items. | _____ | _____ |
| 2. Develop strategies. | _____ | _____ |
| 3. Develop accountability. | _____ | _____ |
| 4. Review Long Range Plan. | _____ | _____ |

Vision 3: Financial Growth and Stability.

A. Develop and evaluate annually a three year financial plan for continued responsible financial management.

B. Increase the Board's and staff's knowledge of fundraising skills and methods.

C. Expand and increase revenue sources.

| | | |
|---|-------|-------|
| 1. See Vision 1, Objective C | | |
| 2. Increase number of large gift donors. | _____ | _____ |
| a. Develop potential donors list. | _____ | _____ |
| b. Develop approach to donors. | _____ | _____ |
| 1) Arrange for personal contacts | _____ | _____ |
| 2) Follow-up on all contacts. | _____ | _____ |
| 3) Acknowledge all donors. | _____ | _____ |
| c. Enlist Board members to solicit donors. | _____ | _____ |
| 3. Develop list of program sponsorship opportunities. | _____ | _____ |
| 4. Seek appropriate grant support from corporations, foundations, government. | _____ | _____ |

STRATEGIES

| | Time Line | Assigned |
|---|-----------|-------------|
| | Time Line | Assigned To |
| a. Maintain current list of sources. | _____ | _____ |
| 5. Seek in-kind support of programs. | _____ | _____ |
| D. Plan for management of financial gifts. | | |
| E. Ensure adequate and reasonable pay for staff. | | |
| 1. Determine appropriate duties of staff. | _____ | _____ |
| 2. Determine number of hours needed to complete duties. | _____ | _____ |
| 3. Determine pay. | _____ | _____ |
| 4. Evaluate job performance. | _____ | _____ |

Vision 4: Programming

A. Develop or support Arts and Humanities programs which will serve all populations within the community.

- | | | |
|---|-------|-------|
| 1. Partner with other organizations to provide at least 10 programs. | _____ | _____ |
| a. Have a least 2 relevant organizations represented on each project sub-committee. | _____ | _____ |
| b. Solicit input from member organizations on programming. | _____ | _____ |
| 2. Provide at least 1 new and/or non-traditional program each year. | _____ | _____ |
| 3. Develop multi-age, family oriented programs. | _____ | _____ |
| 4. Address lower income/at risk students. | _____ | _____ |

B. Use established process for program generation, implementation and evaluation.

- | | | |
|---|-------|-------|
| 1. Evaluate process annually. | _____ | _____ |
| 2. Assign Committee member to chair each project sub-committee. | _____ | _____ |