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03 FUTURE LAND USE

Introduction

The authority of a municipality to manage and regulate land use is firmly rooted in its responsibility to protect the public health, safety, and general welfare of its residents. In Ada, this stewardship begins with the Comprehensive Plan, the foundational document that establishes the vision for our physical and economic growth.

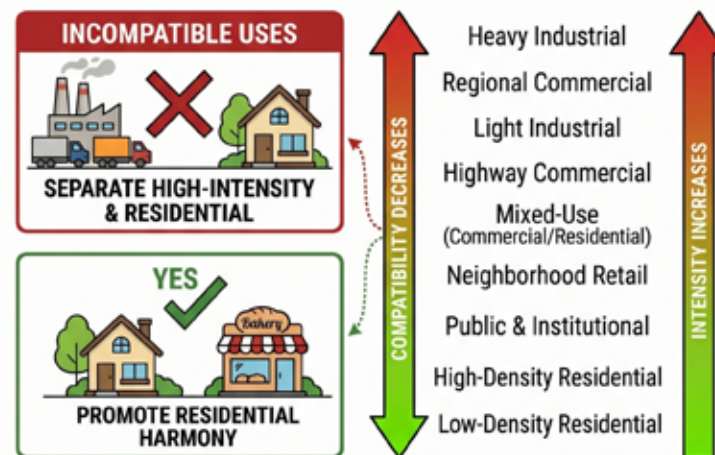
While the Comprehensive Plan covers a broad spectrum of community needs, the Future Land Use Plan is its most critical component. Much like a navigational map provides a clear route to a destination, the Future Land Use Plan serves as Ada's strategic guide. It ensures that future development respects our unique heritage, while steering the community toward a sustainable and prosperous future.

Land Suitability

Ensuring the compatibility of different land uses is a cornerstone of effective community planning. Historically, zoning was established as a tool for public health, safety, and welfare, primarily to separate residential areas from industrial or intensive commercial activities that could negatively impact quality of life.

For the City of Ada, a primary objective of this Future Land Use Plan is to organize the allocation of land in a manner that promotes harmony between neighboring properties. Compatibility typically decreases as the intensity of non-residential use increases.

- **Low-Intensity Transitions:** Professional office spaces and neighborhood-scale retail act as excellent “buffers.” When situated adjacent to residential neighborhoods, these uses create a positive relationship, providing convenient services without the noise or traffic of heavy industry.
- **High-Intensity Separation:** More intensive uses, such as large-scale manufacturing or regional commercial centers, require strategic placement and screening to ensure they do not encroach upon the quiet enjoyment of Ada's residential districts.



Existing Land Use

To accurately assess Ada’s future land use needs, a thorough understanding of the existing land use pattern is essential. The city’s current development footprint has evolved to serve the community through its growth, shaped by its role as a regional educational hub and the headquarters of the Chickasaw Nation. This section documents how parcels within the City are currently utilized, providing the baseline data needed to tailor land use recommendations to Ada’s specific needs and unique vision.

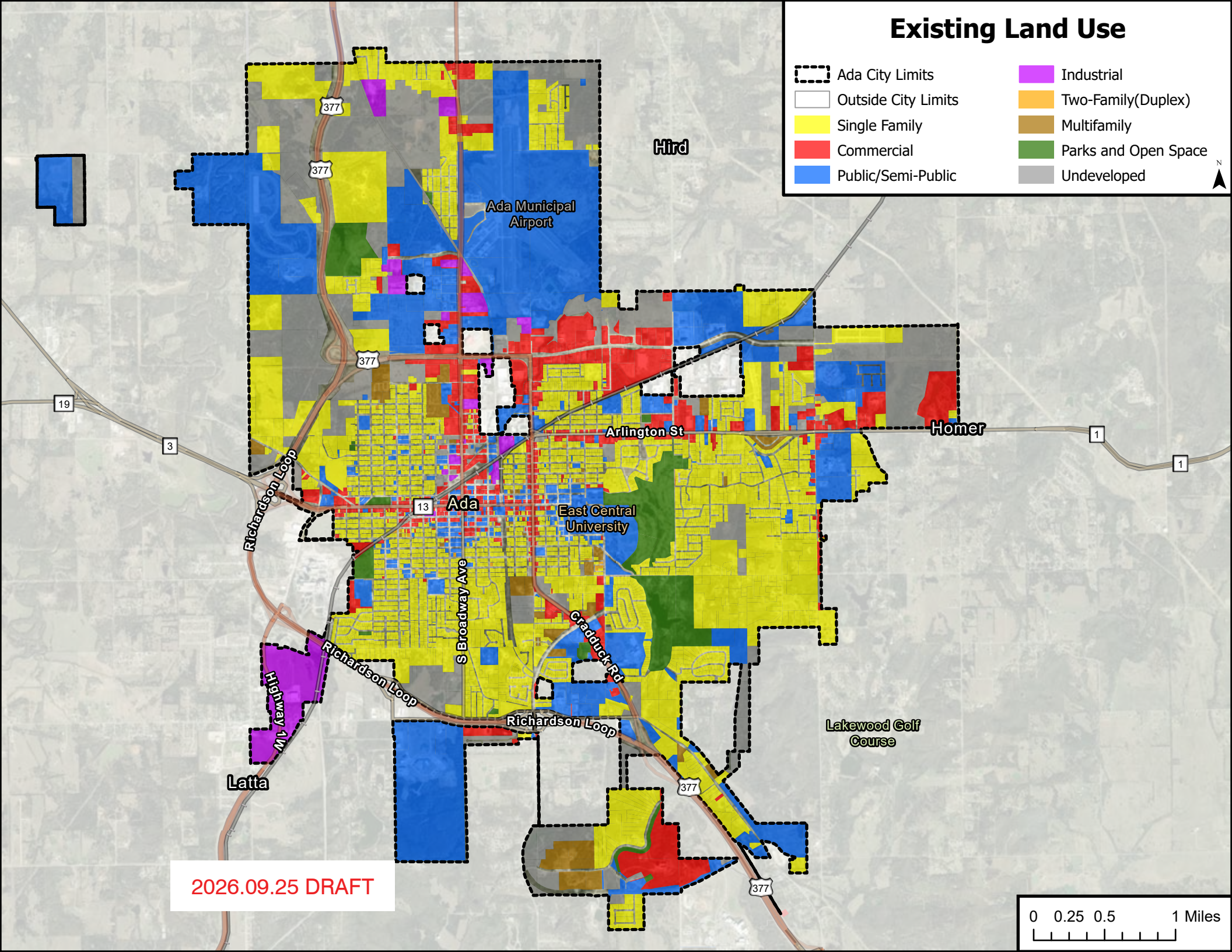
The Existing Land Use Map was prepared using a comprehensive approach. Aerial photography was utilized and supplemented by extensive field verification to identify and categorize the land use of all properties within the City. These parcels were then color-coded according to specific land use categories.



Existing Land Use	Acreage	Percentage
Single Family		
Two-Family		
Multifamily		
	TO BE COMPLETED FOLLOWING FINAL EXLUM DRAFT	
Public/Semi-Public		
Parks and Open Space		
Undeveloped/ Vacant		
Total		

Existing Land Use

- | | |
|---|--|
|  Ada City Limits |  Industrial |
|  Outside City Limits |  Two-Family(Duplex) |
|  Single Family |  Multifamily |
|  Commercial |  Parks and Open Space |
|  Public/Semi-Public |  Undeveloped |



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0 0.25 0.5 1 Miles

Physical Features

A variety of factors, both natural and structural, directly influence how the City of Ada can grow and develop. Elements such as the corporate city limits, local topography, floodplains, infrastructure (water/sewer), and the network of major state highways and regional thoroughfares serve as either facilitators or impediments to future expansion.

By analyzing these constraints, the City can more accurately identify its growth potential and strategically determine where new development should be encouraged. The Physical Features Map on the next page provides a spatial overview of these identified factors within Ada and its surrounding planning area.

Natural Features

Arbuckle-Simpson Aquifer

The City of Ada's water supply is intrinsically linked to the Arbuckle-Simpson Aquifer, primarily through the natural discharge of Byrd's Mill Spring. As the largest spring in Oklahoma and a federally designated Sole Source Aquifer, this system provides high-quality water that has historically supported the city's expansion. However, unlike many municipalities that can expand capacity by simply drilling more wells, Ada operates under

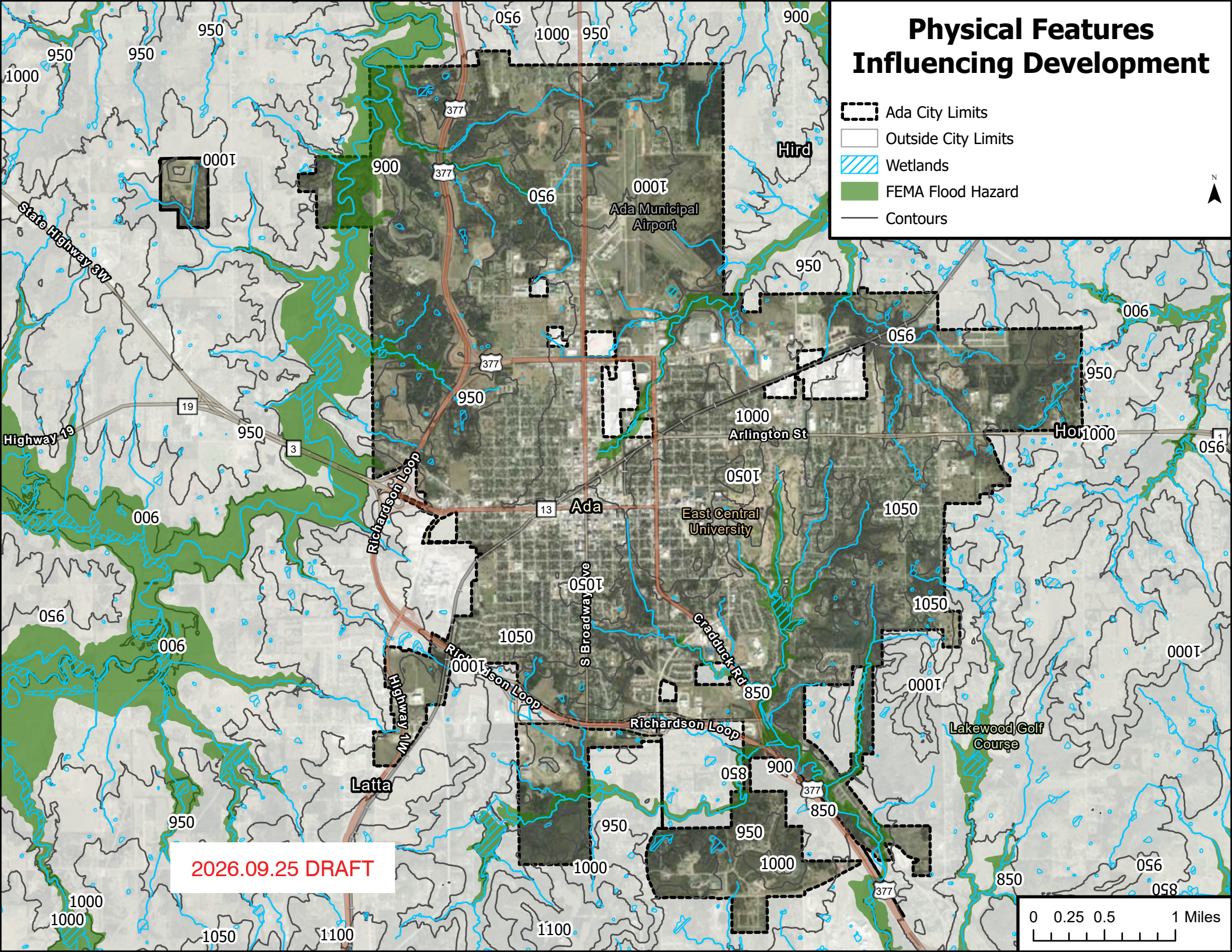
unique legal and environmental mandates. Under Oklahoma Senate Bill 288, water withdrawals are strictly regulated to ensure that pumping does not degrade the natural flow of springs and streams. This establishes a "hydrological ceiling" that requires Ada to balance its growth with the preservation of the aquifer's natural discharge. To manage this delicate balance, the Ada Water Resources Board previously prepared a historic water plan and is actively working in conjunction with the Oka' Institute to update it to guide the city's future needs.

To ensure that Byrd's Mill Spring can support continued growth, the City must adopt a strategy of resource stewardship rather than just consumption. Fortunately, Ada has already laid a strong foundation for this stewardship by leveraging partnerships with the Oka' Institute, the Chickasaw Nation, the Robert S. Kerr Environmental Research Center, and the Ada Water Resources Board to develop water conservation and aquifer protection best practices. While current capacity is sufficient for projected residential and commercial needs, long-term viability depends on protecting the recharge zones located south of the city and adhering to legal water rights. Future land use decisions must prioritize water-efficient development and the protection of the regional watershed from industrial contamination or over-extraction. By integrating water conservation into the Future Land Use Plan, Ada can ensure that its most vital natural resource remains a facilitator of growth rather than a constraint.



Physical Features Influencing Development

- Ada City Limits
- Outside City Limits
- Wetlands
- FEMA Flood Hazard
- Contours



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Wetlands and Floodplain

Ada features a network of streams and tributaries that flow throughout the city. In the southern portion of the city, several tributaries stem from the water body located at Wintersmith Park, winding through the surrounding areas. Another major waterway, Little Sandy Creek, meanders through various parts of the city to the north.

Several areas have been designated by the Federal Emergency Management Agency (FEMA) as floodplain. As a result of the waterways mentioned above, particularly Little Sandy Creek, Ada contains several portions of designated floodplain within its city limits. Overall, it is important that the City considers the floodplain when planning for the future, as these areas directly impact the feasibility and availability of developable land.

Topography

Ada has a high point elevation of roughly 1,060' and a low point elevation of roughly 870', indicating an elevation difference of about 190' within the city. Higher elevations are generally found in the southeastern portion of the city's limits, while lower elevations are generally located in the northwestern portion. These changes in elevation are an important factor when evaluating future developable land and planning for municipal infrastructure.



Man-Made Features

Major Roadways

Major thoroughfares are roadways identified as regional routes, providing mobility over long distances. These roadways are different in nature compared to roads located in places like residential subdivisions, as they are meant to provide mobility for high volumes of traffic at relatively high speeds. In Ada, several major thoroughfares pass through the city limits, most notably US-377 (SH-99), State Highway 3 (SH-3/3W), and State Highway 19 (SH-19).

- SH-3 / SH-19: These routes provide vital east-west and regional mobility. They serve as primary arteries connecting Ada to Interstate 35 to the west and other regional hubs, with portions merging to become Main Street within the city limits.
- US-377 / SH-99: This corridor provides crucial north-south mobility, linking Ada to neighboring communities and serving as a major conduit for regional freight and commuter traffic.

Ada is somewhat unique in terms of its population compared to the heavy traffic volumes on the major thoroughfares crossing through the city. These roadways provide significant benefits to the community, including seamless access and connectivity

within and through Ada, immense economic development potential due to the vast amount of commercial frontage, and a wide range of opportunities to establish a positive community image for the thousands of people traveling through the city each day.

It is crucial that the City understands the nature of these roadways, as they provide prime land for development opportunities and serve as the physical gateways to the community. Furthermore, it is important that City staff and City leadership actively consider and plan for future capacity and safety improvements expected to occur along these corridors. Although these roadways are strictly managed and maintained by the Oklahoma Department of Transportation (ODOT), it is essential that the City closely monitors any state-led improvements to US-377, SH-3, and SH-19, as these changes will directly impact how and where Ada can grow.

City Limits

To effectively plan for the future, it is essential to understand the current utilization of Ada's land area. The existing city limits encompass roughly 10,000 total acres. With a significant portion of the city limits already built out, Ada is presented with a prime opportunity to accommodate future population and economic growth through strategic, targeted infill development and the revitalization of existing corridors where appropriate.



Housing and Neighborhoods

Neighborhoods Assessment

As homes age, they naturally require more care and maintenance to remain in good condition. By assessing these evolving needs, the City can better understand the overall health of its neighborhoods and strategically direct revitalization efforts. As discussed in the Community Profile chapter regarding the age of homes, Ada features a generally older housing stock, particularly within the city's core. Because overall housing conditions and neighborhood upkeep closely correlate with the age of the structures, recognizing these older areas is essential for guiding future property maintenance and community improvements.

Aging-in-Place

Aging-in-Place is the concept of providing a diverse range of housing options so residents can remain in Ada through every stage of life. As needs evolve, so do housing requirements, from apartments for East Central University students and young professionals, to traditional single-family homes for growing families, and eventually low-maintenance patio homes or assisted living for seniors.

While Ada currently offers a solid foundation of housing types, the City must utilize the Future Land Use Map to strategically fill existing gaps in the housing ladder. By encouraging “missing middle” housing, such as townhomes, duplexes, and accessory dwelling units, Ada can foster a stable, multi-generational community where residents are never forced to relocate simply because their housing needs have changed.

Walkability

Pedestrian improvements in Ada must focus on creating a cohesive network that allows residents and students to navigate the city safely and efficiently. One of many priorities is to strengthen walkable connections between Downtown Ada and East Central University (ECU) to seamlessly integrate campus life with the local economy.

Among others, the City should focus on:

- The Downtown-ECU Corridor: Enhance crosswalks, lighting, and pathways to create a safe, vibrant channel connecting the university to Main Street.
- Filling Targeted Gaps: Identify and construct missing sidewalk links within existing neighborhoods to better



connect residents to parks, schools, and essential services.

- Subdivision Requirements: Continue to mandate sidewalk installation in all new residential and commercial developments to ensure future growth contributes to a continuous pedestrian network.

Missing Middle Housing

“Missing Middle” housing is a critical component of Ada’s strategy to diversify its residential offerings and support lifelong residency. This housing category encompasses neighborhood-scale, medium-density options, such as duplexes, townhomes, cottage courts, accessory dwelling units and fourplexes, that bridge the gap between detached single-family homes and larger apartment complexes. Importantly, this type of housing is highly flexible and can be developed to increase both rental availability and homeownership options through individually owned units. By strategically integrating these housing types into the urban fabric, Ada can provide attainable starter homes for young professionals and East Central University graduates, while also offering low-maintenance options for seniors looking to downsize. Encouraging “Missing Middle” development ensures a more resilient, inclusive housing market that seamlessly adapts to the evolving economic and demographic needs of the community.

Accessory Dwelling Units (ADUs)

Accessory Dwelling Units (ADUs), commonly known as garage apartments, backyard cottages, or “granny flats”, are secondary, smaller living spaces situated on the same property as a primary single-family residence. As part of Ada’s broader housing strategy, ADUs offer a low-impact method to introduce “gentle density” into existing neighborhoods without altering their fundamental architectural character or requiring heavy infrastructural expansion.

To effectively leverage this housing type, it is recommended that the City of Ada update its zoning code to permit ADUs by-right within the urban core and established historic neighborhoods. Allowing ADUs by-right means that property owners can construct them without navigating a lengthy or uncertain discretionary approval process, provided the designs adhere to clear, pre-established standards regarding lot size, height, parking, and setbacks.

EXAMPLE SITE PLAN: ADU



Subdivision Regulations

Subdivision regulations govern the legal process of dividing tracts of land into individual lots for development. For the City of Ada, these standards are vital for ensuring that development is built with logical street networks, safe emergency access, and adequately sized utility infrastructure. By enforcing robust subdivision regulations alongside consistent platting, the City guarantees that future growth is orderly, well-connected, and structurally sound, ultimately protecting Ada's long-term infrastructure investments.

Conservation Development

Conservation development groups housing units, such as townhomes or smaller single-family homes, closer together on a site, allowing the remaining land to be permanently preserved as open space.

For the City of Ada, encouraging this development pattern provides significant long-term benefits:

- **Reduced Infrastructure Costs:** Condensing the development footprint requires fewer paved roads, water lines, and sewer pipes, which significantly lowers the City's long-term maintenance burden.
- **Environmental Conservation:** Permanently protects natural resources, regional tree canopies, and sensitive watershed areas.
- **Enhanced Quality of Life:** Shared open spaces provide residents with built-in neighborhood parks, fostering outdoor activity and community connection.
- **Housing Diversity:** Seamlessly integrates "missing middle" housing, providing attainable options for East Central University graduates, young professionals, and downsizing seniors.

Traditional Neighborhood Design

Traditional Neighborhood Design (TND) addresses the challenges of suburban sprawl by prioritizing walkability and compact development. For the City of Ada, encouraging TND directly supports local conservation efforts, as compact neighborhoods require less resource-intensive infrastructure and naturally promote water conservation for the Arbuckle-Simpson Aquifer.

A core principle of TND is designing around a quarter-mile walking radius, roughly a five-minute walk, which is the typical distance residents are willing to travel on foot to reach local amenities. To make this viable, TND favors connected street grids, similar to Ada's historic core, rather than conventional suburban cul-de-sacs. These connected grid patterns provide direct, efficient routes that encourage pedestrian activity, reduce vehicular dependence, and foster healthier, highly connected communities.

TRADITIONAL NEIGHBORHOOD DESIGN IN ADA

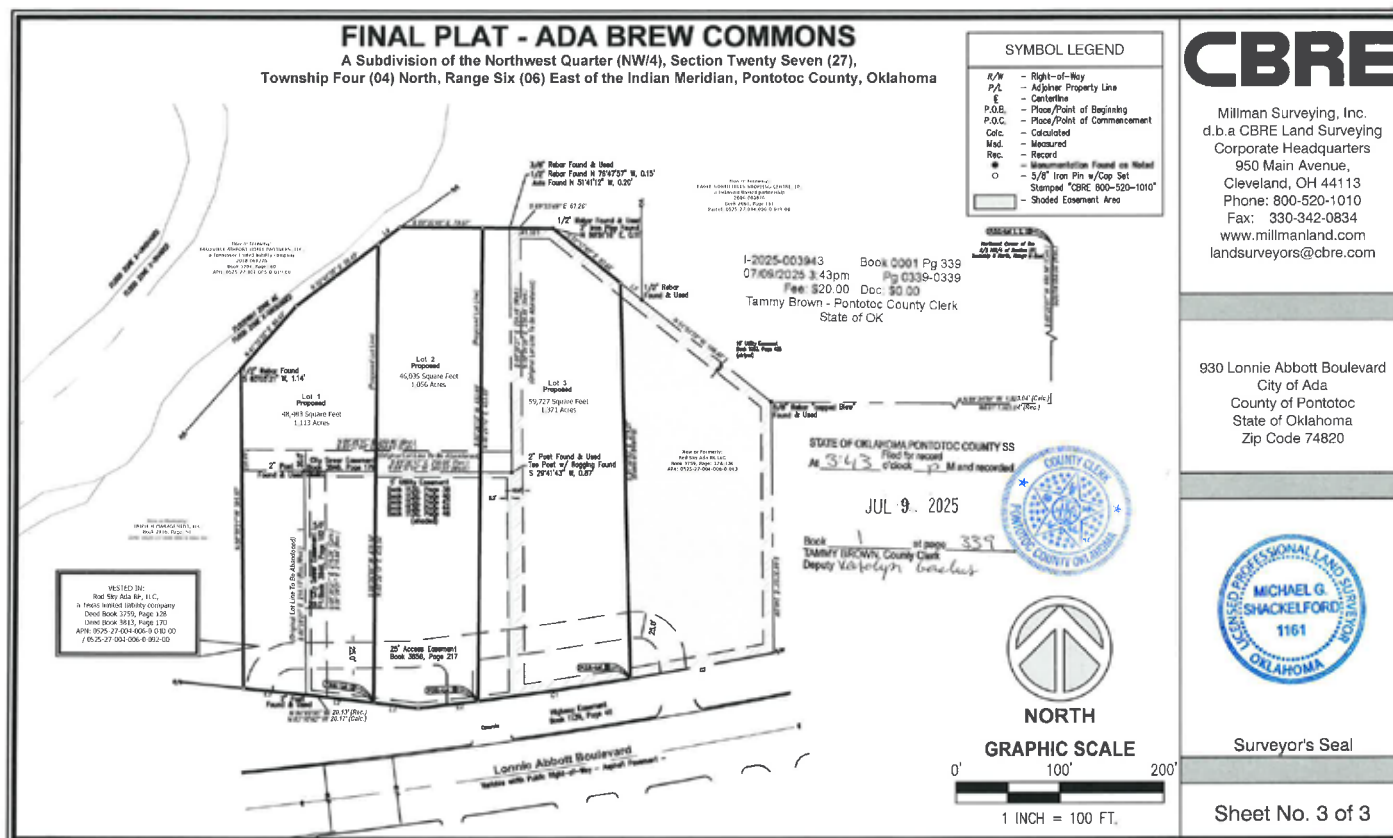


The primary benefit of platting is that it ensures necessary public infrastructure, such as roads, water lines, and drainage systems,

is adequately sized, correctly routed, and dedicated to the City before construction begins. It secures essential utility rights-of-way and prevents the creation of irregular or landlocked parcels that can complicate emergency access and future development.

To ensure orderly development, this Comprehensive Plan recommends consistently platting land. This protects municipal infrastructure investments, streamlines utility maintenance, and guarantees that future growth aligns with Ada's long-term land use and conservation goals.

EXAMPLE OF A RECORDED PLAT



Lot Splits and Combinations

Lot splits involve dividing a single parcel into two or more smaller lots, while lot combinations merge adjacent parcels into a single, larger tract. Both tools provide vital flexibility for property owners looking to maximize the potential of their land without the need for a full, complex subdivision process.

Within Ada's urban core, encouraging lot splits and combinations is a strategic way to promote infill development and neighborhood revitalization. Providing this spatial flexibility allows residents to right-size properties to accommodate Accessory Dwelling Units (ADUs), "missing middle" housing, or other small-scale redevelopment projects that fit seamlessly into established neighborhoods. To effectively incentivize this type of growth, the City should streamline the regulatory process by permitting administrative (staff-level) approval for standard lot splits and combinations. By removing the requirement for lengthy board or commission hearings for minor property adjustments, the City can reduce barriers, save time and costs for homeowners, and more efficiently advance Ada's housing and density goals.

Zoning Code

The Zoning Code includes regulatory requirements used to implement the vision of Ada's Comprehensive Plan and manage development within the city. While the Future Land Use Map serves as a broad guide for growth, the zoning code governs development on a parcel-by-parcel basis. It strictly regulates both what activities can occur on a property (permitted uses) and how structures are built (standards like building height, setbacks, and density). Regularly updating these regulations is essential to ensure new development actively supports the City's goals for housing diversity, walkability, and groundwater protection.



Urban Core Flexibility

To effectively promote infill development and revitalize Ada's older neighborhoods, the Zoning Code should offer greater regulatory flexibility within the urban core. Historically, rigid requirements, such as large minimum lot sizes, deep setbacks, and strict parking requirements, have inadvertently made it difficult or illegal to construct the diverse housing and commercial types that originally built these neighborhoods.

By carefully relaxing these stringent dimensional standards in the core, the City can remove barriers to "missing middle" housing and neighborhood-sensitive commercial, such as duplexes, townhomes, Accessory Dwelling Units (ADUs), and neighborhood grocery stores.

Key Areas for Regulatory Flexibility:

- **Reduced Setbacks:** Allowing buildings to sit closer to the street or property lines to match the historic, walkable character of the neighborhoods surrounding Downtown and East Central University.
- **Flexible Lot Sizes:** Lowering minimum square footage and width requirements to make smaller, attainable starter homes and infill projects viable on existing, underutilized parcels.
- **Right-Sized Parking:** Reducing mandatory off-street parking minimums to lower construction costs and preserve valuable lot space for structures rather than asphalt.

Implementing these flexible standards would allow Ada to maximize its existing infrastructure, increase housing choice, and organically foster a more vibrant, walkable urban center.

Building Facade Standards

Building facade standards involve varying exterior materials, wall depths, and rooflines to prevent monotonous streetscapes. Simple examples include incorporating front porches, varying window placements, and recessing garage doors so they do not dominate the building's exterior.

While establishing baseline facade standards elevates the quality of new development, it is critical that these regulations do not become a barrier to construction, especially within Ada's urban core. Overly strict architectural mandates drive up costs, inadvertently hindering the development of affordable infill and "missing middle" housing. Furthermore, it is important to note that architectural design standards are not enforceable for single-family dwellings, though they are highly encouraged. Therefore, the following concepts should be utilized as flexible guidelines for new developments rather than rigid roadblocks for core infill sites:

- **Facade Depth:** Shift the wall plane every 15 to 20 feet to avoid long, uninterrupted exterior walls.
- **Roofline Variation:** Encourage a mix of roof pitches, dormers, or gables to create a dynamic skyline.
- **Street-Facing Orientation:** Prioritize prominent entryways and covered porches to interact with the street, rather than blank walls or dominant garages.
- **Material Enhancements:** Incorporate architectural focal points like masonry wainscoting or distinctive window trim to add visual depth.

Building Setbacks

Shallow building setbacks create a traditional, walkable environment, ideal for Ada's core and the neighborhoods surrounding East Central University, while deeper setbacks provide a rural or suburban feel suited for the city's outer edges. As Ada updates its zoning to align with the Future Land Use Map, setback requirements should be context-sensitive, generally increasing alongside road types and traffic speeds.

To prevent monotonous streetscapes in new subdivisions, the City should encourage varying front yard setbacks, such as staggering adjacent homes by a few feet. However, these variation standards are best suited for new planned developments rather than core infill projects, where seamlessly matching the existing historic "street wall" is preferred.

Garage Design Guidelines

Particularly with new subdivisions, the placement and orientation of a garage significantly impacts a neighborhood's curb appeal, walkability, and pedestrian safety. To prevent garage-dominant facades, where the garage becomes the most prominent feature of the home, Ada's development standards should encourage designs that prioritize living spaces, windows, and porches over vehicle storage.

Key preferred garage configurations include:

- **Detached Garages:** Located in the rear or side yard, separate from the primary house. This traditional layout is highly compatible with Ada's older neighborhoods and provides an excellent structural foundation for Accessory Dwelling Units (ADUs).
- **J-Style (Swing-In) Garages:** Attached to the home but designed so the garage doors face the side yard rather

GARAGE STYLES



than the street. This hides the doors from public view and preserves the front facade for architectural detailing.

- **Recessed Front-Facing Garages:** When a standard straight driveway and front-facing garage are utilized, the garage door should be set back at least 5 feet behind the primary building line or front porch. This ensures that the home's entrance, rather than the garage, remains the architectural focal point.

Branding and Community Identity

A city's brand is fundamentally shaped by its physical environment. A cohesive, well-maintained public realm fosters civic pride and creates a welcoming atmosphere for residents, East Central University students, and visitors. By establishing clear standards for welcoming gateway and commercial signage, robust landscaping, sensible lighting codes, and quality exterior building materials, the City can ensure that the built environment consistently contributes to Ada's lasting aesthetic and economic vitality.

Signage

Signage is essential for business visibility and wayfinding, but it also heavily influences Ada's overall visual character. To prevent visual clutter, the City should adopt context-sensitive sign regulations rather than a "one-size-fits-all" approach. For example, standards should prioritize pedestrian-scale projecting or window signs in the historic Downtown, while allowing for appropriately scaled, vehicle-oriented monument signs along higher-speed highway corridors.

The City can allow signage approvals to be processed either through a separate sign permit application or integrated directly into the typical building permit submittal.

Neighborhood Signage

Neighborhood branding signage establishes a strong sense of place, community pride, and distinct identity for residents while serving as a welcoming gateway for visitors. Well-designed entryway monuments and decorative street sign toppers visually define a neighborhood's boundaries and celebrate its unique history. This concept directly aligns with the AdvancingAda Neighborhood Plans, which highlights neighborhood branding as a key community-building objective. Specifically, the plans emphasize implementing distinct, localized signage for the East of Mississippi, Hammond Heights, Northwest & Original Ada, and Southwest neighborhoods to foster local pride and enhance the visual character of Ada's legacy districts.



Commercial Signage

Commercial signage regulations must be tailored to the specific traffic patterns and physical characteristics of their surrounding corridors. For auto-oriented, high-volume thoroughfares like Lonnie Abbott Boulevard, larger monument signs are appropriate to ensure clear visibility for drivers traveling at higher speeds. Conversely, historic and walkable corridors such as Downtown and Mississippi Avenue require a scaled-down approach. Because these older, established areas feature buildings situated much closer to the street, signage must accommodate slower-moving vehicular traffic and pedestrians. In these core districts, regulations should prioritize pedestrian-oriented designs, such as projecting blade signs, window lettering, and awning signs, to complement the existing architecture and prevent visually overwhelming the streetscape.

Gateway Signage

Gateway signage serves as the critical first impression of Ada, communicating a sense of arrival and civic pride to visitors, regional commuters, and prospective East Central University students. While the City currently utilizes smaller entry signs at various locations, these existing markers often lack the scale and presence necessary to create a prominent, memorable entrance into the community.

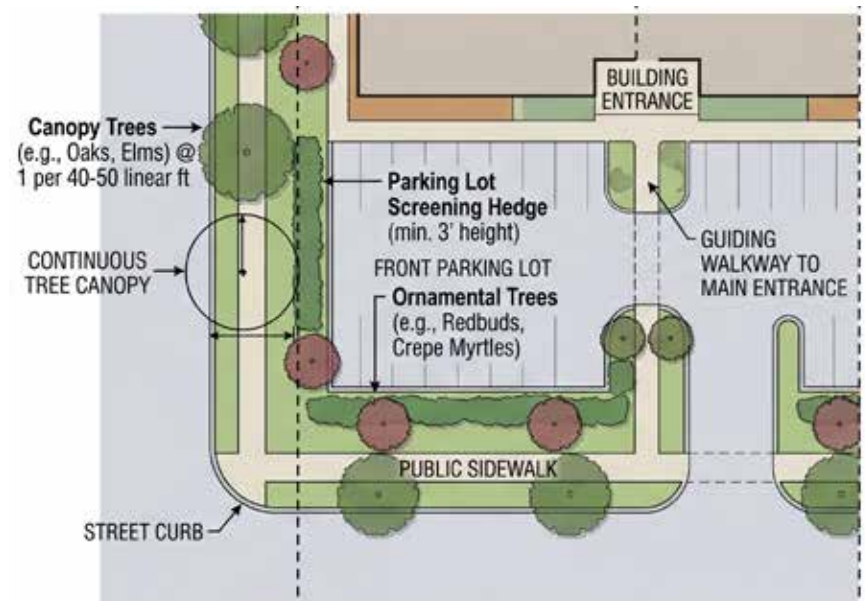
To establish a stronger and more welcoming identity, it is recommended that the City design and install larger, monument gateway signage at its primary transportation entrances. Specifically, substantial gateway features should be strategically incorporated along both the northbound and southbound approaches of US-377, along Craddock Road, and on West Main Street. These enhanced entry monuments will clearly define Ada's borders, signal economic vitality, and set a cohesive, positive aesthetic tone for the entire city and visitors.

Landscaping Requirements

Enhanced landscaping significantly improves the aesthetic quality of Ada's major corridors, providing natural visual relief in heavily developed areas and increasing overall property values. These improvements offer tangible economic benefits by making commercial districts more inviting to shoppers, diners, and prospective businesses. To achieve this without overburdening municipal budgets, the City should require new developments to install landscaping along their street frontages, along certain side yards, and in the interior of parking lots.

Unlike landscaped medians, which are typically funded and maintained by the City, street frontage enhancements are paid for by private developers as part of the construction process. Updating Ada's development codes to mandate this will ensure the city's commercial areas organically become greener over time.

LANDSCAPE PLAN EXAMPLE



Lighting Codes

Outdoor lighting must provide safety and visibility without compromising the privacy of neighboring homes or degrading the nighttime environment. Similar to garage placement, standardizing preferred lighting fixtures is essential to enhance curb appeal, walkability, and pedestrian safety.

Full cutoff fixtures are recommended for use for all street, pathway, and building-mounted lighting. These designs ensure that the light source is not visible from the side, preventing “light trespass”, the nuisance of light shining into bedroom windows or onto adjacent properties. By prioritizing full cutoff fixtures, homeowners and businesses can enjoy a well-lit property without the disturbance of obtrusive light, fostering a stronger sense of privacy and comfort.

FULL CUTOFF LIGHTING



Unified Development Code

To effectively implement the diverse goals outlined in this Comprehensive Plan, from encouraging “missing middle” housing and streamlined lot splits to enforcing consistent landscaping and signage standards, the City of Ada should adopt a Unified Development Code (UDC). Currently, many municipalities house their zoning ordinances, subdivision regulations, and design standards in separate, sometimes conflicting, documents. A UDC resolves this by consolidating all land use and development regulations into a single, cohesive, and user-friendly regulatory rulebook.

By establishing clear regulations for the uses in each zoning district alongside unified development standards for lot size, frontage, setbacks, landscaping, parking, and signage, transitioning to a UDC offers significant benefits. Removing contradictory language and overlapping rules drastically streamlines the administrative review process, reduces confusion, and creates more predictable outcomes for builders and property owners. Ultimately, drafting a Unified Development Code is the most efficient way to ensure that every regulatory tool the City utilizes is modernized, synchronized, and actively working to build the physical vision set forth in the AdvancingAda Comprehensive Plan.

Future Land Use Plan

The Future Land Use Plan provides a comprehensive vision and visual illustration of the recommended land uses throughout the City of Ada. This Plan serves as a foundational policy tool to guide future decisions regarding zoning, infrastructure investments, and development standards. It is important to note that the Future Land Use Plan is a policy guide, not a regulatory zoning document; it does not alter current zoning designations or dictate how a specific property can currently be used. The City's existing zoning regulations remain in place until they are amended.

As zoning changes are requested and development occurs over time, new classifications should generally align with the overall vision established in the Future Land Use Plan. In cases where a proposed rezoning is deemed appropriate but conflicts with the current map, a Future Land Use amendment should occur concurrently with the rezoning approval to maintain policy consistency. Furthermore, the Plan is intended to be a living document that can and should be reviewed regularly. It must be updated periodically to reflect changes in local demographics, economic trends, and evolving community preferences.

Future Land Use Distribution

The proposed land use distribution for the City of Ada establishes a strategic framework for the community's future growth and development. It is important to note that this composition is intentionally designed to incentivize infill opportunities where appropriate, encouraging the revitalization of underutilized parcels within the city's existing footprint.

Ultimately, this recommended land use strategy seeks to retain Ada's unique community character while capitalizing on the economic development opportunities associated with its regional location, institutional amenities, and major thoroughfares. The Future Land Use Categories section of this chapter provides a detailed description of each specific land use category.

Future Land Use Category	Acreage	Percentage
Agriculture		
Suburban Residential		
Neighborhood Low Density		
Neighborhood Medium to High Density		
Mixed Use		
TO BE COMPLETED FOLLOWING FINAL FLUM DRAFT		
Regional Commercial		
Flex Industrial		
Heavy Industrial		
Parks and Recreation		
Civic and Community		
Total		

Historic CAGR ⁽¹⁾		
Year	Population	CAGR ⁽¹⁾
1950	15,995	--
1960	14,347	-1.1%
1970	14,833	0.3%
1980	15,902	0.7%
1990	15,631	-0.2%
2000	15,691	0.0%
2010	16,810	0.7%
2020	16,488	-0.2%

(1) Compound Annual Growth Rate

Population Projections to 2050				
Year	Compound Annual Growth Rate (CAGR)			
	0.5%	1.0% ⁽¹⁾	1.5%	2.0%
2024	16,575	16,575	16,575	16,575
2030	17,079	17,595	18,124	18,666
2035	17,510	18,492	19,525	20,609
2040	17,952	19,435	21,033	22,754
2045	18,405	20,427	22,659	25,122
2050	18,870	21,469	24,410	27,737

(1) Recommended Growth Rate

Population Build-Out								
Land Use	Developable Acres	DUA ⁽¹⁾	Occupancy Rate ⁽²⁾	PPH ⁽³⁾	ROW ⁽⁴⁾	Projected		
						Housing Units	Households	Population
Agriculture		0.1	83.20%	2.32	5%			
Suburban Residential		4	83.20%	2.32	30%			
Neighborhood Low								
Neighborhood Medium to High								
Mixed Use								
Downtown		12	83.20%	2.32	20%			
Ultimate Capacity of Developable Acres								
Current Population in City Limits ⁽⁵⁾								
Population Build-Out								

(1) Dwelling units per acre

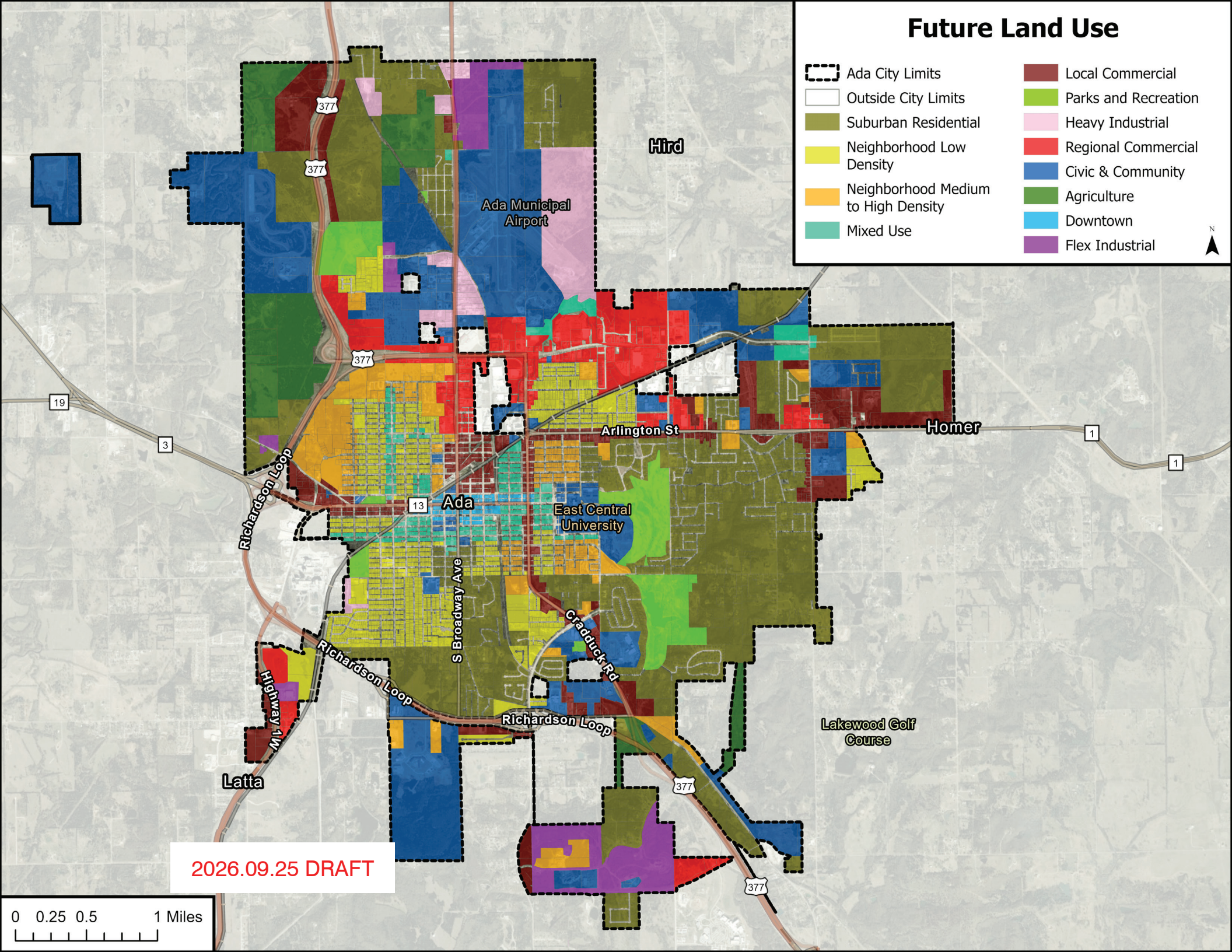
(2) Occupancy rate - 2023 Housing Study

(3) Persons per household - 2023 Housing Study

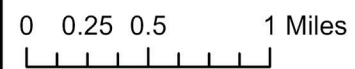
(4) Percentage subtracted for roadways and utilities

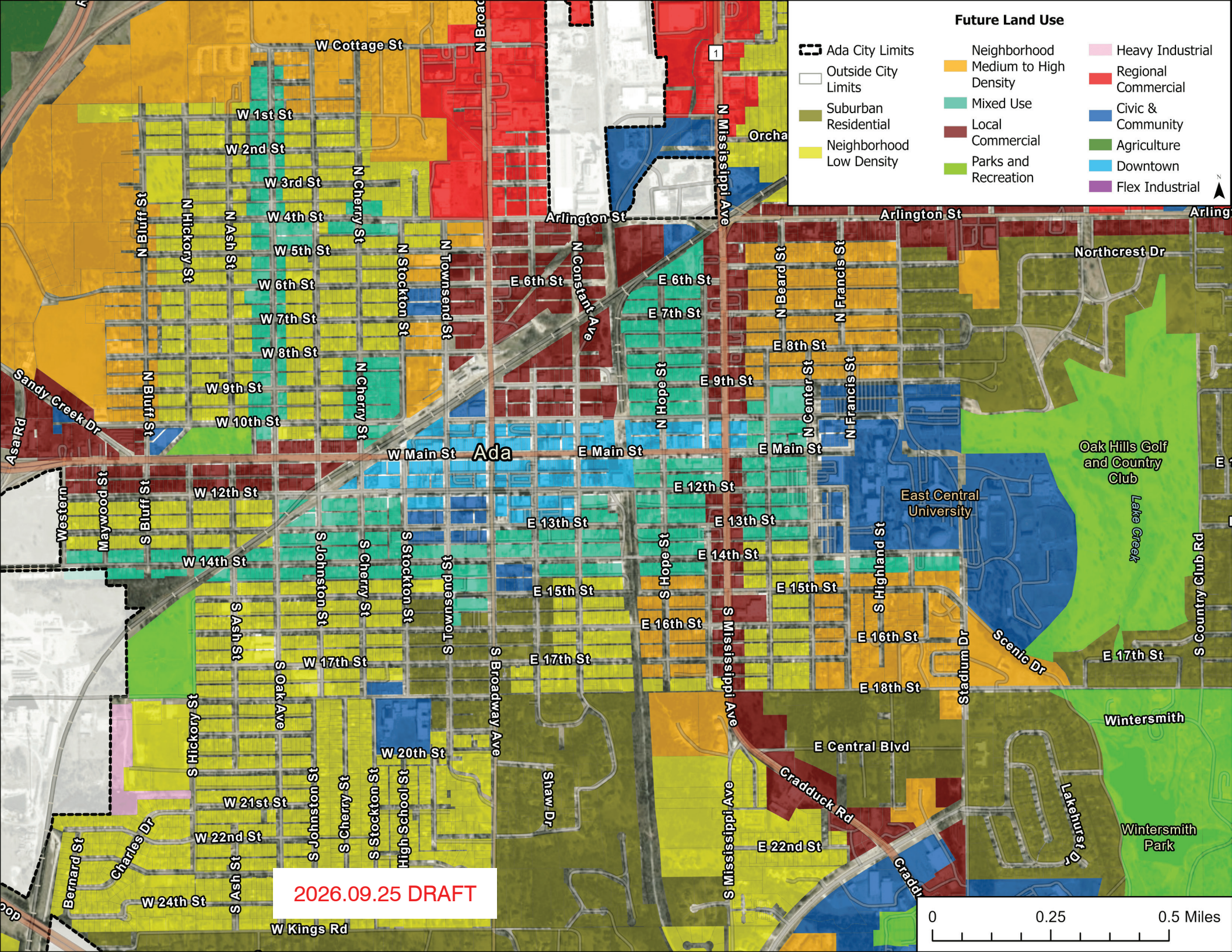
(5) 2024 ACS, U.S. Census

Future Land Use



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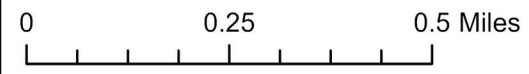




Future Land Use

- | | | |
|--------------------------|-------------------------------------|---------------------|
| Ada City Limits | Neighborhood Medium to High Density | Heavy Industrial |
| Outside City Limits | Mixed Use | Regional Commercial |
| Suburban Residential | Local Commercial | Civic & Community |
| Neighborhood Low Density | Parks and Recreation | Agriculture |
| | | Downtown |
| | | Flex Industrial |

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Future Land Use Categories

The future land use categories outlined in Ada's Future Land Use Map indicate the desired character and function of different areas as development and redevelopment occur. This section serves to clearly define the specific character of each category to guide the community's future growth. These defined categories and their intended applications are meant to be consistent with the community vision established in the recently adopted AdvancingAda Neighborhood Plans.

Specifically, each Future Land Use Category provides a Definition (a brief overview of the category's primary purpose and character), a list of Best Practices (design and development strategies to ensure high-quality growth), and a Development Appropriateness rating.

Development Appropriateness

Appropriateness ranges on a scale of zero (○○○) to three (●●●) markers, where no markers mean a use should likely be prohibited, and three markers mean a use should likely be allowed by right. Please refer to the legend to the right defining each appropriateness level.

Where appropriateness is contingent on specific considerations, such as buffering or traffic access, guidelines are provided to clarify when the use is favorable. The following eleven development types have been identified and assigned an appropriateness rating depending on their alignment with the land use description:

- Single-Family, Detached
- Single-Family, Attached
- Multi-Family, Low-Intensity
- Multi-Family, Medium/High-Intensity
- Local Commercial

- Regional Commercial
- Office
- Agricultural
- Industrial
- Open Space
- Civic and Community

While the Future Land Use Map serves as a foundational blueprint for Ada's development, it is intended to be a living document. The Ada City Council retains the authority to amend the map if it determines that a different land use designation is more appropriate for a specific property based on evolving community needs, infrastructure updates, or shifting market conditions.

○○○	The use is incompatible with the land use category's character.
●○○	Allowed only under rare, unique circumstances.
●●○	Generally allowed, with rare exceptions based on specific site impacts.
●●●	Fully compatible and allowed without discretionary review.

Single-Family, Detached

Stand-alone homes on individual lots. These dwellings are typically individually owned and may be built singularly or within larger developments of homes.

Single-Family, Attached

Homes that are attached by at least one shared wall, including but not limited to duplexes and townhomes. Homes are typically individually owned and may be on individual or shared lots and are often higher in overall density than detached single-family homes.

Multi-Family, Low-Intensity

A building that contains no more than four dwellings on a shared lot, including but not limited to condominiums, triplexes, quadplexes, and multi-dwelling homes.

Multi-Family, Medium/High-Intensity

A building that contains more than four dwellings on a shared lot, including but not limited to urban apartment buildings, mixed-use centers, and higher-density single-family developments. Developments can include amenities like tenant services and shared community spaces.

Local Commercial

Commercial uses typically smaller in scale, with consideration for larger structures that are lower volume, intended to meet the immediate needs and services of local residents. Uses include, but are not limited to restaurants, personal services, retail establishments, and other local employment generators. To minimize traffic impacts on quiet residential areas, these uses are generally best suited at intersections or along major collectors and arterials, as opposed to mid-block on local residential streets.

Regional Commercial

Commercial uses of varying sizes targeted toward broader, regional consumer markets rather than just the immediate neighborhood. Developments are typically oriented towards

frequently traveled thoroughfares and highways, often including significant site improvements and accommodating larger parking needs. Uses include indoor or outdoor entertainment, anchor retail or shopping centers, and automotive services.

Office

Establishments dedicated to professional, administrative, medical, or corporate operations. Developments can vary widely in scale, ranging from small neighborhood clinics and professional workspaces to large corporate headquarters and business parks. These uses typically operate during daytime business hours and can often serve as an effective transitional buffer between higher-intensity commercial corridors and residential neighborhoods.

Agricultural

Farms, ranches, and other uses involved in the raising, tending, and processing of livestock and food products. Associated improvements include agricultural structures, homes, and fences for the protection of livestock and property.

Industrial

Large- and small-scale commercial establishments involved in the creation and handling of industrialized products, processing of data, and other technological advances. Small-scale uses include but are not limited to product assembly and artisan crafts, while large-scale applications encompass distribution and high-tech research.

Open Space

Publicly accessible areas serving as conservatories, passive, or active recreational spaces.

Civic and Community

Facilities serving the public's educational, cultural, and governmental needs. Uses include, but are not limited to, schools, libraries, municipal buildings, and public safety facilities.

Agriculture

The Agriculture category encompasses Ada's active farms, ranches, and undeveloped rural landscapes. These areas preserve the region's agrarian heritage, protect essential open spaces, and support local crop and livestock production. Improvements within these areas should be mindful of their impact on fertile soils, natural drainage patterns, and vital groundwater resources. Improvements should include farmhouses, barns, fencing, and other structures supporting agricultural and ranching operations where appropriate. Intensive residential or commercial development within the Agriculture category should remain limited to prevent the premature conversion of productive land and maintain the city's rural edges.

Development Type	Appropriateness	Conditions
Single-Family, Detached	● ● ●	
Single-Family, Attached	○ ○ ○	
Multi-Family, Low-Intensity	○ ○ ○	
Multi-Family, Medium/High-Intensity	○ ○ ○	
Local Commercial	○ ○ ○	
Regional Commercial	○ ○ ○	
Office	○ ○ ○	
Agricultural	● ● ●	
Industrial	○ ○ ○	
Open Space	● ○ ○	
Civic and Community	● ● ○	



Suburban Residential

The Suburban Residential category designates areas that should reflect traditional post-World War II development patterns. These areas are defined by a structured, predictable urban form featuring consistent block lengths, standardized setbacks, and access to centralized municipal utilities. Residential uses should occupy this area with lots generally no more than a half-acre in size. All residential uses should be appropriate in scale and intensity with established and planned residences in the area. Nonresidential uses are not appropriate within this category. Appropriate zoning districts include single-family residential designations.

Development Type	Appropriateness	Conditions
Single-Family, Detached	● ● ●	
Single-Family, Attached	○ ○ ○	
Multi-Family, Low-Intensity	○ ○ ○	
Multi-Family, Medium/High-Intensity	○ ○ ○	
Local Commercial	○ ○ ○	
Regional Commercial	○ ○ ○	
Office	○ ○ ○	
Agricultural	○ ○ ○	
Industrial	○ ○ ○	
Open Space	● ● ○	Programmed for residents and drainage mitigation
Civic and Community	● ● ○	



Neighborhood Low Density

The Neighborhood Low Density category supports smaller residential lots for single-family dwellings while beginning to introduce slightly higher housing densities. Generally, one to four dwelling units are allowed on a single lot. Residential uses may vary, including detached homes, accessory dwelling units (ADUs), and attached dwellings, making this category ideal for infill development. Residential development within this category will take a more structured form, with consistent block lengths, centralized utilities, and setbacks. Low-density multi-family developments, such as duplexes, triplexes, and townhomes, should utilize shared access conditions or alleys to prevent frequent curb cuts and improve walkability.

While primarily residential, neighborhood commercial and office uses are permitted when located at major street intersections to serve daily local needs, but these nonresidential uses are not appropriate mid-block.

Development Type	Appropriateness	Conditions
Single-Family, Detached	● ● ●	
Single-Family, Attached	● ● ●	Compatible in scale with nearby residential uses
Multi-Family, Low-Intensity	● ● ○	Compatible in scale with nearby residential uses, rear loaded using alleys when possible
Multi-Family, Medium/High-Intensity	○ ○ ○	
Local Commercial	● ● ○	At key intersections of higher classification streets, in scale with the neighborhood
Regional Commercial	○ ○ ○	
Office	● ● ○	At key intersections of higher classification streets, in scale with the neighborhood
Agricultural	○ ○ ○	
Industrial	○ ○ ○	
Open Space	● ● ○	Programmed for residents and drainage mitigation
Civic and Community	● ● ○	



Neighborhood Medium to High Density

The Neighborhood Medium- to High Density category provides for a broader range of housing types and more intensive residential options. Residential uses may include a blend of attached and detached dwellings, allowing for higher densities than the Neighborhood Low Density category by generally accommodating more than four dwelling units per lot. Given this increased scale, these higher-density developments are generally more appropriate for undeveloped land or transitional corridors rather than as infill within established, lower-density residential neighborhoods.

Residential and nonresidential uses should support each other by providing neighborhood-focused goods, services, and employment opportunities within close proximity. All residential and nonresidential uses should be appropriate in scale and intensity with established and planned development in the area. Residential development within this category will take a more structured form, with consistent block lengths, centralized utilities, and standardized setbacks. Higher-density developments should utilize shared access conditions or alleys to prevent frequent curb cuts and improve walkability.

Development Type	Appropriateness	Conditions
Single-Family, Detached	● ● ●	
Single-Family, Attached	● ● ●	Compatible in scale with nearby residential uses
Multi-Family, Low-Intensity	● ● ●	Compatible in scale with nearby residential uses, rear loaded using alleys when possible
Multi-Family, Medium/High-Intensity	● ● ●	Shared access should be provided with limited curb cuts
Local Commercial	● ● ○	At key intersections of higher classification streets, in scale with the neighborhood, preferably entire 1/2 block
Regional Commercial	○ ○ ○	
Office	● ● ○	At key intersections of higher classification streets, in scale with the neighborhood
Agricultural	○ ○ ○	
Industrial	○ ○ ○	
Open Space	● ● ○	Programmed for residents and drainage mitigation
Civic and Community	● ● ○	



Mixed Use

The Mixed-Use category provides for low- to medium-scale development that seamlessly integrates multiple uses within a single lot or project. Residential and nonresidential uses may be vertically integrated across different building floors or horizontally arranged next to one another in shared or separate structures. These uses should be designed to mutually support one another, with site access and circulation promoting the shared use of utilities, parking, and common areas.

Development within this category must prioritize walkability and pedestrian mobility. This is achieved through reduced front and side setbacks, the integration of public gathering spaces, and a reduced visual emphasis on vehicular circulation, such as locating parking lots at the rear of structures whenever possible. To further activate the streetscape, the ground floor of mixed-use buildings should feature active retail and commercial frontages, enhanced by shade trees, awnings, and opportunities for curbside dining and shopping. Building façades should utilize high-quality finishes and architectural styles that complement the surrounding community character.

Development Type	Appropriateness	Conditions
Single-Family, Detached	● ● ○	Rear-loaded, higher-density to support walkability
Single-Family, Attached	● ● ○	Rear-loaded, higher-density to support walkability
Multi-Family, Low-Intensity	● ● ●	
Multi-Family, Medium/High-Intensity	● ● ●	Integrate open space and natural preservation
Local Commercial	● ● ●	Integrated with mixed-use buildings with frontage on a higher classification street
Regional Commercial	● ○ ○	Integrated with mixed-use buildings with frontage on a higher classification street
Office	● ● ●	Integrated with mixed-use buildings with frontage on a higher classification street
Agricultural	○ ○ ○	
Industrial	○ ○ ○	
Open Space	● ○ ○	Plazas/parks serving residents, drainage mitigation, co-location of sports fields/open space and storm drainage facilities
Civic and Community	● ● ○	



Downtown

The Downtown category represents the historic, cultural, and economic core of Ada, characterized by a highly walkable, commercially focused environment. Along Main Street and within the central core, development should emphasize active ground-floor retail and dining, with upper floors accommodating office space, residential living, or dedicated live/work units. This vertical integration ensures a vibrant, active atmosphere that extends well beyond traditional business hours.

As development moves northward toward the railroad tracks, the intensity of residential and mixed-use applications should decrease. In these northern sections, the district should transition to more strictly commercial, service, and employment-oriented uses that align with the area's logistical infrastructure. Throughout the entire Downtown category, development should respect the traditional urban form by utilizing zero-lot-line setbacks, preserving historical architectural character, and prioritizing the pedestrian experience over vehicular circulation.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○ ○ ○	
Single-Family, Attached	○ ○ ○	
Multi-Family, Low-Intensity	● ● ●	Integrated with vertical mixed-use buildings
Multi-Family, Medium/High-Intensity	● ● ●	Integrated with vertical mixed-use buildings
Local Commercial	● ● ●	
Regional Commercial	● ○ ○	
Office	● ● ●	
Agricultural	○ ○ ○	
Industrial	○ ○ ○	
Open Space	● ○ ○	Plazas/parks serving residents, drainage mitigation, co-location of sports fields/open space and storm drainage facilities
Civic and Community	● ● ○	



Local Commercial

The Local Commercial category provides essential shopping, employment, and commercial services directly to Ada's community. Development within this category should be small-scale, featuring strong connections to local street and pedestrian networks to encourage walking and cycling alongside traditional vehicular access. Higher-density residential development may be appropriate when ancillary to primary commercial and office uses, particularly to provide housing options that support the local workforce.

To minimize traffic congestion and reduce the strain on municipal services, developments should prioritize shared access points and utility coordination. Buildings should orient toward abutting thoroughfares, utilizing pedestrian-scale lighting, transparent storefront materials, and high-quality landscaping to soften the visual impact of commercial intensity. Mixed-use integration is actively encouraged along these corridors. Furthermore, as Local Commercial areas approach build-out or undergo redevelopment, efforts should focus on retrofitting aging storefronts and optimizing available land by locating parking in shared lots or at the rear of buildings whenever possible.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○ ○ ○	
Single-Family, Attached	○ ○ ○	
Multi-Family, Low-Intensity	● ● ○	Subordinate to retail and office uses with emphasis on mixed use structures
Multi-Family, Medium/High-Intensity	● ○ ○	Subordinate to retail and office uses with emphasis on mixed use structures
Local Commercial	● ● ●	
Regional Commercial	● ○ ○	
Office	● ● ●	
Agricultural	○ ○ ○	
Industrial	○ ○ ○	
Open Space	● ○ ○	Preservation and drainage mitigation
Civic and Community	● ● ○	



Regional Commercial

The Regional Commercial category is intended to provide a broad range of shopping, employment, and commercial services to Ada and the surrounding regional community. Development within this category is typically large-scale, accommodating uses such as big-box retailers, shopping centers, and offices that require convenient access from major transportation routes.

Medium- to high-intensity multi-family residential uses are also appropriate within this category to support the local workforce and create more dynamic commercial centers. However, to preserve prime economic corridors, these residential developments should not occupy major street frontage and must be strategically located behind the primary retail and commercial developments.

While these areas naturally accommodate significant vehicular traffic, internal pedestrian connectivity must be maximized to ensure a safe, navigable environment for shoppers and residents alike. Shared parking facilities and locating parking behind buildings are strongly encouraged. When parking lots are oversized, new commercial pad sites should be encouraged. Furthermore, when Regional Commercial developments abut lower-density residential neighborhoods, buffering, such as increased setbacks, dense landscaping, screening walls, and thoughtfully routed traffic patterns, should be required to mitigate impacts and ensure long-term compatibility.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○○○	
Single-Family, Attached	○○○	
Multi-Family, Low-Intensity	○○○	
Multi-Family, Medium/High-Intensity	●●○	Subordinate to retail and office uses, preserving major roadway frontage for non-residential uses
Local Commercial	●●○	Integrated with larger commercial developments
Regional Commercial	●●●	
Office	●●○	
Agricultural	○○○	
Industrial	○○○	
Open Space	●○○	Preservation and drainage mitigation
Civic and Community	●●○	



Flex Industrial

The Flex Industrial category is intended to encourage regional employment and innovation hubs, accommodating a dynamic mix of corporate office campuses, research facilities, and lighter industrial and warehouse activities. Unlike traditional heavy industrial zones, development within this category should maintain a clean, professional aesthetic that minimizes noise, visible outdoor storage, and heavy nuisance impacts on surrounding areas.

Sites should transcend traditional, pavement-heavy industrial layouts by actively encouraging green space and walkability. Developments may feature safe, well-defined pedestrian and bicycle pathways that seamlessly connect the workforce to nearby retail amenities, public parks, and regional trail networks.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○ ○ ○	
Single-Family, Attached	○ ○ ○	
Multi-Family, Low-Intensity	○ ○ ○	
Multi-Family, Medium/High-Intensity	○ ○ ○	
Local Commercial	● ○ ○	
Regional Commercial	● ○ ○	
Office	● ● ●	
Agricultural	○ ○ ○	
Industrial	● ● ○	Noise and odor nuisances are strictly prohibited; Outdoor storage not permitted
Open Space	● ● ●	Preservation and drainage mitigation, emphasizing pedestrian connectivity when possible
Civic and Community	● ● ○	



Heavy Industrial

The Heavy Industrial category is intended to provide for a broad range of higher-intensity operations. Because these uses often involve significant freight traffic, noise, and large-scale production, developments within this category should generally be separated from residential neighborhoods and high-traffic commercial areas whenever possible to prevent land use conflicts.

Structures may occupy significant footprints within the site and will primarily be driven by operational needs and industry standards. Typical users may include large-scale manufacturing, processing facilities, heavy distribution, assembly operations, and facilities requiring extensive outdoor storage. While functionality is paramount, development within the Industrial category should still incorporate basic aesthetic standards. Landscaping and architectural articulation should be used along public-facing facades to soften the visual impact of large-scale buildings. Necessary operational activities, such as freight loading, maneuvering, and outdoor material storage, are fully permitted but should be appropriately screened from public view and oriented away from major vehicular and pedestrian thoroughfares.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○ ○ ○	
Single-Family, Attached	○ ○ ○	
Multi-Family, Low-Intensity	○ ○ ○	
Multi-Family, Medium/High-Intensity	○ ○ ○	
Local Commercial	● ○ ○	Ancillary to a larger industrial development
Regional Commercial	● ○ ○	Ancillary to a larger industrial development
Office	● ● ○	Strategically integrated at appropriate scale with surrounding development
Agricultural	● ● ○	Processing and harvesting operations
Industrial	● ● ●	Screening and buffers to be provided with heavy industrial uses
Open Space	● ● ○	Preservation and drainage mitigation
Civic and Community	● ○ ○	



Parks and Recreation

The Parks and Recreation category encompasses Ada's public and private park systems and community gathering spaces. These areas connect residents and visitors to the outdoors while preserving Ada's natural and ecological assets. Improvements within these areas should be mindful of their impact on surrounding topography, drainage patterns, and natural habitats. Appropriate enhancements include trails, shelters, active recreational facilities, and other structures that support public programming and outdoor gatherings. Private development within the Parks and Recreation category should generally remain strictly limited to ensure these vital open spaces are preserved for public use and enjoyment; however, small-scale office and neighborhood commercial uses may be appropriate under unique circumstances when they are directly tied to and actively support park programming.

Development Type	Appropriateness	Conditions
Single-Family, Detached	○○○	
Single-Family, Attached	○○○	
Multi-Family, Low-Intensity	○○○	
Multi-Family, Medium/High-Intensity	○○○	
Local Commercial	●●○	Tied to park programming and users
Regional Commercial	○○○	
Office	●●○	Tied to park programming and users
Agricultural	○○○	
Industrial	○○○	
Open Space	●●●	
Civic and Community	●●○	



Civic and Community

The Civic and Community category encompasses lands and facilities owned and operated by municipal, county, state, federal government, school district, and tribal entities (including the Chickasaw Nation). Together, these properties serve vital civic, administrative, educational, and public safety functions for the community. It is important to note that this designation is reserved exclusively for administrative, institutional, and public service operations; it explicitly excludes commercially oriented properties, including commercial enterprises owned and operated by the Chickasaw Nation, which are categorized under their respective commercial land use designations.

The City of Ada recognizes that many of these properties, particularly those under the jurisdiction of the federal government, state, or properties that have been placed in Trust by the Chickasaw Nation, are sovereign or independently governed and therefore not subject to municipal zoning or land use regulations. Given the autonomy of these entities, there is no development appropriateness rating provided for these specific lands. Instead, the City focuses on continual coordination with these governmental, tribal, and educational partners to ensure that municipal infrastructure, utility extensions, and surrounding land uses are mutually compatible with their long-term civic and administrative plans.



Targeted Concepts

While the Future Land Use map and its associated categories establish a foundational framework for where and how Ada should develop, achieving the community's long-term vision requires proactive, strategic initiatives. The Targeted Concepts outlined in this section go beyond broad land use designations to highlight specific, actionable opportunities within the City.

These concepts are designed to bridge the gap between high-level planning and on-the-ground implementation by focusing on two primary objectives. First, they aim to capitalize on existing assets by identifying ways to leverage Ada's current infrastructure, historical character, natural landscapes, and

institutional partnerships to maximize their potential and efficiency. Second, they focus on spurring growth and enhancing amenities by providing creative, forward-thinking strategies for new development and redevelopment. These targeted ideas are intended to serve as catalysts for sustained economic development, attract new private investment, and introduce valuable recreational and commercial amenities that directly improve the daily quality of life for Ada's residents.



The Main Street Depot: Market Hub

Located in downtown Ada with direct frontage on East Main Street (east of North Constant Avenue), this currently underdeveloped parcel presents a unique opportunity to create a vibrant, dual-purpose community destination. Despite the logistical complexities of its partial ownership by the Burlington Northern and Santa Fe (BNSF) Railroad, the site is ideally suited for weekend farmers market.

The existing gravel and dirt footprint serves as a ready-made foundation for this concept. By utilizing canopy tents rather than permanent brick-and-mortar structures, the project remains highly adaptable. Furthermore, the property's depth allows for a tiered layout. Parking food trucks along the periphery creates a sheltered, central social paddock that can feature communal seating, picnic tables, and ambient string lighting.

This central location is perfectly positioned to capture foot traffic from downtown professionals during the day and evening visitors at night. Integrating a weekend farmers market ensures that local growers and artisans remain a focal point of the community, effectively bridging a physical gap in the current streetscape. Ultimately, transforming this vacant lot into a community hub would serve as a powerful engine for local economic growth and social connection, turning an underutilized industrial space into a unique attraction for downtown Ada.



The Main Street Portal: Welcoming Visitors to the Urban Core

Located just off Main Street at the western extents of downtown Ada, this currently vacant, City-owned building presents a premier opportunity for adaptive reuse and community activation. Positioned at a highly visible threshold into the urban core, the site is ideally suited to serve as a welcoming gateway that draws visitors into downtown while revitalizing an underutilized municipal asset.

The property's strategic location makes it an ideal candidate for a civic or cultural anchor, such as a dedicated visitor center, heritage facility, or centralized community hub. Repurposing this structure would not only preserve the area's architectural character but also provide a dedicated space to celebrate Ada's history, support local tourism, and offer essential resources to both residents and guests navigating the downtown district.

Transforming this vacant building demonstrates a commitment to sustainable infill development and economic revitalization. Because it sits at the western edge of downtown, activating this site would serve as a catalyst for expanded pedestrian activity, creating a logical extension of the commercial intensity found along Main Street. Leveraging the existing structure and surrounding infrastructure to create a new destination here will naturally boost foot traffic for nearby local businesses and maximize the efficiency of city-owned property.

As Ada plans for the future, identifying strategic opportunities to repurpose dormant municipal assets is essential for sustained economic vitality. By proactively targeting this building for civic or cultural redevelopment, the City can establish a clear, long-term vision that balances historic character with modern utility, directly supporting downtown investment, community pride, and sustainable urban growth.

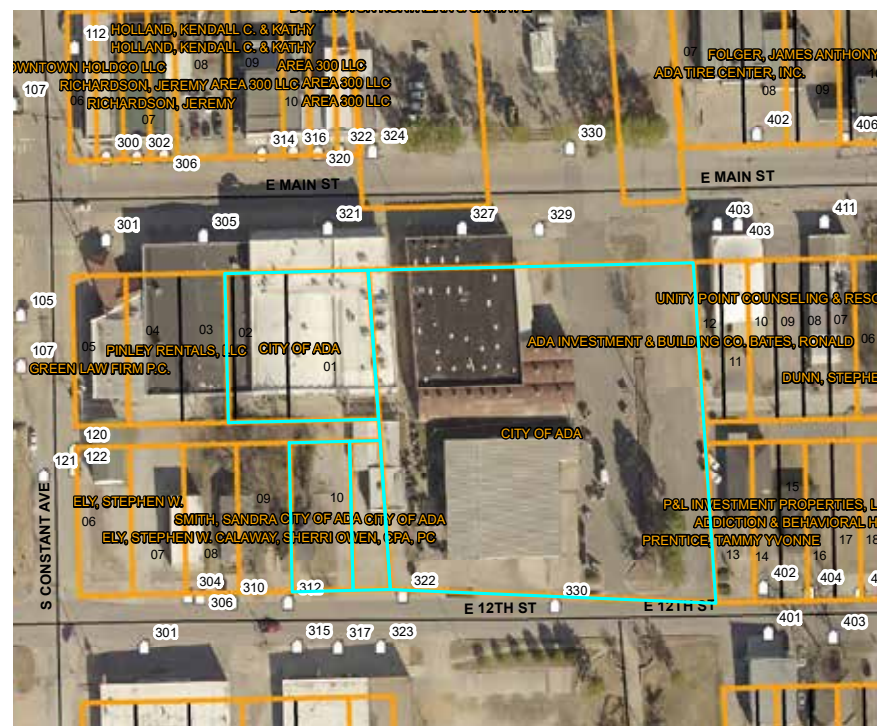


The East Main Promenade: A Mixed-Use Catalyst for the 10th & 12th District

Located strategically along East Main Street between East 10th and East 12th Streets, this collection of City-owned parcels presents a prime opportunity to anchor downtown Ada's eastward expansion. Totalling over 126,000 square feet across four distinct footprints, including a highly visible 94,447-square-foot anchor site, the properties offer the scale necessary for a transformative, multi-parcel development. With the corridor already slated for comprehensive street, drainage, and sidewalk redevelopment featuring unified lighting and design, a new commercial promenade would seamlessly integrate into the City's upgraded civic infrastructure.

The proposed concept envisions a pedestrian-friendly district blending retail, modern office spaces, and community-centric dining venues, directly aligning with the City's push for diverse commercial zoning and revitalization. Regional market data indicates significant local leakage in both clothing accessories and food services, highlighting a built-in consumer demand for fresh retail and restaurant concepts. By clustering complementary businesses across the varying parcel sizes, such as placing a flagship mixed-use tenant on the largest lot and smaller, specialized venues on the 4,440 and 7,960-square-foot parcels, the Promenade can cultivate a dynamic, interconnected streetscape.

Ultimately, capitalizing on these commercially zoned properties would serve as a powerful engine for long-term economic vitality. Supported by Ada's robust average daily traffic count of approximately 30,000 vehicles and a massive regional trade area population of over 78,000, this development is positioned to attract daytime professionals and capture evening and weekend consumers. By leveraging targeted land leases or public-private partnerships, the East Main Promenade can transform a series of vacant lots into a cohesive, thriving destination that redefines the East Main corridor.



Chapter Actions

Housing & Neighborhoods	
1	Incentivize “Missing Middle” Housing: Encourage the development of townhomes, duplexes, and cottage courts to fill gaps in the housing market and support aging-in-place.
2	Streamline Lot Splits: Allow administrative (staff-level) approval for standard lot splits and combinations to reduce barriers and costs for infill development.
3	Promote Smart Growth Patterns: Encourage Traditional Neighborhood Design (TND) and Conservation Development to foster walkability, preserve open space, and reduce infrastructure maintenance costs.

Zoning & Subdivision Framework	
1	Adopt a Unified Development Code (UDC): Consolidate zoning ordinances, subdivision regulations, and design standards into a single, cohesive, and user-friendly document.
2	Increase Urban Core Flexibility: Relax rigid dimensional standards in older neighborhoods by allowing reduced setbacks, flexible lot sizes, and reduced mandatory off-street parking minimums.
3	Enforce Consistent Platting: Require platting for all land divisions and new developments to protect infrastructure investments and ensure logical street and utility networks.

Pedestrian Mobility & Connectivity

1	Mandate New Sidewalks: Require sidewalk installation in all new residential and commercial developments to build a continuous pedestrian network.
2	Enhance the Downtown-ECU Corridor: Upgrade crosswalks, lighting, and pathways to safely and seamlessly connect East Central University with Downtown Ada.
3	Target Sidewalk Gaps: Identify and construct missing sidewalk links in existing neighborhoods to improve pedestrian access to parks, schools, and local amenities.

Branding, Signage, & Landscaping

1	Bolster Landscaping Requirements: Update development codes to mandate landscaping along street frontages, side yards, and parking lot interiors for all new commercial developments.
2	Partner with ODOT: Collaborate with the state to incorporate landscaping within the public right-of-way along major state-maintained corridors.
3	Install Major Gateway Signage: Design and construct large monumental gateway signs at key entrances, potentially along US-377, Craddock Road, and West Main Street.
4	Implement Context-Sensitive Signage: Tailor commercial sign regulations to specific districts (e.g., pedestrian-scale Downtown vs. larger monument signs on highways) and roll out localized branding signage for legacy neighborhoods.

Targeted Concepts

1	Establish the Main Street Depot: Initiate strategic discussions with the Burlington Northern and Santa Fe (BNSF) Railroad regarding the East Main Street parcel, specifically tailored for movable and temporary structures. Design and install the necessary temporary infrastructure, such as string lighting, communal seating, and vendor layout plans, to successfully activate the downtown weekend farmers market.
2	Repurpose the Old Train Depot: Fund and initiate an adaptive reuse project for the vacant train depot at the western edge of downtown to transform it into a dedicated visitor center, heritage facility, or community hub.
3	Develop the East Main Promenade: Evaluate proposals and partner with qualified commercial developers to transform the City-owned parcels between East 10th and East 12th Streets into a vibrant, mixed-use district.

Design & Aesthetics

1	Implement Context-Sensitive Facade & Setback Standards: Use building facade standards as flexible guidelines rather than rigid roadblocks for core infill. Encourage varied front setbacks in new subdivisions while matching the historic “street wall” in older areas.
2	Garage Placement: Encourage detached, J-style (swing-in), or recessed front-facing garages to prevent vehicle storage from dominating residential streetscapes.
3	Require Dark-Sky Lighting: Require “full cutoff” fixtures for all street, pathway, and building-mounted lighting to prevent glare and light trespass onto adjacent properties.