

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

TABLE OF CONTENTS

<u>ITEM</u>	<u>PAGE</u>
TABLE OF CONTENTS	i
LIST OF EXHIBITS	ii
LIST OF APPENDICES	iii
SUMMARY AND PLANNING FRAMEWORK	1
Summary	1
Planning Framework.	3
Purpose.	5
PROCESS	6
General Process.	6
East Tulsa Community Planning Team	6
Continuing Process	8
THE PLAN	9
Overview	9
Design Elements.	11
Overall Area Goals	14
Detailed Study Area	17
1. Traffic Corridors and Pathways.	17
A. Expressways.	17
B. Special Treatment Corridors.	18
C. Traffic Corridors	19
D. Bike Routes.	20
E. Major Pathways.	20
2. Community Facilities and Activity Centers	23
A. General	23
B. Storm Water Facilities.	23

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

<u>ITEM</u>	<u>PAGE</u>
C. Parks	24
D. Schools.	24
E. Other Public Uses	25
F. Other.	25
G. Vacant, Undeveloped or Under-Developed Large Sites	26
H. Activity Center	29
3. Detailed Area Plan	29
4. Select Areas.	31
A. “East Land” Select Area	31
B. “International” Select Area	39
Implementation Strategies.	44
1. Partnerships	44
2. Projects	45
3. Procedures, Policies and Programs	48

LIST OF EXHIBITS

<u>ITEM</u>	<u>PAGE</u>
Exhibit 1 – Location of Key Design Elements	13
Exhibit 2 – Traffic Corridors and Pathways Plan	22
Exhibit 3 – Community Facilities and Activity Centers Plan	27
Exhibit 4 – Community Suggested Uses and Development Considerations For Area Opportunity Sites	28

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 5 – Detailed Area Plan	30
Exhibit 6 – Conceptual Redevelopment Plan – “East Land” Select Area	36
Exhibit 6.1 – Conceptual Redevelopment Plan for “East Land” Select Area – Perspective - Looking northwest across 21st Street South	37
Exhibit 6.2– Conceptual Redevelopment Plan for “East Land” Select Area – Perspective - Looking southeast across 21st Street South	38
Exhibit 7 – Conceptual Development Plan - “International” Select Area – Southwest Quadrant	43

LIST OF APPENDICES

- Appendix A – Demographic and Economic Data (or Council Districts 5 and 6; including census tract map)
- Appendix B - Planning Districts 5, 6, 16, 17 and 18 – Portions of the Tulsa Comprehensive Plan for Tulsa City for Tulsa City Council Districts 5 and 6
- Appendix C – City of Tulsa Parks and Recreational Facilities in Council Districts 5 and 6 (tables and map)
- Appendix D – City of Tulsa Trails and Suggested Bicycle Routes
- Appendix E – Portion of Existing “District 17 – Tulsa Metropolitan Area Comprehensive Plan” – 21st Street and S. Garnett Road Area (Typical)
- Appendix F – Portion of Existing “District 17 – Tulsa Metropolitan Area Comprehensive Plan” – Overlaid on 21st Street and S. Garnett Road Area (Typical)
- Appendix G - Potential Detailed Implementation Planning Study Areas – East Tulsa Community Plan

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Appendix H – Aerial Photograph of Detailed Study Area

Appendix I – Regulatory and FEMA Floodplains – Detailed Study Area – East Tulsa Community Plan

Appendix J – Concept Illustration – Prepared for Plaza Santa Cecilia

Appendix K – Examples of New, Infill & Redevelopment - East Tulsa Community Plan Study

Appendix L – Examples of Opportunity Sites - East Tulsa Community Plan Study

Appendix M – Examples of Successful Solutions for a “Grayfield Center”

Appendix N – Examples of Re-Development &/or Transformations of Traditional Suburban Development

Appendix O - Design Opportunities for Large Retailers

Appendix P – Public School District Boundaries and Schools – East Tulsa Community Plan

Appendix Q – Project and Program Priorities of East Tulsa Community Planning Team – East Tulsa Community Suggested Capital Projects and East Tulsa Community Suggested Programs

Appendix R – Major Street Improvements Project Prioritization – East Tulsa Community Planning Area (table and map)

Appendix S – East Tulsa Community Planning Team Meeting Photographs – Participation & Activities

Appendix T – East Tulsa Youth Planning Team Youth Study Meeting Photographs -“The Whodunit Teen Summit – May 6, 2005”

Appendix U – Acknowledgements

Appendix V – Typical Study – Site Analysis and Design Considerations – Southwest Corner of “International” Select Area

APPENDIX W – East Tulsa Capital Projects Inventory 2006-2010

SUMMARY & PLANNING FRAMEWORK

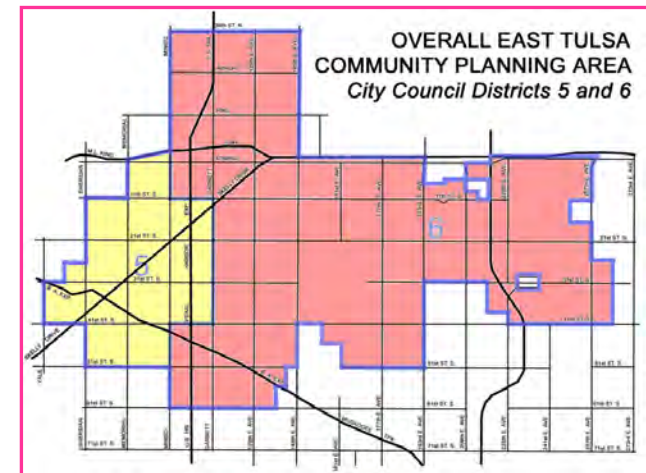
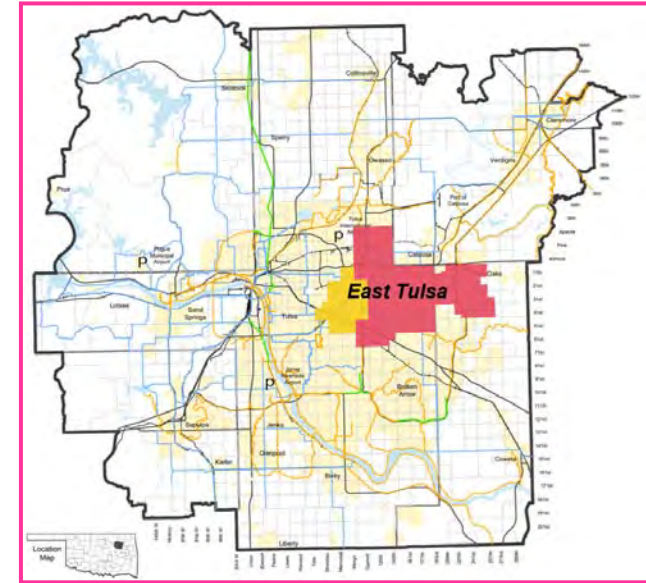
East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Summary

The *East Tulsa Community* is a multi-ethnic, economically diverse component of Tulsa that has and will continue to experience a growing variety of repopulation and urban growth pains. Within this area there exist multiple opportunities to grow a dynamic community that is a distinct, wonderful, colorful blanket of major economic impact woven as a carefully crafted fabric of living, working, learning, social and cultural diversity.

The East Tulsa Community boasts an area of nearly 66 square miles in the east-central portion of the Tulsa metropolitan area. It possesses the advantages of linkage to four major expressways and close proximity to Tulsa International Airport, McClellan-Kerr Arkansas River Navigation Channel, the burgeoning economic engine of Cherokee gaming facilities, approximately 22 square miles of older suburban development and 44 square miles of essentially vacant, undeveloped and agricultural land. The area has remarkable natural beauty of native grasslands, creeks, streams and greenbelts of native trees and vegetation. Its constituency is represented by Tulsa City Councilors for Districts 5 and 6, as well as many active and resourceful neighborhood associations in the community.

In recent years, East Tulsa experienced pressures of a rapidly changing economy – local, regional, national and global. Some significant setbacks include the challenges of change in the aerospace industry, energy and information-technology industries. It has been further tested by the steady decline of a regional retail center due in part to rapid suburban development in surrounding communities and the lack of supporting infrastructure in outlying and newly annexed eastern portions of the area. East Tulsa continues to experience the challenges, pressures and opportunities of rapidly changing population in terms of age, ethnicity, and diversity. It is further challenged to expand the infrastructure system throughout the area in order to foster development and redevelopment throughout.



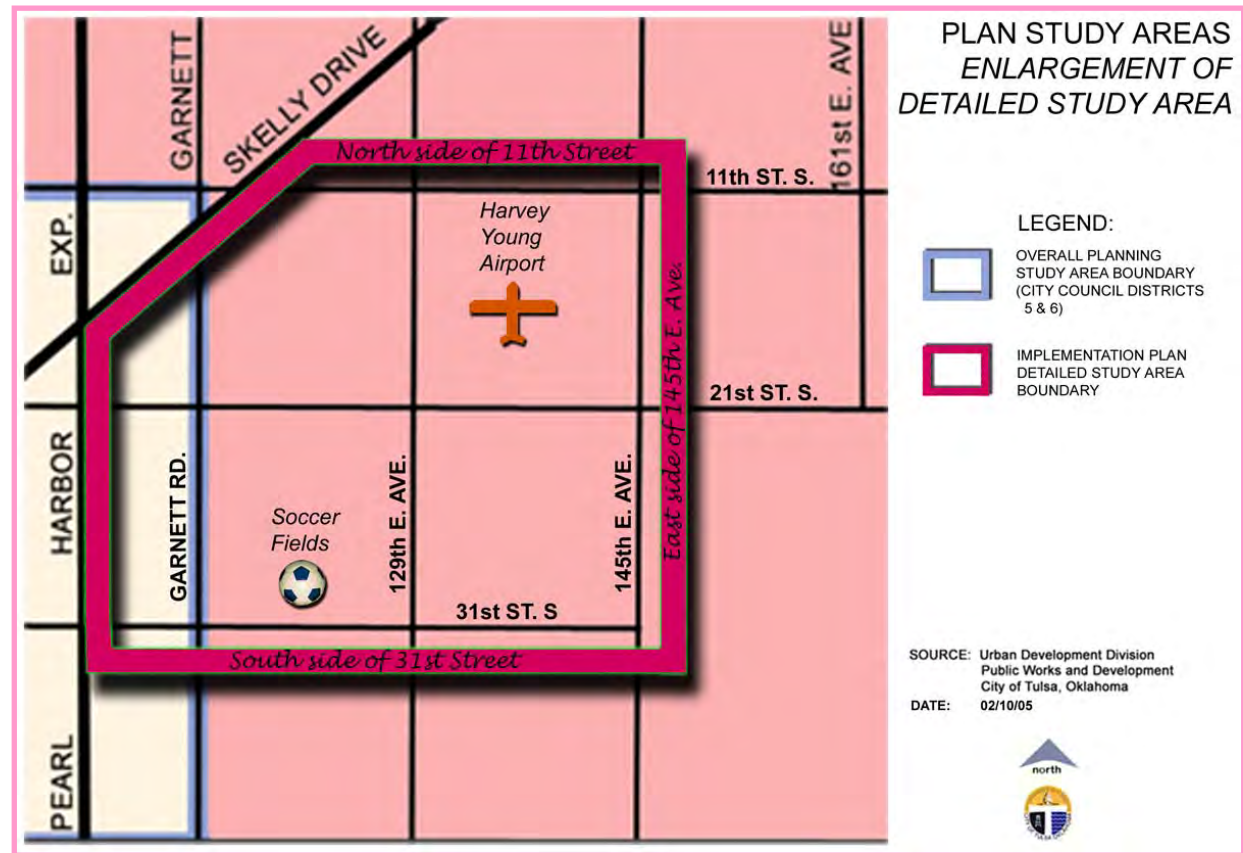
SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

East Tulsans recognized that to address these issues and to achieve its full potential, they could do so most readily by developing a vision for their community and preparing a plan commensurate with that potential. Based on the breadth and variety of considerations and the sheer size of the study area, it was determined that the East Tulsa plan would be prepared in phases, and the community chose a *detailed study area* of approximately 5 square miles for the first phase in area planning (refer to Appendices G and H).

Additional detailed study areas would follow in phases based on community prioritization, resulting finally in a broad vision for the greater East Tulsa

community. This detailed study area serves as the foundation for continuing community implementation planning efforts that are to be coordinated with the existing comprehensive planning framework. That framework is established by the Comprehensive Plan of the Tulsa Metropolitan Area, its component District Plans, and other plan elements, previously developed for the area (refer to Appendices B, C, D, E and F). A more general statement of community goals and priorities would also be prepared for the larger East Tulsa Area. The resulting East Tulsa Neighborhood Detailed Implementation Plan - Phase 1 will serve as a component of the Comprehensive Plan for the Tulsa Metropolitan Area and its respective District Plans and aid in prioritization of public services and improvements for the area. It is also intended as a source of selected demographic and economic data and, additionally perhaps, as a promotional tool for the area.



SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Planning Framework

The East Tulsa Neighborhood Detailed Implementation Plan was developed in the context of the Tulsa Comprehensive Plan and its District Plans adopted by the City of Tulsa. The various plan components include a large number of City infrastructure plans as well as other development considerations (refer to Appendices I, J, P and R). This Plan was also developed within the context of the growing planning movement generally labeled “new urbanism”. This movement reflects an older planning context that holds that towns and cities are built with “building blocks of urban design”.

One advantage the new urbanism movement is the simplicity of its terminology and its use of common terms for describing the elements of urban design. These terms, however, do not readily translate into the planning framework for most existing community master plans which have been developed over the past several decades. Additionally, in many newer cities, the common tool for implementing the community’s master plan is their zoning code that is dependent on exclusionary standards, and not prescriptive solutions and guidance for urban development. Thus, in order to realize new visions for their communities, modification or even major revisions are required to plans and zoning codes to help achieve plan implementation. There is often, too, the perspective that old and new planning prescriptions cannot simultaneously exist.

In addition to the changing language of planning, there are growing citizen-based efforts to change neighborhood and community plans – the East Tulsa Community Planning Team and study is one such example. Communication within, between, and to these groups is crucial.

NEW URBANISM is the most important planning movement this century, and is about creating a better future for us all. It is an international movement to reform the design of the built environment, and is about raising our quality of life and standard of living by creating better places to live. New Urbanism is the revival of our lost art of place-making, and is essentially a re-ordering of the built environment into the form of complete cities, towns, villages, and neighborhoods - the way communities have been built for centuries around the world. New Urbanism involves fixing and infilling cities, as well as the creation of compact new towns and villages

SOURCE: www.newurbanism.org, June 8, 2005.

SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

There is therefore the need to communicate effectively within revitalization and planning efforts in a way that bridges the differences in urban terminology between the “old” and the “new” language of planning, and which also recognizes the valuable components of past planning efforts.

Whereas the new urbanism approach is in many ways a reflection or re-emergence of historic planning philosophy, this study recognized the “Euclidean Zoning” theory, that supports the separation or zones of different uses, may continue as one valid, preferred planning tool which reflects market demand in undeveloped and under-developed greenfield areas such as in East Tulsa.

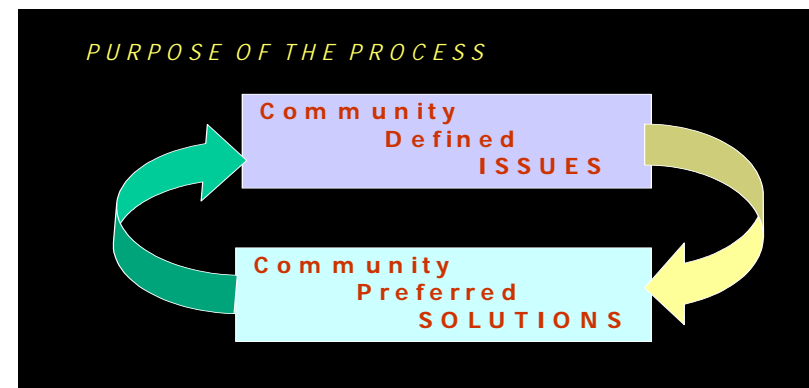
This study also recognized the value of community and neighborhood defined goals and preferences more readily articulated by the “new urbanism” terminology. Thus, the East Tulsa Neighborhood Detailed Implementation Plan includes a set of design element definitions with which to communicate both planning contexts to area planning participants. These terms serve and should continue to serve useful within a continuing, on-going process of planning, urban design, development and redevelopment for the Overall East Tulsa Planning Area and the Detailed Planning Area. The Design Elements that are intended to be applied are set forth in the Plan portion of this document.

Within the resulting planning framework, a planning process was followed that resulted in critically important citizen based input - community defined issues and community preferred solutions.

Land use professionals refer to the reigning zoning scheme as “Euclidean Zoning.” This sounds like a geometric term, but is derived from the U.S. Supreme Court case that established the constitutionality of municipal zoning. (Village of Euclid v. Ambler Realty Co., 272 US 365 (1926)).

The geometric allusion is apt, however. Euclidean zoning encourages local governments to separate land uses into small geographical areas known as zoning districts. It locates single family housing here, neighborhood commercial development there, and some mixed uses in yet a different, segregated district of the community.

SOURCE: “Flexibility in the Law: The Re-engineering of Zoning to Prevent Fragmented Landscapes”; Nolon, John R.; Published in the New York Law Journal, 2/18/98



SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Purpose

The East Tulsa Community Detailed Implementation Plan is intended to:

Amend and serve as a component of the several Development District Plans of the Comprehensive Plan for the Tulsa Metropolitan Area applicable to areas of City Council Districts 5 and 6. The Phase 1 detailed study area portion is intended to serve as an element of those portions of District Plans to which it applies (refer to Appendix A). The East Tulsa Neighborhood Detailed Implementation Plan – Phase 1 is the first of several phases for the overall area plan.

Express East Tulsa’s vision of a prosperous, diverse community that supports and provides businesses, employment centers, neighborhoods, centers of faith, educational and community facilities, and recreational and leisure facilities for its area residents, workers, students, shoppers, and visitors. This vision includes meeting the needs of the local population and the larger needs of the City of Tulsa and northeast Oklahoma region.

Represent a commitment by the City of Tulsa to East Tulsa residents, businesses and citizens to support quality growth and redevelopment in the developed and undeveloped areas of the community.

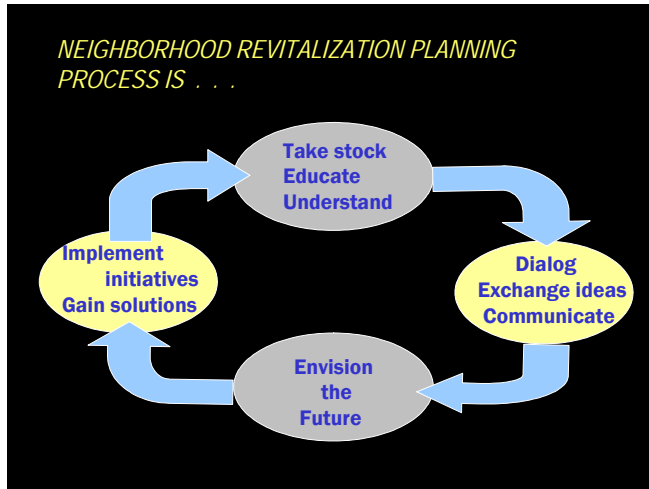
Set forth priorities for public improvements and enhancements, articulates principles, identifies programs, and suggest strategies that are intended to guide and inform private and public development decisions for land use and infrastructure.

Be long-range in scope with guidelines and recommendations for private and public development that will tangibly affect an ever-increasing positive impact on East Tulsa and the City of Tulsa. The Plan is intended to be consistent with and further the goals, objectives and policies of the Comprehensive Plan for the Tulsa Metropolitan Area and component Development District Plans, and to help clarify and define the development desires of East Tulsa. Recommendations are also included that are short-range and mid-range in scope and include priorities for improvements as determined by the community (refer to Implementation Strategies in “The Plan” portion and Appendix Q of this document). The Plan is to be a document that is current, and being such, should be regularly reviewed, amended and updated to reflect accomplishments of its vision, and to recognize vital changes in East Tulsa and City goals, objectives policies, priorities, and conditions.

PROCESS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

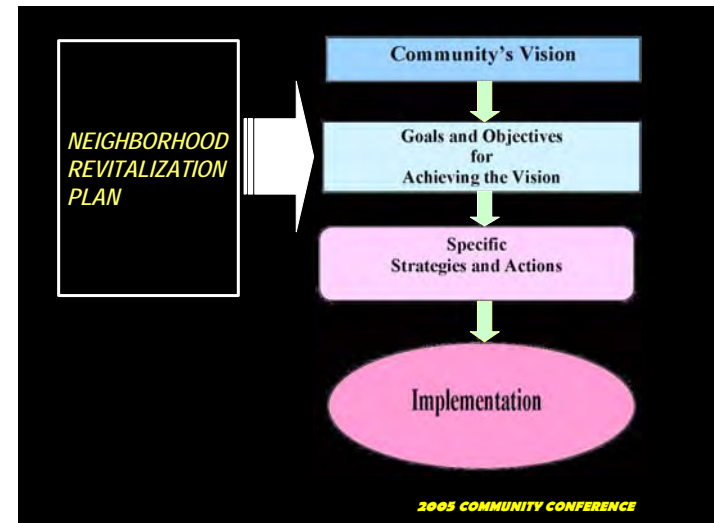
General Process



The East Tulsa Community Planning Team was organized from a broad spectrum of community citizens, merchants, neighborhood associations and community leaders. The neighborhood revitalization planning process is depicted in the exhibit on the left.

The value in the approach is demonstrated by the exceptional participation of East Tulsans in developing their vision and preparing the Plan to accomplish that vision.

The process of developing that neighborhood revitalization plan is depicted in the exhibit on the right. East Tulsans efforts to implement the Plan are demonstrated through their ongoing involvement in various implementation strategies, actions and programs. These efforts are directed towards growing and improving the East Tulsa community.



East Tulsa Community Planning Team

The East Tulsa Community Planning Process began initially with inquiries made to the City by several neighborhood groups and associations for assistance in planning for their community. Contact names and information was compiled from various associations and local leaders. Public notice was given through conventional and electronic mailings. The initial neighborhood planning process began with a public meeting held September 28, 2004 at Martin Regional Library, located at 2601 S. Garnett Road. The City was requested to formulate the framework for the planning process in East

PROCESS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Tulsa. From this foundation, the East Tulsa Community Planning Team (ETCPT) was organized from residents, business owners and merchants, neighborhood association members, and interested citizens (refer to Appendix S). All those who attended an ETCPT meeting and provided contact information received notice of coming meetings and events, and are included in the planning process. To date, nearly 175 different people have participated in some capacity in ETCPT planning efforts. The ETCPT meetings provided a framework that encouraged stakeholders to identify the needs of the community and to discuss, develop and suggest strategies to advance the physical, economic and social well being of East Tulsa. Refer to Appendix U for list of participants.

An added component of the East Tulsa Community Planning Team was the Youth Planning Subcommittee that worked as an integral part of ETCPT, and which also met regularly but separately from the ETCPT. Other public participation and community-building activities included the 2005 Community Conference sponsored by South and East Alliance of Tulsa (S.E.A.T.). A presentation of ETCPT planning efforts was just one of dozens of programs presented during the two-day event that targeted community building initiatives in Tulsa and its surrounding communities. The East Tulsa Prevention Coalition continues too in its efforts to foster a safe, secure and positive environment and to offer proactive programs for area youth. In addition to these larger efforts, other planning-related meetings included those of the numerous area neighborhood associations. All of these efforts were conducted in the spirit of working together for positive exchange of information, education and progress for East Tulsa.

One of the particularly valuable outcomes of the Youth Planning Subcommittee was “The Whodunit Teen Summit” composed of students from East Central and Union Alternative High Schools, sponsored by The Community Service Council of Greater Tulsa. This one day event gave East Tulsa teens (the future leaders of Tulsa) the opportunity to voice their concerns and opinions (refer to Appendix T).

Workshops included “A Pocket Full of Hope” with keynote speaker Dr. Lester Shaw, Executive Director, Community Service Council of Greater Tulsa. Other summit participants included the Red Cross, Palmer Drug Counseling Center, and Margaret Hudson Center. All topics were chosen by East Tulsa teen’s and addressed area youth needs. The summit provided an in-depth look at the issues that Generation ‘Y’ will face in the future and revealed some of the

Taken collectively, public participation in East Tulsa planning has been extensive, and the work of the ETCPT has been one focus of formal physical planning efforts. East Tulsa Planning Team’s goals, plans and implementation steps will contribute positively to the creation of employment opportunity and increasing disposable income for area residents as

PROCESS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

well as bringing about improvement in certain trends in East Tulsa. Refer to Appendix A for selected economic and demographic data for the East Tulsa area.

Continuing Process

One challenge that will likely continue is bringing together the different demographic groups into the neighborhood planning process. A continuing, targeted emphasis is necessary to achieve the goal of broad-based community involvement and participation. This goal is particularly important if East Tulsa is to successfully weave itself into a durable, vital, richly textured blanket of an urban village for the 21st Century.

Successfully engaging all East Tulsans is crucial to building on the multiple opportunities and advantages its great diversity offers. It is intended that, once this first phase of the East Tulsa plan is completed, then a second phase will begin and that each succeeding planning phase will further expand community participation in the planning process. The resulting plan for the overall planning area of East Tulsa will then reflect the consensus of area goals and preferences.

Those East Tulsa area neighborhood associations registered or listed in the City of Tulsa Mayor's Office and that participated in the ETCPT study include the following:

*Columbus Neighborhood Association,
Cooper Neighborhood Association,
Crescent Height,
Magic Circle,
Mayo Plaza Watch,
Mingo Valley,
Mingo Valley Homeowners,
Moeller Heights,
Park Plaza VI & VII,
South and East Tulsa Alliance,
Summerfield South,
Tower Heights/Tulsa Alliance of
Neighborhoods,
Wagon Wheel, and
Western Village.*

In addition, there at least 25 other associations listed in East Tulsa.

Other area organizations and business groups with special interest in East Tulsa include: the East Tulsa Prevention Coalition, the Greater Hispanic Chamber of Commerce, and the Route 66 Business League of Tulsa.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Overview

The East Tulsa Neighborhood Detailed Implementation Plan – Phase 1 is the first phase of an overall Plan for the East Tulsa area. As noted in the Summary and Planning Framework text portion of this document, the East Tulsa area consists of City Council Districts 5 and 6, and as of 2005, nearly 65 square miles of varied land use. Phase 1 of the Plan consists of approximately 5 square miles of more urbanized portions of East Tulsa. This area has been studied in detail and is the area for which detailed recommendations have been provided in this Plan. Future planning study phases will add other portions of the overall area as additional detailed study areas.

The Tulsa Comprehensive Plan and District 5, 6, 16, 17, 18 and 27 Plans and their amendments are intended to continue to provide goals, objectives, and policies for the overall Comprehensive Plan and for general planning matters, specific areas, land use, transportation, and public facilities.

The East Tulsa Neighborhood Detailed Implementation Plans are intended to provide added guidelines and standards for development decisions in the area, and suggested priorities for public improvements. They in fact include certain elements of the Development District Concept as set forth in the “Metropolitan Development Guidelines”.

There are, though, some obvious differences in the boundaries of the Detailed Study Area of this Plan and the District Plan boundaries of Planning Districts 5, 6, 16, 17 and 18 (refer to Exhibit 2 and Appendix B). It is the position of the East Tulsa Community Planning Team (ETCPT) that the Detailed

“The Metropolitan Development Guidelines consist of four elements: Development District Goals and Objectives, Functional Area Goals and Objectives, Development District Concept, and Development District Implementation Policy. The Development Guidelines, as policy statements, are intended to provide increased efficiency and consistency in the decision making process. They are directed toward the issues of the quality of development and the living environment, and are essentially neutral in regard to the Balanced Metropolitan Growth Policy. They should not be interpreted as a land use plan or as a zoning code, but rather as framework or guide within which sound planning, zoning, subdivision, investment and building decisions can be made by individuals and public officials and agencies. It is intended that, in the application of the Development Guidelines, an evaluation of existing conditions, including land uses, existing zoning and site characteristic, shall be considered.”

(SOURCE: “Metropolitan Development Guidelines and Zoning Matrix – Parts of the Comprehensive Plan for the Tulsa Metropolitan Area”; Page 1)

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Study Area is more reflective of a cohesive neighborhood than those currently defined by the Comprehensive Plan of the Tulsa Metropolitan Area. Notwithstanding the districts boundaries in the comprehensive plan, the Development District Guidelines are reflective of area desires and purposes for East Tulsa.

The expression of those same desires and purposes in terms readily understood by citizen planners was one purpose for developing a set of design element definitions. As noted in the Summary and Planning Framework section, these design element definitions sought to communicate the planning context of the Comprehensive Plan of Tulsa Metropolitan Area, the New Urbanism movement, and frequently discussed new implementation strategies such as TND zoning and sustainable development.

The design element definitions used by the East Tulsa Community Planning Study are set forth in the following section of the Plan document.

What is a TND? The acronym TND stands for Traditional Neighborhood Development, a comprehensive planning system that includes a variety of housing types and land uses in a defined area. The variety of uses permits educational facilities, civic buildings and commercial establishments to be located within walking distance of private homes. A TND is served by a network of paths, streets and lanes suitable for pedestrians as well as vehicles. This provides residents the option of walking, biking or driving to places within their neighborhood. Present and future modes of transit are also considered during the planning stages.

Public and private spaces have equal importance, creating a balanced community that serves a wide range of home and business owners. The inclusion of civic buildings and civic space -- in the form of plazas, greens, parks and squares -- enhances community identity and value.

The characteristics of a TND are synonymous with the values of the New Urbanism planning movement.

(SOURCE: <http://www.tndtownpaper.com/neighborhoods.htm>)

There are over 100 definitions of sustainability and sustainable development, but the best known is the World Commission on Environment and Development's. This suggests that development is sustainable where it "meets the needs of the present without compromising the ability of future generations to meet their own needs."

(SOURCE: <http://www.gdrc.org/sustdev/definitions.html>)

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Design Elements

Image/Identity Zone - This is a location, typically near and around roadway intersections, that provides an opportunity to establish a positive appearance for an area. Its high visibility and accessibility allows conveyance of a message, “brand”, or identity through public and private building and site improvements.

Gateway or Entry - These locations are where special design elements, such as fountains, signs, artwork, and monuments, might be placed to provide a distinct sense of arrival or entry to a specific area, neighborhood, district or activity center.

Traffic Corridor - These are primarily vehicle movement corridors that link the various components of a community, its “urban villages” and neighborhoods, and help organize metropolitan structure. These include major roads, arterial streets and expressways. The amount of road right-of-way often allows for significant pedestrian paths and “people-friendly” treatment such as detailed landscaping, street trees, special pavement, benches and similar features. In less dense areas, these roadways and adjacent development often serve as the edges or boundaries of adjoining neighborhoods or districts.

Special Treatment Corridor - These are intended to have special landscape, street trees, streetscape, signs, lighting, and similar enhancements provided along them. These corridors provide direct access to particularly important community design elements. A traditional example is the urban boulevard.

Major Activity Centers - These are large areas designed for higher density and intensity of use and typically for one use, particularly in less densely populated suburban settings. Historically, “greenfield” development planning strategies concentrated residential neighborhoods around such centers which were primarily commercial in use. These centers possess the opportunity for a mixture and diversity of use in a more compact urban form. (Recently, declining centers have taken advantage of these opportunities and existing infrastructure to redevelop as more urban, pedestrian-friendly environments.) Whether planned as a single use center or areas that developed through higher activity uses clustering together, such activity centers often take on characteristics of the historic town center. Frequently they function as the place of significant social and community interaction and identity for emerging urban villages. Concentration of civic, institutional, and commercial activity in them is encouraged and should be well designed.

Neighborhood - These are primarily internally well connected, residential use in suburban areas and more compact, interconnected, mixed use in urban areas. They should be designed with easy walking distances by way of pathways and streets to services and transit links, and are to enable neighbors to know each other and foster community safety.

Key design elements in the East Tulsa Neighborhood Detailed Implementation Plan – Phase 1 are depicted the Exhibit. 1 – “Location of Key Design Elements”. These elements are depicted for the Detailed Study Area of the Plan

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

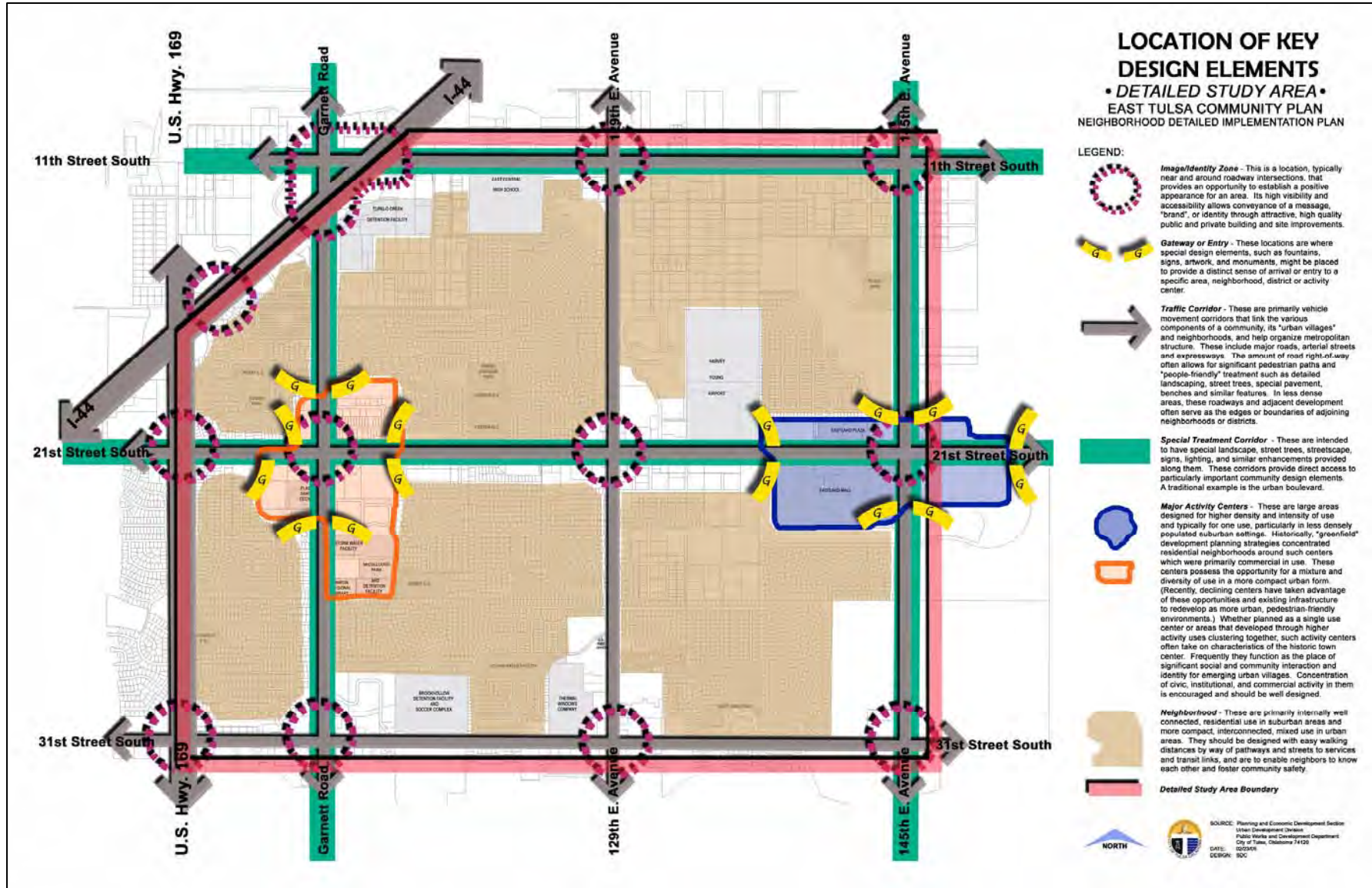
There are two Major Activity Centers in the Detailed Study Area. One is the “East Land” area located at 21st Street South and 145th East Avenue and that includes Eastland Mall, Eastland Plaza, and undeveloped land adjacent to the these commercial centers. The other is the “International” area which is located at 21st Street South and S. Garnett Road. It includes the Martin Regional Library, McCullough Park, public lands, the Internationale Center, Plaza Santa Cecilia, and several adjoining strip shopping centers, free-standing businesses, and some undeveloped land. It is suggested that development and redevelopment should consider potential solutions such as those depicted in Appendices L, M, N and O. Recommendations for the Major Activity Centers are in the Select Areas section of the Plan. Gateways are suggested at the entry points to these Major Activity Centers.

The intersections of designated arterial streets (per the Tulsa City-County Major Street and Highway Plan) and immediately adjoining lands are designated as “Image/Identity Zones”. All area arterial roads are designated as a Traffic Corridor or a Special Treatment Corridor. It is suggested that development and redevelopment along the portions of these roads with business frontage should consider potential solutions such as those depicted in Appendices K and N. The area Neighborhoods are bounded by the Traffic Corridors. All of these elements are addressed more specifically in the Detailed Area and Select Area sections of the Plan.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 1

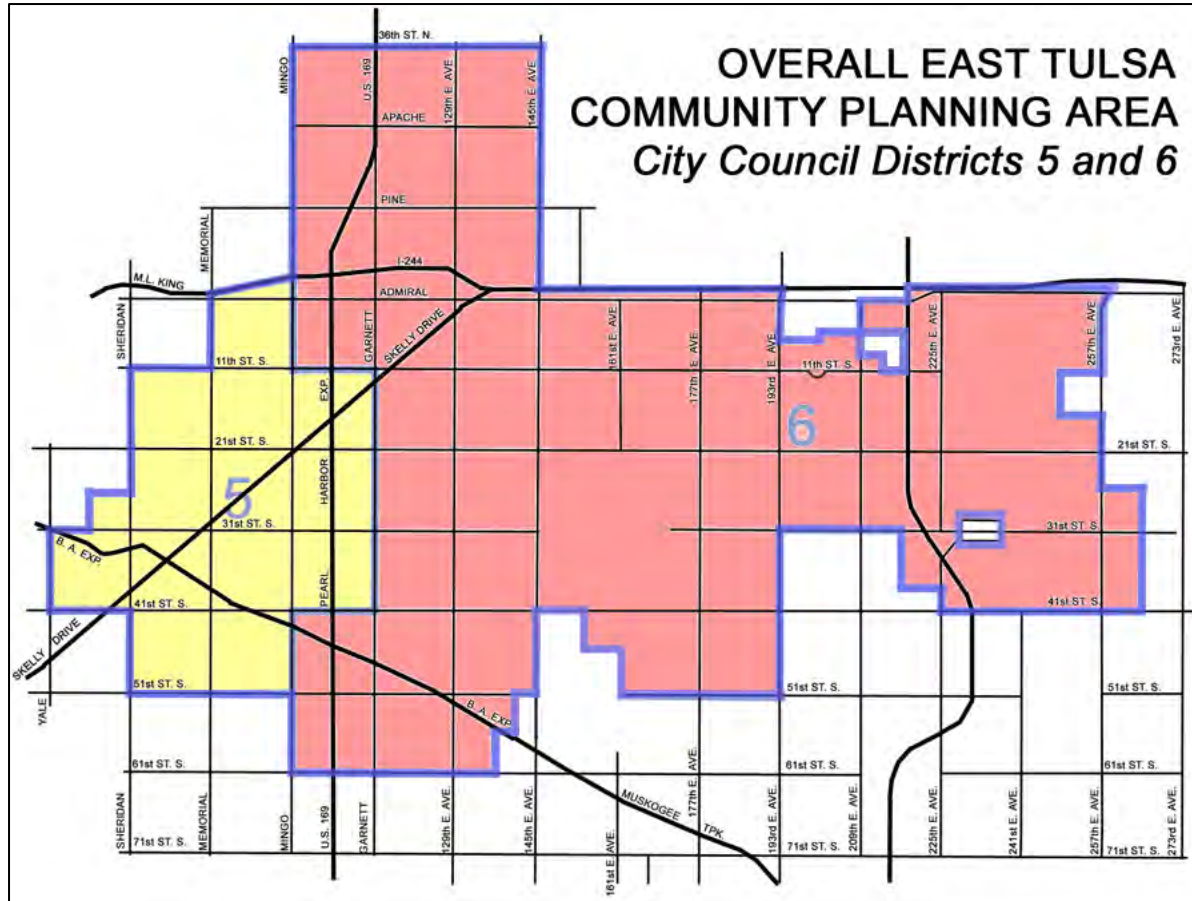


THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Overall Area Goals

The goals for all of East Tulsa as well as the Detailed Study Area are set forth below.



1. Make East Tulsa a great place to live, work, worship, shop, learn, visit, and play.
2. Provide great public improvements to assist creative, innovative private investment and development.
3. Fully and thoughtfully link East Tulsa into regions' economy and development.
4. Maintain and enhance the existing neighborhoods and area businesses with great public improvements.
5. Protect the pedestrian and enhance the pedestrian environment and scale.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

6. Minimize curb-cuts in heavy pedestrian areas, and utilize mutual access points to reduce the number of curb-cuts where appropriate.
7. Provide clear indications of pedestrian activity zones in heavy pedestrian areas.
8. Provide additional, safe pedestrian paths and connection between area neighborhoods and activity centers.
9. Slow vehicular traffic in heavy pedestrian traffic areas.
10. Reinforce safe, efficient traffic patterns within and between neighborhoods.
11. Explore strategies to require that new development and redevelopment projects place utility lines underground to reduce conflicts between utility poles, lines and equipment and pedestrians and vehicles
12. Encourage high quality residential, office, commercial, and appropriate industrial orderly in-fill development in East Tulsa.
13. Encourage high quality residential, office, commercial, and appropriate industrial development in the undeveloped portions of East Tulsa.
14. Provide interchange connections with U.S. 412 and area arterial streets.
15. Provide public infrastructure improvements, particularly water, sanitary sewerage service, and improved arterial streets, to areas which are underserved or not served.
16. Encourage and support the redevelopment of Eastland Mall and surrounding businesses, and provide appropriate private and public assistance to enhance retail business opportunities in the area.
17. Provide an attractive image for area roadways, including street trees, sidewalks, street furniture, pedestrian lighting and other streetscape improvements. Encourage the replacement of dilapidated fencing along all subdivisions with boundaries bordering major roadways. Encourage public and private beautification of area major street intersections

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

18. Provide assistance in developing a community center in East Tulsa, designed especially towards fostering positive community interaction among area youth and between the various population groups.
19. Develop a positive sense of place and identity for East Tulsa.
20. Encourage major, region-serving development and employment and retail centers along area expressways.
21. Encourage and support the economic opportunities of expansion of area employment centers and Tulsa International Airport.
22. Support the development and organization of area business associations.
23. Continue working with area schools to further improvements to their facilities and educational programs.
24. Provide ready, safe and secure vehicular and pedestrian access between neighborhoods and community facilities.
25. Maintain and expand youth service and programs.
26. Continue to engage everyone and expand involvement by all in on-going community planning and action efforts. Take advantage of opportunities provided by the areas changing demographics and economics.
27. Continue the neighborhood detailed implementation planning effort in East Tulsa and develop detailed plans for the remaining areas of East Tulsa.
28. Provide to the City recommendations for capital improvements and project priorities in East Tulsa area.
29. Development and redevelopment of typical suburban neighborhoods and residential areas should be designed to have the same or generally the same uses facing each other. Consider the following examples:
 - a. Single-family detached homes should face single-family detached homes, and similarly duplexes should face duplexes.
 - b. Duplexes should, generally, not face apartments and apartments should not face offices.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

30. Major activity centers, when properly designed, may develop with mixed and multiples uses exhibiting an urban character, pedestrian-friendly, walk-able environment, transit connections and service, and appropriate transition areas.

Detailed Study Area

The Detailed Study Area is again depicted in the adjoining figure and its boundaries are: I-44 on the northwest, 11th Street South on the north, 145th East Avenue on the east, 31st Street South on the south, and U.S. Highway 169 (the Pearl Harbor Expressway) on the west.

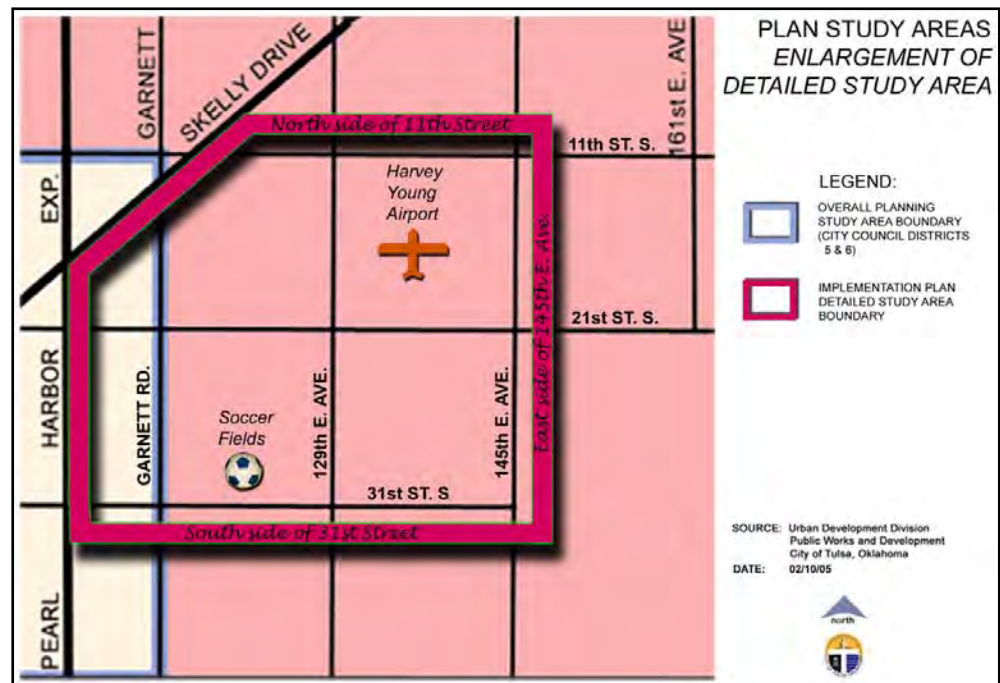
The application of the design elements to the detailed study area yields the following recommended proposals, goals and policies.

1. TRAFFIC CORRIDORS AND PATHWAYS

The Detailed Study Area recommendations for roadways and paths are depicted in Exhibit 2 - “Traffic Corridors and Pathways Plan” and the recommendations are as follows:

A. Expressways

- (1) It is intended that Interstate 44 (Skelly Drive) and U.S. Highway 169 (Pearl Harbor Expressway) provide safe, reliable, efficient regional connections to the area.
- (2) It is intended that the expressways present a clean and attractive image.



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- (3) It is intended that attractive, welcoming design features, including signs, landscape, lighting, and signs, be provided at expressway exits into the area.
- (4) New interchange connections to U.S. 412, located north of the Detailed Study Area, are recommended at 129th East Avenue, 145th East Avenue, and 193rd East Avenue. It is intended that improved access be provided to East Tulsa to facilitate movement of people, goods and services and to enhance area economic development opportunities

B. Special Treatment Corridors

- (1) It is intended that 11th Street South and 21st Street South from U.S. Highway 169 to 145th East Avenue; and Garnett Road and 145th East Avenue from 11th Street South to 31st Street South be improved and enhanced as arterial streets and Special Treatment Corridors. As Special Treatment Corridors, improvements are to be people-friendly and improvements are to include special landscape, street trees, streetscape, signs, lighting and similar enhancements. These corridors are to provide for safe and efficient vehicular movement linking the various components of the community, its neighborhoods, major activity centers, and to help organize the metropolitan structure.
- (2) It is intended that additional plans from the Route 66 Plan for 11th Street South be included as components of future roadway improvements and enhancements.
- (3) It is intended that all Special Treatment Corridors have bikeway lanes, paths or special accommodations provided along them to encourage safe and efficient bicycle transportation.
- (4) It is intended that the access points to Interstate 44 and U.S. 169 be beautified with appropriate landscape, signs, streetscape, lighting and other appropriate improvements be provided to establish a positive image, brand, and sense of entry into the East Tulsa area. These access points include:
 - a. 11th Street South and U.S. 169;
 - b. 11th Street South and Interstate 44; and
 - c. 21st Street South and U.S. 169.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- (5) It is intended that the intersections of Special Treatment Corridors with other Special Treatment Corridors have high quality public and private improvements provided that will convey a positive physical appearance, and help establish an attractive image for East Tulsa. These include the following intersections:
 - a. 11th Street South and Garnett Road;
 - b. 11th Street South and 145th East Avenue;
 - c. 21st Street South and Garnett Road; and
 - d. 21st Street South and 145th East Avenue;
- (6) It is intended that 21st Street South, Garnett Road, and 145th East Avenue have special design features provided at the approach or entry areas to the Major Activity Centers. These design elements include, but are not limited to, fountains, signs, artwork, and monuments; and these elements may be public or private in nature. These elements should help establish a distinct sense of entry to the Major Activity Centers.

C. Traffic Corridors

- (1) It is intended that 31st Street South from U.S. Highway 169 to 145th East Avenue; and 129th East Avenue from 11th Street South to 31st Street South be improved and enhanced as arterial streets and Traffic Corridors. As Traffic Corridors, improvements are to be people-friendly and improvements are to include landscape, street trees, special pavement, benches, and similar features. These corridors are to provide for safe and efficient vehicular movement linking the various components of the community, its neighborhoods, major activity centers, and to help organize the metropolitan structure.
- (2) It is intended that all Traffic Corridors have bikeway lanes, paths or special accommodations provided along them to encourage safe and efficient bicycle transportation.
- (3) It is intended that the access points to U.S. 169 be beautified with appropriate landscape, signs, streetscape, lighting and other appropriate improvements be provided to establish a positive image, brand, and sense of entry into the East Tulsa area.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- (4) It is intended that the intersections of Traffic Corridors with other Traffic Corridors and Special Treatment Corridors have high quality public and private improvements provided that will convey a positive physical appearance, and help establish an attractive image for East Tulsa.
 - a. 11th Street South and 129th East Avenue;
 - b. 21st Street South and 129th East Avenue;
 - c. 31st Street South and Garnett Road;
 - d. 31st Street South and Garnett Road;
 - e. 31st Street South and 129th East Avenue; and
 - f. 31st Street South and 145th East Avenue/

D. Bike Routes

- (1) It is intended that the bike routes set forth in the “City of Tulsa Trails and Suggested Bike Routes” be maintained and enhanced.
- (2) It is intended that bicycle routes be an integral component of all new arterial street design and improvements. It is intended that additional bike routes be designated along the Traffic Corridors and Special Treatment Corridors as additional bicycle improvements and enhancements are provided.
- (3) The existing pathways and proposed pathways along collector streets and minor streets depicted on “Exhibit 2 – Traffic Corridors and Pathways Plan” are intended as potential routes for bike routes.
- (4) It is suggested that the “bike and ride” program of the Metropolitan Tulsa Transit Authority Area (MTTA) be encouraged, and that necessary equipment and facilities be provided near designated MTTA transit stops.

E. Major Pathways

- (1) It is intended that a pathway system be provided that connects Neighborhoods, Major Activity Centers, and community facilities. The pathway system is intended to provide connections within East Tulsa and between East Tulsa and other portions of the larger Tulsa community.

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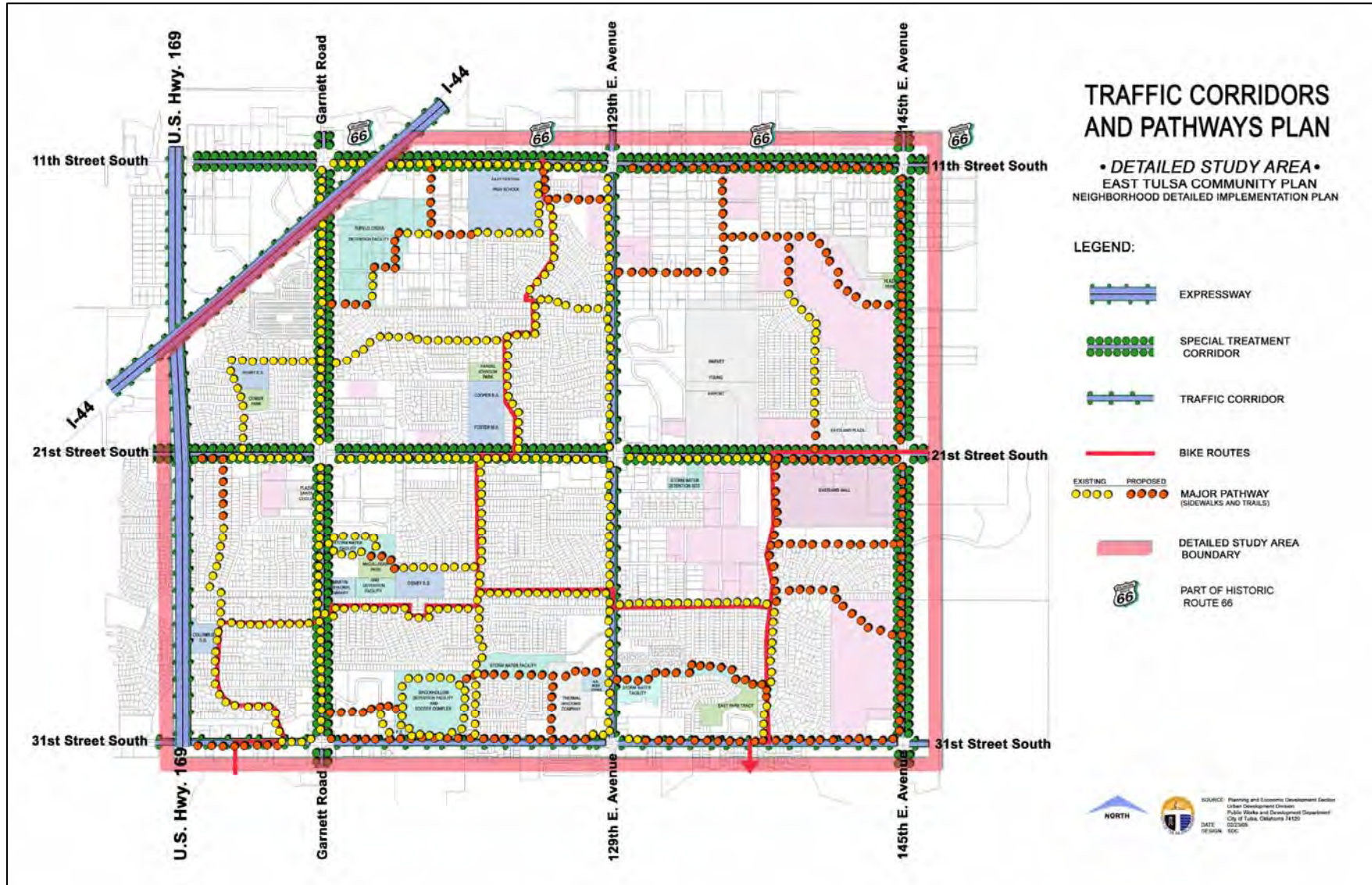
East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- (2) It is intended that the pathway system include bike routes, trails and sidewalk system and be located generally as depicted on “Exhibit 2 – Traffic Corridors and Pathways Plan”. In addition to the designated locations, other pathways may also be determined as appropriate.
- (3) It is intended that the existing pathway system be maintained and enhanced. It is further intended that the proposed pathways along public right-of-ways and public facilities, including bike routes, trails, and sidewalks, be provided in future public funding measures. Those proposed pathways along undeveloped private lands, including bike routes, trails, and sidewalks, are intended to be provided during the development process.
- (4) It is intended that other public or quasi-public programs and facilities encouraging healthy lifestyles, pedestrian-friendly environment, and active walking programs be coordinated with the City’s park, recreation, trail, sidewalk, bike and pathways systems, in order to optimize benefits to the public. Such programs include those of the Tulsa City County Library System, Tulsa Public Schools, East Tulsa Prevention Coalition, Tulsa Community Service Council, Salvation Army, Y.M.C.A. and Y.W.C.A., Tulsa County Public Health System, Tulsa County Parks System, and other community service agencies and programs.
- (5) It is intended that the pathway system be safe and secure and that appropriate lighting be provided.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 2



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East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

2. COMMUNITY FACILITIES AND ACTIVITY CENTERS

The Detailed Study Area recommendations for community facilities and activity centers are depicted in Exhibit 3 - "Community Facilities and Activities Center Plan" and the recommendations are as follows:

A. General

It is intended that the many community facilities serving East Tulsa, public, quasi-public and private, be linked by a system of pedestrian-friendly pathways. It is the goal to foster community connectivity, spirit, safety, and neighborliness.

B. Storm Water Facilities

- (1) It is intended that storm water facilities be maintained and enhanced to accomplish their primary purpose of flooding and storm water management.
- (2) It is intended that the storm water facilities be multiple use facilities and that secondary purpose uses be optimized. Secondary uses recommended include park and recreational uses, bike routes, and walking paths and trails. Other community uses may also be appropriate.
 - a. It is recommended that the Tupelo Creek Detention Facility (located southeast of Interstate 44) have additional maintenance trails added to the site to serve also as trails and pathways within East Tulsa.
 - b. It is recommended that the Brookhollow Detention Facility and Soccer Complex (located on the north side of 31st Street South east of Garnett Road) have seating provided at the site. Suggested seating facilities may include bleachers or seating constructed into the side-slopes of the detention facility as appropriate.
 - c. It is suggested that a study be made to determine the appropriateness of trail lighting in these facilities. If lighting is appropriate, it should be provided.
- (3) It is recommended storm water facilities continue to be appropriately maintained and landscaped, and attractive identification signs should be provided for the multiple use facilities.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- (4) It is intended that the storm water facility maintenance trails be coordinated and connected with the system depicted in the “City of Tulsa Trails and Suggested Bicycle Routes” plan.
- (5) It is intended that the storm water facility of “Boeing Park”, a part of the Mingo Creek main stem storm water facilities, be named “Oasis Park” as a component of and consistent with the Route 66 Plan.

C. Parks

- (1) It is intended that the City’s park and recreation facilities be maintained, enhanced, and optimized. Wherever appropriate, parks facilities should be provided adjacent public school facilities and/or other public use facilities.
- (2) It is intended that the parks and recreation trails be coordinated and connected with the City of Tulsa’s Trails and Suggested Bicycle Routes” plan as depicted in “Exhibit 2 – Traffic Corridors and Pathways Plan”. In addition to the designated locations, other pathways may also be determined as appropriate.
- (3) It is intended that other public or quasi-public programs and facilities encouraging healthy lifestyles, pedestrian-friendly environment, and active walking programs be coordinated with the City’s park, recreation, trail, sidewalk, bike and pathways systems, in order to optimize benefits to the public. Such programs include those of the Tulsa City County Library System, Tulsa Public Schools, East Tulsa Prevention Coalition, Tulsa Community Service Council, Salvation Army, Y.M.C.A. and Y.W.C.A., Tulsa County Public Health System, Tulsa County Parks System, and other community service agencies and programs.
- (4) During the development process of large undeveloped tracts of land, additional neighborhood park land should be provided by the developer as appropriate.

D. Schools

- (1) It is intended that the Tulsa Public School’s facilities be maintained, enhanced, and optimized. Wherever appropriate, parks and recreation facilities should be provided adjacent public school facilities.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- (2) Wherever appropriate, major pathways should be provided to public school facilities.
- (3) It is intended that East Tulsa schools continue to be recognized and supported as major building blocks in development and maintenance of the area's community spirit and identity. Coordination of area public and quasi-public services, agencies, programs, and after-school programs with the Tulsa Public Schools System is strongly endorsed.
- (4) Additional growth and diversity in East Tulsa should continue to be served by the innovative services provided by the Tulsa Public Schools System. Continued support for engaging all segments of the East Tulsa community is strongly endorsed.
- (5) Optimum use/reuse of existing facilities should be the first priority for project improvements.

E. Other Public Uses

- (1) Linkage of other public facilities by means of an improved and expanded pathway system is strongly supported.
- (2) The provision as necessary of other public uses in East Tulsa is strongly supported.
- (3) The Martin Regional Library should continue to be supported as a major focal point of community activity and identity. Its close proximity to one of East Tulsa's Major Activity Centers, its heavy use, and rich diversity of services support its important function as a major component of community building in the area. Expansion of its facilities and programs should be carefully considered, and as appropriate, supported by the community.
- (4) The U.S. Postal Facilities, on the west side of 129th East Avenue north of 31st Street South should be maintained and expanded as necessary.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

F. Other

Other major uses in East Tulsa include but are not limited to Harvey Young Airport, Thermal Windows Company, Eastland Plaza shopping center, and the shopping district around 21st Street South and Garnett Road (Plaza Santa Cecilia included). The continued successful and full use of these sites is encouraged. Should redevelopment of these sites be considered, it is encouraged in a manner that will add to the vitality and economic health of East Tulsa.

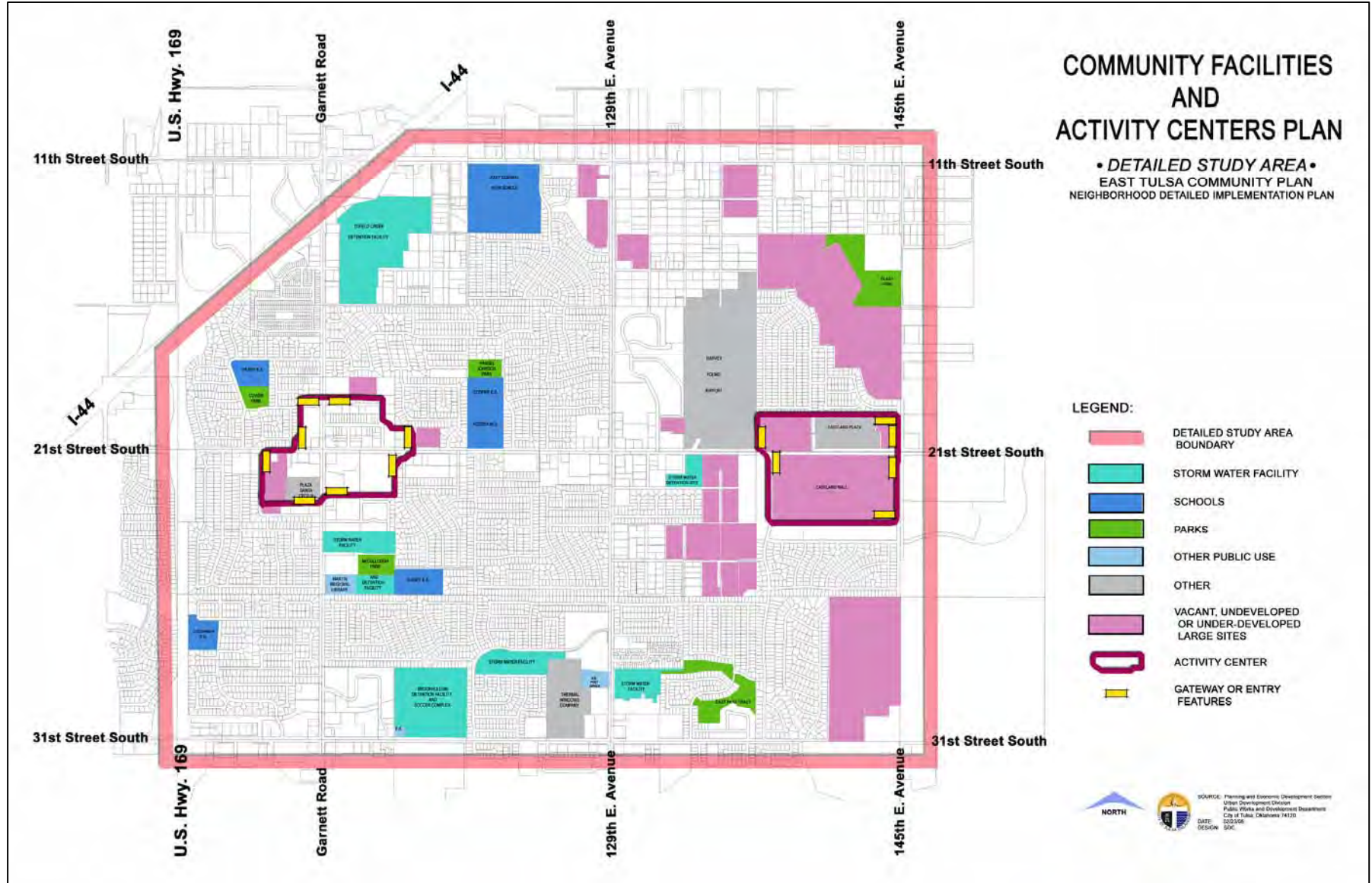
G. Vacant, Undeveloped or Under-Developed Large Sites

- (1) There are several sites in the East Tulsa Detailed Study Area that were considered by the East Tulsa Community Planning Team to be vacant, undeveloped, or under-developed. It is recommended that these sites be developed in a manner that will support the overall goals and recommended policies of the East Tulsa Neighborhood Detailed Implementation Plan. The sites should be developed in accordance with the applicable District Plan and the “Metropolitan Development Guidelines”.
- (2) Most of these sites are found in the eastern half of the detailed study area, east of 129th East Avenue. It is recommended that all such sites be connected with area Neighborhoods, Community Facilities, and Major Activity Centers as generally depicted in Exhibit 2 – “Traffic Corridors and Major Pathways Plan” and Exhibit 3 – “Community Facilities and Activity Centers”.
- (3) Uses of the vacant, undeveloped, and under-developed large sites are set forth in Exhibit 4 – “Community Suggested Uses and Development Considerations for Area Opportunity Sites”. These lands are recognized as opportunity sites for development. Also depicted are important considerations which should be taken into account before development of these sites is to occur. There are other development factors that must also be considered, but which have not been noted at in this study.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

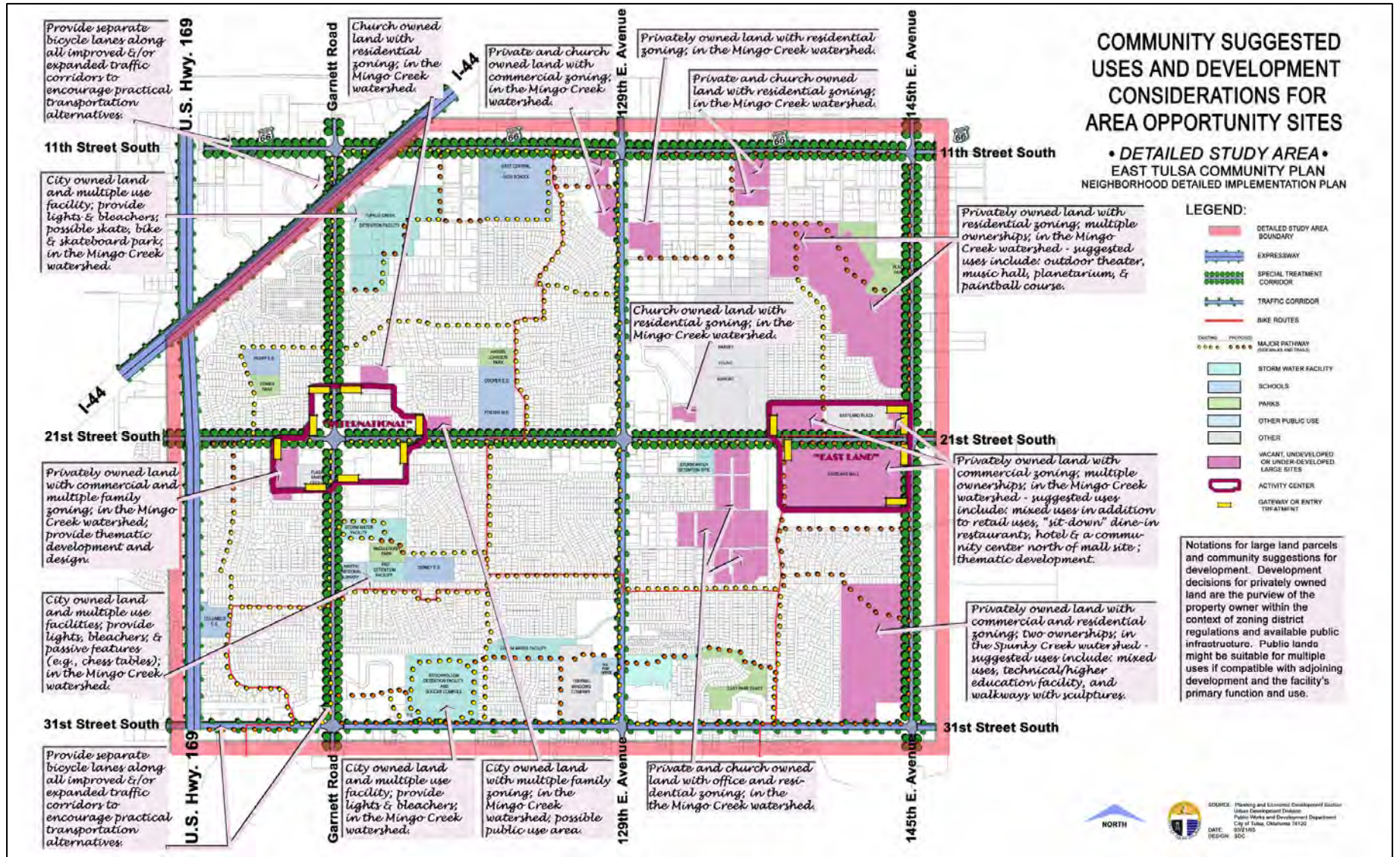
Exhibit 3



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East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 4



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East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

H. Activity Center

Two Activity Center areas are located within the East Tulsa Detailed Study Area. They are the “East Land” area and the “International” area. The largest of the designated Activity Centers is comprised of several parcels under different ownerships and is collectively designated as “East Land” area. It is generally located west of 145th East Avenue on the north and south sides of 21st Street South.

At the time of this study, the “East Land” area consists of a twenty acre vacant parcel at the northwest corner of 140th East Avenue and 21st Street South, Eastland Plaza shopping center, and Eastland Mall. This area was selected as an area for additional study by the East Tulsa Community Planning Team. Recommendations for this area are found in the Select Areas portion of the plan.

The other designated Activity Center is the “International”. This area is comprised of many different parcels under multiple ownerships. At the time of this study, most of the area was already developed with varying degrees of vitality. Some redevelopment continues in the area with the recent opening of a new Hispanic grocery store, carwash and several ethnically diverse restaurants and shops.

3. DETAILED AREA PLAN

Exhibit 5 – “Detailed Area Plan” includes the various components the East Tulsa Neighborhood Detailed Implementation Plan. It depicts the recommendations for Expressways, Special Treatment Corridors, Traffic Corridors, Major Pathways, Community Facilities, and Activity Centers discussed in the preceding sections of the this Plan document.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Select Areas

A. “East Land” Select Area

Photographs of this select area are depicted in the Appendices. Guidelines that address the site in a comprehensive manner, consistent with the District 17 Plan and the East Tulsa Neighborhood Detailed Implementation Plan are as follows:

- (1) This area is to develop and redevelop in a manner consistent with the “Development Policies for Special District Eastland Mall” Policies in the District 17 Plan.
- (2) The Special District Eastland boundaries in the District 17 Plan should be amended to include the area designated as the “East Land” Select Area in this Plan.
- (3) The following policies are recommended for the Special District Eastland Mall and property designated as the “East Land” Select Area:
 - a. The total area, including private and public improvements, should be developed and redeveloped in a comprehensive, coordinated manner.
 - b. It should be a major activity center with mixed uses, and may include residential, office, retail, commercial, leisure, business, and community facilities.
 - c. Multiple uses in the area should be those permitted by existing zoning. However, the area should be granted a higher intensity of use and design flexibility to accommodate a variety of quality development opportunities and options. This should be granted through adoption of an approved Comprehensive Development Plan for the total East Land Select Area, or for major portions of it. Adoption of an approved plan may be accomplished through the adoption of a Planned Unit Development or other implementation or zoning tool that incorporates a development consistent with the goals of the District 17 Plan and these Plan recommendations.
 - d. The area should be developed as a major activity destination center and attraction for the metropolitan area and region.
 - e. The City should assist, as appropriate, in the development and redevelopment of this area into a major investment, retail center, and income producing engine for Tulsa.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- f. A major community center is recommended for the East Land Select Area.
- g. Exterior building materials for building renovations and for new buildings should be high quality masonry material.
- h. The reuse of the existing building stock is encouraged where practical and appropriate.
- i. Use of uniform signs for the major development components is encouraged throughout the area.
- j. Gateway or entry features should be provided for the Select Area.
- k. Zero lot line setbacks from 21st Street South and 145th East Avenue street right-of-way are permitted in a comprehensive solution for creating a more urban lifestyle and business environment.
- l. The Select Area's transportation plan will be a comprehensive private and public solution that fosters a pedestrian-friendly, transit friendly environment, and optimizes existing roadway improvements. The transportation plan should:
 - i. Include specific design solutions for a pedestrian-friendly environment while maintaining a roadway capacity;
 - ii. Recognize the potential of 21st Street South and 145th East Avenue as urban arterials and commercial streets in the Select Area;
 - iii. Consider 21st Street South an urban transit corridor connecting East Tulsa to midtown and downtown Tulsa. There would be extensive public transit service with short wait intervals and new or enhanced bicycle routes along 21st Street South;
 - iv. This Special Treatment Corridor should optimize use of existing street infrastructure and add the elements of the Special Treatment Corridor during redevelopment. This would include extensive landscape, street trees, boulevard treatments, streetscape, pedestrian scale lighting, textured crosswalks at street intersections, appropriate traffic-calming techniques, and other appropriate urban roadway solutions;
 - v. Crosswalk improvements will be provided with special treatment that may include textured materials and other traffic-calming elements. These improvements will be provided at the following locations:
 - a) all entries into the development from 21st Street South;
 - b) all entries into the development from 145th East Avenue;
 - c) all entries into the development from 140th East Avenue;

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- d) all entries into the development from 137th East Avenue;
 - e) intersection of 21st Street South and 140th East Avenue;
 - f) intersection of 21st Street South and 145th East Avenue; and
 - g) perhaps, at the gateways or entry areas into the Select Area.
- vi. The internal street system would be designed with particular attention to creating and sustaining a pedestrian-friendly environment. Extensive use of street trees and boulevard type circulation systems is encouraged.
- m. Innovative drainage and storm water solutions will be used to reduce area run-off and to create water features within and along the edges of the development. Existing storm water detention sites may be enhanced to provide wet features for the development. New storm water facilities will be provided as needed to preclude any additional run-off.
 - n. Provide a combination buffer of landscape and screening walls along the north side of Eastland Plaza site. The buffer area should be a minimum of 3' in width. The landscape buffer will conform to existing standards set forth in the Tulsa landscape ordinances. The screening wall may be one of the following:
 - i. Highly durable, low-maintenance wooden fence with cap-rails and base-rails. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - ii. An ornamental iron or its equivalent fence. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - iii. A brick, stone or masonry wall fence. Brick, stone or masonry pilasters are to be used as the fence support posts.
 - iv. This may require the reuse or replacement of existing commercial buildings. Residential uses along the boundary of existing residential single-family neighborhoods should be bordered with lower intensity uses, including residential or office uses near 145th East Avenue.
 - o. Include residential development as a component of redeveloping of portions of the area, including moderate intensity residential. Residential development should be limited to no more than six stories in height. Residential uses may also be provided in the upper floors of mixed use buildings or in work-live units.
 - p. Residential uses are recommended for areas bordering existing residential neighborhoods. Residential buildings adjacent to existing residential neighborhoods are limited to no more than 3 stories in height.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- q. Buildings adjacent to 21st Street South and 145th East Avenue and internal to the development should be limited to no more than 6 stories in height. Refer to Appendices for examples.
 - r. Sufficient parking should be provided to meet traffic generated by the development and market demand. On-street parking is permitted along an internal street or circulation system. Off-street parking is permitted in parking structures or surface parking lots. Joint use of parking is encouraged as are multiple-use parking structures.
 - s. Refuse containers for business operations and multiple family complexes will be screened with appropriate materials and gated to allow closure from public view and to control the spreading of trash. Appropriate screening includes wooden fences with cap-rails and base-rails, masonry walls, landscaping or any combination of the above so long as the refuse containers are appropriately screened from view and provide ready access for businesses. Refer to Appendices for examples.
- (4) The Special District Eastland boundaries in the District 17 Plan should be amended to include the area designated as the “East Land” Select Area in this Plan. A conceptual illustration of one possible redevelopment plan for the area is depicted in Exhibit 6 – “Conceptual Redevelopment Plan ‘East Land’ Select Area”. This illustration depicts application of the above design recommendations. The key design features guiding this illustrative concept plan include:
- a. The “East Land” Select Area is developed-redeveloped as a new town center.
 - b. A “final” redevelopment plan will be based on the realities of funding, the real estate market, and public infrastructure requirements.
 - c. Redevelopment will include participation by the City and private interests.
 - d. The plan is designed for change over time, that is, it can be developed in incremental phases.
 - e. The town center will serve as a destination along E. 21st Street South, a Special Traffic Corridor, between downtown and the Creek Expressway.
 - f. The development will be adaptable to future transit opportunities, having higher levels of transit service.
 - g. A network of interconnected blocks and streets.
 - h. Optimum use of existing improvements.

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East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

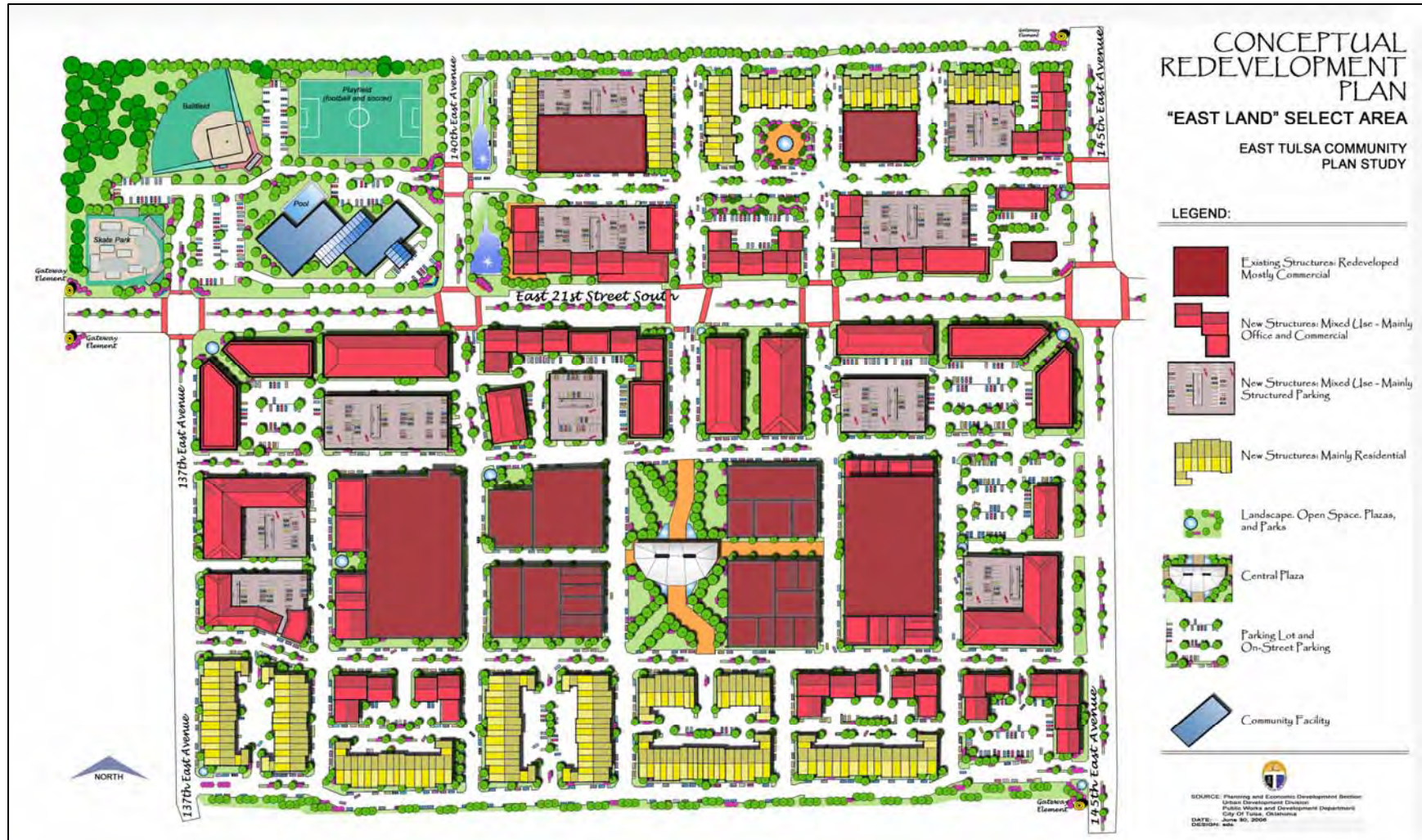
- i. Multiple story buildings are encouraged. Buildings will front streets and public spaces with parking in the rear.
- j. On-street parking will be provided along most streets.
- k. Public spaces will be provided as focal points, gathering areas, and places for community interaction.
- l. Mixed use of buildings is encouraged. Existing building re-use will be optimized.
- m. There will be pedestrian-friendly connections to adjacent neighborhoods.
- n. Major pathway connections will be provided within the development and to area neighborhoods.

Exhibits Exhibit 6.1 and 6.2 also provide perspectives of the illustrative concept redevelopment plan depicted in Exhibit 6. Other development solutions may be designed based on the District 17 Plan and the above development guidelines. However, it is important that the area's redevelopment be accomplished in a comprehensively planned manner and be developed in incremental phases responding to market demand. It is anticipated that any redevelopment of the East Land Select Area will be a long term effort and will require many years to accomplish

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 6



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East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 6.1

CONCEPTUAL REDEVELOPMENT FOR "EAST LAND" SELECT AREA - PERSPECTIVE

Looking northwest across 21st Street South

EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN - PHASE 1



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

DATE: October 17, 2005
DESIGN: SDC, KR



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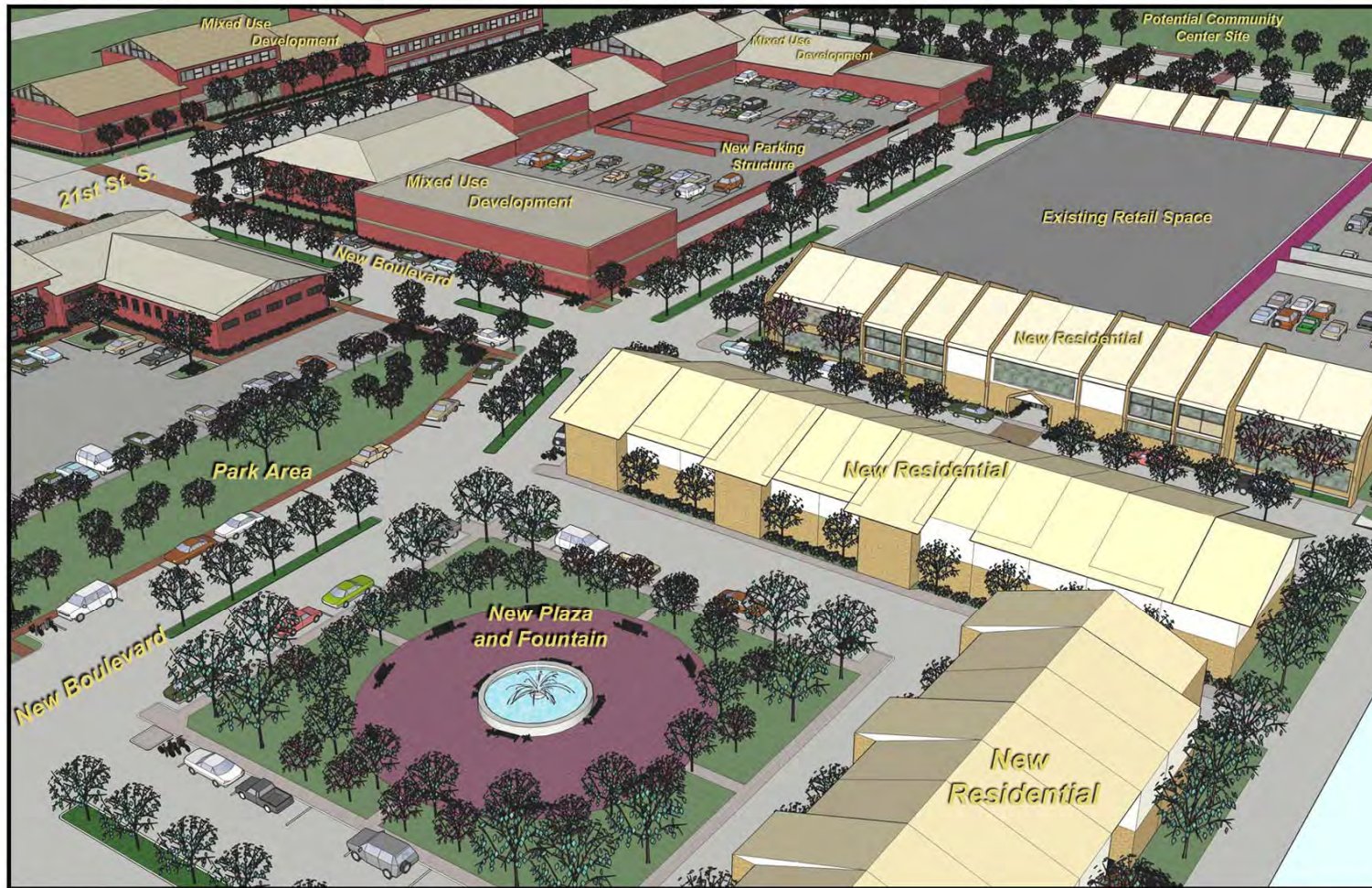
East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 6.2

CONCEPTUAL REDEVELOPMENT FOR "EAST LAND" SELECT AREA - PERSPECTIVE

Looking southwest across 21st Street South

EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION - PHASE 2



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

DATE: October 17, 2005
DESIGN: SDC, KR



B. “International” Select Area

Photographs of this select area are depicted in the Appendices. Guidelines that address the site in a comprehensive manner, consistent with the District 17 Plan and the East Tulsa Neighborhood Detailed Implementation Plan are as follows:

- (1) It is recommended that the “International” Select Area be designated as the Special District International in the District 17 Plan.
- (2) The following policies are recommended for the area designated as the “International “ Select Area:
 - a. The total area, including private and public improvements, should be developed/redeveloped in a comprehensive, coordinated manner.
 - b. It should be a major activity center with mixed uses, and may include residential, office, retail, commercial, leisure, business, and community facilities.
 - c. Multiple uses in the area should be those permitted by existing zoning. However, the area may be granted a somewhat higher intensity of use and greater design flexibility to accommodate a variety of quality development opportunities and options. This should be granted through adoption of an approved Comprehensive Development Plan for the total International Select Area, or for major portions of it. Adoption of an approved plan may be accomplished through the adoption of a Planned Unit Development or other implementation or zoning tool that incorporates a development consistent with the goals of the District 17 Plan and the Plan recommendations.
 - d. The area should be developed as a major activity center and attraction for the metropolitan area and region.
 - e. The City should assist, as appropriate, in the development of this area into a major investment, retail center, and income producing engine for Tulsa.
 - f. A major community center may be appropriate for the International Select Area.
 - g. Exterior building materials for building renovations and for new buildings should be high quality masonry material.
 - h. The reuse of the existing building stock is encouraged where practical and appropriate.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- i. Use of uniform signs for the major development components is encouraged throughout the area.
- j. Gateway or entry features should be provided for the Select Area.
- k. The Select Area's transportation plan will be a comprehensive private and public solution that fosters a pedestrian-friendly, transit friendly environment, and optimizes existing roadway improvements. The transportation plan should:
 - i. Include specific design solutions for a pedestrian-friendly environment while maintaining a roadway capacity;
 - ii. Recognize the potential of 21st Street South as an urban arterial and commercial street in the Select Area;
 - iii. Consider 21st Street South an urban transit corridor connecting East Tulsa to midtown and downtown Tulsa. There would be extensive public transit service with short wait intervals and new or enhanced bicycle routes along 21st Street South;
 - iv. This Special Treatment Corridor should optimize use of existing street infrastructure and add the elements of the Special Treatment Corridor during redevelopment. This would include extensive landscape, street trees, boulevard treatments, streetscape, pedestrian scale lighting, textured crosswalks at street intersections, appropriate traffic-calming techniques, and other appropriate urban roadway solutions;
 - v. Crosswalk improvements will be provided with special treatment that may include textured materials and other traffic-calming elements. These improvements will be provided at the following locations:
 - a) all entries into the development from 21st Street South;
 - b) all entries into the development from Garnett Road;
 - c) the intersection of 21st Street South and Garnett Road; and
 - d) perhaps, at the gateway or entry areas into the Select Area;
 - vi. The internal street system would be designed with particular attention to creating and sustaining of a pedestrian-friendly environment. Extensive use of street trees and boulevard type circulation systems is encouraged.
- l. Innovative drainage and storm water solutions will be used to reduce area run-off and to create water features within and along the edges of the development. Existing storm water

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- detention sites may be enhanced to provide wet features for the development. New storm water facilities will be provided as needed to preclude any additional run-off.
- m. As redevelopment occurs, provide a combination buffer of landscape and screening walls along the portions of the Select Area bordering residential neighborhoods. The buffer area should be a minimum of 3' in width. The landscape buffer will conform to existing standards set forth in the Tulsa landscape ordinances. The screening wall may be one of the following:
 - i. A wooden fence with cap-rails and base-rails. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - ii. An ornamental iron or its equivalent fence. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - iii. A brick, stone or masonry wall fence. Brick, stone or masonry pilasters are to be used as the fence support posts.
 - iv. This may require the reuse or replacement of existing commercial buildings. Residential uses along the boundary of existing residential single-family neighborhoods should be bordered with lower intensity uses, including residential or office uses near 145th East Avenue.
 - n. Residential development may be included as a component of the redeveloping portions of the area, including moderate density residential. Residential development should be limited to no more than 2 ½ stories in height. Residential uses may also be provided in the upper floors of mixed use buildings or in work-live units.
 - o. Buildings adjacent to 21st Street South and 145th East Avenue and adjacent internal should be limited to no more than 2 ½ stories in height.
 - p. Sufficient parking should be provided to meet traffic generated by the development and market demand. On-street parking is permitted along an internal street or circulation system. Off-street parking is permitted in parking structures or surface parking lots. Joint use of parking is encouraged as are multiple-use parking structures.
 - q. Refuse containers for business operations and multiple family complexes will be screened with appropriate materials and gated to allow closure from public view and to control the spreading of trash. Appropriate screening includes wooden fences with cap-rails and base-rails, masonry walls, landscaping or any combination of the above so long as the refuse containers are appropriately screened from view and provide ready access for businesses. Refer to Appendices for examples.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

A conceptual illustration of one possible redevelopment plan for the area is depicted in Exhibit 7 – “Conceptual Redevelopment Plan “International” Select Area”. This illustration depicts application of the above design recommendations. Other development solutions may be designed based on the District 17 Plan and the above development guidelines.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Exhibit 7



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

IMPLEMENTATION STRATEGIES

There are several strategies that have been suggested by the East Tulsa Community Planning Team (ETCPT) for facilitating implementation of Plan elements. These strategies serve as a foundation for an action plan to implement the vision. Some strategies are general statements while others are more specific. Those strategies include the following:

1. Partnerships

- A. Form an East Tulsa business association or league to serve as a valuable tool for promoting, marketing, organizing, and encouraging businesses in the area. It could serve as a means of bringing together all business interests in East Tulsa or for specific areas of East Tulsa.
- B. Form an ETCPT subcommittee (or other appropriate coalition) to work with property owners and businesses in the “East Land” Select Area to investigate specific strategies for possible development and redevelopment of this opportunity site. A request for such assistance might be submitted to the City of Tulsa, the Mayor’s Tulsa Economic Development Team effort, the Mayor’s Office, or perhaps the Metropolitan Tulsa Chamber of Commerce. Review and consider potential public incentives to facilitate development including the possible designation of the area as a tax increment finance district.
- C. The East Tulsa Community Planning Team should continue to meet regularly as appropriate to review capital improvement project priorities for East Tulsa and at least several months before project lists are compiled for funding measures in order to advise and communicate community issues and community preferences.
- D. Successful redevelopment of the Select Areas may require, due to their scale, that the City of Tulsa play an active role. The City may need to enter into a partnership with property owners and private developers to ensure optimum solutions and success for the area. Public involvement may include economic incentives, assembling of land, and providing concentrated, targeted capital improvements/infrastructure.
- E. Work with the City of Tulsa to develop a workable strategy to allow private corporations, businesses or individuals to provide “privately funded public improvements” along area arterial streets.
- F. The various community, business and neighborhood groups should continue cooperative efforts of promotion,

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

2. Projects

- A. Support the expansion of “Runway No. 3” at Tulsa International Airport (TIA). Compile an inventory of potential sites and buildings in East Tulsa suitable for airport-related businesses seeking to expand or relocate to TIA area.
- B. Compile an inventory of potential sites and buildings suitable for new business development including those suitable for retail and commercial centers. Make this information available to site investigations by prospective businesses seeking to expand, wishing to relocate and to new businesses to Tulsa; and provide to those coordinating and facilitating economic development efforts in Tulsa.
- C. A new community center was the number one cited capital project need by the East Tulsa Community Planning Team (ETCPT), the ETCPT Youth Sub-Committee, and various other community service representatives. Make the study’s support documentation available to any private, public, or quasi-public entity or enterprise interested in providing such community center facility in East Tulsa. At the time of preparation of this study, a public service organization was exploring the need and possibilities of providing a community center in East Tulsa. Provide letters of support for a community center on behalf of the community service entity seeking to provide the center. Should the current effort not materialize, seek alternative sources for a community center. This may include listing it as a City capital project request. Explore other options including other public sources and alternative private foundations and endowments.
- D. Support the designation of the north Mingo Creek detention facility (Metcalf Facility) as a Route 66 special feature and roadside park.
- E. Support those capital improvement projects in East Tulsa that facilitate new or infill residential development.
- F. Prepare a typical or standard design for center medians and/or other landscape, street furniture and streetscape elements for use throughout the East Tulsa area.
- G. To facilitate economic development, the City should explore viability and consider providing conduit for fiber optic systems along all new construction and widening projects for arterial streets.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- H. Compile a list of priorities for capital improvement projects already on the City of Tulsa’s Eligible Capital Projects. Add and prioritize any new capital Improvement projects suggested for that list and provide to the City of Tulsa (also refer to Appendices Q and R).

RECOMMENDED CAPITAL IMPROVEMENT PUBLIC PROJECTS FOR DETAILED STUDY AREA:

Project Priority	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
1	Create an exit ramp off of I-44 onto U.S. Highway 169 eastbound	Federal, state and perhaps City of Tulsa.	N.A.
2	Incorporate chess tables and facilities at Martin Regional Library.	Tulsa City-County Library.	2,000
3	Install “way-finding” and direction signs for Route 66, to Eastland Mall, bicycle paths and designated destination points.	City of Tulsa and Oklahoma Sate Department of Transportation	1,250,000
4	Widen/improve 31 st Street South, from 129 th East Avenue to Garnett Road.	City of Tulsa	N.A.
5	Create bicycle lanes along major arterial streets, or “more direct bicycle access” routes to major destination/employment centers within the city.	City of Tulsa	N.A.
6	Provide “Route 66” streetscape improvements along 11 th Street South (e.g. – stamped pavement, route logo, etc.).	City of Tulsa (Vision 2025)	N.A.
7	Provide new sports facility at Cooley Creek drainage facility.	City of Tulsa	N.A.
8	Provide appropriate lighting in and around detention facilities’ pathways and playfields.	City of Tulsa (and perhaps private users of facilities)	N.A.
9	Provide street beautification including landscape, streetscape features, and crosswalk enhancements along all major streets (Traffic Corridors).	City of Tulsa (and perhaps private property owners)	N.A.
10	Construct exit ramp/access ramps at I-44 & U.S. Highway 412 at 145 th East Avenue.	Federal, state and perhaps the City of Tulsa.	N.A.
11	Use areas presently used as center medians as left turn lanes on all major streets (Traffic Corridors).	City of Tulsa	N.A.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Project Priority	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
12	Widen as appropriate and improve 21 st Street South, from U.S. 169 to 145 th East Avenue.	City of Tulsa	16,000,000
13	Provide beautification elements/design features on all new sidewalks (e.g. – brick pattern, stamped patterns, etc.)	City of Tulsa	N.A.
14	Provide sound-mitigating features at detention facilities having outdoor play fields or facilities (e.g. – “X-Games”, skateparks, soccer fields, etc.). Would include Tupelo Detention Facility at 15 th St. S. and Brookhollow Detention Facility at 31 st St. S.)	City of Tulsa	N.A.
15	Install stop light at I-44 (Skelly Drive) and Garnett Road.	City of Tulsa; O.D.O.T.	150,000

N.A. Not available

RECOMMENDED (ADDITIONAL) CAPITAL IMPROVEMENT PUBLIC PROJECTS FOR OVERALL PLANNING AREA:

Project Priority	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
1	Create bicycle lanes along major arterial streets, or “more direct bicycle access” routes to major destination/employment centers within the city.	City of Tulsa	N.A.
2	Provide an enhanced/improved transit system along 21 st Street South. From Downtown to Fair Oaks area (e.g. – frequent bus service, monorail system, etc.). Incorporate into other portions of Tulsa as appropriate	Federal, Oklahoma State Department of Transportation, Metropolitan Tulsa Transit Authority, and City of Tulsa	N.A.
3	Provide new “third runway” at Tulsa International Airport.	Federal, State and Local (e.g. – Tulsa International Airport and City of Tulsa)	N.A.
4	Provide soccer fields/complex at Savage Park for local and regional tournaments (next to Carl Smith Park).	City of Tulsa and potential private donations.	N.A.
5	Provide ingress and egress ramps at 129 th E. Avenue and U.S. 244 (US 412) east bound.	Oklahoma Department of Transportation; City of Tulsa	N.A.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

Project Priority	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
6	Provide a left-turn lane for east bound traffic at Admiral Place and Garnett Road	City of Tulsa	N.A.

N.A. Not available

3. Procedures, Policies and Programs

- A. Propose the adoption of the East Tulsa Neighborhood Detailed Implementation Plan – Phase 1 as an element of the District 17 Plan of the Tulsa Comprehensive Plan.
- B. Encourage the provision of youth programs that are preventative and proactive. Support efforts to find additional or new funding for area youth community planning activities.
- C. Encourage continued police presence in areas of East Tulsa that experience crime and vandalism problems. Continue meetings with neighborhoods on a regular basis to enhance community relations and community ownership of solutions for safety and security.
- D. Changes in zoning may be necessary to accommodate several plan recommendations, particularly for the “East Land” Select Area. Zoning changes might include the preparation of a Planned Development Unit plan and rezoning request for the “East Land” Select Area. The City of Tulsa may also consider changes to the Tulsa Zoning Code. Such changes would be to accommodate speedier zoning review for areas that are designated Special Districts in the Tulsa Comprehensive Plan and for which development guidelines have been adopted. Another zoning strategy may be to adopt a new zoning category that permits-by-right mixed use development and buildings.
- E. The Select Areas should be analyzed as to whether they are suitable for special treatment as under-developed or under-performing economic areas. Cooperative private and public efforts for redevelopment might include designation as renewal areas, tax increment finance districts, or other measures determined appropriate.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

- F. The development/redevelopment of the Select Areas should be included as a part a larger city-wide economic development plan.

- G. Design program to reduce substandard housing. Participate in the implementation of the “Tulsa Strategic Plan to End Chronic Homelessness by 2012” that is under preparation by the City of Tulsa’s. Also, participate with the Community Action Project of Tulsa County and others in implementing a plan, currently in preparation, to address substandard housing in Tulsa County.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

APPENDIX A

SELECTED DEMOGRAPHIC DATA

EAST TULSA COMMUNITY REVITALIZATION PLANNING

Prepared for
EAST TULSA COMMUNITY PLANNING TEAM

Prepared by
Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

March 2005
(Revised April 2005)

DEMOGRAPHIC AND ECONOMIC ANALYSIS

SUMMARY

Employment Data

- A. Within the study area of East Tulsa consisting of Council Districts 5 and 6, a reported 44,387 people were employed.
- B. The estimated average annual earnings of a worker in the East Tulsa area in 2000 was \$23,132.
- C. The 2000 U. S. Census data indicated 31,670 full-time workers were employed in East Tulsa.

Demographics

- A. In 2000, nearly 88,400 people lived in the approximately 66 square mile area of East Tulsa.
- B. There were approximately 36,600 households in East Tulsa in 2000 and in 1999 they had an average annual income of nearly \$43,000.
- C. The estimated aggregate annual income for East Tulsa households in 2000 was \$1.56 billion.
- D. The 1999 average annual earnings of east Tulsa employees was \$23,132.

Retail Sales and Sales Tax Impact

- A. The 2000 retail sales per household is estimated to be \$24,718. This is estimated to have generated \$884.3 million in sales.
- B. East Tulsa total household retail sales would have generated approximately \$26,527,860 in City of Tulsa sales tax revenues (3%).

Demographics

A summary of demographic characteristics was compiled from 1990 and 2000 U.S. Census data for the entire East Tulsa planning area. The East Tulsa area studied includes Council Districts 5 and 6 and comprises twenty-eight Census Tracts. Thirteen of those

Census Tracts are in Tulsa County District 5, while twelve Census Tracts are in Tulsa County District 6, and three are located in Wagoner County District 6. This information is presented in Table 6.

Tables 4, A-1, B-1 and B-2 represent the data for the entire East Tulsa area. Table 4 reveals a total neighborhood population of 88,382 and 36,573 households. Table 4 shows that in 1999 the average East Tulsa household income was \$42,718 compared to an income of \$49,744 for the typical Tulsa household.

Tables 2 and 4 show in 2000 that the 129,443 full-time workers in Tulsa earned an average of \$40,145 compared to the average income of \$23,132 for full-time workers in East Tulsa.

Tables 2 and 4 show an aggregate household income in 1999 dollars of \$1.56 billion for East Tulsa and \$8.24 billion for the entire City of Tulsa. These numbers are depicted in graphic form on page 6.

Estimated Retail Sales

An estimate of average retail sales per household generated in the study area was made derived from U.S. Census Data which assumed that the percent of retail sales per household was the same for East Tulsa as for Tulsa County.

An estimate of aggregate retail sales in East Tulsa was derived by multiplying the average retail sales per household times the number of households.

Both the estimates of average retail sales per household and aggregate retail sales in East Tulsa are depicted in Table 3. The results yield "reasonable" estimates for East Tulsa. Average estimated retail sales for an East Tulsa household was \$24,718, and \$29,043 for the average Tulsa County household. These retail sales numbers are depicted in graphic format on page 7.

Summary of Economic Analysis

As is readily apparent from the information contained in the population diversity tables and charts, the demographics of East Tulsa have changed significantly during the ten-year period from 1990 to 2000. From a large White population in 1990 to an ever increasing number of people of other ethnic groups by 2000, the ethnic composition has shifted dramatically. While the White population has decreased by 15% in the ten-year span, Black, Asian and Hispanic populations have increased by 73%, 236%, and 271%, respectively. The American Indian population remained relatively unchanged with a decrease of less than one percent. The data is represented in Table 6 on pages 9 and 10, and in charts on pages 11, 12 and 13.

APPENDICES

TABLE 1
2000 POPULATION AND HOUSEHOLD DATA
EAST TULSA COMMUNITY PLAN

Area	Census Tract	Population	Households *
COUNCIL DISTRICT 5	TULSA COUNTY TRACTS		
	53 (25%)	1,181	528
	69.05	4,065	1,986
	69.06	1,922	747
	70	3,027	1,427
	71.01	4,091	1,835
	71.02	2,582	1,144
	73.04	3,776	1,519
	73.05	6,081	2,477
	83	1,443	633
	84	3,380	1,583
	85.01	2,814	1,227
	85.02	4,417	1,982
	90.04	5,005	1,756
	DISTRICT 5 TOTAL	43,784	18,844
COUNCIL DISTRICT 6	TULSA COUNTY TRACTS		
	59 (50%)	1,135	491
	73.06	5,484	2,006
	73.08	3,304	1,248
	73.09	1,361	581
	73.10	3,506	1,340
	73.11	2,824	1,023
	73.12	4,586	1,810
	90.03 (50%)	1,358	479
	90.06	5,935	2,231
	90.07	7,337	2,864
	90.08	3,104	1,816
	90.09	1,587	750
	TULSA CO. SUBTOTAL	41,521	16,639
	WAGONER COUNTY TRACTS		
	304.02 (27%)	1,089	392
	304.03 (92%)	1,544	552
	304.04 (12%)	444	146
	WAGONER CO. SUBTOTAL	3,077	1,090
	DISTRICT 6 TOTAL	44,598	17,729
CO. DISTRICT 5 & 6	EAST TULSA TOTAL	88,382	36,573

- Estimated, based on occupied housing units.
- SOURCE: 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

Table 2

CITY OF TULSA 2000 CENSUS - SELECTED DEMOGRAPHIC AND ECONOMIC INFORMATION

U.S. Census Category	EAST TULSA TOTAL	EAST TULSA AREA AS % OF CITY OF TULSA	CITY OF TULSA
Population	88,382	22.5	393,049
No. of Households	36,573	22.1	165,743
Average Persons Per Household	2.50		2.31
Median Household Income in 1999 Dollars	NA	NA	\$35,316
Aggregate Household Income in 1999 Dollars (Millions)	\$1,562,314	18.9	\$8,244,640
Average Household Income in 1999 Dollars	\$42,718	85.9	\$49,744
Median Earnings in 1999 of Full-Time, Year-Round Workers In 1999 Dollars	NA	NA	\$29,278
Average Earnings In 1999 Of Full-Time, Year-Round Workers In 1999 Dollars	\$23,132	56.6	\$40,145
16 Years And Over, Worked In 1999	44,387	20.3	218,971
Full-Time Workers (50-52 Weeks At 35 Hours+/Week)	31,670	24.5	129,443

Table 3

SELECTED DEMOGRAPHIC AND BUSINESS INFORMATION

U.S. Census Category	EAST TULSA TOTAL	TULSA COUNTY
Population	88,382	563,299
No. of Households	36,573	226,892
Average Persons Per Household	2.50	2.43
Average Household Income in 1999 Dollars	\$42,718	\$51,310
Average Retail Sales Per Household	\$24,178 ¹	\$29,043
Aggregate Retail Sales In Millions (1999)	\$884,262 ²	\$6,589,624

A: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

¹ Derived from U.S. Census data; assumes percent of retail sales per household the same for East Tulsa as for Tulsa County.

² Derived from multiplying the average retail sales per household times the number of households.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

Table 4
 EAST TULSA COMPARISON TO CITY OF TULSA
 2000 U.S. CENSUS
 SELECTED DEMOGRAPHIC INFORMATION

U.S. Census Category	DIST. 5 TOTAL	DIST. 6 TOTAL	EAST TULSA TOTAL	CITY OF TULSA
Population	43,784	44,598	88,382	393,049
No. of Households	18,844	17,729	36,573	167,743
Persons in Group Quarters	569	106	676	10,433
Average Persons Per Household	2.3	2.69	2.50	2.31
Median Household Income in 1999 Dollars	NA	NA	NA	\$35,316
Average Household Income in 1999 Dollars	\$41,420	\$44,097	\$42,718	\$49,744
Aggregate Household Income in 1999 Dollars (Millions) ³	\$780,518	\$781,796	\$1,562,314	\$8,244,640
Median Earnings of Full-Time, Year-Round Workers in 1999 Dollars	NA	NA	NA	\$29,278
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$21,166	\$24,641	\$23,132	\$40,145
16 Years and Over, Worked in 1999	21,234	23,153	44,387	218,971
Full-Time Workers (50-52 Weeks at 35+/Week)	14,521	17,149	31,670	129,443

NA: Not Available.

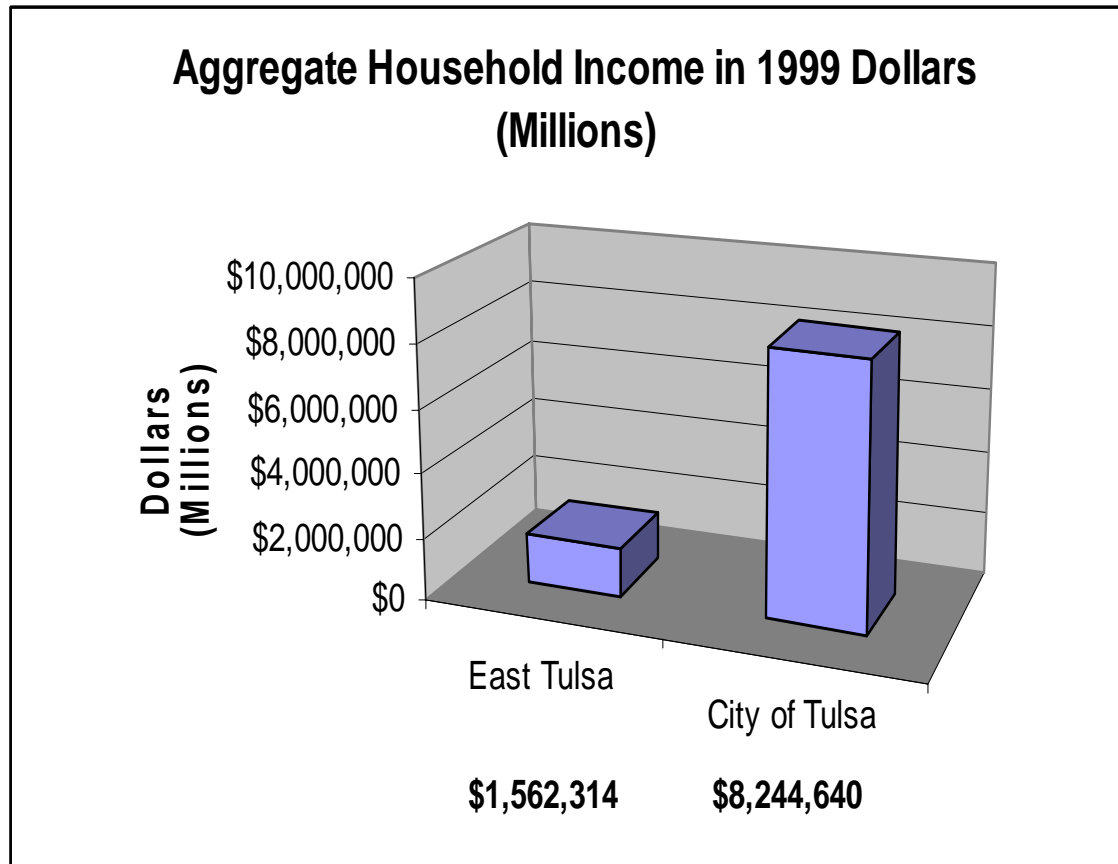
Source: 2000 U.S. Census, Census Summary Files 1 & 3.

³ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA (Council Districts 5 & 6)

Selected Economic Information Chart 1



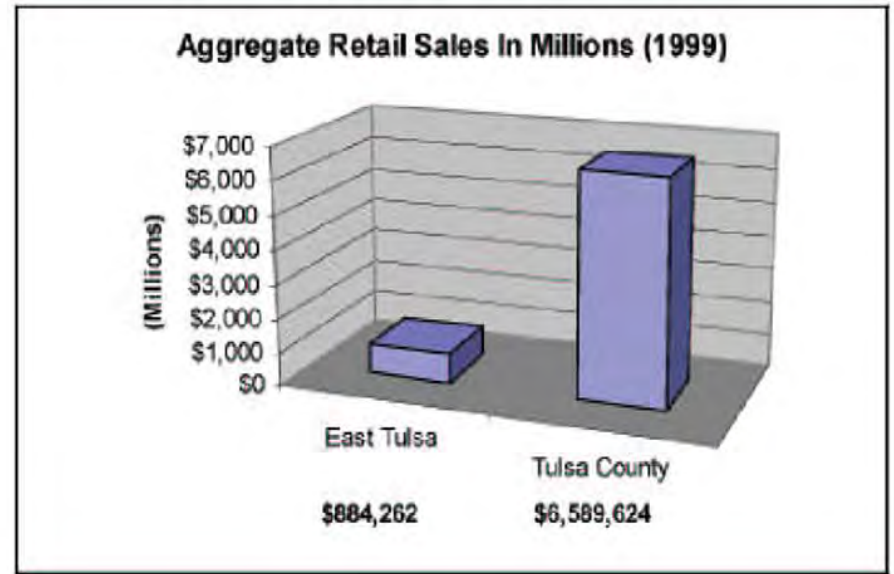
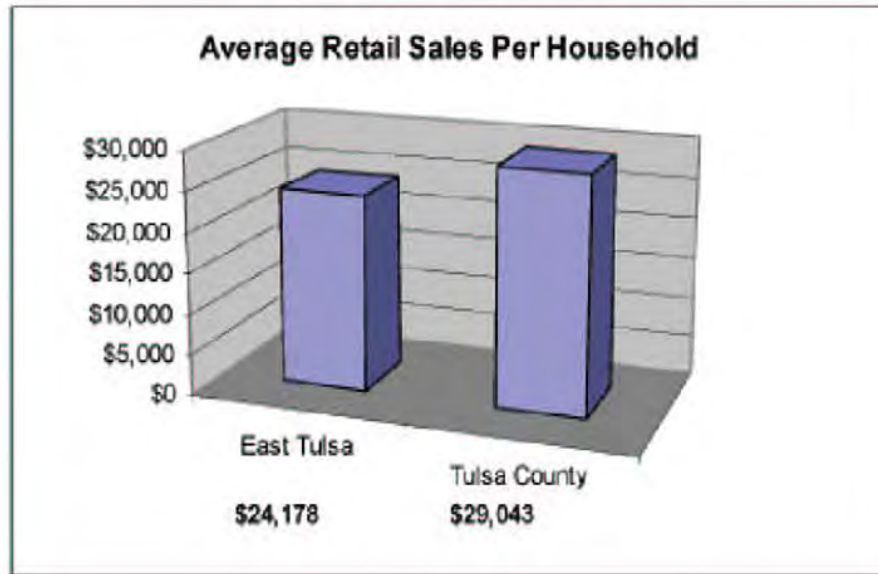
Note: Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

EAST TULSA DEMOGRAPHIC DATA

(Council Districts 5 & 6)
Selected Demographic and Business Information



APPENDICES

TABLE 5
1990 AND 2000
POPULATION ESTIMATES
AND CHANGE
EAST TULSA COMMUNITY
PLAN

Area	Census Tract	Population		Change 1990 to 2000	
		1990	2000	#	%
COUNCIL DISTRICT 5	TULSA CO. TRACTS				
	53 (25%)	1,259	1,181	-78	-6.20
	69.05	3,602	4,065	+463	+12.85
	69.06*	2,355	1,922	-433	-18.39
	70	3,176	3,027	-149	-4.69
	71.01	3,712	4,091	+379	+10.21
	71.02	2,429	2,582	+153	+6.30
	73.04	3,339	3,776	+437	+13.09
	73.05	5,962	6,081	+119	+2.00
	83	1,517	1,443	-74	-4.88
	84	3,528	3,380	-148	-4.20
	85.01	2,715	2,814	+99	+3.65
	85.02	4,655	4,417	-238	-5.11
	90.04	4,716	5,005	+289	+6.13
	DISTRICT 5 TOTAL	42,965	43,784	+819	+1.91
COUNCIL DISTRICT 6	TULSA CO. TRACTS				
	59 (50%)	1,245	1,135	-110	-8.84
	73.06	5,100	5,484	+384	+7.53
	73.08	3,272	3,304	+32	+0.98
	73.09	1,441	1,361	-80	-5.55
	73.10	3,751	3,506	-245	-6.53
	73.11	3,067	2,824	-243	-7.92
	73.12	4,772	4,586	-186	-3.90
	90.03 (50%)	340	1,358	+1,018	+299.41
	90.06	5,681	5,935	+254	+4.47
	90.07	6,716	7,337	+621	+9.25
	90.08 **	2,243	3,104	+861	+38.39
	90.09 **	1,120	1,587	+467	+41.70
	TULSA CO. SUBTOTAL	38,748	41,521	+2,773	7.16
	WAGONER CO. TRACTS				
	304.02 (27%)	727	1,089	+362	+44.79
	304.03 (92%) ***	1,694	1,544	-150	-8.85
	304.04 (12%) ***	221	444	+223	+100.90
	WAGONER CO. SUBTOTAL	2,642	3,077	+435	+16.46
	DISTRICT 6 TOTAL	41,390	44,598	+3,208	+7.75
DISTRICTS 5 & 6	EAST TULSA TOTAL	84,355	88,382	4,027	+4.77

* Tract 69.06 was part of Tract 69.04 in the 1990 Census.

** Tracts 90.08 and 90.09 were combined in the 1990 Census as Tract 90.02.

*** Tracts 304.3 and 304.04 were combined in the 1990 Census as Tract 304.01.

SOURCE: 1990 and 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

TABLE 6
COUNCIL DISTRICT 5
1990 AND 2000 POPULATION DIVERSITY DATA

COUNCIL DISTRICTS (AREA CENSUS TRACT NO.)	1990						2000						CHANGE 1990 to 2000							
	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	# (Total)	% (Total)	
DISTRICT 5 (Tulsa Co. Tract No.)																				
53 (25%)	1,138	44	52	2	23	1,259	1,016	49	30	48	38	1,181	-122	5	-22	46	15	-78	-6	
69.05	2,949	303	168	81	101	3,602	2,523	486	146	408	502	4,065	-426	183	-22	327	401	463	13	
69.06*	2,088	24	87	88	58	2,355	1,477	79	78	141	147	1,922	-621	55	-9	53	89	-433	-18	
70	2,508	387	156	57	68	3,176	2,158	495	167	103	104	3,027	-350	108	11	46	36	-149	-5	
71.01	2,979	316	231	48	140	3,712	2,438	256	178	408	811	4,091	-541	-80	-53	362	671	379	10	
71.02	2,082	151	105	45	46	2,429	1,720	271	109	146	338	2,582	-362	120	4	101	290	153	6	
73.04	2,823	266	176	259	15	3,339	2,183	482	92	329	690	3,778	-440	216	-84	70	675	437	13	
73.05	4,914	309	204	128	407	5,862	4,035	586	331	381	788	6,081	-879	277	127	233	361	119	2	
83	1,263	87	92	55	20	1,517	999	133	98	137	176	1,443	-364	46	6	62	156	-74	-5	
84	3,255	49	135	0	89	3,528	2,707	159	148	249	117	3,380	-548	110	13	249	28	-148	-4	
85.01	2,338	161	174	32	10	2,715	2,143	256	113	111	191	2,814	-195	95	-61	79	181	99	4	
85.02	4,304	63	122	67	99	4,655	3,644	131	105	457	80	4,417	-660	68	-17	390	-19	-238	-5	
90.04	3,242	572	299	277	326	4,716	2,297	672	195	520	1,321	5,005	-945	100	-104	243	995	289	6	
DISTRICT 5 TOTAL	35,693	2,732	2,001	1,137	1,402	42,965	29,240	4,055	1,790	3,418	5,281	43,784	-6,453 (-18%)	1,323 (48%)	-211 (-11%)	2,281 (201%)	3,879 (277%)	819	2	

* Tract 69.06 was part of Tract 69.04 in the 1990 Census.

Note: The American Indian Category also contains Eskimo, Aleut and Alaska Native.

SOURCE: 1990 and 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

TABLE 6 (Continued)
COUNCIL DISTRICT 6 AND TOTALS OF DISTRICTS 5 & 6
1990 AND 2000 POPULATION DIVERSITY DATA

COUNCIL DISTRICTS (AREA CENSUS TRACT NO.)	1990						2000						CHANGE 1990 to 2000							
	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	# (Total)	% (Total)	
DISTRICT 6 (Tulsa Co. Tract No.)																				
59 (50%)	1,009	112	92	3	29	1,245	622	168	86	83	176	1,135	-367	56	-6	80	147	-110	-9	
73.06	4,023	377	302	239	159	5,100	3,345	654	345	634	596	5,464	-678	277	43	395	347	384	8	
73.08	2,877	27	273	37	58	3,272	2,594	51	232	297	130	3,304	-283	24	-41	260	72	32	1	
73.09	1,307	0	61	28	45	1,441	1,143	67	37	94	20	1,361	-164	67	-24	66	-25	-80	-6	
73.10	3,333	132	225	9	52	3,751	2,567	210	205	259	285	3,506	-766	78	-20	250	213	-245	-7	
73.11	2,407	240	230	63	127	3,067	1,710	426	156	237	295	2,824	-697	186	-74	174	168	-243	-8	
73.12	4,012	353	183	174	50	4,772	2,987	581	202	256	590	4,586	-1,025	228	19	82	510	-186	-4	
90.03 (50%)	322	0	2	6	10	340	1,142	25	55	79	57	1,358	820	25	53	73	47	1,018	299	
90.06	4,890	196	226	150	119	5,681	3,939	440	403	550	603	5,935	-1,051	244	177	400	484	254	5	
90.07	5,793	219	307	254	143	6,716	5,289	536	292	837	383	7,337	-504	317	-15	583	240	621	9	
90.08 *	1,904	131	75	15	118	2,243	1,755	469	146	180	554	3,104	-149	338	71	165	436	861	38	
90.09 *	952	66	38	7	57	1,120	1,090	226	16	77	178	1,587	138	160	-22	70	121	467	42	
Tulsa Co. Subtotal	32,929	1,853	2,014	985	967	38,748	28,183	3,853	2,175	3,583	3,727	41,521	-4,746	2,000	161	2,598	2,780	2,773	7	
(Wagoner Co. Tract No.)																				
304.02 (27%)	663	0	50	3	11	727	927	8	77	57	20	1,089	264	8	27	54	9	362	50	
304.03 (92%) **	1,502	10	113	5	64	1,694	1,327	0	123	58	38	1,544	-175	-10	10	51	-26	-150	-9	
304.04 (12%) **	195	2	15	1	8	221	334	17	24	45	24	444	139	15	9	44	16	223	101	
Wagoner Co. Subtotal	2,360	12	178	9	83	2,642	2,588	25	224	158	62	3,077	228	13	46	149	-1	435	16	
DISTRICT 6 TOTAL	35,289	1,865	2,192	994	1,050	41,390	30,771	3,876	2,399	3,741	3,809	44,598	-4,518 (-13%)	2,013 (108%)	207 (9%)	2,747 (276%)	2,759 (263%)	3,208	8	
DISTRICTS 5 & 6 TOTAL	70,982	4,597	4,193	2,131	2,452	84,355	60,011	7,933	4,189	7,159	9,090	88,382	-10,971 (-15%)	3,336 (73%)	-4 (-10%)	5,028 (236%)	6,638 (271%)	4,027	5	

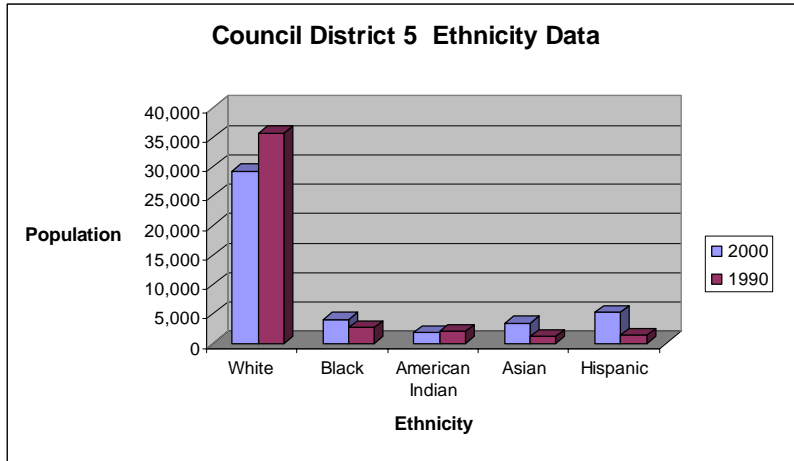
* Tracts 90.08 and 90.09 were combined in the 1990 Census as Tract 90.02. ** Tracts 304.03 and 304.04 were combined in the 1990 Census as Tract 304.01.

SOURCE: 1990 AND 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

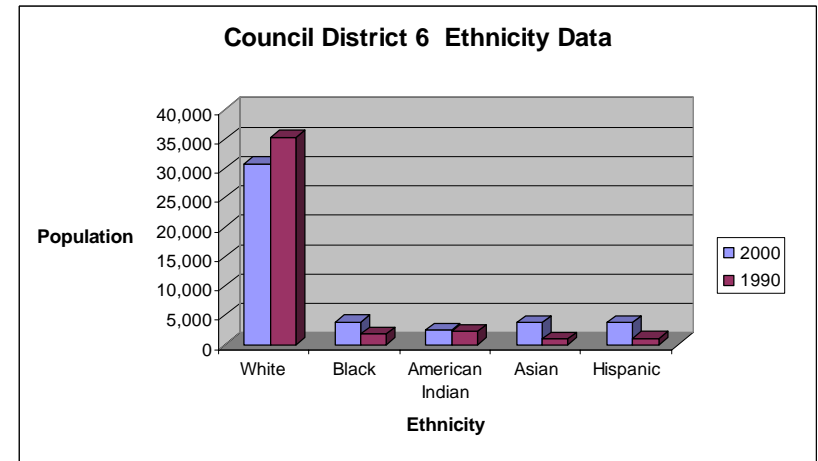
APPENDICES

EAST TULSA DEMOGRAPHIC DATA

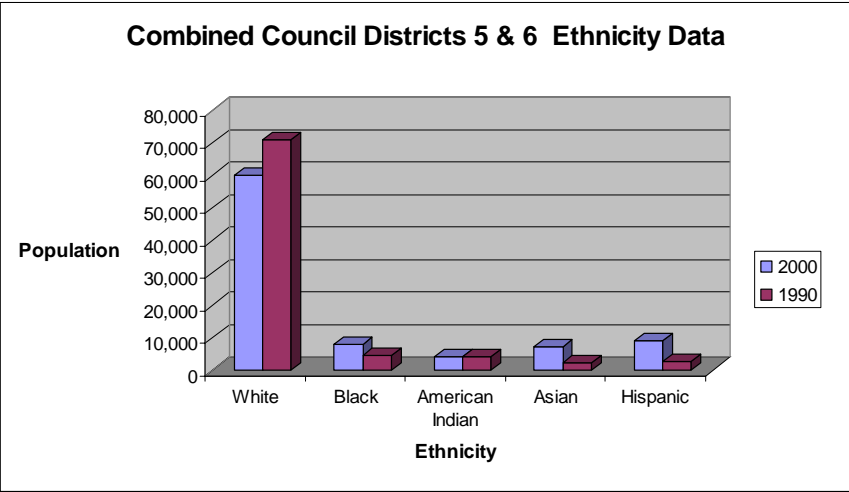
East Tulsa Community Plan Council Districts 5 & 6) 1990 and 2000 Population Diversity Data Charts



	White	Black	Am. Indian	Asian	Hispanic
2000	29,240	4,055	1,790	3,418	5,281
1990	35,693	2,732	2,001	1,137	1,402
% Change	-18 %	48 %	-11 %	201 %	277 %



	White	Black	Am. Indian	Asian	Hispanic
2000	30,771	3,878	2,399	3,741	3,809
1990	35,289	1,865	2,192	994	1,050
% Change	-13 %	108 %	9 %	276 %	263 %



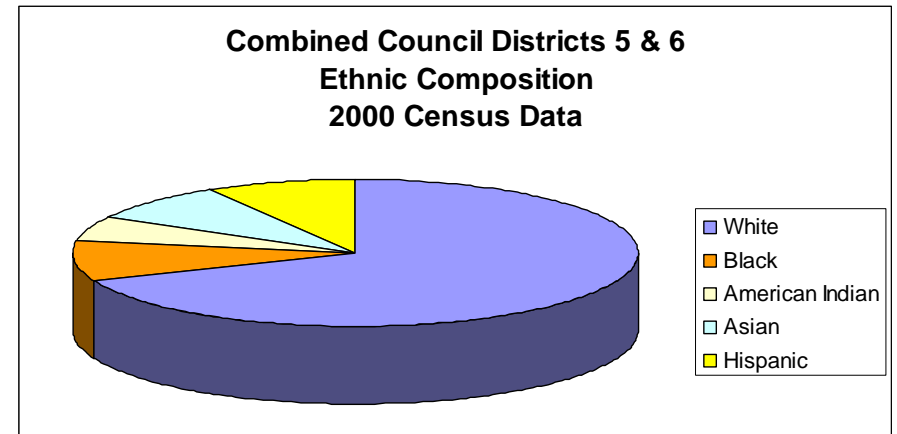
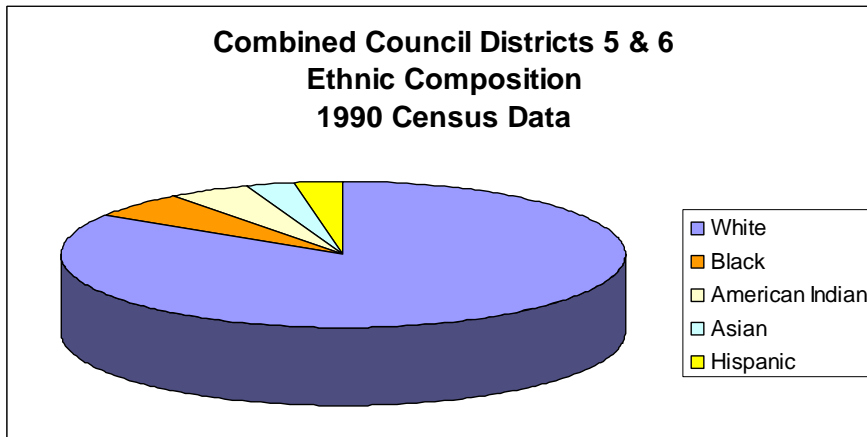
	White	Black	Am. Indian	Asian	Hispanic
2000	60,011	7,933	4,189	7,159	9,090
1990	70,982	4,597	4,193	2,131	2,452
% Change	-15 %	73 %	-.1 %	236 %	271 %

SOURCE: 1990 AND 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

(Council Districts 5 & 6) 1990 and 2000 Population Diversity Data Charts



	White	Black	Am. Indian	Asian	Hisp.
2000	60,011	7,933	4,189	7,159	9,090
1990	70,982	4,597	4,193	2,131	2,452
% Change	-15 %	73 %	-.1 %	236 %	271 %

SOURCE: 1990 AND 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

Table A-1

DISTRICT 6 WAGONER COUNTY - AND DISTRICT 6 TULSA COUNTY TOTAL
2000 U.S. CENSUS
SELECTED DEMOGRAPHIC INFORMATION

U.S. Census Category	TRACT 304.02 (27%)	TRACT 304.03 (92%)	TRACT 304.04 (12%)	DIST. 6 Wagoner County SUBTOTAL	DIST. 6 Tulsa County SUBTOTAL	DIST. 6 TOTAL
Population	1,089	1,544	444	3,077	41,521	44,598
No. of Households	392	552	146	1,090	16,639	17,729
Persons in Group Quarters	0	0	0	0	107	106
Average Persons Per Household	2.78	2.89	3.01	2.89	2.48	2.69
Median Household Income in 1999 Dollars	\$48,322	\$31,076	\$51,168	NA	NA	NA
Average Household Income in 1999 Dollars	\$57,570	\$34,380	\$55,398	\$45,487	\$44,252	\$44,097
Aggregate Household Income in 1999 Dollars (Millions) ⁴	\$22,539	\$18,978	\$8,064	\$49,581	\$736,309	\$781,796
Median Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$31,214	\$25,774	\$36,048	NA	NA	NA
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$27,997	\$18,569	\$29,432	\$27,214	\$24,115	\$24,641
16 Years and Over, Worked in 1999	585	621	222	1,428	21,725	23,153
Full-Time Workers (50-52 Weeks at 35 Hours+/Week)	436	445	172	1,053	16,096	17,149

NA: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

⁴ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA -

Table B-1 DISTRICT 5 TULSA COUNTY 2000 U.S. CENSUS - SELECTED DEMOGRAPHIC INFORMATION

U.S. Census Category	TRACT 53 (25%)	TRACT 69.05	TRACT 69.06	TRACT 70	TRACT 71.01	TRACT 71.02	TRACT 73.04	TRACT 73.05	TRACT 83	TRACT 84	TRACT 85.01	TRACT 85.02	TRACT 90.04	DIST. 5 TOTAL
Population	1,181	4,065	1,922	3,027	4,091	2,582	3,776	6,081	1,443	3,380	2,814	4,417	5,005	43,784
No. of Households	528	1,986	747	1,427	1,835	1,144	1,519	2,477	633	1,583	1,227	1,982	1,756	18,844
Persons in Group Quarters	0	0	0	136	0	16	150	0	0	0	267	0	0	569
Average P.P.H.	2.23	2.05	2.52	2.03	2.26	2.19	2.39	2.46	2.45	2.14	2.08	2.23	2.85	2.3
Median Household Income in 1999 Dollars	\$40,854	\$34,922	\$37,014	\$29,073	\$27,446	\$26,875	\$32,093	\$40,938	\$31,538	\$33,608	\$34,939	\$43,943	\$28,320	NA
Average Household Income in 1999 Dollars	\$46,553	\$41,365	\$42,357	\$39,350	\$34,459	\$34,423	\$36,713	\$51,224	\$32,821	\$42,545	\$40,661	\$47,718	\$38,804	\$41,420
Aggregate Household Income in 1999 Dollars (Millions) ⁵	\$24,580	\$82,150	\$31,641	\$56,153	\$63,233	\$39,380	\$55,767	\$126,883	\$20,776	\$67,348	\$49,891	\$94,577	\$68,140	\$780,518
Median Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$32,341	\$26,046	\$26,424	\$25,513	\$22,906	\$24,797	\$25,481	\$26,878	\$25,221	\$30,797	\$26,378	\$30,440	\$22,081	NA
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$24,107	\$23,321	\$20,145	\$19,317	\$17,769	\$16,420	\$19,505	\$24,197	\$17,385	\$23,784	\$19,468	\$23,952	\$20,171	\$21,166
16 Years and Over, Worked in 1999	601	2,312	950	1,491	1,915	1,295	1,765	3,093	667	1,597	1,219	2,091	2,238	21,234
Full-Time Workers (50-52 Weeks at 35 Hours+/Week)	410	1,628	605	958	1,299	799	1,230	2,268	433	1,074	788	1,456	1,573	14,521

NA: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

⁵ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA
Table B-2 - DISTRICT 6 TULSA COUNTY 2000 U.S. CENSUS
SELECTED DEMOGRAPHIC INFORMATION

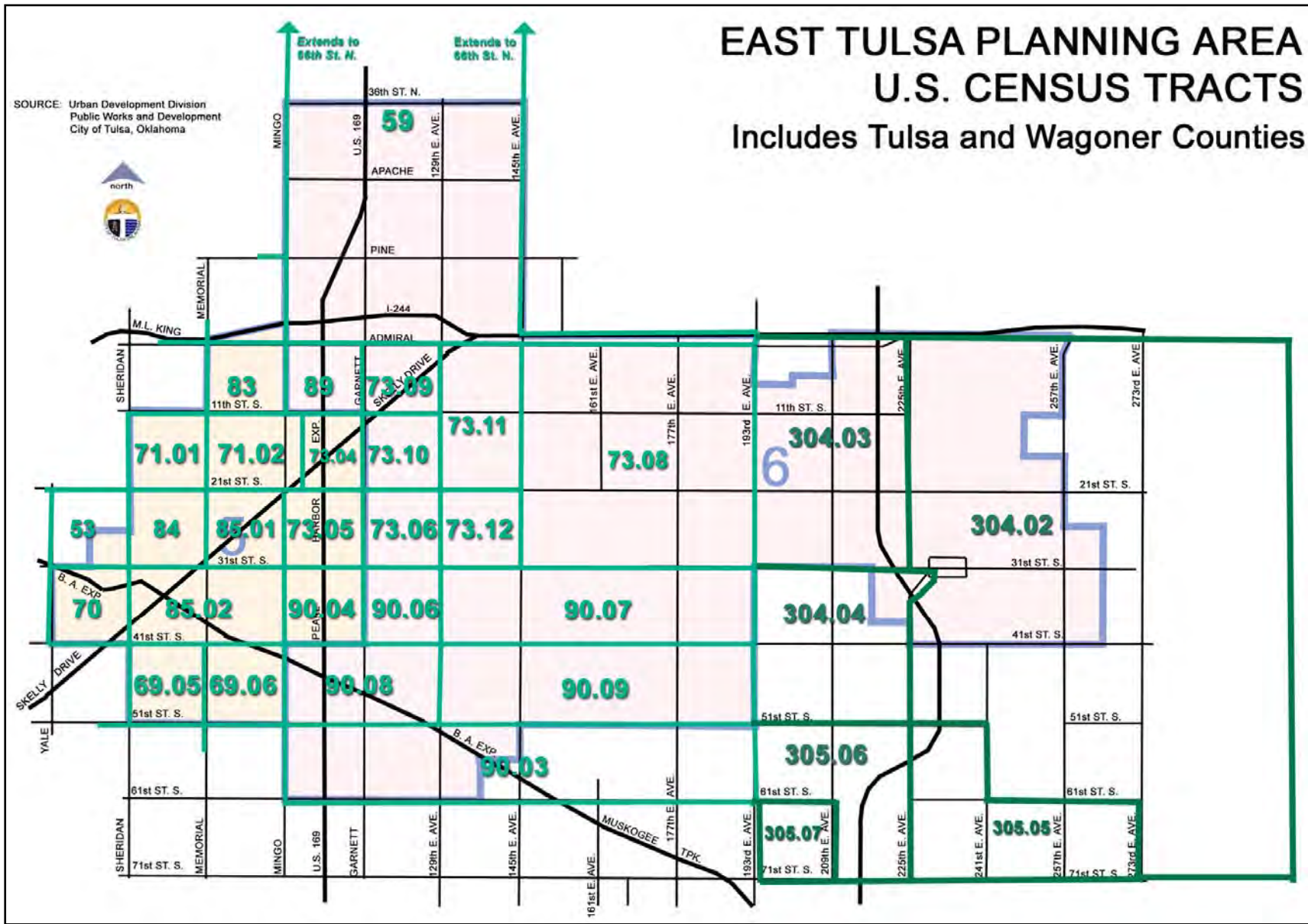
U.S. Census Category	TRACT 59 (50%)	TRACT 73.06	TRACT 73.08	TRACT 73.09	TRACT 73.10	TRACT 73.11	TRACT 73.12	TRACT 90.03 (50%)	TRACT 90.06	TRACT 90.07	TRACT 90.08	TRACT 90.09	DIST. 6 Tulsa County SUBTOTAL
Population	1,135	5,484	3,304	1,361	3,506	2,824	4,586	1,358	5,935	7,337	3,104	1,587	41,521
No. of Households	491	2,006	1,248	581	1,340	1,023	1,810	479	2,231	2,864	1,816	750	16,639
Persons in Group Quarters	0	0	6	42	0	0	0	53	6	0	0	0	107
Average Persons Per Household	2.40	2.73	2.64	2.29	2.62	2.76	2.53	2.73	2.65	2.54	1.75	2.08	2.48
Median Household Income in 1999 Dollars	\$24,250	\$34,699	\$38,860	\$39,083	\$39,717	\$32,404	\$40,359	\$71,250	\$39,484	\$41,951	\$21,863	\$35,486	NA
Average Household Income in 1999 Dollars	\$28,558	\$40,206	\$44,350	\$51,630	\$43,950	\$36,867	\$45,286	\$72,555	\$47,119	\$48,810	\$29,748	\$41,826	\$44,252
Aggregate Household Income in 1999 Dollars (Millions) ⁶	\$14,022	\$80,653	\$55,349	\$29,997	\$58,894	\$37,715	\$81,969	\$34,813	\$105,122	\$139,793	\$54,024	\$31,788	\$736,309
Median Earnings of Full- Time, Year-Round Workers in 1999 Dollars	\$22,830	\$27,236	\$28,360	\$31,042	\$26,629	\$25,933	\$28,951	\$48,333	\$26,683	\$30,241	\$21,641	\$27,886	NA
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$16,285	\$22,435	\$23,067	\$27,721	\$23,324	\$20,653	\$24,835	\$37,638	\$23,316	\$25,774	\$19,829	\$24,308	\$24,115
16 Years and Over, Worked in 1999	527	2,544	1,658	547	1,672	1,236	2,520	720	3,142	4,253	1,899	1,007	21,725
Full-Time Workers (50- 52 Weeks at 35 Hours+/Week)	316	1,847	1,194	424	1,302	864	1,764	1,024	2,288	3,131	1,257	685	16,096

NA: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

⁶ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

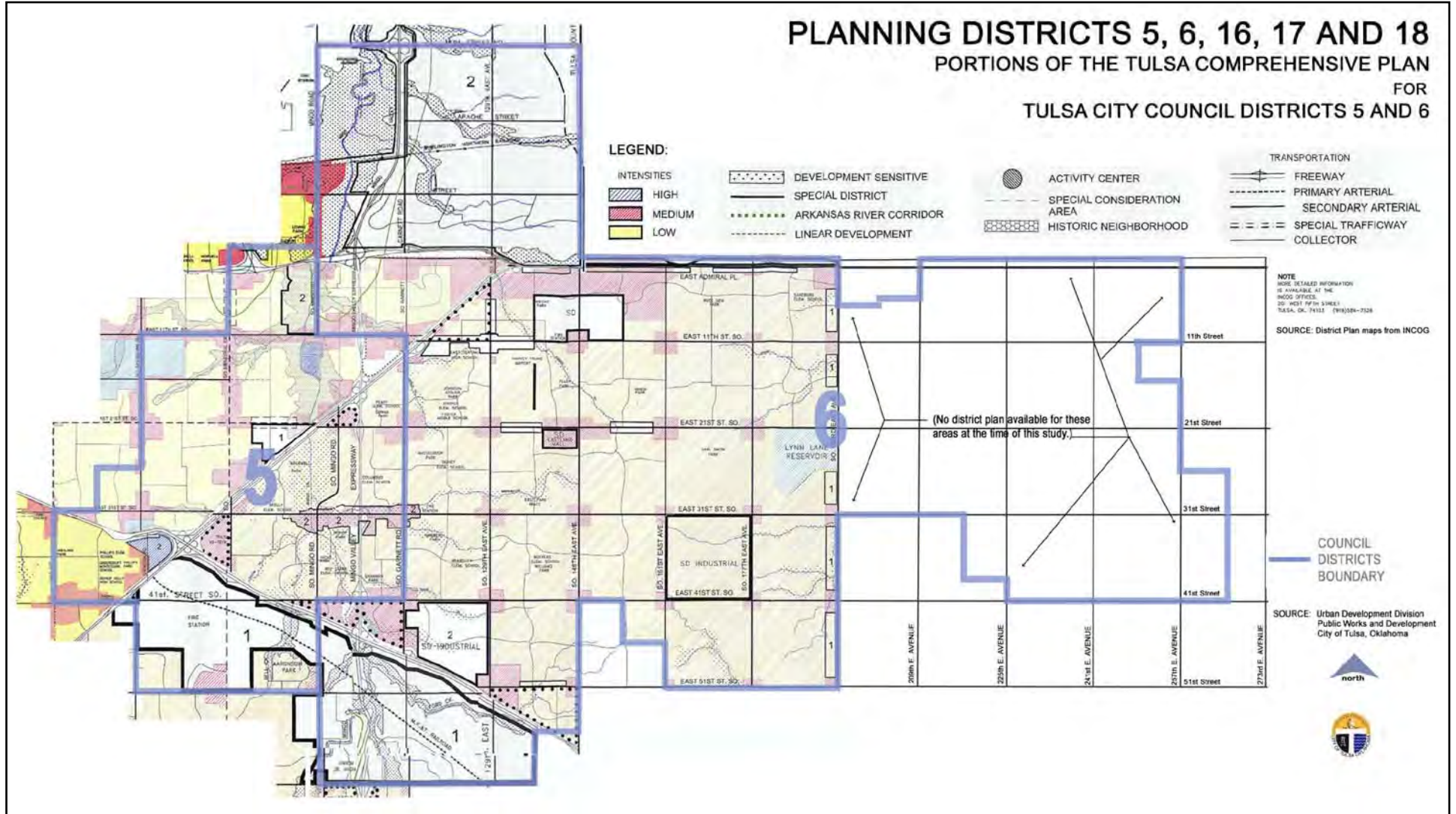
APPENDICES



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

APPENDIX B



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

APPENDIX C

CITY OF TULSA PARKS AND RECREATIONAL FACILITIES IN COUNCIL DISTRICT 5 AND 6			Playground	Sports Field	Tennis Courts	Swimming Pool	Water Playground	Community Center	Trail (miles)	Outdoor Basketball	Indoor Gym	Shelter	Picnic Table	Disc Golf Course	Restrooms	Fishing	Sand Volleyball	Council District	
Site	Address	Ac.																	
Abronson	4307 S. 87 th E. Ave.	16.0	•		•				0.6	•									5
Alvure	9601 E. 51 st St. S.	5.0		•															6
Bland	3342 S. 101 st St. S.	58.0		•															5
Bland	9311 E. 2 nd St. S.	33.5								•									6
Carl Smith	17120 E. 21 st St. S.	388.0		•	•														6
Clark	11440 E. Admiral Pl.	13.0			•				0.3										6
Coven	10801 E. 1 st St. S.	4.9		•															6
East Park Trail	2908 S. 132 nd E. Ave.	14.4		•	•														5
FHS	3443 S. Mingo Rd.	2.0		•	•			•	0.5		•								5
Holland	4909 E. 36 th St. S.	3.5			•				0.4		•								5
HHS	51 st St. & 122 nd E. Ave	25.0		•															6
Hitch	1616 S. 157 th E. Ave.	5.0																	6
Hengel Johnson	1714 S. 123 rd E. Ave.	5.0			•														6
McCullough	11594 E. 25 th St. S.	11.5		•															6
McCall	5949 E. 38 th St. S.	6.5		•															5
Noborg	3235 S. Garnett Rd.	17.3		•	•				0.5		•								6
Paza	1404 S. 145 th E. Ave.	18.0		•					0.3										6
Rose Dew	317 S. 167 th E. Ave.	15.0		•					0.7										6
Shannon 1 & 2	10902 E. 38 th Pl.	6.8																	5
Sueley	8525 E. 23 rd Pl.	4.9		•	•														5
Sunnenglen	3907 S. 139 th E. Ave.	20.0		•															6
Paza	2877 S. 77 th E. Ave.	18.0		•					0.9										6
Tawnee	437 S. 137 th E. Ave.	4.7		•															5
Wright	437 S. 137 th E. Ave.	4.7		•															5

• Available
 Refer to "City of Tulsa Parks & Recreational Facilities" map.
 Source: "Tulsa Parks and Recreational Facilities" map, Parks and Recreation Department, City of Tulsa, Oklahoma.

◆ Lighted Tennis Courts and Sports Fields

CITY OF TULSA STORMWATER DETENTION AREAS WITH RECREATIONAL FACILITIES
 IN COUNCIL DISTRICT 5 AND 6

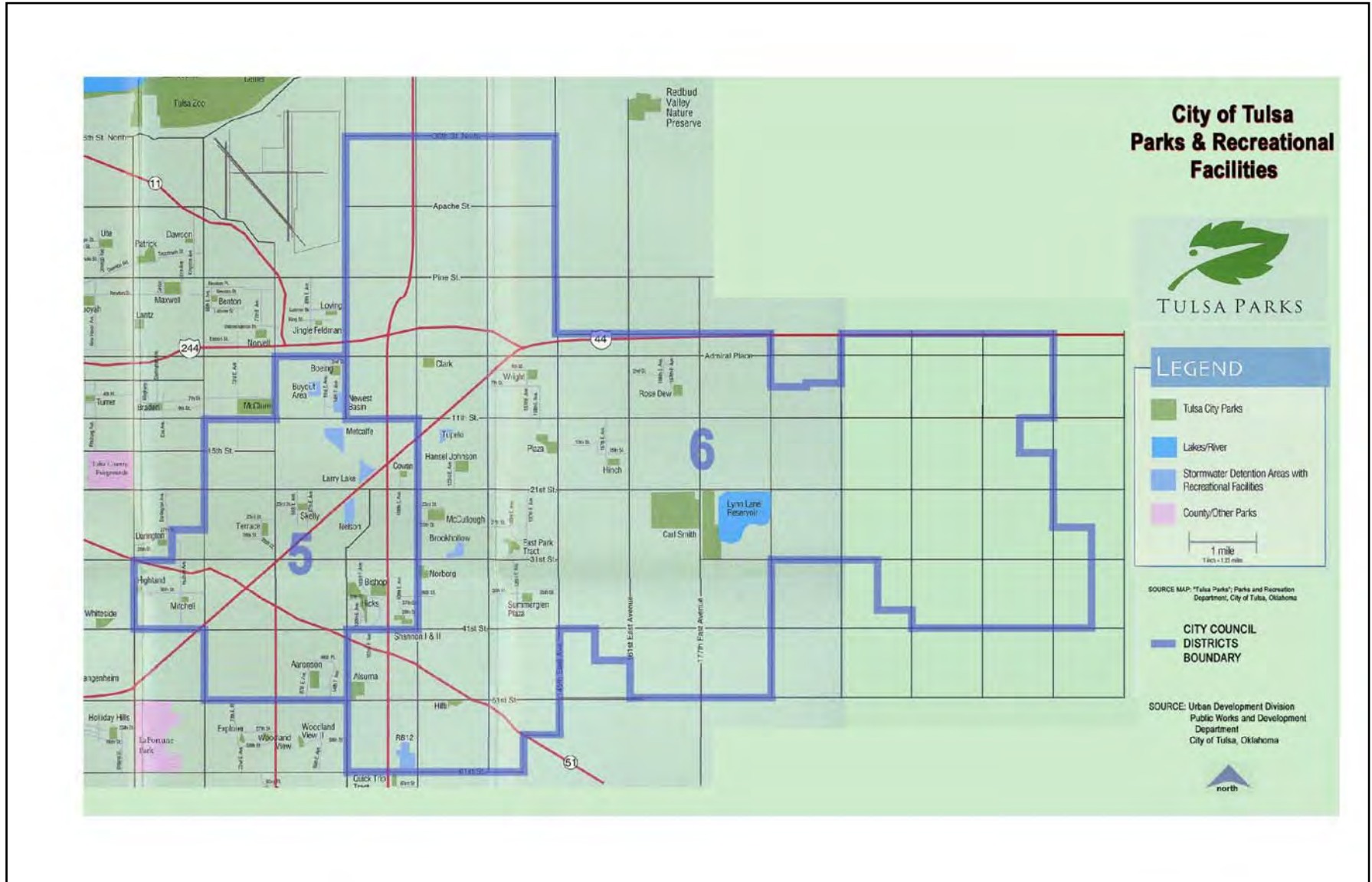
Site	General Location	Council District
Brookhollow	North side of 31 st Street South between Garnett Road and 129 th E. Avenue	6
Bygout Area	½ mile north of 11 th Street South between 94 th E. Avenue and Memorial Boulevard	5
Larry Lake	North of 21 st Street South and west of I-44 and Mingo Valley Expressway	5
Metcalfe	South 11 th Street South at S. Mingo Road	5
Nelson	South of 21 st Street South and east of I-44	5
Newest Basin	West of Mingo Road between Admiral Place and 11 th Street South	5
RB12	Northwest corner of Garnett Road and 61 st Street South	6
Tupelo	South of 11 th Street South between Garnett Road and 129 th E. Avenue	6

Refer to "City of Tulsa Parks & Recreational Facilities" map.
 Source: "Tulsa Parks" map, Parks and Recreation Department, City of Tulsa, Oklahoma.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

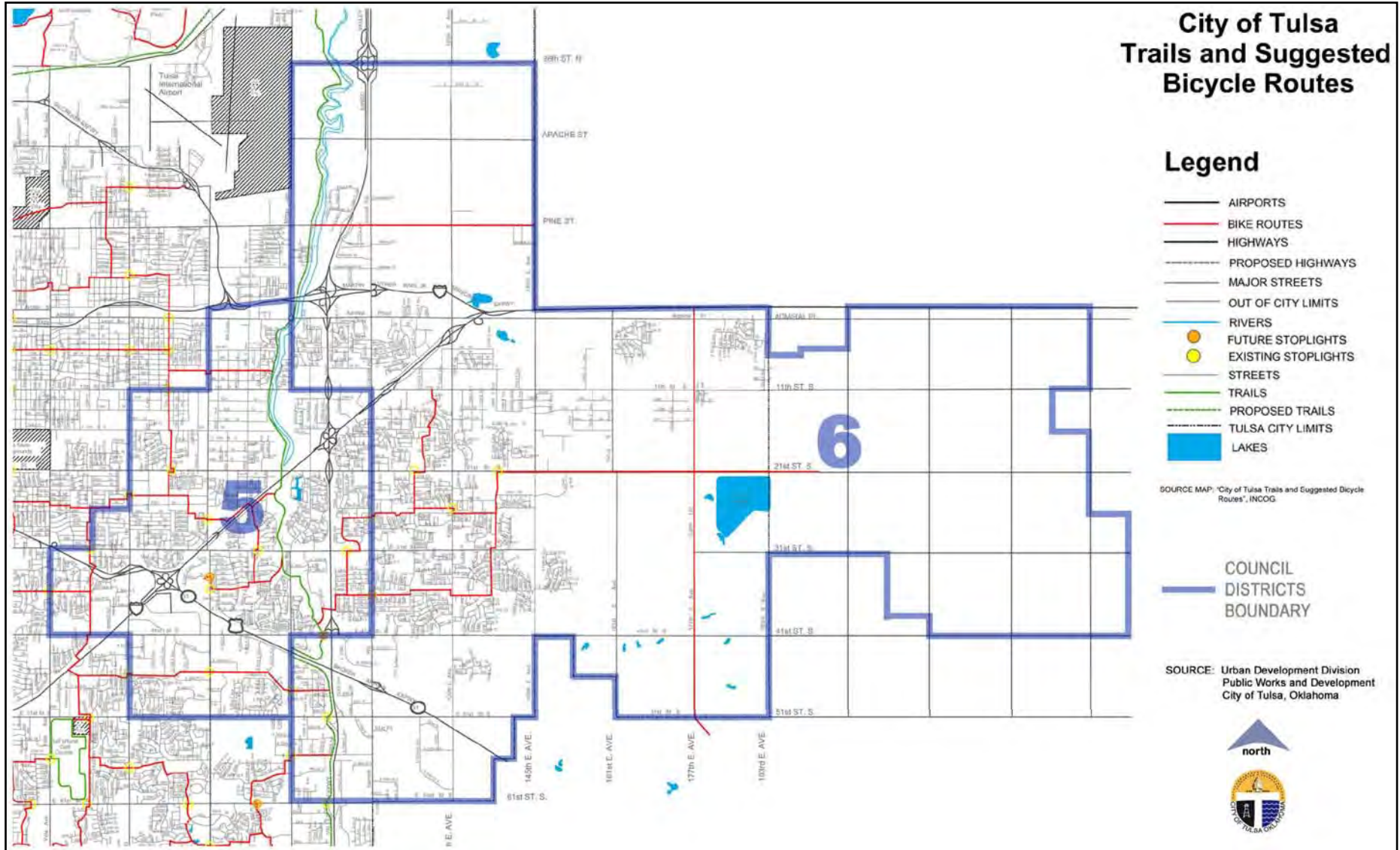
APPENDIX C (Continued)



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

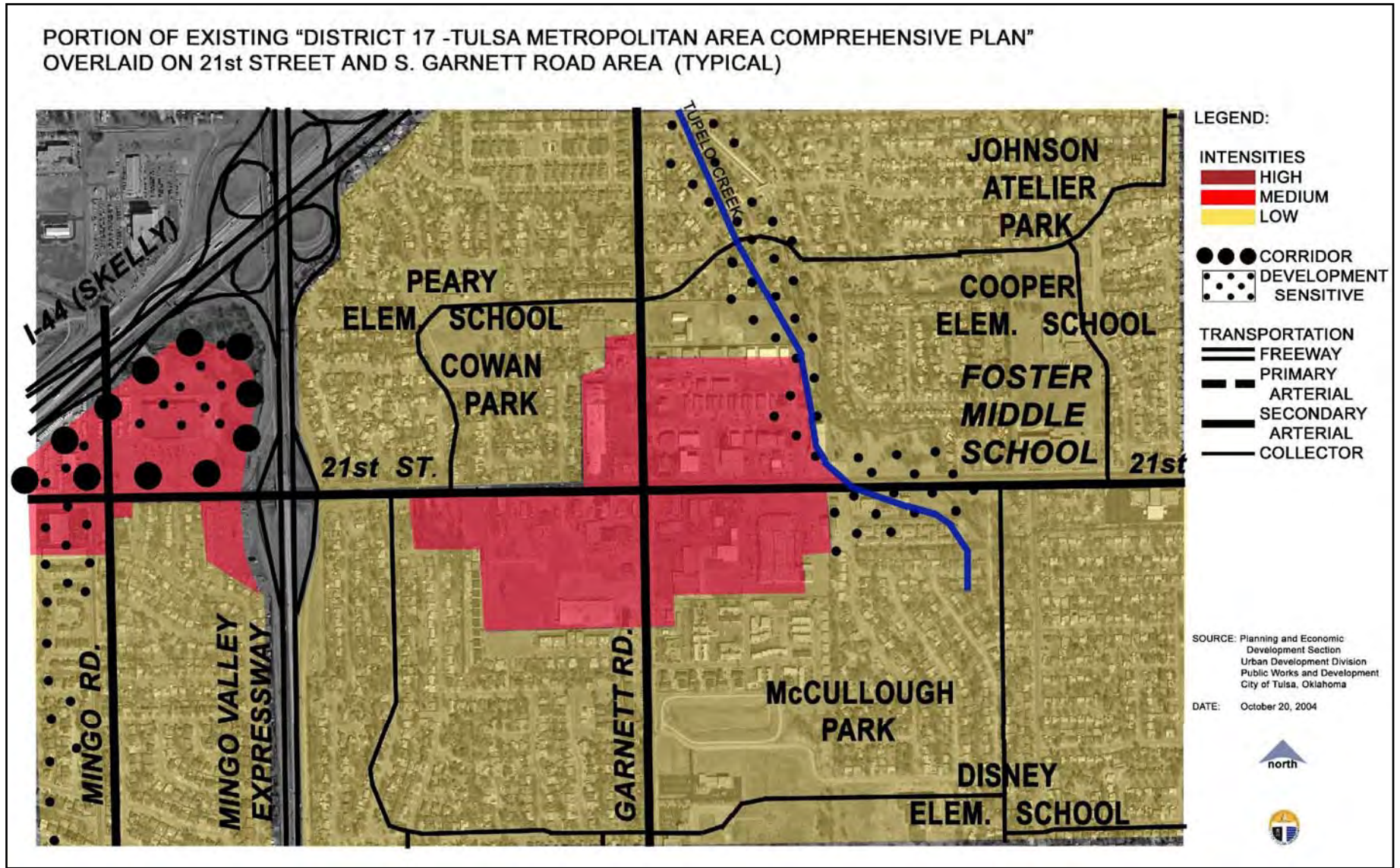
APPENDIX D



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

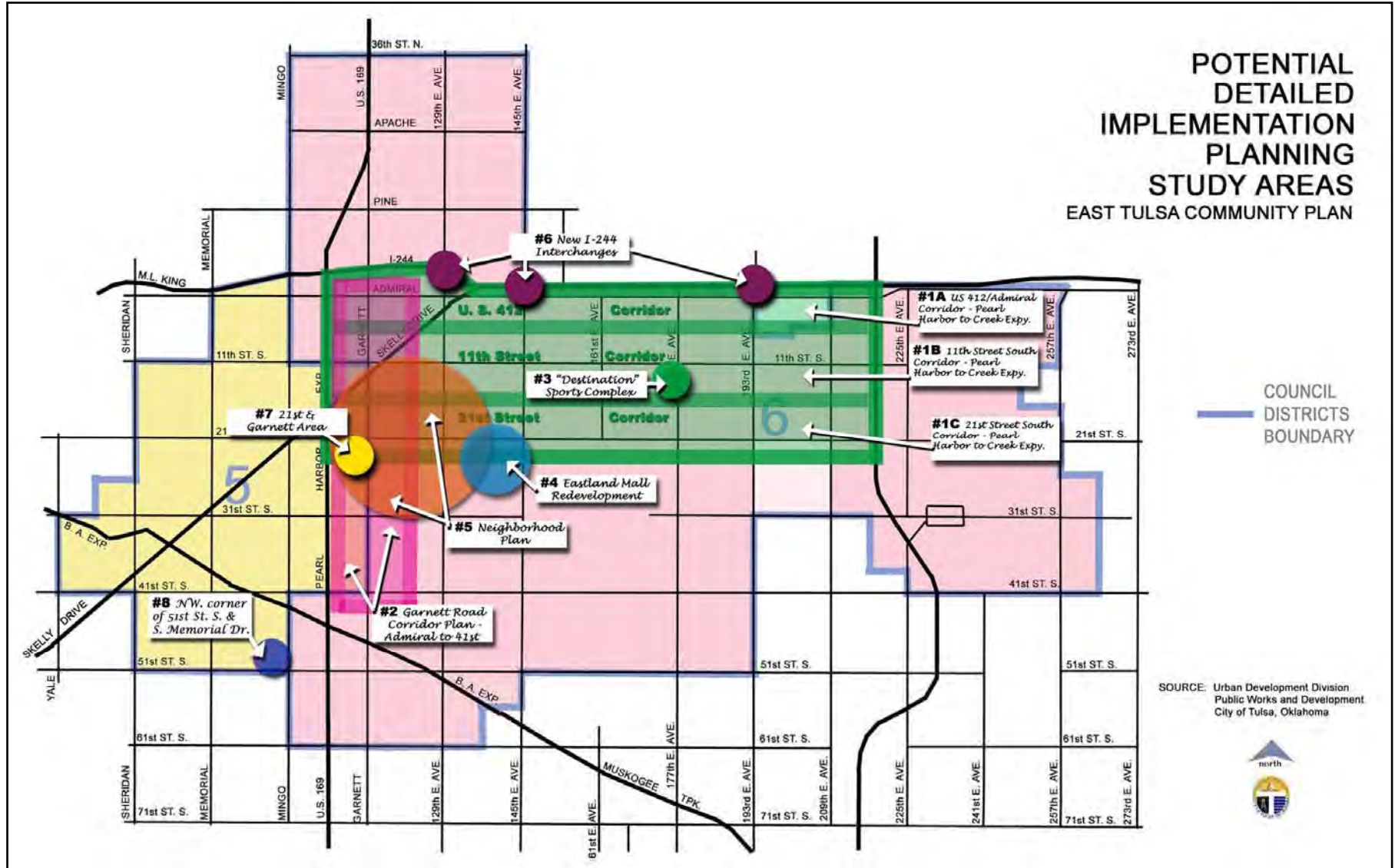
APPENDIX F



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

APPENDIX G

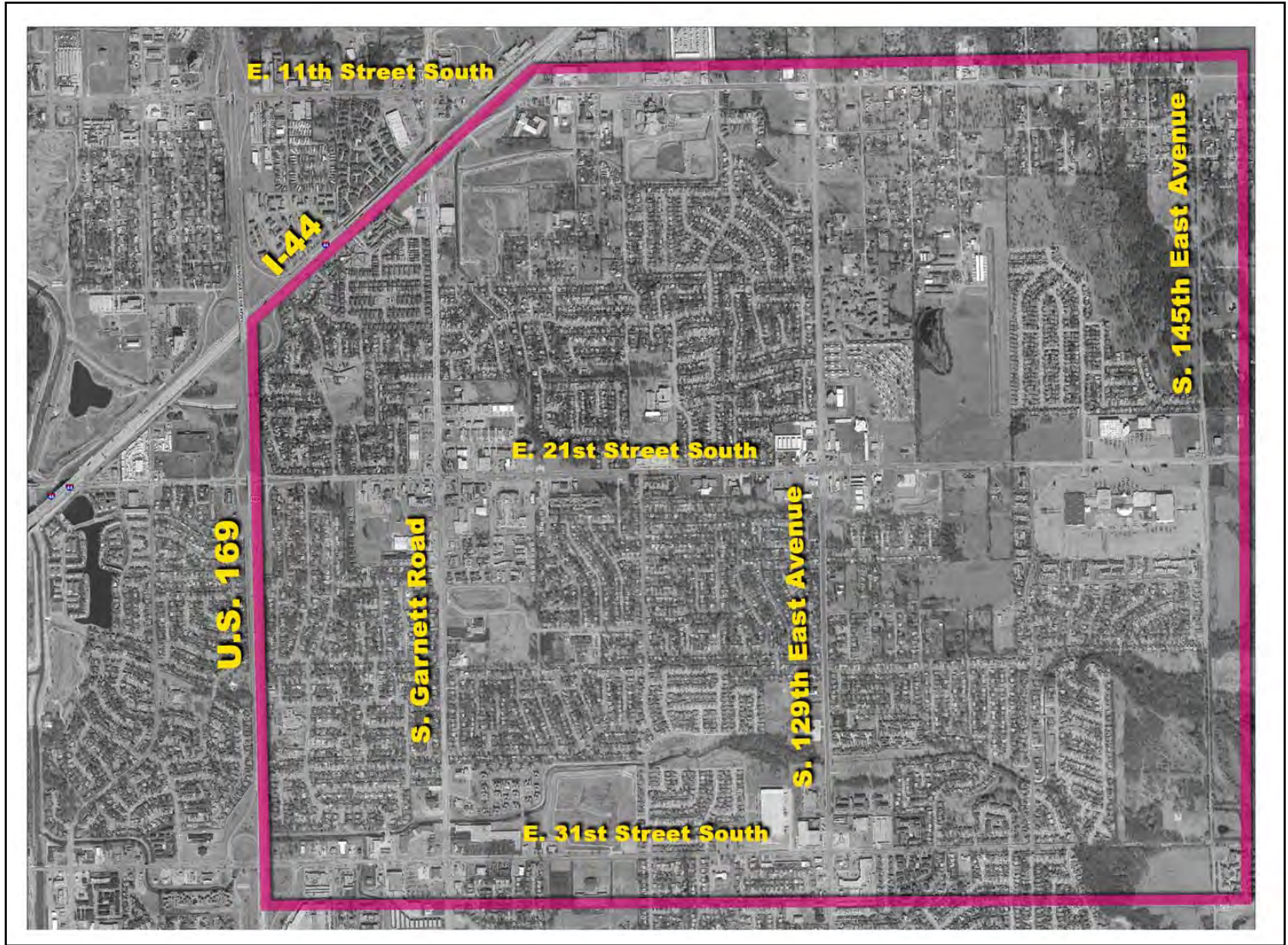


APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

APPENDIX H

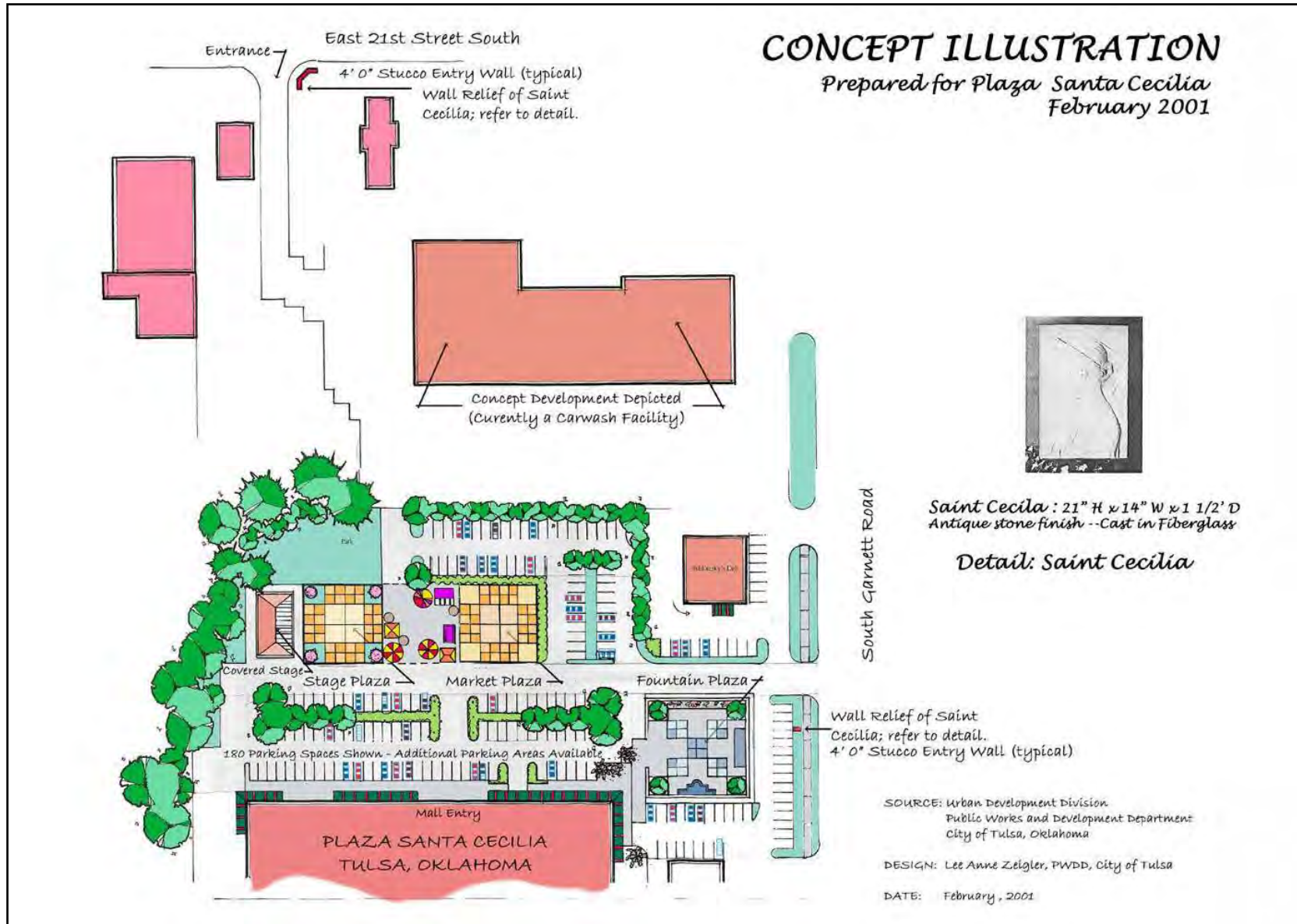
AERIAL PHOTOGRAPH OF DETAILED STUDY AREA



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

APPENDIX J



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 1

APPENDIX K

EXAMPLES OF NEW, INFILL & REDEVELOPMENT EAST TULSA COMMUNITY PLAN STUDY



Residential infill development



Boy Scouts Resource Center new development



MTTA transfer station - new development



Commercial center redevelopment



Clear Channel Communications - redeveloped facility and site



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City Of Tulsa, Oklahoma

DATE: November 8, 2004

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX L

EXAMPLES OF OPPORTUNITY SITES

EAST TULSA COMMUNITY PLAN STUDY

Eastland Mall



Fleming facility and site



Northeast corner of 23rd St. S. and 109th E. Ave. (southwest of Plaza Santa Cecilia)



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City Of Tulsa, Oklahoma


DATE: November 8, 2004

APPENDICES


East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX M

Street re-development reality




Street re-development vision




Examples of Successful Design Solutions for a "Grayfield Center"

- Vision to Reality ●


Vision of "urban village" plaza with surrounding urban densities, activities and focal point.




Intersection with commercial development and pedestrian and vehicle friendly street.




Upper floor residential unit balconies at back side of building and above retail spaces.



Residential units above ground floor retail and shops



Mixed use development at intersection of commercial streets



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX N

EXAMPLES OF RE-DEVELOPMENT &/OR TRANSFORMATIONS OF TRADITIONAL SUBURBAN DEVELOPMENT

Hercules, CA

Hercules, CA

San Pablo, CA

Stopping Sprawl

SOURCE: Sierra Club, "Community Transformations Examples", Steve Price, Urban Advantage.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX O

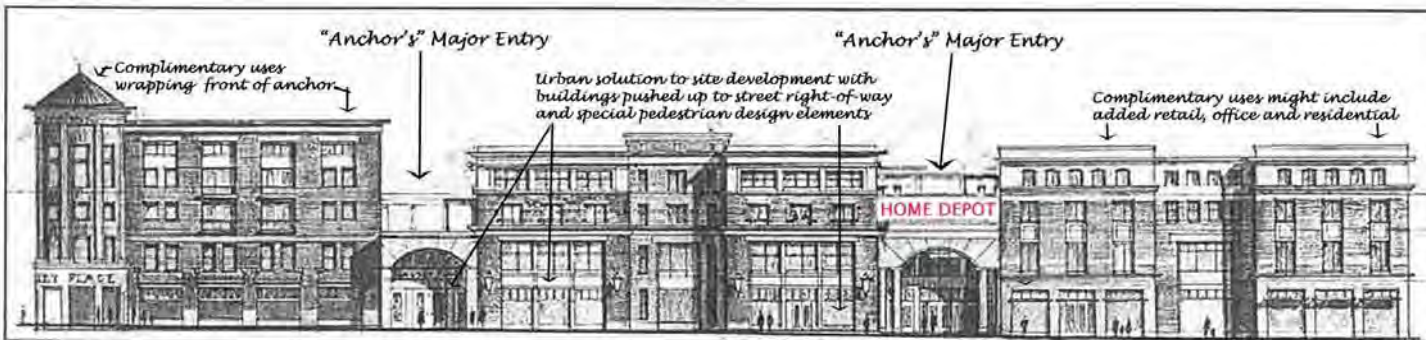
Design Opportunities for Large Retailers



POTENTIAL CONSIDERATIONS:

- New facade guidelines
- Variations in setbacks if design guidelines met
- Materials and textures introduced for public and private improvements
- Modify typical suburban solutions to include a new satellite "urban node"
- Encourage redevelopment with incentives

Proposed FRONT ELEVATION



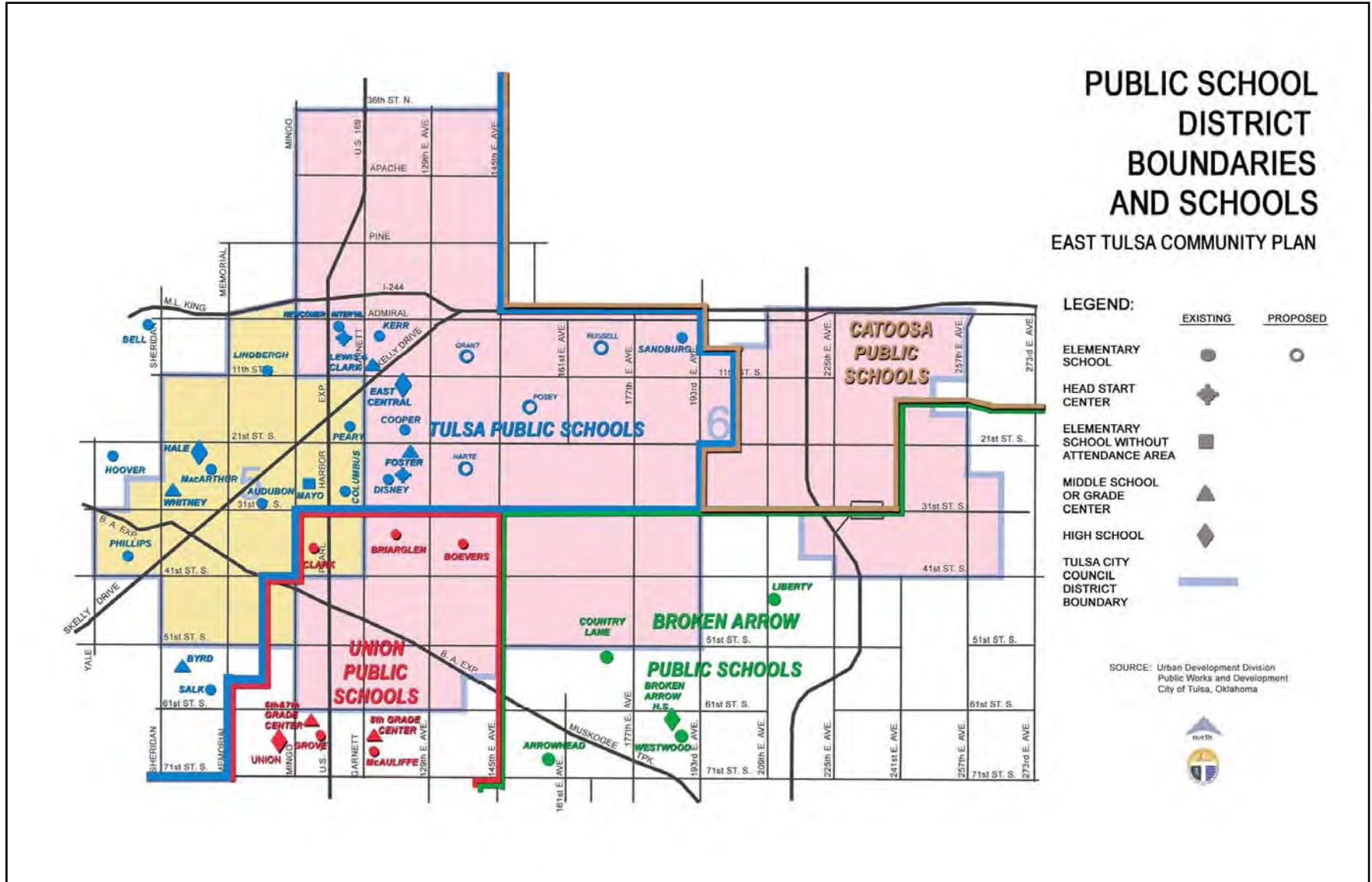
RENDERINGS BY LENNERTE, DODLE & ASSOCIATES

SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development
City of Tulsa, Oklahoma

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX P



APPENDICES

East Tulsa Community Suggested Capital Projects

APPENDIX Q PROJECT AND PROGRAM PRIORITIES OF EAST TULSA COMMUNITY PLANNING TEAM

<u>Detailed Study Area For Public Lands:</u>	<u>Detailed Study Area For Private Lands:</u>
<ul style="list-style-type: none">• Provide Community Center (public or private)• Install bleachers at Brookhollow detention facility• Incorporate Chess tables at Martin Regional Library• Create bicycle lanes--a minimum of five feet wide--on a major street• Add more trees to all detention facility areas• Adopt a monorail system along 21st street from downtown to Fair Oaks area then incorporate thought out the entire city• Construct exit ramp at I-44/Hwy 412 at 145th E. Ave.• Create exit ramp off I-44 to Hwy 169 east bound• Stress need for third airport and new runways in East Tulsa• Support new sports complex at Cooley Creek• Utilize center median as left turn lanes on all major streets• Widen 21st Street• Widen 145 E. Ave. from I-44/Hwy 412 to 31st• Include Rt. 66 stamped concrete and add logo on 11th sty• Install signage for: Rt. 66, Eastland Mall, bike paths and designated points• Coordinate streetscaping and landscaping along all major street corridors• Incorporate brick design on all new sidewalks• Develop lighting systems at and around all City of Tulsa detention facilities and parks• Facilitate X-Games with sound proofing at all storm water detention facilities	<ul style="list-style-type: none">• Provide Community Center (public or private)• Develop north east corner of 31st and 145 E. Ave. as a technology complex, education center or higher education facility• Consider murals of ethnic diversity, designed and created by east Tulsa youth• Develop cultural murals at Plaza Santa Celica• Implement walking trail at the north east corner of 31st and 145 E. Ave. to include sculptures• Design X-Games and Paint Ball to fit in with Eastland Mall• Design a Community Garden at 21st and 135th E. Ave.• Utilize 21st and 135th E. Ave. for a Co-op OSU Extension Garden• Create a water feature at 21st and 135th E. Ave. East of Eastland Mall• Develop outdoor theater and music hall between 11th and 21st on 145th E. Ave.• Construct a Planetarium between 11th and 21st on 145th E. Ave.• Create Paint Ball course between 11th and 21st on 145th E. Ave.• Develop an art Center for local artist on 11 and 129th E. Ave.

APPENDICES

**APPENDIX Q (Continued)
PROJECT AND PROGRAM
PRIORITIES OF EAST TULSA
COMMUNITY PLANNING TEAM**

East Tulsa Community Suggested Capital Projects (Continued)

<p><u>Overall Planning Area For Public Lands:</u></p> <ul style="list-style-type: none"> • Provide Community Center (public or private) • Create bicycle lanes-- a minimum of five feet wide--on a major street • Add more trees to all detention facility areas • Adopt a monorail system along 21st street from downtown to Fair Oaks area then incorporate thought out the entire city • Utilize center median as left turn lanes on all major streets • Widen 21st Street • Coordinate streetscaping and landscaping along all major street corridors • Incorporate brick design on all new sidewalks • Develop lighting systems at and around all City of Tulsa detention facilities and parks 	<p><u>Overall Planning Area For Private Lands:</u></p> <ul style="list-style-type: none"> • Provide Community Center (public or private) • Consider murals of ethnic diversity, designed and created by east Tulsa youth • Develop cultural murals at Plaza Santa Celica • Construct planetarium on 145th E. Ave. • Develop outdoor theatre and music hall on 145th E. Ave. • Implement walking trails with sculpture • Develop murals though out East Tulsa
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East Tulsa Community Suggested Programs

<p><u>Detailed Study Area –Public Programs</u></p> <ul style="list-style-type: none"> • Encourage Festivals in Area • Establish Promotional Groups • Create Artistic/Cultural Attention • Public Awareness (Neighborhood Association indolent for Eastland Mall • Promote Change the Attitudes to acceptance of others 	<p><u>Detailed Study Area – Private-Quasi-Public Programs:</u></p> <ul style="list-style-type: none"> • Contact Simon Properties to discuss Eastland Mall Development • Develop Business Associations • Stress Promotion New in the Tulsa World • Consider Neighborhood News Letters • Design Free Ads – Thirty Nickel • Adopt Change the Attitudes to acceptance of others • Develop Social Outreach Center (Salvation Army)
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APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX R

MAJOR STREET IMPROVEMENTS PROJECT PRIORITIZATION - EAST TULSA COMMUNITY PLANNING AREA

Overall Priority Number	ID	Street Frt-Direction	Street Name	Street Type	Street Post-Direction	W or S Terminus	E or N Terminus	Council District	Intersection	Existing Number of Lanes	Traffic Volumes	Capacity	Volume to Capacity Ratio	Street Classification /MSHP	Number of Accidents	Accident Rate (per million vehicle miles)	Proposed Number of Lanes	Pavement Condition Index Range	Congestion (Volume to Capacity Ratio) - .25 points	Public Safety (Accident Rate) - 20 points	Economic/Infill Development - 5 points	Deliverability/Readiness-to-Proceed - 10 points	Pavement Condition - 5 points	Gap Closure/Corridor Build-Out - 10 points	Relationship to Other Projects - 5 points	Alternative Modes - 5 points	Serves Critical Facilities - 5 points	2-Lane Facility, Over Capacity - 10 points	TOTAL POINTS - 100 points
2	S	Gamett	Rd	I-244	11th St	6	2	13500	11900	1.13	Secondary Arterial	827	35.3	5	61-80	10	13	0	5	2	10	0	4	5	10	59			
5	E	41st	St	Gamett Rd	129th E Ave	6	2	16700	11900	1.40	Secondary Arterial	109	6.0	4	41-60	15	2	0	0	3	10	5	4	5	10	54			
11	S	129th	Ave	31st Street	41st Street	6	2	17100	11900	1.44	Secondary Arterial	189	10.1	5	81-100	15	4	0	0	1	10	0	2	5	10	47			
26	E	41st	St	I-44	Shendan Ave	5, 7	4	34300	23800	1.44	Secondary Arterial	271	24.1	5	21-40	15	9	0	0	4	0	5	2	5	10	40			
28	E	Pine	St	Mingo Rd	U.S. 169	6	2	14100	11900	1.18	Secondary Arterial	51	4.1	4	41-60	10	2	0	0	3	10	0	5	0	10	40			
31	E	51st	St	Gamett Rd	BA Expressway	6	2	13200	11900	1.11	Secondary Arterial	65	6.4	5	61-80	10	2	0	0	2	10	0	2	0	10	36			
33	E	51st	St	Shendan Ave	Memorial Dr	5, 7	4	32800	23800	1.38	Secondary Arterial	698	19.4	5	61-80	15	7	0	0	2	0	5	2	5	10	36			
38	E	31st	St	Memorial Dr	Mingo Rd	5	4	23700	23800	1.00	Secondary Arterial	507	19.5	5	61-80	10	7	0	0	2	0	5	4	5	10	33			
39	S	129th	Ave	51st Street	61st Street	6	2	17200	11900	1.45	Secondary Arterial	154	8.2	4	61-80	15	3	0	0	2	0	0	2	0	10	32			
42	S	Mingo	Rd	31st Street	41st Street	5	2	11800	11900	0.99	Secondary Arterial	393	30.4	5	41-60	5	11	0	0	3	10	0	2	0	0	31			
45	S	Memorial	Dr	31st Street	41st Street	5	4	35800	26600	1.35	Primary Arterial	453	11.6	6	61-80	15	4	0	0	2	0	0	4	5	10	30			
47	S	Memorial	Dr	21st Street	31st Street	5	4	31900	26600	1.20	Primary Arterial	290	8.3	6	41-60	15	3	0	0	3	0	0	4	5	10	30			
48	E	21st	St	101st E Ave	Gamett Rd	5	4	26300	26600	1.06	Primary Arterial	445	20.5	6	41-60	10	8	0	0	3	0	0	4	5	10	30			
51	S	Memorial	Dr	41st Street	51st Street	5	4	33800	26600	1.27	Primary Arterial	691	18.7	6	61-80	15	7	0	0	2	0	0	4	0	10	28			
53	E	41st	St	Shendan Ave	Memorial Dr	5	4	21300	23800	0.89	Secondary Arterial	269	11.5	5	21-40	5	4	0	0	4	0	5	4	5	10	27			
54	S	Memorial	Dr	11th Street	21st Street	5	4	26300	26600	0.99	Primary Arterial	328	11.4	6	41-60	5	4	0	0	3	0	5	4	5	10	26			
58	E	Admiral	Pl	Memorial Dr	Mingo Rd	5	4	12500	23800	0.53	Secondary Arterial	745	54.4	4	61-80	0	20	0	0	2	0	0	4	0	10	26			
58	S	Shendan	Rd	21st Street	31st Street	4, 5	4	20800	23800	0.87	Secondary Arterial	510	22.4	5	41-60	5	8	0	0	3	0	0	4	5	10	25			
66	E	41st	St	Mingo Rd	U.S. 169	5, 6	4	25800	26600	0.96	Secondary Arterial	220	15.7	5	41-60	5	6	0	0	3	0	5	4	0	10	23			
80	E	11th	St	129th E Ave	145th E Ave	6	2	3800	11900	0.32	Secondary Arterial	26	6.2	4	41-60	0	2	0	0	3	0	5	2	5	0	17			
91	E	11th	St	145th E Ave	161st E Ave	6	2	2000	11900	0.17	Secondary Arterial	3	1.4	4	41-60	0	1	0	0	3	0	5	2	5	0	16			
98	S	145th	Ave	31st Street	41st Street	6	2	10400	11900	0.87	Primary Arterial	64	5.6	4	41-60	5	2	0	0	3	0	0	2	0	0	12			
101	E	11th	St	177th E Ave	193rd E Ave	6	2	1900	11900	0.16	Secondary Arterial	30	14.4	4	61-80	0	5	0	0	2	0	0	2	0	0	9			
102	E	11th	St	161st E Ave	177th E Ave	6	2	1700	11900	0.14	Secondary Arterial	23	12.4	4	61-80	0	5	0	0	2	0	0	2	0	0	9			

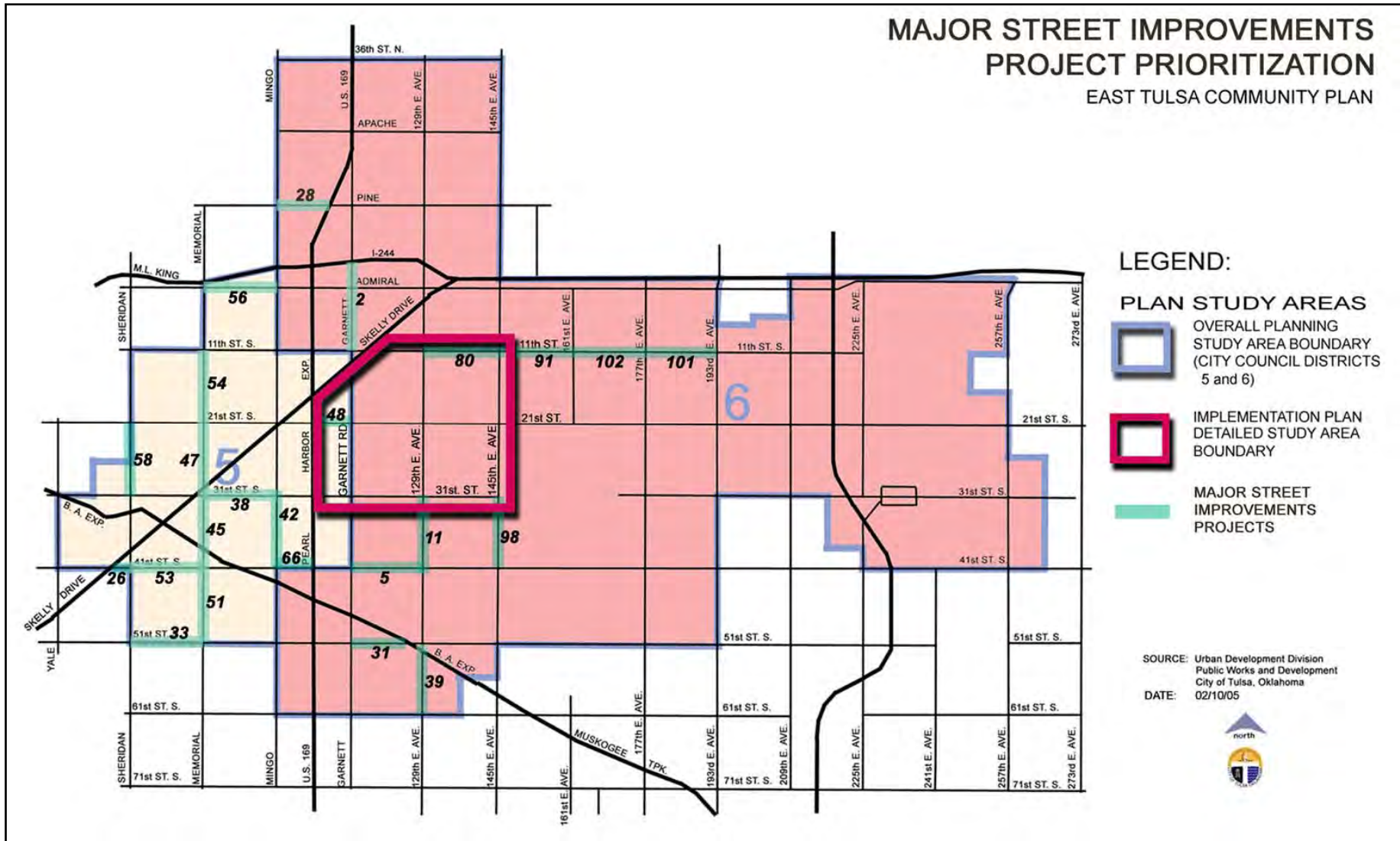
Orange - segments highlighted are not in the current CIP

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX R (Continued)

NOTE: This map only depicts the 2005 City of Tulsa major street improvement prioritization schedule as of 01/13/05.)



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX S – EAST TULSA COMMUNITY PLANNING TEAM MEETING PHOTOGRAPHS



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan

APPENDIX T – EAST TULSA COMMUNITY YOUTH PLANNING TEAM MEETING PHOTOGRAPHS



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

APPENDIX U - ACKNOWLEDGMENTS

The participants in the East Tulsa Community Planning Team (ETCPT) study efforts included area residents, property owners, business proprietors, institutional representatives, political representatives, and City staff. The following list includes participants that attended one or more meetings.

Theresa Buchert, Team Chair and President of South and East Alliance of Tulsa	Bill Schneider	Cesar Monof, East Central High School	Councilor Sam Roop, District 5 – March 2004 to February 2005
Al Nichols, Mingo Valley Neighborhood Association	Bob Hendrick	Chardar Law, East Central High School	Courtney Elias
Alice Blue, East Tulsa Prevention Coalition	Bobbie Walker Henderson, Camp Fire USA	Charles Lowry	D. Radnovich
Alice Gilmore	Brad Nickson	Charles Reeves, Tower Heights	Dan Bales
Amanda Ruelas, East Tulsa Prevention Coalition	Brian Miller	Charlotte Harer	Dan Hayley
Amaya Melendez, Community Service Council	Calvin McClendon	Cheryl Schaumburg	Daniel Fleet, Eastland Baptist Church
Amy Cowart, Union Alternative School	Cameron Whitham, East Central High School	Chris Cox, City of Tulsa	David Barber, Moeller Heights
Art Justis	Carina Lorenzo, East Central High School	Chris Lawrence, Cooper Neighborhood Association	David Kelley, Magic Circle
Betty Freeman, Western Village	Carl Scott, Columbus Neighborhood Association	Cindie Lamon	David McNatt, Magic Circle
Beverly Heady, Park Plaza #6	Carol Grant	Claudia SanMartin, East Central High School	Dennis Crayton, Western Village
Beverly Rouse, Tower Heights	Carole Warren, Vision 2025 Task Force	Clayton Walker	Dolores Verbonits, Community Service Council
Bill Dalton	Carolyn Haiku	Colby Shelton, Union Alternative School	Don Flyer
Bill Harer	Carolyn Harlem	Councilor Bill Martinson, District 5 – February 2005 to present	Donna Lowry
	Carolyn Hater, Crescent Heights	Councilor Jim Mautino, District 6	Duane Kleppe
	Cecilia Wilkens		Elizabeth Miranda, Plaza Santa Cecilia

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

Eric Paschell, Cooper Neighborhood Association	Janis Sisemore, Eastland Mall	Kendall Buchert	Mark Mueller
Erin Patrick, City of Tulsa	Jennifer Nokes	Keng Vang, East Central High School	Marvin Luke
Ethel Vosberg, Wagon Wheel	Jerry Freeman	Kim Godsey, Eastland Mall	Mary and Kenneth Hill
Fernando Laurens	Jim and Pat Madsen	Kim Meloy, City of Tulsa	Mary Jo Bridges
Fred Ramos, Greater Tulsa Hispanic Chamber of Commerce	Jim and Virginia Allen	Kristina Schwaghfok, Union Alternative School	Mary Thomas
Gail Potter	Jim Hartsell	Leona Thao, East Central High School	Matt Hale, East Central High School
Glen Sams, City of Tulsa	Jim Rouse, Tower Heights	Leonard Busch	Mayor Bill Lafortune, City of Tulsa
Greg Harmer	Joe Scott, Magic Circle	Linda West	Michael Nokes
Greg Vosberg, Wagon Wheel	John Edwards	Lindsay West, Union Public Schools	Michelle Farrell
H.C. Laplante	John Huffines, Brookside	Lisa Swarhout	Mike Wedel
Heather Osborn, Union Alternative School	Juan Rueda, East Central High School	Lorie McNatt, Magic Circle	Misee Lor, East Central High School,
Irene Mahry, Cooper Neighborhood Association	Judy Elliott	Louella Hefley	Misty Bluewz
Iris Greenwell, Tulsa Technology Center	Judy McKee	Lynda Silva, Magic Circle	Monica Ruelas, East Central High School
J.C. Miller	June Dall	Lynette Barber, Moeller Heights	Nancy Crayton
Jack Sweet	Karen O'Brien, Vision 2025 Task Force	Lynn Lucas	Nancy Jackson
Jack Thomas	Kathy Sebert, Moeller Heights	Magen Noble	Nhong Vang, East Central High School
Janet Miller	Katia Maya, East Central High School	Major Marshall Gesner, Salvation Army	Nick Goltra, Union Alternative School
Janie Sisovsky, Western Village	Kay Bell	Margaret Friedl	Osman Sheikh, East Central High School
	Keith McGrew, Mayo Plaza	Margaret Moyan	Pada Lor, East Central High School
	Kerry Wallace		Pam Huffines, Mayo Plaza

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

Pat Kendall, Cooper Neighborhood Association	Rickey Sisemore, Eastland Mall	Stephanie Buchert, South and East Alliance of Tulsa	Tom Holber
Pattie Norris, Encouragement Now!	Rose Higdon, South and East Alliance of Tulsa and Cooper and Neighborhood Association	Steve Gardner	Tom McBay, Cooper Neighborhood Association
Paul Roals	Ryan Williams	Steve Self	Tom Moody, Western Village
Paul Zachary, City of Tulsa	S. Jo Bible, Columbus Neighborhood Association	Sue Lawrence, Cooper Neighborhood Association	Tommy Hayatt, East Central High School
Peter Miranda	Sandra Nokes	Sue O'Connor	Virginia L. Jones
Phillip Rivera, East Tulsa Prevention Coalition	Sandy Graue	Sue Tibbs	W. David O'Brien
Phyllis Burks	Shannon Decater, East Central High School	Susan Brandon	Wayne Bohannon, Wagon Wheel
Rachel Lay	Shelby Castlebery	Taylor Page, Union Alternative School	Wilbert Collins, Tulsa County Commissioner
Randi Miller, Tulsa County Commissioner	Shirley Dalton	Terry McGee, McGee Enterprises	William L. Miller
Retia Anaya, East Central High School	Sierra	Thomas G. Martinez	
		Tom Fawcett	

City of Tulsa:

Brenda K. Miller, Deputy Director, Public Works and Development, Urban Development Division

Pat Treadway, A.I.C.P., Manager, Planning and Economic Development

Stephen D. Carr, A.I.C.P., Planner III, Project Manager

Monty McElroy, Planner I

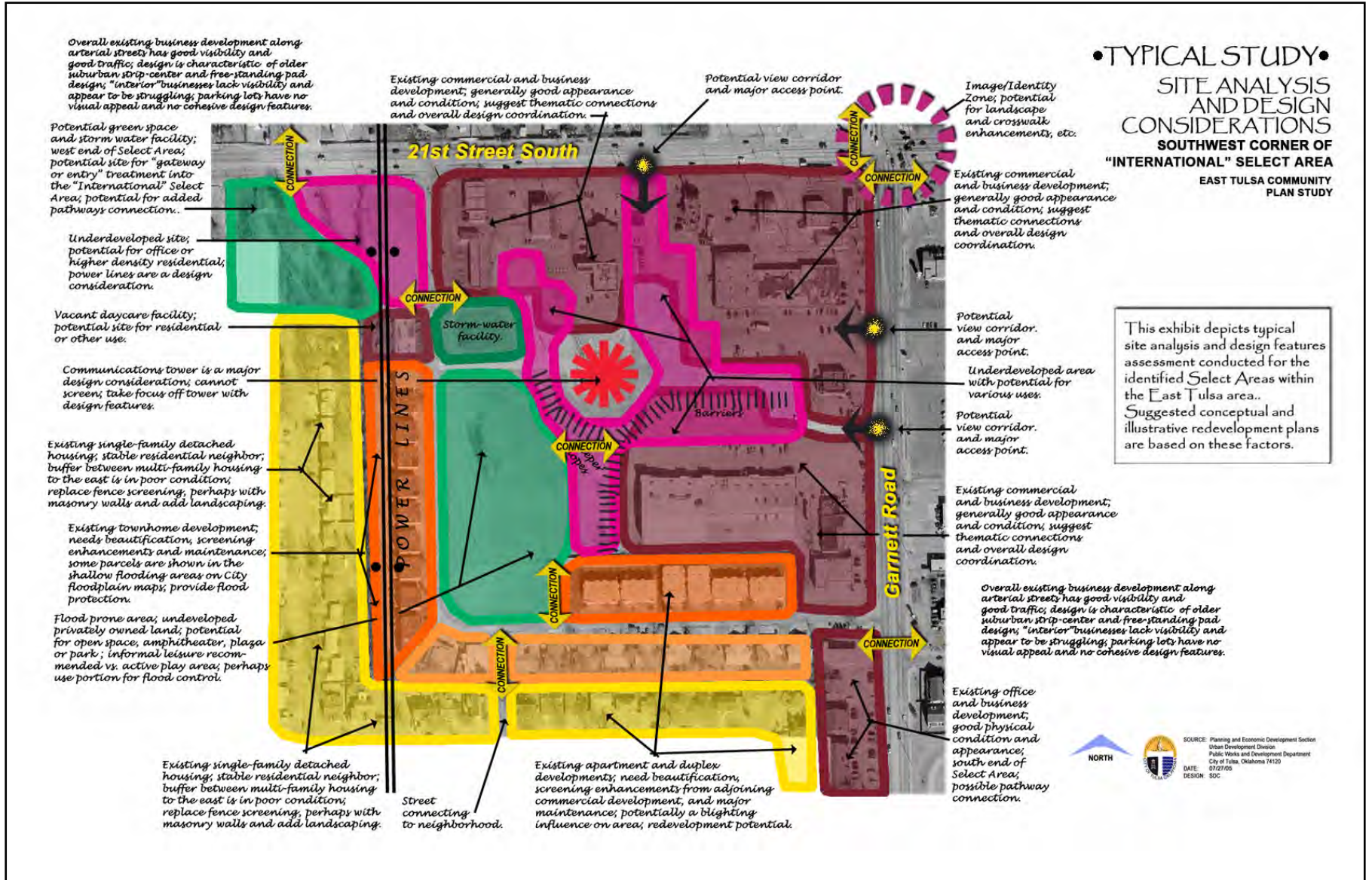
O.C. Walker II, Planner I

Fathieh Guinn, Graphics Specialist

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

APPENDIX V



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

APPENDIX W

EAST TULSA CAPITAL PROJECTS INVENTORY 2006-2010

*This appendix is for **information purposes only** and is not part of the ordinances adopted by the Tulsa City Council. It provides information about the capital projects requested by city departments and citizens. The information is compiled from the “Capital Projects Inventory-FY2006-FY2010” for the whole City of Tulsa, however, this appendix shows those projects that are within the City Council Districts 5 and 6. The projects are listed by department and type with cost estimates and an indication of the Council District they would serve.*

The major programs operated by the City are:

- **Public Safety and Protection**
- **Cultural Development and Recreation**
- **Public Works and Development**
- **Transportation**
- **Administrative and Support Services**

City departments are assigned to one of the above program categories and operating and capital budget appropriations are reported at the program category level. The inventory of capital needs is also organized according to major program categories and departments. Each year elected officials decide which projects in the inventory should be funded. In many instances, the costs of the high priority projects are great enough to justify a sales tax or bond proposal.

The following is a list for City Council Districts 5 and 6 of most of the capital requests, by program and department, currently in the inventory. Virtually all of the projects have been identified in various long-range plans adopted or approved by a board, an authority, or elected officials. They also have been reviewed by the Tulsa Metropolitan Area Planning Commission and judged to be in accordance with the City's Comprehensive Plan. Since the time-horizons used in public planning processes can be up to 25 years, not all of the identified projects will be financed in this plan's five-year time frame.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

The list below notes the project number (per department), project title, cost estimates, and an indication of the city council districts they serve. In most cases, the council district number(s) correspond to the actual district(s) served. In instances involving facilities with a citywide service area, those projects are not included in this list unless they are located in either District 5 or 6. Those “citywide” projects are included in the City’s “Capital Projects Inventory”. Thus, in some instances program area projects are not listed since the service is “citywide”. Projects listed in bold letters are additions to the existing inventory since the last adoption of the Capital Plan by the Council.

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
POLICE DEPARTMENT:			
9	Southeast Substation (UDSE) New Facility	5,000	5, 6, 7, 8
POLICE PROJECTS TOTAL		5,000	
FIRE DEPARTMENT:			
7	New Fire Station 11 – Vicinity of 177 th East Avenue and 11 th Street South.	3,350	6
8	New Southeast Tulsa Fire Station	2,600	5, 6, 7
FIRE PROJECTS TOTAL		5,950	
PARK AND RECREATION DEPARTMENT:			
3	McClure Park, Second Water Slide	100	3, 4, 5, 6
12	Irrigation Installation at 5 Parks	130	1, 4, 5
38	Hicks Park Landscaping	215	5, 6
43	Carl Smith Complex Facilities Development (located in District 6)	250	Citywide
45	Firecracker Site Facilities Development	140	5, 6
47	Hicks Park Gym Addition and Site Renovation	2,530	5, 6
48	Hilti Baseball Facilities Expansion	1,000	5, 6, 7, 8
51	McClure Racquetball Court Renovation	435	3, 4, 5, 6
PARK AND RECREATION PROJECTS TOTAL		4,800	
PUBLIC WORKS AND DEVELOPMENT:			
Streets:			
17	11 th Street South – 129 th East Avenue t 193 rd East Avenue and Bridge	48,000	6
18	21 st Street South – 101 st East Avenue to Garnett Road (Six Lane)	14,000	5
19	31 st Street South – Memorial Drive to Mingo Road (Five Lane)	7,000	5
22	41 st Street South – Darlington Avenue to I-44	5,000	5, 7

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
23	41 st Street South Garnett Road to 129 th East Avenue	9,000	6
24	41 st Street South – I-44 to Sheridan Road (Six Lane)	4,000	5, 7
25	41 st Street South - Mingo Road to U.S. 169	2,250	5, 6
26	41 st Street South – Sheridan Road to Memorial Drive	11,000	5
30	51 st Street South – Garnett Road to Broken Arrow Expressway	6,450	6
33	51 st Street South – Yale Avenue to Memorial Drive	19,000	5, 7
50	129 th East Avenue – 31 st Street South to 41 st Street South	9,600	6
51	129 th East Avenue – 51 st Street South to 61 st Street South	9,000	6
52	145th East Avenue – 11th Street South to 21st Street South	850	6
53	145th East Avenue – 21st Street South to 31st Street South	14,000	6
54	145 th East Avenue – 31 st Street South to 41 st Street South	10,000	6
55	Admiral Place - 145 th East Avenue to 165 th East Avenue	13,000	6
56	Admiral Place – Garnett Road to 129th East Avenue	10,000	6
57	Admiral Place - Sheridan Road to Mingo Road (Curbs, Sidewalks & Drainage)	20,000	3, 5
62	Garnett Road – I-244 to 11 th Street south	11,500	6
72	Memorial Drive - 11 th Street South to 21 st Street South (Six Lane)	15,500	5
73	Memorial Drive – 21 st Street South to 71 st Street South (Six Lanes)	68,250	5, 7
75	Mingo Road - 31 st Street South to 41 st Street South	10,000	5
83	Pine Street – Mingo Road to U.S. 169	6,500	6
84	Pine Street – U.S. 169 to 129th East Avenue	17,000	6
85	Sheridan Road – 15 th Street South to 21 st Street South (Five Lane)	5,000	4, 5
86	Sheridan Road – 21 st Street South to 31 st Street South (Five Lane)	9,000	4, 5
91	Yale Avenue – 31 st Street South to 41 st Street South (Six lane)	16,000	5, 9
Street Projects Total		370,900	
Water (Supply, Treatment and Distribution):			
7	Lynn Lane and Yahola Terminal Storage Reservoirs Repairs and Improvements (Lynn Lane facility in District 6)	750	Citywide
15	A.B. Jewell Chemical Feed Facilities Improvement (located in District 6)	1,650	Citywide
16	A.B. Jewell Plant 15mgd Expansion (located in District 6)	21,565	Citywide
17	A.B. Jewell Plant 30mgd Expansion (located in District 6)	43,125	Citywide
18	A.B. Jewell Plant Maintenance and Improvements (located in District 6)	3,000	Citywide
19	A.B. Jewell Plant Sludge Landfill (located in District 6)	2,220	Citywide
20	A.B. Jewell and Mohawk Plants Chloramine Conversion Expansion (A.B. Jewell Plant located in District 6)	300	Citywide
21	A.B. Jewell and Mohawk Plants Security Improvements (A.B. Jewell Plant located in District 6)	500	Citywide

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
25	60" Line – 21 st Street from A.B. Jewell (Clean & Line)	1,090	4, 5, 6
26	72" Main – A.B. Jewell Plant to 129 th East Avenue	28,860	6, 7, 8
33	East Tulsa Water Loop Line	6,000	6
Water Projects Total		109,060	
Sanitary Sewer:			
Northside Collection:			
1	Northside Lift Station and Force Main	1,760	6
2	Apache East Interceptor – South Extension Phase 1 & 2	1,620	6
7	Douglas Creek Relief	6,815	3, 5, 6
13	Lower Cooley Relief	2,215	6
15	Lower Mingo Relief Phase 1	7,110	5
16	Lower Mingo Relief Phase 2	4,170	1, 5, 6
29	Upper Cooley Relief	500	6
30	Upper Mingo, 84-N Relief	370	5
31	Upper Mingo/Broken Arrow Expressway North	3,660	5
32	Upper Mingo/Broken Arrow Expressway South	6,810	5
33	Upper Mingo/Fulton Relief	1,500	5
34	Upper Mingo/Jones Relief	2,450	5, 7
35	Upper Mingo/Lower Bell Relief	6,440	5, 7
36	Upper Mingo/Upper Bell Relief	3,080	5, 7
37	Upper Mingo/Upper Brookhollow Relief	1,680	5, 7
38	Upper Mingo/Upper & Lower Tupelo Relief	3,740	5, 7
Northside Collections Projects Total		53,920	
Northside Treatment:			
40	Northside WWTP Anaerobic Digester No. 1 and 2 Improvements	4,000	1, 3, 4 5, 6
41	Northside WWTP Anaerobic Digester No. 3 and 4 Improvements	4,000	1, 3, 4 5, 6
42	Northside WWTP Effluent Filtration Addition and Low Head Pumping Station	16,230	1, 3, 4 5, 6
43	Northside WWTP Equipment Maintenance Improvements	510	1, 3, 4 5, 6
44	Northside WWTP Headworks Improvements	3,670	1, 3, 4 5, 6
45	Northside WWTP No. 5 Digester and Pasteurization	8,700	1, 3, 4 5, 6
46	Northside WWTP Nonpotable Water, Chlorine Basin Improvements	880	1, 3, 4 5, 6
47	Northside WWTP Odor Control Addition	7,620	1, 3, 4 5, 6

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
48	Northside WWTP Primary Gravity Sludge Thickener Rehab.	540	1, 3, 4 5, 6
49	Northside WWTP SCADA Improvements	2,650	1, 3, 4 5, 6
50	Northside WWTP Security and Safety Improvements to Disinfection	2,150	1, 3, 4 5, 6
51	Northside WWTP Sludge Handling Facilities	8,150	1, 3, 4 5, 6
52	Northside WWTP Sludge Lagoon Improvements	1,980	1, 3, 4 5, 6
Northside Treatment Projects Total		61,080	
Spunky/Bird Creek Collection:			
89	Catoosa Interceptor Relief	5,610	6
90	Lower Bird Creek N. Interceptor	1,150	6
91	Lower Bird Creek N. Lift Station & Force Main	850	6
92	Lower Bird Creek S. Interceptor	4,480	6
93	N. Adams Creek Extension	1,890	6
94	N. Adams Creek Lift Station & Force Main	3,720	6
95	N. Fair Oaks Extension	2,460	6
96	N. Fair Oaks Lift Station & Force Main	3,330	6
97	Rolling Hills Lift Station Relief	1,330	6
98	Salt Creek Extension	2,580	6
99	Salt Creek Lift Station & Force Main	6,190	6
100	Spunky Creek Interceptor – East Branch	1,390	6
101	Spunky Creek Interceptor – Main Stem North	3,590	6
102	Spunky Creek Interceptor – Main Stem South	2,720	6
103	Spunky Creek Interceptor – Rose Dew Lift Station Relief	2,625	6
104	Spunky – East Tulsa Lift Station & Force Main	4,895	6
Spunky/Bird Creek Collection Projects Total		48,810	
Spunky/Bird Creek Treatment:			
105	Lower Bird Creek Plant Expansion (2 to 4 mgd)	12,200	6
106	Lower Bird Creek 2 nd major Expansion	31,060	6
107	Lower Bird Creek WWTP Safety Improvements and Sampling Improvement	600	6
Spunky/Bird Creek Treatment Projects Total		43,850	
Sewer Projects Total		207,660	

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan Phase 1

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
Flood Control:			
2	Brookhollow Creek – Eastland Mall Relief Drainage System (Adjacent Areas)	430	6
3	Brookhollow Creek – Mayo Plaza Drainage Relief System	1,640	6
4	Catfish Creek – 56 th Street South Culvert Replacement & Channel	500	5
19	Crow Creek – 15 th St. and BA Expressway Detention Basin & Storm Sewer Improvements	4,210	4, 5
44	Fulton Creek – 37 th Street South and Memorial Storm Sewer	800	5, 7
50	Jones Creek – Channel and Crossing Improvement	1,665	5
51	Jones Creek – Storm Sewer, Channel & Bridge Replacement at 68 th E. Pl. and 71 st E. Avenue	2,100	5
73	Spunky Creek – Rolling Hills Channel	2,850	6
74	Tupelo Creek – 21 st Street Detention Basin (MLM5D)	1,730	6
75	Tupelo Creek – Cherokee Village Relief Drainage System (MLM8A)	5,125	6
76	Tupelo Creek – Harvey Young Detention	610	6
77	Upper Brookhollow Creek – Detention Sites	2,900	6
Flood Control Projects Total		61,080	
PUBLIC WORKS PROJECTS TOTAL		748,700	
CAPITAL PROJECTS TOTAL IN COUNCIL DISTRICTS 5 AND 6		764,450	

* Department's project number per the City Departments' list of projects.

CONTACT:

Stephen D. Carr, A.I.C.P., Planner III
Planning and Economic Development Division
Urban Development Department
City of Tulsa
111 S. Greenwood Avenue, Suite 200
Tulsa, Oklahoma 74120

Telephone: (918) 596-2600
FAX: (918) 596-2608
EMAIL: SCarr@ci.tulsa.ok.us

REQUEST FOR ACTION: RESOLUTION

Version: 07/25/2003

AGENDA FOR: MAYOR COUNCIL AUTHORITY: DATE: November 16, 2006

FOR INFORMATION CONTACT:

DEPARTMENT: TMAPC CONTACT NAME: Dane Matthews

ADDRESS: 201 West 5th, Suite 600 74103 TELE: _____

RESOLUTION TYPE: OTHER RESO. #: 7409

ADDRESS: _____ AMOUNT: _____

PROPERTY OWNER: _____ CASE #: _____

PROJECT TITLE: _____ PROJECT #: _____

ADDITION: _____ TMAPC #: _____

AMENDMENT OF/BY RESOLUTION #: _____ COUNCIL DIST.: _____ PLANNING DISTRICT: _____

LOT: _____ BLOCK: _____ SECTION: _____ TOWNSHIP: _____ RANGE: _____

SUMMARY:

Resolution No.: 2464:880
Resolution amending the detail plan map and text for Planning District 17, a part of the Comprehensive Plan for the Tulsa Metropolitan Area by adopting the East Tulsa Neighborhood Detailed Implementation Plan, Phase I.

NOTE: According to O.S. Title 19, § 863.7, the City Council must act on this item within 45 days of receipt. If no action is taken, the amendment will be officially approved

BUDGET: _____ **FINANCE DIRECTOR APPROVAL:** _____

FUNDING SOURCE: Approved By
City Council On
NOV 30 2006

NOV 22 2006

REQUEST FOR ACTION: *All department items requiring Council approval must be submitted through Mayor's Office.*

TMAPC voted 8-0-0 to recommend the City Council approve Resolution No. 2464:880 to adopt the provisions for Plan map and text amendments related to the East Tulsa Neighborhood Detailed Implementation Plan, Phase I as set forth in Exhibit A for District 17 per staff recommendation.

RESOLUTION NO. 7409

DEPARTMENT HEAD APPROVAL: _____ DATE: _____

CITY ATTORNEY APPROVAL: _____

BOARD APPROVAL: _____

MAYORAL APPROVAL: James L. Baker **PRO-TEM** 12-11-06

OTHER: _____

FOR CITY COUNCIL OFFICE USE ONLY: 06-1757-1

DATE RECEIVED: 11-16-06

COMMITTEE: DED COMMITTEE DATE(S): 11-28-06

FIRST AGENDA DATE: 11-30-06

HEARING DATE: _____ SECOND AGENDA DATE: _____

APPROVED: _____

For City Clerk's Office Use Only (Agenda Date: MMDDYYYY; Sec #; Dept #, Item #, Sub-Item #, Status: S=Synopsis):

12 - 06 - 2006

2

17

9

**A RESOLUTION AMENDING
THE DETAIL PLAN MAP AND TEXT FOR PLANNING DISTRICT 17,
A PART OF THE COMPREHENSIVE PLAN
FOR THE TULSA METROPOLITAN AREA BY ADOPTING THE EAST TULSA
NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN, PHASE I**

WHEREAS, Pursuant to Title 19, OSA, Section 863.7, the Tulsa Metropolitan Area Planning Commission (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC is required to prepare, adopt and amend, as needed, in whole or in part, an official Master Plan to guide the physical development of the Tulsa Metropolitan Area; and

WHEREAS, on the 28th day of January, 1976, this Commission, by Resolution No. 1097:416, did adopt the Detail Plan for Planning District 17, a part of the Comprehensive Plan for the Tulsa Metropolitan Area; and

WHEREAS, a public hearing was held on the 27th day of September, 2006, and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863.7, to amend the District 17 Plan Map, a part of the Comprehensive Plan of the Tulsa Metropolitan Area, by the adopting the provisions for Plan map and text amendments related to the East Tulsa Neighborhood Detailed Implementation Plan, Phase I, as set forth in Exhibit A, attached and made a part hereof.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the amendment to the Detail Plan Map for Planning District 17, as set out above, be and is hereby adopted as part of the Comprehensive Plan for the Tulsa Metropolitan Area.

DATED this 15 day of November, 2006.

TULSA METROPOLITAN AREA PLANNING COMMISSION


Chair

RESOLUTION NO.: 2464:880

ATTEST:

Michelle Carter
Secretary

APPROVED by the City Council of the City of Tulsa, Oklahoma this 30th day of November, 2006.

Thomas L. Baker
Mayor, PRO-TEM

Bill E. Gentry
Council Chair



ATTEST:

M. J. P. K.
City Clerk

APPROVED AS TO FORM:

Patrick J. Donnell
Assistant - City Attorney

EXHIBIT A
PROPOSED AMENDMENTS TO DISTRICT 17 PLAN RESULTING FROM THE
EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN –
PHASE I

Plan map amendments:

- Adopt study Exhibit 5, Detailed Area Plan, page 30, as part of the District 17 Detail Plan.
- Amend existing District 17 Plan map to show East Tulsa Neighborhood Plan – Phase I boundaries as a (fifth) Special District, replacing the existing Eastland Mall Special District.
- Within that East Tulsa Neighborhood Plan boundary, show Select Area Plans (study pages 31-43) – East Land, International – as Consideration Areas.

Plan text amendments:

- Change 3. Specific Areas, paragraph 1, to read as follows (proposed changes crossed out or underlined):
“The District Plan Map indicates three Special District Industrial Areas, one Special District Low/Medium Intensity Mixed Use Area and one Special District ~~Eastland Mall~~ East Tulsa Neighborhood Detailed Implementation Plan – Phase One study area, containing two Select Areas, East Land and International.”
- Delete existing third paragraph under 3. Specific Areas and replace with the following:
“The fifth Special District is the East Tulsa Neighborhood Detailed Implementation Plan – Phase One study area, generally bounded by 11th Street on the north, 31st Street on the south, U.S. Highway 169 on the west, Interstate Highway 44 on the northwest and 145th East Avenue on the east. This area has been planned for redevelopment according to the East Tulsa Neighborhood Detailed Implementation Plan – Phase One, pages 14-49 of which are adopted as part of this plan. Two Select Areas, East Land and International, are included as Consideration Areas within this Special District.”
- Delete existing 3.8 Development Policies (3.8, 3.8.1- 3.8.7) within the Special District Eastland Mall and replace with the following:
“Development Policies within the Special District East Tulsa Neighborhood Implementation Plan – Phase I study area.

The East Tulsa Neighborhood Implementation Plan – Phase 1 was developed by a group of stakeholders in the area, including property owners, business and institutional representatives and others. This large area is one of mixed land uses and several redevelopment opportunity sites.

The TMAPC cannot legally or legislatively be responsible for implementation of many of the provisions of the Implementation Plan. Some provisions must be implemented by other government entities, while others will require private and/or nonprofit groups' participation. By approving this Plan (pages 14 through and including 49) as part of the District 17 Detail Plan, the TMAPC is recognizing that the policies are in keeping with the overall goals of the Comprehensive Plan and are supporting efforts to implement the Implementation Plan.

- 3.8.1 The East Tulsa Neighborhood Implementation Plan – Phase I, together with the policies and goals of the District 17 Plan and subsequent amendments, should be the guideline for future development within the study area, indicated on the Plan Map as a Special District.
- 3.8.2 The two Select Areas within this Special District, as designated on the Plan Map, and their attendant development policies contained within the East Tulsa Neighborhood Implementation Plan – Phase I, together with the goals, objectives and policies of the District 17 Plan, should guide future development and redevelopment of this area.

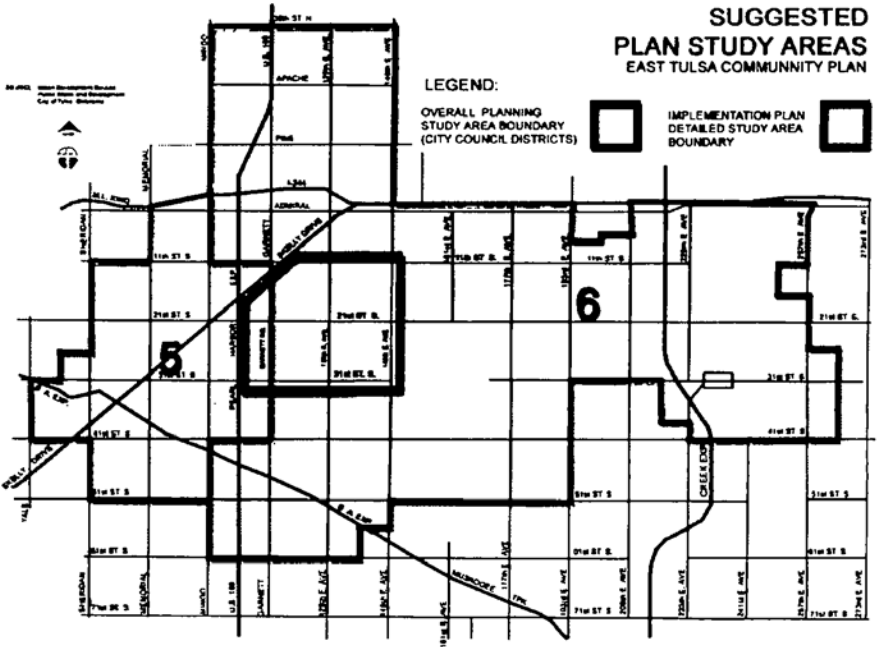
**SUMMARY OF
EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN – PHASE 1**

- Study based on request from the community and its area representatives
- Study Process: Based on “*Community Defined Issues*” and “*Community Preferred Solutions*” of what the community identified as: its issues, problems and constraints; its strengths, assets and opportunities, and its vision for the future – how it will “look good and work good”
- Significant and on-going community input and participation
- Preparation of a Plan for the Detailed Study Area
- Suggested enhancements and improvements for Select Study Areas (Special Districts):
 - ✓ “International” Select Area
 - ✓ “East Land” Select Area
- Recommended implementation strategies:
 - ✓ Partnerships
 - ✓ Projects
 - ✓ Procedures, Policies, and Programs
- Resulting in detailed implementation – Example: 21st Street and Garnett Avenue Enhancements Project
- Adopt as an element of the District Plans of the Tulsa Comprehensive Plan

EAST TULSA COMMUNITY REVITALIZATION PLANNING

What is East Tulsa Community Revitalization Planning?

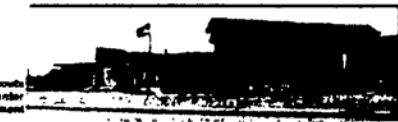
It is a process by which area residents, businesses, property owners, and area stakeholders (including churches, schools, service organizations) meet together to determine area conditions, and discover community defined issues and community preferred solutions for area development. The East Tulsa area is generally comprised of Council Districts 5 and 6.



EXAMPLES OF NEW, INFILL & REDEVELOPMENT EAST TULSA COMMUNITY PLAN STUDY



Bay Scouts Resource Center - new development



MTTA transfer station - new development



Commercial center redevelopment



Residential infill development

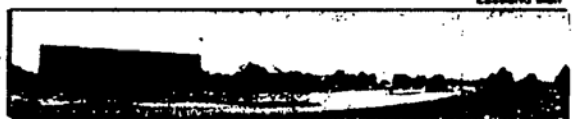


Clear Channel Communications - redeveloped facility and site

Why is East Tulsa Community Revitalization Planning happening?

Area citizens and groups recognized that new development pressures are expanding, other areas have been "leap-frogged" and remain vacant, while some areas are underserved, and yet other property is actually in decline.

EXAMPLES OF OPPORTUNITY SITES EAST TULSA COMMUNITY PLAN STUDY



Planning facility and site

Northeast corner of 23rd St. S. and 109th E. Ave. (southwest of Plaza Santa Cecilia)

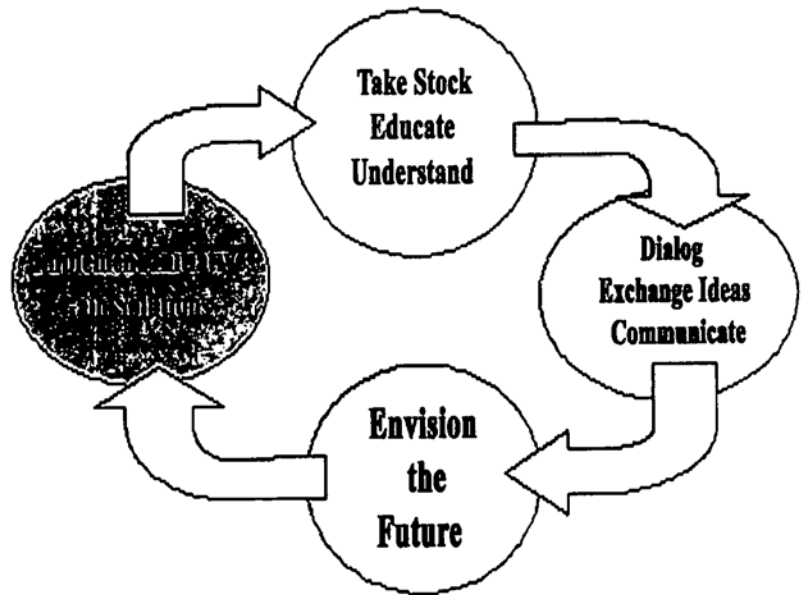


Although several plans exist and numerous public projects have already been identified, it was determined that a community based implementation plan designed to address east Tulsa's specific issues and opportunities would be quite valuable. Because of this, Tulsa's Public Works and Development's Urban Development Division was asked to assist the community in preparing a vision – a blueprint - for future development in east Tulsa.

How does the East Tulsa Community Revitalization Planning process work, and how do I participate?

The Urban Development Division staff is working with team members from the South and East Alliance of Tulsa, the East Tulsa Prevention Coalition, area neighborhood associations, residents, businesses, tenants, property owners and all manner of stakeholders who have volunteered their time and efforts to actively participate in the process. *Everyone's* input is needed. *Everyone* interested in making our east Tulsa community *better* is invited to attend and provide input to create goals, strategies and action plans – **a vision for future development in east Tulsa** – to become a member of the East Tulsa Community Planning Team (ETCPT).

THE COMMUNITY/NEIGHBORHOOD REVITALIZATION PLANNING PROCESS



Where and when does the ETCPT meet?

The **East Tulsa Community Planning Team (ETCPT)** typically meets on Monday evenings from 6:30 p.m. to 7:30 pm. at the Martin Regional Library, 2601 S. Garnett Road. Scheduled dates are emailed to participants and any changes of time, dates and location are noted via email and at the ETCPT meetings.

Should I participate? Absolutely, if . . .

You have ideas about how you want your neighborhood to look? If you want additional municipal services? If you want different or new businesses in your community? If you have preferences as what area priorities should be?

If you have thoughts about these and other matters, if you would like to share these ideas and participate with others in building **YOUR COMMUNITY REVITALIZATION PLAN** – then you should attend one or more of the ETCPT meetings!

Who can I contact for more information?

Stephen D. Carr, Planner III
Urban Development Division
Public Works and Development
City of Tulsa, Oklahoma
111 S. Greenwood Avenue
Tulsa, Oklahoma 74120

Telephone: 596-2600

Email: scarr@ci.tulsa.ok.us

**• Neighborhood Revitalization
Should I participate? Absolutely!**

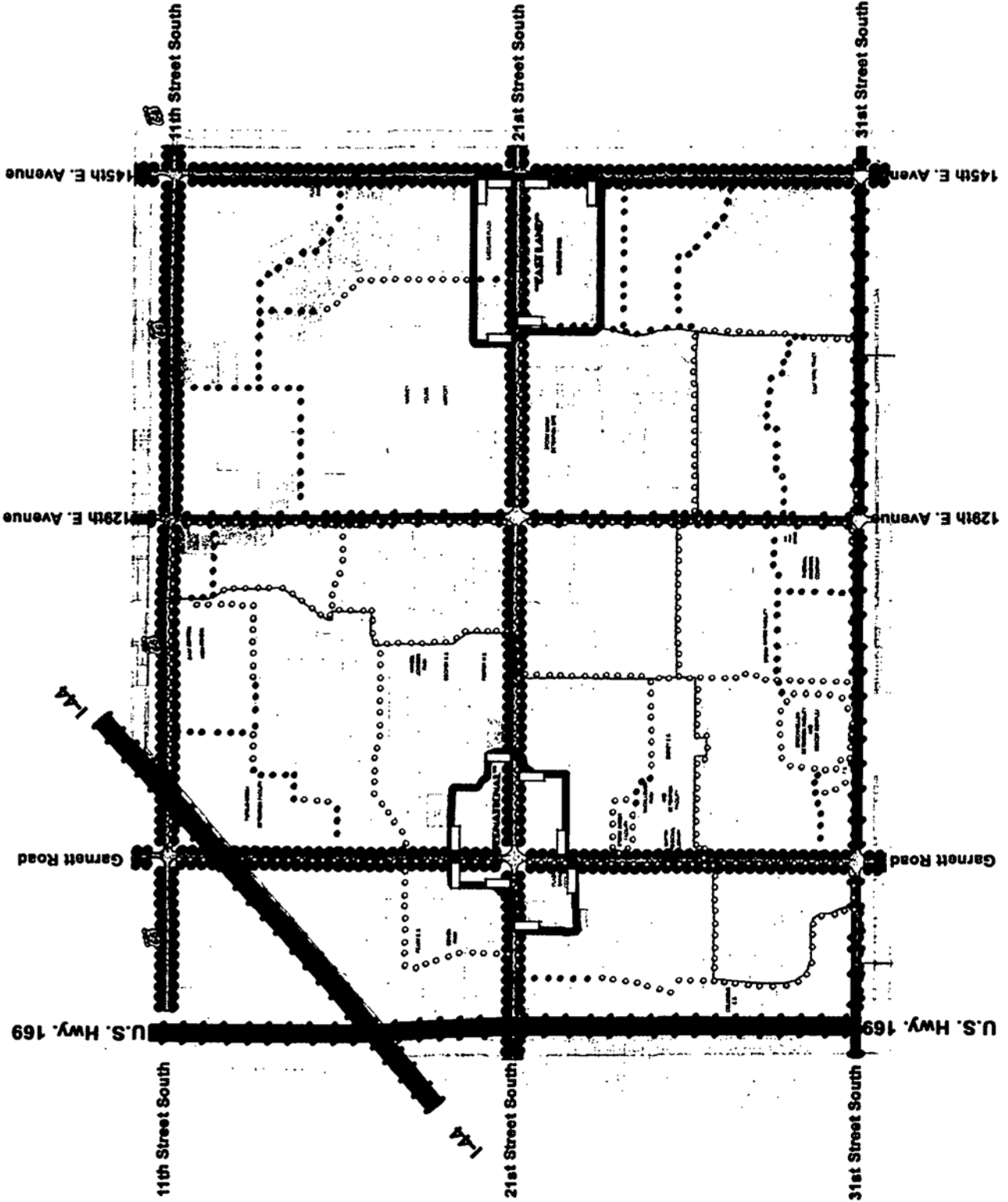


DETAILED AREA PLAN

• DETAILED STUDY AREA •
EAST TULSA COMMUNITY PLAN
NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

LEGEND:

- DETAILED STUDY AREA
BOUNDARY
- TRAFFIC CORRIDORS AND PATHWAYS
- EXPRESSWAY
 - SPECIAL TREATMENT CORRIDOR
 - TRAFFIC CORRIDOR
 - BIKE ROUTES
- EXISTING PROPOSED
- MAJOR PATHWAY (BICYCLES AND TRAILS)
- COMMUNITY FACILITIES AND ACTIVITY CENTERS
- STORM WATER FACILITY
 - SCHOOLS
 - PARKS
 - OTHER PUBLIC USE
 - OTHER
 - VACANT, UNDEVELOPED OR UNDER-DEVELOPED LARGE SITES
 - ACTIVITY CENTER
 - GATEWAY OR ENTRY TRIP POINT











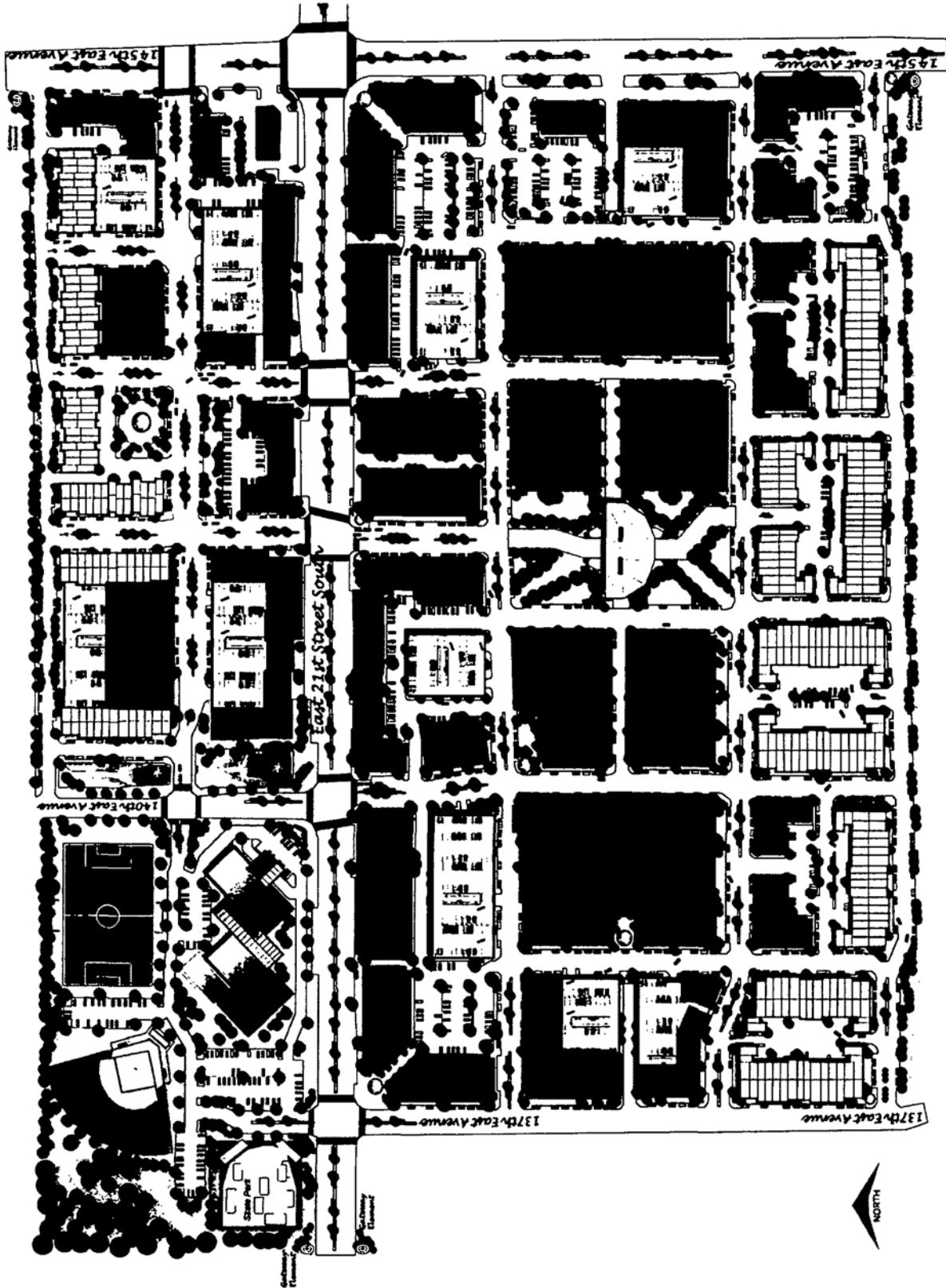
CONCEPTUAL REDEVELOPMENT PLAN

"EAST LAND" SELECT AREA

EAST TULSA COMMUNITY PLAN STUDY

LEGEND:

-  Existing Structures - Redeveloped Mostly Commercial
-  New Structures Mixed Use - Mainly Office and Commercial
-  New Structures Mixed Use - Mainly Structured Parking
-  New Structures - Mainly Residential
-  Landscape - Open Spaces, Plazas, and Parks
-  Central Plaza
-  Parking Lot and On-Street Parking
-  Community Facility

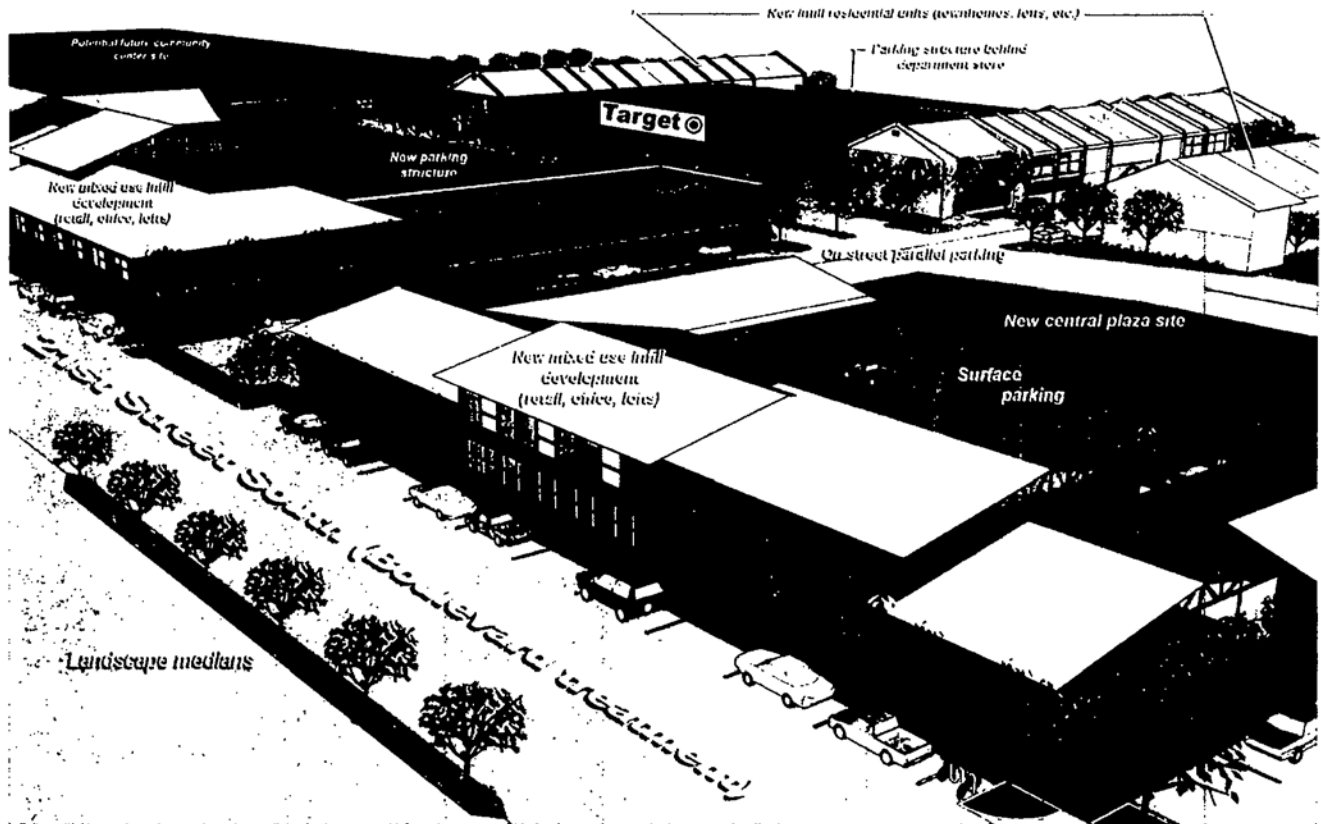


SOURCE: Planning and Land Use Development Section
 Public Works and Community Development
 EAST TULSA COMMUNITY PLAN STUDY
 DATE: JAN 2010

CONCEPTUAL REDEVELOPMENT FOR "EAST LAND" SELECT AREA - PERSPECTIVE

Looking northwest across 21st Street South

EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN - PHASE 1



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

DATE: October 17, 2005
DESIGN: SDG, KR



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

DATE: October 17, 2005
DESIGN: SDG, KR

RECOMMENDED CAPITAL IMPROVEMENT PUBLIC PROJECTS FOR DETAILED STUDY AREA:

Project Priority	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
1	Create an exit ramp off of I-44 onto U.S. Highway 169 eastbound	Federal, state and perhaps City of Tulsa.	N.A.
2	Incorporate chess tables and facilities at Martin Regional Library.	Tulsa City-County Library.	2,000
3	Install "way-finding" and direction signs for Route 66, to Eastland Mall, bicycle paths and designated destination points.	City of Tulsa and Oklahoma Sate Department of Transportation	1,250,000
4	Widen/improve 31 st Street South, from 129 th East Avenue to Garnett Road.	City of Tulsa	N.A.
5	Create bicycle lanes along major arterial streets, or "more direct bicycle access" routes to major destination/employment centers within the city.	City of Tulsa	N.A.
6	Provide "Route 66" streetscape improvements along 11 th Street South (e.g. - stamped pavement, route logo, etc.).	City of Tulsa (Vision 2025)	N.A.
7	Provide new sports facility at Cooley Creek drainage facility.	City of Tulsa	N.A.
8	Provide appropriate lighting in and around detention facilities' pathways and playfields.	City of Tulsa (and perhaps private users of facilities)	N.A.
9	Provide street beautification including landscape, streetscape features, and crosswalk enhancements along all major streets (Traffic Corridors).	City of Tulsa (and perhaps private property owners)	N.A.
10	Construct exit ramp/access ramps at I-44 & U.S. Highway 412 at 145 th East Avenue.	Federal, state and perhaps the City of Tulsa.	N.A.
11	Use areas presently used as center medians as left turn lanes on all major streets (Traffic Corridors).	City of Tulsa	N.A.
12	Widen as appropriate and improve 21 st Street South, from U.S. 169 to 145 th East Avenue.	City of Tulsa	16,000,000
13	Provide beautification elements/design features on all new sidewalks (e.g. - brick pattern, stamped patterns, etc.)	City of Tulsa	N.A.
14	Provide sound-mitigating features at detention facilities having outdoor play fields or facilities (e.g. - "X-Games", skateparks,	City of Tulsa	N.A.

RECOMMENDED (ADDITIONAL) CAPITAL IMPROVEMENT PUBLIC PROJECTS FOR OVERALL PLANNING AREA:

Project Priority	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
1	Create bicycle lanes along major arterial streets, or "more direct bicycle access" routes to major destination/employment centers within the city.	City of Tulsa	N.A.
2	Provide an enhanced/improved transit system along 21 st Street South. From Downtown to Fair Oaks area (e.g. – frequent bus service, monorail system, etc.). Incorporate into other portions of Tulsa as appropriate	Federal, Oklahoma State Department of Transportation, Metropolitan Tulsa Transit Authority, and City of Tulsa	N.A.
3	Provide new "third runway" at Tulsa International Airport.	Federal, State and Local (e.g. – Tulsa International Airport and City of Tulsa)	N.A.
4	Provide soccer fields/complex at Savage Park for local and regional tournaments (next to Carl Smith Park).	City of Tulsa and potential private donations.	N.A.
5	Provide ingress and egress ramps at 129 th E. Avenue and U.S. 244 (US 412) east bound.	Oklahoma Department of Transportation; City of Tulsa	N.A.
6	Provide a left-turn lane for east bound traffic at Admiral Place and Garnett Road	City of Tulsa	N.A.

21st STREET SOUTH NEAR GARNETT ROAD ARTERIAL ENHANCEMENTS PLAN

POTENTIAL ROADWAY ENHANCEMENT PROJECTS FOR PRIVATELY FUNDED PUBLIC STREET AMENITIES

NOTE: "21st St. S - 101st E at Avenue to Garnett Road (Six Lanes)" is listed as an arterial streets Project No. 18 in the City's "Capital Projects Inventory FY2006-FY2010".

West Portion of Project Area - 21st Street South from U.S. 169 to Garnett Road
21st St. S. is a 6-lane arterial with a median and protected turn lanes typical.



East Portion of Project Area - 21st Street South from Garnett Road to 120th E Avenue
Garnett Rd. is a 4-lane arterial with a 50' painted center turn lanes typical.



Examples of Typical Solutions



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma 74120
DATE: October 12, 2005
DESIGN: SDC



U.S. 169

LETTER OF SUPPORT FOR ADOPTION OF THE
"EAST TULSA NEIGHBORHOOD IMPLEMENTATION PLAN - PHASE 1"
AS AN ELEMENT AND COMPONENT OF THE TULSA DISTRICT 17 PLAN
January 9, 2006

We the undersigned have participated in the development of a vision for development, redevelopment and revitalization in East Tulsa comprised of City Council Districts 5 and 6, and we do hereby recommend and request the adoption of the "East Tulsa Neighborhood Implementation Plan - Phase 1" as an element and component of the District 17 Plan of the Tulsa Metropolitan Area Comprehensive Plan.

Jean Williams
Lathami Lybert
Arl Power
Dorothy Satterly
John Sattaba
Opus Powell
Bill McLean
Dit Kelly
Lynn Wiley
Randy Craft
Dennis Crafton
Rose L. H. J. J.

Page 2
Letter of Support

Theresa J. Buckert
Dora J. Gage
Jane & Wanda Hall
Pat Kerwick
Mike Suter
Wayne Johnson
Doreen Johnson
Dora Hollingsworth
Dora Hollingsworth

Matthews, Dane

From: Ernesto Mondragon [mondragon_ernesto@hotmail.com]
Sent: Wednesday, September 27, 2006 12:32 PM
To: Matthews, Dane; dist6@tulsacouncil.org
Cc: BMILLER@ci.tulsa.ok.us; DHimelfarb@ci.tulsa.ok.us; PTreadway@ci.tulsa.ok.us;
Neal@ci.tulsa.ok.us; maui5@juno.com; dist5@tulsacouncil.org; KTaylor@ci.tulsa.ok.us;
LMeade@ci.tulsa.ok.us; MHamilton@ci.tulsa.ok.us; jfothergill@tulsacouncil.org;
jmegee@tulsacouncil.org
Subject: In Support of The East Tulsa Plan
Importance: High

Ms. Matthews,

A small note in "support" of the East Tulsa Implementation Plan.

Regards,

Ernesto Mondragón, Vice-Chair
Greater Tulsa Area Hispanic Affairs Commission Tulsa City/County
918.520.4032
<http://www.cityoftulsa.org/community/humanrights/commissions/hispanic/>

Huntsinger, Barbara

From: Kasebert@aol.com
Sent: Tuesday, September 26, 2006 5:16 PM
To: Huntsinger, Barbara
Subject: Re: East Tulsa Neighborhood Detailed Implementation Plan-Phase 1...

Greetings. I just wanted to let you know that I fully support the implementation of Phase 1 of our East Tulsa Neighborhood Detailed Implementation Plan. I, along with several members of my family (Margaret Friedl, the Barbers, etc...), worked hard during the year we planned it and we want to see it implemented. It is hard to get people out to daytime meetings, so I hope it isn't taken for no interest when people cannot attend tomorrow.

I have kept my neighborhood association aware of the development of the plan, and have spoken to them about updates and have been told they support East Tulsa having the opportunity to develop rather than to deteriorate.

I cannot attend tomorrow's meeting. I was at the last one (the work session) meeting after the regular hearings a few weeks ago and spent all afternoon waiting for it to come up for discussion. I just started a job 9 months ago and have little opportunity to do that again right now, but want you to know that I support this plan fully.

I will be conducting our Moeller Heights Neighborhood Association meeting tonight and will bring them up to date on it. Thank you.

-Kathy Sebert/President, Moeller Heights Neighborhood Association

Legal Description for Z-7031:

A tract of land in the Southwest Quarter (SW/4) of Section Twenty-Six (26), Township Nineteen (19) North, Range Fourteen (14) East of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the United States Government Survey thereof, being more particularly described as follows:

Beginning at the Southwest Corner of said Southwest Quarter (SW/4); Thence N 88° 40' 17" E, along the South line of said Southwest Quarter (SW/4), a distance of 438.44 feet; Thence N 01° 19' 43" W a distance of 224.09 feet; Thence along a curve to the left having a radius of 470.00 feet, a central angle of 48° 42' 40", and an arc distance of 399.58 feet; Thence N 50°02' 23" W a distance of 179.10 feet; Thence along a curve to the right having a radius of 570.00 feet, a central angle of 24° 32' 22", and an arc distance of 244.13 feet, to a point on the West line of said Southwest Quarter (SW/4); Thence S 01° 19' 22" E, along the West line of said Southwest Quarter (SW/4), a distance of 890.32 feet, to the Southwest corner of said Southwest Quarter (SW/4) and the Point of Beginning; Said Tract containing 272,629.62 square feet or 6.26 acres, the City of Tulsa, Tulsa County, State of Oklahoma, **From RS-3 (Residential Single Family High Density District) To CS (Commercial Shopping Center District).**

COMPREHENSIVE PLAN PUBLIC HEARING

Consider Amending District 17 Plan Map

Consider proposed amendments of the District 17 Plan Map to adopt portions of the East Tulsa Neighborhood Detailed Implementation Plan – Phase I as a part of the District Plan and the Comprehensive Plan for the Tulsa Metropolitan Area.

Mr. Harmon out at 2:21 p.m.

TMAPC COMMENTS:

Mr. Bernard commended everyone who has worked on this project. The Planning Commission has seen this on several occasions and toured the subject area. This is one of the more extensive presentations that he has had while on the Planning Commission.

STAFF RECOMMENDATION:

**DRAFT
PROPOSED AMENDMENTS TO DISTRICT 17 PLAN RESULTING FROM THE
EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN –
PHASE I**

Plan map amendments:

- Adopt study Exhibit 5, Detailed Area Plan, page 30, as part of the District 17 Detail Plan.
- Amend existing District 17 Plan map to show East Tulsa Neighborhood Plan – Phase I boundaries as a (fifth) Special District, replacing the existing Eastland Mall Special District.
- Within that East Tulsa Neighborhood Plan boundary, show Select Area Plans (study pages 31-43) – East Land, International – as Consideration Areas.

Plan text amendments:

- Change 3. Specific Areas, paragraph 1, to read as follows (proposed changes crossed out or underlined):

“The District Plan Map indicates three Special District Industrial Areas, one Special District Low/Medium Intensity Mixed Use Area and one Special District ~~Eastland Mall~~ East Tulsa Neighborhood Detailed Implementation Plan – Phase One study area, containing two Select Areas, East Land and International.”

- Delete existing third paragraph under 3. Specific Areas and replace with the following:

“The fifth Special District is the East Tulsa Neighborhood Detailed Implementation Plan – Phase One study area, generally bounded by 11th Street on the north, 31st Street on the south, U.S. Highway 169 on the west, Interstate Highway 44 on the northwest and 145th East Avenue on the east. This area has been planned for redevelopment according to the East Tulsa Neighborhood Detailed Implementation Plan – Phase One, pages 14-49 of which are adopted as part of this plan. Two Select Areas, East Land and International, are included as Consideration Areas within this Special District.”

- Delete existing 3.8 Development Policies (3.8, 3.8.1- 3.8.7) within the Special District Eastland Mall and replace with the following:

“Development Policies within the Special District East Tulsa Neighborhood Implementation Plan – Phase I study area.

The East Tulsa Neighborhood Implementation Plan – Phase 1 was developed by a group of stakeholders in the area, including property owners, business and institutional representatives and others. This large

area is one of mixed land uses and several redevelopment opportunity sites.

The TMAPC cannot legally or legislatively be responsible for implementation of many of the provisions of the Implementation Plan. Some provisions must be implemented by other government entities, while others will require private and/or nonprofit groups' participation. By approving this Plan (pages 14 through and including 49) as part of the District 17 Detail Plan, the TMAPC is recognizing that the policies are in keeping with the overall goals of the Comprehensive Plan and are supporting efforts to implement the Implementation Plan.

3.8.1 The East Tulsa Neighborhood Implementation Plan – Phase I, together with the policies and goals of the District 17 Plan and subsequent amendments, should be the guideline for future development within the study area, indicated on the Plan Map as a Special District.

3.8.2 The two Select Areas within this Special District, as designated on the Plan Map, and their attendant development policies contained within the East Tulsa Neighborhood Implementation Plan – Phase I, together with the goals, objectives and policies of the District 17 Plan, should guide future development and redevelopment of this area.

Applicant's Comments:

Theresa Buchert, 542 South 127th East Avenue, 74128, thanked the Planning Commission for being actively involved in the process. Ms. Buchert recognized everyone in the room who had worked on the subject project.

Ms. Buchert requested that the Planning Commission adopt the East Tulsa Neighborhood Detailed Implementation Plan – Phase I and amend the District 17 Plan.

Steve Carr, Public Works Urban Development, 111 South Greenwood, 74112, stated that the detailed implementation plan that is before the Planning Commission today is Phase I and it is intended to be a fully component of District 17 Plan and Comprehensive Plan. This particular plan is not a land use plan, but a plan about implementing public and private projects. The main consideration that he was discussing with his group was that goals, objectives and policies (particularly towards land use) that apply in the District 17 area within this boundary continue to apply because they serve as a solid foundation for the recommendations of this document.

TMAPC COMMENTS:

Mr. Midget reminded Mr. Carr that the City is getting ready to do a Comprehensive Plan update and he would like to encourage both staff and residents in the area to stay on top of that so that as the changes are made to the Comprehensive Plan that it fully integrates and interjects the desires and priorities of the neighborhood area.

INTERESTED PARTIES:

Eric Paschal, 12420 East 14th Place, 74128, stated that he doesn't want anyone to forget the infrastructure and the support to make this plan viable. He requested the support of the Planning Commission for all kinds of infrastructure in this whole issue.

TMAPC COMMENTS:

Mr. Ard stated that he would like to commend everyone on this plan. It is very well presented and a detailed plan. This will go along way towards moving the East Tulsa Neighborhoods forward. Mr. Ard commented that this is the best detailed plan he has seen since being on the Planning Commission.

Mr. Wofford concurred with Mr. Ard. This plan is realistic and it is something that is doable. He believes that this plan could be implemented and the infrastructure components could be accomplished.

Ms. Bayles stated that there are three people in the audience whom she would like to recognize today. To Theresa Buchert who, wherever life takes her, will always be associated with the East Tulsa Plan. Her leadership is best exemplified by example. Ms. Bayles commented that Ms. Buchert has her personal appreciation and respect. She also recognized Nancy Creighton and her husband, Dennis, and Jim Mautino. This is not just about a plan in her opinion, but is about a process. What these people have done is to find a process by which others can learn by example as well. The plan is only as good as its implementation strategies and with that she agrees with Mr. Ard that the group has put together some specific, straightforward responses for this City, the Planning Commission and every representative in the City of Tulsa that it can follow.

TMAPC Action; 8 members present:

On **MOTION** of **MIDGET**, TMAPC voted **8-0-0** (Ard, Bayles, Bernard, Cantees, Cantrell, Jackson, Midget, Wofford "aye"; no "nays"; none"abstaining"; Carnes, Collins, Harmon "absent") to recommend **APPROVAL** of the amendment to District 17 Plan to adopt portions of the East Tulsa Neighborhood Detailed Implementation Plan – Phase I as a part of the District Plan and the Comprehensive Plan for the Tulsa Metropolitan Area per staff recommendation.



201 Executive Center
Suite 600
201 West 5th Street
Tulsa, Oklahoma 74103-4212
918/584-7526-Fax 918/583-1024

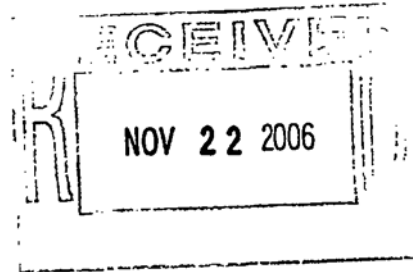
MEMORANDUM

TO: Patrick Boulden
Legal Department

FROM: Barbara Huntsinger
TMAPC Recording Secretary

DATE: November 16, 2006

SUBJECT: Resolution Nos. 2464:880

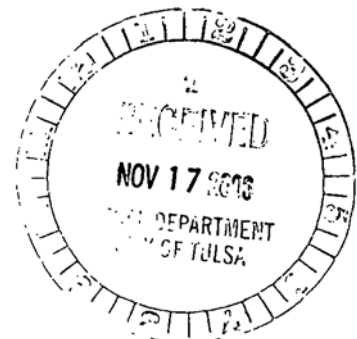


I am transmitting the three original copies of these resolutions for approval as to form. Please forward to the City Council Secretary for the City Council agenda after your review.

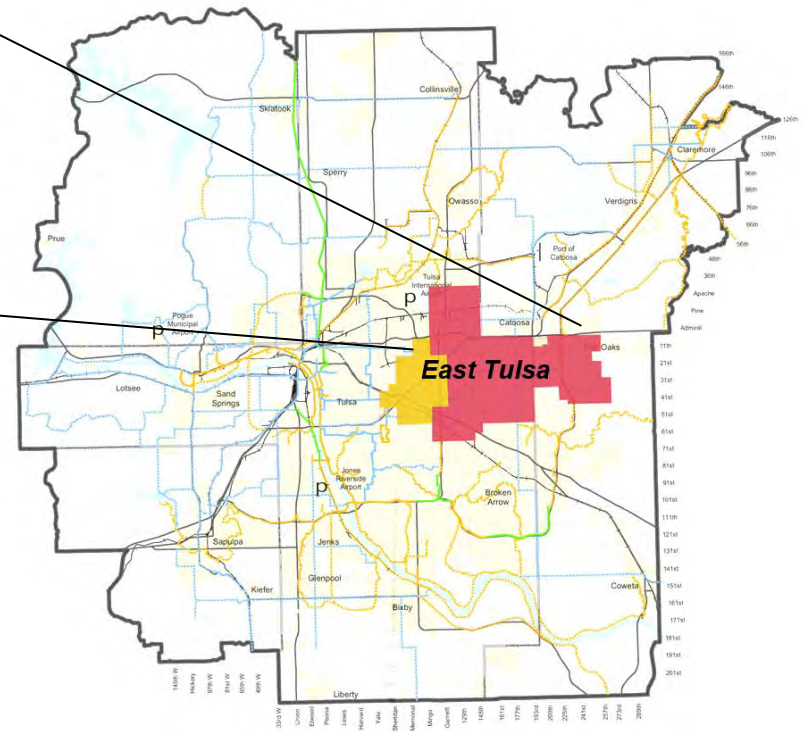
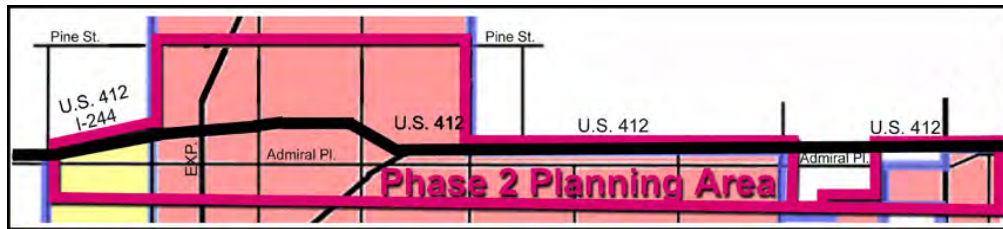
Please advise if you need further information before placing this matter on the City Council agenda. After action is taken, please send one original copy back to the INCOG offices. Thank you for your assistance in this matter.

Enclosures

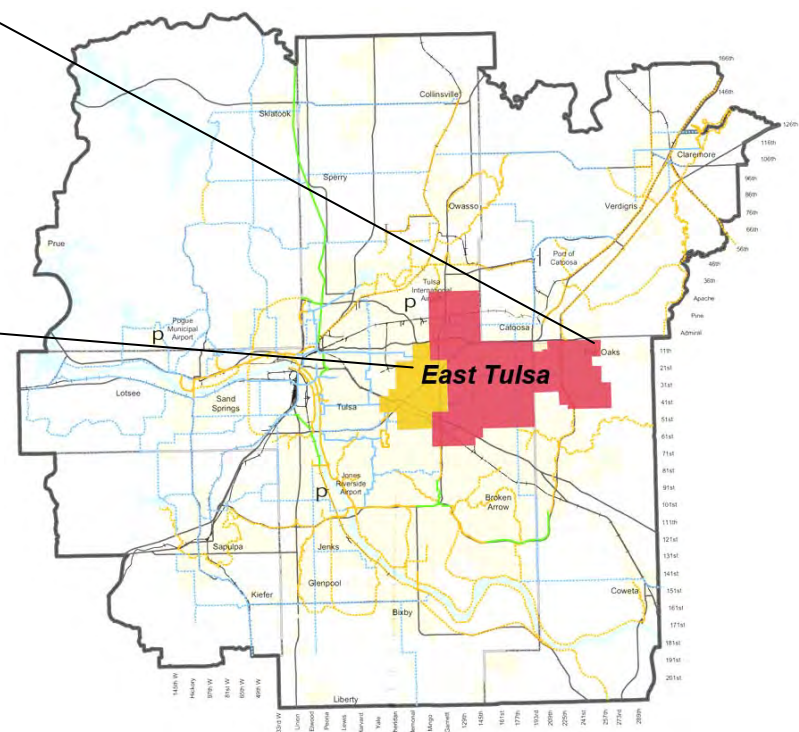
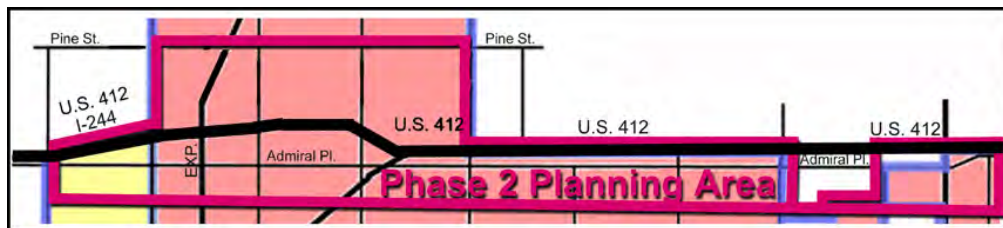
cc: Dana Burks



EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN – PHASE 2 “412 CORRIDOR”



EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN – PHASE 2 “412 CORRIDOR”



Prepared by the:

**East Tulsa Community
Planning Team – Business Team**

In cooperation with:

Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa

August 12, 2006

PREFACE AND ACKNOWLEDGEMENTS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

PREFACE

Tulsa has reached its one hundredth birthday and, with respect to American urban places, Tulsa is a young child. Yet even in this youth, we are encountering what older urban centers have experienced for sometime. Tulsa has already reached in many places the physical limits to where our community can grow. Land for development has been greatly consumed and outward growth is blocked by surrounding suburban communities. As our community looks for new development opportunities, it must look inward at the older existing urban form. Tulsa leaders responded to this and other related urban issues by stating:

“As Tulsa continues to mature as a city, infill development will become more important as land on the perimeter is no longer available for development. Infill will no longer be the exception; it will be the rule in terms of predominant types of development. Support and encouragement of infill development are strongly recommended and should be implemented through City regulations, policies and philosophies in order to ensure quality and consistency in future development.”¹

This is the opening statement of the 1999 Tulsa report on infill development, “Report of the Infill Development Task Force”, prepared by the Tulsa Infill Development Task Force for the Mayor of Tulsa and the Tulsa Metropolitan Area Planning Commission.

As the Tulsa Infill Development Task Force recommendations served as the foundation for infill planning initiatives in the City of Tulsa, the resulting neighborhood revitalization planning efforts were recognized for their successes. These successes resulted in other parts of Tulsa seeking similar participatory planning efforts and now include new and older suburban portions of Tulsa. These areas also seek to participate extensively in establishing a vision to fuel public and private improvements for their neighborhoods, business centers, urban villages, and developing greenfield areas. East Tulsa is one such very large area consisting of older suburban residential and business development and undeveloped or under-developed lands. It is the East Tulsa community, with the assistance of the City of Tulsa’s Urban Development

¹ AReport of the Infill Development Task Force@, May 11, 1999, Page 5.

PREFACE AND ACKNOWLEDGEMENTS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Department (Neighborhood Planning), which developed recommended plans and implementation strategies presented in this plan document.

ACKNOWLEDGEMENTS

The participants in the East Tulsa Business Team (ETBT) 412 Corridor Study included residents, business owners, property owners, institutional representatives, political representatives and Tulsa City staff. The importance of the input of these participants, particularly those of the community – the private sector, the citizens - cannot be overstated. It is their stated vision for improvements in East Tulsa that this plan document seeks to provide. Without their substantial commitment of time, energy and resources, this plan could not truly represent that which is thought best and most effective for growing East Tulsa.

Special thanks is given to the Church on the Move which provided a comfortable, convenient meeting place at which to hold the East Tulsa Business Team meetings, and whose staff were invaluable in their assistance in preparation and hosting of multiple team meetings and public forums.

The following list includes those who participated in and attended one or more meetings of the East Tulsa community planning and as members of the East Tulsa Business Team (ETBT).

Community Members:

Bill Johnson, Catoosa Resident

Bob LaBass, Tulsa Public Schools

Bryan Winn, Good Home, LLC (business owner)

Barbara S. Wood, Catoosa resident

Cecelia English, NEOSAT Alarms, LLC (business owner)

Cindy Robson, Robson Properties, (business and property owner)

D.L. Crawford, Crawford Auto Service (business owner)

Deanna Hudson, Total Plumbing (business owner)

Dee Hairstong-Jones, Land Owner (business owner)

PREFACE AND ACKNOWLEDGEMENTS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Dewayne Phillips, Farmer Insurance (business owner)

Doug Johnson, Church on the Move

Gary Ritter, Gary Ritter’s Painting (business owner)

Jack Bogart, Holiday Inn Express (business owner)

Jared Honeyman, Church on the Move

Jeff Scott, Scott Realty (business owner)

Jessica Mitchell, East Central Neighborhood

John Belie, Utility Tri-State (business owner)

Julie Guy, Guy Engineering (business owner)

Kimberly Winn, Good Home, LLC (business owner)

Larry Bauman, St. Mark’s Church

Leon Melton, East Tulsa area resident

Lloyd Robson, Robson Properties (business and property owner)

City of Tulsa:

Brenda K. Miller, Deputy Director, Public Works and Development, Urban Development

Pat Treadway, A.I.C.P., Manager, Planning and Economic Development

Lon Godwin, Godwin Associates (business owner)

Mark Fine, Fine Airport Parking (business owner)

Mike Sitton, Sitton Property

Sharon Johnson, Catoosa resident

Shawdra Melton, East Tulsa area resident

Steve Parker, Parker Investment (business owner)

Theresa Buchert, South and East Alliance of Tulsa and resident

Trenton Earp, Preferred Total Plumbing (business owner)

Valoney Totten, East Central Neighborhood

Vicki Donaldson, Church on the Move

Stephen D. Carr, A.I.C.P., Planner III, Project Manager

Monty McElroy, Planner I

O.C. Walker II, Planner I

Kenny Rowley, Urban Design

Sherrel Lewis, Research

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

TABLE OF CONTENTS

<u>ITEM</u>	<u>PAGE</u>
PREFACE AND ACKNOWLEDGEMENTS	i
TABLE OF CONTENTS	iii
LIST OF EXHIBITS	iv
LIST OF APPENDICES	v
SUMMARY AND PLANNING FRAMEWORK	1
Summary	1
Planning Framework	5
Purpose	7
PROCESS	8
General Process	8
East Tulsa Community Planning Team	8
Continuing Process	10
THE PLAN	11
Overview	11
Design Elements	11
Overall Area Goals	16
Detailed Study Area	19
1. Traffic Corridors and Pathways	19
A. Expressways	19
B. Special Treatment Corridors	22
C. Traffic Corridors	26
D. Bike Routes	28
E. Major Pathways	29
2. Community Facilities and Activity Centers	30
A. General	30
B. Storm Water Facilities	30

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

<u>ITEM</u>	<u>PAGE</u>
C. Parks	31
D. Schools.	35
E. Other Public Uses	35
F. Other.	36
G. Vacant, Undeveloped or Under-Developed Large Sites	37
H. Activity Center	41
3. Detailed Area Plan	42
4. Select Areas.	44
A. “Church on the Move” Select Area	44
B. “The Cherokee” Select Area	45
Implementation Strategies.	48
1. Partnerships	48
2. Projects	49
3. Procedures, Policies and Programs	53

LIST OF EXHIBITS

<u>ITEM</u>	<u>PAGE</u>
Exhibit 1 - Tulsa Area	1
Exhibit 2 - Overall East Tulsa Community Planning Area	1
Exhibit 3 - Planning Areas	2
Exhibit 4 - East Tulsa Community Planning Study Area Jurisdictions	3

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 5 - Location of Key Design Elements	15
Exhibit 6 - Overall East Tulsa Community Planning Area – City Council Districts 5 and 6	16
Exhibit 7 - Planning Areas - Enlargement of Detailed Study Area – Phase 2	19
Exhibit 8 - Traffic Corridors and Pathways Plan	21
Exhibit 9 - Street Trees and Landscape – 71 st Street South	22
Exhibit 10 - Street Trees and Landscape – N. Peoria Avenue	22
Exhibit 11 - Barrier and Buffer Walls and Trees – 71 st Street South	22
Exhibit 12 - Special Treatment Corridor – Conceptual Illustration Plan E. Admiral Place from Memorial Drive to S. Mingo Road	23
Exhibit 13 - Conceptual Redevelopment Plan for Portions of E. Admiral Place Special Treatment Corridor	24
Exhibit 14 - Trail Entry	25
Exhibit 15 - Bus Stop Area	25
Exhibit 16 - Trail Light	25
Exhibit 17 - Conceptual Illustration – Intersection and Street Enhancements For Special Treatment Corridor and Traffic Corridor	28
Exhibit 18 – Clark Park Ten-Year Plan	32
Exhibit 19 – Norberg Park Ten-Year Plan	33

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 20 - Community Facilities and Activity Centers Plan	34
Exhibit 21 - Concept Illustration for Admiral Place and Shopping Center On South Side of Admiral Place West of Mingo Road Typical Redevelopment Plan	39
Exhibit 22 - Conceptual Redevelopment for Shopping Center Perspective South Side of Admiral Place West of Mingo Traffic Circle	40
Exhibit 23 - Detailed Area Plan	43

LIST OF APPENDICES

Appendix A - Demographic and Economic Data (or Council Districts 5 and 6; including census tract map)	
Appendix B - Territorial and Zoning Jurisdictional Limits of Metropolitan Communities and Counties in the East Tulsa Community Planning Study Areas	
Appendix C - Planning Districts 5, 6, 16, 17, 18 and 27 – Portions of the Tulsa Comprehensive Plan for Tulsa City for Tulsa City Council Districts 5 and 6	
Appendix D - City of Tulsa Parks and Recreational Facilities in Council Districts 5 and 6 (tables and map)	
Appendix E - City of Tulsa Trails and Suggested Bicycle Routes	
Appendix F - 2030 Bicycle/Pedestrian Plan	
Appendix G - Portion of Existing “District 17 – Tulsa Metropolitan Area Comprehensive Plan” – 21 st Street and S. Garnett Road Area (Typical)	
Appendix H - Portion of Existing “District 17 – Tulsa Metropolitan Area Comprehensive Plan” – Overlaid on 21 st Street and S. Garnett Road Area (Typical)	

TABLE OF CONTENTS, LIST OF EXHIBITS & LIST OF APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Appendix I - Potential Detailed Implementation Planning Study Areas – East Tulsa Community Plan

Appendix J - Regulatory and FEMA Floodplains – Detailed Study Area – East Tulsa Community Plan

Appendix K - Public School District Boundaries and Schools – East Tulsa Community Plan

Appendix L - Tulsa Transportation Management Area Traffic Counts – East Tulsa Neighborhood Selected Traffic Count Data for the Phase 2 Study Area

Appendix M - Examples of New, Infill & Redevelopment - East Tulsa Community Plan Study

Appendix N - Examples of Opportunity Sites - East Tulsa Community Plan Study

Appendix O - Examples of Re-Development &/or Transformations of Traditional Suburban Development

Appendix P - Community Suggested Uses and Development Improvements and Considerations Study Area – Phase 2

Appendix Q - Additional Vacant, Undeveloped, Under-Developed Property and Development Sites Study Area – Phase 2

Appendix R - Examples of Gateway and Interchange Enhancements

Appendix S - “What do YOU think?” East Tulsa Community Planning – “412 Corridor” Survey, Results of February 14 2006 Survey (results and map)

Appendix T - Major Street Improvements Project Prioritization – East Tulsa Community Planning Area (table and map)

Appendix U - Clark Park Site Analysis

Appendix V - Norberg Park Site Analysis

Appendix W - East Tulsa Community Planning Team – Typical Business Team Meetings

Appendix X - East Tulsa Capital Projects Inventory 2006-2010

SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Summary

The *East Tulsa Community* is a multi-ethnic, economically diverse component of Tulsa that has and will continue to experience a growing variety of repopulation and urban growth pains. Within this area there exist multiple opportunities to grow a dynamic community – one that is a distinct, wonderful, colorful blanket of major economic impact carefully woven a fabric of living, working, learning, social and cultural diversity.

The East Tulsa Community boasts an area of nearly 66 square miles in the east-central portion of the Tulsa metropolitan area. It possesses the advantages of linkage to four major expressways and close proximity to Tulsa International Airport, McClellan-Kerr Arkansas River Navigation Channel, the burgeoning economic engine of Cherokee gaming facilities, approximately 22 square miles of older suburban development and 44 square miles of essentially vacant, undeveloped and agricultural land. The area has remarkable natural beauty of native grasslands, creeks, streams and greenbelts of native trees and vegetation. Its constituency is represented by Tulsa City Councilors for Districts 5 and 6, as well as many active and resourceful neighborhood associations.

In recent years, East Tulsa experienced pressures of a rapidly changing economy – local, regional, national and global. Some significant setbacks include the challenges of change in the aerospace industry, energy and information-technology industries. It has been further tested by the steady decline of a regional retail center due in part to rapid development of surrounding communities and the lack of supporting infrastructure in outlying and newly annexed eastern portions of the area. East Tulsa continues to experience the challenges, pressures and opportunities of rapidly changing population in terms of age, ethnicity, and diversity. It is further challenged to expand the infrastructure system throughout the area in order to foster development and redevelopment.

Exhibit 1 – Tulsa Area

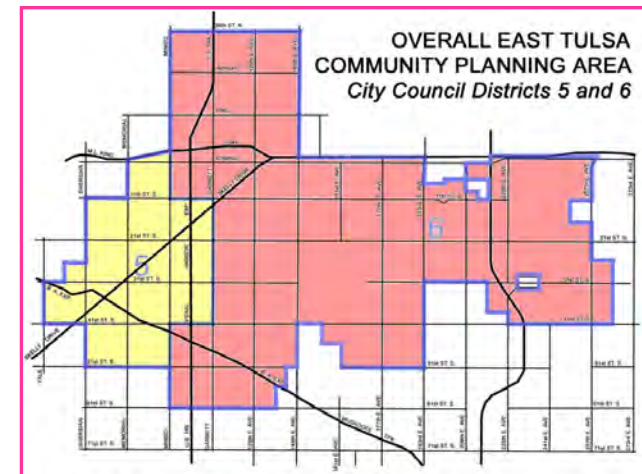
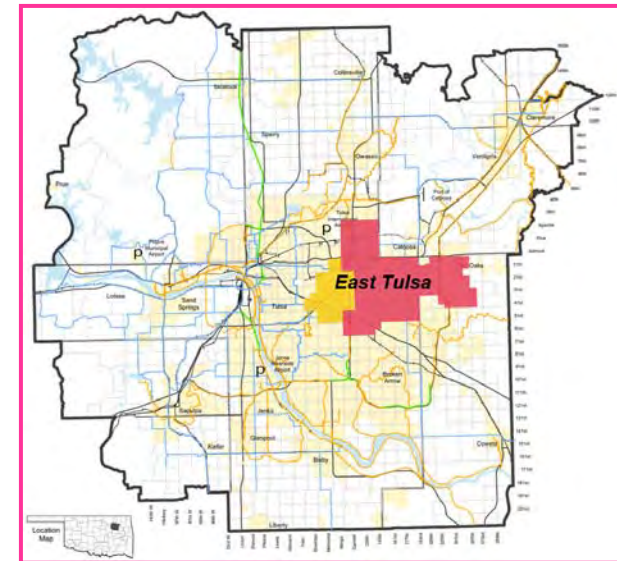


Exhibit 2

SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

In response to these issues, the City of Tulsa has developed and is implementing plans for additions, expansion, and improvements to the sanitary sewerage, potable water system, area roads and related public facilities. In addition, neighborhood revitalization planning efforts began in late 2004 as a response to community needs and desires for quality area development. Revitalizing existing neighborhoods and businesses and assisting new development will foster even more expansion and improvements in and foster growth in the community.

East Tulsans recognized that to achieve its full potential, they could do so most readily by developing a vision for their community and preparing a plan commensurate with those opportunities. Based on the breadth and variety of considerations and the sheer size of the study area, it was determined that the East Tulsa plan would be prepared in phases. The community's Phase 2 effort targeted a *detailed study area* of 5 square miles between 11th and 31st Streets south and between Pearl Harbor Expressway and Skelly Drive and 145th E. Avenue. The Phase 2 *detailed study area* is generally located between U.S. 412/I-244 and 11th Street South and Memorial Drive and 252nd Street South (just east of the Creek Expressway).

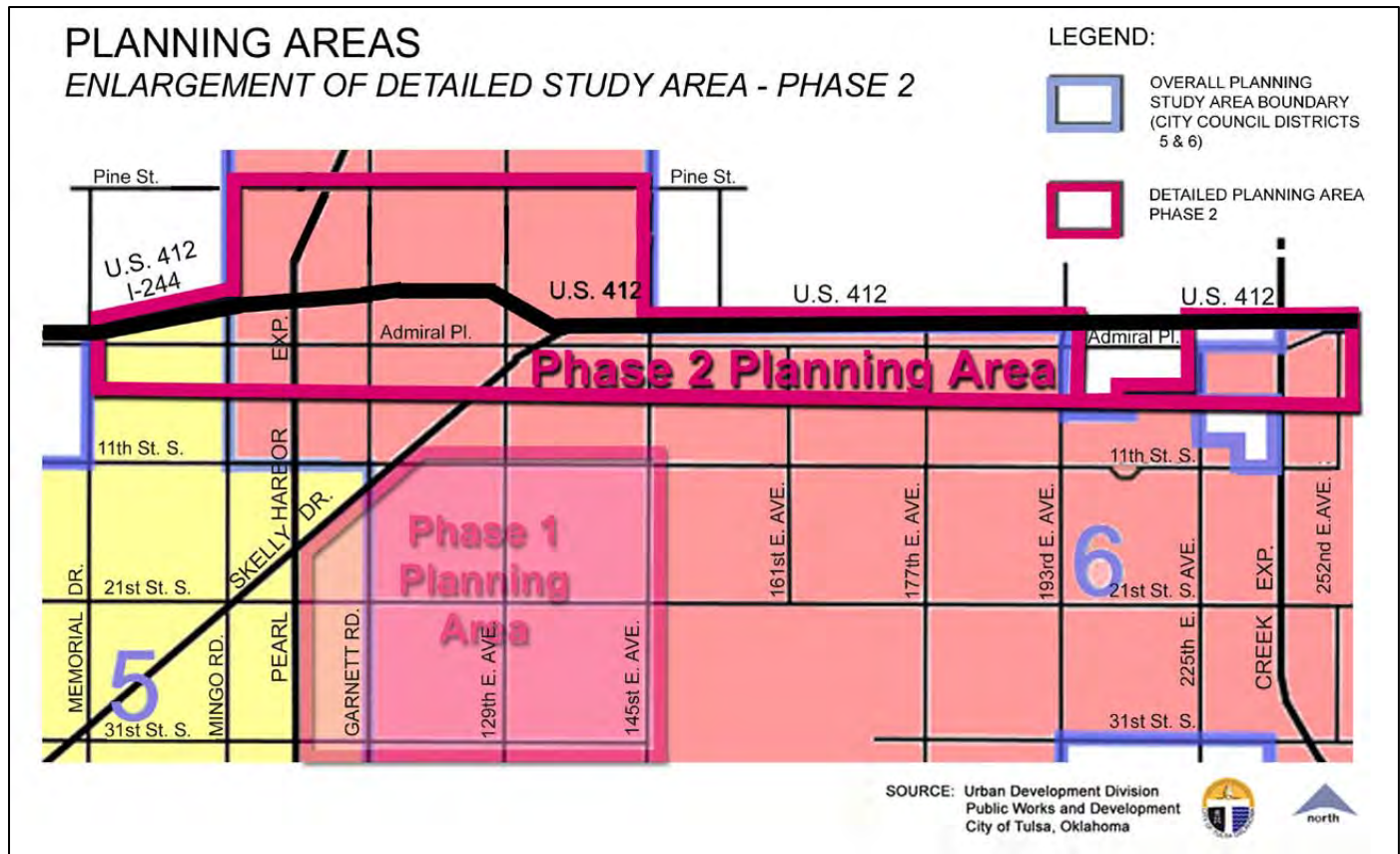


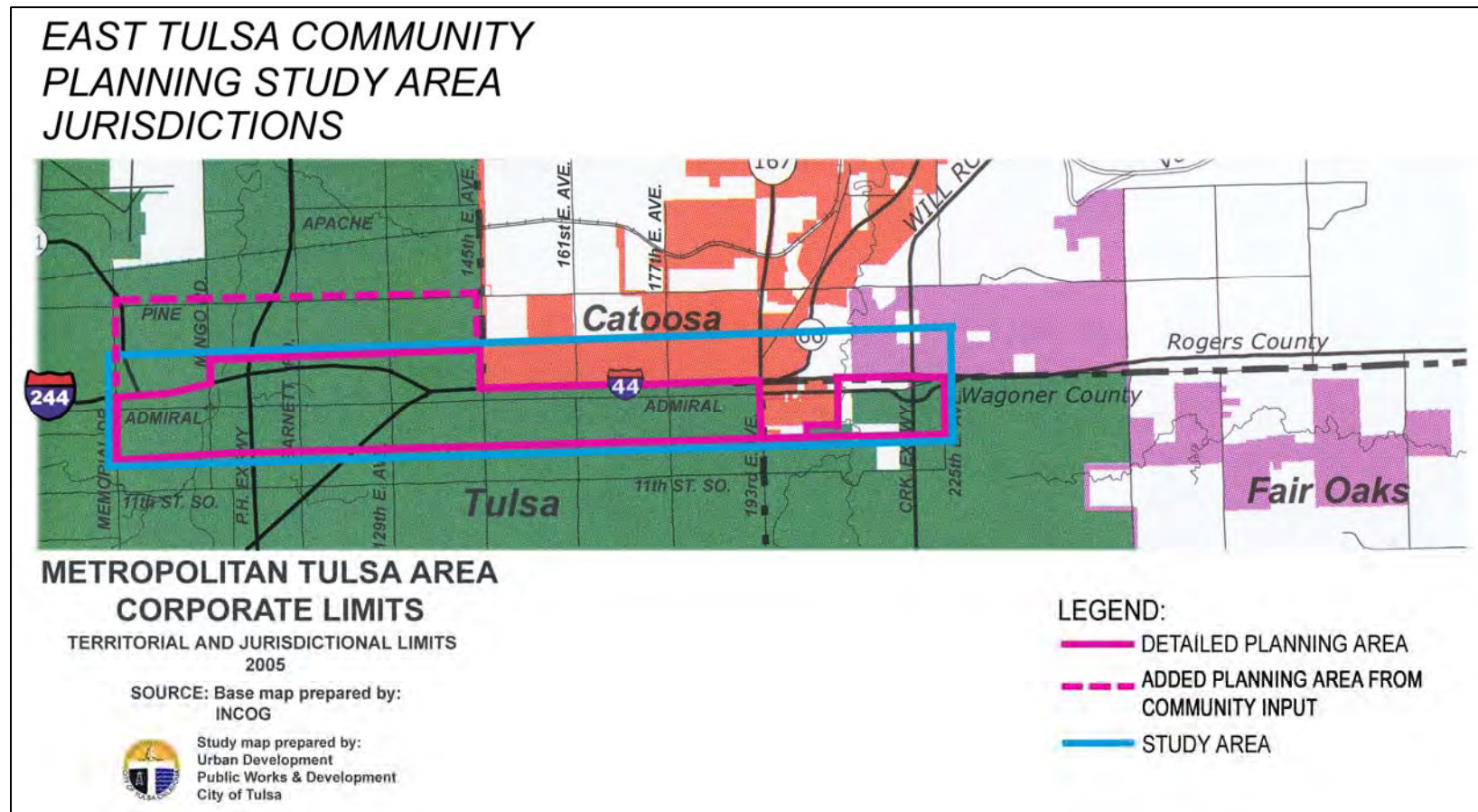
Exhibit 3

SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Opportunities abound in the 412 Corridor. This is clearly demonstrated by a study conducted recently for Tulsa which listed this area as one of great potential for retail development. It is also demonstrated by two distinctly different but equally successful major activity centers in the City of Tulsa and the City of Catoosa – Church on the Move and the Cherokee Casino complex – which anchor the ends of the 412 Corridor study area. It is important that continuing and expanding dialogue and coordination with adjoining jurisdictions (refer to exhibit below) and area stakeholders improve to further greater growth in this vital portion of the metropolitan area. (Note: Some of the jurisdictional considerations relating to this area are described in Appendix B).

Exhibit 4



SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Additional study is expected to follow in phases based on community prioritization of study areas, resulting in a broad vision for the greater East Tulsa community. This “412 Corridor” detailed study area serves as the foundation for continuing community implementation planning efforts that are to be coordinated with Tulsa’s existing and future comprehensive planning framework. That framework is established by the Comprehensive Plan of the Tulsa Metropolitan Area, its component District Plans, and other plan elements previously developed for the area (refer to Appendices B, C, D, E and F).

Additional planning guidance included in consideration for this area is provided by The Rogers County and Wagoner County Comprehensive Plans and the Catoosa Comprehensive plans, as well as plans of major property owners in the area. A more general statement of community goals and priorities has also been prepared for the larger East Tulsa Area. The resulting East Tulsa Neighborhood Detailed Implementation Plan- Phase 2 “412 Corridor” Plan will serve as a component of the Comprehensive Plan for the Tulsa Metropolitan Area and its respective District Plans and aid in prioritization of public services and improvements for the area. It is also intended as a source of selected demographic and economic data and, additionally perhaps, as a promotional tool for the “412 Corridor” area.

SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Planning Framework

The East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 412 Corridor Plan was developed in the context of the Tulsa Comprehensive Plan, its District Plans adopted by the City of Tulsa, and the plans of adjoining jurisdictions, including the City of Catoosa, Rogers County, Wagoner County, and others. The various plan components include a large number of City infrastructure plans as well as other development considerations (refer to Appendices I, J, P and R). This Plan was also developed within the context of the growing planning movement generally labeled “new urbanism”. This planning movement reflects an older planning context that holds that towns and cities are built with “building blocks of urban design”.

One advantage the new urbanism movement is the simplicity of its terminology and its use of common terms for describing the elements of urban design. These terms, however, do not readily translate into the planning framework for most existing community master plans which have been developed over the past several decades. Additionally, in many newer cities, the common tool for implementing the community’s master plan is their zoning code that is dependent on exclusionary standards, and not prescriptive solutions and guidance for urban development. Thus, in order to realize new visions for their communities, modification or even major revisions are required to plans and zoning codes to help achieve plan implementation. There is often, too, the perspective that old and new planning prescriptions cannot simultaneously exist.

In addition to the changing language of planning, there are growing citizen-based efforts to change neighborhood and community plans – the East Tulsa Community Planning Team and study is one such example. Communication within, between, and to these groups is crucial.

NEW URBANISM is the most important planning movement this century, and is about creating a better future for us all. It is an international movement to reform the design of the built environment, and is about raising our quality of life and standard of living by creating better places to live. New Urbanism is the revival of our lost art of place-making, and is essentially a re-ordering of the built environment into the form of complete cities, towns, villages, and neighborhoods - the way communities have been built for centuries around the world. New Urbanism involves fixing and infilling cities, as well as the creation of compact new towns and villages

SOURCE: www.newurbanism.org, June 8, 2005.

SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

There is therefore the need to communicate effectively within revitalization and planning efforts in a way that bridges the differences in urban terminology between the “old” and the “new” language of planning, and which also recognizes the valuable components of past planning efforts.

Whereas the new urbanism approach is in many ways a reflection or re-emergence of historic planning philosophy, this study recognized the “Euclidean Zoning” theory, that supports the separation or zones of different uses, may continue as one valid, preferred planning tool reflecting market demand in undeveloped and under-developed greenfield areas such as in East Tulsa.

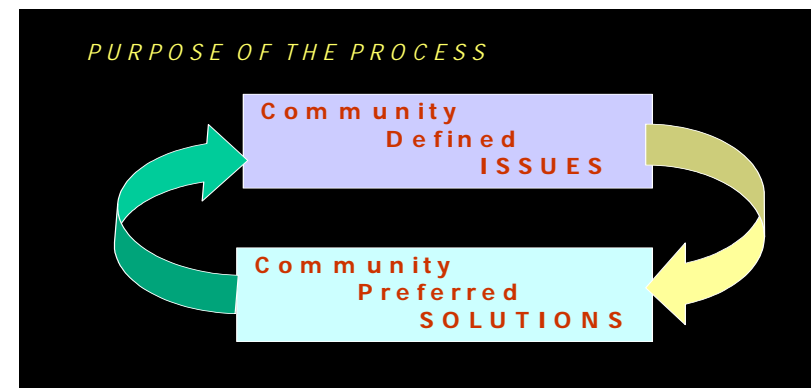
This study also recognized the value of community and neighborhood defined goals and preferences more readily articulated by the “new urbanism” terminology. Thus, each of the detailed East Tulsa Neighborhood Detailed Implementation Plans include a set of design element definitions with which to communicate both planning contexts to planning participants. These terms serve and should continue to serve useful within a continuing, on-going process of planning, urban design, development and redevelopment for the Overall East Tulsa Planning Area and the Detailed Planning Areas. The Design Elements are set forth in the Plan portion of this document.

Within the resulting planning framework, a planning process was followed that resulted in critically important citizen based input - community defined issues and community preferred solutions.

Land use professionals refer to the reigning zoning scheme as “Euclidean Zoning.” This sounds like a geometric term, but is derived from the U.S. Supreme Court case that established the constitutionality of municipal zoning. (Village of Euclid v. Ambler Realty Co., 272 US 365 (1926)).

The geometric allusion is apt, however. Euclidean zoning encourages local governments to separate land uses into small geographical areas known as zoning districts. It locates single family housing here, neighborhood commercial development there, and some mixed uses in yet a different, segregated district of the community.

SOURCE: “Flexibility in the Law: The Re-engineering of Zoning to Prevent Fragmented Landscapes”; Nolon, John R.; Published in the New York Law Journal, 2/18/98



SUMMARY & PLANNING FRAMEWORK

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Purpose

The East Tulsa Community Detailed Implementation Plan – Phase 2 “412 Corridor” Plan is intended to:

Amend and serve as a component of the several Development District Plans of the Comprehensive Plan for the Tulsa Metropolitan Area applicable to areas of City Council Districts 5 and 6. The Phase 2 detailed study area portion is intended to serve as an element of those portions of District 5, 6, 16, 17, 18 and 27 Plans to which it applies (refer to Appendix A). The East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor Plan” is the second of several phases for the overall area plan.

Express East Tulsa’s vision of a prosperous, diverse community that supports and provides businesses, employment centers, neighborhoods, centers of faith, educational and community facilities, and recreational and leisure facilities for its area residents, workers, students, shoppers, and visitors. This vision includes meeting the needs of the local population and the larger needs of the City of Tulsa and northeast Oklahoma region.

Represent a commitment by the City of Tulsa to East Tulsa residents, businesses and citizens to support quality growth and redevelopment in the developed and undeveloped areas of the community.

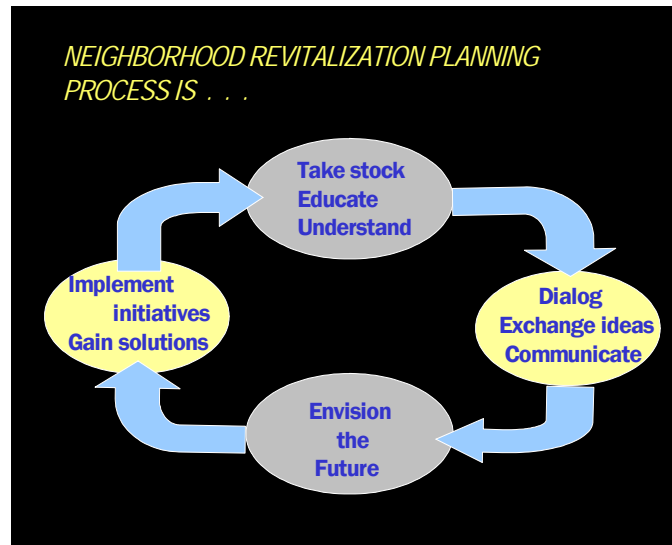
Set forth priorities for public improvements and enhancements, articulates principles, identifies programs, and suggest strategies that are intended to guide and inform private and public development decisions for land use and infrastructure.

Be long-range in scope with guidelines and recommendations for private and public development that will tangibly affect an ever-increasing positive impact on East Tulsa and the City of Tulsa. The Plan is intended to be consistent with and further the goals, objectives and policies of the Comprehensive Plan for the Tulsa Metropolitan Area and component Development District Plans, and any update to the Comprehensive Plan; and to help clarify and define the development desires of East Tulsa. Recommendations are also included that are short-range and mid-range in scope and include priorities for improvements as determined by the community (refer to Implementation Strategies in “The Plan” portion of this document). The Plan is to be a document that is current, and being such, should be regularly reviewed, amended and updated to reflect accomplishments of its vision, and to recognize vital changes in East Tulsa and City goals, objectives policies, priorities, and conditions.

PROCESS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

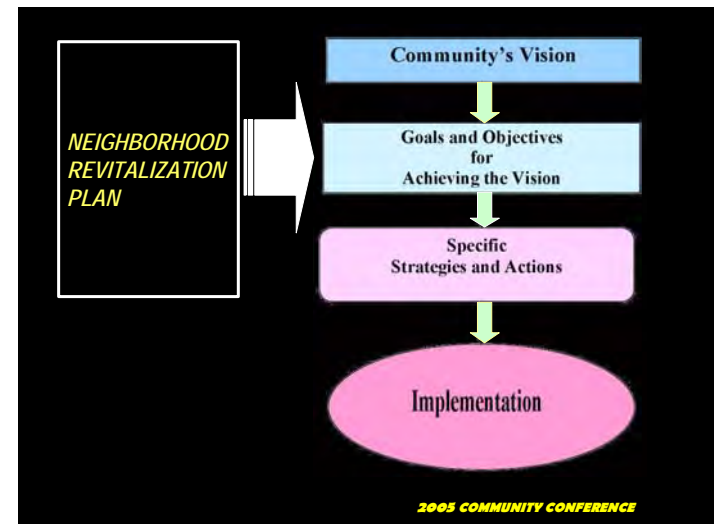
General Process



The East Tulsa Community Planning Team and East Tulsa Business Team were organized from a broad spectrum of community citizens, merchants, leaders, neighborhood associations and stakeholders. The neighborhood revitalization planning process is depicted in the figure on the left. This same process used in the previous Phase 1 planning efforts was used in the Phase 2 study.

The value in the approach is demonstrated by the exceptional participation of East Tulsans in developing their vision and preparing the Plan to accomplish that vision.

The process of developing that neighborhood revitalization plan is depicted in the figure on the right. East Tulsans efforts to implement the Plan are demonstrated through their ongoing involvement in various implementation strategies, actions and programs. These efforts are directed towards growing and improving the East Tulsa community.



East Tulsa Community Planning Process

The East Tulsa Community Planning Process continued with the Phase 2 planning efforts and added inquiries were made to area businesses and property owners. In addition, a windshield survey was made and a list compiled of businesses within the study area. This list was cross-referenced to other data sources. Finally, major business and property owners

PROCESS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

in the study area were determined from county assessor records. From this list, information was mailed which included notice of the study, the study area, study purposes, meeting times and location, and other relevant material. Public notice was continued from that point to meeting attendees by means of electronic mailings.

The Phase 2 revitalization planning process began with a public meeting held February 14th at the Church on the Move located at 1003 N. 129th East Avenue in Tulsa. Subsequent meetings were also held there and have continued to be hosted by the Church and its staff on a regular basis. At this initial meeting the City explained the framework for the Phase 2 of the East Tulsa Community Revitalization Planning efforts. From these foundation efforts, the East Tulsa Community Planning – Phase 2 “412 Corridor” Study was organized from residents, business owners and merchants, neighbors, neighborhood association members, and interested citizens (refer to Appendix S). The study group met as the East Tulsa Business Team (ETBT), and all those who attended an ETBT meeting and provided contact information received notice of following meetings and events and were included in the planning process. To date, nearly 75 different people have participated in some capacity in ETBT planning efforts. The ETBT meetings provided a framework that encouraged the area’s stakeholders to identify the needs of their specific community and to discuss, develop and suggest strategies to advance the physical, economic and social well being of the “412 Corridor” in East Tulsa. Refer to the Acknowledgements section for a list of participants.

An added component of this Phase 2 planning efforts is the presentation of the East Tulsa Business Team’s preliminary final recommendations to those in the Phase 1 and Phase 2 East Tulsa revitalization planning efforts. Upon reaching a consensus of recommendations, the ETBT plan will be presented to the Tulsa Metropolitan Area Planning Commission and the City of Tulsa for adoption as the East Tulsa Neighborhood Revitalization Plan – Phase 2 “412 Corridor” Plan.

Taken collectively, public participation in East Tulsa Phase 2 planning has been extensive, and the work of the ETBT has been to focus on physical planning efforts. The East Tulsa Business Team’s goals, plans and implementation steps will contribute positively to the creation of business opportunity, expanding employment, quality housing, distinctive development, and increasing disposable income for area residents. It is also intended to help bring about improvement in certain trends in East Tulsa. Refer to Appendix A for selected economic and demographic data for the East Tulsa area.

PROCESS

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Continuing Process

One challenge that will likely continue in East Tulsa is bringing together the different demographic groups and business interests into the neighborhood planning process. A continuing, targeted emphasis is necessary to achieve the goal of broad-based community involvement and participation. This goal is particularly important if all the different components of East Tulsa are to be successfully woven into a durable, vital, richly textured blanket of urban development for the 21st Century. Although the specific needs of the different portions of East Tulsa vary considerably, the overall goals of Phase 1 and Phase 2 participants are actually the same and are expressed in those set forth in the Plan section of this document.

Successfully engaging all East Tulsans is crucial to building on the multiple opportunities and advantages its great diversity offers. It is intended that, once this second phase of East Tulsa revitalization planning is completed, then a third phase will begin in another portion of East Tulsa and further expand community participation in the planning process. The resulting plans for the overall planning area of East Tulsa will then reflect the consensus of area goals and preferences.

There are a large number of area neighborhood associations registered or listed in the City of Tulsa Mayor’s Office and include those listed below. Those that participated in the Phase 2 process are noted with (P). In addition to these groups, a broad range of businesses, institutions and property owners participated as well.

*Columbus Neighborhood Association,
Cooper Neighborhood Association,
Crescent Height,
East Central Neighborhood (P),
Magic Circle,
Mayo Plaza Watch,
Mingo Valley,
Mingo Valley Homeowners,
Moeller Heights,
Park Plaza VI & VII,
South and East Tulsa Alliance, (P)
Summerfield South,
Tower Heights/Tulsa Alliance of
Neighborhoods,
Wagon Wheel, and
Western Village.*

In addition, there at least 24 other associations listed in East Tulsa.

Other area organizations and business groups with special interest in East Tulsa include: the East Tulsa Prevention Coalition, the Greater Hispanic Chamber of Commerce, the Route 66 Business League of Tulsa, and the Catoosa Chamber of Commerce.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Overview

The East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan is the second phase of an overall Plan for the East Tulsa area. As noted in the Summary and Planning Framework text portion of this document, the East Tulsa area consists of City Council Districts 5 and 6, and as of 2006, nearly 66 square miles of varied developed and vacant or rural use. Phase 2 of the Plan consists of probably one of the most diverse areas of Tulsa, and consists of approximately 11 square miles of urbanized, rural and undeveloped agricultural portions of East Tulsa. This area has been studied in detail and is the area for which detailed recommendations have been provided in this Plan. Future planning study phases will add other portions of the overall area as additional detailed study areas as determined by the East Tulsa community.

The Tulsa Comprehensive Plan and District 5, 6, 16, 17, 18 and 27 Plans and their amendments are intended to *continue* to provide goals, objectives, and policies for the overall Comprehensive Plan and for general planning matters, specific areas, land use, transportation, and public facilities.

The East Tulsa Neighborhood Detailed Implementation Plans are intended to provide added guidelines, strategies and standards for development decisions in the area, and suggested priorities for public improvements. They in fact include and reinforce certain elements of the Development District Concept as set forth in the “Metropolitan Development Guidelines”.

There are, though, some obvious differences in the boundaries of the Detailed Study Area of this Phase 2 “412 Corridor” Plan and the District Plan boundaries of the Planning Districts in

“The Metropolitan Development Guidelines consist of four elements: Development District Goals and Objectives, Functional Area Goals and Objectives, Development District Concept, and Development District Implementation Policy. The Development Guidelines, as policy statements, are intended to provide increased efficiency and consistency in the decision making process. They are directed toward the issues of the quality of development and the living environment, and are essentially neutral in regard to the Balanced Metropolitan Growth Policy. They should not be interpreted as a land use plan or as a zoning code, but rather as framework or guide within which sound planning, zoning, subdivision, investment and building decisions can be made by individuals and public officials and agencies. It is intended that, in the application of the Development Guidelines, an evaluation of existing conditions, including land uses, existing zoning and site characteristic, shall be considered.”

(SOURCE: “Metropolitan Development Guidelines and Zoning Matrix – Parts of the Comprehensive Plan for the Tulsa Metropolitan Area”; Page 1)

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

which it is located. Relevant District Plans include 5, 6, 16, 17, 18 and 27 (refer to Exhibit 2 and Appendix B). It is the position of the East Tulsa Business Team (ETBT) that the Detailed Study Area is more reflective of a cohesive area of common identity and interest than those currently defined by the Comprehensive Plan of the Tulsa Metropolitan Area. It is understood that any subsequent amendments to the Tulsa Comprehensive Plan, whether in its current form or in an updated revised version, should include Phase 2 “412 Corridor” goal, objectives, policies and guidelines and be an integral part of the Tulsa Comprehensive Plan.

It is also understood that, notwithstanding the district boundaries in the Tulsa Comprehensive Plan and any updates to the Plan, the Phase 2 “412 Corridor” recommendations and plan are reflective of the East Tulsa community’s desires and purposes for East Tulsa. The expression of those same desires and purposes in terms readily understood by citizen planners was one purpose for continuing to use the set of design element definitions developed in the Phase 1 study. As noted in the Summary and Planning Framework section, these design element definitions sought to communicate the planning context of the Comprehensive Plan of Tulsa Metropolitan Area, the New Urbanism movement, and frequently discussed new implementation strategies such as TND zoning and sustainable development.

The design element definitions used by the East Tulsa Community Planning Study are set forth in the following section of the Plan document.

What is a TND? The acronym TND stands for Traditional Neighborhood Development, a comprehensive planning system that includes a variety of housing types and land uses in a defined area. The variety of uses permits educational facilities, civic buildings and commercial establishments to be located within walking distance of private homes. A TND is served by a network of paths, streets and lanes suitable for pedestrians as well as vehicles. This provides residents the option of walking, biking or driving to places within their neighborhood. Present and future modes of transit are also considered during the planning stages.

Public and private spaces have equal importance, creating a balanced community that serves a wide range of home and business owners. The inclusion of civic buildings and civic space -- in the form of plazas, greens, parks and squares -- enhances community identity and value.

The characteristics of a TND are synonymous with the values of the New Urbanism planning movement.

(SOURCE: <http://www.tndtownpaper.com/neighborhoods.htm>)

There are over 100 definitions of sustainability and sustainable development, but the best known is the World Commission on Environment and Development's. This suggests that development is sustainable where it "meets the needs of the present without compromising the ability of future generations to meet their own needs."

(SOURCE: <http://www.gdrc.org/sustdev/definitions.html>)

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Design Elements

Image/Identity Zone - This is a location, typically near and around roadway intersections, that provides an opportunity to establish a positive appearance for an area. Its high visibility and accessibility allows conveyance of a message, “brand”, or identity through public and private building and site improvements.

Gateway or Entry - These locations are where special design elements, such as fountains, signs, artwork, and monuments, might be placed to provide a distinct sense of arrival or entry to a specific area, neighborhood, district or activity center.

Traffic Corridor - These are primarily vehicle movement corridors that link the various components of a community, its “urban villages” and neighborhoods, and help organize metropolitan structure. These include major roads, arterial streets and expressways. The amount of road right-of-way often allows for significant pedestrian paths and “people-friendly” treatment such as detailed landscaping, street trees, special pavement, benches and similar features. In less dense areas, these roadways and adjacent development often serve as the edges or boundaries of adjoining neighborhoods or districts.

Special Treatment Corridor - These are intended to have special landscape, street trees, streetscape, signs, lighting, and similar enhancements provided along them. These corridors provide direct access to particularly important community design elements. A traditional example is the urban boulevard.

Major Activity Centers - These are large areas designed for higher density and intensity of use and typically for one use, particularly in less densely populated suburban settings. Historically, “greenfield” development planning strategies concentrated residential neighborhoods around such centers which were primarily commercial in use. These centers possess the opportunity for a mixture and diversity of use in a more compact urban form. (Recently, declining centers have taken advantage of these opportunities and existing infrastructure to redevelop as more urban, pedestrian-friendly environments.) Whether planned as a single use center or areas that developed through higher activity uses clustering together, such activity centers often take on characteristics of the historic town center. Frequently they function as the place of significant social and community interaction and identity for emerging urban villages. Concentration of civic, institutional, and commercial activity in them is encouraged and should be well designed.

Neighborhood - These are primarily internally well connected, residential use in suburban areas and more compact, interconnected, mixed use in urban areas. They should be designed with easy walking distances by way of pathways and streets to services and transit links, and are to enable neighbors to know each other and foster community safety.

Key design elements in the East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan are depicted in Exhibit 1 – “Location of Key Design Elements”. These elements are depicted for the Detailed Study Area of the Plan.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

The intersections of designated arterial streets (per the Tulsa City-County Major Street and Highway Plan) and immediately adjoining lands are designated as “Image/Identity Zones”. New gateway treatment or the enhancement of existing is recommended for many of the expressway interchanges.

All area arterial roads are designated as a Traffic Corridor or a Special Treatment Corridor. E. Admiral Place, which parallels U.S. 412, is of particular importance in the movement of people, goods and services in East Tulsa. It is suggested that development and redevelopment along the portions of these roads with business frontage should consider potential solutions such as those depicted in Appendices K and N. Additionally, portions of E. Admiral Place and S. Mingo Road within the planning area are located on old Route 66 and improvement to these roads should consider the special design considerations that apply to this designation.

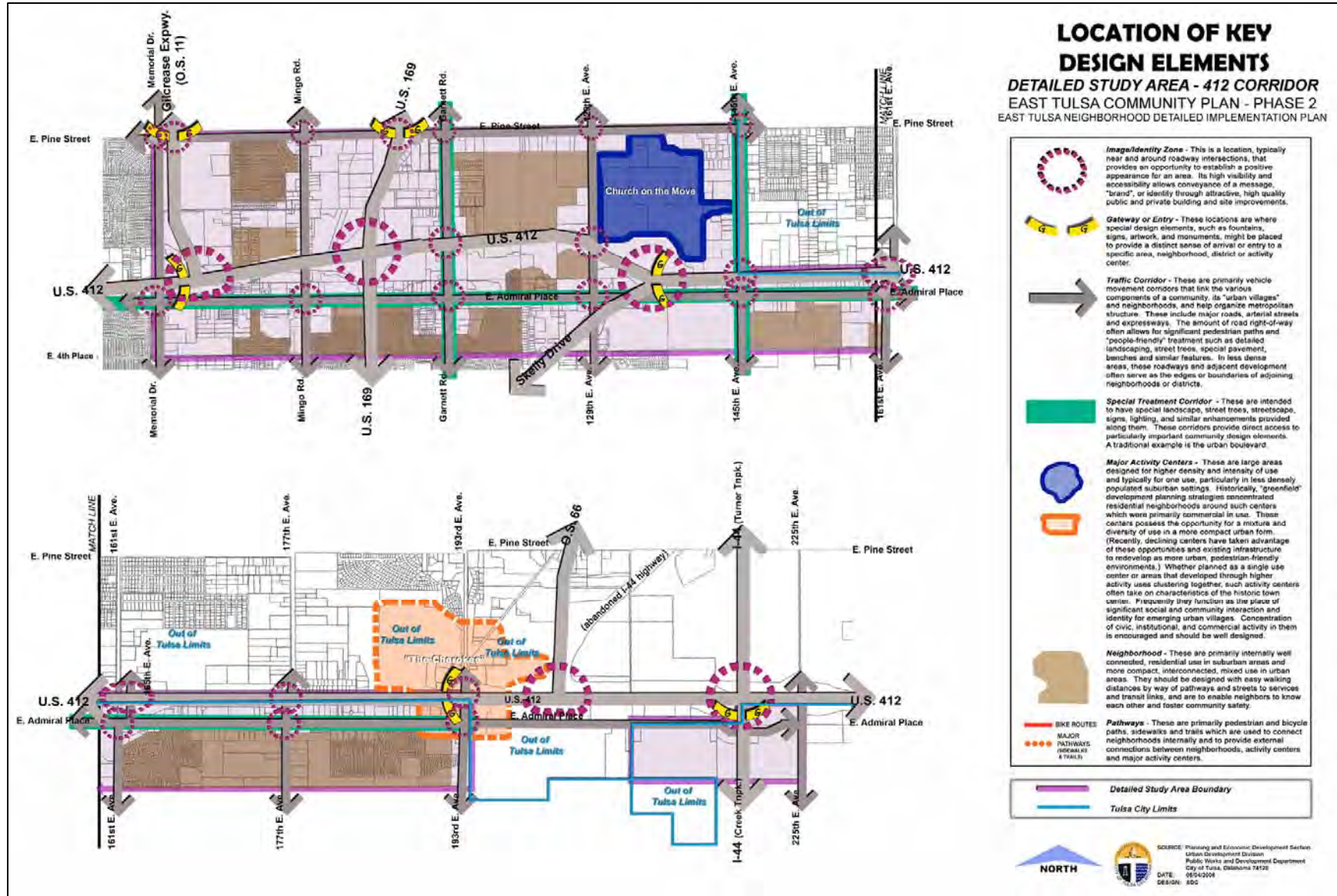
There are two Major Activity Centers in the Detailed Study Area. One is the “Church on the Move” area located northeast of the of the U.S. 412 overpass and 129th East Avenue, and that area includes existing Church facilities, the Lincoln School Campus, and undeveloped lands associated with future development of this center of activity. The other is the “Cherokee” area which is located at 193rd E. Avenue and U.S. 412. It includes the Cherokee Casino, golf course facility, associated development, and business development east and west of 193rd E. Avenue and north and south of U.S. 412. The majority of this major activity center is within Catoosa while the southwest corner of 193rd E. Avenue and U.S. 412 is located in the City of Tulsa. Significant development and redevelopment has and will occur here and will be identified, or branded, as being a part of this area’s development. Future public development in these areas, including roadway, interchange and highway improvements, should consider potential impacts and solutions that will facilitate development, traffic movement and safety, and the strong economic engine these activity centers provide East Tulsa and the metropolitan area.

Neighborhoods in the area are actually adjacent the U.S. 412 Corridor and are bounded by the Traffic Corridors. All of these elements are addressed more specifically in the Detailed Area and Select Area sections of the Plan. **Exhibit 1**

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 5



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Overall Area Goals

The goals for all of East Tulsa as well as the Detailed Study Area are set forth below. The overall East Tulsa Community Planning Area is depicted in the figure below.

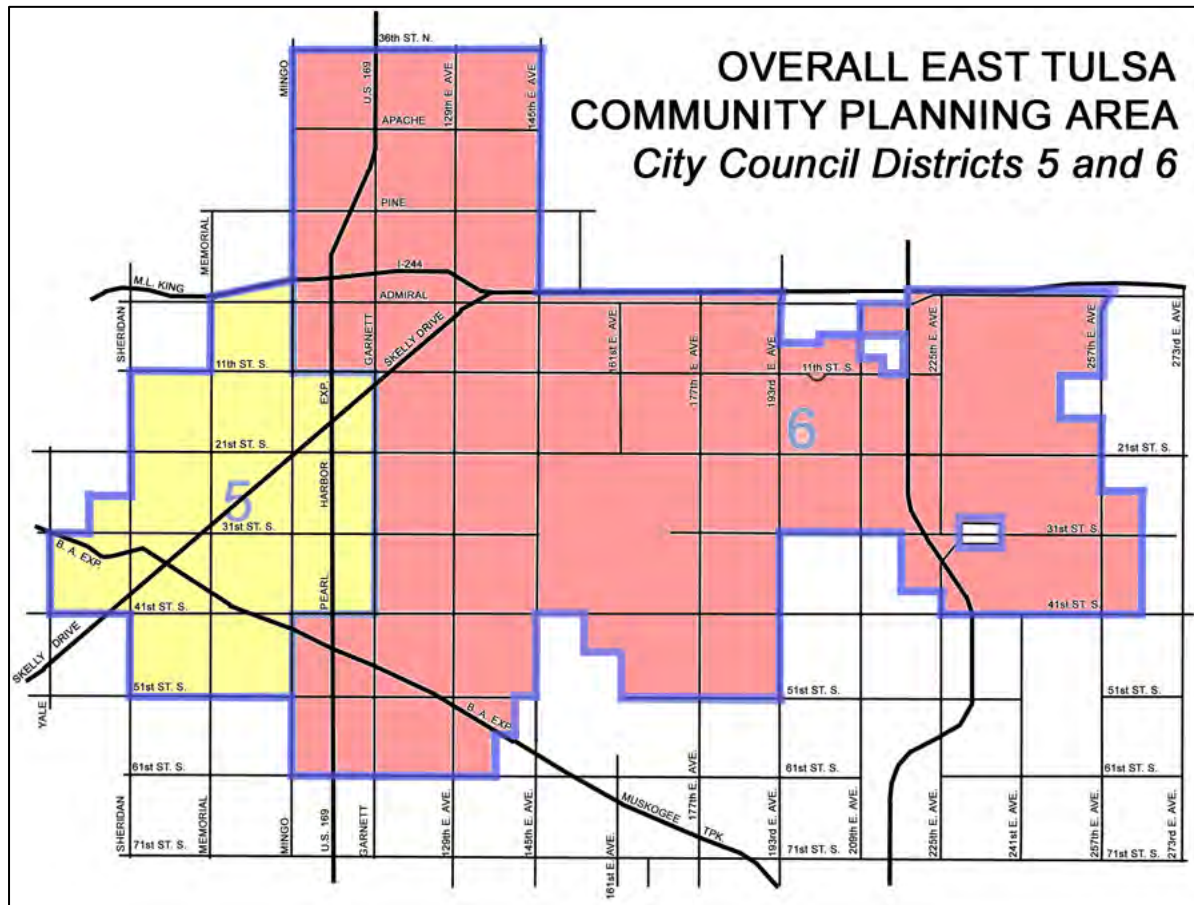


Exhibit 6

1. Make East Tulsa a great place to live, work, worship, shop, learn, visit, and play.
2. Provide great public improvements to assist creative, innovative private investment and development.
3. Fully and thoughtfully link East Tulsa into regions' economy and development.
4. Maintain and enhance the existing neighborhoods and area businesses with great public and private improvements.
5. Protect the pedestrian and enhance the pedestrian environment and scale.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

6. Minimize curb-cuts in heavy pedestrian areas, and utilize mutual access points to reduce the number of curb-cuts where appropriate.
7. Provide clear indications of pedestrian activity zones in heavy pedestrian areas.
8. Provide additional, safe pedestrian paths and connection between area neighborhoods and activity centers.
9. Slow vehicular traffic in heavy pedestrian traffic areas.
10. Reinforce safe, efficient traffic patterns within and between neighborhoods.
11. Explore strategies to require that new development and redevelopment projects place utility lines underground to reduce conflicts between utility poles, lines and equipment and pedestrians and vehicles
12. Encourage high quality residential, office, commercial, and appropriate industrial orderly in-fill development in East Tulsa.
13. Encourage high quality residential, office, commercial, and appropriate industrial development in the undeveloped portions of East Tulsa.
14. Provide interchange connections with U.S. 412 and area arterial streets.
15. Provide public infrastructure improvements, particularly water, sanitary sewerage service, and improved arterial streets, to areas which are underserved or not served.
16. Encourage and support the redevelopment of Eastland Mall and surrounding businesses, and provide appropriate private and public assistance to enhance retail business opportunities in the area.
17. Provide an attractive image for area roadways, including street trees, sidewalks, street furniture, pedestrian lighting and other streetscape improvements. Encourage the replacement of dilapidated fencing along all subdivisions with boundaries bordering major roadways. Encourage public and private beautification of area major street intersections

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

18. Provide assistance in developing a community center in East Tulsa, designed especially towards fostering positive community interaction among area youth and between the various population groups.
19. Develop a positive sense of place and identity for East Tulsa.
20. Encourage major, region-serving development and employment and retail centers along area expressways.
21. Encourage and support the economic opportunities of expansion of area employment centers and Tulsa International Airport.
22. Support the development and organization of area business associations.
23. Continue working with area schools to further improvements to their facilities and educational programs.
24. Provide ready, safe and secure vehicular and pedestrian access between neighborhoods and community facilities.
25. Maintain and expand youth service and programs.
26. Continue to engage everyone and expand involvement by all in on-going community planning and action efforts. Take advantage of opportunities provided by the areas changing demographics and economics.
27. Continue the neighborhood detailed implementation planning effort in East Tulsa and develop detailed plans for the remaining areas of East Tulsa.
28. Provide to the City recommendations for capital improvements and project priorities in East Tulsa area.
29. Development and redevelopment of typical suburban neighborhoods and residential areas should be designed to have the same or generally the same uses facing each other. Consider the following examples:
 - a. Single-family detached homes should face single-family detached homes, and similarly duplexes should face duplexes.
 - b. Duplexes should, generally, not face apartments and apartments should not face offices.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

30. Major activity centers, when properly designed, may develop with mixed and multiples uses exhibiting an urban character, pedestrian-friendly, walk-able environment, transit connections and service, and appropriate transition areas.

Detailed Study Area

The Detailed Study Area is again depicted in the adjoining figure and its boundaries are: within the Tulsa corporate limits along U.S. 412 and E. Admiral Place from Memorial Drive to 225th E. Avenue

The application of the design elements to the detailed study area yields the following recommended proposals, goals and policies.

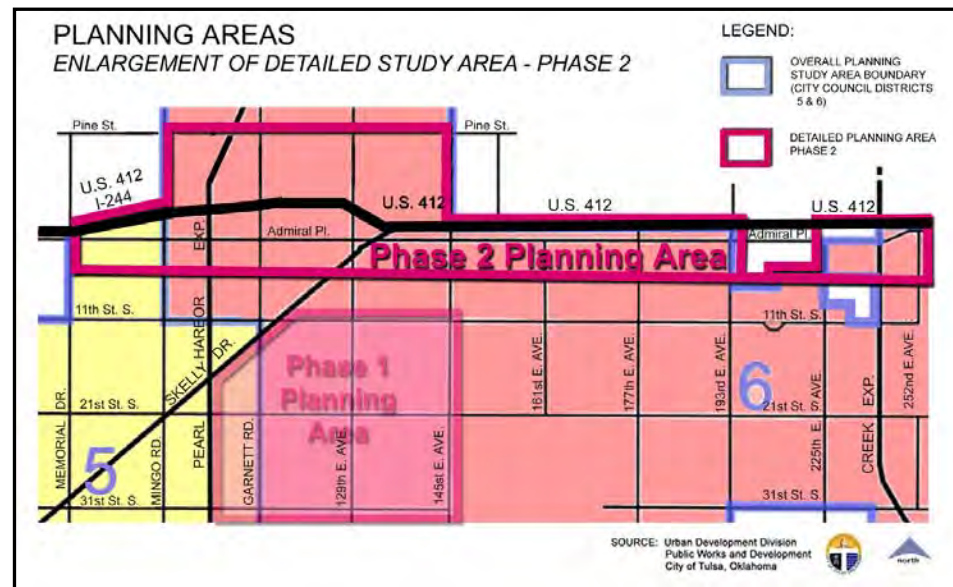
1. TRAFFIC CORRIDORS AND PATHWAYS

The Detailed Study Area recommendations for roadways and paths are depicted in Exhibit 8 - “Traffic Corridors and Pathways Plan” and the recommendations are as follows:

A. Expressways

- (1) It is intended that U.S. 412, Interstate 44 (Skelly Drive), O.S. 11 (Gilcrease Expressway), U.S. 169 (Pearl Harbor Expressway) and the Creek Expressway provide safe, reliable, efficient regional connections to and within the area.
- (2) It is intended that the expressways present a clean and attractive image. In particular, it is intended that the U.S. 412 corridor be enhanced and beautified as appropriate to serve as a welcoming entry

Exhibit 7



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

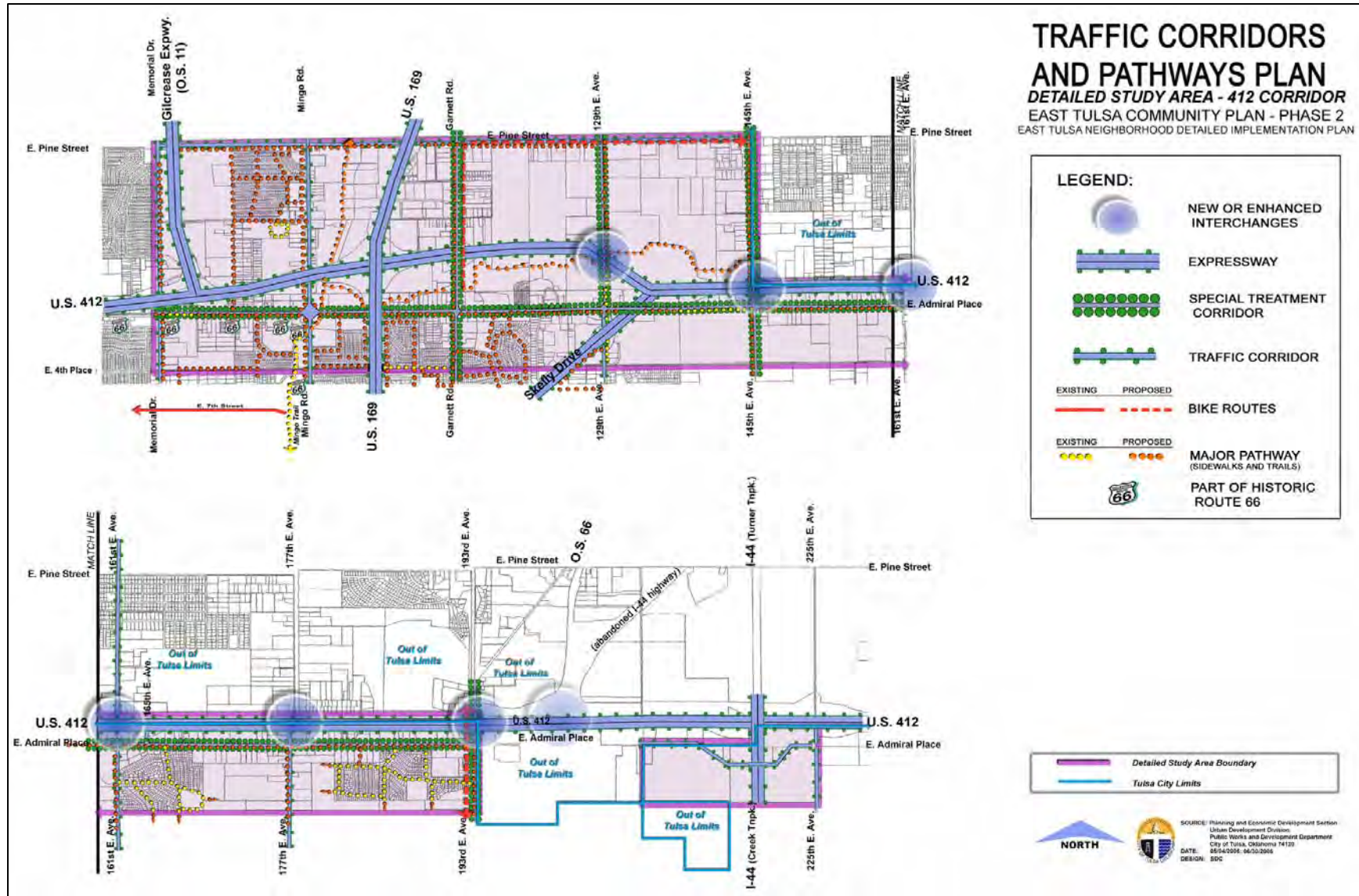
into the City of Tulsa. It is intended that improvements to existing and new interchanges with U.S. 412 be provided landscaping and other attractive design elements to help serve as gateways into Tulsa.

- (3) It is intended that attractive, welcoming design features, including signs, landscape, lighting, and signs, be provided at expressway entrances and exits into the area.
- (4) New interchanges or improvements and enhancements to existing interchanges to U.S. 412 are recommended at 129th East Avenue, 145th East Avenue, 161st/165th Avenue, 177th E. Avenue, 193rd East Avenue, and Mingo Road. It is intended that improved access be provided to East Tulsa to facilitate movement of people, goods and services and to enhance area economic development opportunities. Refer to Appendix R for existing examples in Tulsa metropolitan area.
- (5) Planned improvements for the connection of U.S. 412 and O.S. 66 are recommended and supported (these improvements are outside of the City of Tulsa corporate limits).
- (6) It is recommended that U.S. 412 between 193rd E. Avenue and 129th E. Avenue be enhanced with additional and appropriate landscape elements to provide an attractive sense of entry to Tulsa along this high traffic volume expressway corridor. This may be accomplished during highway widening and improvement projects for the expressway, the provision of new or enhancement of existing interchanges, or as a separate enhancement project.
- (7) Gateway and Entry Treatment is recommended to be provided or enhanced at the following locations along the expressway system:
 - (a) Gilcrease Expressway (O.S.11) at E. Pine Street;
 - (b) U.S. 412 and the Gilcrease Expressway (O.S. 11);
 - (c) U.S. 412 and Skelly Drive;
 - (d) U.S. 412 and 193rd E. Avenue;
 - (e) U.S. 412 and I-44 (Creek Turnpike); and
 - (f) E. Admiral Place and Mingo Road Traffic Circle.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 8



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

B. Special Treatment Corridors

- (1) It is intended that E. Admiral Place, Garnett Road, and 145th E. Avenue be improved and enhanced as arterial streets and Special Treatment Corridors. As Special Treatment Corridors, improvements are to be people-friendly and improvements are to include special landscape, street trees, signs, streetscape, lighting, medians (where appropriate), and similar enhancements. These corridors are to provide for safe, efficient vehicular movement linking the various components of the community, its neighborhoods, major activity centers, and to help organize the metropolitan structure. Improvements are intended at the appropriate time in conjunction with area development and, in some instance, in advance of development to facilitate development in East Tulsa. Refer to Exhibits 9, 10 and 11 existing examples and Appendix S for other examples.



Exhibit 9 – Street Trees and Landscape
71st Street South



Exhibit 10 – Street Trees and Landscape
N. Peoria Avenue



Exhibit 11 – Barrier and Buffer Walls and Trees
71st Street South

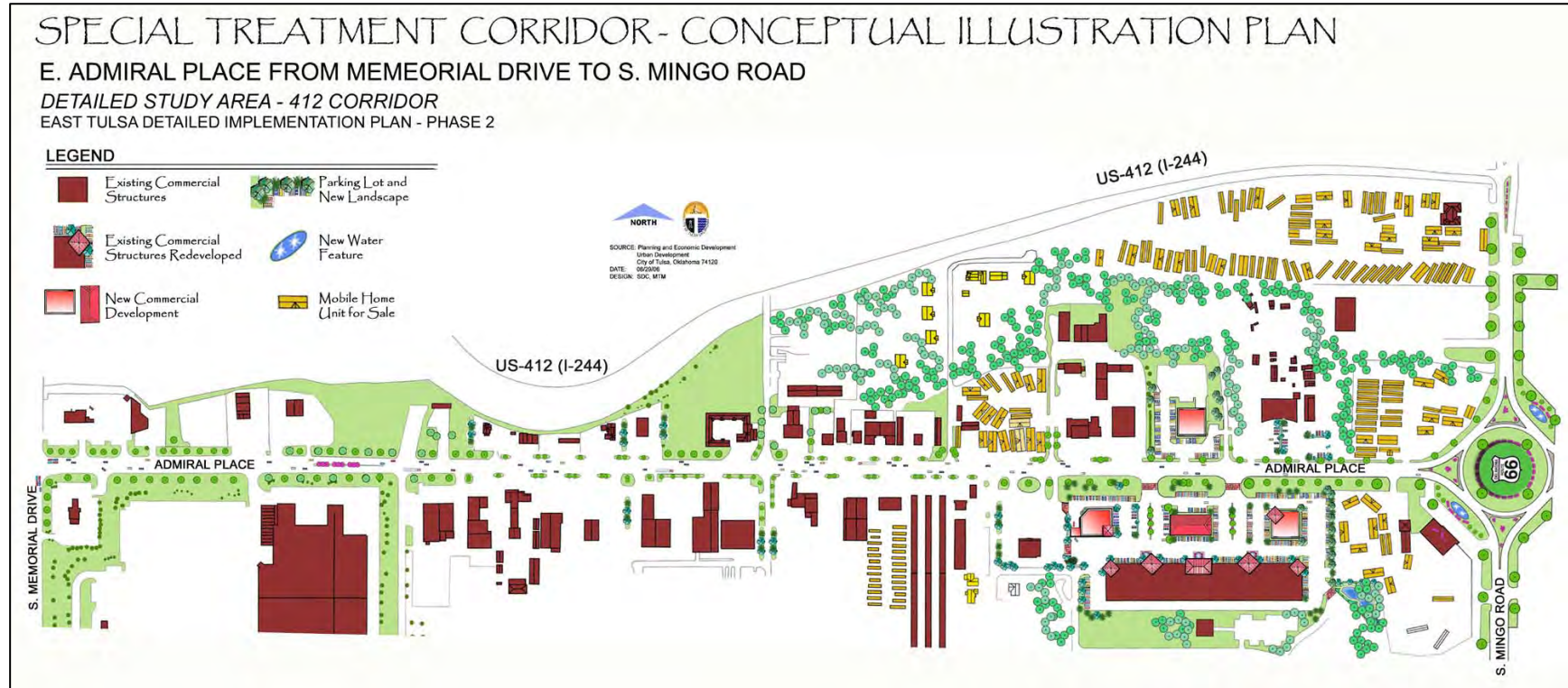
Conceptual illustrations of one possible redevelopment plan for a Special Treatment Corridor are depicted in Exhibits 12 and 13.

- (2) It is intended that additional plans from the Route 66 Plan for E. Admiral Place and S. Mingo Road be included as components of future roadway improvements and enhancements. Recommendations for the Route 66 roadway segments are included in the Route 66 Enhancements and Promotion Master Plan of Development, December 2005. One conceptual illustration of possible roadway improvements

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 12

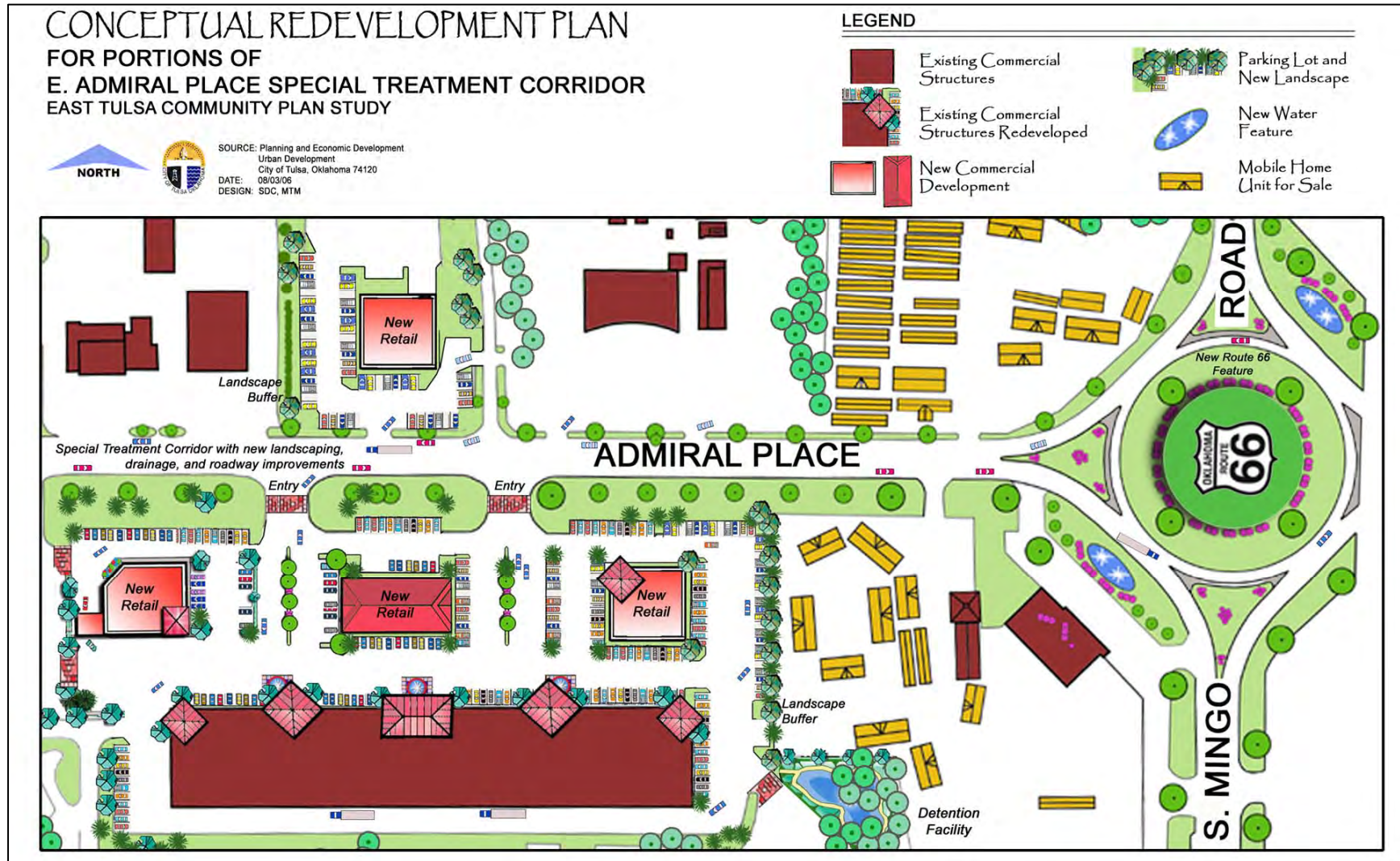


and enhancements for the E. Admiral Place and S. Mingo Road Traffic Circle (Cyrus Avery Circle) are depicted in Exhibits 12, 13, and 17.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 13



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- (3) It is intended that all Special Treatment Corridors have bikeway lanes, paths or special accommodations provided along them to encourage safe and efficient bicycle transportation and to provide more direct connections to major employment and activity centers in Tulsa and the metropolitan area. Such improvements may be provided in conjunction with additional street enhancements. Refer to Exhibits 14, 15 and 16 for existing examples.

Exhibit 14 - Trail Entry



Example 15 – Bus Stop Area



Example 16 – Trail Light



- (4) It is intended that the existing access points to/from U.S. 412, Interstate 44, O.S. 11, and U.S. 169 (Pearl Harbor Expressway) be beautified with appropriate landscape, signs, streetscape, lighting and other appropriate improvements to establish a positive image, brand, and sense of entry into Tulsa and the East Tulsa area. Examples of existing typical improvements are depicted in Appendix R. These access points include:

- a. E. Pine Street South and O.S. 11 (Gilcrease Expressway); ;
- b. E. Pine Street and U.S. 169 (Pearl Harbor Expressway);
- c. Memorial Drive and U.S. 412;
- d. Mingo Road and U.S. 412;
- e. Garnett Road and U.S. 412;

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- f. 129th E. Avenue and U.S. 412;
 - g. 145th E. Avenue and U.S. 412;
 - h. 161st/165th E. Avenue and U.S. 412; and
 - i. 193rd E. Avenue and U.S. 412.
- (5) It is intended that the intersections of Special Treatment Corridors with other Special Treatment Corridors have high quality public and private improvements provided that will convey a positive physical appearance, and help establish an attractive image for East Tulsa. These include the following intersections:
- a. E. Admiral Place and Garnett;
 - b. E. Admiral Place and 129th E. Avenue north of E. Admiral Place;
 - c. E. Admiral Place and 145th E. Avenue; and
 - d. E. Admiral Place and 193rd E. Avenue.
- (6) It is intended that E. Admiral Place, 129th E. Avenue and 145th E. Avenue have special design features provided at the approach or entry areas to the Major Activity Centers. These design elements include, but are not limited to, fountains, signs, artwork, and monuments, and these elements may be public or private in nature. These elements should help establish a distinct sense of entry to the Major Activity Centers.

C. Traffic Corridors

- (1) It is intended that Memorial Drive, Mingo Road, 129th E. Avenue (south of E. Admiral Place), 161st/165th E. Avenue, 177th E. Avenue and 225th E. be improved and enhanced as arterial streets and Traffic Corridors. As Traffic Corridors, improvements are to be people-friendly and improvements are to include landscape, street trees, special pavement, benches, and similar features. These corridors are to provide for safe and efficient vehicular movement linking the various components of the community, its neighborhoods, major activity centers, and to help organize the metropolitan structure. Improvements are intended to be provided at the appropriate time in conjunction with area development and redevelopment, in some instance, in advance of development in order to facilitate development in East Tulsa. Refer to Exhibits 9, 10 and 11 existing examples and Appendix S for other examples.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

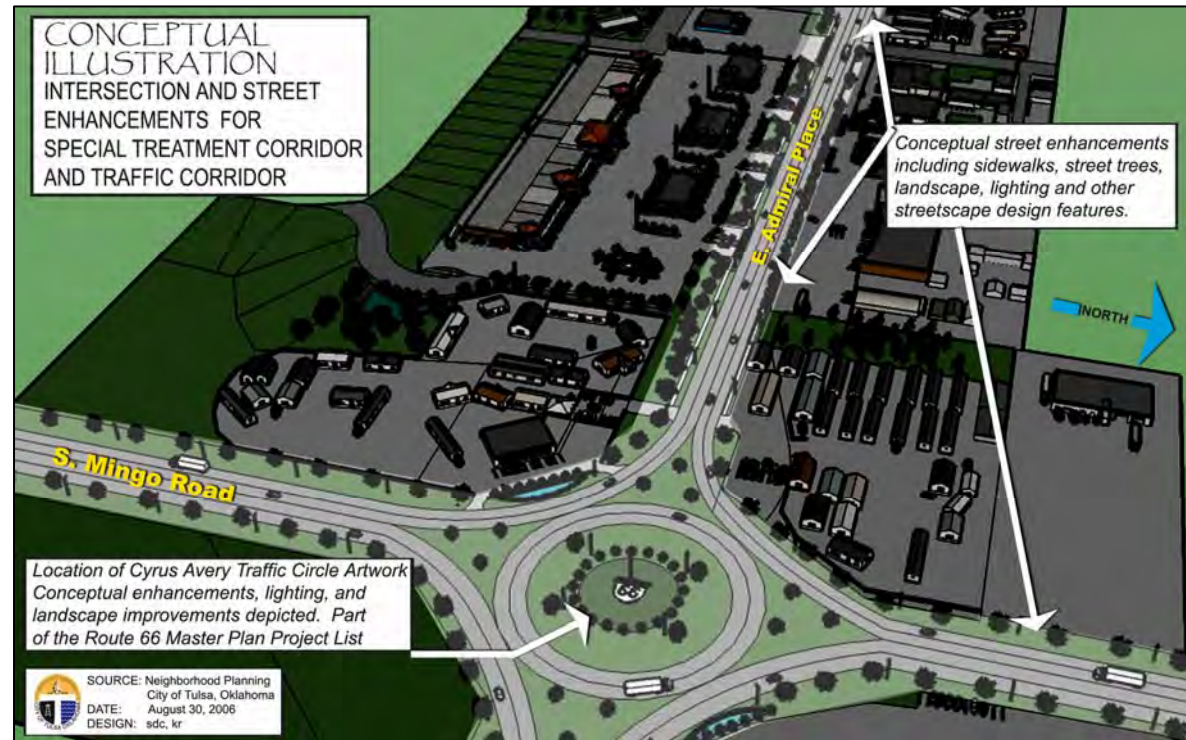
- (2) It is intended that all Traffic Corridors have bikeway lanes, paths or special accommodations provided along them to encourage safe and efficient bicycle transportation. Refer to Exhibits 14, 15 and 16 for existing examples.
- (3) It is intended that the access points to U.S. 169 be beautified with appropriate landscape, signs, streetscape, lighting and other appropriate improvements be provided to establish a positive image, brand, and sense of entry into the East Tulsa area. Examples of existing typical improvements are depicted in Appendix R.
- (4) It is intended that the intersections of Traffic Corridors with other Traffic Corridors and Special Treatment Corridors have high quality public and private improvements provided that will convey a positive physical appearance, and help establish an attractive image for East Tulsa. These include:
 - a. E. Pine Street and Memorial Drive;
 - b. E. Pine Street and Mingo Road
 - c. E. Pine Street and Garnett Road;
 - d. E. Pine Street and 129th East Avenue; and
 - e. E. Pine Street and 145th E. Avenue.

Exhibit 17 depicts a concept illustration of how such street and intersection improvements might appear. This particular intersection would have additional special treatment since it is the traffic circle at the intersection of E. Admiral Place and Mingo Road. Other similar solutions, with landscape, street trees, lights, enhanced pedestrian crosswalks and signs, would be appropriate for typical intersections that do not include a circle or round-about

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 17



D. Bike Routes

- (1) It is intended that the bike routes set forth in the “City of Tulsa Trails and Suggested Bike Routes” and the “Destination 2030 Bicycle/Pedestrian Plan” be maintained and enhanced.
- (2) It is intended that bicycle routes be an integral component of all new arterial street design and improvements. It is intended that additional bike routes be designated along the Traffic Corridors and Special Treatment Corridors as additional street improvements and enhancements are provided. Refer to Exhibits 14, 15 and 16 for existing examples.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- (3) The existing pathways and proposed pathways along arterial streets, collector streets and minor streets depicted on “Exhibit 8 – Traffic Corridors and Pathways Plan” are intended as potential routes for bike routes.
- (4) It is suggested that the “bike and ride” program of the Metropolitan Tulsa Transit Authority/Tulsa Transit be encouraged, and that necessary equipment and facilities be provided near designated transit stops.

E. Major Pathways

- (1) It is intended that a pathway system be provided that connects Neighborhoods, Major Activity Centers, and community facilities. The pathway system is intended to provide connections within East Tulsa and between East Tulsa and other portions of the larger Tulsa community.
- (2) It is intended that the pathway system include bike routes, trails and sidewalk system and be located generally as depicted on “Exhibit 8 – Traffic Corridors and Pathways Plan”. In addition to the designated locations, other pathways may also be determined as appropriate.
- (3) It is intended that the existing pathway system be maintained and enhanced. It is further intended that the proposed pathways along public right-of-ways and public facilities, including bike routes, trails, and sidewalks, be provided in future public funding measures. Those proposed pathways along undeveloped private lands, including bike routes, trails, and sidewalks, are intended to be provided during the development process.
- (4) It is intended that other public or quasi-public programs and facilities encouraging healthy lifestyles, pedestrian-friendly environment, and active walking programs be coordinated with the City’s park, recreation, trail, sidewalk, bike and pathways systems, in order to optimize benefits to the public. Such programs include those of the Tulsa City County Library System, Tulsa Public Schools, East Tulsa Prevention Coalition, Tulsa Community Service Council, Salvation Army, Y.M.C.A. and Y.W.C.A., Tulsa County Public Health System, Tulsa County Parks System, and other community service agencies and programs.
- (5) It is intended that the pathway system be safe and secure and that appropriate lighting be provided.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

2. COMMUNITY FACILITIES AND ACTIVITY CENTERS

The Detailed Study Area recommendations for community facilities and activity centers are depicted in Exhibit 18 - Community Facilities and Activities Center Plan” and the recommendations are as follows:

A. General

It is intended that the many community facilities serving East Tulsa, public, quasi-public and private, be linked by a system of pedestrian-friendly pathways. It is the goal to foster community connectivity, spirit, safety, and neighborliness.

B. Storm Water Facilities

- (1) It is intended that storm water facilities be maintained and enhanced to accomplish their primary purpose of flooding and storm water management.
- (2) It is intended that the storm water facilities be multiple use facilities and that secondary purpose uses be optimized. Secondary uses recommended include park and recreational uses, bike routes, and walking paths and trails. Other community uses may also be appropriate.
 - a. It is recommended that the Cooley Creek Channel and Detention Facilities (located generally north and south and adjacent U.S. 412) have additional maintenance trails provided to serve also as trails and pathways connecting the U.S. 412 Corridor, East Tulsa, and adjoining communities.
 - b. It is recommended that the Mingo Creek maintenance trail system be have additional maintenance trails provided to serve also as trails and pathways connecting the U.S. 412 Corridor, East Tulsa, and adjoining communities.
 - c. It is suggested that a study be made to determine the appropriateness of trail lighting along these trails and pathways and in the stormwater facilities. If lighting is appropriate, it should be provided.
- (3) It is recommended storm water facilities continue to be appropriately maintained and landscaped, and attractive identification signs should be provided for the multiple use facilities.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- (4) It is intended that the storm water facility maintenance trails be coordinated and connected with the system depicted in the “City of Tulsa Trails and Suggested Bicycle Routes” plan.

C. Parks

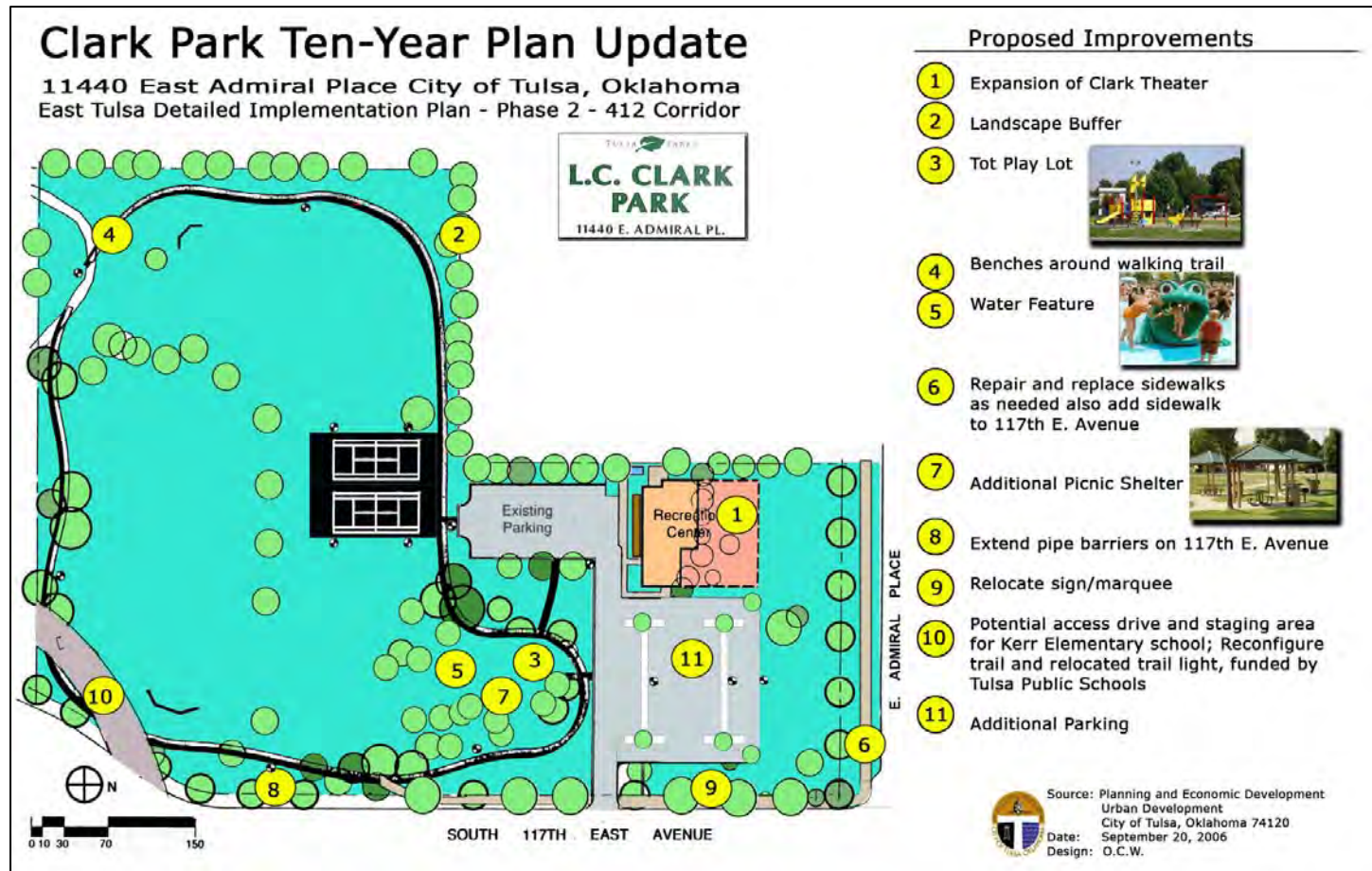
- (1) It is intended that the City’s park and recreation facilities be maintained, enhanced, and optimized. Wherever appropriate, parks facilities should be provided adjacent public school facilities and/or other public use facilities. Refer to Appendices V and W for examples.
- (2) It is intended that the parks and recreation trails be coordinated and connected with the City of Tulsa’s Trails and Suggested Bicycle Routes” plan as depicted in “Exhibit 8 – Traffic Corridors and Pathways Plan”. In addition to the designated locations, other pathways may also be determined as appropriate.
- (3) It is intended that other public or quasi-public programs and facilities encouraging healthy lifestyles, pedestrian-friendly environment, and active walking programs be coordinated with the City’s park, recreation, trail, sidewalk, bike and pathways systems, in order to optimize benefits to the public. Such programs include those of the Tulsa City County Library System, Tulsa Public Schools, East Tulsa Prevention Coalition, Tulsa Community Service Council, Salvation Army, Y.M.C.A. and Y.W.C.A., Tulsa County Public Health System, Tulsa County Parks System, and other community service agencies and programs.
- (4) During the development process of large undeveloped tracts of land, additional neighborhood park land should be provided by the developer as appropriate.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- (5) It is intended that Clark Park and Theater and Norberg Park be high priority parks for improvement, and that these parks be improved according to the updated Clark Park and Theater Ten-Year and the Norberg Ten-Year Plan. Refer to Exhibits 18 and 19 for plans.

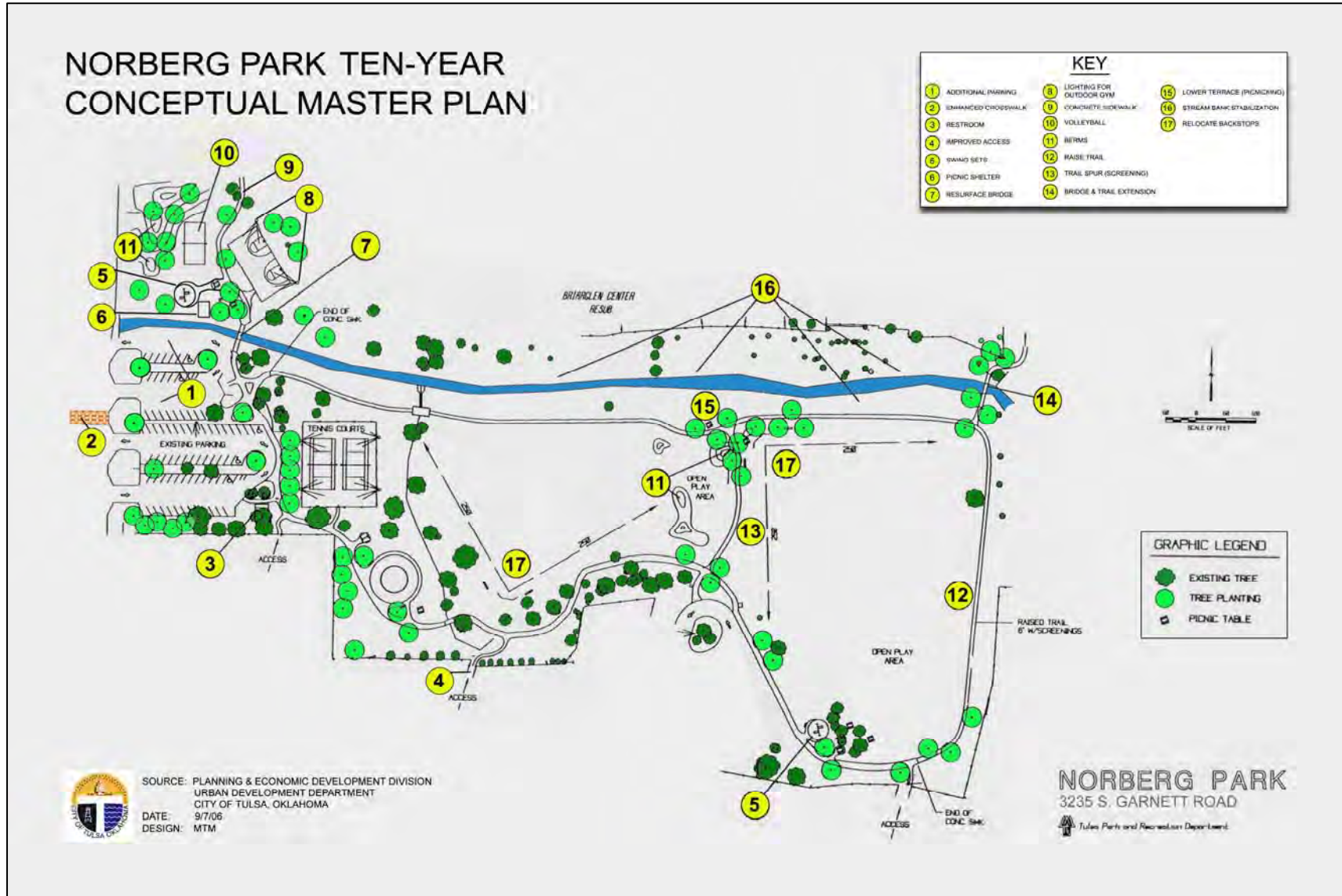
Exhibit 18



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 19

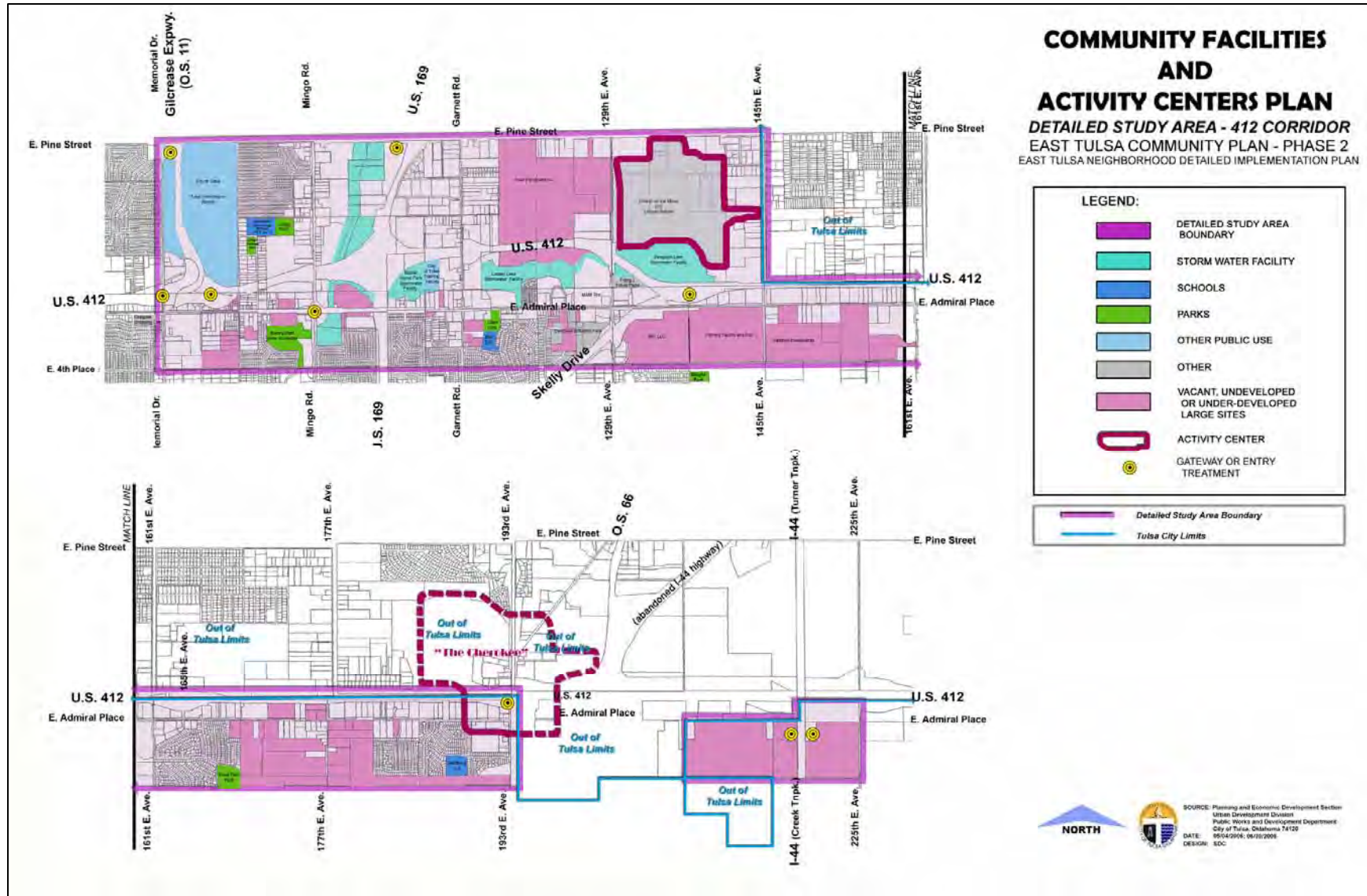


SOURCE: PLANNING & ECONOMIC DEVELOPMENT DIVISION
 URBAN DEVELOPMENT DEPARTMENT
 CITY OF TULSA, OKLAHOMA
 DATE: 9/7/06
 DESIGN: MTM

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East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 20



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

D. Schools

- (1) It is intended that the Tulsa Public School’s facilities be maintained, enhanced, and optimized. Wherever appropriate, parks and recreation facilities should be provided adjacent public school facilities. Refer to Appendices V and W for examples.
- (2) Wherever appropriate, major pathways should be provided to public school facilities.
- (3) It is intended that East Tulsa schools continue to be recognized and supported as major building blocks in development and maintenance of the area’s community spirit and identity. Coordination of area public and quasi-public services, agencies, programs, and after-school programs with the Tulsa Public Schools System is strongly endorsed.
- (4) Additional growth and diversity in East Tulsa should continue to be served by the innovative services provided by the Tulsa Public Schools System. Continued support for engaging all segments of the East Tulsa community is strongly endorsed.
- (5) Optimum use/reuse of existing facilities should be the first priority for project improvements.
- (6) The City of Tulsa and the Tulsa Public School system are encouraged to continue to work together to keep abreast of emerging development and growth patterns to insure that future needs of public school facilities are identified in East Tulsa, including the optimum location of any future school sites.

E. Other Public Uses

- (1) Linkage of other public facilities by means of an improved and expanded pathway system is strongly supported.
- (2) The provision as necessary of other public uses in East Tulsa is strongly supported.
- (3) The Martin Regional Library should continue to be supported as a major focal point of community activity and identity. Its close proximity to one of East Tulsa’s Major Activity Centers, its heavy use,

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

and rich diversity of services support its important function as a major component of community building in the area. Expansion of its facilities and programs should be carefully considered, and as appropriate, supported by the community. Future development and growth patterns along the U.S. 412 Corridor may necessitate study of potential need for added library facilities and multilingual services.

- (4) At the time of this study, there are many businesses located in the City of Tulsa corporate limits that have U.S. Postal addresses given to them that locate them in the City of Catoosa. According to the businesses, this causes confusion for their customers, suppliers, shipping companies, and marketing of their businesses, and at this time adversely effects their business operations. It is requested that a strategy be provided that better serves these businesses, allows them to post their actual physical address in Tulsa, and continues to allow service by the U.S. Postal facility that serves them.

F. Other

Other major uses in East Tulsa include but are not limited to:

- (1) The business and commercial development along E. Admiral Place between S. Memorial Drive and S. Mingo Road;
- (2) The extensive trucking and mobile home sales businesses along E. Admiral Place between Mingo Road and 129th E. Avenue; and
- (3) The industrial development and business parks north of U.S. 412 and south of Pine Street between Memorial Drive and 129th E. Avenue.

The continued successful and full, optimum use of these sites is encouraged. Should redevelopment of these sites be considered, it is encouraged in a manner that will add to the vitality and economic health of East Tulsa. Should redevelopment require new zoning, it is encouraged that the rezoning be coupled with a Planned Unit Development (P.U.D.) when the property is adjacent to existing and planned residential neighborhoods to help insure appropriate protection and buffering of the neighborhoods. It is intended that appropriate street and related improvements be provided along area Traffic Corridors and Special Treatment Corridors, and that such improvements be a high priority for the City of Tulsa and adjoining jurisdictions. E. Admiral Place and E. Pine Street are streets with portions in particular need of improvement at the time of this study.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

G. Vacant, Undeveloped or Under-Developed Large Sites

- (1) There are several sites in the East Tulsa 412 Corridor Phase 2 Detailed Study Area that were considered by the East Tulsa Community Planning Team to be vacant, undeveloped, or under-developed. It is recommended that these sites be developed in a manner that will support the overall goals and recommended policies of the East Tulsa Neighborhood Detailed Implementation Plan. The sites should be developed in accordance with the applicable District Plan and the “Metropolitan Development Guidelines”.
- (2) Within the City of Tulsa, vacant and undeveloped sites are located throughout the detailed study area. The larger sites are located:
 - a. North of U.S. 412 and south of E. Pine Street between Garnett Road and 129th E. Avenue;
 - b. Along the south side of E. Admiral Place between 129th E. Avenue and 193rd E. Avenue; and
 - c. Along the south side of E. Admiral Place west and east of I-44 (Creek Turnpike).

It is recommended that all such sites be connected with area Neighborhoods, Community Facilities, and Major Activity Centers as generally depicted in Exhibit 8 – “Traffic Corridors and Major Pathways Plan” and Exhibit 18 – “Community Facilities and Activity Centers”.

- (3) The vacant and undeveloped lands are recognized as opportunity sites for development and extension of municipal services, particularly potable water and sanitary sewerage service, are intended to be extended to these areas in as timely manner as possible. Potential uses and development considerations for vacant, undeveloped, and under-developed large sites are set forth in Appendix P – “Community Suggested Uses and Development P Improvements and Considerations” and Appendix Q – “Additional Vacant, Undeveloped, Under-Developed Property and Opportunity Sites”. Also depicted are important considerations which should be taken into account when development of these sites is to occur. There are other development factors that must also be considered, but which have not been noted at in this study.

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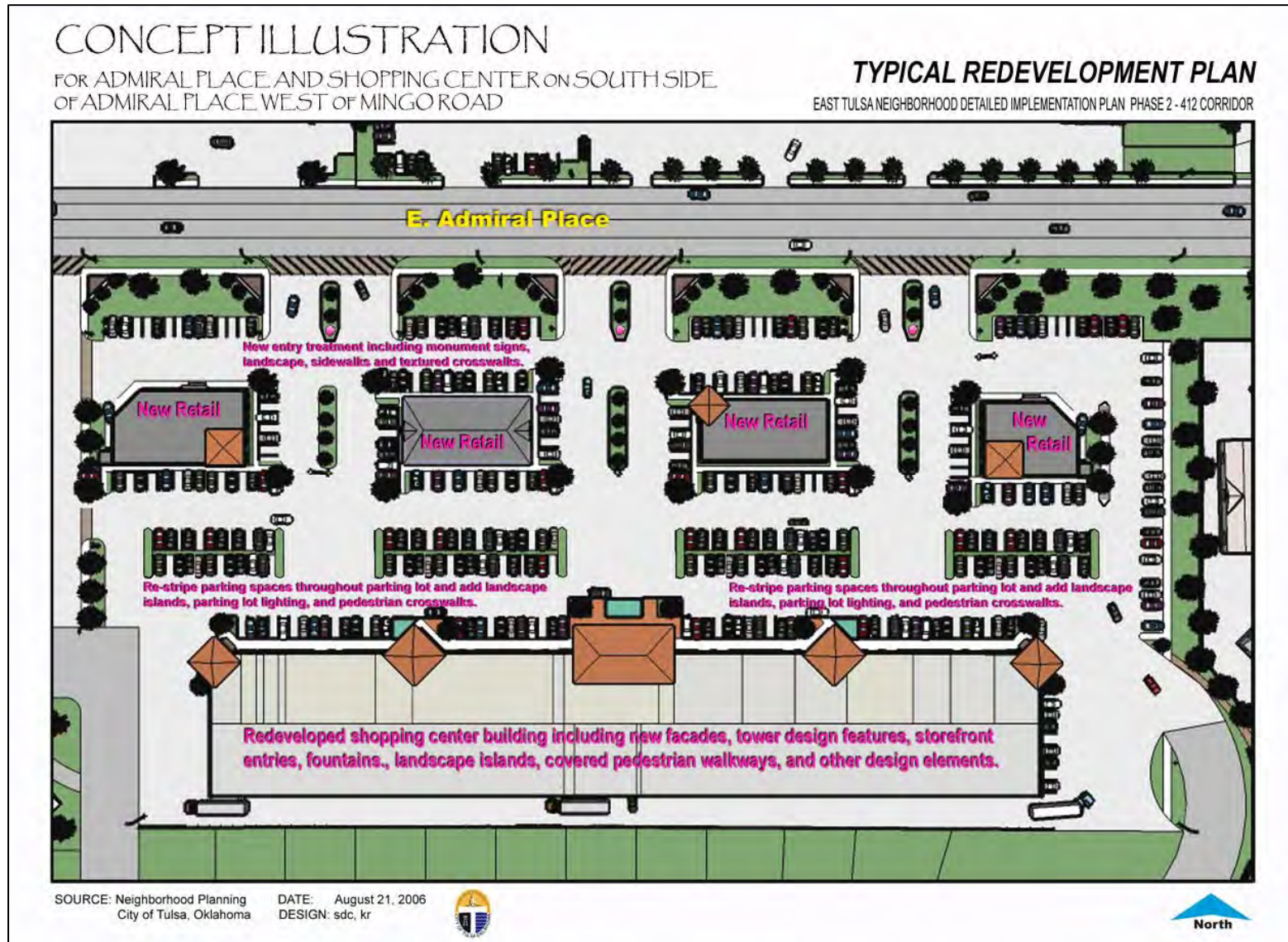
East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- (4) Should development of vacant and undeveloped property require new zoning, it is encouraged that the rezoning be coupled with a Planned Unit Development (P.U.D.) when the property is adjacent to existing and planned residential neighborhoods to help insure appropriate protection and buffering of the neighborhoods.
- (5) There are also sites that are under-developed parcels within the “412 Corridor”. Many of these properties at one time had vital, successful businesses or commercial operations on them, but over the time, changes in the economy, market conditions, purchasing habits, traffic patterns, added competition, and other factors have contributed to a decline. These sites have been identified as under-performing. It is intended that cooperative private-public efforts should be extended to help revitalize these areas. Examples of how such private-public efforts could enhance revitalization are depicted in Exhibits 19 and 20.
- (6) Should redevelopment of under-developed sites require new zoning, it is encouraged that the rezoning be coupled with a Planned Unit Development (P.U.D.) when the property is adjacent to existing and planned residential neighborhoods to help insure appropriate protection and buffering of the neighborhoods.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 21



THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 22

CONCEPTUAL REDEVELOPMENT FOR SHOPPING CENTER PERSPECTIVE - SOUTH SIDE OF ADMIRAL PLACE WEST OF MINGO TRAFFIC CIRCLE

Looking southwest across Admiral Place

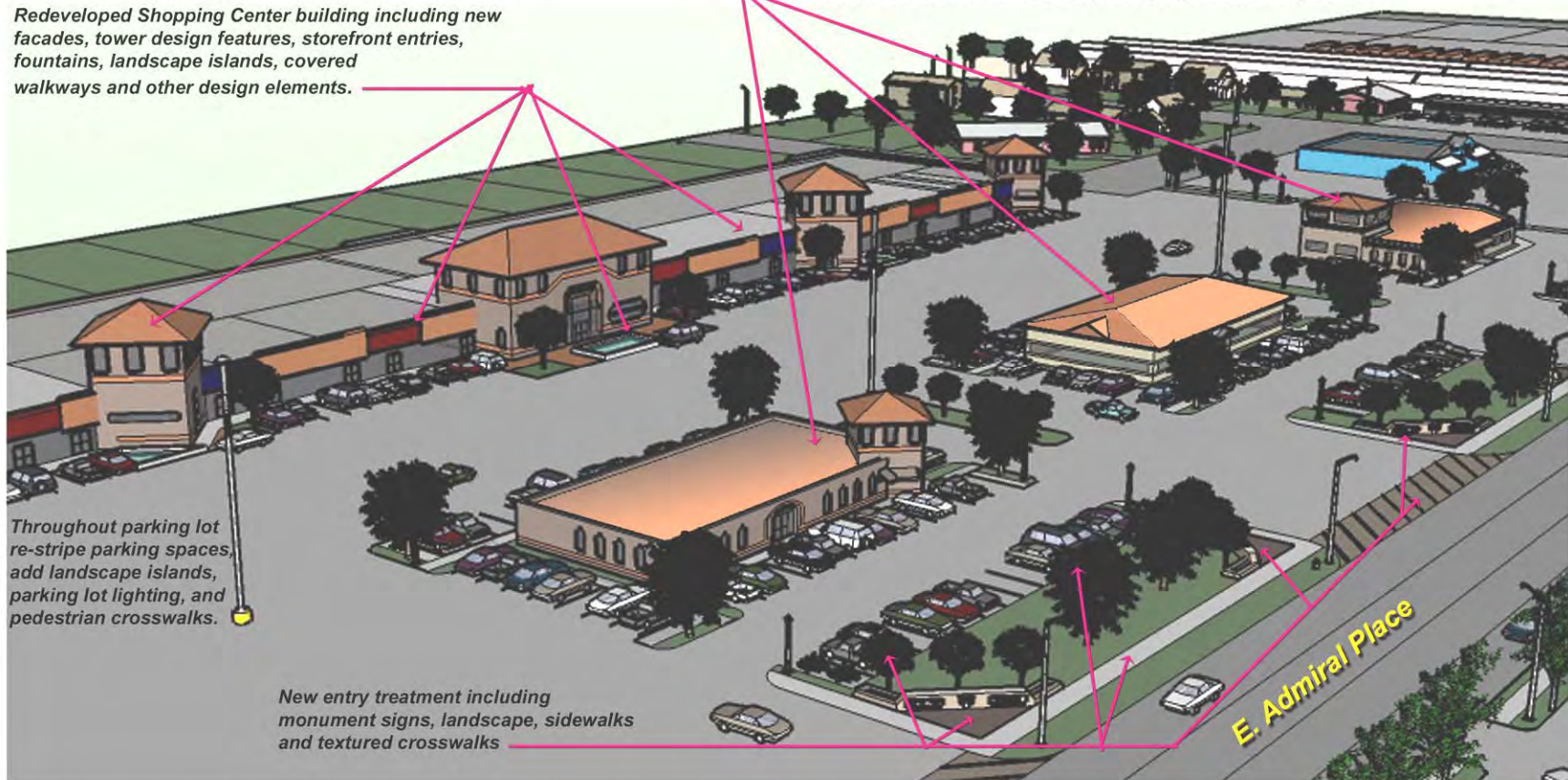
EAST TULSA DETAILED IMPLEMENTATION PLAN PHASE 2 - 412 CORRIDOR

Redeveloped Shopping Center building including new facades, tower design features, storefront entries, fountains, landscape islands, covered walkways and other design elements.

New auto-oriented pad sites with new retail development designed with common features compatible with primary shopping center design theme.

Throughout parking lot re-stripe parking spaces, add landscape islands, parking lot lighting, and pedestrian crosswalks.

New entry treatment including monument signs, landscape, sidewalks and textured crosswalks



SOURCE: Neighborhood Planning
City of Tulsa, Oklahoma

DATE: August 14, 2006
DESIGN: sdc, kr



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H. Activity Centers

Two Activity Center areas are located within the East Tulsa Phase 2 Detailed Study Area. They are the “Church on the Move” area and the “The Cherokee” area.

The “Church on the Move” Activity Center is located fully within the City of Tulsa and has primarily one owner. It is north of U.S. 412 and south of E. Pine Street, between 129th E. Avenue and 145th E. Avenue. The site is highly visible from U.S. 412 for westbound traffic and its programs and facilities have continued to grow dramatically over the past several years. There is substantial undeveloped land within the Activity Center to accommodate substantial additional development. This Activity Center provides Tulsa significant activity and recognition at the local, regional, and national level. Recommendations for this area are found in the Select Areas portion of the plan. Refer to Appendix N-1.

The other designated Activity Center is the “The Cherokee”. Most of “The Cherokee” Activity Center area is located outside of the Tulsa corporate limits in Catoosa, with only the southwest corner of the area actually in Tulsa. However, this Activity Center provides another highly visible icon for the metropolitan area and it is of vital importance in development decisions for the Cherokee Nation, both communities, and the region. The Activity Center’s name is derived from the Cherokee Nation, the areas largest landowner, and the Nation’s Casino and resort complex. Refer to Appendix N-4.

In addition to the Cherokee Nation, there are other landowners with varying sizes of ownership parcels. Within the Tulsa portion of this activity center, there are several commercial parcels that are ripe for redevelopment and other sites that have experienced new development. In the past several years, this area has experienced dramatic growth which has required major expressway and street improvements, some of which are underway at the time of this study

Additional growth development is planned in “The Cherokee” and in the “Church on the Move” areas. This will continue to provide opportunities for as well as challenge the region’s infrastructure capacity. It crucial that appropriate municipal services and federal, state and regional transportation improvements be provided to address existing problems and to facilitate added quality development.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Finally, the several large vacant, undeveloped parcels located in the 412 Corridor provide unique opportunities for one or more major activity centers. Recent studies conducted regarding the potential for locating major retailing operations in Tulsa identified the U.S. 412 Corridor as one three potential locations for a new major retail center. One of those sites, located in west Tulsa, is already in the early stages of development at the time of this study. Preparations for providing public facilities needed for such development in the “412 Corridor” are beginning and should continue in advance of development. It is particularly important that phased action plans and preparations be made now to provide new or enhanced interchanges at 129th E. Avenue and 145th E. Avenue to address current traffic volumes, safety, and accessibility issues. Improvements to E. Admiral Place are just as crucial to accommodate traffic and added development adjacent the corridor.

All of these considerations are fully consistent with the adopted Tulsa “Metropolitan Development Guidelines”, the Tulsa Comprehensive Plan, and needs identified by East Tulsa property owners, businesses, and residents.

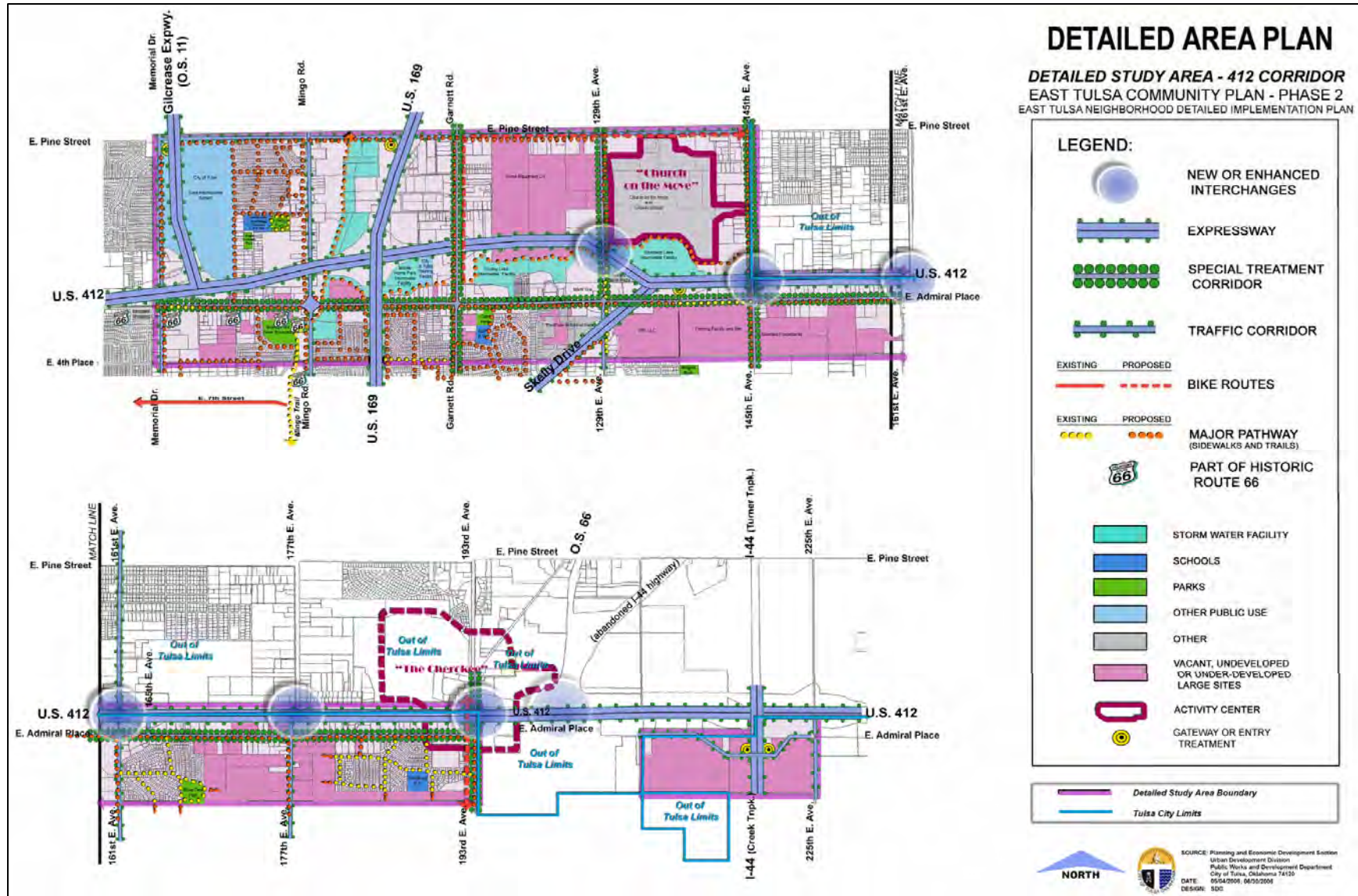
3. DETAILED AREA PLAN

Exhibit 21 – “Detailed Area Plan” includes all of the components of the East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor. It depicts the recommendations for Expressways, Special Treatment Corridors, Traffic Corridors, Major Pathways, Community Facilities, and Activity Centers discussed in the preceding sections of the this Plan document.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Exhibit 23



4. SELECT AREAS

A. “Church on the Move” Select Area

Any development in this area should be consistent with the Church on the Move master development or long-range campus plan. Development is encouraged in a manner that addresses the site in a comprehensive manner, consistent with the District 16 Plan and the East Tulsa Neighborhood Detailed Implementation Plan, as follows:

- (1) It is recommended that the “Church on the Move” Select Area be designated as Special District 3 Church on the Move in the District 16 Plan, and that Special District 2 boundaries be amended to reflect the change.
- (2) The following policies are recommended for the area designated as the “Church on the Move” Select Area:
 - a. The total area, including private and public improvements, should be developed or redeveloped in a comprehensive, coordinated manner.
 - b. It should be recognized as a major activity center with mixed uses, and may include, educational, recreation, place of worship, leisure, and community facilities.
 - c. The area should continue development as a major activity center and attraction for Tulsa, the metropolitan area and region.
 - d. Gateway or entry features should be provided for the Select Area.
 - e. The Select Area’s transportation plan should be a comprehensive private and public solution that fosters a pedestrian-friendly, transit friendly environment, and optimizes existing roadway improvements. The transportation plan should:
 - i. Include specific design solutions for a pedestrian-friendly environment while maintaining a roadway capacity;
 - ii. Recognize the potential of 129th E. Avenue and 145th E. Avenue as Special Treatment Corridors in the Select Area;
 - iii. The Special Treatment Corridors in this area should optimize use of existing street infrastructure and add the elements of the Special Treatment Corridor during redevelopment. This would include extensive landscape, street trees,

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- boulevard treatments, streetscape, pedestrian scale lighting, textured crosswalks at street intersections, appropriate traffic-calming techniques, and other appropriate urban roadway solutions;
- iv. The internal circulation system would be designed with particular attention to creating and sustaining of a pedestrian-friendly environment. Extensive use of street trees and boulevard type circulation systems is encouraged.
 - f. Innovative drainage and storm water solutions will continue to be used to reduce area run-off and to create water features within and along the edges of the development. Existing storm water detention sites may be enhanced to provide wet features for the development. New storm water facilities will be provided as needed to preclude any additional run-off.
 - g. Sufficient parking should continue to be provided to meet traffic generated by area development and market demand. Joint use of parking is encouraged.
 - h. Refuse containers should be screened with appropriate materials and gated to allow closure from public view and to control the spreading of trash. Appropriate screening includes wooden fences with cap-rails and base-rails, masonry walls, landscaping or any combination of the above so long as the refuse containers are appropriately screened from view and provide ready access for businesses.

B. “The Cherokee” Select Area

Any development in this area within the City of Tulsa should take into consideration and, inasmuch as is appropriate, should be consistent with the Cherokee Casino and Complex master development or long-range campus plan. Development is encouraged in a manner that addresses the site in a comprehensive manner, consistent with the District 27 Plan and the East Tulsa Neighborhood Detailed Implementation Plan, as follows:

- (1) It is recommended that “The Cherokee” Select Area within the City of Tulsa be designated as a Special District within the District 27 Plan, and that Special District boundaries be amended to reflect the change.
- (2) The following policies are recommended for the area designated as “The Cherokee” Select Area:

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- a. The total area, including private and public improvements, should be developed or redeveloped in a comprehensive, coordinated manner.
- b. It should be recognized as a major activity center with mixed uses, and may include, educational, recreation, place of worship, leisure, and community facilities.
- c. The area should continue development as a major activity center and attraction for Tulsa, the metropolitan area and region.
- d. Gateway or entry features should be provided for the Select Area.
- e. The Select Area’s transportation plan should be a comprehensive private and public solution that fosters a pedestrian-friendly, transit friendly environment, and optimizes existing roadway improvements. The transportation plan should:
 - i. Include specific design solutions for a pedestrian-friendly environment while maintaining a roadway capacity;
 - ii. Recognize the potential of 193rd E. Avenue and E. Admiral Place as Special Treatment Corridors in the Select Area;
 - iii. The area Special Treatment Corridors should optimize use of existing street infrastructure and add the elements of the Special Treatment Corridor during redevelopment. This would include extensive landscape, street trees, boulevard treatments, streetscape, pedestrian scale lighting, textured crosswalks at street intersections, appropriate traffic-calming techniques, and other appropriate urban roadway solutions;
 - iv. Crosswalk improvements should be provided with special treatment that may include textured materials and other traffic-calming techniques. These improvements should be provided at the intersection of 193rd E. Avenue and E. Admiral Place.
 - v. The internal circulation system would be designed with particular attention to creating and sustaining of a pedestrian-friendly environment. Extensive use of street trees and boulevard type circulation systems is encouraged.
- f. Innovative drainage and storm water solutions will continue to be used to reduce area run-off and to create water features within and along the edges of the development. Existing storm water detention sites may be enhanced to provide wet features for the development. New storm water facilities will be provided as needed to preclude any additional run-off.
- g. Sufficient parking should continue to be provided to meet traffic generated by the development and market demand. Joint use of parking is encouraged.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- h. Refuse containers should be screened with appropriate materials and gated to allow closure from public view and to control the spreading of trash. Appropriate screening includes wooden fences with cap-rails and base-rails, masonry walls, landscaping or any combination of the above so long as the refuse containers are appropriately screened from view and provide ready access for businesses.

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East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

IMPLEMENTATION STRATEGIES

There are several strategies that have been suggested by the East Tulsa Community Planning Team (ETCPT) and the East Tulsa Business Team for facilitating implementation of Plan elements. These strategies serve as a foundation for an action plan to implement the vision. Some strategies are general statements while others are more specific. Those strategies include the following:

1. Partnerships

- A. Form a “412 Corridor” business association or league to serve as a valuable tool for promoting, marketing, organizing, and encouraging businesses in the area, and for the purposes of advocating the expediting of U.S. 412 new interchanges and enhancement of existing interchanges. It could serve as a means of bringing together all business interests in the U.S. 412 highway corridor in Tulsa and adjoining communities.
- B. Form an “East Admiral Place” business association or league between S. Memorial Drive and S. Mingo Road to serve as a valuable tool for promoting, marketing, organizing, and encouraging businesses in the area. It could serve as a means of bringing together all business interests in this portion of E. Admiral Place, and further advocate improvements and enhancements to E. Admiral Place in this area. It could serve too as an important contributor to the Route 66 business league and its promotional efforts for Route 66 businesses. Added activities of this group might include:
 - (1) Working with property owners and businesses in the “East Admiral Place Corridor” to investigate specific strategies for possible development and redevelopment of area opportunity sites.
 - (2) Submission of a request to the City of Tulsa, the Mayor’s Office, or perhaps the Metropolitan Tulsa Chamber of Commerce to consider special funding or improvement strategies for assistance. Review and consider potential public incentives to facilitate development including the possible designation of the area as a tax increment finance district.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- C. The East Tulsa Business Team should consider meeting regularly, as appropriate, to review capital improvement project priorities for East Tulsa and at least several months before project lists are compiled for funding measures in order to advise and communicate community issues and community preferences.
- D. Work with the City of Tulsa to develop a workable strategy to allow private corporations, businesses or individuals to provide “privately funded public improvements” along area arterial streets.
- E. The various community, business and neighborhood groups should continue cooperative efforts of promotion.
- F. The various communities and the Cherokee Nation should consider cooperative efforts of promotion and advocacy for area highway and interchange improvements.

2. Projects

- A. Support the expansion of “Runway No. 3” at Tulsa International Airport (TIA). Compile an inventory of potential sites and buildings in East Tulsa suitable for airport-related businesses seeking to expand or relocate to TIA area.
- B. Compile an inventory of potential sites and buildings suitable for new business development including those suitable for retail and commercial centers. Make this information available to site investigations by prospective businesses seeking to expand, wishing to relocate and to new businesses to Tulsa; and provide to those coordinating and facilitating economic development efforts in Tulsa. This could be accomplished through efforts of the City of Tulsa and/or the Metropolitan Tulsa Area Chamber of Commerce.
- C. A new community center was the number one cited capital project need by the East Tulsa Community Planning Team (ETCPT), the ETCPT Youth Sub-Committee, and various other community service representatives. Make the study’s support documentation available to any private, public, or quasi-public entity or enterprise interested in providing such community center facility in East Tulsa. At the time of preparation of this study, a public service organization was exploring the need and possibilities of providing a community center in East Tulsa. Provide letters of support for a community center on behalf of the community service entity seeking to provide the center. Should the current effort not materialize, seek alternative sources for a community center. This may include listing it as a City capital project request. Explore other options including other public sources and alternative private foundations and endowments.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

- D. Support the designation of the north Mingo Creek detention facility (Metcalf Facility) as a Route 66 special feature and roadside park.
- E. Support those capital improvement projects in East Tulsa that facilitate new or infill residential development.
- F. To facilitate economic development, the City should explore viability and consider providing conduit for fiber optic systems along all new construction and widening projects for arterial streets.
- G. Compile a list of priorities for capital improvement projects already on the City of Tulsa’s Eligible Capital Projects. Add and prioritize any new capital Improvement projects suggested for that list and provide to the City of Tulsa (also refer to Appendices T and Y).

RECOMMENDED CAPITAL IMPROVEMENT PUBLIC PROJECTS FOR DETAILED STUDY AREA

Project No.*	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
E. Admiral Place:			
1	Widen and improve E. Admiral Place intersections at 161 st and 193 rd E. Avenue; improve traffic flow.	City of Tulsa, and perhaps Tulsa County and City of Catoosa.	N.A.
2	Provide lighting along E. Admiral Place in those under-served, poorly lighted areas.	City of Tulsa, and perhaps Tulsa County, Rogers County and City of Catoosa	N.A.
3	Widen and improve E. Admiral Place from 145 th E. Avenue to 193 rd E. Avenue; widen to 4 lanes with 5 th turning lane or medians; provide landscape, sidewalks, other streetscape amenities, etc.	City of Tulsa and perhaps Tulsa County, Rogers County and City of Catoosa	N.A.
5	Create bicycle lanes along major arterial streets, or “more direct bicycle access” routes to major destination/employment centers within the city.	City of Tulsa	N.A.
6	Provide “Route 66” artwork and improvements at Memorial-Mingo (Cyrus Avery) Traffic Circle (e.g. – stamped pavement, landscape, route logo, artwork etc.)	City of Tulsa future Vision or related funding measures	\$500,000

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Project No.*	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
U.S. 412:			
7	Provide interchange improvements and enhancements at 193 rd E. Avenue and U.S. 412. (under design at the time of this study and construction to soon follow)	Federal, Oklahoma Department of Transportation (O.D.O.T.) and perhaps the City of Tulsa.	N.A.
8	Provide new interchange and enhancements at 145 th E. Avenue and U.S. 412	Federal, O.D.O.T. and perhaps the City of Tulsa.	N.A.
9	Provide new interchange improvements and enhancements for access east and west bound to and from 129 th E. Avenue to U.S. 412	Federal, O.D.O.T. and perhaps the City of Tulsa	N.A.
10	Provide new interchange and enhancements at 177 th E. Avenue and U.S. 412	Federal, O.D.O.T. and perhaps the City of Tulsa.	N.A.
11	Provide interchange improvements and enhancements at 161 st /165 th E. Avenue and U.S. 412.	Federal, O.D.O.T. and perhaps the City of Tulsa.	N.A.
12	Provide landscape along U.S. 412; provide concurrent with other enhancements and improvements to U.S. 412 between 129 th E. Avenue and 193 rd E. Avenue.	O.D.O.T. and perhaps the City of Tulsa, Tulsa County, and private donors.	N.A.
Streets:			
13	Install stop light at I-44 (Skelly Drive) and Garnett Road.	City of Tulsa; O.D.O.T.	150,000
14	Provide street beautification including landscape, streetscape features, and crosswalk enhancements along all major streets; especially along E. Admiral Place (Special Treatment Corridors and Traffic Corridors).	City of Tulsa (and perhaps private property owners)	N.A.
15	Provide beautification elements/design features on all new sidewalks (e.g. – brick pattern, stamped patterns, etc.)	City of Tulsa	N.A.
16	Create bicycle lanes/pathway systems along major arterial streets, or “more direct bicycle access” routes to major destination/employment centers within the city.	City of Tulsa	N.A.
Other:			
17	Provide sanitary sewerage service to all developed un-served areas.	City of Tulsa	N.A.
18	Provide sanitary sewerage service to all undeveloped areas of Tulsa; to facilitate development.	City of Tulsa	N.A.
19	Provide municipal water service to all un-served areas	City of Tulsa	N.A.
20	Provide appropriate lighting in and around detention facilities’	City of Tulsa (and perhaps private	N.A.

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

Project No.*	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
	pathways and playfields, and municipal parks.	users of facilities)	
21	Clark Park and Theater improvements per the updated Ten Year Plan	City of Tulsa and possibly private sources	\$600,000
22	Norberg Park improvements; per the updated Ten Year Plan	City of Tulsa and possibly private sources	\$350,000
23	Provide extension of pathways system throughout East Tulsa: (a) extend Mingo Creek trail system; (b) extend Cooley Creek trail system; (c) provide new/repared sidewalks throughout neighborhoods as depicted in Plan; (d) provide sidewalks along major roadways as depicted in Plan; (e) provide bike route along Garnett Road, Pine Street and 193 rd E. Avenue as depicted in Plan; and (f) study potential for bike route/trails along the Mingo and Cooley Creek trail system.	City of Tulsa	N.A.

* Number does not reflect priority.

N.A. Not available

RECOMMENDED (ADDITIONAL) CAPITAL IMPROVEMENT PUBLIC PROJECTS FOR OVERALL PLANNING AREA:

Project Priority*	Project Description	Funding Source(s) or Responsible Agencies	Budgetary Cost Estimate (\$)
1	Create bicycle lanes/pathway systems along major arterial streets, or “more direct bicycle access” routes to major destination/employment centers within the city.	City of Tulsa	N.A.
2	Provide new “third runway” at Tulsa International Airport.	Federal, State and Local	N.A.
3	Provide a community center for the East Tulsa area.	City of Tulsa &/or private foundations.	N.A.

* Number does not reflect priority.

N.A. Not available

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

3. Procedures, Policies and Programs

- A. Propose the adoption of the East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” as an element of the Tulsa Comprehensive Plan and the respective District Plans and/or of any subsequent amendments to the Tulsa Comprehensive Plan.
- B. Encourage the provision of youth programs that are preventative and proactive. Support efforts to find additional or new funding for area youth community planning activities.
- C. Encourage continued police presence in areas of East Tulsa that experience crime and vandalism problems. Continue meetings with neighborhoods and businesses on a regular basis to enhance community relations and community ownership of solutions for safety and security.
- D. Provide additional police presence to discourage vice along E. Admiral Place between Memorial Drive and Mingo Road.
- E. Changes in zoning may be necessary to accommodate several plan recommendations. It is recommended that any Tulsa Comprehensive Plan update for the City of Tulsa include an analysis of the potential impact and need for changes in zoning along E. Admiral Place between Garnett Road and 193rd E. Avenue, particularly for commercial and industrial re-zoning and the recommended depth of such zoning in these areas. Zoning changes might include recommendations for the use of a Planned Development Unit in conjunction with any commercial or industrial re-zoning request plan and rezoning request. It is intended that future residential development in this area be protected and buffered in this area of Tulsa to provide added additional area housing choices and a market for area businesses.
- F. The City of Tulsa may also consider changes to the Tulsa Zoning Code. Such changes would be to accommodate speedier zoning review for areas that are designated Special Districts in the Tulsa Comprehensive Plan and for which development guidelines have been adopted. Another zoning strategy may be to adopt a new zoning category that permits-by-right mixed use development and buildings.
- G. Portions of “The Cherokee” Select Area in the City of Tulsa should be analyzed as to whether they are suitable for special treatment as under-developed or under-performing economic areas. Cooperative private

THE PLAN

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

and public efforts for redevelopment might include designation as renewal areas or other measures determined appropriate.

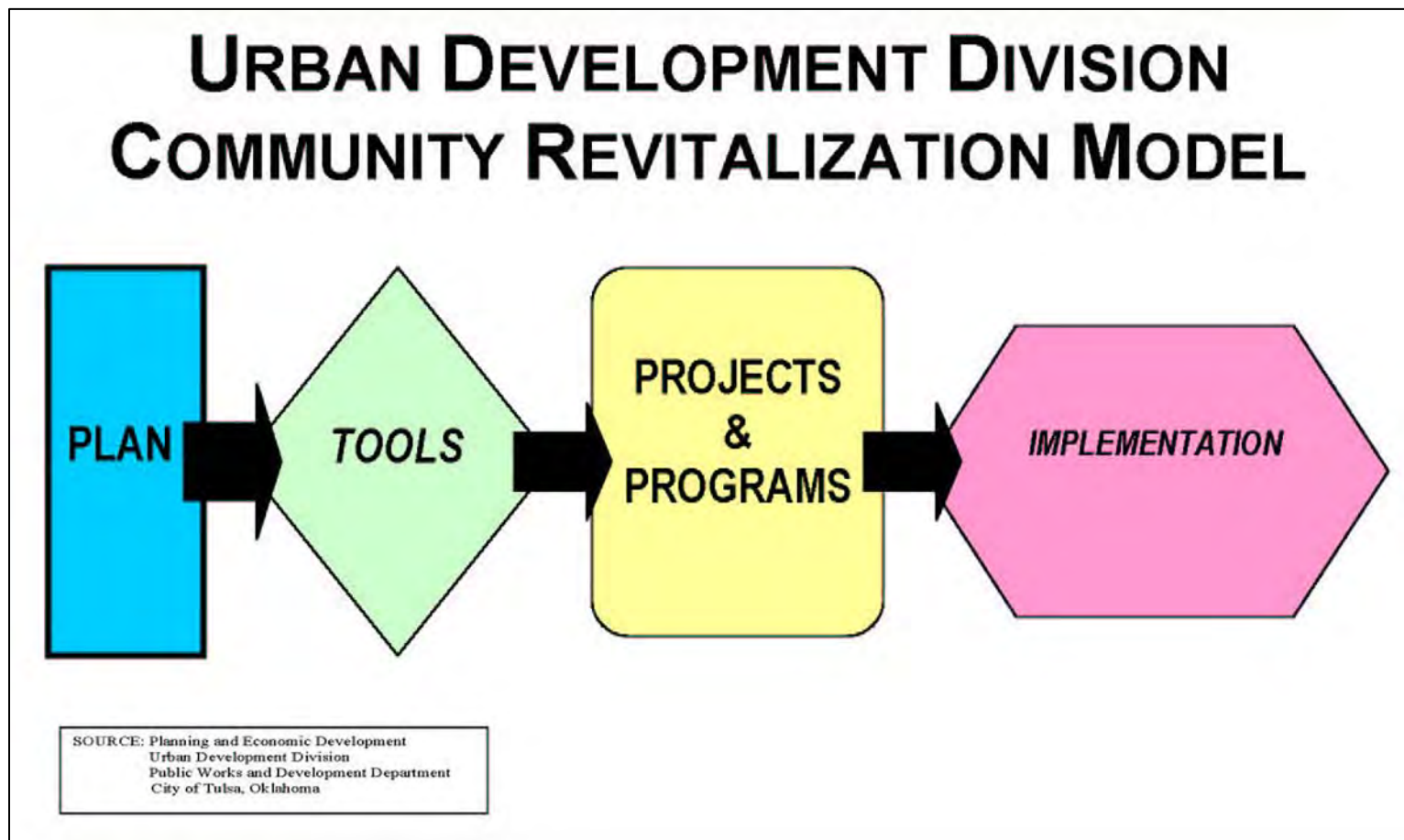
- H. The development/redevelopment of the Select Areas should be included as a part a larger city-wide economic development plan for the City of Tulsa.
- I. Design program to reduce substandard housing. Participate in the implementation of the “Tulsa Strategic Plan to End Chronic Homelessness by 2012” that is under preparation by the City of Tulsa’s. Also, participate with the Community Action Project of Tulsa County and others in implementing a plan, currently in preparation, to address substandard housing in Tulsa County.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

APPENDICES

The information contained within the following appendices represent the various plans, studies, analyses, assessments, surveys, and evaluations on which the recommendations contained within the plan document are based. The revitalization planning process discussed and depicted in the Process section of the plan includes consideration of a broad range of factors including those in the following appendices.



APPENDICES

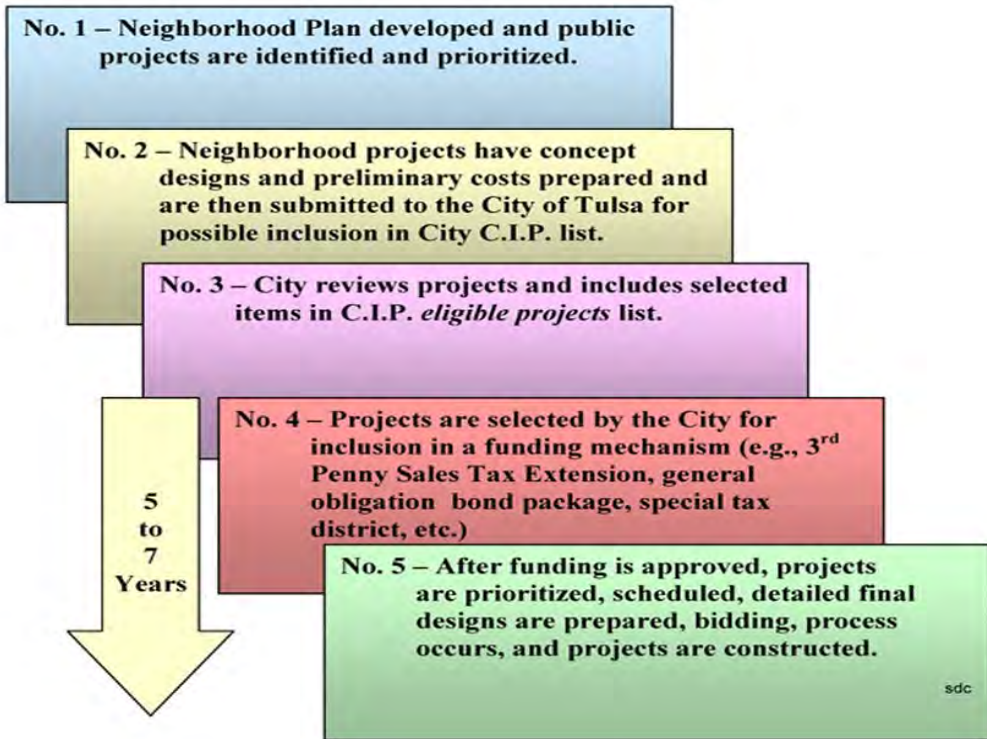
East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor Plan

The exhibits represent existing area conditions, characteristics, plans, and services in the area, community defined issues, community preferred solutions and priorities, and recommendations for implementing the vision presented in the plan. The partnerships, projects, procedures, policies, and programs set forth in the plan are “tools” from the “tool chest” available for implementing the plan.

An example of one such public sector tool is the capital improvements programming process depicted in the exhibit to the right. It is just one of many tools by which the private and public sector can work jointly to build a better community and an East Tulsa that takes full advantage of its opportunities and assets.

CAPITAL IMPROVEMENT PROGRAM (C.I.P.) - A 5 to 7 year plan for prioritizing, financing, scheduling, and constructing public infrastructure and improvements.

TYPICAL NEIGHBORHOOD C.I.P. PROCESS -



SOURCE: Planning and Economic Development Section, Urban Development Division, Public Works and Development Department, City of Tulsa, October 16, 2001.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor Plan

APPENDIX A

SELECTED DEMOGRAPHIC DATA

EAST TULSA COMMUNITY REVITALIZATION PLANNING

Prepared for
EAST TULSA COMMUNITY PLANNING TEAM
PHASES 1 AND 2

Prepared by
Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

March 2005
(Revised April 2005)

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor Plan

DEMOGRAPHIC AND ECONOMIC ANALYSIS SUMMARY

Employment Data

- A. Within the study area of East Tulsa consisting of Council Districts 5 and 6, a reported 44,387 people were employed.
- B. The estimated average annual earnings of a worker in the East Tulsa area in 2000 was \$23,132.
- C. The 2000 U. S. Census data indicated 31,670 full-time workers were employed in East Tulsa.

Demographics

- A. In 2000, nearly 88,400 people lived in the approximately 66 square mile area of East Tulsa.
- B. There were approximately 36,600 households in East Tulsa in 2000 and in 1999 they had an average annual income of nearly \$43,000.
- C. The estimated aggregate annual income for East Tulsa households in 2000 was \$1.56 billion.
- D. The 1999 average annual earnings of east Tulsa employees was \$23,132.

Retail Sales and Sales Tax Impact

- A. The 2000 retail sales per household is estimated to be \$24,718. This is estimated to have generated \$884.3 million in sales.
- B. East Tulsa total household retail sales would have generated approximately \$26,527,860 in City of Tulsa sales tax revenues (3%).

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor Plan

Demographics

A summary of demographic characteristics was compiled from 1990 and 2000 U.S. Census data for the entire East Tulsa planning area. The East Tulsa area studied includes Council Districts 5 and 6 and comprises twenty-eight Census Tracts. Thirteen of those

Census Tracts are in Tulsa County District 5, while twelve Census Tracts are in Tulsa County District 6, and three are located in Wagoner County District 6. This information is presented in Table 6.

Tables 4, A-1, B-1 and B-2 represent the data for the entire East Tulsa area. Table 4 reveals a total neighborhood population of 88,382 and 36,573 households. Table 4 shows that in 1999 the average East Tulsa household income was \$42,718 compared to an income of \$49,744 for the typical Tulsa household.

Tables 2 and 4 show in 2000 that the 129,443 full-time workers in Tulsa earned an average of \$40,145 compared to the average income of \$23,132 for full-time workers in East Tulsa.

Tables 2 and 4 show an aggregate household income in 1999 dollars of \$1.56 billion for East Tulsa and \$8.24 billion for the entire City of Tulsa. These numbers are depicted in graphic form on page 6.

Estimated Retail Sales

An estimate of average retail sales per household generated in the study area was made derived from U.S. Census Data which assumed that the percent of retail sales per household was the same for East Tulsa as for Tulsa County.

An estimate of aggregate retail sales in East Tulsa was derived by multiplying the average retail sales per household times the number of households.

Both the estimates of average retail sales per household and aggregate retail sales in East Tulsa are depicted in Table 3. The results yield “reasonable” estimates for East Tulsa. Average estimated retail sales for an East Tulsa household was

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor Plan

\$24,718, and \$29,043 for the average Tulsa County household. These retail sales numbers are depicted in graphic format on page 7.

Summary of Economic Analysis

As is readily apparent from the information contained in the population diversity tables and charts, the demographics of East Tulsa have changed significantly during the ten-year period from 1990 to 2000. From a large White population in 1990 to an ever increasing number of people of other ethnic groups by 2000, the ethnic composition has shifted dramatically. While the White population has decreased by 15% in the ten-year span, Black, Asian and Hispanic populations have increased by 73%, 236%, and 271%, respectively. The American Indian population remained relatively unchanged with a decrease of less than one percent. The data is represented in Table 6 on pages 9 and 10, and in charts on pages 11, 12 and 13.

APPENDICES

TABLE 1
2000 POPULATION AND HOUSEHOLD DATA
EAST TULSA COMMUNITY PLAN

Area	Census Tract	Population	Households *
COUNCIL DISTRICT 5	TULSA COUNTY TRACTS		
	53 (25%)	1,181	528
	69.05	4,065	1,986
	69.06	1,922	747
	70	3,027	1,427
	71.01	4,091	1,835
	71.02	2,582	1,144
	73.04	3,776	1,519
	73.05	6,081	2,477
	83	1,443	633
	84	3,380	1,583
	85.01	2,814	1,227
	85.02	4,417	1,982
	90.04	5,005	1,756
	DISTRICT 5 TOTAL	43,784	18,844
COUNCIL DISTRICT 6	TULSA COUNTY TRACTS		
	59 (50%)	1,135	491
	73.06	5,484	2,006
	73.08	3,304	1,248
	73.09	1,361	581
	73.10	3,506	1,340
	73.11	2,824	1,023
	73.12	4,586	1,810
	90.03 (50%)	1,358	479
	90.06	5,935	2,231
	90.07	7,337	2,864
	90.08	3,104	1,816
	90.09	1,587	750
	TULSA CO. SUBTOTAL	41,521	16,639
	WAGONER COUNTY TRACTS		
	304.02 (27%)	1,089	392
	304.03 (92%)	1,544	552
	304.04 (12%)	444	146
	WAGONER CO. SUBTOTAL	3,077	1,090
	DISTRICT 6 TOTAL	44,598	17,729
CO. DISTRICT 5 & 6	EAST TULSA TOTAL	88,382	36,573

- Estimated, based on occupied housing units.
- SOURCE: 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

Table 2

CITY OF TULSA 2000 CENSUS - SELECTED DEMOGRAPHIC AND ECONOMIC INFORMATION

U.S. Census Category	EAST TULSA TOTAL	EAST TULSA AREA AS % OF CITY OF TULSA	CITY OF TULSA
Population	88,382	22.5	393,049
No. of Households	36,573	22.1	165,743
Average Persons Per Household	2.50		2.31
Median Household Income in 1999 Dollars	NA	NA	\$35,316
Aggregate Household Income in 1999 Dollars (Millions)	\$1,562,314	18.9	\$8,244,640
Average Household Income in 1999 Dollars	\$42,718	85.9	\$49,744
Median Earnings in 1999 of Full-Time, Year-Round Workers In 1999 Dollars	NA	NA	\$29,278
Average Earnings In 1999 Of Full-Time, Year-Round Workers In 1999 Dollars	\$23,132	56.6	\$40,145
16 Years And Over, Worked In 1999	44,387	20.3	218,971
Full-Time Workers (50-52 Weeks At 35 Hours+/Week)	31,670	24.5	129,443

Table 3

SELECTED DEMOGRAPHIC AND BUSINESS INFORMATION

A: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

U.S. Census Category	EAST TULSA TOTAL	TULSA COUNTY
Population	88,382	563,299
No. of Households	36,573	226,892
Average Persons Per Household	2.50	2.43
Average Household Income in 1999 Dollars	\$42,718	\$51,310
Average Retail Sales Per Household	\$24,178 ¹	\$29,043
Aggregate Retail Sales In Millions (1999)	\$884,262 ²	\$6,589,624

¹ Derived from U.S. Census data; assumes percent of retail sales per household the same for East Tulsa as for Tulsa County.

² Derived from multiplying the average retail sales per household times the number of households.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

Table 4
EAST TULSA COMPARISON TO CITY OF TULSA
2000 U.S. CENSUS
SELECTED DEMOGRAPHIC INFORMATION

U.S. Census Category	DIST. 5 TOTAL	DIST. 6 TOTAL	EAST TULSA TOTAL	CITY OF TULSA
Population	43,784	44,598	88,382	393,049
No. of Households	18,844	17,729	36,573	167,743
Persons in Group Quarters	569	106	676	10,433
Average Persons Per Household	2.3	2.69	2.50	2.31
Median Household Income in 1999 Dollars	NA	NA	NA	\$35,316
Average Household Income in 1999 Dollars	\$41,420	\$44,097	\$42,718	\$49,744
Aggregate Household Income in 1999 Dollars (Millions) ³	\$780,518	\$781,796	\$1,562,314	\$8,244,640
Median Earnings of Full-Time, Year-Round Workers in 1999 Dollars	NA	NA	NA	\$29,278
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$21,166	\$24,641	\$23,132	\$40,145
16 Years and Over, Worked in 1999	21,234	23,153	44,387	218,971
Full-Time Workers (50-52 Weeks at 35+/Week)	14,521	17,149	31,670	129,443

NA: Not Available.

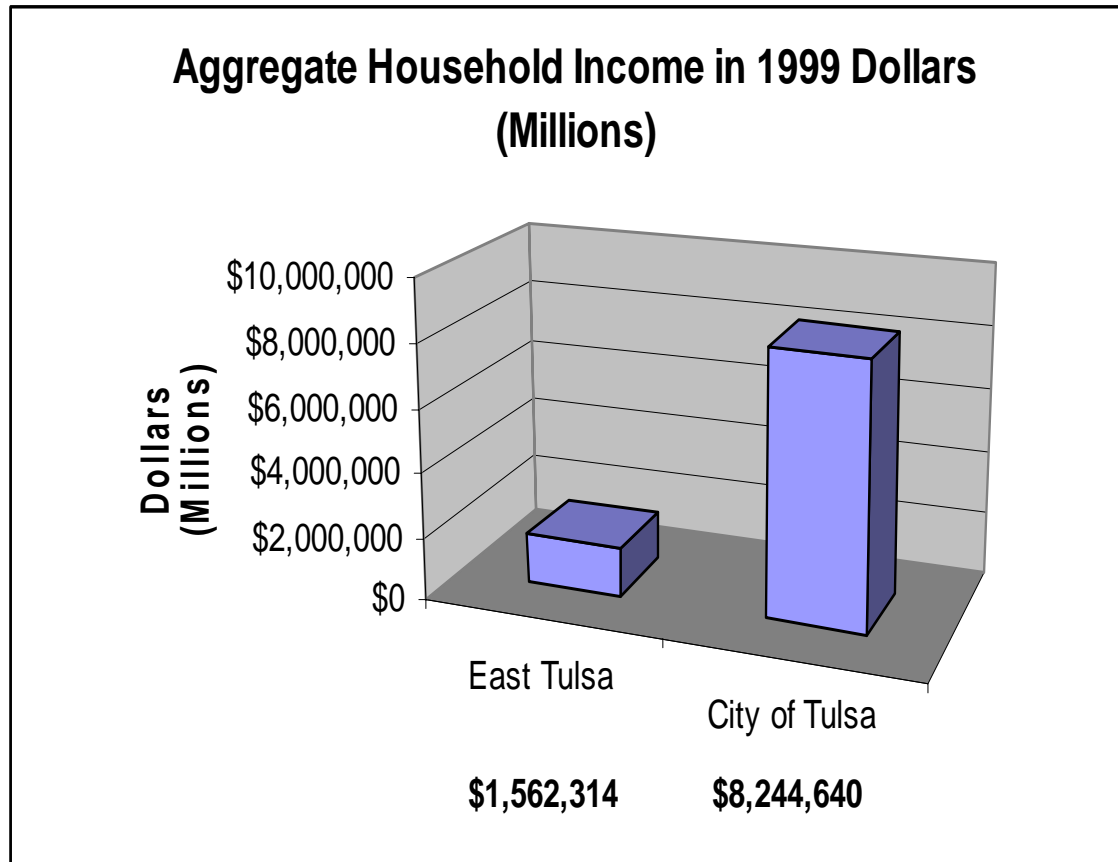
Source: 2000 U.S. Census, Census Summary Files 1 & 3.

³ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA (Council Districts 5 & 6)

Selected Economic Information Chart 1



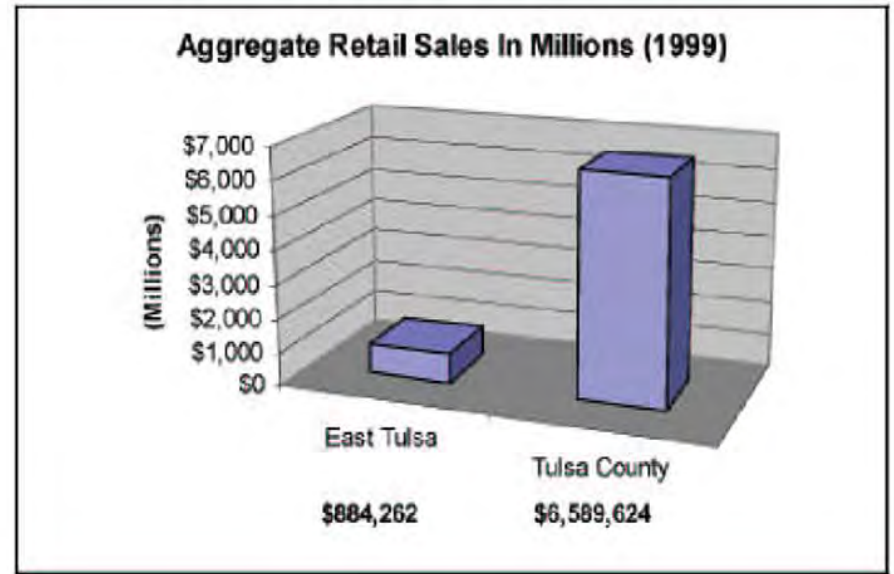
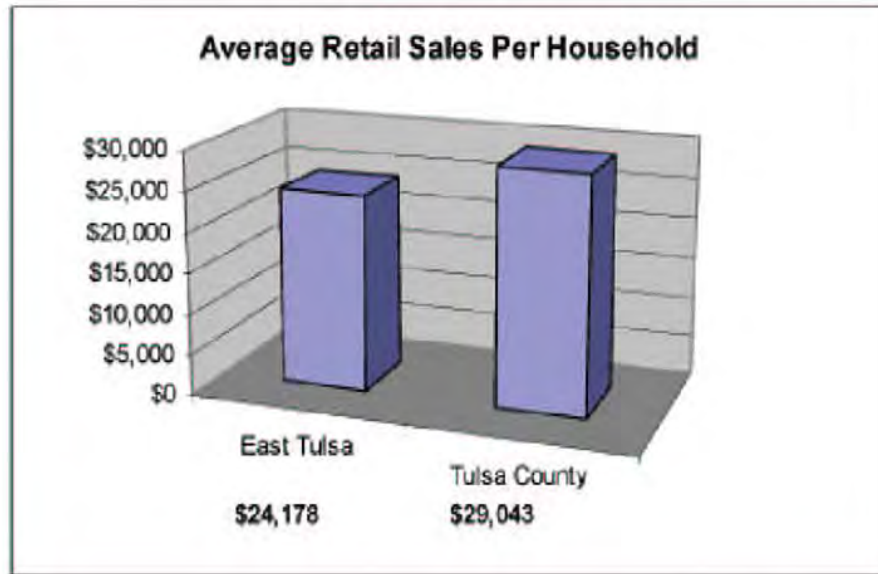
Note: Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

EAST TULSA DEMOGRAPHIC DATA

(Council Districts 5 & 6)
Selected Demographic and Business Information



APPENDICES

TABLE 5
1990 AND 2000
POPULATION ESTIMATES
AND CHANGE
EAST TULSA COMMUNITY
PLAN

Area	Census Tract	Population		Change 1990 to 2000	
		1990	2000	#	%
COUNCIL DISTRICT 5	TULSA CO. TRACTS				
	53 (25%)	1,259	1,181	-78	-6.20
	69.05	3,602	4,065	+463	+12.85
	69.06*	2,355	1,922	-433	-18.39
	70	3,176	3,027	-149	-4.69
	71.01	3,712	4,091	+379	+10.21
	71.02	2,429	2,582	+153	+6.30
	73.04	3,339	3,776	+437	+13.09
	73.05	5,962	6,081	+119	+2.00
	83	1,517	1,443	-74	-4.88
	84	3,528	3,380	-148	-4.20
	85.01	2,715	2,814	+99	+3.65
	85.02	4,655	4,417	-238	-5.11
	90.04	4,716	5,005	+289	+6.13
	DISTRICT 5 TOTAL	42,965	43,784	+819	+1.91
COUNCIL DISTRICT 6	TULSA CO. TRACTS				
	59 (50%)	1,245	1,135	-110	-8.84
	73.06	5,100	5,484	+384	+7.53
	73.08	3,272	3,304	+32	+0.98
	73.09	1,441	1,361	-80	-5.55
	73.10	3,751	3,506	-245	-6.53
	73.11	3,067	2,824	-243	-7.92
	73.12	4,772	4,586	-186	-3.90
	90.03 (50%)	340	1,358	+1,018	+299.41
	90.06	5,681	5,935	+254	+4.47
	90.07	6,716	7,337	+621	+9.25
	90.08 **	2,243	3,104	+861	+38.39
	90.09 **	1,120	1,587	+467	+41.70
	TULSA CO. SUBTOTAL	38,748	41,521	+2,773	7.16
	WAGONER CO. TRACTS				
	304.02 (27%)	727	1,089	+362	+44.79
	304.03 (92%) ***	1,694	1,544	-150	-8.85
	304.04 (12%) ***	221	444	+223	+100.90
	WAGONER CO. SUBTOTAL	2,642	3,077	+435	+16.46
	DISTRICT 6 TOTAL	41,390	44,598	+3,208	+7.75
DISTRICTS 5 & 6	EAST TULSA TOTAL	84,355	88,382	4,027	+4.77

* Tract 69.06 was part of Tract 69.04 in the 1990 Census.

** Tracts 90.08 and 90.09 were combined in the 1990 Census as Tract 90.02.

*** Tracts 304.3 and 304.04 were combined in the 1990 Census as Tract 304.01.

SOURCE: 1990 and 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

TABLE 6
COUNCIL DISTRICT 5
1990 AND 2000 POPULATION DIVERSITY DATA

COUNCIL DISTRICTS (AREA CENSUS TRACT NO.)	1990						2000						CHANGE 1990 to 2000							
	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	# (Total)	% (Total)	
DISTRICT 5 (Tulsa Co. Tract No.)																				
53 (25%)	1,138	44	52	2	23	1,259	1,016	49	30	48	38	1,181	-122	5	-22	46	15	-78	-6	
69.05	2,949	303	168	81	101	3,602	2,523	488	146	408	502	4,065	-426	183	-22	327	401	463	13	
69.06*	2,098	24	87	88	58	2,355	1,477	78	78	141	147	1,922	-621	55	-9	53	89	-433	-18	
70	2,508	387	156	57	68	3,176	2,158	495	167	103	104	3,027	-350	108	11	46	36	-149	-5	
71.01	2,979	316	231	48	140	3,712	2,438	256	178	408	811	4,091	-541	-80	-53	362	671	379	10	
71.02	2,082	151	105	45	46	2,429	1,720	271	109	146	336	2,582	-362	120	4	101	290	153	6	
73.04	2,823	266	176	259	15	3,339	2,183	482	92	329	890	3,778	-440	216	-84	70	675	437	13	
73.05	4,914	309	204	128	407	5,962	4,035	586	331	361	788	6,081	-879	277	127	233	361	119	2	
83	1,263	87	92	55	20	1,517	899	133	98	137	176	1,443	-364	46	6	62	156	-74	-5	
84	3,255	49	135	0	89	3,528	2,707	159	148	249	117	3,380	-548	110	13	249	28	-148	-4	
85.01	2,338	161	174	32	10	2,715	2,143	258	113	111	191	2,814	-195	95	-81	79	181	99	4	
85.02	4,304	63	122	67	99	4,655	3,644	131	105	457	80	4,417	-660	68	-17	390	-19	-238	-5	
90.04	3,242	572	299	277	326	4,716	2,297	672	195	520	1,321	5,005	-945	100	-104	243	995	289	6	
DISTRICT 5 TOTAL	35,693	2,732	2,001	1,137	1,402	42,965	29,240	4,055	1,790	3,418	5,281	43,784	-6,453 (-18%)	1,323 (48%)	-211 (-11%)	2,281 (201%)	3,879 (277%)	819	2	

* Tract 69.06 was part of Tract 69.04 in the 1990 Census.

Note: The American Indian Category also contains Eskimo, Aleut and Alaska Native.

SOURCE: 1990 and 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

TABLE 6 (Continued)
COUNCIL DISTRICT 6 AND TOTALS OF DISTRICTS 5 & 6
1990 AND 2000 POPULATION DIVERSITY DATA

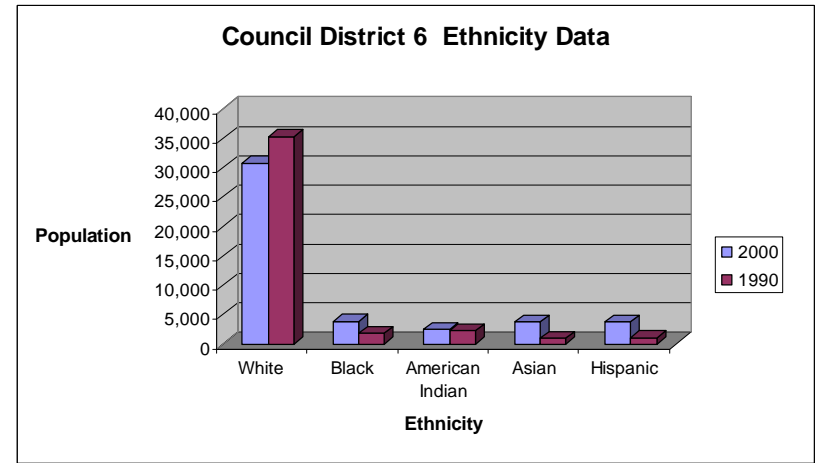
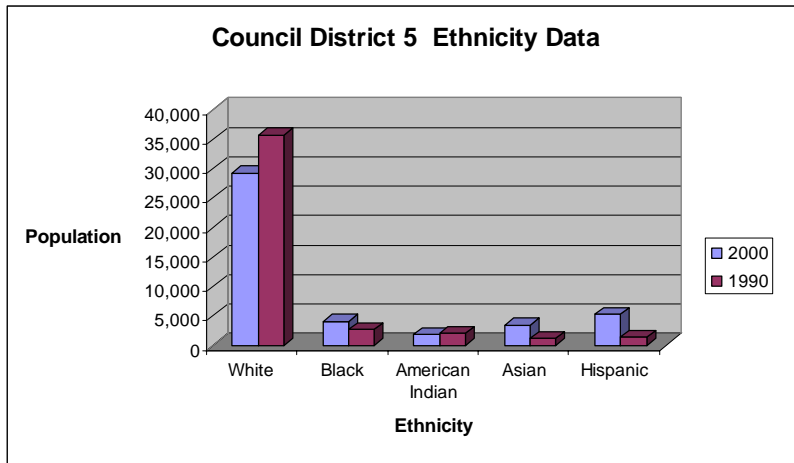
COUNCIL DISTRICTS (AREA CENSUS TRACT NO.)	1990						2000						CHANGE 1990 to 2000						
	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	TOTAL	White	Black	American Indian	Asian or Pacific Islander	Hispanic	# (Total)	% (Total)
DISTRICT 6 (Tulsa Co. Tract No.)																			
59 (50%)	1,009	112	92	3	29	1,245	622	168	86	83	176	1,135	-367	56	-6	80	147	-110	-9
73.06	4,023	377	302	239	159	5,100	3,345	654	345	634	536	5,464	-678	277	43	395	347	384	8
73.08	2,877	27	273	37	58	3,272	2,594	51	232	287	130	3,304	-283	24	-41	260	72	32	1
73.09	1,307	0	61	28	45	1,441	1,143	67	37	94	20	1,361	-184	67	-24	66	-25	-80	-6
73.10	3,333	132	225	9	52	3,751	2,567	210	205	259	285	3,506	-766	78	-20	250	213	-245	-7
73.11	2,407	240	230	63	127	3,067	1,710	426	156	237	295	2,824	-697	186	-74	174	168	-243	-8
73.12	4,012	353	183	174	50	4,772	2,987	581	202	256	590	4,586	-1,025	228	19	82	510	-186	-4
90.03 (50%)	322	0	2	6	10	340	1,142	25	55	79	57	1,358	820	25	53	73	47	1,018	299
90.06	4,890	196	226	150	119	5,681	3,939	440	403	550	603	5,935	-1,051	244	177	400	484	254	5
90.07	5,793	219	307	254	143	6,716	5,289	536	292	637	393	7,337	-504	317	-15	583	240	621	9
90.08 *	1,904	131	75	15	118	2,243	1,755	469	146	180	554	3,104	-149	338	71	165	436	861	38
90.09 *	952	66	38	7	57	1,120	1,090	226	16	77	178	1,587	138	160	-22	70	121	467	42
Tulsa Co. Subtotal	32,929	1,853	2,014	985	967	38,748	28,183	3,853	2,175	3,583	3,727	41,521	-4,746	2,000	161	2,598	2,780	2,773	7
(Wagoner Co. Tract No.)																			
304.02 (27%)	663	0	50	3	11	727	927	8	77	57	20	1,089	264	8	27	54	9	362	50
304.03 (92%) **	1,502	10	113	5	64	1,694	1,327	0	123	58	38	1,544	-175	-10	10	51	-26	-150	-9
304.04 (12%) **	195	2	15	1	8	221	334	17	24	45	24	444	139	15	9	44	16	223	101
Wagoner Co. Subtotal	2,360	12	178	9	83	2,642	2,588	25	224	158	62	3,077	228	13	46	149	-1	435	16
DISTRICT 6 TOTAL	35,289	1,865	2,192	994	1,050	41,390	30,771	3,878	2,399	3,741	3,809	44,598	-4,518 (-13%)	2,013 (108%)	207 (9%)	2,747 (278%)	2,759 (263%)	3,208	8
DISTRICTS 5 & 6 TOTAL	70,982	4,597	4,193	2,131	2,452	84,355	60,011	7,933	4,189	7,159	9,090	88,382	-10,971 (-15%)	3,336 (73%)	-4 (-10%)	5,028 (236%)	6,638 (271%)	4,027	5

* Tracts 90.08 and 90.09 were combined in the 1990 Census as Tract 90.02. ** Tracts 304.03 and 304.04 were combined in the 1990 Census as Tract 304.01.

SOURCE: 1990 AND 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

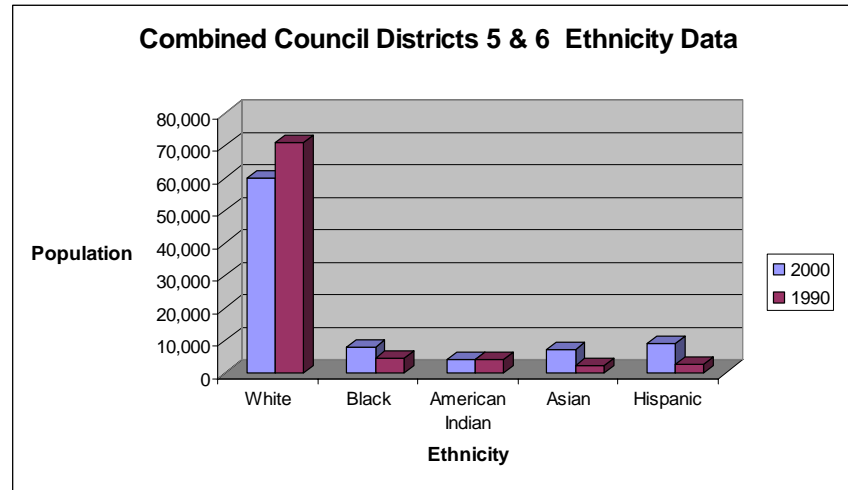
APPENDICES

EAST TULSA DEMOGRAPHIC DATA East Tulsa Community Plan Council Districts 5 & 6) 1990 and 2000 Population Diversity Data Charts



	White	Black	Am. Indian	Asian	Hispanic
2000	29,240	4,055	1,790	3,418	5,281
1990	35,693	2,732	2,001	1,137	1,402
% Change	-18 %	48 %	-11 %	201 %	277 %

	White	Black	Am. Indian	Asian	Hispanic
2000	30,771	3,878	2,399	3,741	3,809
1990	35,289	1,865	2,192	994	1,050
% Change	-13 %	108 %	9 %	276 %	263 %



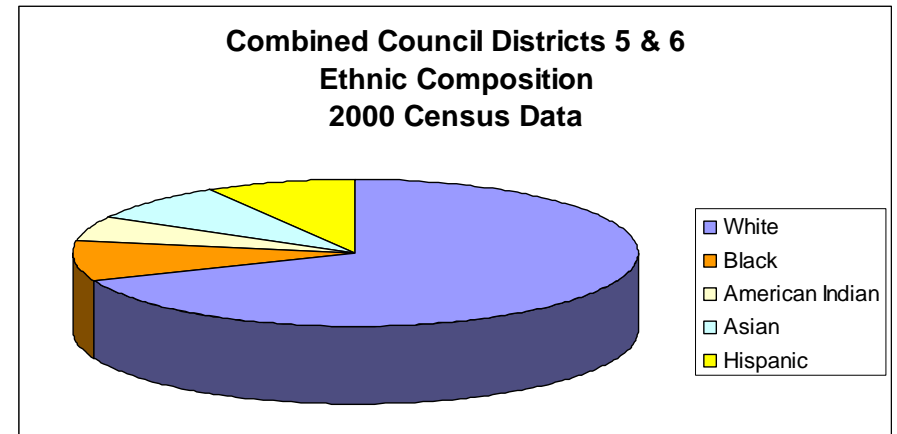
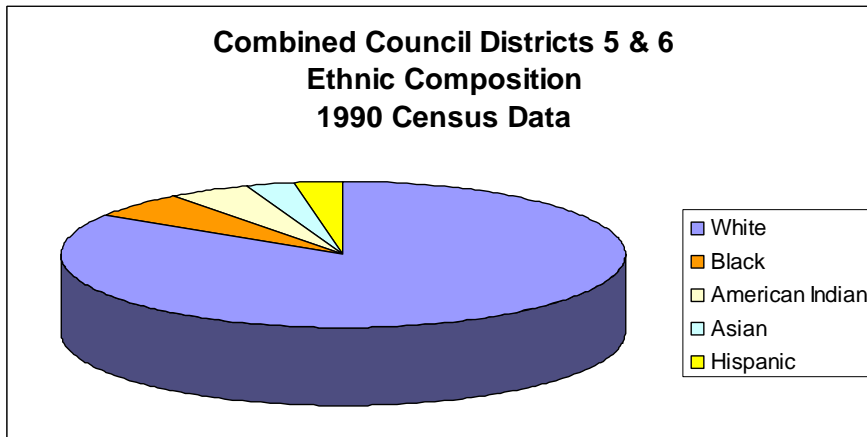
	White	Black	Am. Indian	Asian	Hispanic
2000	60,011	7,933	4,189	7,159	9,090
1990	70,982	4,597	4,193	2,131	2,452
% Change	-15 %	73 %	-.1 %	236 %	271 %

SOURCE: 1990 AND 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

(Council Districts 5 & 6) 1990 and 2000 Population Diversity Data Charts



	White	Black	Am. Indian	Asian	Hisp.
2000	60,011	7,933	4,189	7,159	9,090
1990	70,982	4,597	4,193	2,131	2,452
% Change	-15 %	73 %	-.1 %	236 %	271 %

SOURCE: 1990 AND 2000 U.S. Census; and Planning and Economic Development Division, Public Works and Development Department, City of Tulsa, Oklahoma, January 2005.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA

Table A-1

DISTRICT 6 WAGONER COUNTY - AND DISTRICT 6 TULSA COUNTY TOTAL
2000 U.S. CENSUS
SELECTED DEMOGRAPHIC INFORMATION

U.S. Census Category	TRACT 304.02 (27%)	TRACT 304.03 (92%)	TRACT 304.04 (12%)	DIST. 6 Wagoner County SUBTOTAL	DIST. 6 Tulsa County SUBTOTAL	DIST. 6 TOTAL
Population	1,089	1,544	444	3,077	41,521	44,598
No. of Households	392	552	146	1,090	16,639	17,729
Persons in Group Quarters	0	0	0	0	107	106
Average Persons Per Household	2.78	2.89	3.01	2.89	2.48	2.69
Median Household Income in 1999 Dollars	\$48,322	\$31,076	\$51,168	NA	NA	NA
Average Household Income in 1999 Dollars	\$57,570	\$34,380	\$55,398	\$45,487	\$44,252	\$44,097
Aggregate Household Income in 1999 Dollars (Millions) ⁴	\$22,539	\$18,978	\$8,064	\$49,581	\$736,309	\$781,796
Median Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$31,214	\$25,774	\$36,048	NA	NA	NA
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$27,997	\$18,569	\$29,432	\$27,214	\$24,115	\$24,641
16 Years and Over, Worked in 1999	585	621	222	1,428	21,725	23,153
Full-Time Workers (50-52 Weeks at 35 Hours+/Week)	436	445	172	1,053	16,096	17,149

NA: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

⁴ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA -

Table B-1 DISTRICT 5 TULSA COUNTY 2000 U.S. CENSUS - SELECTED DEMOGRAPHIC INFORMATION

U.S. Census Category	TRACT 53 (25%)	TRACT 69.05	TRACT 69.06	TRACT 70	TRACT 71.01	TRACT 71.02	TRACT 73.04	TRACT 73.05	TRACT 83	TRACT 84	TRACT 85.01	TRACT 85.02	TRACT 90.04	DIST. 5 TOTAL
Population	1,181	4,065	1,922	3,027	4,091	2,582	3,776	6,081	1,443	3,380	2,814	4,417	5,005	43,784
No. of Households	528	1,986	747	1,427	1,835	1,144	1,519	2,477	633	1,583	1,227	1,982	1,756	18,844
Persons in Group Quarters	0	0	0	136	0	16	150	0	0	0	267	0	0	569
Average P.P.H.	2.23	2.05	2.52	2.03	2.26	2.19	2.39	2.46	2.45	2.14	2.08	2.23	2.85	2.3
Median Household Income in 1999 Dollars	\$40,854	\$34,922	\$37,014	\$29,073	\$27,446	\$26,875	\$32,093	\$40,938	\$31,538	\$33,608	\$34,939	\$43,943	\$28,320	NA
Average Household Income in 1999 Dollars	\$46,553	\$41,365	\$42,357	\$39,350	\$34,459	\$34,423	\$36,713	\$51,224	\$32,821	\$42,545	\$40,661	\$47,718	\$38,804	\$41,420
Aggregate Household Income in 1999 Dollars (Millions) ⁵	\$24,580	\$82,150	\$31,641	\$56,153	\$63,233	\$39,380	\$55,767	\$126,883	\$20,776	\$67,348	\$49,891	\$94,577	\$68,140	\$780,518
Median Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$32,341	\$26,046	\$26,424	\$25,513	\$22,906	\$24,797	\$25,481	\$26,878	\$25,221	\$30,797	\$26,378	\$30,440	\$22,081	NA
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$24,107	\$23,321	\$20,145	\$19,317	\$17,769	\$16,420	\$19,505	\$24,197	\$17,385	\$23,784	\$19,468	\$23,952	\$20,171	\$21,166
16 Years and Over, Worked in 1999	601	2,312	950	1,491	1,915	1,295	1,765	3,093	667	1,597	1,219	2,091	2,238	21,234
Full-Time Workers (50-52 Weeks at 35 Hours+/Week)	410	1,628	605	958	1,299	799	1,230	2,268	433	1,074	788	1,456	1,573	14,521

NA: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

⁵ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES

EAST TULSA DEMOGRAPHIC DATA
Table B-2 - DISTRICT 6 TULSA COUNTY 2000 U.S. CENSUS
SELECTED DEMOGRAPHIC INFORMATION

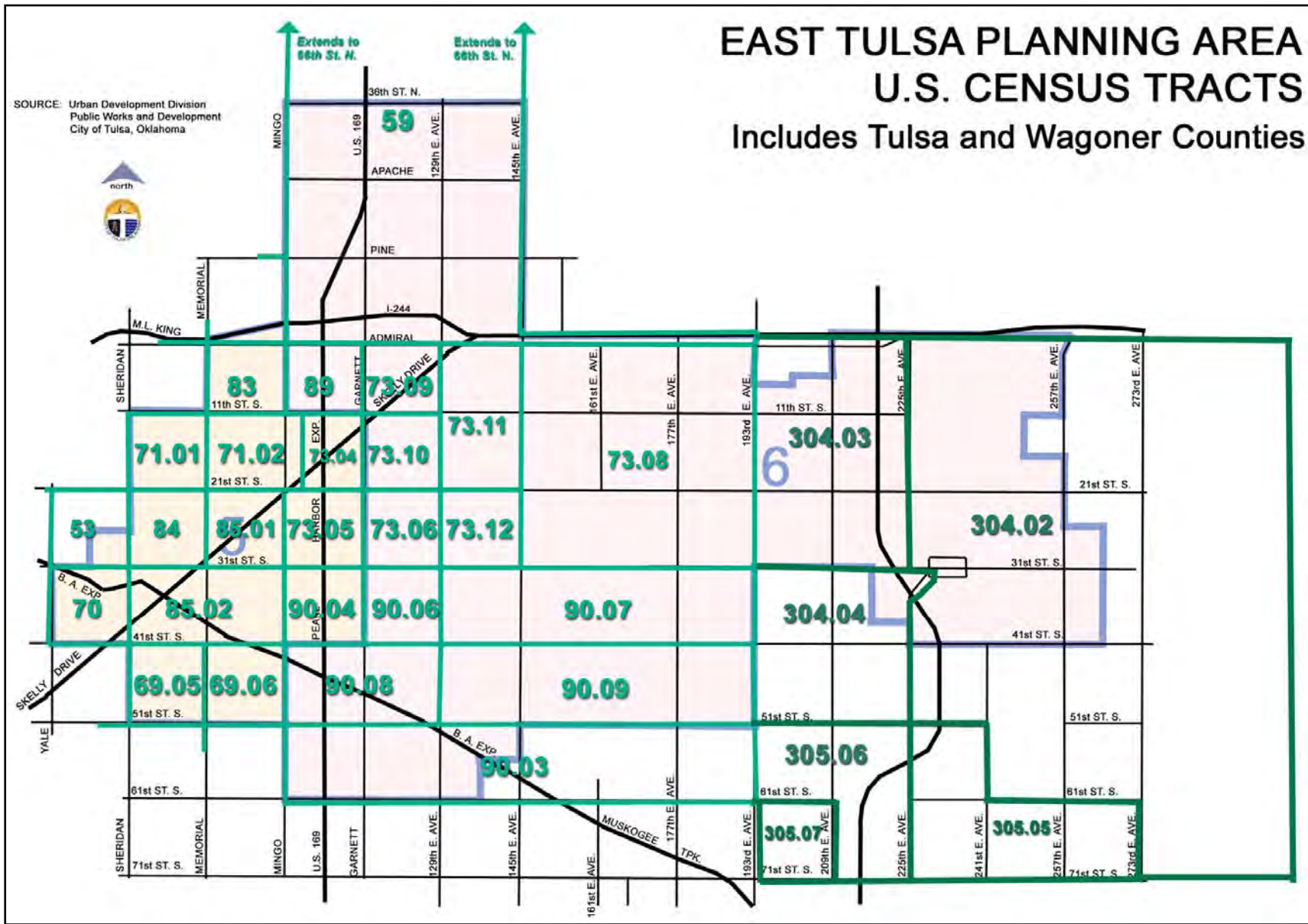
U.S. Census Category	TRACT 59 (50%)	TRACT 73.06	TRACT 73.08	TRACT 73.09	TRACT 73.10	TRACT 73.11	TRACT 73.12	TRACT 90.03 (50%)	TRACT 90.06	TRACT 90.07	TRACT 90.08	TRACT 90.09	DIST. 6 Tulsa County SUBTOTAL
Population	1,135	5,484	3,304	1,361	3,506	2,824	4,586	1,358	5,935	7,337	3,104	1,587	41,521
No. of Households	491	2,006	1,248	581	1,340	1,023	1,810	479	2,231	2,864	1,816	750	16,639
Persons in Group Quarters	0	0	6	42	0	0	0	53	6	0	0	0	107
Average Persons Per Household	2.40	2.73	2.64	2.29	2.62	2.76	2.53	2.73	2.65	2.54	1.75	2.08	2.48
Median Household Income in 1999 Dollars	\$24,250	\$34,699	\$38,860	\$39,083	\$39,717	\$32,404	\$40,359	\$71,250	\$39,484	\$41,951	\$21,863	\$35,486	NA
Average Household Income in 1999 Dollars	\$28,558	\$40,206	\$44,350	\$51,630	\$43,950	\$36,867	\$45,286	\$72,555	\$47,119	\$48,810	\$29,748	\$41,826	\$44,252
Aggregate Household Income in 1999 Dollars (Millions) ⁶	\$14,022	\$80,653	\$55,349	\$29,997	\$58,894	\$37,715	\$81,969	\$34,813	\$105,122	\$139,793	\$54,024	\$31,788	\$736,309
Median Earnings of Full- Time, Year-Round Workers in 1999 Dollars	\$22,830	\$27,236	\$28,360	\$31,042	\$26,629	\$25,933	\$28,951	\$48,333	\$26,683	\$30,241	\$21,641	\$27,886	NA
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	\$16,285	\$22,435	\$23,067	\$27,721	\$23,324	\$20,653	\$24,835	\$37,638	\$23,316	\$25,774	\$19,829	\$24,308	\$24,115
16 Years and Over, Worked in 1999	527	2,544	1,658	547	1,672	1,236	2,520	720	3,142	4,253	1,899	1,007	21,725
Full-Time Workers (50- 52 Weeks at 35 Hours+/Week)	316	1,847	1,194	424	1,302	864	1,764	1,024	2,288	3,131	1,257	685	16,096

NA: Not Available.

Source: 2000 U.S. Census, Census Summary Files 1 & 3.

⁶ Aggregate Household Income is derived from the number of households multiplied by the average household income in 1999 dollars.

APPENDICES



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

APPENDIX B

TERRITORIAL AND ZONING JURISDICTIONAL LIMITS OF METROPOLITAN COMMUNITIES AND COUNTIES IN THE EAST TULSA COMMUNITY PLANNING STUDY AREA

INTRODUCTION

This brochure is compiled from information prepared by the Indian Nations Council of Governments and the City of Tulsa Department of Public Works and Development. It depicts the corporate limits of municipalities in the Tulsa metropolitan area, the area within the East Tulsa Community Planning Study Area, and summarizes planning, land division and zoning authority of the applicable jurisdictions.

MAP

This map reflects the corporate limits and “annexation fence lines” of municipalities in the area of the East Tulsa Community Planning Study as of April 1, 2005. The annexation fence lines are narrow strips of municipal territory that extend from the main territorial body of the community and surround unincorporated county lands. In the study area, unincorporated lands include those in Rogers, Tulsa, and Wagoner County, and incorporated lands include those in Catoosa, Fair Oaks, and Tulsa. The *planning area* includes only those lands within the Tulsa Corporate limits.

The purpose of looking at *study area* lands is to review and clearly understand the current plans of the appropriate jurisdictions for land adjoining the City of Tulsa, its planning area, and the implications and potential impacts on the Phase 2 - East Tulsa Community Planning Area.

PLANNING, LAND DIVISION, AND ZONING JURISDICTION

The jurisdiction for planning, land division, and zoning differs among cities, towns, and counties. Summarized below is the authority exercised by the respective city or county in the East Tulsa Study Area as of April 1, 2005.

CATOOSA MUNICIPAL PLANNING COMMISSION

Catoosa exercises planning, land division, and zoning authority within its municipal limits only. Matters relating to comprehensive or long-range planning, the subdivision of land, and zoning are submitted to the Catoosa Planning Commission for review and recommendation. Most recommendations of the planning commission are then forwarded to the Catoosa City Council for review and final action. No planning, land division, or zoning authority is exercised beyond the Catoosa corporate limits or in areas that might be surrounded by its corporate fence line.

CLAREMORE-ROGERS COUNTY METROPOLITAN AREA PLANNING COMMISSION: ROGERS COUNTY

The southwestern incorporated portions of Rogers County, including the areas within the annexation fence lines or areas surrounded by the corporate limits of Catoosa and Fair Oaks, are within the jurisdiction of the Claremore-Rogers County Metropolitan Area Planning Commission (CRCMAPC). Matters relating to land division are reviewed, evaluated, and final action is taken by the CRCMAPC. Planning and zoning matters are reviewed and

recommendations made by the CRCMAPC to the Rogers County Board of Commissioners for review and final action. A referral procedure has been established between this planning commission and the City of Catoosa for planning matters occurring within the Catoosa annexation fence line.

TULSA METROPOLITAN AREA PLANNING COMMISSION: CITY OF TULSA

The City of Tulsa exercises planning, land division, and zoning authority only over those lands within its corporate limits through the Tulsa Metropolitan Area Planning Commission (TMAPC). Matters relating to land division are reviewed, considered and final action taken by the TMAPC. Planning and zoning matters are reviewed and recommendations made by TMAPC, and then forwarded to the Tulsa City Council for review and final action.

TULSA METROPOLITAN AREA PLANNING COMMISSION: TULSA COUNTY

Tulsa County exercises planning, land division, and zoning authority through the Tulsa Metropolitan Area Planning Commission (TMAPC) in only the unincorporated portions of Tulsa County. Matters relating to land division are reviewed, considered and final action is taken by the TMAPC. Planning and zoning matters are reviewed and recommendations made by TMAPC, and then forwarded to the Tulsa County Board of Commissioners for review and final action. In addition, any planning or zoning matter in unincorporated portions of Tulsa County surrounded by a municipal annexation fence line is referred to that municipality for review and comment. These referrals take place prior to action by TMAPC, and insure coordination and consistency for plans and development services between Tulsa County and Tulsa County communities.

WAGONER CITY-COUNTY METROPOLITAN AREA PLANNING COMMISSION

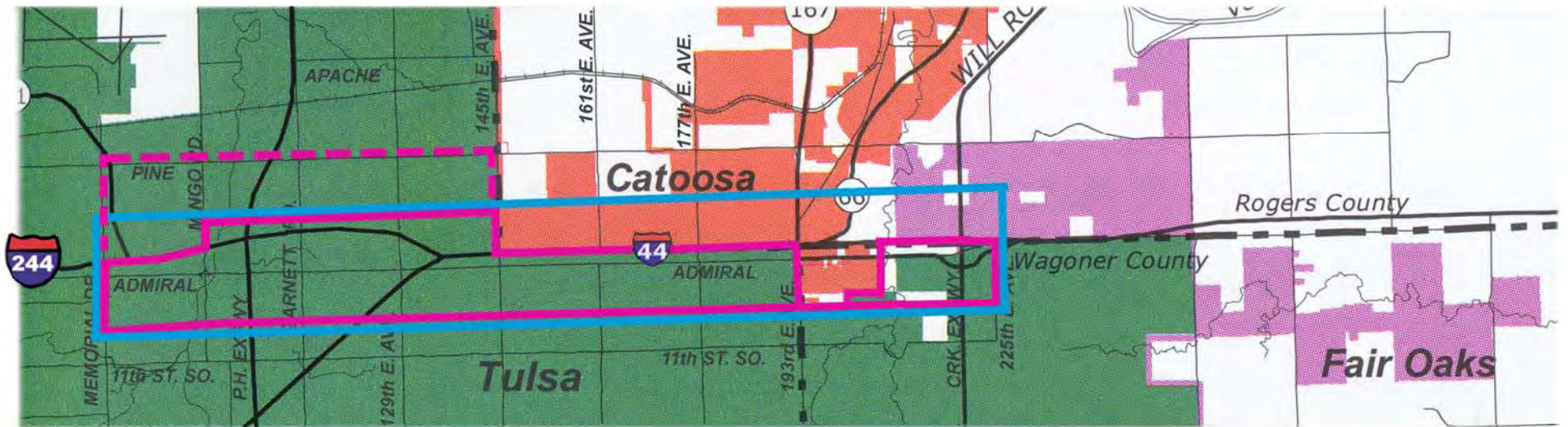
Planning, land division, and zoning control is exercised by Wagoner County in the unincorporated areas of Wagoner County Commission Districts #1 and #2 (as of 1980) through the Wagoner City-County Metropolitan Area Planning Commission (WCMAPC). After reviewing land development matters, the WCMAPC forwards its recommendations to the Wagoner County Board of Commissioners for review and final action.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

APPENDIX B (Continued)

EAST TULSA COMMUNITY PLANNING STUDY AREA JURISDICTIONS



METROPOLITAN TULSA AREA CORPORATE LIMITS

TERRITORIAL AND JURISDICTIONAL LIMITS
2005

SOURCE: Base map prepared by:
INCOG



Study map prepared by:
Urban Development
Public Works & Development
City of Tulsa

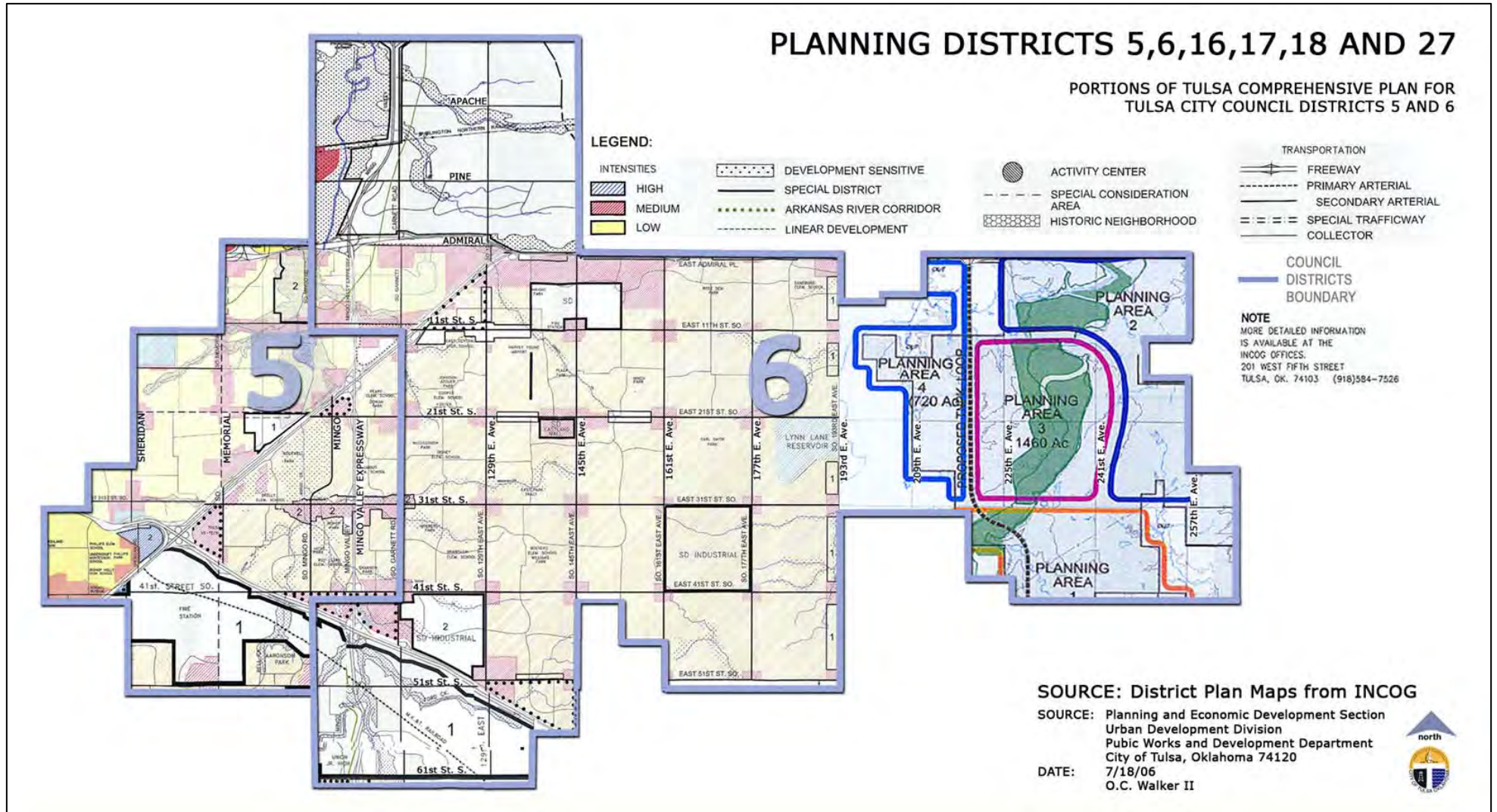
LEGEND:

- DETAILED PLANNING AREA
- ADDED PLANNING AREA FROM COMMUNITY INPUT
- STUDY AREA

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

APPENDIX C



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

APPENDIX D

CITY OF TULSA PARKS AND RECREATIONAL FACILITIES IN COUNCIL DISTRICT 5 AND 6																		
Site	Address	Ac.	Playground	Sports Field	Tennis Courts	Swimming Pool	Water Playground	Community Center	Trail (miles)	Outdoor Basketball	Indoor Gym	Shelter	Picnic Table	Disc Golf Course	Restrooms	Fishing	Sand Volleyball	Council District
Abousson	4207 S. 87 th E. Ave.	16.0	•		•				0.6	•								5
Alsume	9901 E. 51 st St. S.	5.0		•														6
Bismok	3242 S. 101 st St. S.	58.0		•														5
Boring	9311 E. 2 nd St. S.	33.5								•								6
Car Smith	17120 E. 21 st St. S.	388.0		♦														6
Clark	11440 E. Admiral Pl.	13.0	•		♦				0.3									6
Cover	10801 E. 1 st St. S.	4.9	•	•														5
East Park Trax	2003 S. 132 nd E. Ave.	14.4			♦													5
Ficks	3443 S. Mingo Rd.	20.0			♦			•	0.5		•	•	•					5
Holland	4909 E. 36 th St. S.	3.5			♦				0.4		•	•	•					5
Hill	51 st St. & 122 nd E. Ave	25.0																6
Hinch	1616 S. 157 th E. Ave.	5.0																6
Hengel Johnson	1714 S. 123 rd E. Ave.	5.0			•													6
McCullough	11534 E. 25 th St. S.	11.5																6
McCall	5949 E. 36 th St. S.	6.5																5
Nobberg	3235 S. Garnett Rd.	17.3			♦				0.5		•	•	•					6
Plaza	1404 S. 145 th E. Ave.	18.0							0.3									6
Rose Dew	317 S. 167 th E. Ave.	15.0							0.7			•	•					6
Shannon 1 & 2	10302 E. 39 th Pl.	6.8																5
Slevy	8526 E. 23 rd Pl.	4.9			•													5
Sunnenglen Plaza	3907 S. 139 th E. Ave.	20.0			•													6
Temake	2877 S. 77 th E. Ave.	18.0			•				0.9									5
Wagon	437 S. 137 th E. Ave.	4.7		•														5

♦ Available
 Refer to "City of Tulsa Parks & Recreational Facilities" map.
 Source: "Tulsa Parks and Recreational Facilities" map, Parks and Recreation Department, City of Tulsa, Oklahoma.

♦ Lighted Tennis Courts and Sports Fields

**CITY OF TULSA STORMWATER DETENTION AREAS WITH RECREATIONAL FACILITIES
 IN COUNCIL DISTRICT 5 AND 6**

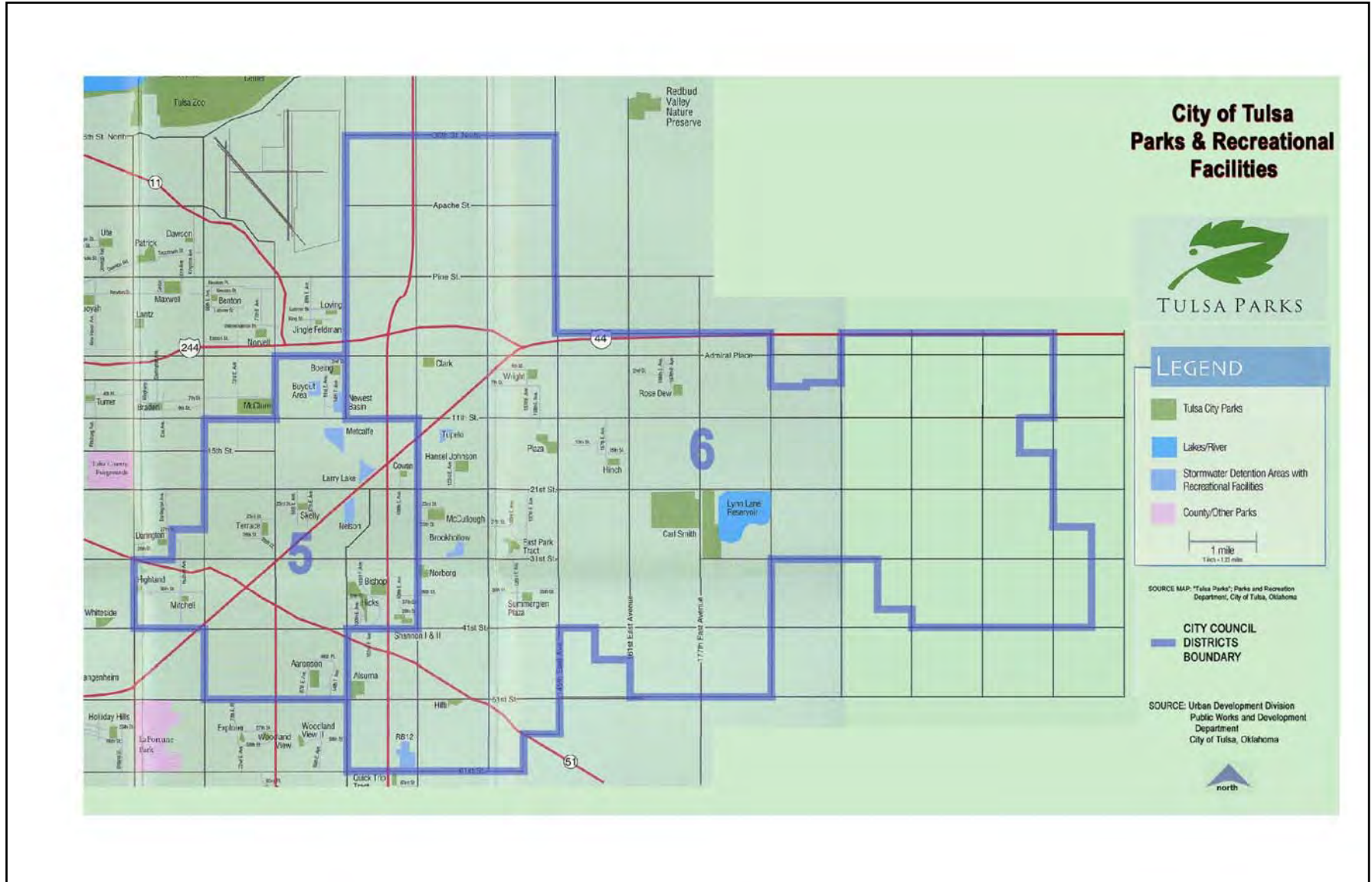
Site	General Location	Council District
Brockhollow	North side of 31 st Street South between Garnett Road and 129 th E. Avenue	6
Buyout Area	½ mile north of 11 th Street South between 94 th E. Avenue and Memorial Boulevard	5
Larry Lake	North of 21 st Street South and west of I-44 and Mingo Valley Expressway	5
Melcarle	South 11 th Street South at S. Mingo Road	5
Nelson	South of 21 st Street South and east of I-44	5
Newest Basin	West of Mingo Road between Admiral Place and 11 th Street South	5
RB12	Northwest corner of Garnett Road and 61 st Street South	6
Tapelo	South of 11 th Street South between Garnett Road and 129 th E. Avenue	6

Refer to "City of Tulsa Parks & Recreational Facilities" map.
 Source: "Tulsa Parks" map, Parks and Recreation Department, City of Tulsa, Oklahoma.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

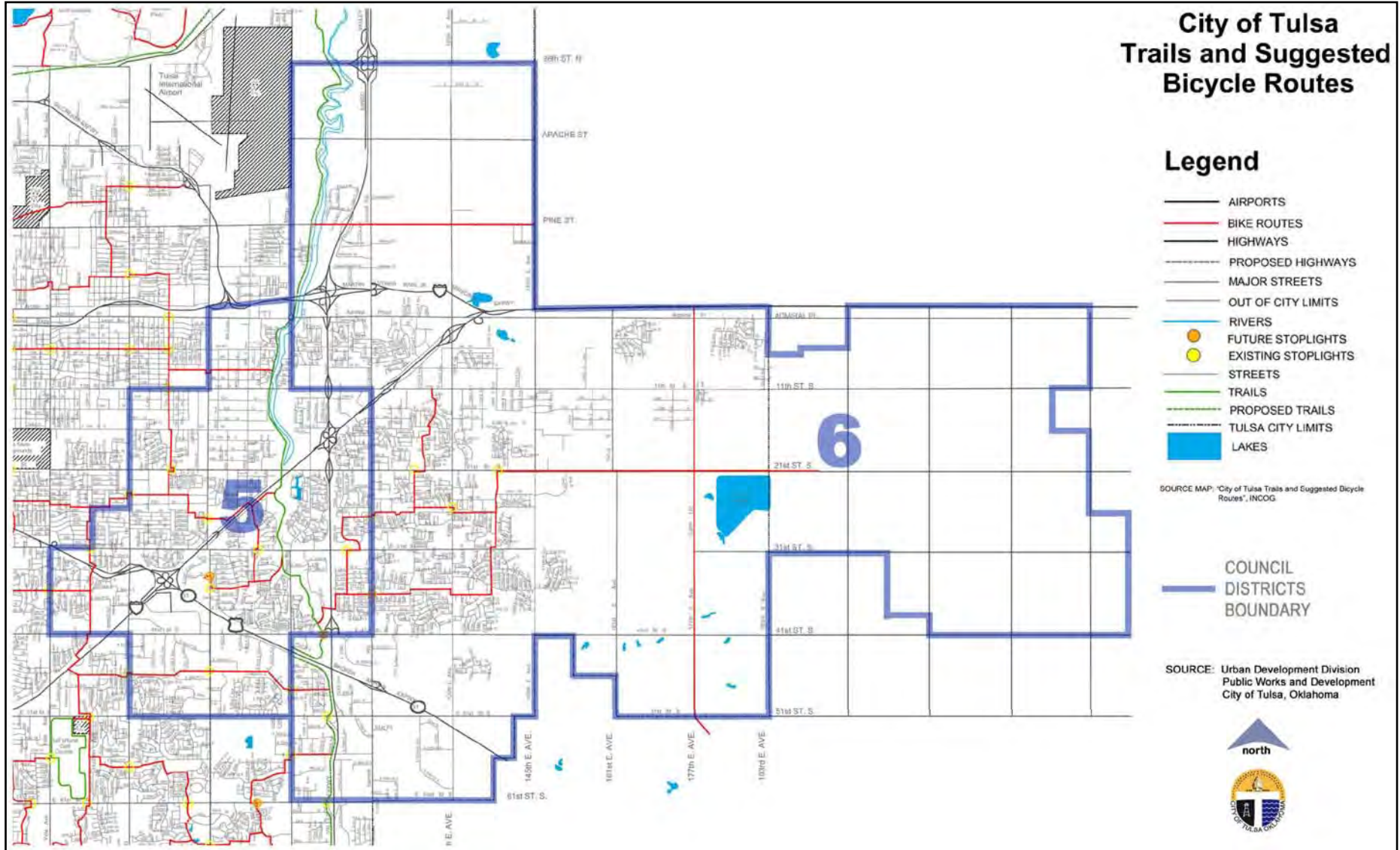
APPENDIX D (Continued)



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

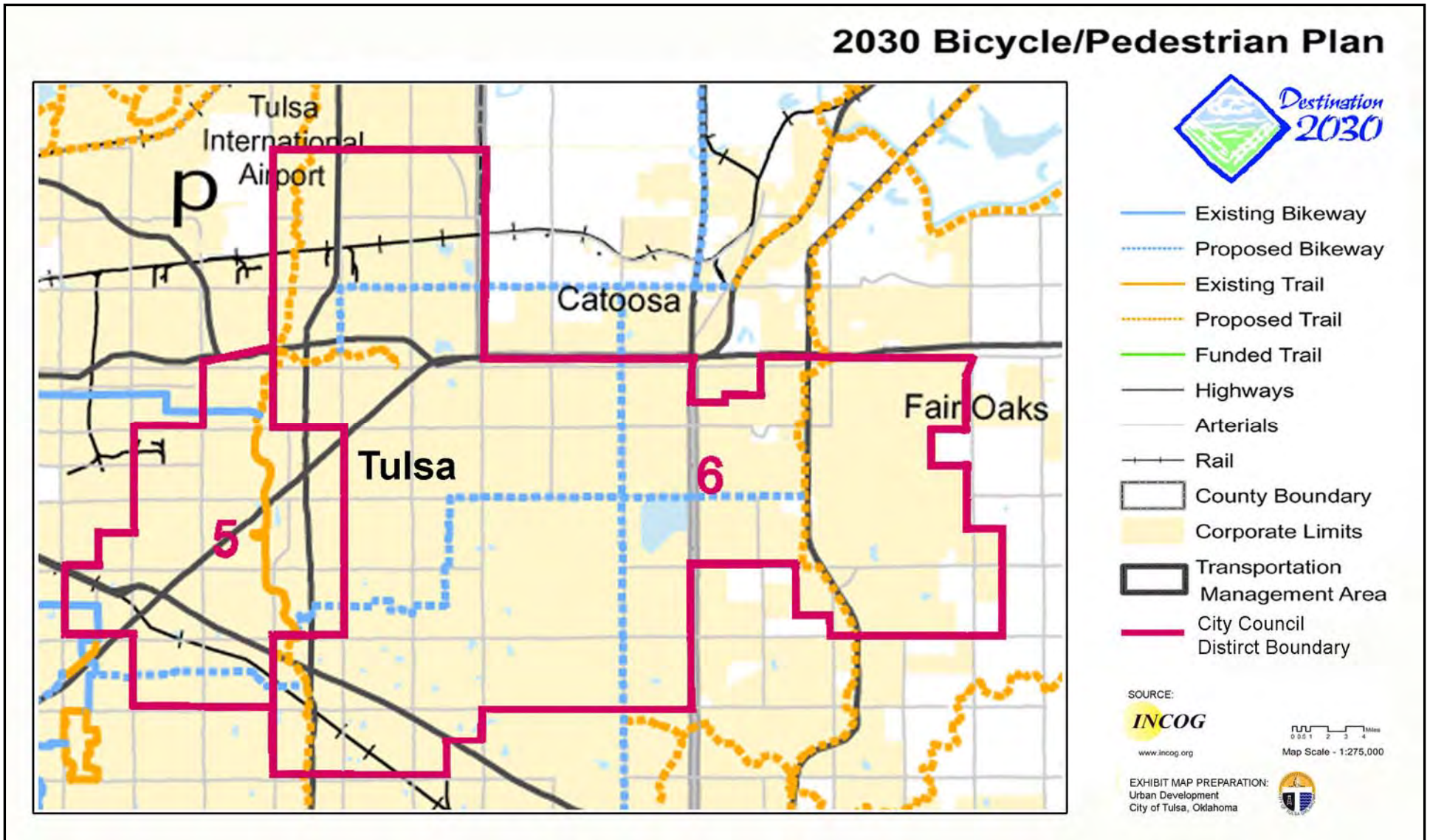
APPENDIX E



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

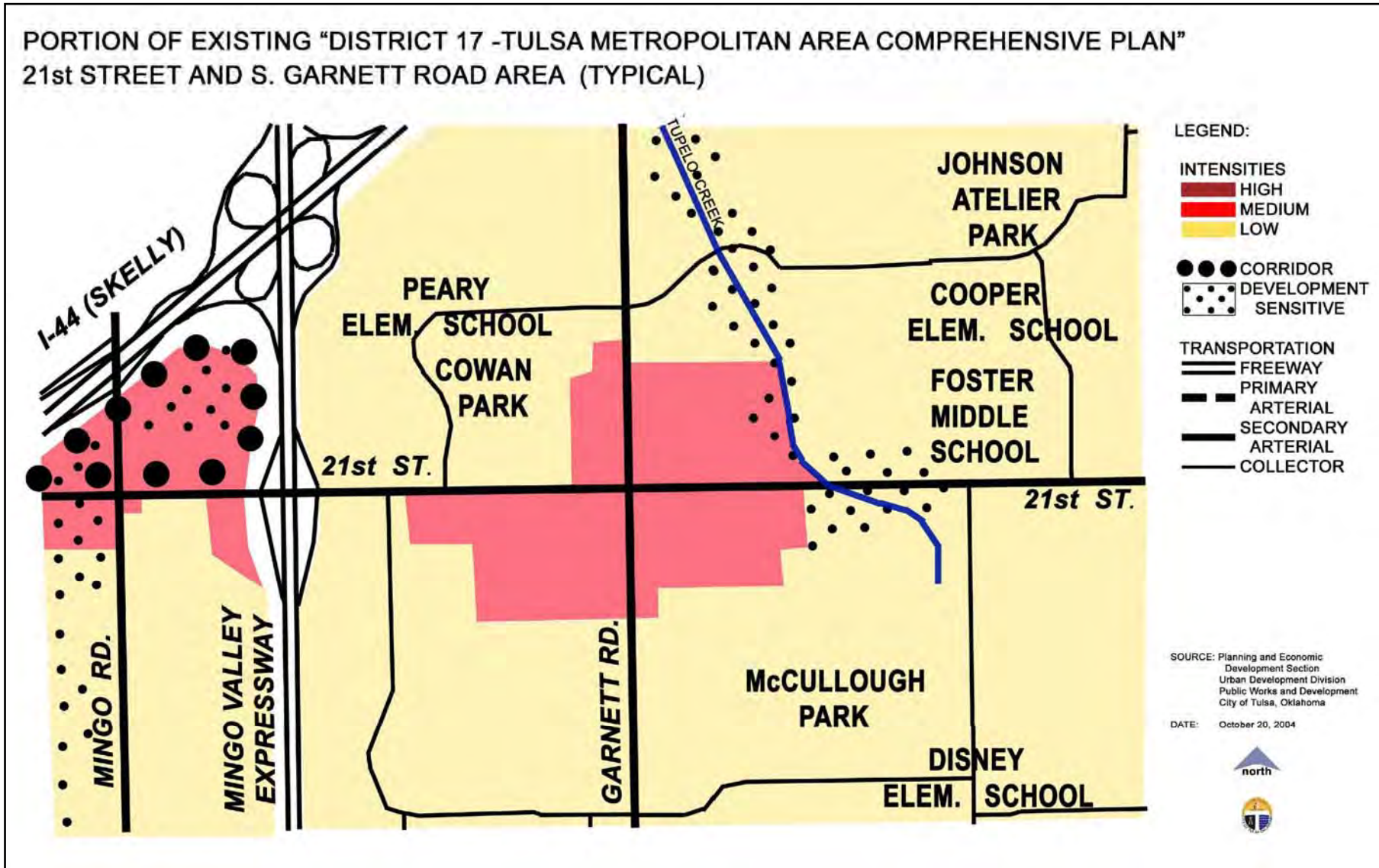
APPENDIX F – 2030 Bicycle/Pedestrian Plan – Exhibit of East Tulsa Portion



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

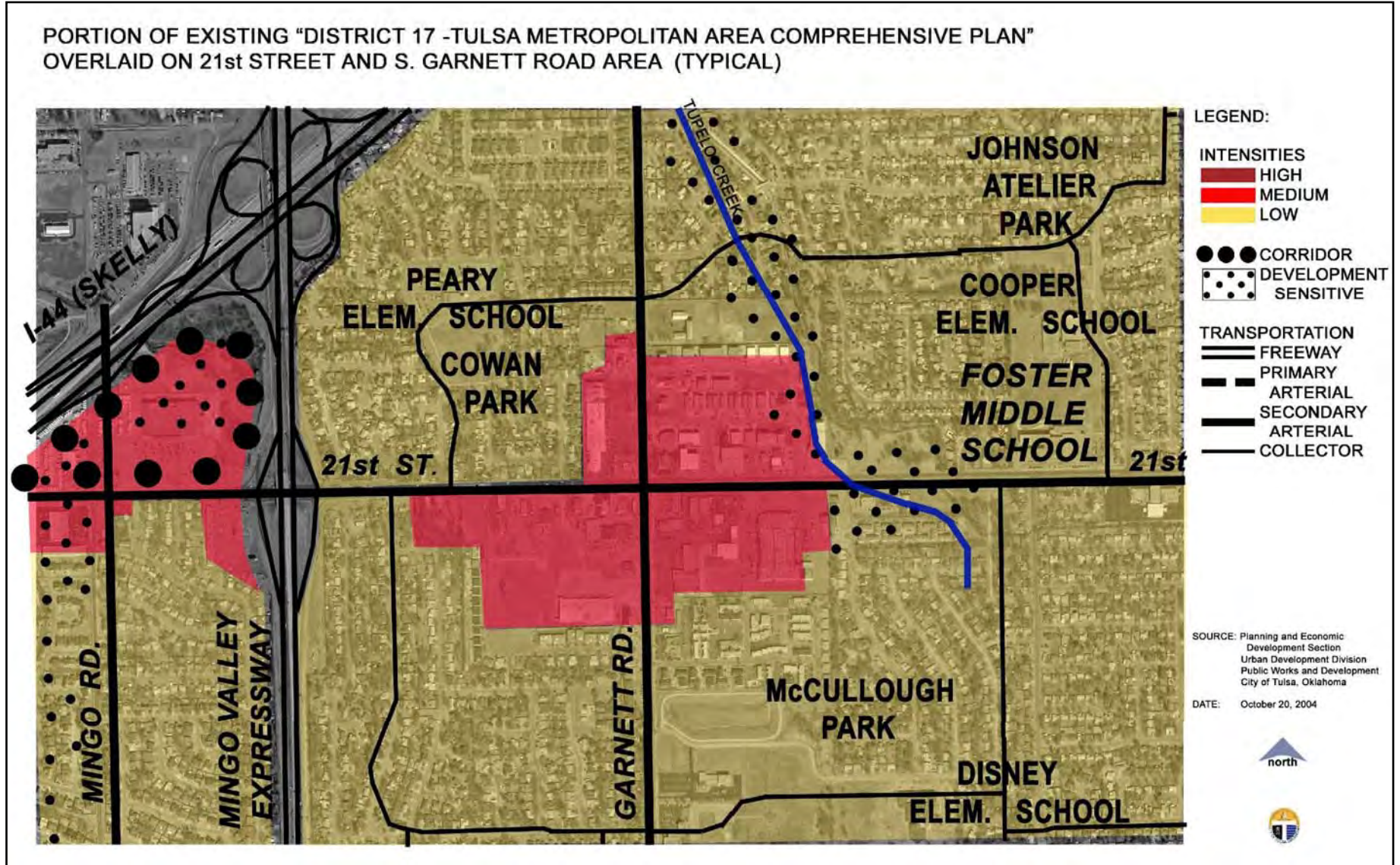
APPENDIX G



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

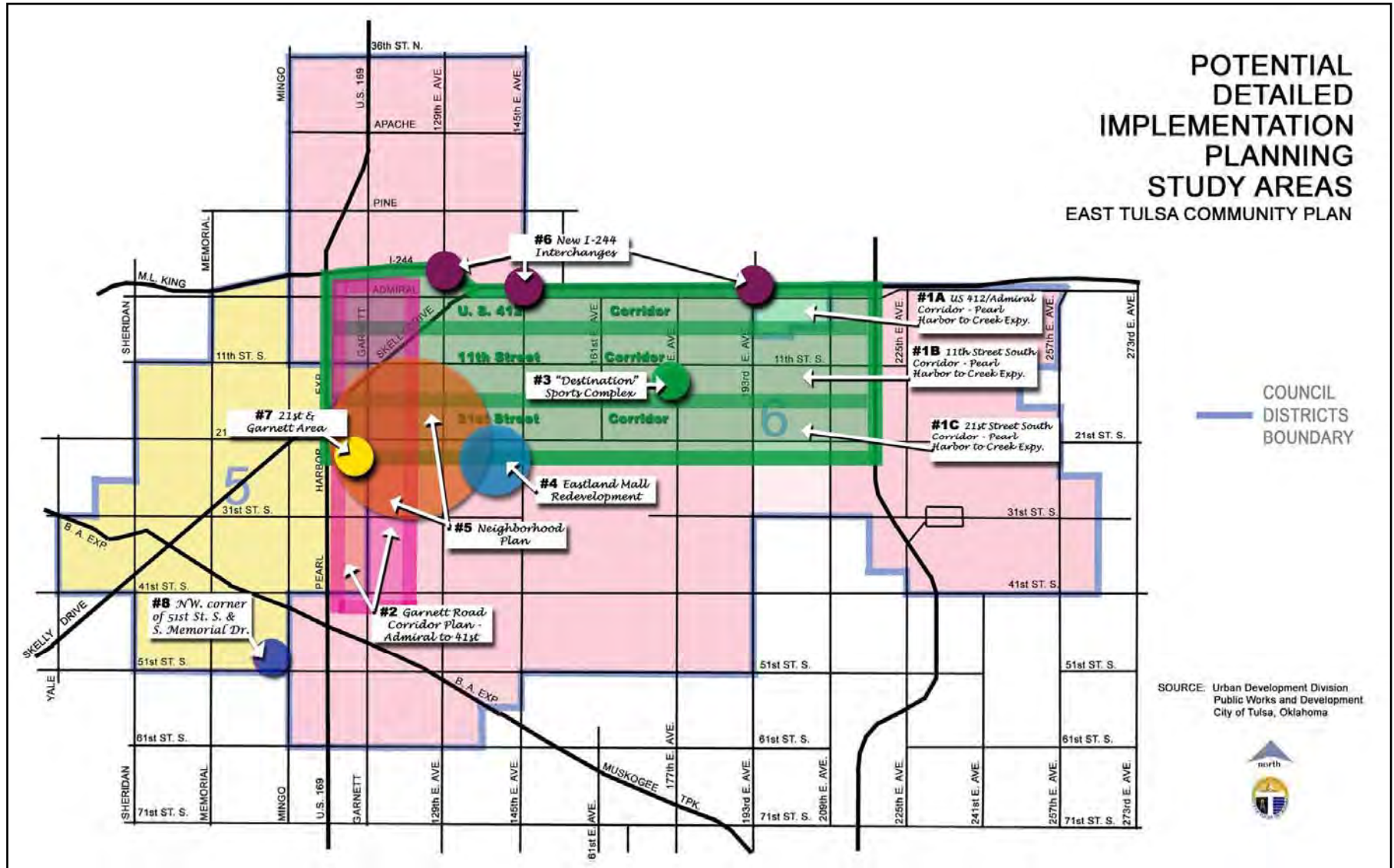
APPENDIX H



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

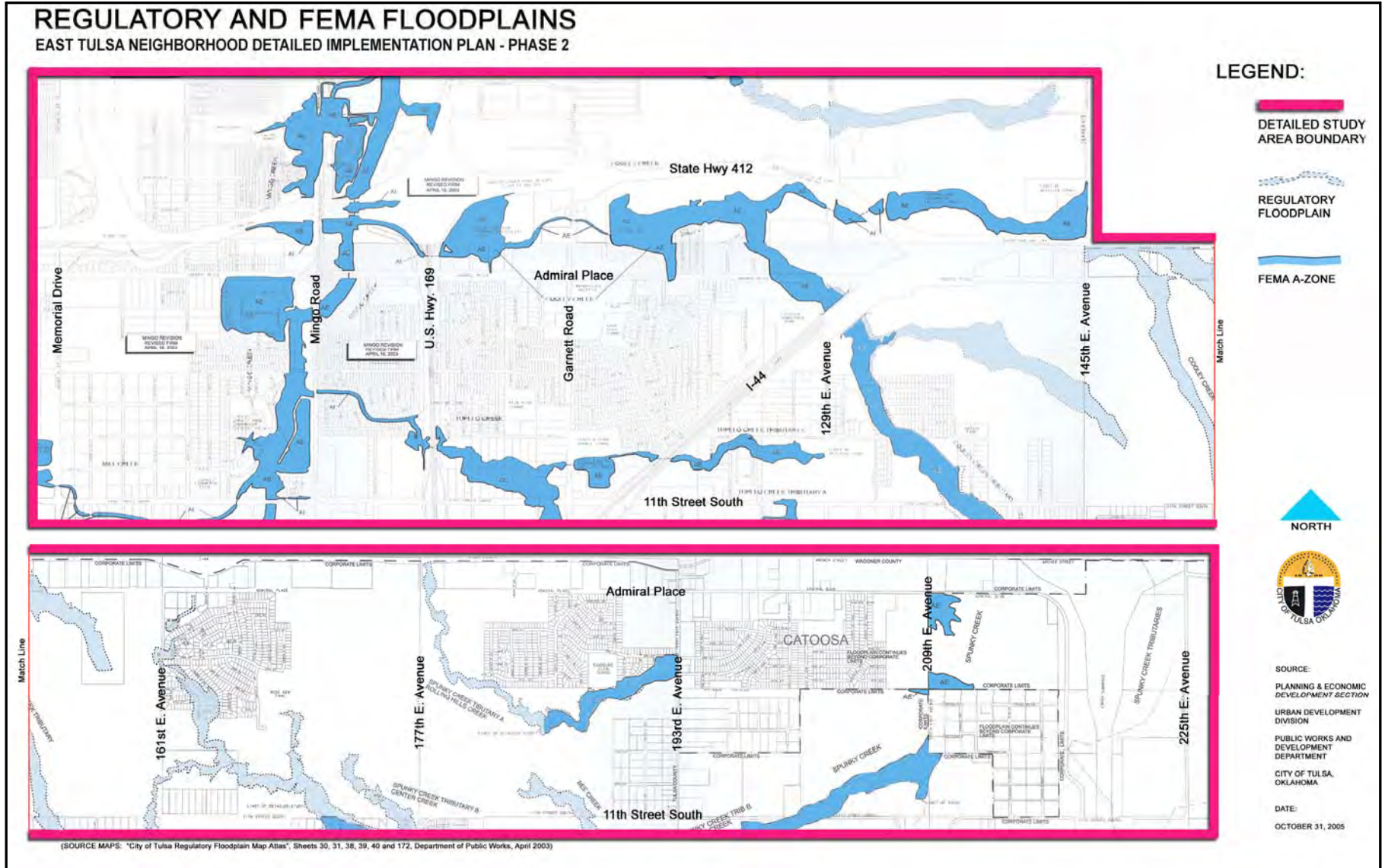
APPENDIX I



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

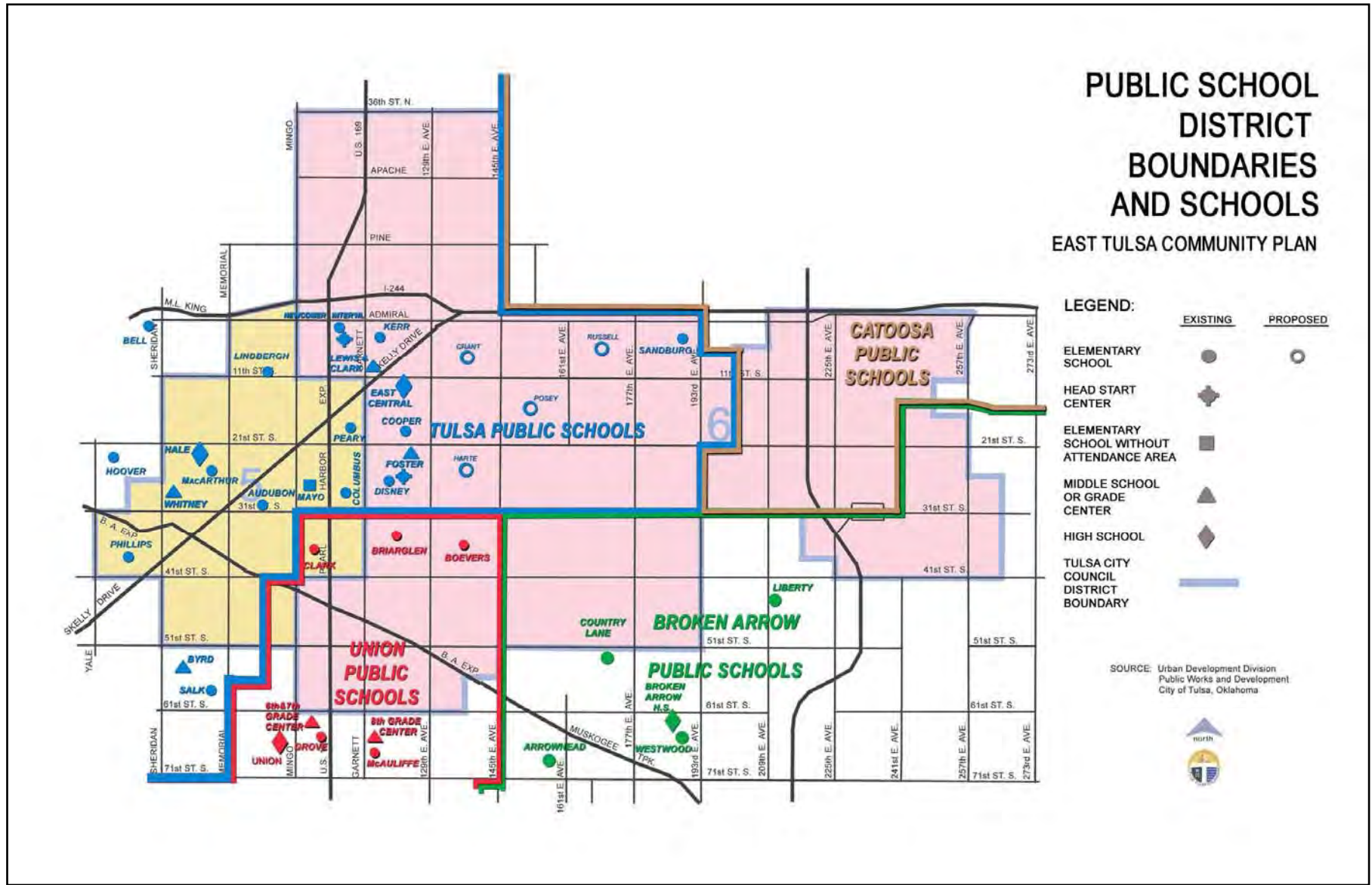
APPENDIX J



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

APPENDIX K



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor”

APPENDIX M

EXAMPLES OF NEW, INFILL & REDEVELOPMENT EAST TULSA COMMUNITY PLAN STUDY



Residential infill development



Commercial center redevelopment



Boy Scouts Resource Center new development



MTTA transfer station - new development



Clear Channel Communications - redeveloped facility and site



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City Of Tulsa, Oklahoma

DATE: November 8, 2004

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX N

EXAMPLES OF OPPORTUNITY SITES
EAST TULSA COMMUNITY PLAN STUDY
1

The central image is an aerial satellite view of the 'Church on the Move and Lincoln School Campus'. The map is labeled with 'Church on the Move and Lincoln School Campus' in the center. Surrounding streets include 'Admiral Place', 'Skelly Drive', 'U.S. 412 - I-244', and '129th E. Avenue'. A blue arrow points north. The map includes a coordinate pointer: 'Pointer 36°10'05.03" N 95°49'34.62" W', a scale bar for 'Streaming' at 100%, and an elevation of 'Eye alt 4045 ft'. The map is credited to 'Image © 2008 DigitalGlobe' and '© 2008 Google'. Six inset photographs are connected to the map by blue arrows, showing: 1) A large, modern school building with a dark roof. 2) A large, modern school building with a white facade and flags. 3) A large, modern school building with a dark roof, similar to the first inset. 4) A large, modern school building with a white facade and flags, similar to the second inset. 5) A playground with colorful equipment and a fence. 6) A large, modern school building with a white facade and flags, similar to the second and fourth insets.

Image © 2008 DigitalGlobe
© 2008 Google
Pointer 36°10'05.03" N 95°49'34.62" W
Streaming ||||| 100%
Eye alt 4045 ft

SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma
DATE: April 2008

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX N (Continued)

EXAMPLES OF OPPORTUNITY SITES

EAST TULSA COMMUNITY PLAN STUDY

2



Vacant, undeveloped property along north side of US 412



Fleming facility and site



Flea Market on south side of E. Admiral Place



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City Of Tulsa, Oklahoma

DATE: April 2006

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX N (Continued)

EXAMPLES OF OPPORTUNITY SITES

EAST TULSA COMMUNITY PLAN STUDY

3

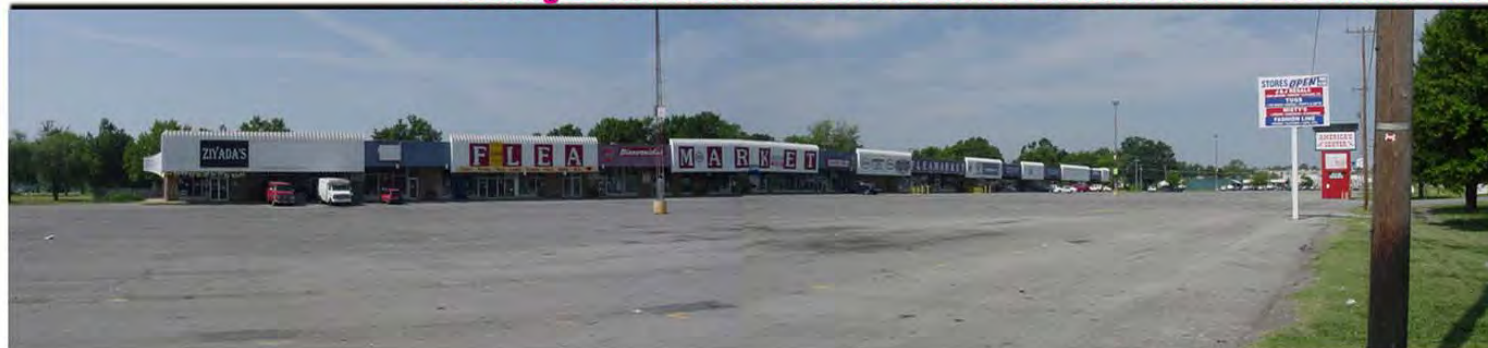
Looking west along E. Admiral Place at 93rd E. Avenue



Looking west and northwest along E. Admiral Place at 93rd E. Avenue



Looking southwest at Flea Market center on south side of E. Admiral Place



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City Of Tulsa, Oklahoma

DATE: April 2006

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX N (Continued)

EXAMPLES OF OPPORTUNITY SITES

EAST TULSA COMMUNITY PLAN STUDY **4**



Complex entry from 193rd E. Avenue



Portion of the Cherokee Casino complex Catoosa, Oklahoma



Development at southwest corner of 193rd E. Avenue and E. Admiral Place.



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

DATE: April 2006

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX O

EXAMPLES OF RE-DEVELOPMENT &/OR TRANSFORMATIONS OF TRADITIONAL SUBURBAN DEVELOPMENT

Hercules, CA

Hercules, CA

San Pablo, CA

SOURCE: Sierra Club, "Community Transformations Examples", Steve Price, Urban Advantage.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX P

• COMMUNITY SUGGESTED USES AND DEVELOPMENT IMPROVEMENTS AND CONSIDERATIONS •

STUDY AREA- PHASE 2 EAST TULSA COMMUNITY PLAN STUDY

Sheet 1

Deal with problems of vice between Memorial and Mingo. Enhance appearance and drainage.



Major regional activity center; excellent visibility; needs improved accessibility; added development potential for site and adjoining properties north of U.S. 412.

Traffic flow and capacity problems along Admiral between 145th E. Avenue to 193rd E. Avenue; widen to 5 lanes and provide enhancements including lighting, sidewalks, landscapes, etc.



Under-developed site; current use is flea markets; safety issues with pedestrian traffic conflicts with vehicle traffic; perhaps other uses appropriate, e.g. - commercial or industrial uses.

Admiral Place traffic circle has high visibility; opportunity site for image enhancement and identity feature.

Need 2 lane south bound ramp onto P.H. Expressway from I-244.

North bound ramp from Admiral Pl. onto I-244 desired.

Provide full interchange with I-244; provide traffic signals as appropriate at Garnett Road.

New development site needs access enhancements to Admiral Place and 129th E. Avenue; adds traffic pressures on 129th E. Avenue and stress on U.S. 412 bridge.

Undeveloped opportunity site for mixed development; existing agricultural, commercial, and industrial zoning; existing infrastructure available; inside City of Tulsa municipal limits; high visibility and good accessibility.

Need full interchange or half-interchange with U.S.412 at 145th E. Avenue.

Roadway improvements needed along Mingo Road north and south of I-244; including widening, streetscaping, drainage, etc.

Partially developed site with commercial zoning; perhaps appropriate for other zoning category.

Existing commercial zoning; possible zoning change.

Cleanup drainage ditch frontage along Admiral Place.

Improve access to Kerr E.S. and Reed/Cap.

Road improvements needed along Admiral Place from Garnett Road to 129th E. Avenue; including widening, streetscaping, drainage, etc.

New bridge and full interchange needed at 129th E. Avenue and U.S. 412; provide full interchange at 145th E. Avenue before 129th E. Avenue improvements to insure access to activity centers and businesses north of U.S. 412.

Existing warehousing and distribution facility; excellent opportunity site with vacant building and site development; needs better accessibility to U.S. 412.

Consider expanding U.S. 412 Corridor Study north to Pine Street in Tulsa.

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX P (Continued)

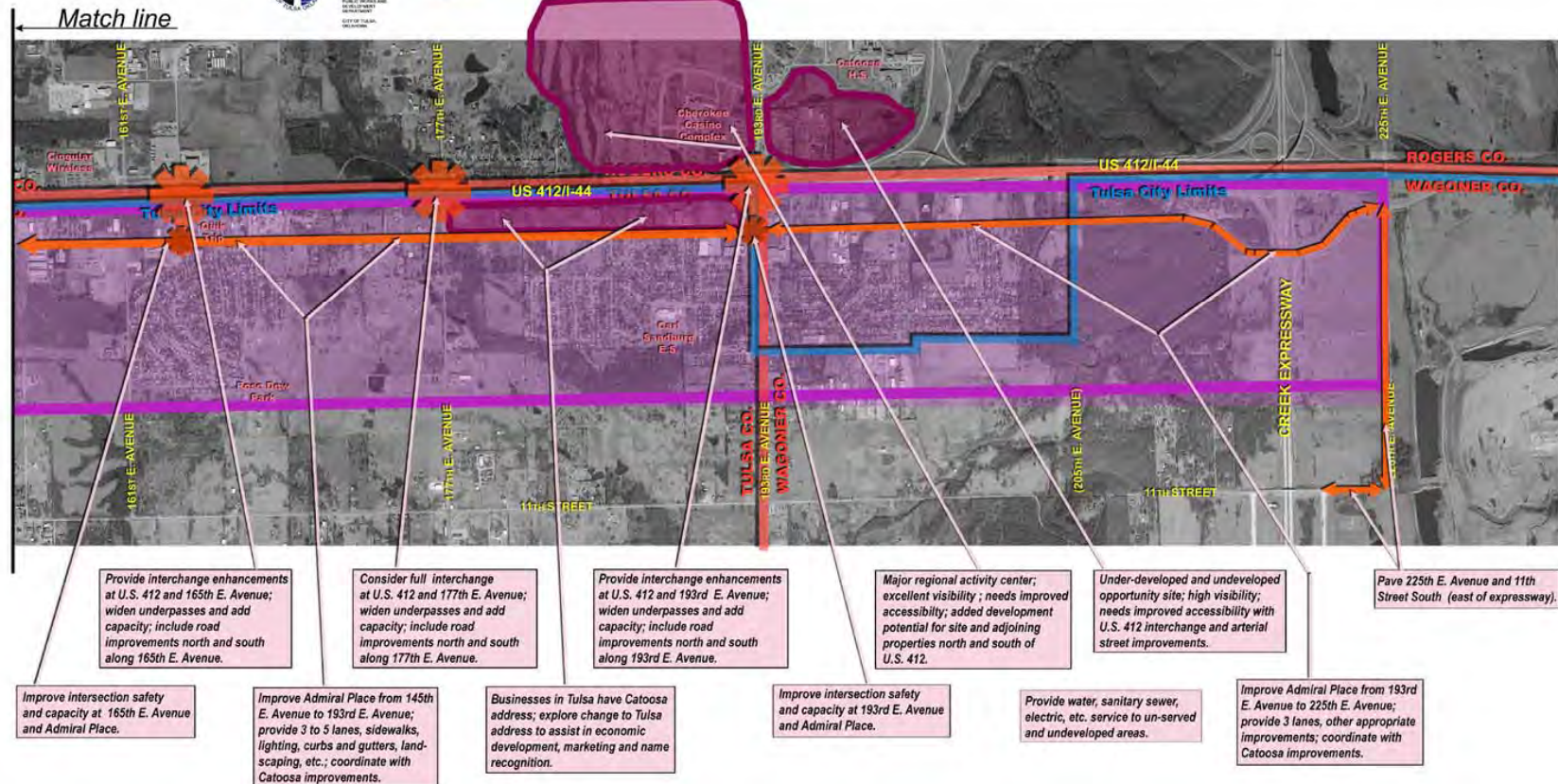
• COMMUNITY SUGGESTED USES AND DEVELOPMENT IMPROVEMENTS AND CONSIDERATIONS •

STUDY AREA- PHASE 2 EAST TULSA COMMUNITY PLAN STUDY

Sheet 2



SOURCE:
PLANNING & ECONOMIC
DEVELOPMENT DIVISION
URBAN DEVELOPMENT
DIVISION
PUBLIC UTILITIES
DIVISION
OFFICE OF TULSA
METROPLAN



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX Q

• ADDITIONAL VACANT, UNDEVELOPED, UNDER-DEVELOPED PROPERTY AND DEVELOPMENT SITES •

STUDY AREA- PHASE 2 EAST TULSA COMMUNITY PLAN STUDY

Sheet 1



SOURCE:
PLANNING & ECONOMIC
DEVELOPMENT SECTION
URBAN DEVELOPMENT
DIVISION
PUBLIC WORKS AND
DEVELOPMENT
DEPARTMENT
CITY OF TULSA,
OKLAHOMA
02/2024 40



The Crosstown Business Center; older redeveloped shopping center; private ownership; existing zoning is commercial; has high visibility and good local accessibility; possesses potential for infill and redevelopment.

Large undeveloped site; under private ownership; field check indicates utility construction underway; zoning maps indicate currently zoning is agricultural; high visibility and good accessibility; located in an industrial area along Pine Street and between Tulsa and Catoosa; roadway improvements appropriate.

Undeveloped public and private property with multiple family and light industrial zoning; high visibility and fair accessibility; public property used for control of storm water; major stem of Cooley Creek runs through/adjacent the site; portions of private property may have development potential; better access needed.

Private ownership with commercial zoning; adjacent new redeveloping site; good visibility and access; a tributary of Cooley Creek runs through/adjacent the site.

Largely vacant and undeveloped property; zoning maps indicate mostly agricultural with some residential single-family; multiple private ownership; located in the upper reaches of Cooley Creek watershed; has high visibility with good access; improved roadway and enhanced access to U.S. 412 is needed.

Admiral Place is a heavily utilized roadway including major industrial truck traffic; existing 2-lanes east of 145th E. Avenue appear inadequate for volumes and type of traffic; road improvements needed and better access to U.S. 412 is dramatic need to improve safety, capacity and area's full development potential, particularly east of 145th. E. Avenue

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX Q (Continued)

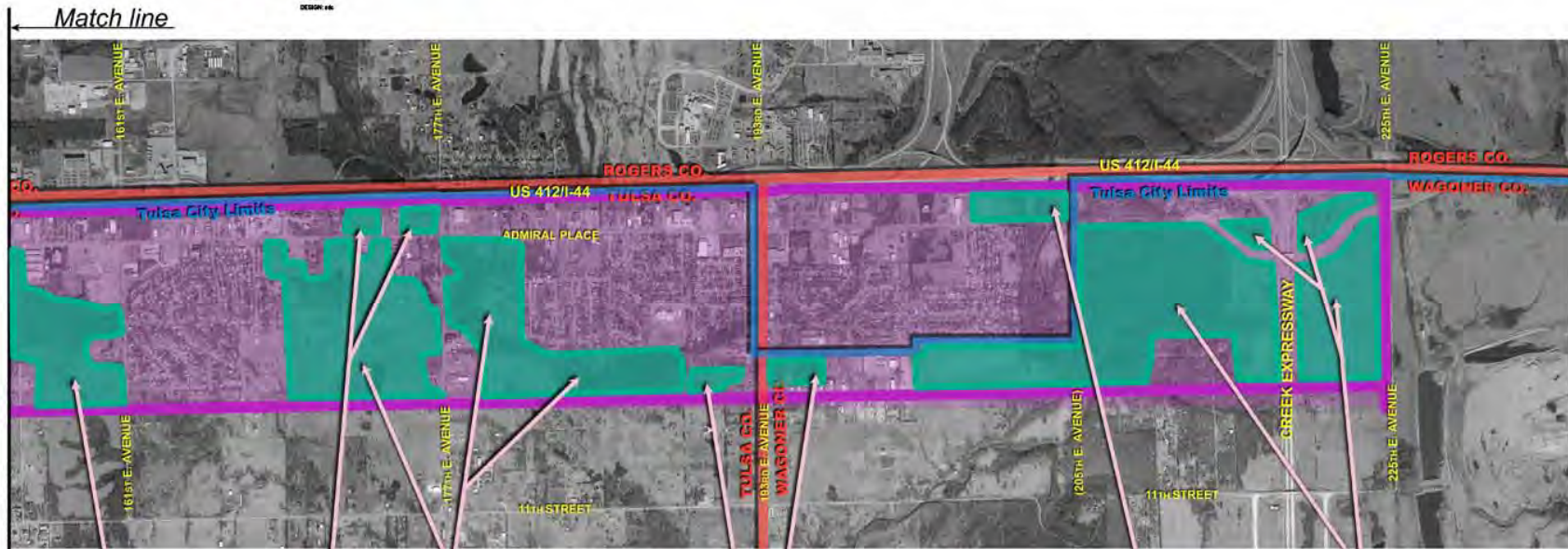
• ADDITIONAL VACANT, UNDEVELOPED, UNDER-DEVELOPED PROPERTY AND DEVELOPMENT SITES •

STUDY AREA- PHASE 2 EAST TULSA COMMUNITY PLAN STUDY

Sheet 2



SOURCE:
PLANNING & ECONOMIC
DEVELOPMENT DIVISION
URBAN DEVELOPMENT
DIVISION
PUBLIC RECORDS AND
DEVELOPMENT
DEPARTMENT
CITY OF TULSA,
OKLAHOMA
DESIGN: JAC



Largely vacant and undeveloped property; zoning maps indicate agricultural and scientific-research; multiple ownerships; located in the upper reaches of Cooley Creek watershed, has high visibility with good access; improved roadway and enhanced access to U.S. 412 is needed.

Mostly vacant and undeveloped property; zoning maps indicate agricultural with some residential single-family zoning; multiple ownerships; located in the extreme upper reaches of Spunky Creek watershed; has high visibility with fair access; improved roadway and enhanced access to U.S. 412 is needed.

Mostly large lot, vacant and undeveloped property; zoning maps indicate agricultural and residential single-family zoning; multiple ownerships; located in the upper reaches of Spunky Creek watershed; has good visibility with good access; improved roadway and enhanced access to U.S. 412 is needed.

Mostly vacant and undeveloped property; zoning maps indicate industrial zoning and un-zoned property (in Wagoner Co.); located in mid and lower reaches of Spunky Creek; high visibility and good access; improved roadway and enhanced access to U.S. 412 is needed; in Catoosa limits; multiple ownerships.

Mostly vacant agricultural development; primarily under one common ownership; zoning maps indicate agricultural zoning; high visibility and access; great potential for higher intensity development once major sewer and water utilities available; locate in mid and lower reaches of Spunky Creek tributaries and watershed.

Mostly vacant and undeveloped property; zoning maps indicate industrial and residential single-family zoning; multiple ownerships; located in the extreme upper reaches of Spunky Creek watershed; has high visibility with good access; improved roadway and enhanced access to U.S. 412 is needed.

Admiral Place is a heavily utilized roadway including major industrial truck traffic; existing 2-lanes east of 145th E. Avenue appear inadequate for volumes and type of traffic; road improvements needed and better access to U.S. 412 is dramatic need to improve safety, capacity and area's full development potential, particularly east of 145th E. Avenue

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX R

EXAMPLES OF GATEWAY AND INTERCHANGE ENHANCEMENTS 1



U.S.75 and Creek Turnpike



U.S.412 and U.S.169



**L.L. Tisdale Expressway
looking south**



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma

DATE: April 2006

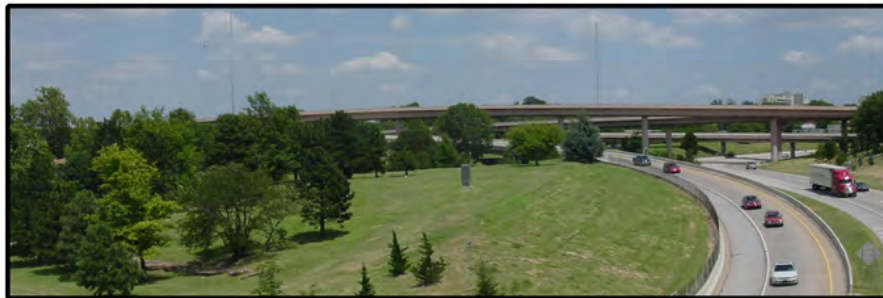
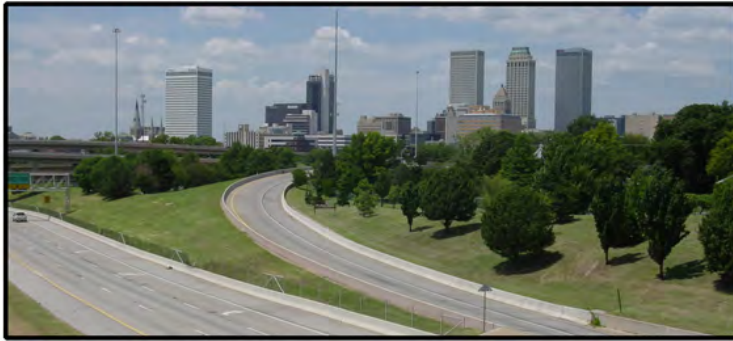
APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX R (Continued)

EXAMPLES OF GATEWAY AND INTERCHANGE ENHANCEMENTS 2

Southeast interchange of the Inner Disperal Loop in Downtown Tulsa



L.L. Tisdale Expressway monument identity sign and expressway enhancements



SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City Of Tulsa, Oklahoma

DATE: April 2006

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX S “What do YOU think?” East Tulsa Community Planning - “412 Corridor” Survey *Results of February 14, 2006 Survey*

The number of surveys in which an item is listed is shown in ().

SOURCE: Urban Development Division, Public Works and Development, City of Tulsa, Oklahoma, March 2006

Summary of Issues, Problems or Concerns

1. **US 412 Access &/or Traffic:**

- Traffic congestion at I-44 & Admiral (2)
- 161st Underpass Condition (1)
- West bound exit ramp from 412 to 129th E. Ave. (1)
- East bound entrance ramp from 129th E. Ave. to 412 (1)
- Widen bridge over 412 at 129th E. Ave. (2)
- When will Hwy 412 be widened? When will I have to move? (1)
- Reduce traffic noise from highway (1)
- Traffic signals: at 412 & Garnett exit ramps and at Admiral & Garnett. (1)
- Widening of 412 and 193rd (1)

TOTAL 11

2. **Admiral Place Access &/or Traffic:**

- Traffic congestion at 193rd & Admiral (2)
- Widen Admiral for better traffic flow (2)
- Admiral Place Traffic Flow (Volume) (1)
- North and South bound on Garnett at Admiral needs a turn signal and intersection improvements (2)
- Admiral Place from Memorial to Mingo – streets, lighting & landscape (1)
- Widening of Admiral Place (1)
- Improve access to Kerr Elementary School off Admiral (1)
- Improve access to Reed/CAP site from Admiral (1)

TOTAL 11

3. **Utility Services:**

- Electric, sewer and water to 31st on north side of street (1)
- Sewer (3)
- Water (1)

APPENDICES

APPENDIX S (Continued)

- Natural Gas (assumed service need) (1)
 - Unreliable electric and telephone service (1)
- TOTAL 7

4. Other Streets:

- 11th Street access issue off of 11th Street needs to be addressed (1)
 - Streets (2)
 - Improve access to Reed/CAP site from Garnett (1)
- TOTAL 4

5. Other General:

- Not having both sides of 412 for development (1)
 - Admiral Place from Memorial to Mingo – Deal with prostitution problem (1)
 - Put in correct mail route. Folks that live in Tulsa have a Catoosa address. (1)
 - Not enough police patrol (1)
- TOTAL 4

Summary of Recommended Improvements or Development Solutions

1. Admiral Place Improvements (Widening, Lighting & Intersections):

- Widen Admiral intersections at 161st & 193rd (2)
 - Improve traffic flow at 193rd & Admiral Place (1)
 - Provide lighting on Admiral Place (2)
 - Provide 3 to 5 lanes along Admiral from 145th to 193rd (1)
 - Landscaping (assumed along Admiral Place) (1)
 - Widen Admiral Place (1)
 - Sidewalks & curbs needed (assumed for Admiral Place) (1)
- TOTAL 9

2. US 412 Access &/or Traffic (Interchanges, etc.):

- Improve traffic flow at 193rd & 412/I44 (1)
- Provide larger 161st and 193rd underpasses (1)

APPENDICES

APPENDIX S (Continued)

- Provide landscaping (assumed along US 412) (1)
 - Provide improve exit at Lynn Lane – access to Admiral Place. Help the traffic flow to 193rd E. Ave. (1)
 - Widen U.S. 412 (1)
- TOTAL 5

3. Utility Services:

- Upgrade unreliable electric and telephone service (1)
 - Provide sewers (3)
 - Improve sewers – 11th St. S. and 225th E. Ave. (1)
- TOTAL 5

4. Other Streets:

- Widen Garnett Road intersection with a right turn lane and left turn signal (assumed at Admiral Place) (1)
 - Provide sidewalks & curbs (assumed for all streets lacking them) (1)
 - Improve streets – 11th St. S. and 225th E. Ave. (1)
- TOTAL 3

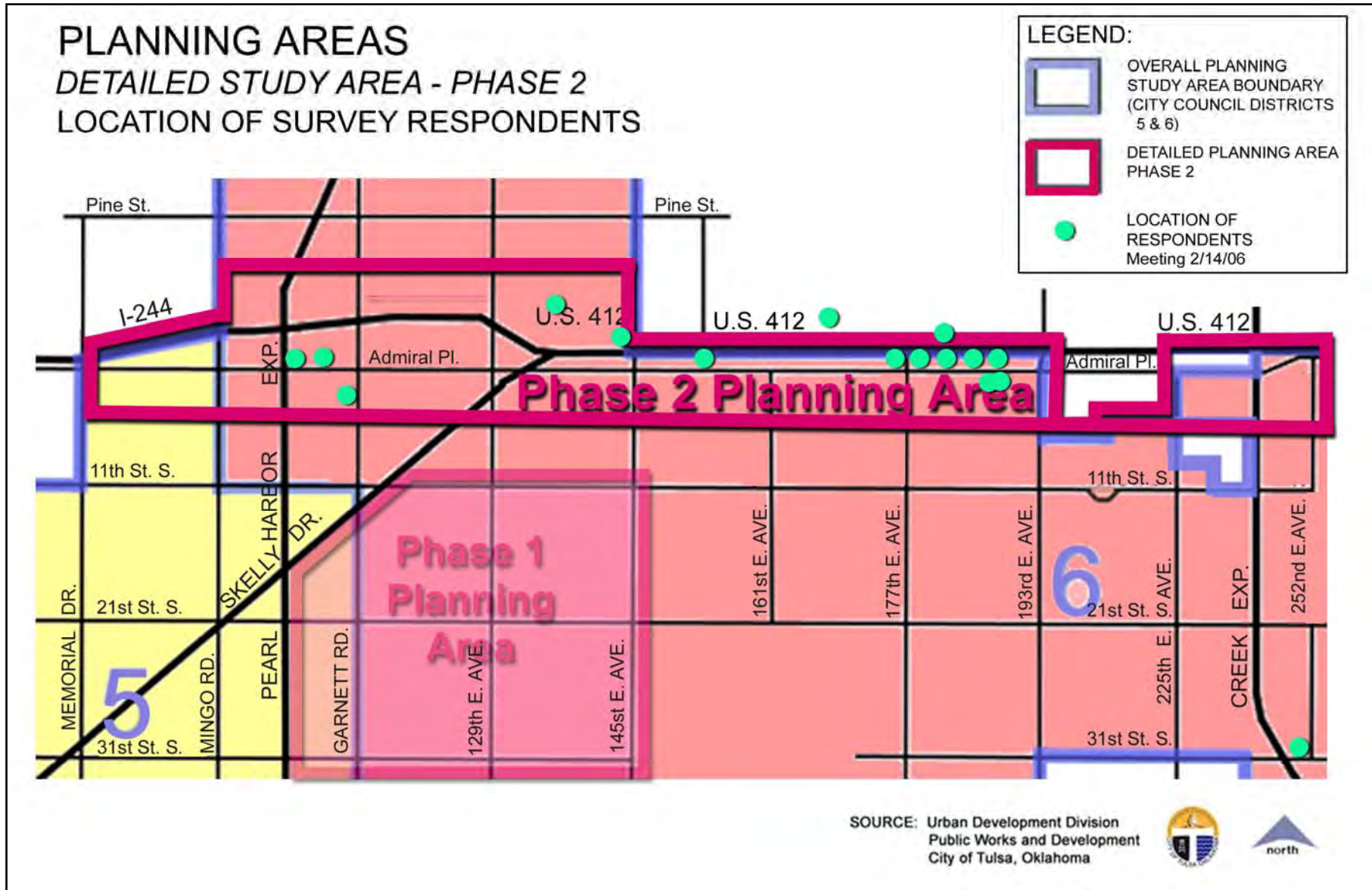
5. Other General:

- Discourage prostitution. Shut down Goodnite Inn & Suite, 8900 block on north side of Admiral Place (1)
 - Restaurants – east side (1)
 - Dress up vacant properties, trim and maintain vegetation, and demolish abandoned buildings (1)
 - Increase police patrol (1)
- TOTAL 5

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX S (Continued)



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX T – 2005 MAJOR STREET IMPROVEMENTS PROJECT PRIORITIZATION – EAST TULSA

MAJOR STREET IMPROVEMENTS PROJECT PRIORITIZATION - EAST TULSA COMMUNITY PLANNING AREA

Overall Priority Number	ID	Street	Street Direction	Street Name	Street Type	Street Post-Direction	W or S Terminus	E or N Terminus	Council District	Intersection	Existing Number of Lanes	Traffic Volumes	Capacity	Volume to Capacity Ratio	Street Classification	MSHIP	Number of Accidents	Accident Rate (per million vehicle miles)	Proposed Number of Lanes	Pavement Condition Index Range	Congestion (Volume to Capacity Ratio) - 25 points	Public Safety (Accident Rate) - 20 points	Economic/Infill Development - 5 points	Deliverability/Readiness-to-Proceed - 10 points	Pavement Condition - 5 points	Cap Closure/Corridor Build-Out - 10 points	Relationship to Other Projects - 5 points	Alternative Modes - 5 points	Serves Critical Facilities - 5 points	2-Lane Facility, Over Capacity - 10 points	TOTAL POINTS - 100 points
2	S	Garnett	Rd	I-244		11th St		6			2	13500	11900	1.13	Secondary Arterial	827	35.3	5	61-80	10	13	0	5	2	10	0	4	5	10	59	
5	E	41st	St	Garnett Rd		129th E Ave		6			2	16700	11900	1.40	Secondary Arterial	109	6.0	4	41-60	15	2	0	0	2	10	5	4	5	10	54	
11	S	129th	Ave	31st Street		41st Street		6			2	17100	11900	1.44	Secondary Arterial	189	10.1	5	81-100	15	4	0	0	1	10	0	2	5	10	47	
26	E	41st	St	I-44		Shendan Ave		5, 7			4	34300	23800	1.44	Secondary Arterial	271	24.1	5	21-40	15	9	0	0	4	0	5	2	5		40	
28	E	Pine	St	Mingo Rd		U.S. 169		6			2	14100	11900	1.18	Secondary Arterial	51	4.1	4	41-60	10	2	0	0	3	10	0	5	0	10	40	
31	E	51st	St	Garnett Rd		BA Expressway		6			2	13200	11900	1.11	Secondary Arterial	65	6.4	5	61-80	10	2	0	0	2	10	0	2	0	10	36	
33	E	51st	St	Shendan Ave		Memorial Dr		5, 7			4	32800	23800	1.38	Secondary Arterial	698	19.4	5	61-80	15	7	0	0	2	0	5	2	5		36	
38	E	31st	St	Memorial Ave		Mingo Rd		5			4	23700	23800	1.00	Secondary Arterial	507	19.5	5	61-80	10	7	0	0	2	0	5	4	5		33	
39	S	129th	Ave	51st Street		61st Street		6			2	17200	11900	1.45	Secondary Arterial	154	8.2	4	61-80	15	3	0	0	2	0	0	2	0	10	32	
42	S	Mingo	Rd	31st Street		41st Street		5			2	11800	11900	0.99	Secondary Arterial	393	30.4	5	41-60	5	11	0	0	3	10	0	2	0	0	31	
45	S	Memorial	Dr	31st Street		41st Street		5			4	35900	26600	1.35	Primary Arterial	453	11.6	6	61-80	15	4	0	0	2	0	0	4	5		30	
47	S	Memorial	Dr	21st Street		31st Street		5			4	31900	26600	1.20	Primary Arterial	290	8.3	6	41-60	15	3	0	0	3	0	0	4	5		30	
48	E	21st	St	101st E Ave		Garnett Rd		5			4	26300	26600	1.06	Primary Arterial	445	20.5	6	41-60	10	8	0	0	3	0	0	4	5		30	
51	S	Memorial	Dr	41st Street		51st Street		5			4	33800	26600	1.27	Primary Arterial	691	18.7	6	61-80	15	7	0	0	2	0	0	4	0		28	
53	E	41st	St	Shendan Ave		Memorial Dr		5			4	21300	23800	0.89	Secondary Arterial	269	11.5	5	21-40	5	4	0	0	4	0	5	4	5		27	
54	S	Memorial	Dr	11th Street		21st Street		5			4	26300	26600	0.99	Primary Arterial	328	11.4	6	41-60	5	4	0	0	3	0	5	4	5		26	
58	E	Admiral	Pl	Memorial Dr		Mingo Rd		5			4	12500	23800	0.53	Secondary Arterial	745	54.4	4	61-80	0	20	0	0	2	0	0	4	0		26	
58	S	Shendan	Rd	21st Street		31st Street		4, 5			4	20800	23800	0.87	Secondary Arterial	510	22.4	5	41-60	5	8	0	0	3	0	0	4	5		25	
86	E	41st	St	Mingo Rd		U.S. 169		5, 6			4	25600	26600	0.96	Secondary Arterial	220	15.7	5	41-60	5	6	0	0	3	0	5	4	0		23	
80	E	11th	St	129th E Ave		145th E Ave		6			2	3800	11900	0.32	Secondary Arterial	26	6.2	4	41-60	0	2	0	0	3	0	5	2	5	0	17	
91	E	11th	St	145th E Ave		161st E Ave		6			2	2000	11900	0.17	Secondary Arterial	3	1.4	4	41-60	0	1	0	0	3	0	5	2	5	0	16	
98	S	145th	Ave	31st Street		41st Street		6			2	10400	11900	0.87	Primary Arterial	64	5.6	4	41-60	5	2	0	0	3	0	0	2	0	0	12	
101	E	11th	St	177th E Ave		193rd E Ave		6			2	1900	11900	0.16	Secondary Arterial	30	14.4	4	61-80	0	5	0	0	2	0	0	2	0	0	9	
102	E	11th	St	161st E Ave		177th E Ave		6			2	1700	11900	0.14	Secondary Arterial	23	12.4	4	61-80	0	5	0	0	2	0	0	2	0	0	8	

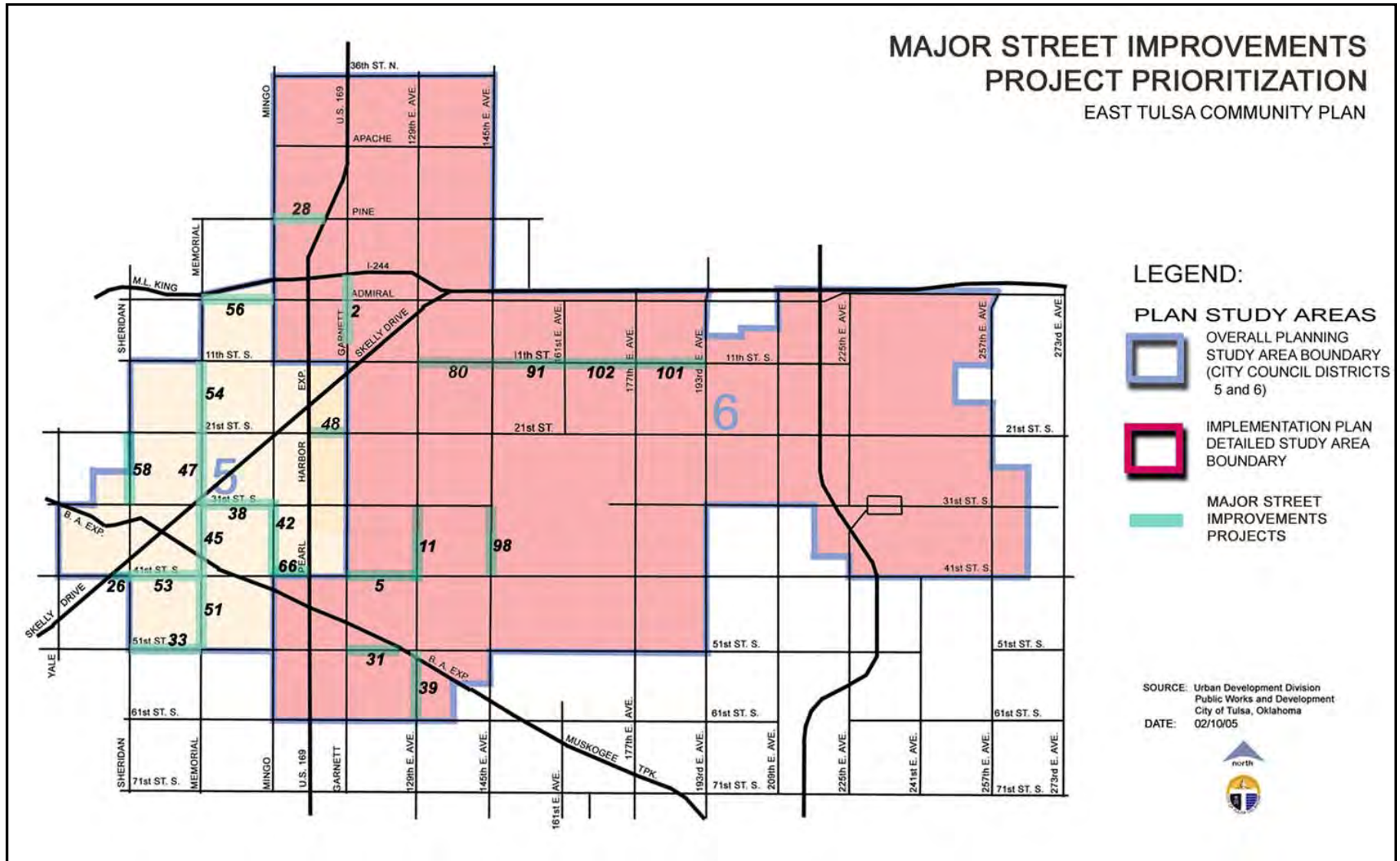
Orange - segments highlighted are not in the current CIP

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX T (Continued) – CITY OF TULSA MAJOR 2005 MAJOR STREET IMPROVEMENTS PROJECT PRIORITIZATION – EAST TULSA

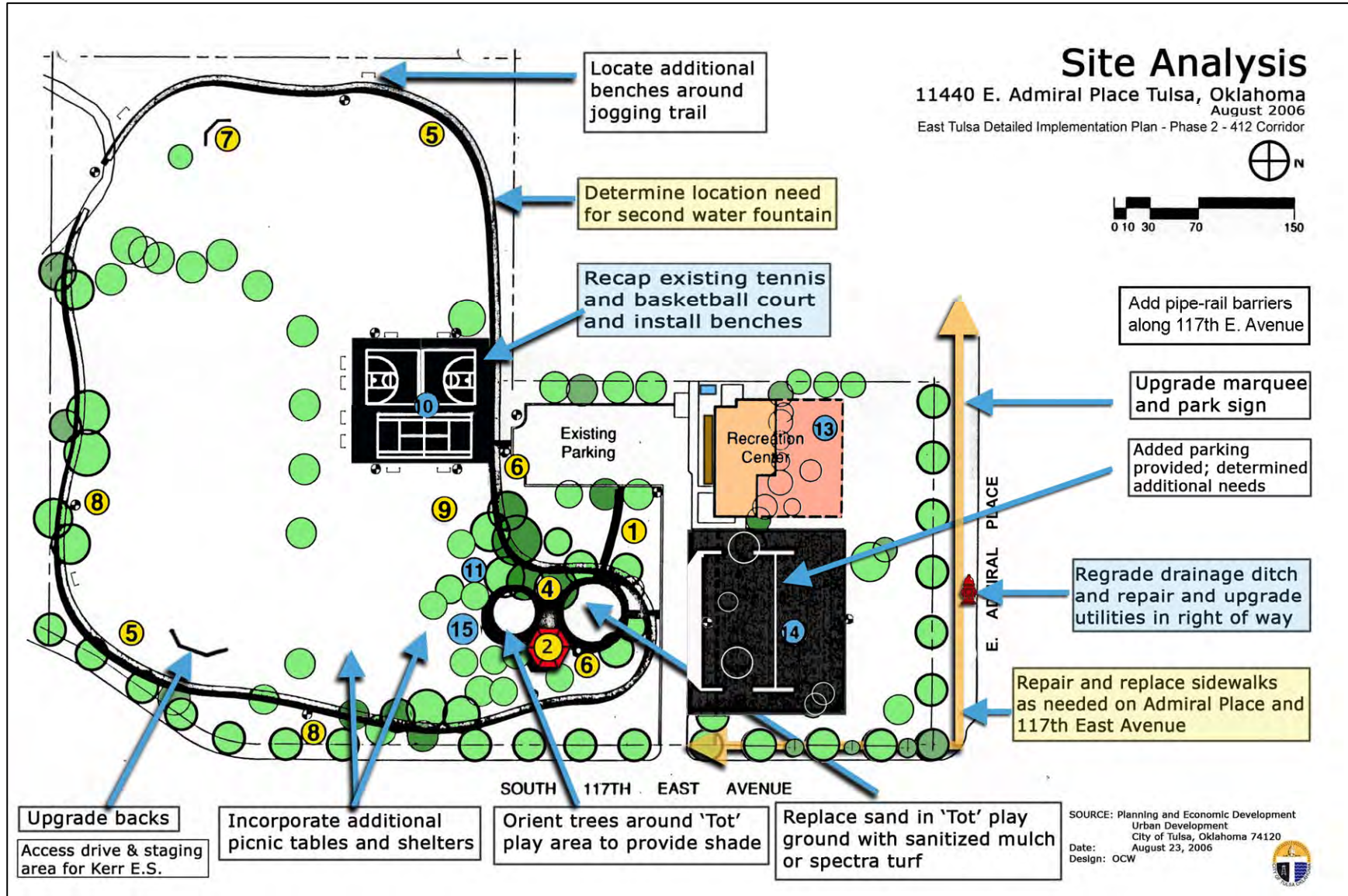
NOTE: This map only depicts the 2005 City of Tulsa major street improvement prioritization schedule as of 01/13/05.)



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

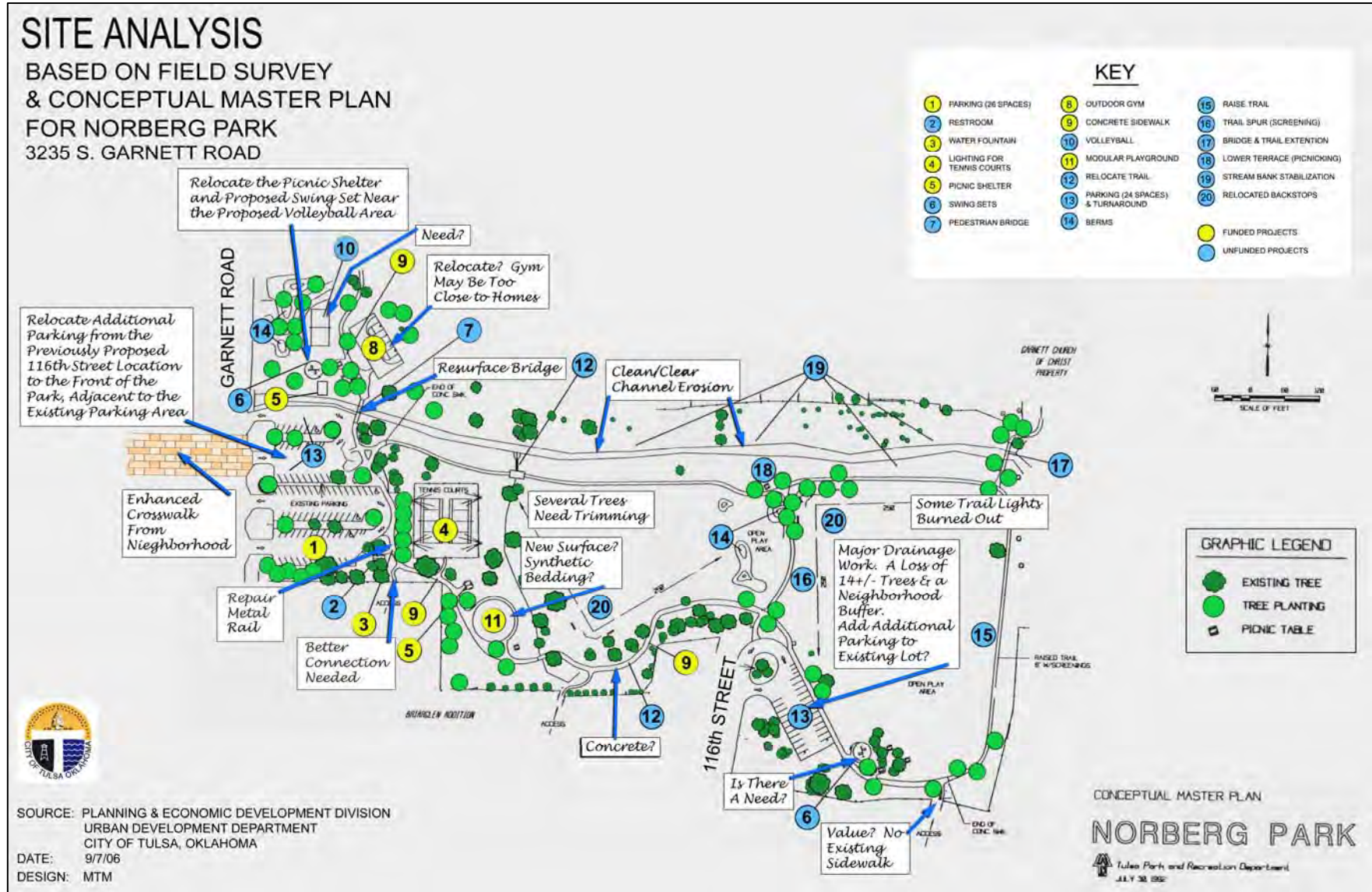
APPENDIX U – Clark Park Site Analysis



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX V – Norberg Park Site Analysis



APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

APPENDIX W - EAST TULSA COMMUNITY PLANNING TEAM – BUSINESS TEAM MEETING PHOTOGRAPHS



APPENDICES

APPENDIX X

EAST TULSA CAPITAL PROJECTS INVENTORY 2006-2010

*This appendix is for **information purposes only** and is not part of the ordinances adopted by the Tulsa City Council. It provides information about the capital projects requested by city departments and citizens. The information is compiled from the “Capital Projects Inventory-FY2006-FY2010” for the whole of the City of Tulsa, however, this appendix shows those projects that are within the City Council Districts 5 and 6. The projects are listed by department and type with cost estimates and an indication of the Council District they would serve.*

The major programs operated by the City are:

- **Public Safety and Protection**
- **Cultural Development and Recreation**
- **Public Works and Development**
- **Transportation**
- **Administrative and Support Services**

City departments are assigned to one of the above program categories and operating and capital budget appropriations are reported at the program category level. The inventory of capital needs is also organized according to major program categories and departments. Each year elected officials decide which projects in the inventory should be funded. In many instances, the costs of the high priority projects are great enough to justify a sales tax or bond proposal.

The following is a list for City Council Districts 5 and 6 of most of the capital requests, by program and department, currently in the inventory. Virtually all of the projects have been identified in various long-range plans adopted or approved by a board, an authority, or elected officials. They also have been reviewed by the Tulsa Metropolitan Area Planning Commission and judged to be in accordance with the City’s Comprehensive Plan. Since the time-horizons used in public planning processes can be up to 25 years, not all of the identified projects will be financed in this plan’s five-year time frame.

The list below notes the project number (per department), project title, cost estimates, and an indication of the city council districts they serve. In most cases, the council district number(s) correspond to the actual district(s) served. In instances involving facilities

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

with a citywide service area, those projects are not included in this list unless they are located in either District 5 or 6. Those “citywide” projects are included in the City’s “Capital Projects Inventory”. Thus, in some instances program area projects are not listed since the service is “citywide”. Projects listed in bold letters are additions to the existing inventory since the last adoption of the Capital Plan by the Council.

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
POLICE DEPARTMENT:			
9	Southeast Substation (UDSE) New Facility	5,000	5, 6, 7, 8
POLICE PROJECTS TOTAL		5,000	
FIRE DEPARTMENT:			
7	New Fire Station 11 – Vicinity of 177 th East Avenue and 11 th Street South.	3,350	6
8	New Southeast Tulsa Fire Station	2,600	5, 6, 7
FIRE PROJECTS TOTAL		5,950	
PARK AND RECREATION DEPARTMENT:			
3	McClure Park, Second Water Slide	100	3, 4, 5, 6
12	Irrigation Installation at 5 Parks	130	1, 4, 5
38	Hicks Park Landscaping	215	5, 6
43	Carl Smith Complex Facilities Development (located in District 6)	250	Citywide
45	Firecracker Site Facilities Development	140	5, 6
47	Hicks Park Gym Addition and Site Renovation	2,530	5, 6
48	Hilti Baseball Facilities Expansion	1,000	5, 6, 7, 8
51	McClure Racquetball Court Renovation	435	3, 4, 5, 6
PARK AND RECREATION PROJECTS TOTAL		4,800	
PUBLIC WORKS AND DEVELOPMENT:			
Streets:			
17	11 th Street South – 129 th East Avenue t 193 rd East Avenue and Bridge	48,000	6
18	21 st Street South – 101 st East Avenue to Garnett Road (Six Lane)	14,000	5
19	31 st Street South – Memorial Drive to Mingo Road (Five Lane)	7,000	5
22	41 st Street South – Darlington Avenue to I-44	5,000	5, 7
23	41 st Street South Garnett Road to 129 th East Avenue	9,000	6
24	41 st Street South – I-44 to Sheridan Road (Six Lane)	4,000	5, 7
25	41 st Street South - Mingo Road to U.S. 169	2,250	5, 6

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
26	41 st Street South – Sheridan Road to Memorial Drive	11,000	5
30	51 st Street South – Garnett Road to Broken Arrow Expressway	6,450	6
33	51 st Street South – Yale Avenue to Memorial Drive	19,000	5, 7
50	129 th East Avenue – 31 st Street South to 41 st Street South	9,600	6
51	129 th East Avenue – 51 st Street South to 61 st Street South	9,000	6
52	145th East Avenue – 11th Street South to 21st Street South	850	6
53	145th East Avenue – 21st Street South to 31st Street South	14,000	6
54	145 th East Avenue – 31 st Street South to 41 st Street South	10,000	6
55	Admiral Place - 145 th East Avenue to 165 th East Avenue	13,000	6
56	Admiral Place – Garnett Road to 129th East Avenue	10,000	6
57	Admiral Place - Sheridan Road to Mingo Road (Curbs, Sidewalks & Drainage)	20,000	3, 5
62	Garnett Road – I-244 to 11 th Street south	11,500	6
72	Memorial Drive - 11 th Street South to 21 st Street South (Six Lane)	15,500	5
73	Memorial Drive – 21 st Street South to 71 st Street South (Six Lanes)	68,250	5, 7
75	Mingo Road - 31 st Street South to 41 st Street South	10,000	5
83	Pine Street – Mingo Road to U.S. 169	6,500	6
84	Pine Street – U.S. 169 to 129th East Avenue	17,000	6
85	Sheridan Road – 15 th Street South to 21 st Street South (Five Lane)	5,000	4, 5
86	Sheridan Road – 21 st Street South to 31 st Street South (Five Lane)	9,000	4, 5
91	Yale Avenue – 31 st Street South to 41 st Street South (Six lane)	16,000	5, 9
Street Projects Total		370,900	
Water (Supply, Treatment and Distribution):			
7	Lynn Lane and Yahola Terminal Storage Reservoirs Repairs and Improvements (Lynn Lane facility in District 6)	750	Citywide
15	A.B. Jewell Chemical Feed Facilities Improvement (located in District 6)	1,650	Citywide
16	A.B. Jewell Plant 15mgd Expansion (located in District 6)	21,565	Citywide
17	A.B. Jewell Plant 30mgd Expansion (located in District 6)	43,125	Citywide
18	A.B. Jewell Plant Maintenance and Improvements (located in District 6)	3,000	Citywide
19	A.B. Jewell Plant Sludge Landfill (located in District 6)	2,220	Citywide
20	A.B. Jewell and Mohawk Plants Chloramine Conversion Expansion (A.B. Jewell Plant located in District 6)	300	Citywide
21	A.B. Jewell and Mohawk Plants Security Improvements (A.B. Jewell Plant located in District 6)	500	Citywide
25	60" Line – 21 st Street from A.B. Jewell (Clean & Line)	1,090	4, 5, 6
26	72" Main – A.B. Jewell Plant to 129 th East Avenue	28,860	6, 7, 8
33	East Tulsa Water Loop Line	6,000	6

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
Water Projects Total		109,060	
Sanitary Sewer:			
Northside Collection:			
1	Northside Lift Station and Force Main	1,760	6
2	Apache East Interceptor – South Extension Phase 1 & 2	1,620	6
7	Douglas Creek Relief	6,815	3, 5, 6
13	Lower Cooley Relief	2,215	6
15	Lower Mingo Relief Phase 1	7,110	5
16	Lower Mingo Relief Phase 2	4,170	1, 5, 6
29	Upper Cooley Relief	500	6
30	Upper Mingo, 84-N Relief	370	5
31	Upper Mingo/Broken Arrow Expressway North	3,660	5
32	Upper Mingo/Broken Arrow Expressway South	6,810	5
33	Upper Mingo/Fulton Relief	1,500	5
34	Upper Mingo/Jones Relief	2,450	5, 7
35	Upper Mingo/Lower Bell Relief	6,440	5, 7
36	Upper Mingo/Upper Bell Relief	3,080	5, 7
37	Upper Mingo/Upper Brookhollow Relief	1,680	5, 7
38	Upper Mingo/Upper & Lower Tupelo Relief	3,740	5, 7
Northside Collections Projects Total		53,920	
Northside Treatment:			
40	Northside WWTP Anaerobic Digester No. 1 and 2 Improvements	4,000	1, 3, 4 5, 6
41	Northside WWTP Anaerobic Digester No. 3 and 4 Improvements	4,000	1, 3, 4 5, 6
42	Northside WWTP Effluent Filtration Addition and Low Head Pumping Station	16,230	1, 3, 4 5, 6
43	Northside WWTP Equipment Maintenance Improvements	510	1, 3, 4 5, 6
44	Northside WWTP Headworks Improvements	3,670	1, 3, 4 5, 6
45	Northside WWTP No. 5 Digester and Pasteurization	8,700	1, 3, 4 5, 6
46	Northside WWTP Nonpotable Water, Chlorine Basin Improvements	880	1, 3, 4 5, 6
47	Northside WWTP Odor Control Addition	7,620	1, 3, 4 5, 6
48	Northside WWTP Primary Gravity Sludge Thickener Rehab.	540	1, 3, 4 5, 6
49	Northside WWTP SCADA Improvements	2,650	1, 3, 4 5, 6
50	Northside WWTP Security and Safety Improvements to Disinfection	2,150	1, 3, 4 5, 6
51	Northside WWTP Sludge Handling Facilities	8,150	1, 3, 4 5, 6

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
52	Northside WWTP Sludge Lagoon Improvements	1,980	1, 3, 4 5, 6
Northside Treatment Projects Total		61,080	
Spunky/Bird Creek Collection:			
89	Catoosa Interceptor Relief	5,610	6
90	Lower Bird Creek N. Interceptor	1,150	6
91	Lower Bird Creek N. Lift Station & Force Main	850	6
92	Lower Bird Creek S. Interceptor	4,480	6
93	N. Adams Creek Extension	1,890	6
94	N. Adams Creek Lift Station & Force Main	3,720	6
95	N. Fair Oaks Extension	2,460	6
96	N. Fair Oaks Lift Station & Force Main	3,330	6
97	Rolling Hills Lift Station Relief	1,330	6
98	Salt Creek Extension	2,580	6
99	Salt Creek Lift Station & Force Main	6,190	6
100	Spunky Creek Interceptor – East Branch	1,390	6
101	Spunky Creek Interceptor – Main Stem North	3,590	6
102	Spunky Creek Interceptor – Main Stem South	2,720	6
103	Spunky Creek Interceptor – Rose Dew Lift Station Relief	2,625	6
104	Spunky – East Tulsa Lift Station & Force Main	4,895	6
Spunky/Bird Creek Collection Projects Total		48,810	
Spunky/Bird Creek Treatment:			
105	Lower Bird Creek Plant Expansion (2 to 4 mgd)	12,200	6
106	Lower Bird Creek 2 nd major Expansion	31,060	6
107	Lower Bird Creek WWTP Safety Improvements and Sampling Improvement	600	6
Spunky/Bird Creek Treatment Projects Total		43,850	
Sewer Projects Total		207,660	
Flood Control:			
2	Brookhollow Creek – Eastland Mall Relief Drainage System (Adjacent Areas)	430	6
3	Brookhollow Creek – Mayo Plaza Drainage Relief System	1,640	6
4	Catfish Creek – 56 th Street South Culvert Replacement & Channel	500	5
19	Crow Creek – 15 th St. and BA Expressway Detention Basin & Storm Sewer Improvements	4,210	4, 5

APPENDICES

East Tulsa Neighborhood Detailed Implementation Plan – Phase 2 “412 Corridor” Plan

PROJECT NUMBER*	PROJECT TITLE	COST ESTIMATE (in \$000s)	CITY COUNCIL DISTRICT SERVED
44	Fulton Creek – 37 th Street South and Memorial Storm Sewer	800	5, 7
50	Jones Creek – Channel and Crossing Improvement	1,665	5
51	Jones Creek – Storm Sewer, Channel & Bridge Replacement at 68 th E. Pl. and 71 st E. Avenue	2,100	5
73	Spunky Creek – Rolling Hills Channel	2,850	6
74	Tupelo Creek – 21 st Street Detention Basin (MLM5D)	1,730	6
75	Tupelo Creek – Cherokee Village Relief Drainage System (MLM8A)	5,125	6
76	Tupelo Creek – Harvey Young Detention	610	6
77	Upper Brookhollow Creek – Detention Sites	2,900	6
Flood Control Projects Total		61,080	
PUBLIC WORKS PROJECTS TOTAL		748,700	
CAPITAL PROJECTS TOTAL IN COUNCIL DISTRICTS 5 AND 6		764,450	

* Department's project number per the City Departments' list of projects.

CONTACT:

Stephen D. Carr, A.I.C.P., Planner III
Planning and Economic Development Division
Urban Development Department
City of Tulsa
111 S. Greenwood Avenue, Suite 200
Tulsa, Oklahoma 74120

Telephone: (918) 596-2600

FAX: (918) 596-2608

EMAIL: SCarr@ci.tulsa.ok.us or planning@cityoftulsa.org

REQUEST FOR ACTION: RESOLUTION

Version: 07/25/2003

AGENDA FOR: MAYOR COUNCIL AUTHORITY: DATE: April 30, 2007

FOR INFORMATION CONTACT:

DEPARTMENT: TMAPC CONTACT NAME: Dane Matthews

ADDRESS: 201 West 5th, Suite 600 74103 TELE: 918-584-7526

RESOLUTION TYPE: OTHER RESO. #: 7447

ADDRESS: _____ AMOUNT: _____

PROPERTY OWNER: _____ CASE #: _____

PROJECT TITLE: _____ PROJECT #: _____

ADDITION: _____ TMAPC #: _____

AMENDMENT OF/BY RESOLUTION #: _____ COUNCIL DIST.: _____ PLANNING DISTRICT: 27

LOT: _____ BLOCK: _____ SECTION: _____ TOWNSHIP: _____ RANGE: _____

SUMMARY:

Resolution No.: 2478:886

A Resolution amending the District 27 Plan Map and Text, A part of the Comprehensive Plan for the Tulsa Metropolitan Area to reflect adoption of the East Tulsa Neighborhood Detailed Implementation Plan, Phase 2, "412 Corridor", Exhibit A.

NOTE: According to O.S. Title 19, § 863.7, the City Council must act on this item within 45 days of receipt. If no action is taken, the amendment will be officially approved

APPROVED BY MAYOR
 CITY OF TULSA
MAY 21 2007

BUDGET:

FINANCE DIRECTOR APPROVAL: *Approved By City Council On*

FUNDING SOURCE: _____

MAY 10 2007

RECEIVED
MAY - 7 2007

REQUEST FOR ACTION: *All department items requiring Council approval must be submitted through Mayor's Office.*

TMAPC voted 8-0-0 to recommend the City Council approve Resolution No. 2478:886 per staff recommendation.

DEPARTMENT HEAD APPROVAL: _____ DATE: _____

CITY ATTORNEY APPROVAL: *Patricia Bonnell* _____ 5-5-2007

BOARD APPROVAL: _____

MAYORAL APPROVAL: *[Signature]* _____ MAY 21 2007

OTHER: _____

FOR CITY COUNCIL OFFICE USE ONLY: 07-398-1

DATE RECEIVED: 5-7-07

COMMITTEE: _____ COMMITTEE DATE(S): _____

FIRST AGENDA DATE: _____

HEARING DATE: _____ SECOND AGENDA DATE: _____

APPROVED: _____

For City Clerk's Office Use Only (Agenda Date: MMDDYYYY; Sec #; Dept #, Item #, Sub-Item #, Status: S=Synopsis):

05 - 21 - 2007
2
17
4

RESOLUTION NO. 7447

RESOLUTION NO.: 2478:886

**A RESOLUTION TO AMEND
THE DISTRICT 27 PLAN MAP AND TEXT,
A PART OF THE COMPREHENSIVE PLAN FOR THE
TULSA METROPOLITAN AREA TO REFLECT ADOPTION OF THE EAST
TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN, PHASE 2,
"412 CORRIDOR"**

WHEREAS, Pursuant to Title 19, OSA, Section 863.7, the Tulsa Metropolitan Area Planning Commission (TMAPC) did, by Resolution on the 29th day of June 1960 adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC is required to prepare, adopt and amend, as needed, in whole or in part, an official Master Plan to guide the physical development of the Tulsa Metropolitan Area; and

WHEREAS, a public hearing was held on the 25th day of April, 2007, and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863.7, to modify its previously adopted District 27 Detail Plan Map and Text as described in Exhibit A, attached and made a part hereon.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC that the amendment to the District 27 Plan Map and Text, as set forth above, be and are hereby adopted as part of the Comprehensive Plan for the Tulsa Metropolitan Area.

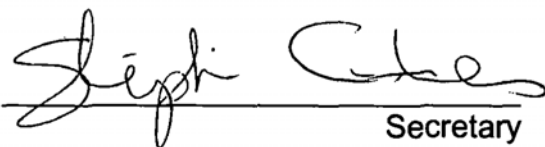
DATED this 25 day of April, 2007.

TULSA METROPOLITAN AREA PLANNING COMMISSION


Chair

RESOLUTION NO.: 2478:886

ATTEST:


Secretary

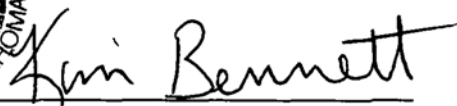
APPROVED by the City Council of the City of Tulsa, Oklahoma this 10 day of May, 2007.


Mayor


Council Chair



ATTEST:


City Clerk
DEPUTY

APPROVED AS TO FORM:

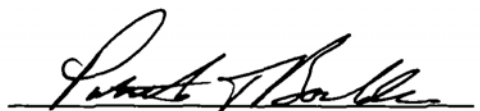

City Attorney

EXHIBIT A
PROPOSED AMENDMENTS TO DISTRICT 27 PLAN RESULTING FROM THE
EAST TULSA NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN,
PHASE 2, "412 CORRIDOR"

Plan map amendments:

- Adopt that portion of study Exhibit 5, page 15, that lies within Planning District 17 as part of the District 27 Detail Plan.
- Amend existing District 27 Plan map to reflect the East Tulsa Neighborhood Plan, Phase 2 boundaries as an addition to the fifth Special District and designate as the East Tulsa Area Neighborhood, "412 Corridor".

Plan text amendments:

- Change 3. Specific Areas to read: There are two specific areas in District 27. These are as indicated on the Plan map and include the Town of Fair Oaks and the portion of the East Tulsa Neighborhood Detailed Implementation Plan – Phase 2, "412 Corridor" that lies within Planning District 27.
- Add as 3.1.2 Specific Areas to: " The second Special District is the East Tulsa Neighborhood Detailed Implementation Plan – Phase 2. The area has been planned for development/redevelopment according to the East Tulsa Neighborhood Detailed Implementation Plan – Phase 2, "412 Corridor". This plan was developed by a group of stakeholders in the area, including property owners, business and institutional representatives and others. This area is one of mixed uses and many development/redevelopment opportunities.

The TMAPC cannot legally or legislatively be responsible for implementation of many of the provisions of the Implementation Plan. Some provisions must be implemented by other government entities, while others will require private and/or nonprofit groups' participation. By approving this Plan as part of the District 27 Detail Plan, the TMAPC is recognizing that the policies are in keeping with the overall goals of the Comprehensive Plan and are supporting efforts to implement the plan.