



36th Street North Corridor Small Area Plan



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Executive Summary 1

Community Participation 3

Part I: Citizen Advisory Team..... 4

Part II: Meetings 5

Existing Conditions 9

Part I: Summary of Findings 10

Part II: Context and History 11

Part III: Land Use and Environmental Features 20

Part IV: Transportation 29

Part V: Economic Development 35

Part VI: Housing 38

Part VII: Parks and Open Space 41

Part VIII: Legacies and Urban Design 44

Vision..... 49

Part I: Vision Statement 50

Part II: Plan Vision 51

Part III: Development Concepts 64

Part IV: Desirable Outcomes 69

Recommendations 71

Part I: Recommendations..... 72

Part II: Implementation Matrix 80

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Executive Summary

Introduction

The 36th Street North Corridor small area plan is a guide for the future development of this area of North Tulsa and the City of Tulsa. The small area planning process, outlined in the appendix of the Tulsa Comprehensive Plan, includes a thorough citizen engagement process, extensive research of existing conditions, and vetting of plan recommendations by citizens as well as relevant city departments and stakeholders.

Following this process – including more than one year of active public participation – this plan's recommendations were adopted by the Tulsa Metropolitan Area Planning Commission on October 16, 2013 and approved by the Tulsa City Council on December 12, 2013. Accordingly, this plan amends the Tulsa Comprehensive Plan and its recommendations are the City of Tulsa's policy guide for land development in the plan area.

Executive Summary

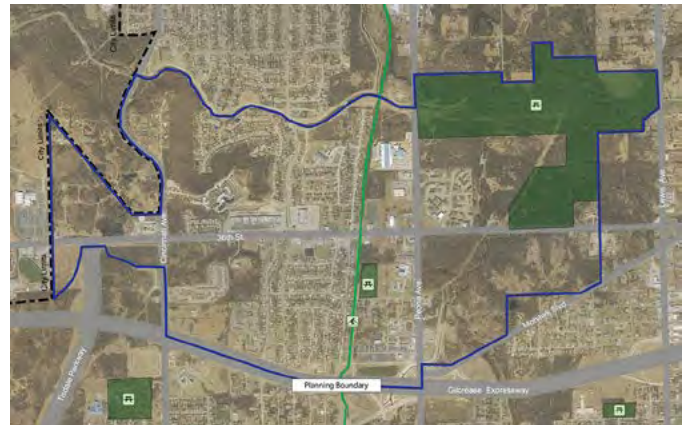
The 36th Street North Corridor is a primarily Black/African-American suburban neighborhood in North Tulsa. The plan area contains large single-family neighborhoods, a large multifamily public housing development, along with some regional education centers (Educare and Tulsa Tech). While the commercial strip along 36th Street North suffers from underoccupancy and negative perceptions, the surrounding single-family neighborhoods feature a tight-knit, generations-deep community.

This plan aims to identify major capital improvements and public/private investments that will spur positive change and help draw attention to the area's many attractions. The goal is that 36th Street North is known as a bustling commercial center, minutes from downtown, and a diverse, attractive place to live and invest.

This plan's recommendations for future development fall into six categories, identified in the Tulsa Comprehensive Plan:

- Land Use & Environmental Features
- Transportation
- Economic Development
- Housing
- Parks and Open Space
- Legacies and Urban Design

Following thorough research in each of these categories, stakeholders envisioned their ideal future for the area. Following additional research and vetting from other agencies, this stakeholder-led future vision formed the foundation of the plan's recommendations. These recommendations identify key regulatory changes, capital improvements and public-private partnerships that will help make the stakeholder-led vision a reality and take 36th Street North Corridor into its future.



Community Participation

Introduction

The Comprehensive Plan was developed according to six guiding principles which serve as the foundation for future planning efforts. One key principle is the commitment to an inclusive, transparent, equitable planning process and active citizen participation. Citizen participation is mentioned in the Comprehensive Plan Appendix as a necessary component to develop small area plans, to ensure that

- all area stakeholders have a voice in solving their community’s problems today and can participate in planning for the future; and
- once adopted, that small area plans are funded, implemented and monitored for performance.

Active public engagement was a hallmark of the 36th Street North Corridor small area planning process, which included regular public meetings of stakeholders and planners to address public concerns, solicit future visions and continually evaluate findings and recommendations.

Chapter Contents

Part I: Citizen Advisory Team.....4

Part II: Meetings.....5

Community Participation

Community Participation

Part I: Citizen Advisory Team

Citizen Advisory Team members

The Comprehensive Plan identifies a Citizen Advisory Team (CAT) as key to community participation efforts in the small area planning process. The CAT is a group of informed citizen stakeholders that includes local residents, neighborhood groups, major institutions, business interests and others. The 36th Street North Corridor CAT was invited to serve by the City Councilor representing District 1, the location of the plan area. CAT members agreed to attend regular meetings, work with staff to develop plan concepts and the area's vision and communicate information to their respective constituents.



CAT Members

Brenda Barre
Chris Barton
Thomas Boxley
Tracie Chandler
Dr. Gerard Clancy
Bethann Conroy
Pastor Melvin F. Cooper
Dale Diggs
Ralph Eady
Marquetta Finley
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Rose Washington

Community Participation

Part II: Meetings

Kickoff, February 28, 2012
Greenwood Cultural Center

With Mayor Dewey Bartlett and members of the local media present, Planning and Economic Development Director Dawn Warrick, AICP inaugurated the public participation phase of the 36th Street North Corridor plan, one of three of the city's first small area plans initiated since the adoption of the Tulsa Comprehensive Plan in 2010. The Director introduced the structure of the small area planning process to attendees from all plan areas and announced the formation of the CATs and their initial CAT meetings scheduled for the following month.

CAT Orientation, March 26, 2012
Tulsa Educare-Hawthorne

The agenda of the first CAT meeting included introductions of the small area planning staff, and introductions of CAT members and other stakeholders. The meeting emphasized CAT responsibilities, a description of the plan area boundaries, and the project's time line and scope. Additional time was allocated to a discussion about the planning process and the project time line. Attendance: 10 CAT members and 7 people from the general public.

SWOT analysis, April 30, 2012
Tulsa Educare-Hawthorne

The purpose of this meeting was to share data about the existing physical and demographic conditions of the plan area and to solicit stakeholders' thoughts on the plan area through a SWOT exercise. Prior to the SWOT exercise, staff presented data related to the plan area's existing physical and demographic conditions.

SWOT is a public engagement activity through which citizens identify an area's Strengths, Weaknesses, Opportunities and Threats. Information collected from a SWOT analysis supports and validates the inventory of existing conditions and identifies key issues to be addressed in the planning process.

The SWOT was executed through an open dialogue between the present CAT members and general public. Inputs were visibly recorded within the corresponding strength, weakness, opportunity or threat classifications. Attendees were then asked to place stickers in support of statements for each category. Attendance: 14 CAT members and 23 people from the general public.

TOP SWOT RESULTS

Strengths

Affordable available land
Cultural pride and unity
Lower income financing

Opportunities

Summer job programs for youth
Increased Retail
Wayman Tisdale Specialty Health Clinic's surrounding business development

Weakness

Abandoned properties
Negative perceptions
Poor healthcare

Threats

Continued trend of absentee landlords
School closures
Recreation centers closing

Community Participation

PART II: MEETINGS

SWOT Results, May 21, 2012 Tulsa Educare-Hawthorne

Agenda items for this meeting included presentation and discussion of SWOT results and clarification of the roles of land-use planning relative to provision of social and human services. Because many issues identified in the SWOT activity extended beyond the scope of the small area planning process and land use planning in general, it was important to set proper expectations and clarify the best ways to address them. Attendance: 12 CAT members and 15 members of the general public.

Existing Conditions Report, June 25, 2012 Tulsa Educare-Hawthorne

Between the SWOT activity and this meeting date, staff conducted the inventory and analysis of existing conditions of the area. At this meeting staff reported those findings and facilitated a general discussion. The existing condition report included the following plan categories: context and history, land use, transportation, housing, economic development, parks and open space and urban design. Staff recorded comments and shared them online. Attendance: 9 CAT members and 15 members of the general public.

Vision Workshop, September 8th, 2012 City Hall at One Technology Center

Stakeholders of the 36th Street North Corridor Small Area Plan participated in this day-long workshop, designed to allow them to explore solutions to issues for the plan area through community dialogue and hands-on design exercises. Following a plenary session and presentation of general information about the plan area, attendees were guided through design exercises by

volunteer professionals from the American Institute of Architects and the Oklahoma Chapter of the American Society of Landscape Architects. Details generated during the workshop provided the foundation for the Vision chapter of this plan (pg. 49).

Big Ideas, November 27, 2012 Tulsa Educare-Hawthorne

The purpose of this meeting was to present three Big Ideas developed from the input gathered at the September 8th Visioning Workshop and subsequently refined by staff members and the volunteer design professionals who facilitated the workshop exercises; much of the imagery in the Big Ideas was generated by the design professionals.

The three Big Ideas presented were entitled “Transit Oriented Development,” “Main Street Infill” and “Grand Boulevard”, and each has its own vision statement and supplemental imagery.



In addition to the presentation of the Big Ideas, staff conducted an exercise to develop a vision statement by soliciting one-word responses from each stakeholder to describe their ideal local future. Feedback was categorized into the subjects of lifestyle, business and economic development, housing, transportation and parks and open space. This information formed the basis of an overall vision statement for the plan area.

Following the meeting, the Big Ideas images were displayed online and in the lobby of the Wayman Tisdale Specialty Clinic, within the plan area at 591 East 36th Street North, for review and comment from interested citizens. Attendance: 7 CAT members and 15 members of the general public.

Vision Statement, January 8, 2013 Wayman Tisdale Specialty Health Clinic

Staff presented a draft of the vision statement based on the exercise from the prior meeting. Stakeholders provided feedback and proposed amendments to ensure the statement reflected their sentiments and the vision statement was amended to reflect the input. Attendance: 8 CAT members and 13 members of the public.

Vision Results and Recommendations

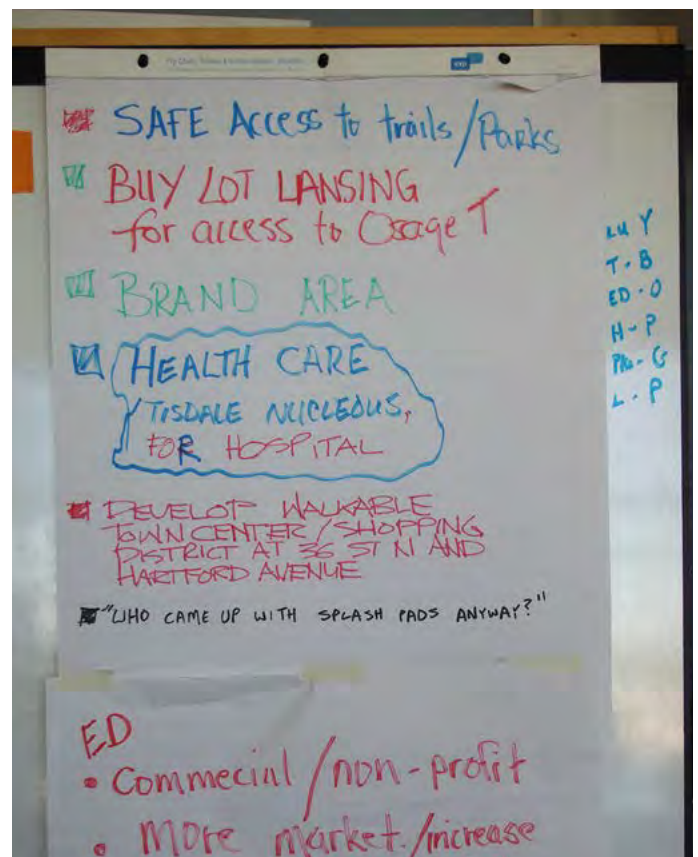
Part I, February 12, 2013

Part II, February 19, 2013

Wayman Tisdale Specialty Health Clinic

Over the course of two meetings, staff briefed attendees on the draft vision statements. Members of the public and CAT refined the draft vision statement. Following this, staff presented draft recommendations, received public comment and took suggestions on ways to modify recommendations to better serve public needs. Attendance: Part I, 4 CAT members and 5 citizens; Part II, 7 CAT members and 21 members of the public.

FACILITATOR TABLE DISCUSSION AT VISION WORKSHOP



STAKEHOLDER INPUT FOR PLAN FUTURE

2013

Community Participation

PART II: MEETINGS

Street CReD 2013: North Star May 11, 2013

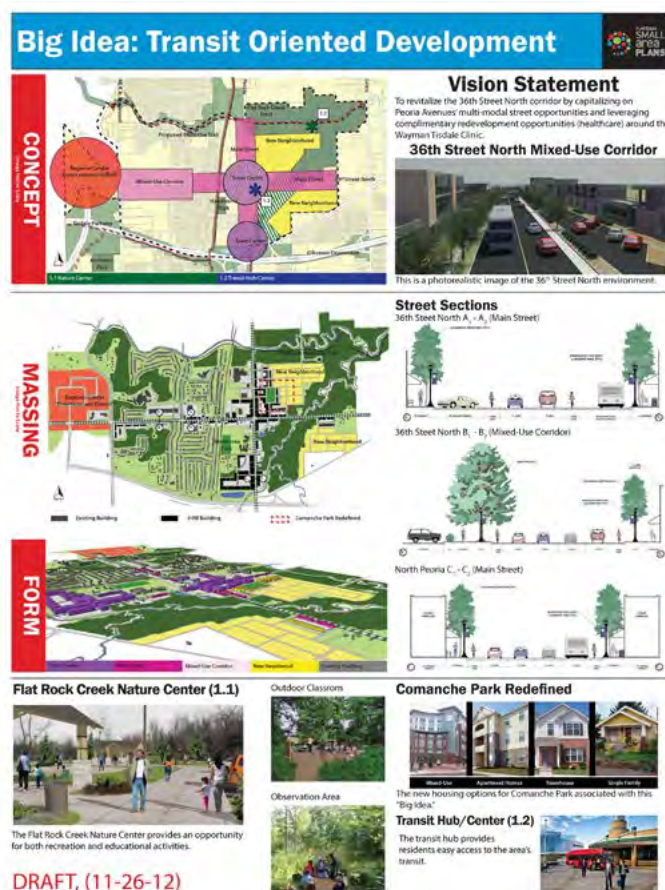
Small area planning staff were present at the Street CReD event. The event, hosted by TYPros at the northwest corner of 36th Street North and Peoria Avenue, was a community-focused street fair which aimed to highlight the neighborhood's assets. Through the day-long event, planning staff answered questions about the small-area plan and had informal conversations with neighborhood residents. Staff's aim was to gather more input in the plan's recommendations, and solicit future involvement in the planning process.

Adoption Review, August 7, 2013 Wayman Tisdale Specialty Health Clinic

Small area planning staff briefed citizens on the status of the plan, and took feedback on recommendations and other aesthetic points (i.e., the cover the plan document). There was also a discussion on the adoption process, and how stakeholders could participate and give feedback during that portion of review. Four CAT members and 12 members of the public were present.

Open House, September 16, 2013 Wayman Tisdale Specialty Health Clinic

Community stakeholders, City of Tulsa staff and others gathered for another review, and to mark the occasion the plan being taken forward to the Planning Commission. This community event marked the end of roughly 18 months of Planning Division and CAT meetings. Five CAT members and 24 citizens signed in.



BIG IDEA BOARD

Existing Conditions

Introduction

This portion of the planning process provided a base-level assessment for the area's existing conditions. The findings helped inform and direct the visioning and recommendations phases of the small area planning process. The categories examined - history and context, land use and environmental features, transportation, legacies and urban design, housing, economic development and parks and open space - correspond to the Tulsa Comprehensive Plan's chapters and are the categories identified for analysis in the small area planning process.

Chapter Contents

Part I: Summary of Findings	10
Part II: Context and History	11
Part III: Land Use and Environmental Features.....	20
Part IV: Transportation	29
Part V: Economic Development.....	35
Part VI: Housing	38
Part VII: Parks and Open Space	41
Part VIII: Legacies and Urban Design.....	44

Existing Conditions

Part I: Summary

Context and History

- Relatively low number of adult males living in plan area
- High percentage of households are occupied by families
- Family size and population per housing unit are both higher than the rest of the City
- Educational attainment within the plan area is less than the City average
- Median household income is \$22,000 below the City's median
- High poverty rate within the plan area
- Unemployment rate is 3.5 percentage points higher than the City average
- Labor participation rate within the plan area is 22 percentage points lower than within the City

Land Use

- Predominant land use type is residential
- Large portions of plan area are designated Areas of Growth
- Large amount of underdeveloped land
- Significant floodplain considerations

Transportation

- Convenient access to freeways
- Good bus service coverage, but limited frequency
- Good access to regional trail system
- Limited number of streets with sidewalks
- Lack of multiple east-west connections across plan area

Legacies and Urban Design

- Single-family residential is a major component of the area's character.
- Recent building developments have strong modern building aesthetic
- Opportunities to revitalize older structures

Housing

- Housing conditions are better than areas adjacent to plan area
- Many plan area residents rent their homes
- Variety of home-ownership programs available for first-time home buyers in the community
- Home values significantly lower than rest of City
- Home values historically deviate from citywide trends

Economic Development

- Underutilized commercial properties
- Large healthcare employment in plan area
- Tisdale Clinic expected to increase local healthcare specialization
- Lack of private retail services, including grocery store(s)

Parks, Trails and Open Space

- There are large tracts of undeveloped land
- Access to regional trail system
- Good park coverage

Existing Conditions

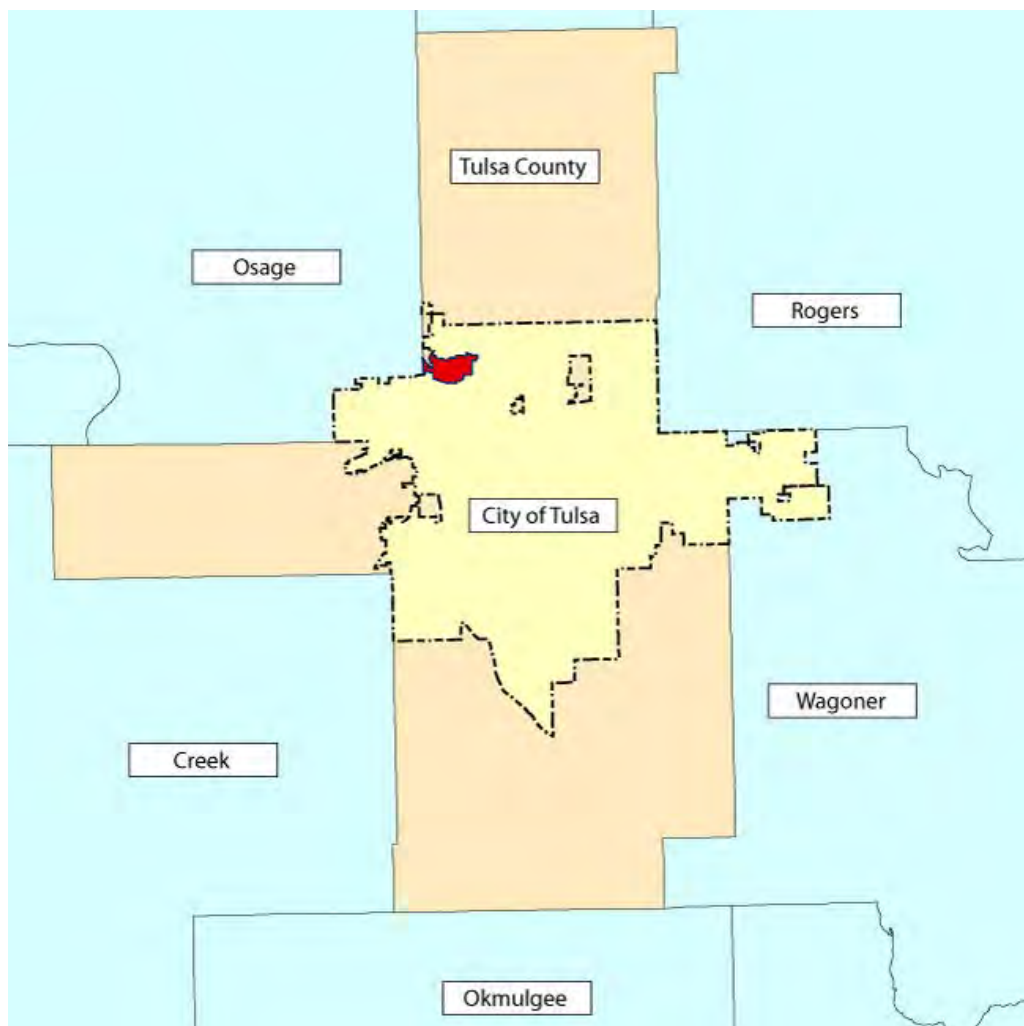
Part II: Context and History

Context

The small area planning process, as recommended in Tulsa Comprehensive Plan, began with City Council Resolution 7903 in June 2011, as amended in April 2012 to include the 36th Street North Corridor plan area. The 36th Street North Corridor plan area was

selected because of the Tulsa Comprehensive Plan's overwhelming support for planning in North Tulsa, and in part as a result of efforts by the local citizens and the Northland Plan developed by the University of Oklahoma Urban Design Studio.

Figure 2.1: City-wide context (plan area in red)



Source: INCOG 2012



Existing Conditions

PART II: CONTEXT AND HISTORY

The plan area boundary was determined from jurisdictional, natural and physical boundaries. Flat Rock Creek to the north and the Gilcrease Expressway to the south set the respective borders of the plan area. The City of Tulsa limits are responsible for establishing the west boundary. The east boundary follows the parcel lines of underdeveloped tracts of land, but excludes properties whose needs would be better addressed in a study of North Lewis Avenue corridor.

The plan area is approximately 2.02 square miles, with characteristics that include single-family housing and an abundant amount of open space. That open space includes both the Flat Rock Creek and Dirty Butter Creek, as well as the Osage Trail. Additionally there are undeveloped and underdeveloped properties throughout the plan area.

This plan's appendix contains a written description of the boundary.

Figure 2.2: Plan Area



Image Source: INCOG 2012 Boundary Source: Tulsa City Council 2012



History

The history of the built environment is relatively recent, with most major construction and land development taking place in the late 1950s and early 1960s. The racial population in the plan area shifted dramatically between 1960 and 1970.

This narrative requires the history of the plan area to be considered in context of the Black/African-American community in Tulsa as a whole.

Figure 2.3: New Model City Residents



Source: Tulsa World, 1970

The first subdivisions in the 36th Street North Corridor were developed in 1952 for white, middle-class families as a typical suburban neighborhood. The city had begun to enjoy the postwar boom and new housing development was taking place, as in the rest of country, in first-ring suburbs. The small ranch-style homes are primarily one story, with 2-3 bedrooms, a small yard and garage. Amenities like Northland Shopping Center, library branches, schools and parks soon followed. The population in 1960 was 8,480 and 91 percent white.

Up until 1960, most of Tulsa's Black/African-American population had been centered in the Greenwood District, just north of downtown. Greenwood stretched from Archer Street in the South to Pine in the north with major commercial corridors lining Greenwood Avenue and Lansing Avenue between those two points. The area has been well documented for its vibrant, thriving local economy and rich cultural life. Local authors have written that the Greenwood District reached its peak after the 1921 Race Riot and before 1950. The Greenwood Chamber of Commerce was formed in 1938 and nearly 250 Black/African American-owned businesses were reported in business directories in 1945.

By 1961, the Greenwood Business District began to decline. Desegregation opened up the Tulsa economy to African Americans and the strong, local Black/African-American economy deteriorated. Like urban main streets everywhere - regardless of race - shopping trends shifted to large, national franchises and chains in suburban developments.

Existing Conditions

PART II: CONTEXT AND HISTORY

The City of Tulsa undertook its first urban renewal project in 1962 and was accepted in the Model Cities program in 1967. The national program provided matching funds of 4:1 to local municipalities and promoted a holistic approach to urban redevelopment. It united multiple agencies to rehabilitate deteriorating areas and provided programming and social services for those in the target area. The Tulsa Model City project area was located in North Tulsa, covering approximately 6,000 acres with 35,000 residents found in image 2.2.

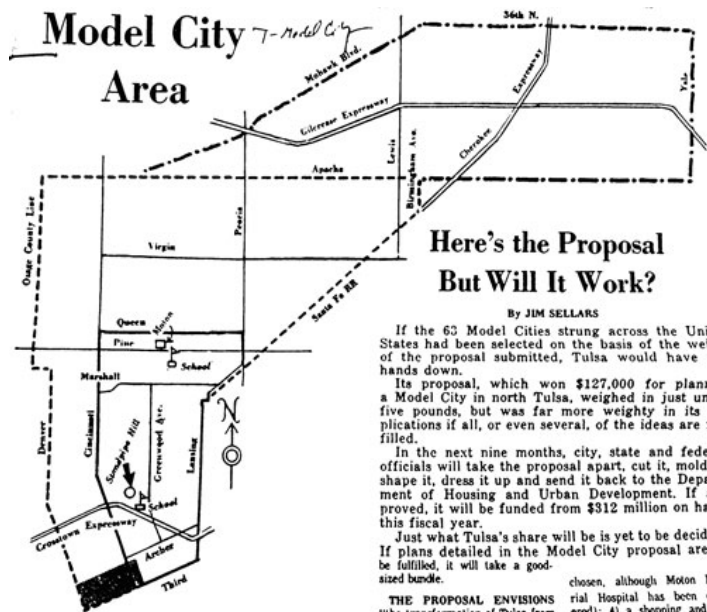
The Model Cities program suffered from long planning phases and little implementation. “Success” is still hard to measure and the holistic intentions were difficult to execute. Many historic buildings were cleared for highway expansions and many families were displaced. The Model Cities program offered tenant relocation grants for displaced Black/African American families. Many chose to move directly north of the Model Cities project area into the brand new homes near the Northland Shopping Center

In just 10 years – between 1960 and 1970 – the 36th Street North planning area went from being 5 percent Black/African-American to 75 percent. Families continued to enjoy the Northland Shopping Center and easy access to schools, libraries and parks. By 1980, the population was 81 percent African-American.

The now well-documented “white flight” phenomenon took place in this neighborhood just as it did in many cities across the US. White families left and populated newer suburbs to the south and east. Private-sector investment was largely targeted to those areas. As a result, the 36th Street North Corridor experienced a significant decline. Home values remained stagnant, incomes dropped, crime rates rose and the area did not attract any new major economic investment.

Today - 2013 - the planning area has seen some signs of revitalization. The Northland Shopping Center underwent a renovation in 2003. The recent construction of the George Kaiser Family Foundation funded Tulsa Educare II Center at Hawthorne Elementary School, and the Wayman Tisdale Specialty Clinic, brings more social services to the area.

Figure 2.4: Model City Boundary



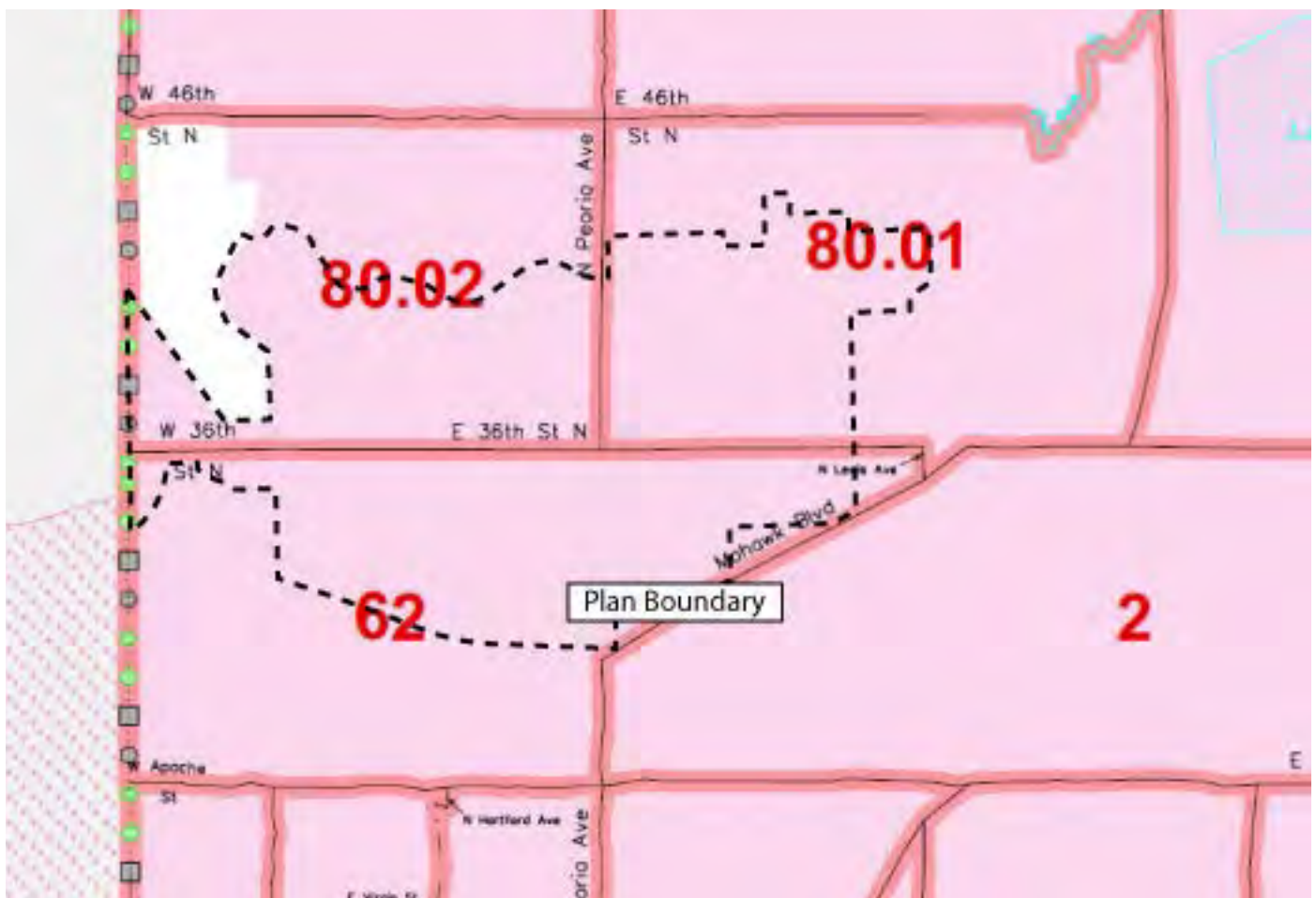
Source: Tulsa World

Demographics

The 36th Street North Corridor plan area includes parts of the US Census Tracts 62, 80.01 and 80.02. Figure 2.5 identifies the relationship between the plan area boundary and the census tract boundaries. The census tract data are the lowest geographical breakdown of demographic information currently available. These data include a larger population than the plan area alone, but an identification of the population's demographic characteristics is still captured.

The plan area demographics are only comparable to the rest of the City of Tulsa in terms of median age. The plan area differs significantly from the city in males per 100 females, percentage family households, population per housing unit and average family size. As shown in Table 2.1, the plan area has about 20 less males per 100 females than the rest of Tulsa. Figure 2.6 shows the lack of adult males in the plan area. The cohort of adult males 30 to 34 years of age is nearly one third of its

Figure 2.5: Plan boundary overlay on census tracts



Source: COT Planning Division; 2010 US Census, Boundary: Tulsa City Council 2012



Existing Conditions

PART II: CONTEXT AND HISTORY

female counterpart. The table also identifies the family households and average family size to be larger than the city average.

Table 2.2 shows the significant difference in education achievement, median household income and employment statistics between the plan area and the city. The plan area has over twice the percentage of population without a high school diploma and almost six times less the population per capita with at least a bachelor's degree. This undeniably contributes to the almost \$22,000 gap between the plan area's median

household income and that of the rest of the City of Tulsa. The poverty rate in the plan area is about 2.5 times that of the City of Tulsa. Compared to the average Tulsa, a plan area resident older than 25 is about 2.5 times more likely to have no high school diploma.

This area is a predominately Black/African-American neighborhood. Black/African-Americans make up about three quarters of the plan area population. The population in the plan area can be characterized as less Hispanic/Latino than the rest of the Tulsa.

Figure 2.6: Plan area population pyramid

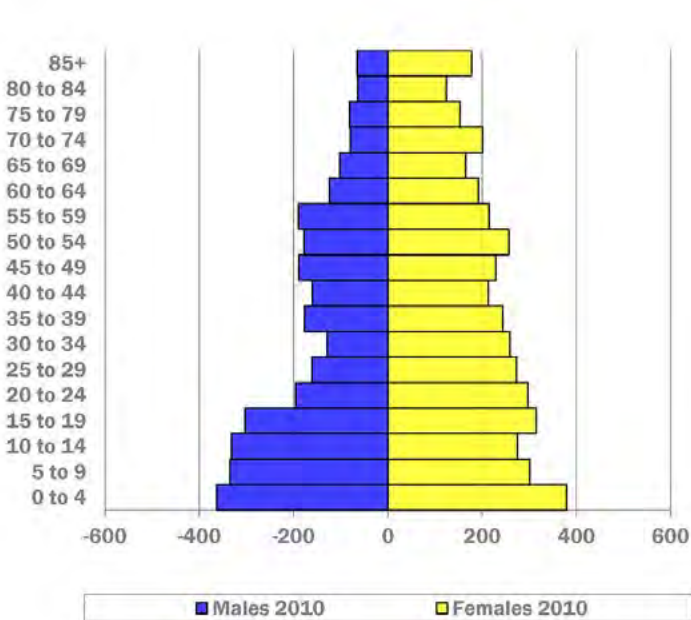


Figure 2.7: City of Tulsa population pyramid

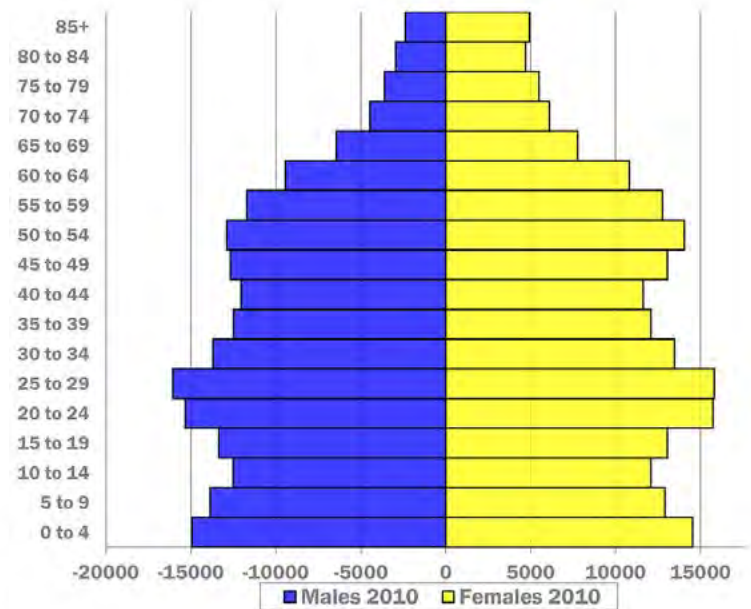


Table 2.1: Plan area basic population data

	Plan Area	City
Population	7,499	391,906
Males per 100 females	75.6	95.0
Median age	33.5	34.7
Households	2,799	163,975
Family households	1805	95,246
% Family households	64.5	58.1
Population per housing unit	2.6	2.1
Avg family size	3.3	3.0

Source: 2010 US Census

Table 2.2: Percent Hispanic or Latino

	Plan Area	City
Hispanic/Latino population	358	55,266
% of total population	4.8	14.1

Source: 2010 US Census

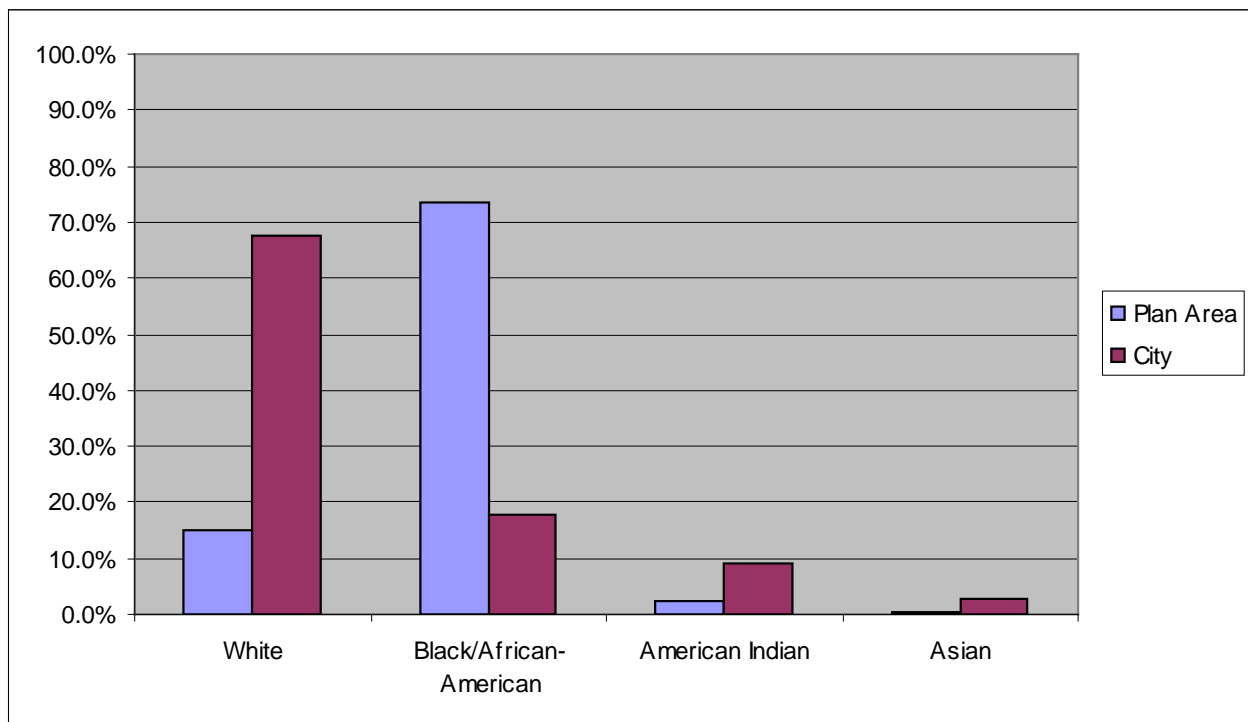
Table 2.3: Educational attainment and wealth

	Plan Area	City
Highest education attainment*:		
% Without high school diploma	33.0	13.6
% High school or equivalent	49.7	27.0
% Some college or associate	12.1	30.1
% Bachelor's or higher	5.2	29.4
Median household income	\$17,340	\$39,289
% Poverty	47.8	19.3
% Unemployed	9.0	6.5
% Labor force participation	44.6	66.2

*For population older than 16

Sources: 2010 American Community Survey
BLS Area Unemployment Statistics

Figure 2.8: Race, alone or in combination



Source: 2010 US Census

Previous plans and studies

A contextual background of previous plans and studies is intended to provide a better foundation for this planning exercise. The identification of past efforts provides an inventory of successful and unsuccessful initiatives, what has been done and what still needs work.

District 25 Plan (Vision 2000 Comprehensive Plan)

The District 25 Plan was an amendment to Tulsa's Vision 2000 Comprehensive Plan that was adopted in 1978, and experienced subsequent amendments over the following years. The plan area included the entire 36th Street North Planning area, with its official boundaries being Mohawk Blvd to the south, 56th Street North on the north, Osage County/Tulsa County Boundary to the west and Cherokee Expressway to the east. Two notable district-wide policies include:

- 2.1.1: Provide a better living environment through the limitation of certain physical hazards in the area; i.e., flooding.
- 2.1.2: Protect and preserve District 25 as primarily a place to live by maintaining and enhancing the quality of life in residential neighborhoods.

The plan also identified two of District 25's five Special Districts located in the 36th Street North Plan Area. The purpose of these Special Districts was to allow certain zoning categories that would not normally be contiguous. The Special Districts lasted for five years and were intended to reduce outmigration. The following describes what these Special Districts in the 36th Street North Planning area included:

- 3.1.1 That the Peoria Development Incentive Area includes both sides of North Peoria from Mohawk Boulevard to 56th Street North (Development District 1).
- 3.1.5 That Development Incentive area No. 5 be located around the southeastern intersection of 36th Street North and North Cincinnati.
- 3.1.7 That Development Incentive Area No. 1 contains the following zoning districts: AG, RS-1, RS-2, RS-3, RD, RM-0, RM-1, RM-2, PK, OL, OM, CS, CG, SR, and IL.
- 3.1.8 That Development Incentive Areas Nos. 2 through 5 contain the following zoning districts: AG, RS-1, RS-2, RS-3, RD, RM-0, RM-1, PK, OL, CS, and SR.

North Peoria Corridor Study

The North Peoria Corridor Study was initiated in 1994 as a part of the FY 94 Work Program by the Tulsa Metropolitan Area Planning Commission at the request of the Mayor's Office. This study area encompassed the following area; one-quarter to one-half mile east and west of North Peoria between Pine Street and East 56th Street North. The primary goal of the study was to "revitalize the vacant and deteriorated properties and ensure the continued viability of stable areas." The study identified a number of transportation, urban development, and infrastructure improvement strategies to be targeted. The following is a list of strategies identified by the plan:

- Sidewalk installation in specific areas
- Trail development
- Continued widening of North Peoria
- Relocation assistance for property owners along area of Peoria to be widened
- Streetscape improvements (lighting, plantings, furnishings, signage, etc.)

- Extension of the Gilcrease Expressway into and through the Corridor
- Acquisition and clearance of vacant, blighted properties in identified areas
- Continued stormwater improvements, particularly in the Dirty Butter Creek basin
- Continued planned improvements to other parks near the Corridor

North Tulsa Urban Economic Development Plan

The North Tulsa Urban Economic Development Plan was conducted by Hammer, Siler, George Associates in 1998 for the Metropolitan Tulsa Chamber of Commerce. The overall intent of the plan was to “assist in Marketing North Tulsa as a viable economic development opportunity.” The North Tulsa Urban Economic Plan boundaries extend within the city limits north to 56th Street North, South to Admiral Boulevard/I-244, east to U.S. 75, and west to West 49th Street. The study identified the area’s need for and ability to support more grocery stores, drug stores, and family-style restaurants. The plan identified the following strategies:

- Utilize existing vacant land resources to develop North Tulsa as a major employment center
- Expand the retail and service base in North Tulsa
- Develop a North Tulsa entrepreneurial initiative
- Expand the inventory of middle and upper middle income housing
- Create identifiable retail and service activity areas
- Remove physical blighting conditions from North Tulsa
- Create social strategies
- Develop cultural and entertainment strategies

Key findings

- Relatively low number of adult males living in the plan area
- High percentages of households are family households
- Family size and population per housing unit are both higher than the rest of the City
- Educational attainment less than City average
- Medium household income is \$22,000 below City’s
- High poverty rate in plan area
- Unemployment rate is 3.5 percentage points higher than City average
- Plan area has a 22 percentage point lower labor participation levels than City

Existing Conditions

Existing Conditions

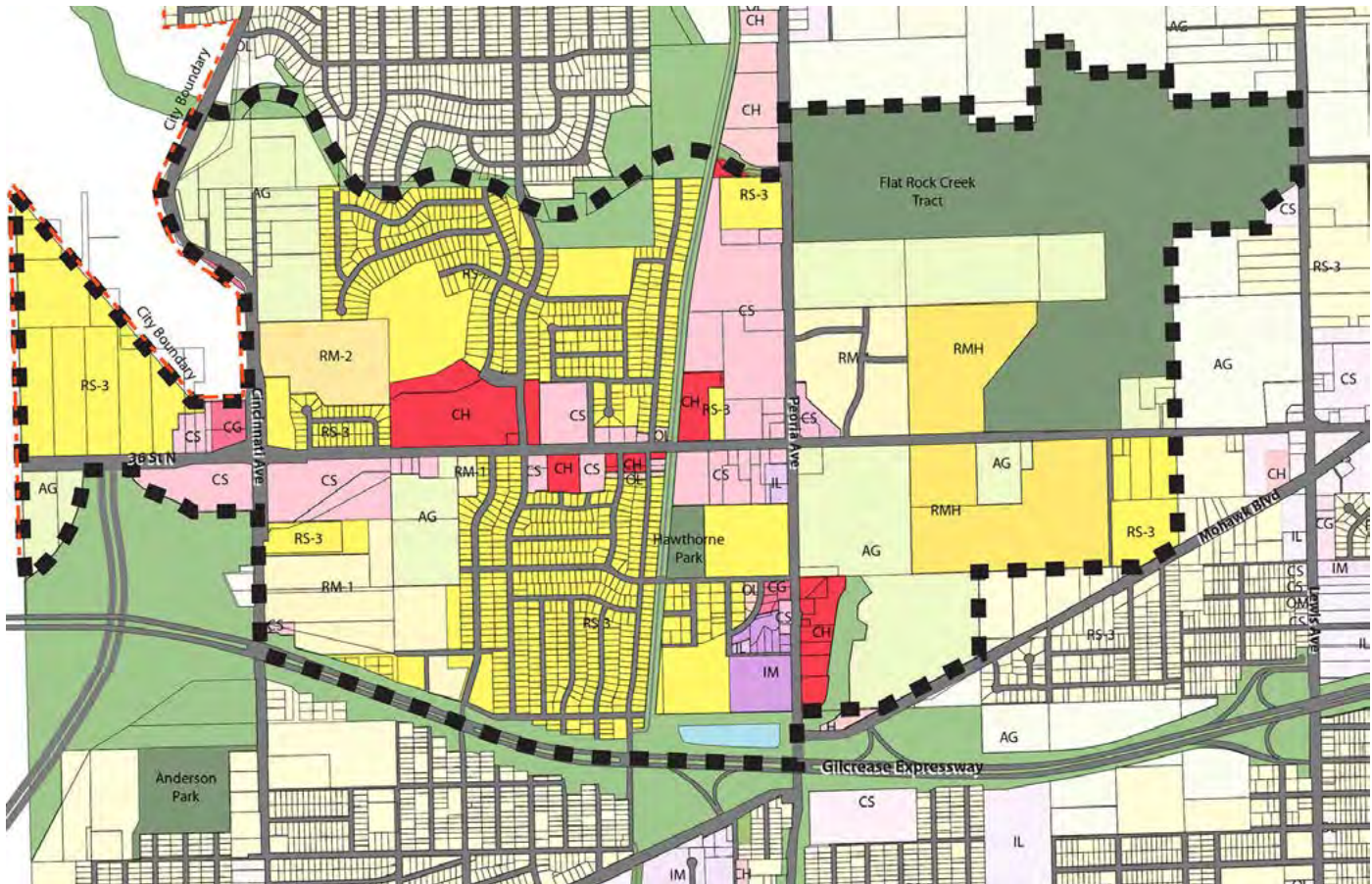
Part III: Land Use & Environmental Features

Existing zoning

Zoning classifications are a regulatory tool for regulating land-use on a parcel of land. The information on zoning is provided by the Indian Nation Council of Governments (INCOG). The Zoning Classification appendix defines the types of zoning classes.

The plan area is mostly zoned agriculture, commercial and residential. The commercially-zoned properties are adjacent to the 36th Street North and Peoria Avenue arterials and provide a buffer between the two major arterials and the residential properties. The agricultural-zoned properties represent larger undeveloped tracts and are primarily located on the east and west ends of in the plan area.

Figures 3.1: Existing zoning



Source: COT Planning Division, TMAPC; Shape data: INCOG 2012

Zoning Classes

AG:	Agriculture District	RM 1:	Residential Multifamily Low Density District
CH:	Commercial High Intensity District	RM-2:	Residential Multifamily Medium Density District
CS:	Commercial Shopping Center District	RMH:	Residential Manufactured Home District
OL:	Office Low Intensity District	RS-3:	Residential Single Family High Intensity District
OM:	Office Medium Intensity District	PK:	Parking District



Stability/Growth

Table 3.1 provides a breakdown of existing zoning in terms of percentage of land in the plan area. The plan area is dominated by two distinct types of zoning: RS-3 and AG combined make up approximately two-thirds of the planning area. The CS zoning type represents the third largest zoning classification in the plan area, comprising more than twice the next closest non-residential zoning type.

As part of the comprehensive planning process, the Areas of Growth and Stability map was developed as a tool to help guide planning activities. According to the Tulsa Comprehensive Plan, pg. LU-52, the primary purpose for Areas of Stability is “...to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects.” Figure 3.2 highlights the Areas of Stability and Growth within the plan area.

Table 3.1: Existing zoning and zoning type

	Area (acres)	% of Plan Area
Residential Single-Family	547.6	42.4%
RS-3, Single-Family High Density District	454.6	35.2%
RMH, Manufactured Home District	92.6	7.2%
RS, Single-Family	0.4	0.1%
Agriculture	438.7	34.0%
AG, Agricultural District	438.7	34.0%
Commercial	191.2	14.8%
CS, Shopping Center District	127.3	9.9%
CH, High Intensity District	54.0	4.2%
CG, General District	9.9	0.8%
Residential Multifamily	95.4	7.4%
RM- 1, Multifamily Low Density District	73.0	5.6%
RM-2, Multifamily Medium Density District	22.5	1.7%
Industrial	15.8	1.2%
IM, Moderate District	12.7	1.0%
IL, Light District	3.1	0.3%
Office	3.6	0.3%
Low Intensity District	3.6	0.3%
Parking	0.2	0.1%
Parking District	0.2	0.1%

Source: TMAPC, INCOG 2012

Existing Conditions

PART III: LAND USE AND ENVIRONMENTAL FEATURES

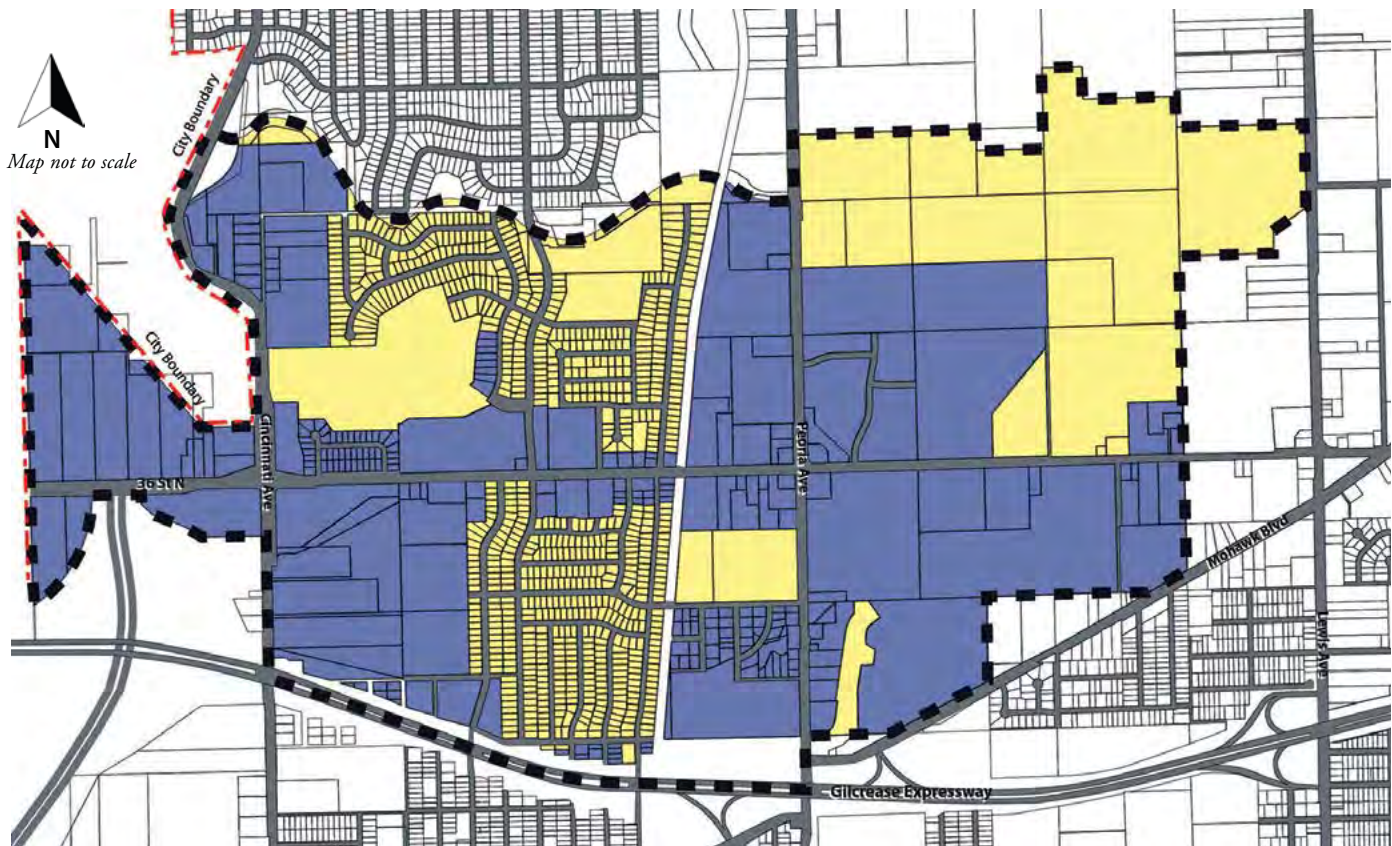
Further, according to the Tulsa Comprehensive Plan, pg. LU-55, the primary purpose for Areas of Growth is: “... to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and service with fewer and shorter auto trips.”

The Comprehensive Plan, pg. LU-54, makes further distinctions by recognizing two different types of Areas of Stability: “established areas” and “reinvestment areas.” Established areas are “...neighborhoods that have a sufficient level of property investment such

that they would be harmed by large amount of infill development. Reinvestment areas are:... those that have an overall character that is desirable to maintain, but would benefit from reinvestment through modes of infill and redevelopment, or major projects in a small area such as an abandoned or underused commercial area.”

Other issues such as housing conditions will contribute to clarifying which of these two types of Areas of Stability most accurately represent the plan area. The areas that are identified as Areas of Stability are primarily single-family residential and are a key contributor to the current urban fabric of the plan area.

Figure 3.2: Areas of Stability/Growth



Areas of Growth Areas of Stability

Source: COT Planning Division, TMAPC, Shape data: INCOG 2012

The image in Figure 3.2 shows that of the two categories, Areas of Growth are predominant. Table 3.2 reinforces this position by providing the total acreage and percentage of land area in each respective category. The Areas of Growth are located adjacent to the primary arterials in the plan area, and surround the Areas of Stability.

Future land use

Land use designations within the Tulsa Comprehensive Plan are represented by “building blocks”, described on page LU-30:

The building blocks distinguish functional land use characteristics with regard to typical location, transportation characteristics, land use mix, employment, and housing characteristics.

More detailed information about the building blocks and their categories can be found in the Comprehensive Plan. Unlike zoning, the land-use building blocks are not a regulatory tool and are intended to guide future land-use decisions. The City of Tulsa is currently revising its zoning code in an effort to further align zoning regulations with the building blocks.

The plan area’s future land use is dominated by two distinct building blocks: Neighborhood, both New and Existing, and Town Center. Town Center building block designations are located adjacent to the primary arterials. Neighborhood building blocks are primarily located off the major arterials and often next to a Town Center building block.

Table 3.2: Stability/Growth

	Area (acres)	% of Plan Area
Area of Growth	677.5	52.4%
Area of Stability	445.0	34.4%
Roads, right of ways, and miscellany	170.1	13.1%

Source: TMAPC, INCOG 2012

Table 3.3: Comprehensive land-use designations

	Area (acres)	% of Plan Area
Existing Neighborhood	408.1	31.6%
Parkland	214.2	16.6%
Town Center	210.9	16.3%
New Neighborhood	197.0	15.2%
Roads, right of ways, and miscellany	170.1	13.2%
Regional Center	65.5	5.1%
Open Space	26.8	2.1%

Source: TMAPC, INCOG 2012

The largest future land use will be New or Existing Neighborhoods, which will comprise almost half of the total plan area. The large amount of area designated as park land can be attributed to the undeveloped Flat Rock Creek tract that is currently owned by the City of Tulsa and used as a passive stormwater management area.

Existing Conditions

PART III: LAND USE AND ENVIRONMENTAL FEATURES

Areas of Inconsistency

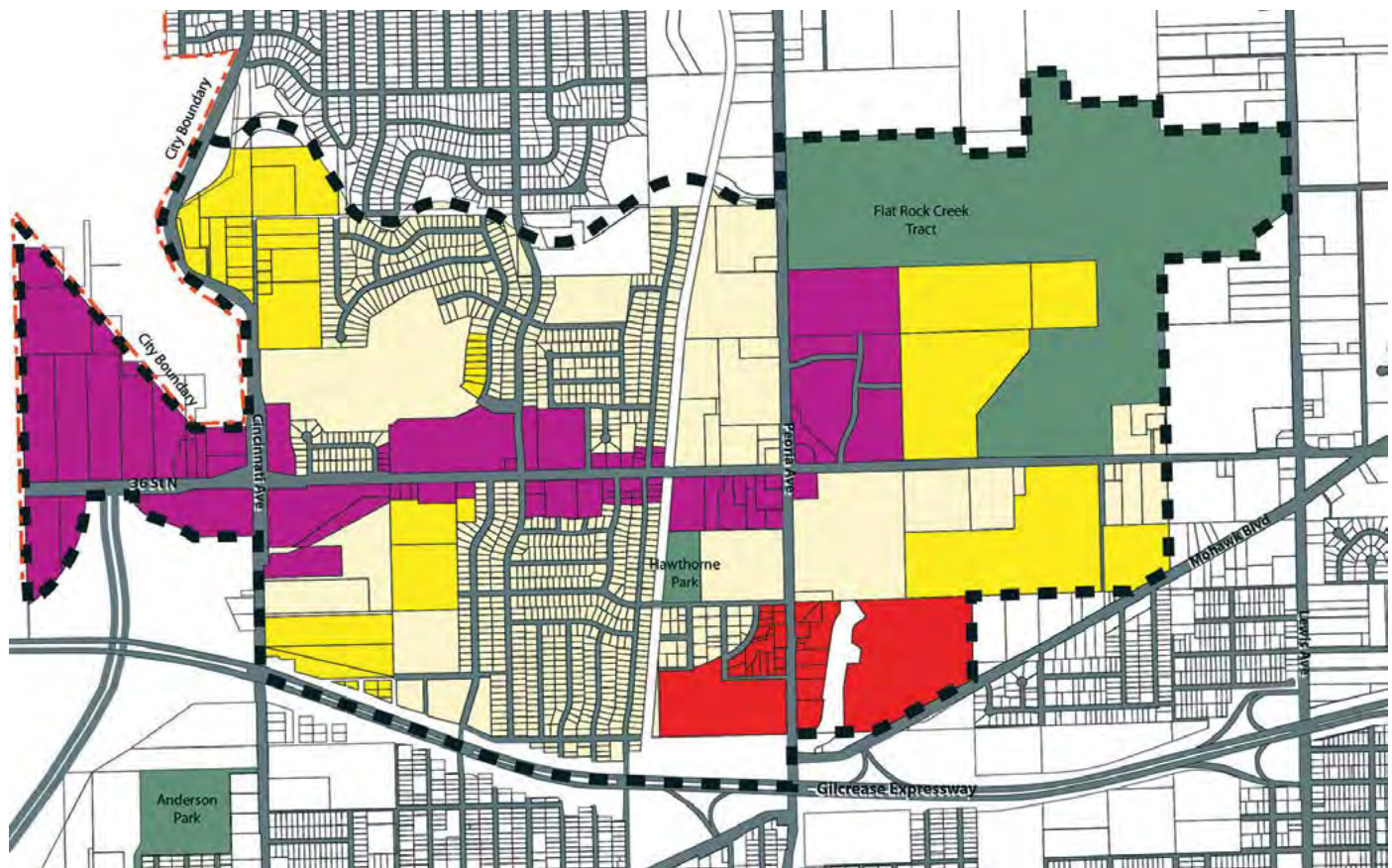
Figure 3.4 identifies four areas where there is some level of inconsistency between the Land-Use map, Stability/Growth map and the Zoning map.

Inconsistencies #1 and #2 are identified by the New Neighborhood building block in future land-use designations, yet are Areas of Stability in the Stability/Growth map. An area should not be an Area of Stability at the same time it is identified as a New Neighborhood. These are competing land-use considerations.

Inconsistency #3 is identified by the Existing Neighborhood building block and an Area of Growth. Figure 3.4 indicates that this area has a number of building units that would appear to support the Existing Neighborhood building block.

Inconsistency #4 pertains to the area's classification as an Existing Neighborhood land-use building block, its existing zoning being primarily commercial high intensity and its identification as an Area of Growth. Its current identification as commercial property in an Area of Growth indicate that that it has been incorrectly assigned as an Existing Neighborhood building block.

Figure 3.3: Comprehensive plan land-use designations



Source: COT Planning Division, TMAPC, Shape data: INCOG 2012



Map not to scale

- | | | | |
|---|-----------------|---|-----------------------|
|  | Town Center |  | Existing Neighborhood |
|  | Regional Center |  | New Neighborhood |

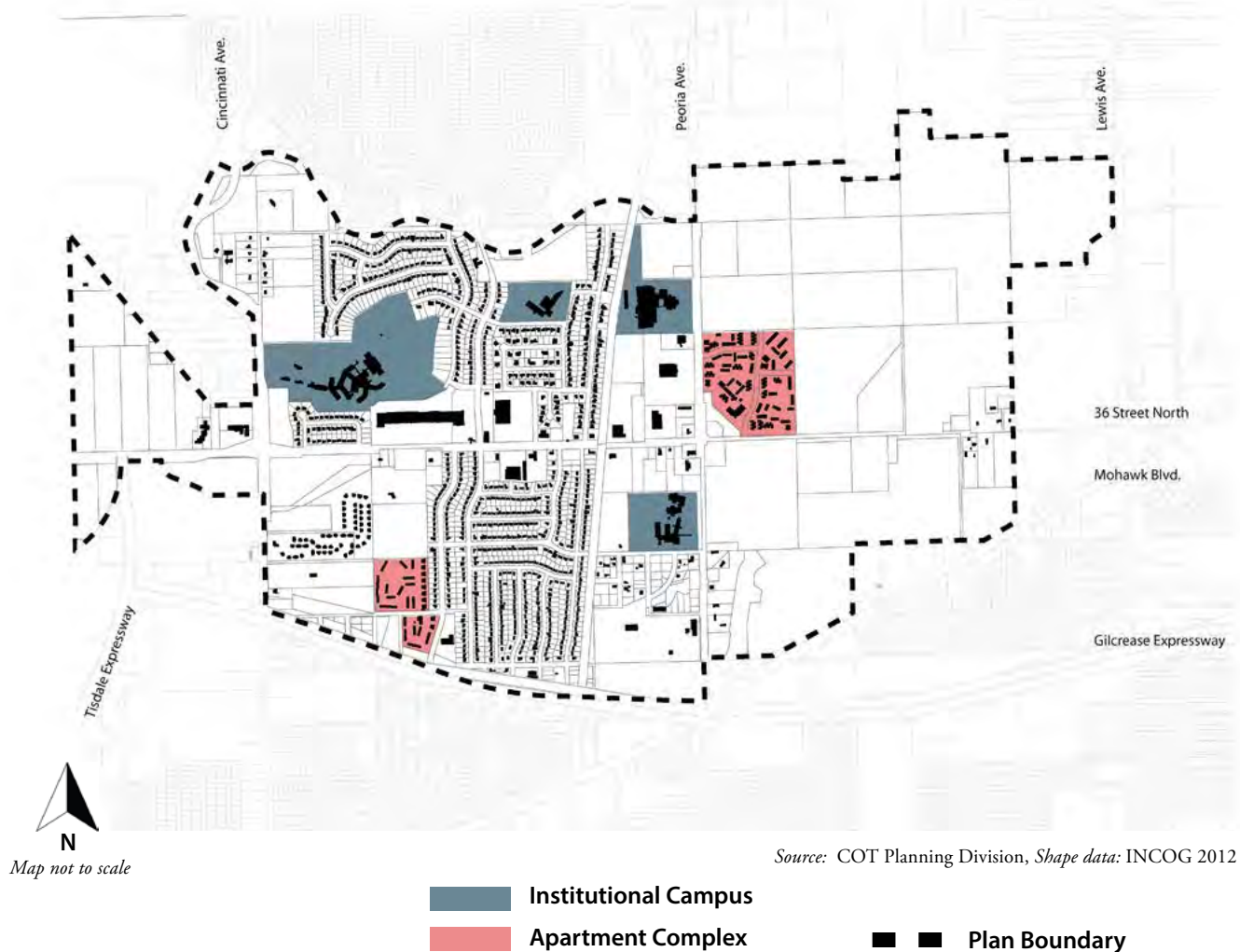
Figure 3.4: Areas of Inconsistency



Existing Conditions

PART III: LAND USE AND ENVIRONMENTAL FEATURES

Figure 3.5: Mass/void map



Mass/Void Map

The purpose of the mass/void map (Figure 3.5) is to provide an understanding of the existing framework of the built environment. Also called a “figure ground diagram,” a mass/void map shows building footprints as black dots. Identifying building footprints of existing structures in the plan area highlights relationships between buildings and open space, and further explains local land-use issues.

The mass/void image shows two primary forms of the built environment: large boxy buildings and single-family homes. The structures that do not follow this pattern are identified as institutional structures or multifamily housing. This image also indicates that the large tracts of undeveloped and underdeveloped land lie primarily in the east and west portions of the plan area.

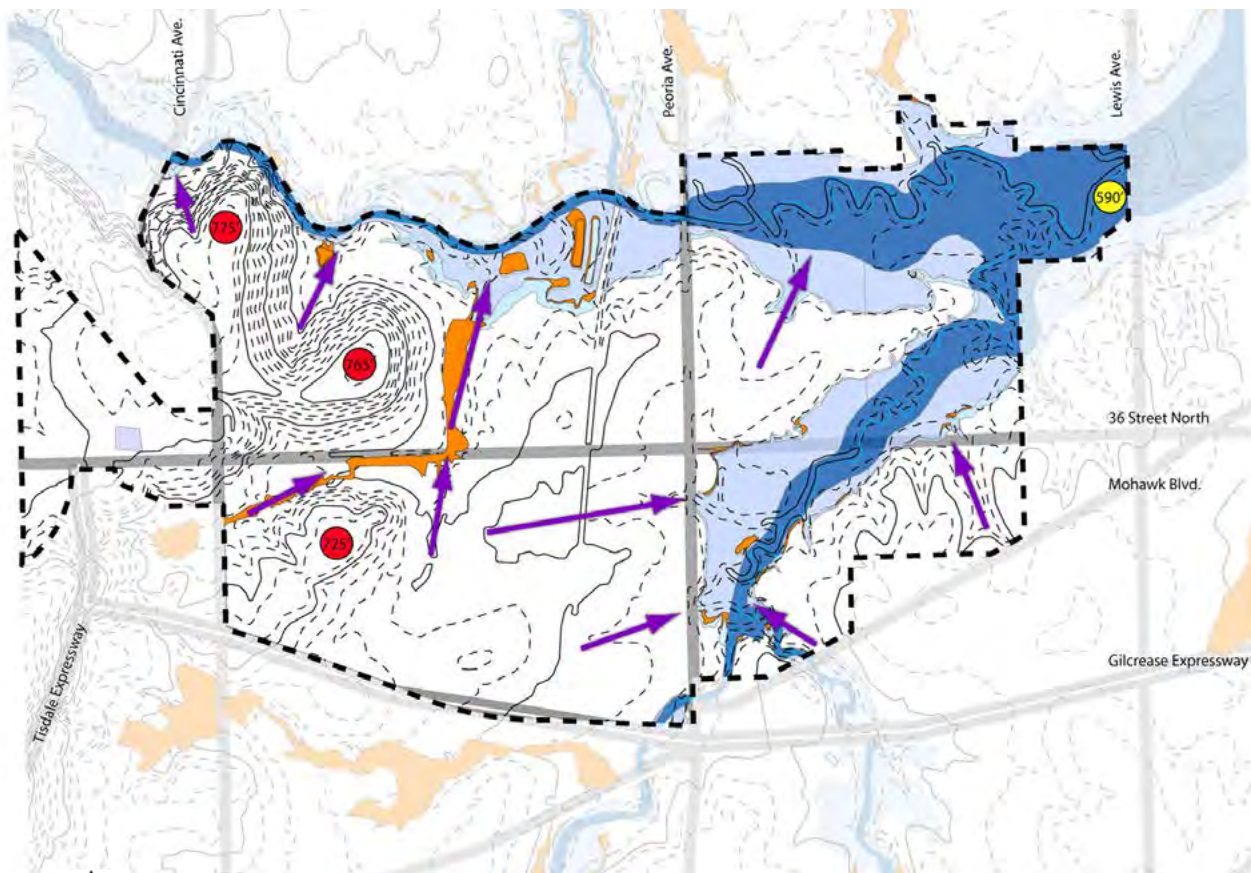
Environmental features

The plan area has two creeks within its boundaries: Flat Rock Creek in the north and Dirty Butter Creek in the east. The current FEMA floodplains (identified in Figure 3.6) show why a portion of the plan area's land is underdeveloped, particularly in the east.

Parts of the plan area are currently under the City of Tulsa regulatory floodplain. Properties within that regulatory overlay have to follow a different set of development guidelines that are identified in the City of Tulsa Building Code.

The highest elevations are in the west end of the plan area and lowest elevation are in the northeast. Purple arrows identify the direction stormwater will travel across the plan area.

Figure 3.6: Physical & environmental features



Source: COT Planning Division; Shape data: INCOG 2012, Regulatory floodplain from the COT Engineering Department 2012



- | | |
|--|--|
| ● High Point Elevation | Floodway |
| ● Low Point Elevation | 100 Year FEMA Floodplain |
| ➔ Runoff Flow Direction | 500 Year FEMA Floodplain |
| COT Regulatory Floodplain | Plan Boundary |

Existing Conditions

PART III: LAND USE AND ENVIRONMENTAL FEATURES

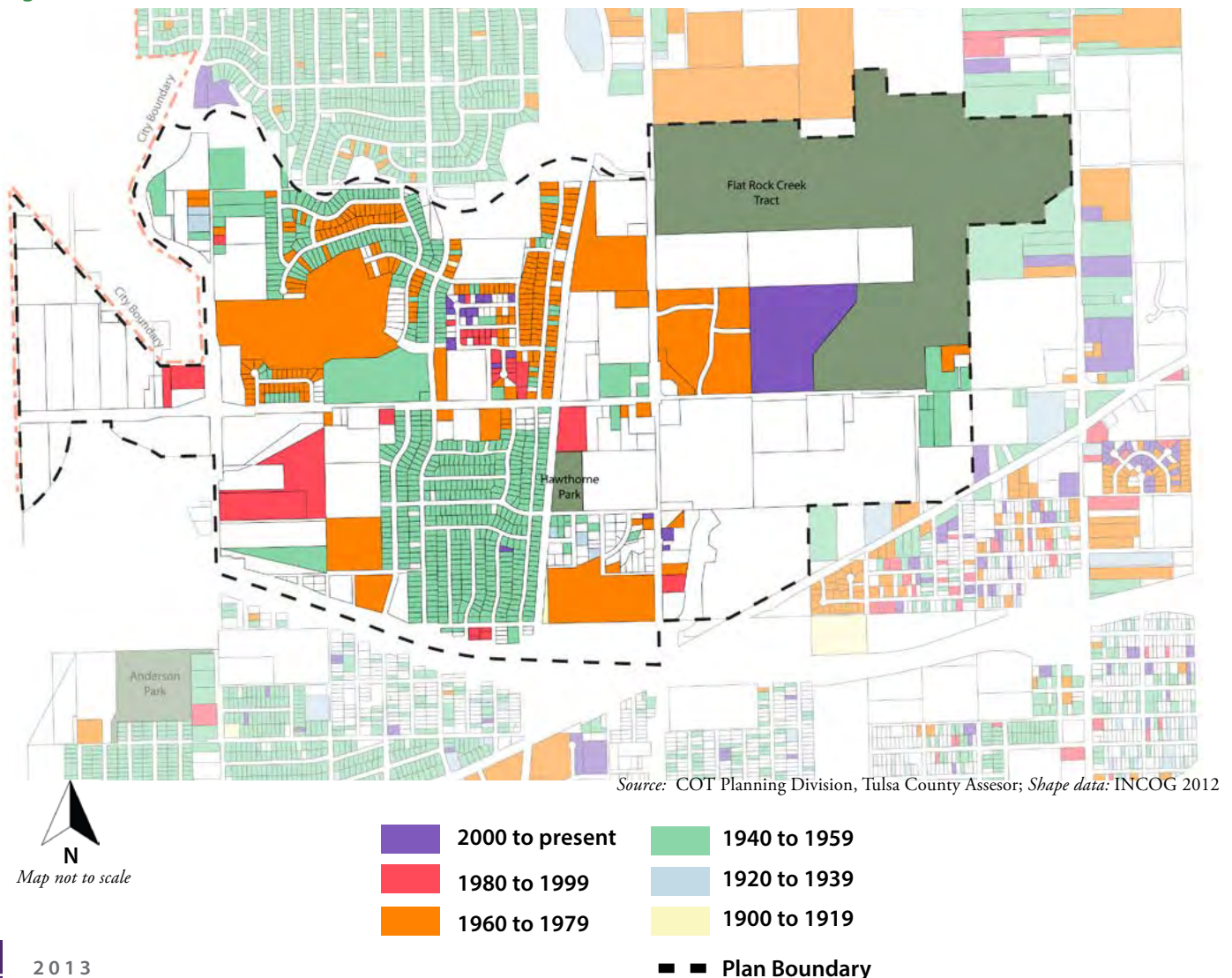
Year built

The plan area saw its most significant development during the 1950s and 1960s; there has been little development or redevelopment in recent years. Note that some parcels show no year-built date; this is due to lack of data, or the fact that the lot is vacant. Referencing the mass/void map (figure 3.5, page 26) can help clarify whether the parcel is vacant or if there are no available data.

Key findings

- Predominant land use is residential
- Large portion of plan area designated as Areas of Growth
- Large amount of underdeveloped land
- Inconsistencies in land-use designations
- Floodplains present barrier to development

Figure 3.7: Year-Built



Existing Conditions

Part IV: Transportation

Transportation

The Tulsa Comprehensive Plan (pg. TR-12) states that transit strategies should focus on “two overarching concepts...building the city’s multi-modal street system and enhancing transit.”

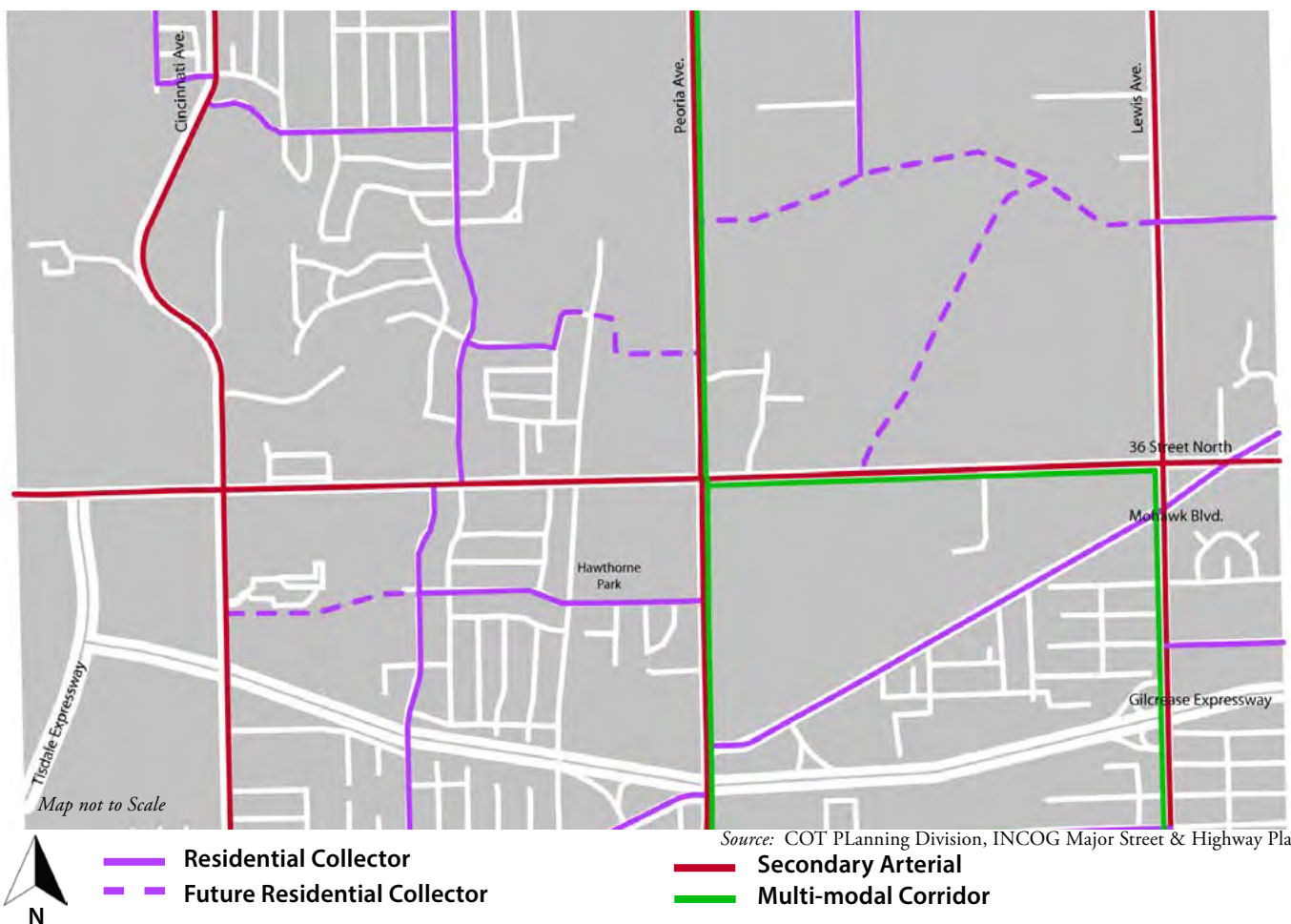
Regarding the street system, a key implementation component will be the application of Context Sensitive Solutions, as defined in the Tulsa Comprehensive Plan. The Transportation chapter of the Tulsa Comprehensive Plan provides a baseline of how Context Sensitive Solutions are intended to take shape in terms of street classifications and corresponding purposes.

The plan area contains a functional street grid, two bus routes, easy access to freeways and access to a regional trail. Pedestrian accessibility is limited by the lack of sidewalks on plan-area streets.

Streets and highways

An important transportation component of the plan area is the recently completed extension of the Gilcrease Expressway. This amenity sets the southern boundary of the plan area. The Gilcrease Expressway and the Tisdale Parkway provide quick access to two of Tulsa’s major employment centers: the downtown business district and the Tulsa International Airport.

Figure 4.1: Street classification



The plan area is expected to see some street additions at sometime in the future; the timeline for those additions is not firmly established. Figure 4.1 (page 29) identifies street classifications and extensions of existing streets which should improve east-west circulation in the plan area. The Tulsa Comprehensive Plan designates portions of Peoria Avenue and portions of 36th Street North as multi-modal corridors, which are defined in the Tulsa Comprehensive Plan’s Transportation chapter.

Public transit

Two bus routes traverse the plan area, and one is located just outside the plan boundary on Lewis Avenue. Table 4.1 illustrates the destinations and frequency of the bus routes. Each of these routes makes a stop at the Denver Avenue Station, with a travel time to the downtown station of about 20 minutes. From that station it is possible to transfer to other Metro Tulsa Transit System routes.

Table 4.1: Bus Routes

Route	Description	Frequency
101	North to 61st N. and Cincinnati and South to Denver Avenue Station	30 minutes weekdays, 45 minutes weekend days
105	North to 65th N. and Quaker and South to 81st S. and Lewis	30 minutes weekdays, 50 minutes weekend days
840	(Evening Route) North to 66th N. and Cincinnati and South to Denver Avenue Station	1 hour 55 minutes weekdays and weekend days

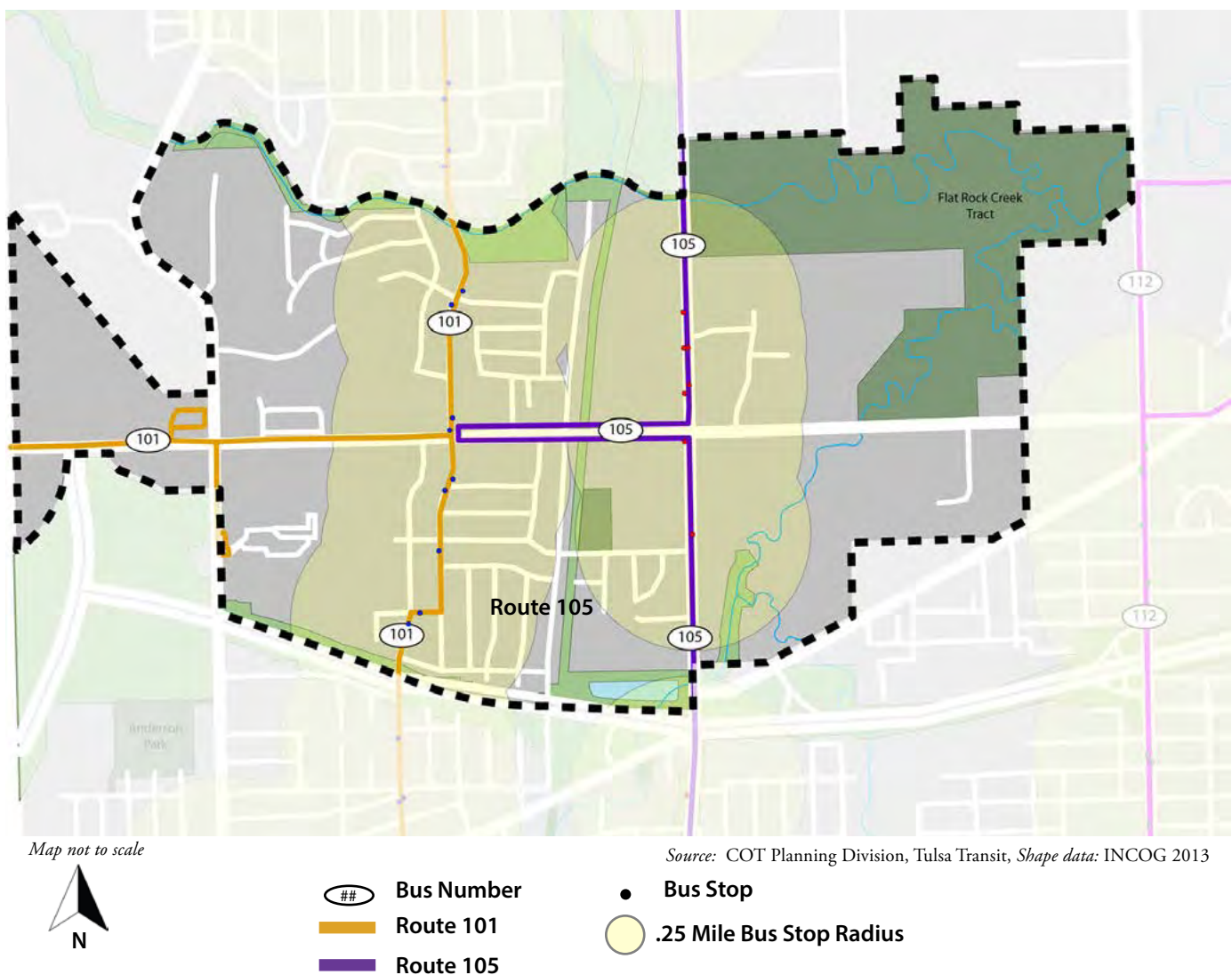
Source: Tulsa Transit

Figure 4.2 shows the current coverage of the service for the 101, 105, and 112 routes. The quarter-mile yellow buffer represents a distance that takes five minutes to travel on foot. Figure 4.2 illustrates that a majority of the plan area residents are within the five minute walking distance buffer. The plan area bus routes are predominantly north-south lines with little east-west overlap, though the 105 extends west to drop off at the Tisdale Clinic.

Pedestrian infrastructure

Few of the plan area streets currently have sidewalks. Figure 4.3 shows where the existing sidewalks are located and how those sidewalks relate to bus lines, the Osage trail and a few particular places of interest. This figure shows that the only lengthy east-west pedestrian connection is 36th Street North west of Peoria Avenue.

Figure 4.2: Bus coverage



Existing Conditions

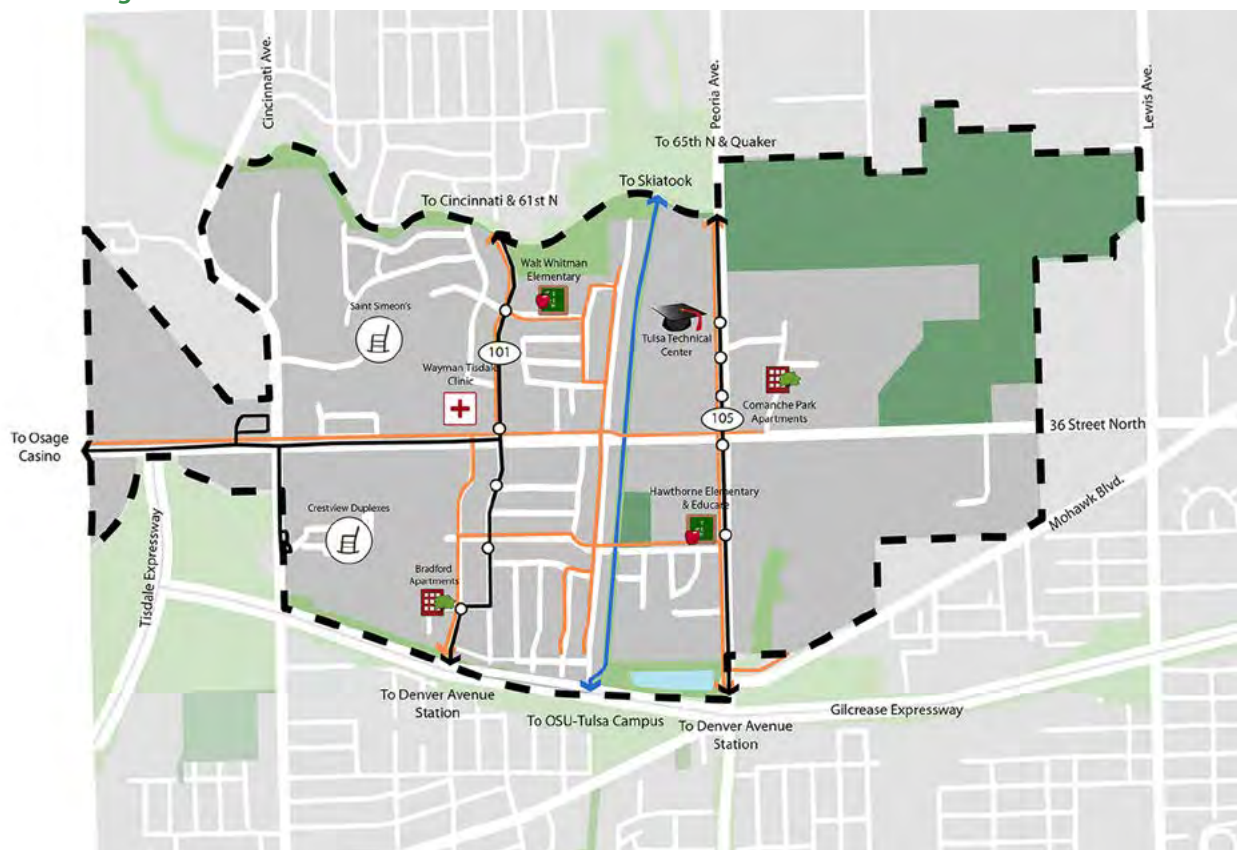
PART IV: TRANSPORTATION

The existing condition of sidewalks varies throughout the planning area. Sidewalks along 36th Street North and Peoria Avenue are poor in quality and future projects should strive to match sidewalk treatments applied to the Wayman Tisdale Clinic site. Sidewalks found in the predominantly residential areas of the plan area are in generally good condition and require mostly routine maintenance and cleaning. Crosswalks in the plan area often lack well-marked lines.



Recently constructed sidewalk in front of Wayman Tisdale Clinic

Figure 4.3: Pedestrian connections



Map not to scale

Source: COT Planning Division, Shape data: INCOG 2012



- Sidewalk
- Trail
- Bus Route
- Bus Stop

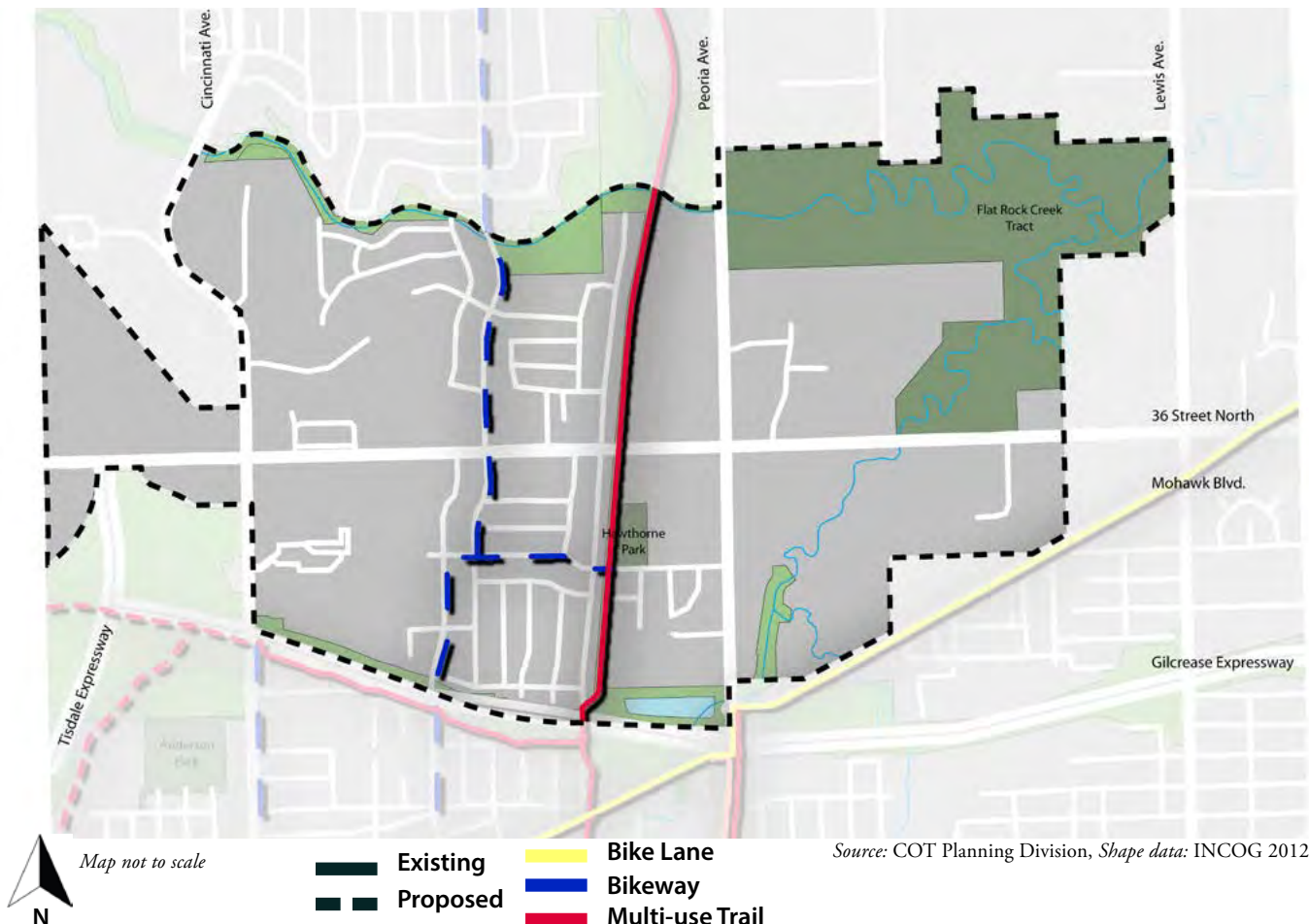
Bicycle network

The bicycle network in the plan area centers on the Osage Trail. Figure 4.4 identifies that, besides the Osage Trail, the plan area currently lacks any other supporting bicycle-transit infrastructure. Not shown in Figure 4.4 is how maintenance is lacking on the Osage Trail - broken glass and debris are issues cyclists face. The image also identifies the number of current and future connections that are located south of the plan area. Future locations for bikeway improvements - a route with street enhancements that are more conducive to bicycle transit - can be found on Hartford Avenue and 33rd Street North.



Sidewalk covered with debris

Figure 4.4: Bike network



Transportation plans

Fast Forward Tulsa Regional Transit System Plan (2011) is a comprehensive transit plan intended to identify and prioritize high-capacity public transit corridors in the Tulsa metropolitan area. This plan was adopted in October 2011 and is administered by INCOG. Future transit improvements are identified in this plan are from the Fast Forward document.

Key findings

- Quick access to freeways
- Plan area has good bus service coverage, but limited bus frequency
- Access to regional trail system
- Limited number of streets with sidewalks
- Lack of multiple east-west connections across plan area

Existing Conditions

Part V: Economic Development

Commercial properties

36th Street North currently lacks a strong commercial base. Abandoned or underutilized properties dot the thoroughfare, contributing to negative perceptions of the neighborhood in spite of relatively well-kept surrounding residential areas.

Former commercial properties in the plan area have been creatively re-purposed as doctors' offices and churches.

Figure 5.1: Plan area in 74106 ZIP code

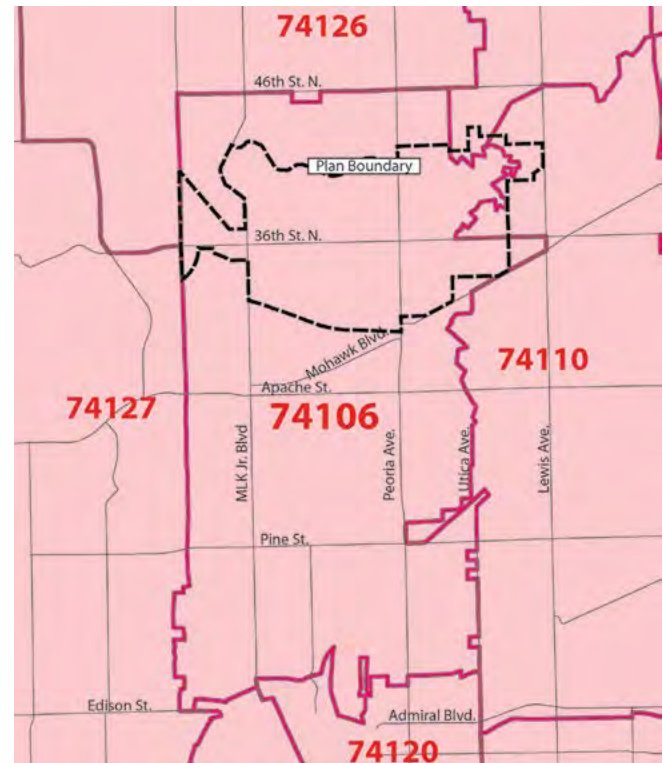


Table 5.1: Employers, by number of employees: zip code 74106

Sector	Total Establishments	1-4	5-9	10-19	20-49	50-99	100-249	250-499
Construction	6	3	1	2	-	-	-	-
Manufacturing	13	4	3	4	2	-	-	-
Wholesale trade	18	4	3	7	4	-	-	-
Retail trade	28	15	9	3	1	-	-	-
Transportation and warehousing	5	1	1	3	-	-	-	-
Information	1	1	-	-	-	-	-	-
Finance and insurance	13	5	6	2	-	-	-	-
Real estate and rental and leasing	4	4	-	-	-	-	-	-
Professional, scientific, and technical services	6	4	1	1	-	-	-	-
Administrative and Support and Waste								
Management and Remediation	9	5	3	1	-	-	-	-
Educational services	1	1	-	-	-	-	-	-
Health care and social assistance	42	18	8	6	3	5	1	1
Arts, entertainment, and recreation	2	-	1	-	-	1	-	-
Accommodation and food services	8	1	-	2	4	1	-	-
Other services (except public administration)	24	12	8	4	-	-	-	-
Total for all sectors	180	78	44	35	14	7	1	1

Source: County Business Patterns 2010

Existing Conditions

PART V: ECONOMIC DEVELOPMENT

Employment

The County Business Patterns (CBP) dataset, a project of the U.S. Census, collects data for private, non-farm employers by amount of employees. The data are disaggregated into zip codes. Zip code 74106 includes all of the plan area, in addition to the land between the plan area and the northern spur of the Inner-Dispersal Loop. Accordingly, these data represent employment

both within the plan area and its immediate vicinity. Data are from 2009, meaning that recent developments (including the recently opened Tisdale Clinic) are not included. Since CBP only collects data for private employers, Tulsa Technology Center and the plan area's public schools are not included.

Table 5.2: Health care and social assistance employers, by number of employees: zip code 74106

	1-4	5-9	10-19	20-49	50-99	100-249	250-499	Total Establishments
Health care and social assistance	18	8	6	3	5	1	1	42
Offices of physicians (except mental health specialists)	4	3	-	-	-	-	-	7
Offices of dentists	3	-	-	-	-	-	-	3
Outpatient mental health and substance abuse centers	-	-	-	-	1	-	-	1
Kidney dialysis centers	-	-	1	-	-	-	-	1
All other outpatient care centers	-	1	-	-	1	-	-	2
Home health care services	1	-	-	-	1	-	-	2
Ambulance services	-	-	-	-	-	-	1	1
Nursing care facilities	-	-	-	-	1	-	-	1
Residential mental retardation facilities	2	-	-	-	-	-	-	2
Continuing care retirement communities	-	-	-	-	-	1	-	1
Homes for the elderly	1	-	-	-	-	-	-	1
Child and youth services	-	1	-	-	-	-	-	1
Services for the elderly and persons with disabilities	-	-	1	-	-	-	-	1
Other individual and family services	2	1	2	1	-	-	-	6
Community food services	1	-	-	1	1	-	-	3
Temporary shelters	-	-	-	1	-	-	-	1
Child day care services	4	2	2	-	-	-	-	8

Source: County Business Patterns 2009

Data show the area has a local employment specialty in the “health care and social assistance” sector. This is in accordance with the Tulsa Comprehensive Plan’s goals, which identify the health care industry as among six “key industries that have the greatest potential to create new jobs and wealth”¹ locally.

In zip code 74106, there are seven “health care and social assistance” employers which employ more than 50 people, and two employers employing more than 100 (St. Simeon’s Episcopal Home and the Emergency Medical Services Authority (EMSA)). One of these - St. Simeon’s - is in the plan area. While employment data for the Tisdale Clinic are still unknown, it will likely be another relatively large employer. Workers at these facilities produce demand for local commercial and retail services, while those using the health-care facilities have a demand for complementary retail services (e.g., pharmacies or medical supply stores).

Key findings

- Underutilized commercial properties
- Large healthcare employment in plan area
- Tisdale Clinic will increase local specialization
- Retail, including grocery store, is lacking



Pharmacy in shopping center



Vacant commercial building

¹ 2010 Comprehensive Plan, pg. ED-6.

Existing Conditions

Part VI: Housing

The housing data are derived from the same three census tracts previously identified in the Demographics section.

The area's owner-occupancy rate of 44.5 percent is well below the 53.7 percent occupancy rate citywide. The lower owner-occupancy rate can be explained in part by the presence of three large apartment complexes in the census tracts; those apartment complexes being Mohawk Manor, Comanche Park and Bradford Apartments. The vacancy rate in the plan area is 15.9 percent as compared to 11.4 percent for the City.

The plan area has seen a decline in housing value since the early 1950s, best illustrated by Figure 6.1 on page 38. The graph shows that property values, while decreasing, do not fluctuate as severely as the rest of the city's housing stock. The previously mentioned values are adjusted for inflation.

Figure 6.1: Medium Home Value in Northland Planning Area, 1960-2010 (inflation adjusted)

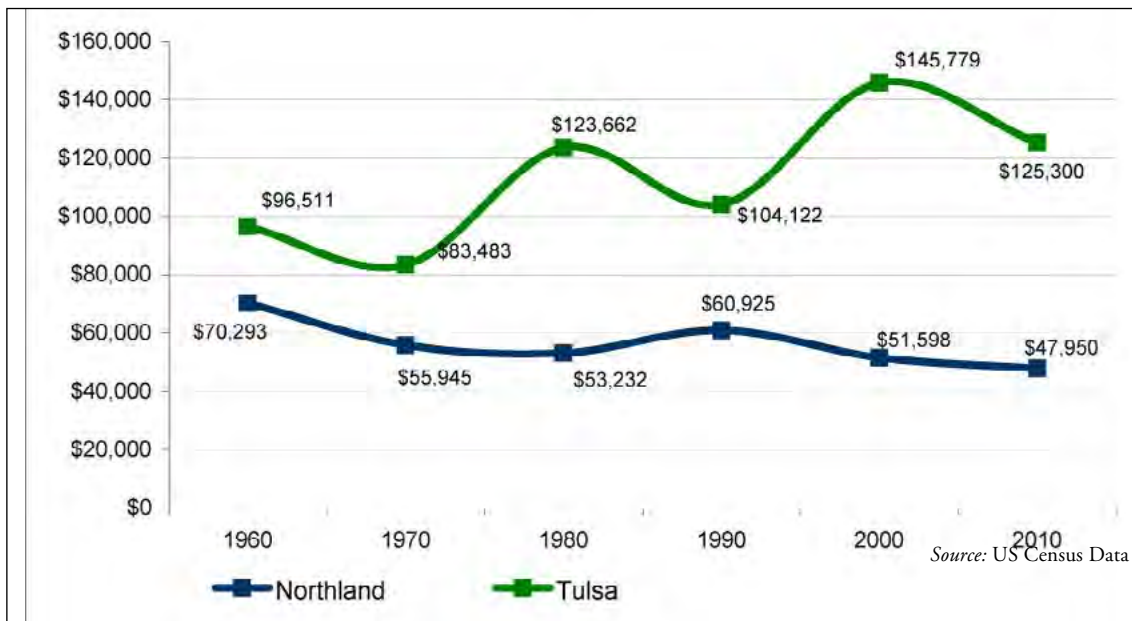


Table 6.1: Basic housing data

	Plan Area		City	
HOUSING TENURE	Number	Percent	Number	Percent
Owner-occupied housing units	1,245	44.5%		53.7%
Renter-occupied housing units	1,555	55.5%		46.3%
HOUSING OCCUPANCY	Number	Percent	Number	Percent
Total housing units	3,328		185,127	
Occupied housing units	2,800	84.1%		88.6%
Vacant housing units	528	15.9%		11.4%

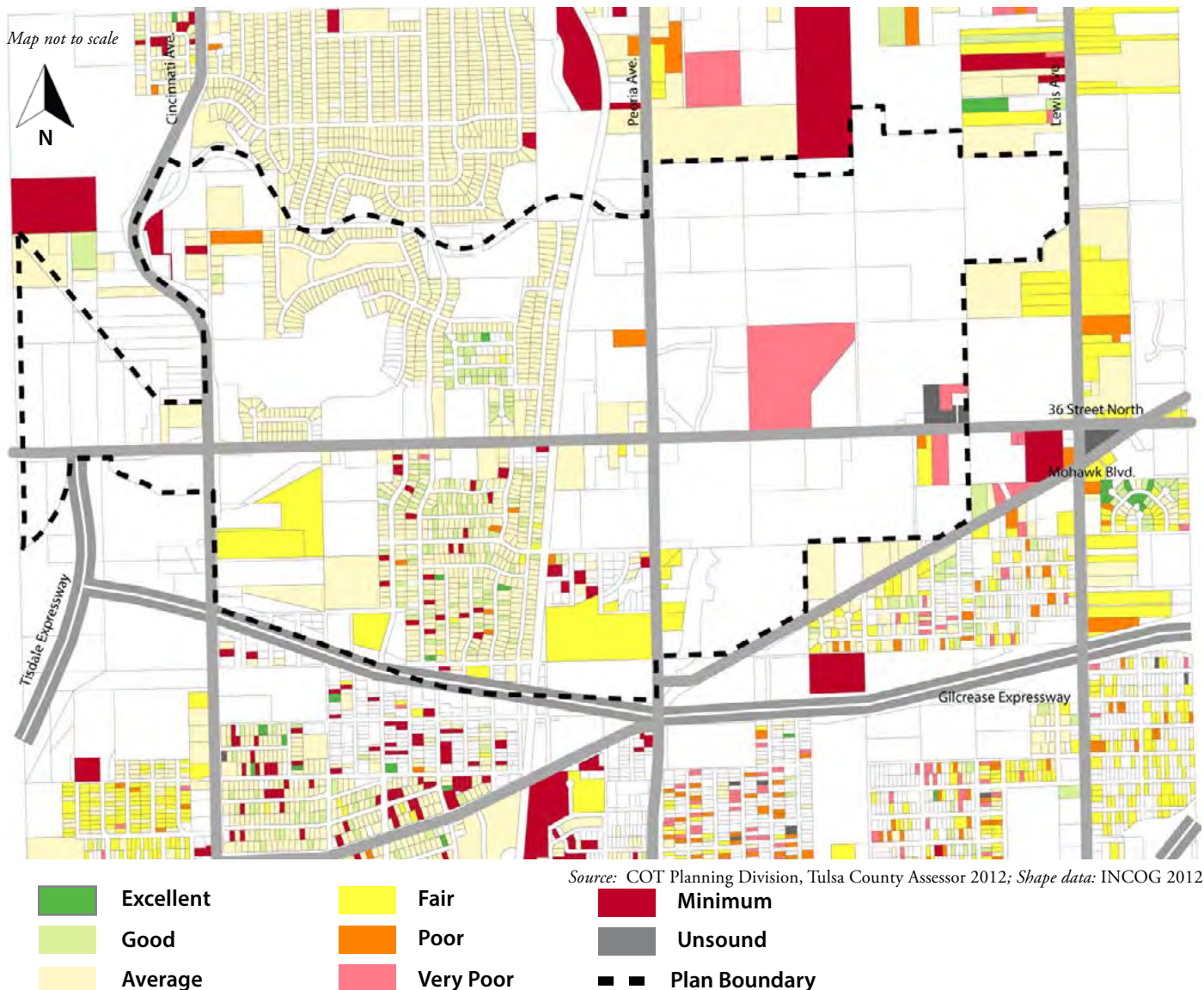
Source: 2010 US Census

Building conditions

Building conditions from Figure 6.2 are determined by the Tulsa County Assessor. Areas that are not colored represent parcels that do not have a structure present or where data are not available.

Most units appear to be in good condition. The areas to the south and the east of the plan boundary have a higher concentration of buildings that are in sub-par conditions.

Figure 6.2: Housing condition



Existing Conditions

PART VI: HOUSING

Current Home Ownership Programs

The following are homeownership programs available for Tulsa residents.

HOME OWNERSHIP PROGRAM (THA)

The Home Ownership Program administered by the Tulsa Housing Authority (THA) provides insight and education on home buying and home ownership. The Home Ownership Program is an eight-hour course divided into three sessions. The Housing Partners of Tulsa, Inc. provides financial assistance with 5 percent of purchase price up to \$5,000 toward down payments and/or closing costs.

To qualify, an applicant must be a “first time homebuyer,” which is defined as someone who has not owned a home in the last three years. Assistance can go towards the purchase of single-family detached homes, manufactured homes, duplexes or condominiums. There are also annual income and debt-to-income stipulations with which the applicant must comply.

FIRST TIME HOMEBUYER'S PROGRAM (CAP)

The First-Time Homebuyer's Program is a part of the Community Action Project's (CAP) non-profit United Way agency in the Tulsa community. The program offers pre- and post-purchasing housing counseling, debt management and credit-repair advice, down-payment assistance and predatory-lending education. The financing for down payment assistance program is wholly or in part funded by the Department of Housing and Urban Development and administered by the City of Tulsa.

“First time homebuyers” who are eligible for \$5,000 in down payment or closing cost assistance are individuals who have not owned a home in the last three years. In addition they must complete the CAP homebuyer's

education program, purchase a home within the City of Tulsa, qualify for bank financing and not exceed the annual income stipulations.

DOWN PAYMENT ASSISTANCES (MTUL)

The Down Payment Assistance Program is overseen by the Metropolitan Tulsa Urban League (MTUL). The program consists of an eight hour, two-session homebuyer education requirement. The first portion of the program is a homebuyer education seminar and the second is a one-on-one readiness assessment. MTUL provides assistance up to 5 percent of home sale price up to \$5,000 with a minimum investment of \$1,000 from the home buyers.

Eligible participants must fall within the income limits identified by the program and home values may not exceed the \$200,000 threshold. Applicants must be first-time home buyers, which means that they cannot have owned a property in the last three years. Eligible properties include single-family detached, manufactured home, duplex or condominium.

Key Findings

- Housing conditions are better than areas adjacent to plan area
- High percentage of rental units in plan area
- Community has home ownership programs available for first-time home buyers
- Home values significantly lower than rest of City
- Home values historically differ from citywide trends

Existing Conditions

Part VII: Parks, Trails and Open Space

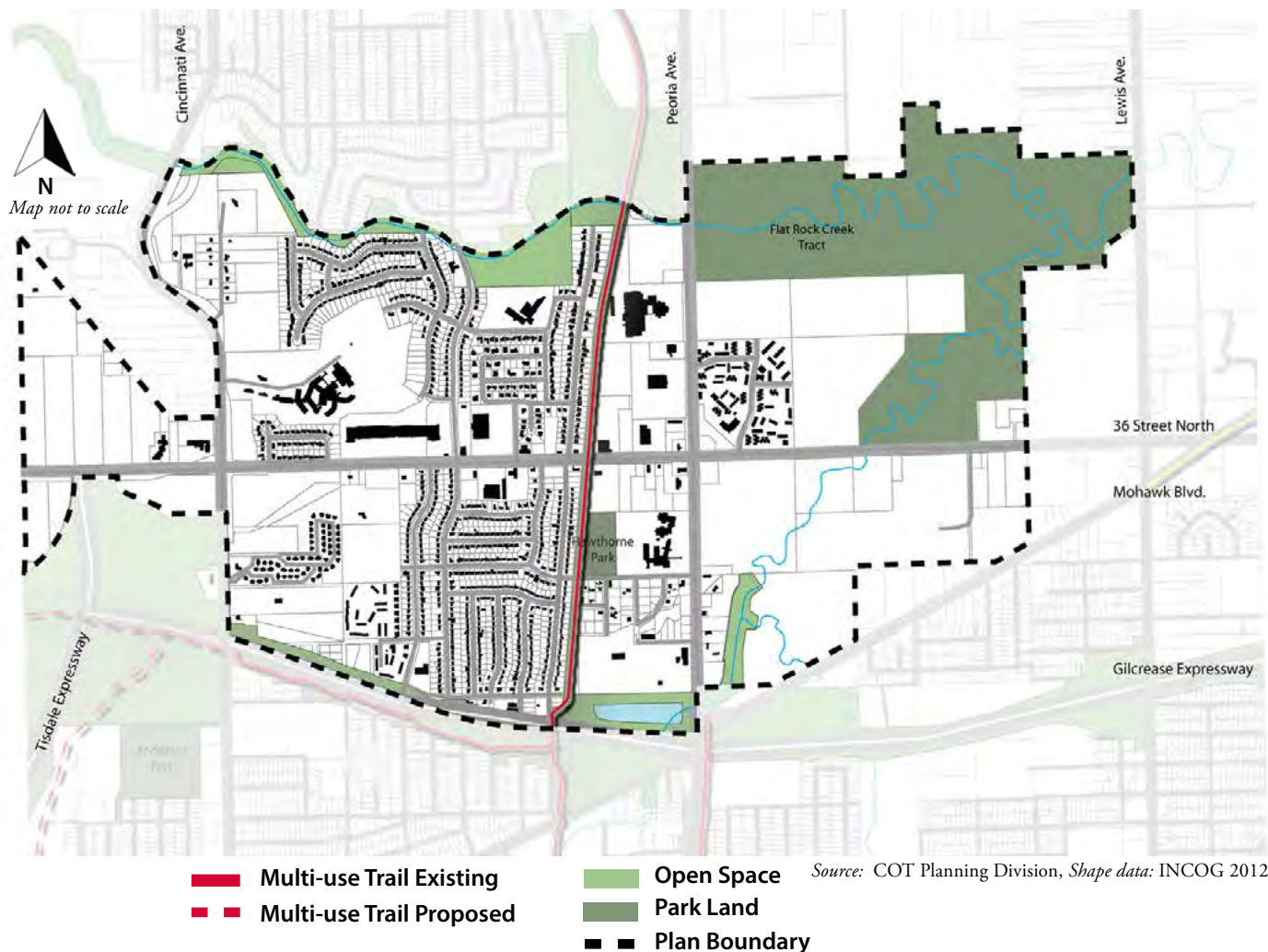
The 36th Street North plan area includes one park, one trail, one large tract of undeveloped park land and a variety of open spaces. Much of this open space is associated with stormwater treatments along Dirty Butter Creek and Flat Rock Creek. The Gilcrease Expressway right-of-way contains an open-space buffer to the adjacent residential neighborhood. Due to land adjacent to the creeks and the freeway, there is plentiful open space near the plan-area boundaries.

The Comprehensive Plan identifies the total amount of land designated for parks and open space to be

241 acres, which is approximately 18.7 percent of the total plan area. A significant portion of that area is the undeveloped Flat Rock Creek tract which is owned by the City of Tulsa and currently used as a passive stormwater management area.

The designated park land and open space is contiguous and spans across the plan area. However, overall user access and ease of travel through and into these areas is limited to the developed Hawthorne Park and Osage Trail. The total area designated to these amenities is 19.23 acres, which is 8.0 percent of the overall designated park land and open space.

Figure 7.1: Parks, trails and open space



Existing Conditions

PART VII: PARKS, TRAILS AND OPEN SPACE

As a means to identify supply of parks and/or recreation opportunities, staff assessed park area coverage in the plan area. Figure 7.2 shows portions of the plan area that are within 1/2 mile of a park. The plan area has a coverage rate of 54.7 percent with 706.9 acres of the total 1292.6 being within the 1/2 mile distance of a park. The area where there is a lack of park coverage is the northwest portion of the plan area. While there are some recreation amenities located at the Whitman Elementary school, those resources are not always available for public use and therefore were not considered in this inventory.

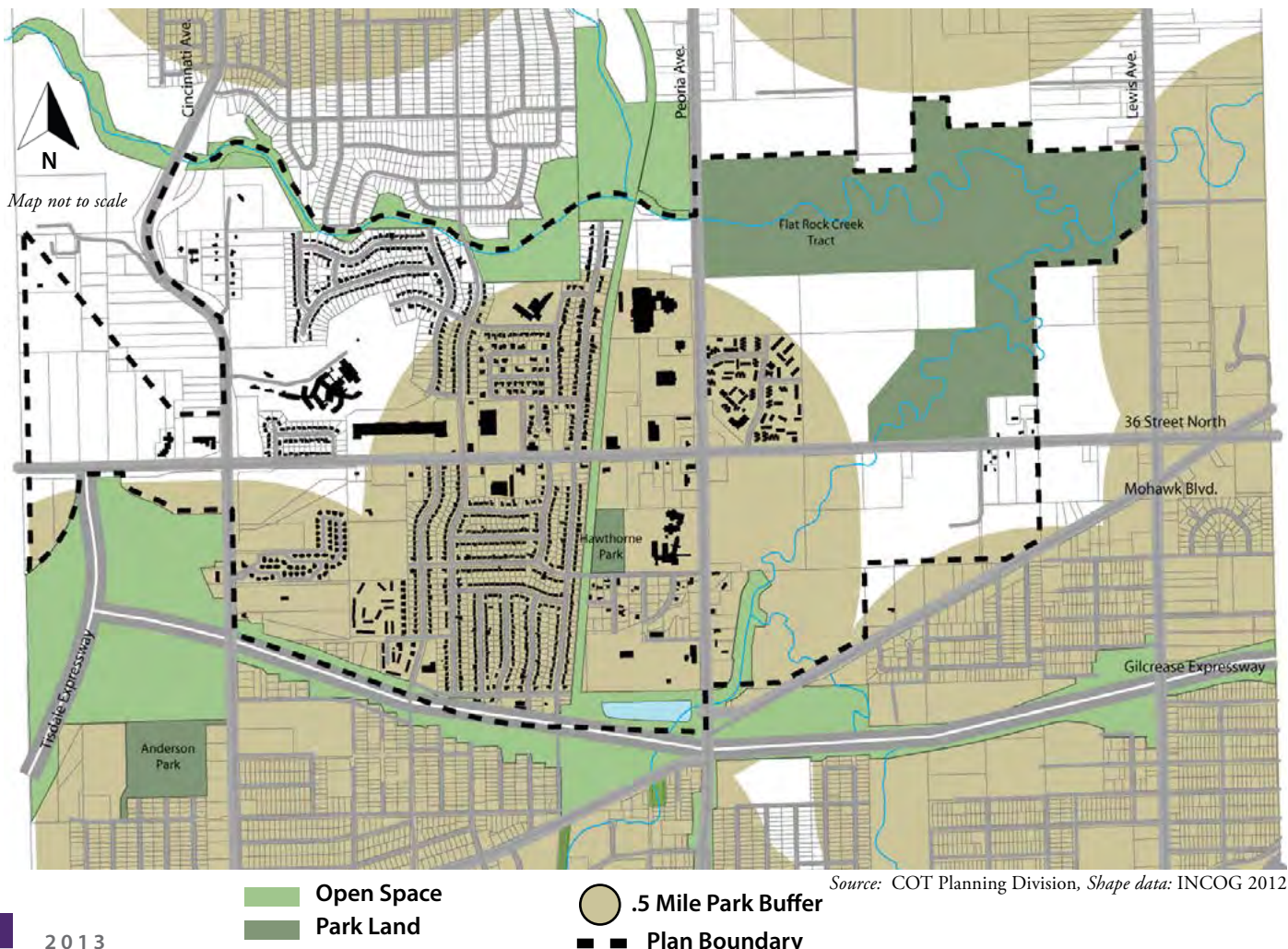
Hawthorne Park

Hawthorne Park (5.27 acres) is classified as a neighborhood park. The park contains two basketball courts, a backstop and an assortment of playground equipment. The park also contains a pool facility that is currently not operational.

The Osage Trail

The Osage Trail is a 14.6-mile multi-use trail that starts at the OSU-Tulsa campus and currently extends to the city of Skiatook. The trail is currently planned to be extended north toward the city of Pawhuska. This trail is linked to other regional trails in the Tulsa Metropolitan Area.

Figure 7.2: Parks buffer



Mohawk Park

The City of Tulsa's Mohawk Park is located a little more than two miles to east of the plan area. While this 2,820-acre regional park lies outside the plan boundary, its proximity serves as a well-known amenity for the plan area. The park contains a playground, nine miles of trails, picnic shelters, a disc golf course, a sports field, and concessions. It is also home to the Mohawk Golf Course, Oxley Nature Center and the Tulsa Zoo and Living Museum.

Key findings

- Large tracts of undeveloped land
- Access to regional trail system
- Good park coverage
- Existing facilities lack maintenance



Play equipment at TPS's Hawthorne School playground



Closed pool facility at Hawthorne Park



Osage Trail, which bisects the plan area

Existing Conditions

Part VIII: Legacies and Urban Design

Urban design

The 36th Street North plan area has an aesthetic strength in its single-family residential fabric. This section will primarily highlight that strength through images from the plan area. The land-use section of this chapter noted that a majority of the plan area, especially commercial areas, were considered to be “Areas of Growth.” This document will highlight recent developments in those areas that have improved the urban design aesthetic.

Housing

The following images represent the area’s typical ranch-style houses, and a relatively new custom home. These are both examples of the high-quality housing stock in the plan area. The area does have some dilapidated homes, but this is more of an exception than the rule. This is supported by Figure 6.2 (pg. 39), which identifies plan-area building conditions.



Ranch house in plan area



Newer custom home



Dilapidated home

Residential streetscape

A majority of the plan area consists of single-family residential structures with similar street treatments. The corresponding images identify some of the differences.



Residential street with a full street-tree canopy



Street with sidewalk set further back



Hartford Avenue and 39th Street North intersection, looking south; sidewalks are located on both sides of the street.

Existing Conditions

PART VIII: LEGACIES AND URBAN DESIGN

Modern Structures

The recently constructed Wayman Tisdale Specialty Clinic and the North Tulsa Educare facilities are good additions that positively contribute to an improved urban aesthetic.

With their use of quality construction materials and careful design considerations they set a precedent for development in the plan area.



Wayman Tisdale Clinic



Educare, North Tulsa

Source: RDG Planning and Design

Past Elements

The two images below are remnants of earlier structures which, if renovated could provide positive impact on the urban aesthetics.



Old gas station building on Peoria Avenue
2013



Northland shopping center sign

Urban Design Components

Urban design aesthetics extend to non-building elements. Design elements such as brick mailboxes serve as streetscape elements, while providing aesthetic and functional value. Emergency contact stations are functional elements of urban design that can also improve the local sense of security. The emergency contact station and the brick mailbox are both currently existing urban-design components that could be replicated throughout the plan area.



Brick mailbox



Emergency contact station

Key Findings

- Recent building developments have strong modern building aesthetic
- Opportunity to revitalize older structures
- Single-family residential is a major component of the urban aesthetic

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Vision

Introduction

The vision chapter reflects the community’s ideas for the future of the 36th Street North Corridor. This vision relies heavily on public input and consideration of existing conditions to identify key development opportunities. By articulating a consensus vision, the plan can recommend a course of future action. By showing development concepts which reflect the vision, this chapter illustrates actionable items that can be implemented. Lastly, the desirable outcomes will represent the ideal, discrete measures of the plan’s success at the end of its horizon.

Chapter Contents

Part I: Vision Statement..... 50

Part II: Plan Vision 51

Part III: Development Concepts 64

Part IV: Desirable Outcomes 69

Vision

Part I: Vision Statement

The Tulsa Comprehensive Plan directs each small area plan to answer the question, “What do we want this area to be like in 10 to 20 years?”¹

The vision phase of this planning process began during the Vision Workshop on September 8th, 2012, when workshop participants collaborated through discussion and design to envision a future for the plan area. During the three subsequent Citizen Advisory Team (CAT) meetings, stakeholders crafted this vision statement:

In 20 years the community of the 36th Street North Corridor will...

- *be an attractive, inclusive and secure family-oriented community with a variety of housing types, meeting the lifestyle needs of its multi-cultural residents.*
- *be well-connected to the greater Tulsa area through choices in transit, and will capitalize on its proximity to downtown, the Gilcrease Museum, the airport, and many other attractions. There will be a pleasing pedestrian environment that encourages an active, healthy lifestyle.*
- *consist of a skilled, entrepreneurial workforce that contributes to a diverse, vibrant local economy and retail service sector, attracting visitors from across Tulsa and beyond.*
- *promote sustainable practices in the built environment and be respectful of the natural environment. The community will take advantage of its open-space resources to promote optimal recreation opportunities for all ages.*



¹ 2010 Comprehensive Plan, pg. AP-5

Vision

Part II: Plan Vision

The foundation for this chapter's content is based on the following inputs:

- Response and feedback related to existing conditions research from CAT members and other stakeholders;
- Concepts generated by participants at the Visioning Workshop, with assistance from volunteer design professionals from local chapters of the American Institute of Architects (AIA) and the American Society of Landscape Architects (ASLA); and
- Subsequent refinement of those concepts by staff and design professionals, resulting in "Big Ideas" to inform the Vision.

Citizen feedback to existing conditions

Four key factors were identified through citizen feedback to the existing conditions research. These factors were used to frame further discussions regarding the plan area's opportunities and challenges.

1. The plan area has a strong and affordable single-family residential component, which represents the

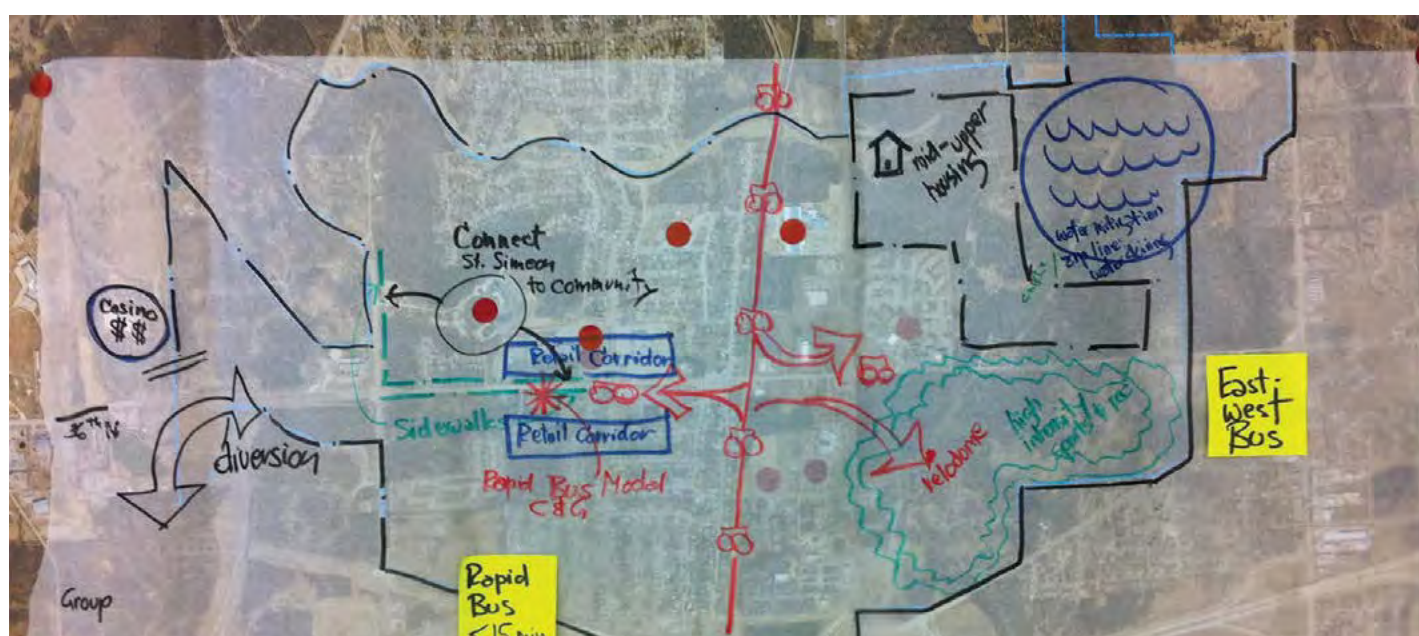
majority of the plan boundary's Areas of Stability.

2. The plan boundary is largely represented by Areas of Growth.
3. Much of the area's open space and park land lies in the floodplain.
4. The area lacks an integrated transportation component in which sidewalks, bus and general traffic circulation patterns complement each other.
5. Negative perceptions about the plan area are a major concern of local citizens and an impediment to local economic development.

Visioning Workshop, September 2012

Following a plenary address from consultants Perkins+Will and a brief presentation on the plan area's existing conditions, stakeholders began an afternoon-long design workshop.

With the assistance of the design professionals, stakeholders developed four unique concepts for the future of the plan area. Each stakeholder group was provided with a similar



One of the plan concepts produced at the workshop

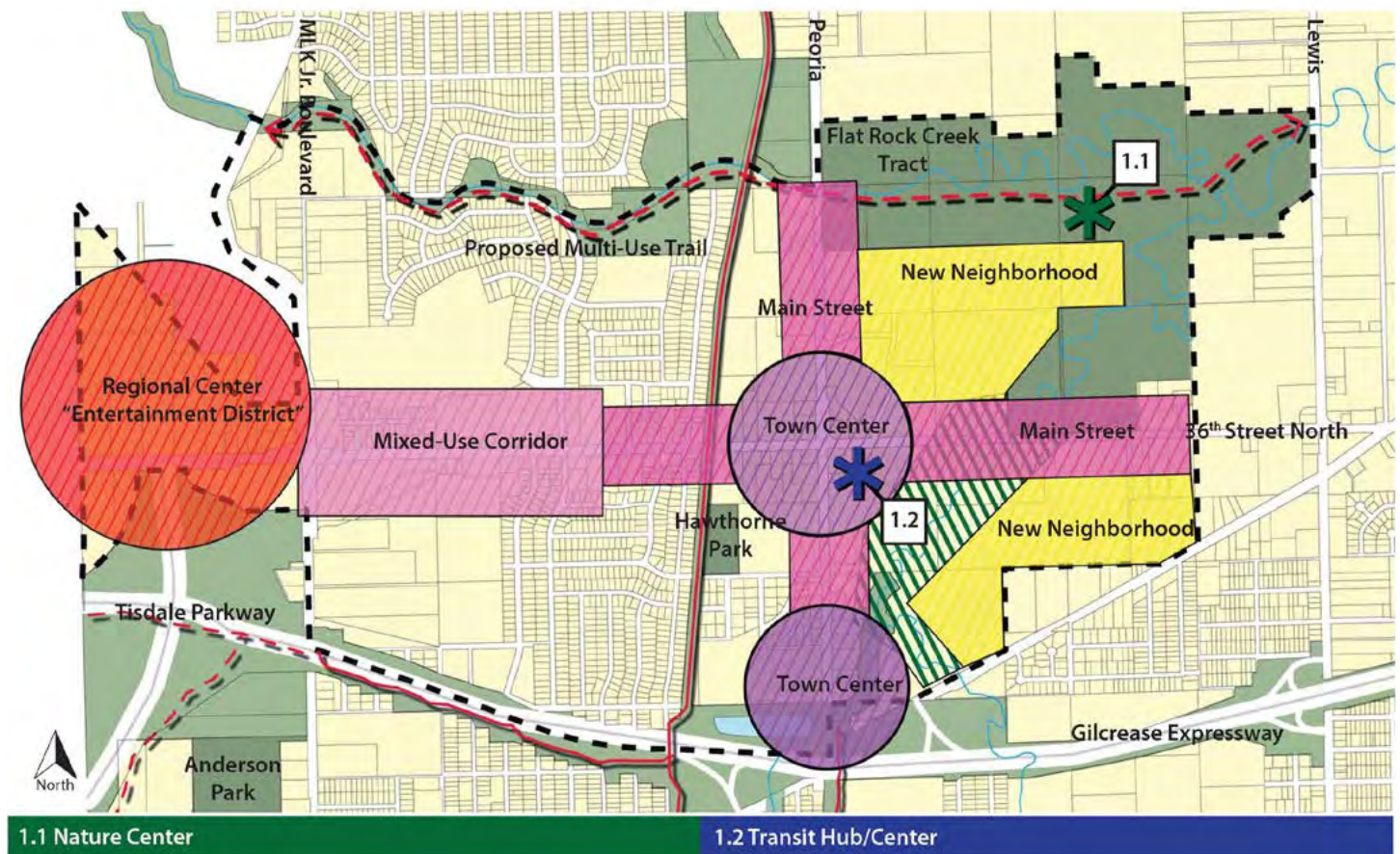
tool kit to perform the activity. The tool kit included a series of maps that identified existing conditions, along with reference materials that included area land-use facts.

The Tulsa Comprehensive Plan also provides two specific land-use tools to further focus the vision discussion. These tools are the Stability/Growth map, and the Comprehensive Land Use map. The Stability/Growth Map was used to identify the parts of the plan area where changes to the built environment are appropriate. The Comprehensive Plan Land Use Map provided guidance for future land-use treatments.

Equipped with this tool kit and technical assistance, stakeholders placed translucent paper over the large maps and, through dialogue with the design professionals, illustrated their vision with design solutions to solve the plan area's key issues.

Several themes arose from the workshop. First, there was a general consensus that the land in the eastern part of the plan area was ideal for new neighborhoods, depending upon flood mitigation. Trail, public facility and park improvements also factored into every group's vision. Those improvements varied from a nature center in the northeast, to a trail running along the ridge in the western part of the plan area, to Osage Trail

Figure 2.1: Transit-Oriented Development Big Idea



trailhead/refresh stations, to other facilities (such as an amphitheater). Also, all groups imagined a regional family-centered entertainment district directly east of the Osage Casino. All groups concluded it would be ideal to encourage complimentary entertainment businesses in the plan area's boundaries.

By the end of the workshop, stakeholders had produced four different plan concepts on translucent paper. Over the next two months, city staff and local design professionals deliberated on the workshop results. From these results, they created three different concepts of the future for the plan area. The input from the workshop informed the development of the “Big Ideas.”

The Big Ideas were design concepts that provided graphic examples of the potential futures for the plan area. The three Big Ideas were entitled “Transit-Oriented Development,” “Main Street Infill” and “Grand Boulevard.” The differing elements of each “Big Idea” can be attributed to the specific suggestions from the workshop; similarities in the Big Ideas arose from commonalities in the workshop results.

Transit-Oriented Development Big Idea

In this concept (Figure 2.1), medium-scale development is centered around the 36th Street North and Peoria Avenue intersection. This intersection would have a mix of land uses in a compact, walkable form, and take advantage of readily accessible public transit, including

Figure 2.2: Main Street Big Idea

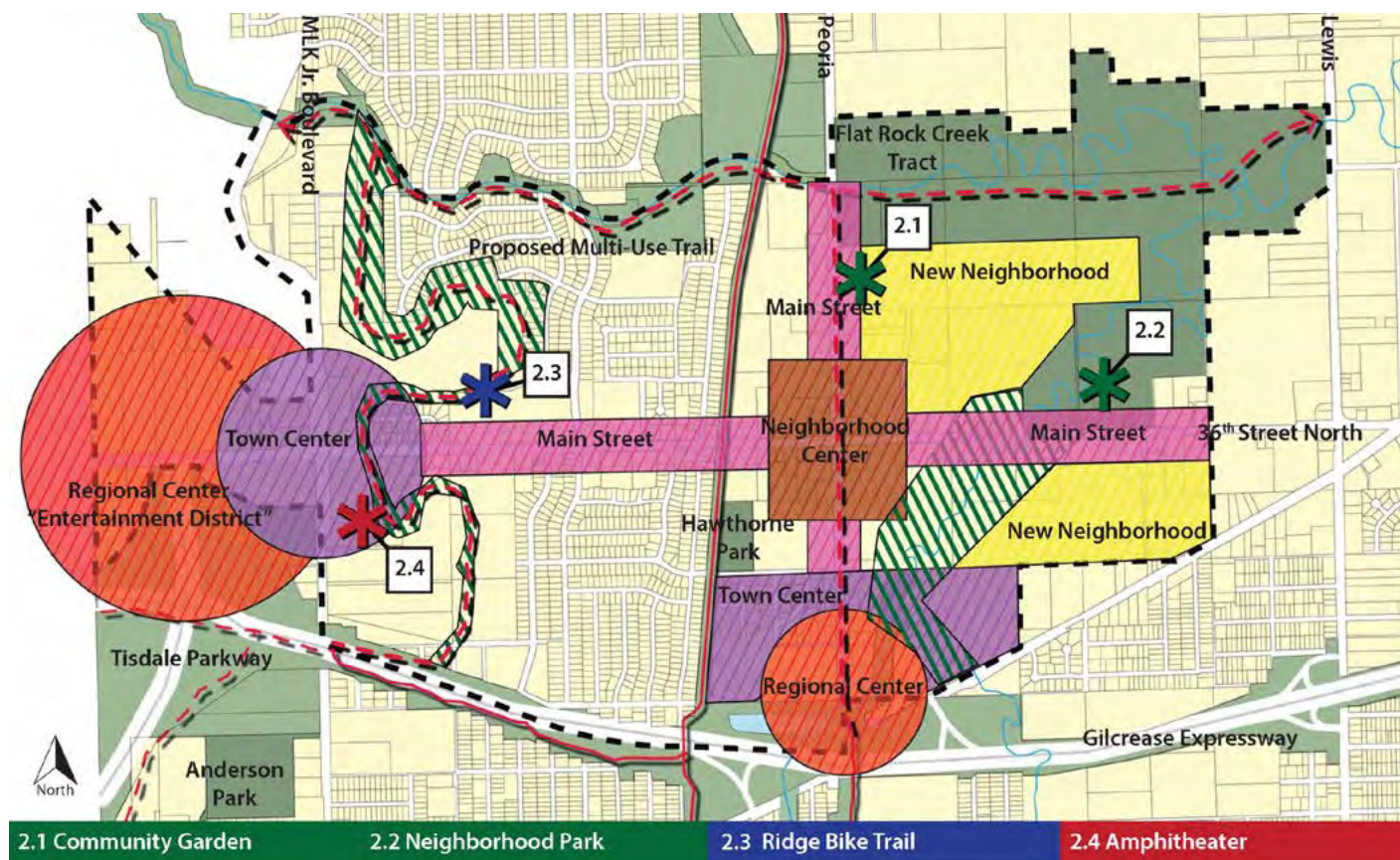
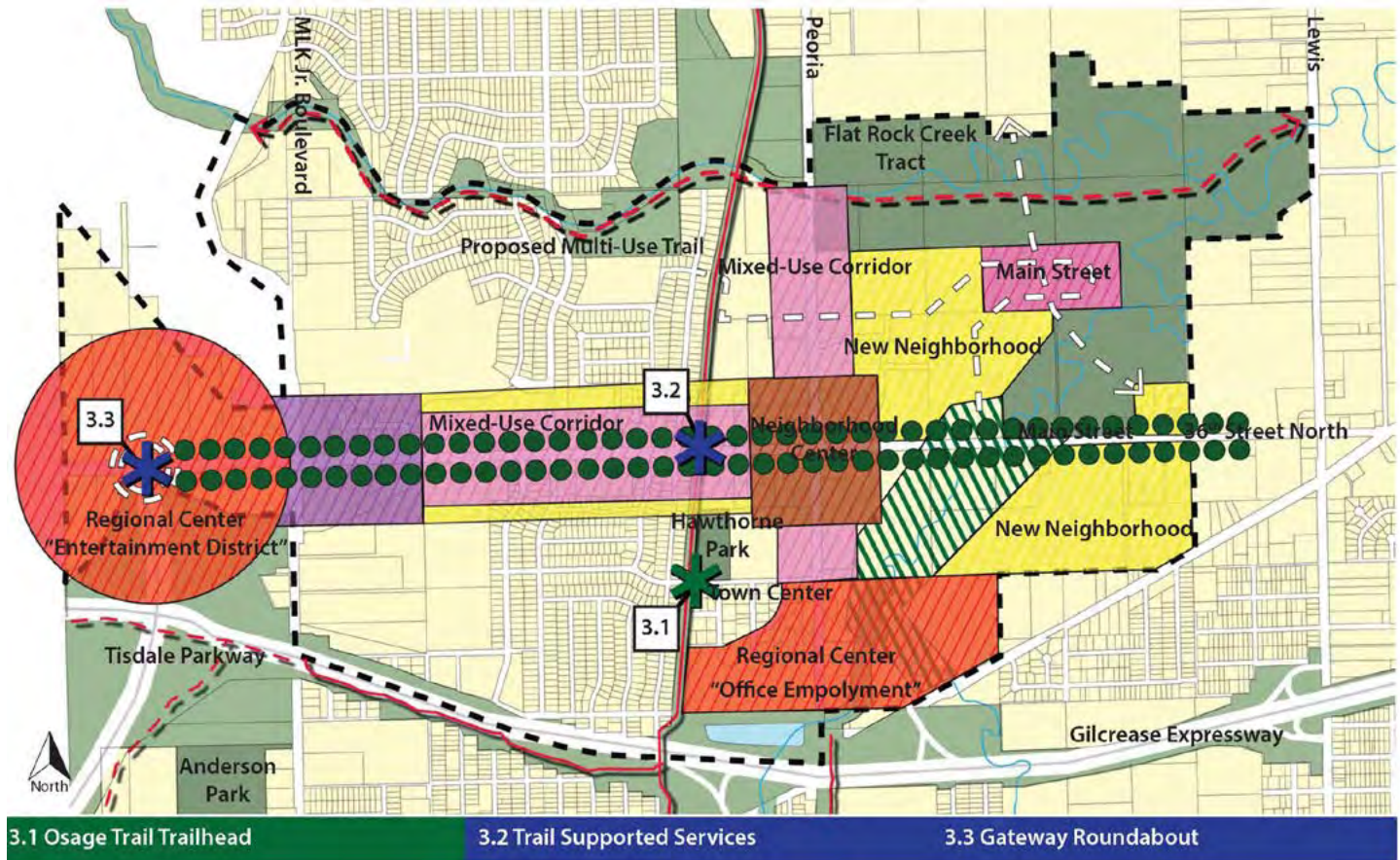


Figure 2.3: Grand Boulevard Big Idea



the potential for bus rapid transit. A transit hub would be the centerpiece of that intersection's development, with a variety of connections to other parts of the plan area.

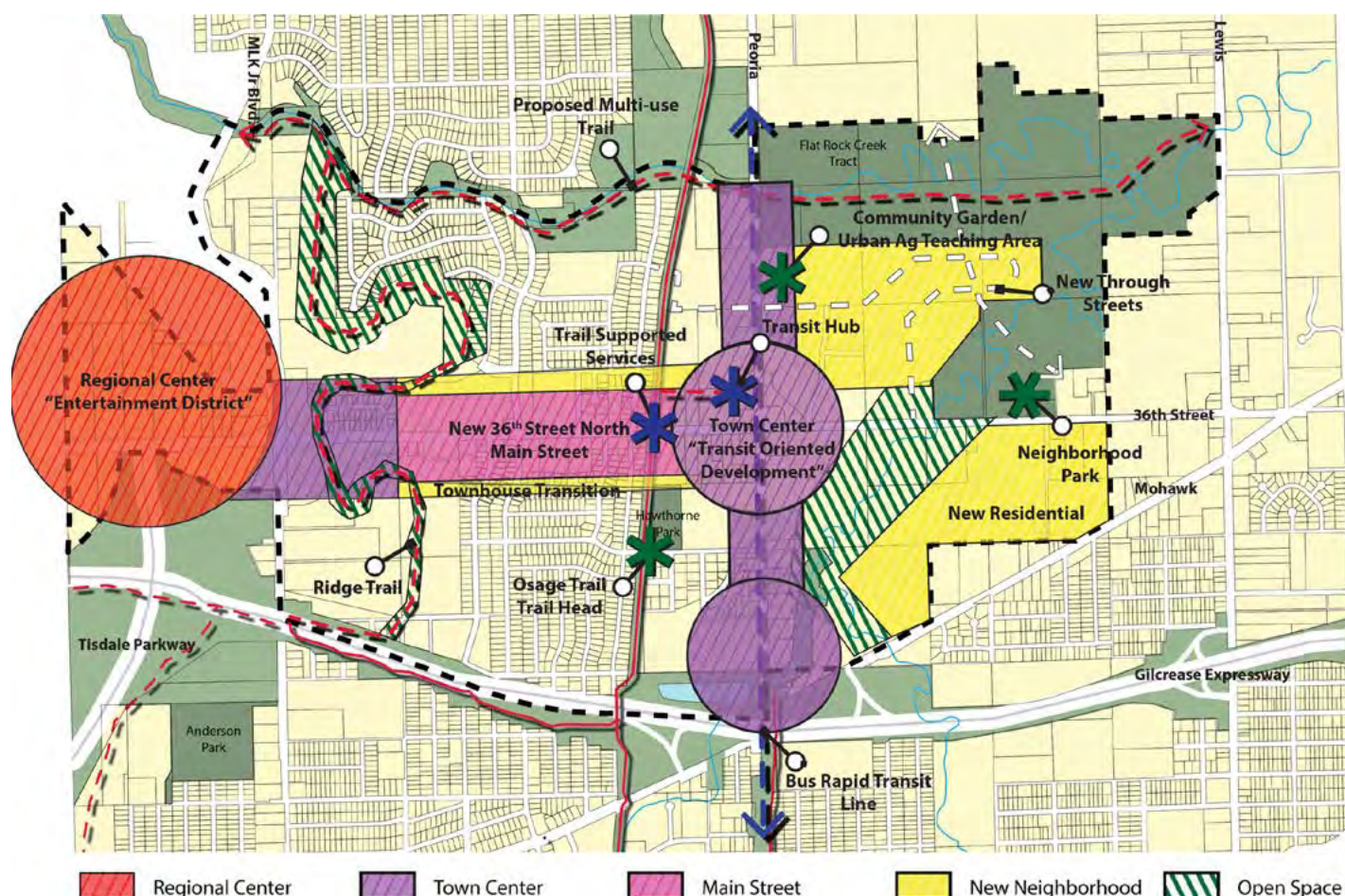
Main Street Infill Big Idea

This concept imagined significant infill along the 36th Street North corridor. That infill would shape the built environment as a walkable service-oriented main street district. This concept targeted more intense development for the fringe of the plan area, taking advantage of the easy access to the Gilcrease Expressway and the Tisdale Expressway. It also imagined many neighborhood amenities, including parks and an amphitheater

Grand Boulevard Big Idea

The main premise of this concept is a large greenspace beautification effort along the 36th Street North corridor. This concept called for less intense development along the corridor, with a gradual transition of more-intense development in the adjacent residential neighborhoods. Regional centers were concentrated near the highway interchanges.

Figure 2.4: Consensus Vision



Final consensus vision

All three Big Ideas were presented to the Citizens Advisory Team and the public at the University of Oklahoma Wayman Tisdale Specialty Health Clinic, located on 36th Street North. Feedback was collected through both paper surveys and in-person discussion. Plan area stakeholders were asked which of the three Big Ideas was most desirable, or if a combination was most preferable. They also shared their preference on supporting elements such as trails, or community gardens. The feedback identified the citizen preference to be a combination of the Big Ideas of Main Street Infill and Transit-Oriented Development.

The final vision for the 36th Street North Corridor promotes the multi-modal street designation of Peoria Avenue. A Town Center designation will support a transit-oriented development project at the intersection of 36th Street North and Peoria Avenue.

The portion of 36th Street North west of Peoria Avenue is designated to be a Main Street Corridor, transitioning to a Town Center designation as it approaches the 36th Street North at Martin Luther King Jr. Boulevard. This is so designated in order to support pedestrian-friendly businesses along that corridor.

The Tisdale Expressway feeds into the Regional Center along 36th Street North. The intent is to capitalize on the area's proximity to Osage Casino and create an entertainment destination for the greater Tulsa area.

Other amenities in this final vision include trail improvements along Flat Rock Creek, a new trail along the western ridge, new parks, a new community garden and new neighborhoods in the east.

As a whole, the final consensus vision promotes the variety of housing, jobs, transit options and lifestyle opportunities citizens envisioned, while respecting and supporting the stable residential portions of the plan area.

Land Use

To help achieve the plan's consensus vision, the plan recommends changes (Figure 2.5) to the current Land-Use Map. Since they are based on the consensus vision, these changes reflect the citizen input. A comparison of

Figure 2.5: Future Plan Area Land-Use by Parcel

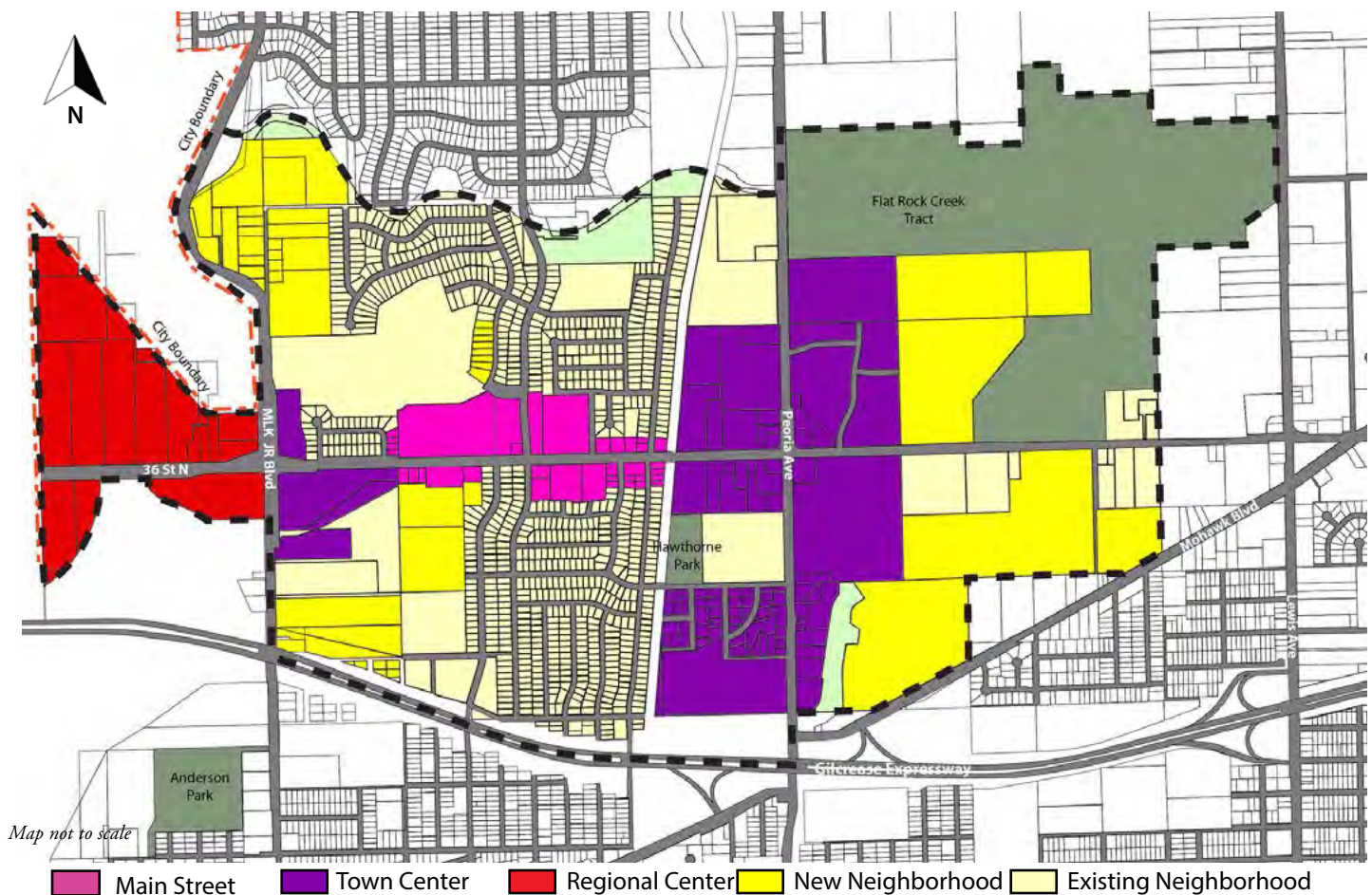


Table 2.1: Comprehensive Land Use Changes

	Current		Proposed	
	Acres	%total	Acres	%total
Existing Neighborhood	408.07	31.57%	369.16	28.56%
Park land	214.20	16.57%	214.20	16.57%
Town Center	210.87	16.31%	177.81	13.76%
New Neighborhood	196.98	15.24%	214.61	16.60%
Roads, right of ways and miscellaneous	170.05	13.16%	170.05	13.16%
Regional Center	65.52	5.07%	80.52	6.23%
Main Street			39.34	3.04%
Open Space	26.85	2.08%	26.85	2.08%
Employment	0.02	0.00%	0.02	0.00%
Total area	1292.56		1292.56	

Source: INCOG 2012

the changes can be found in Table 2.1. The changes show a reduction of the designation of Town Center and Existing Neighborhood with additions to designations of Regional Center, New Neighborhood and Main Street. Some of these differences can be accounted for by improper or inappropriate designations in the Comprehensive Plan. This small area plan provides the opportunity to realign the Comprehensive Plan designations with the community's vision.

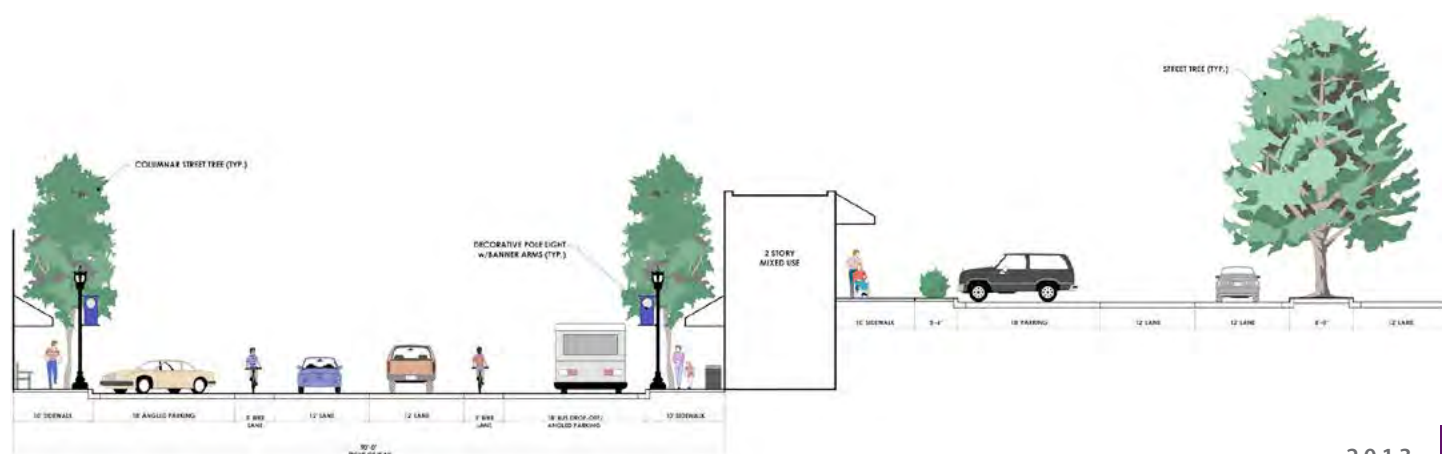
Figure 2.6: West end of 36th Street North

Figure 2.7: 36th Street North

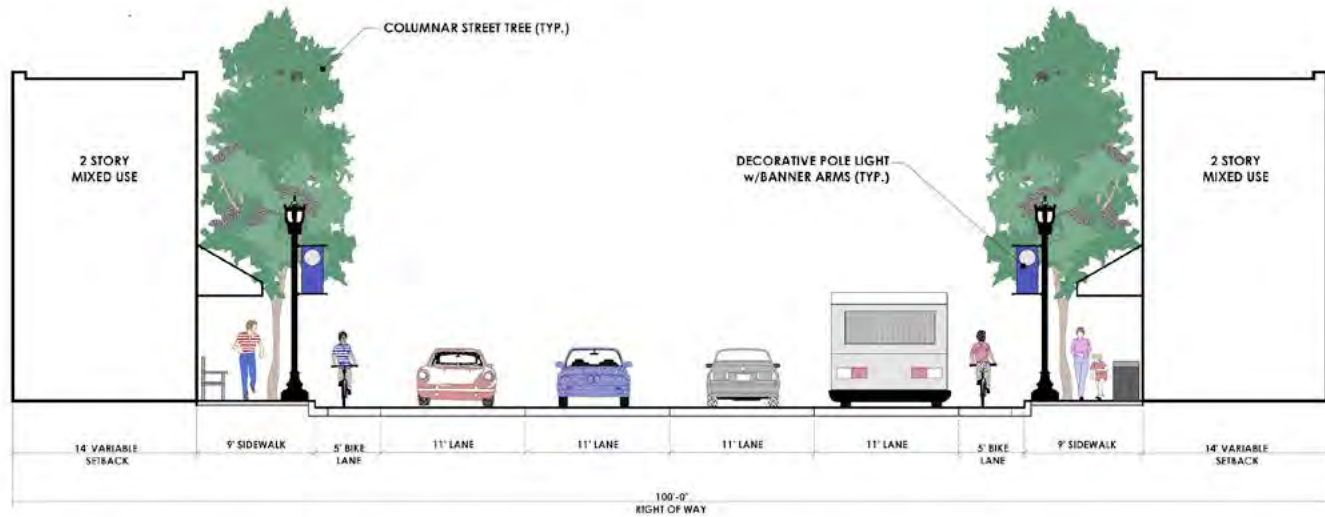


Figure 2.8: Peoria Avenue

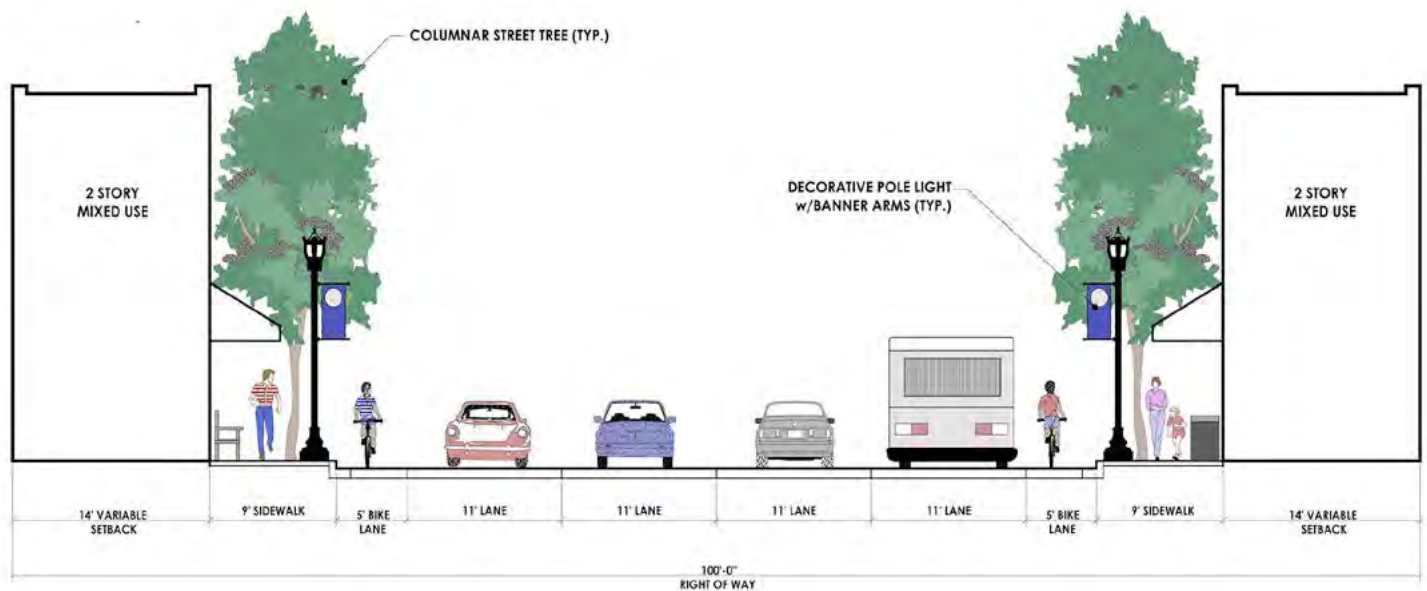


Figure 2.9: 39th Place/Street connection (illustrated in blue)



Transportation

The vision identifies two major transportation components: increased investment and efficiency of the area's public transportation options, and an approach to street improvements which supports pedestrian and non-automobile uses.

These corresponding street sections (Figures 2.6 through 2.8) provide insight into how to meet the stakeholder vision for major thoroughfares of the plan area. These sections identify how transit, automobiles, bicycles and pedestrians would interact within the right of way.

In order to meet the vision goals for transportation, the plan needs to address the lack of an east-west connection north of 36th Street North. Figure 2.9 identifies the extension of 39th Place/Street North to connect both sides of plan area that are currently split by the Osage Trail. This addition will improve access for those working and living adjacent to Walt Whitman Elementary School to the proposed Peoria Avenue bus rapid transit service.



Housing

A key existing strength of the plan area is its high-quality single-family housing stock. The vision supports that quality, and seeks to add more housing choice. Plan-area stakeholders felt that increasing housing options would help encourage growth. When stakeholders were asked about their preferred housing choice, single-family, apartment, townhouse or live-work units all received positive responses; apartments were, however, the least preferred of those options.

The plan area has the opportunity to use transit-oriented development to support alternatives to traditional single-family neighborhoods. For example, this type of development could help transform the Comanche Park Apartments into a more cohesive part of the neighborhood. Many of the area stakeholders were concerned that future growth would displace Comanche Park residents. Given that development's structural lifespan, further work and partnerships are required to ensure a cohesive, equitable and high-quality reimagining of the property.

Figure 2.10: Economic focus areas within and adjacent to plan area

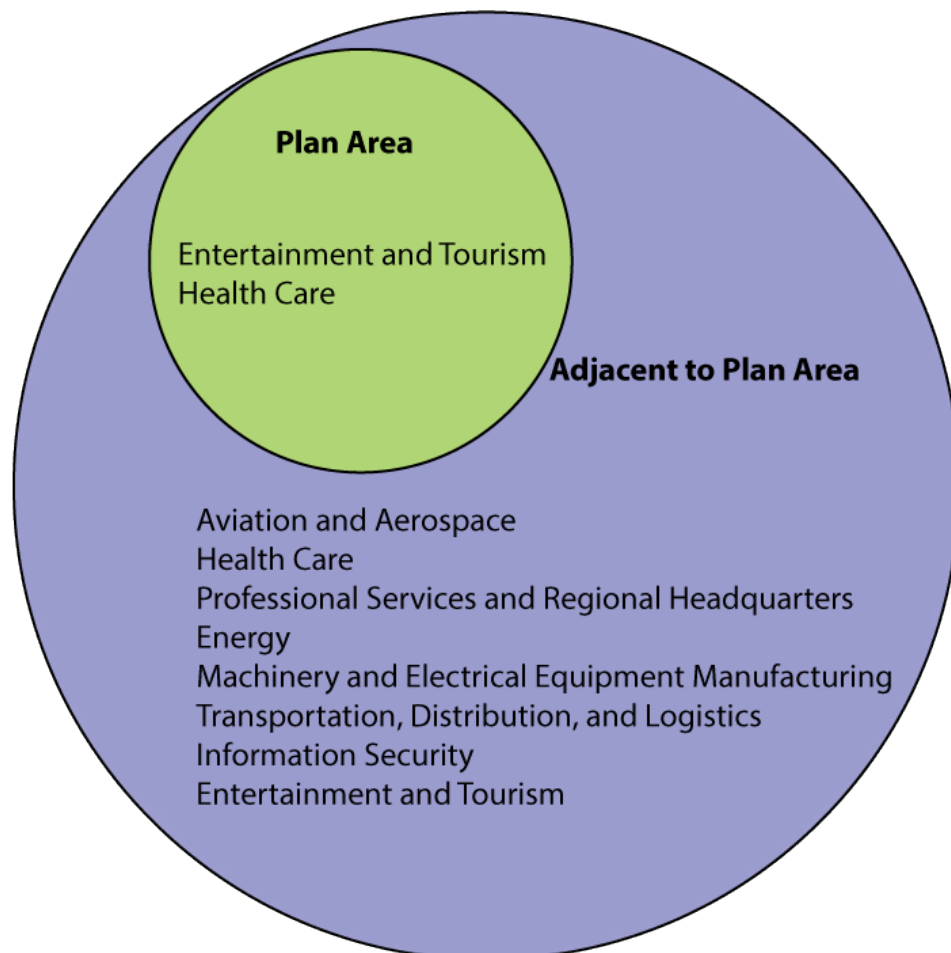


Figure 2.11: Multi-use nature trail rendering



Figure 2.12: Ridge trail rendering



Figure 2.13: Hawthorne Park trailhead rendering



Economic Development

Improving the local economy is essential to the stakeholder vision. The Comprehensive Plan identified a number of focus areas for economic growth. The community includes two of these economic focus areas. All key focus areas are nearby or adjacent to the plan area (Figure 2.10). The proximity to these industries should encourage investment in the plan area. The City of Tulsa's economic development efforts should promote the area to support services for the identified industries.

Parks, Open Space and Environmental Features

The vision emphasizes the plan area's local, valuable and attractive open spaces. An expanded trail system will

Figure 2.14: Community garden rendering



Figure 2.15: Neighborhood park rendering



create a citywide recreation attraction and encourage an active lifestyle. Proposed trail additions include a ridge trail along the natural feature that bisects the plan area, and a Flat Rock Creek trail that parallels the plan area's north boundary. The Flat Rock Creek trail would extend to Mohawk Park to the east and the Osage Casino to the west. An Osage Trail trailhead in Hawthorne Park would provide the necessary infrastructure to make it a citywide draw, and should provide parking, a picnic shelter and amenities currently lacking in area parks.

Stakeholders were concerned about the health of current and future residents. One opportunity to address this is the addition of a community garden. In addition to providing access to fresh produce, the community garden was envisioned to offer opportunities for community-building, education and entrepreneurship. The garden has a potential for collaboration from the area's social, education and civic organizations. Further discussion about how existing institutions can develop an impactful community garden should be actively pursued.

Recreational improvements should focus on the existing Hawthorne Park, and on nature-based recreation activities in the Flat Rock Creek area. With new neighborhoods identified as part of the vision, future recreation demands will likely be solved with the addition of an adjacent neighborhood park.

Legacies and Urban Design

An important element of the vision is the establishment of a unique, positive identity for the area. This effort should be an inclusive citizen-led effort with the purpose of invigorating the plan area. Once this branding effort has completed, a way-finding study should follow. The purpose of the way-finding study would be to further the new brand's impact. The creation of illustrative signage would embrace and promote the plan area's new, unique identity, in addition to improving orientation for plan area visitors, similar to what has occurred in downtown Tulsa.



Educare, North Tulsa

Source: RDG Planning and Design



Wayman Tisdale Clinic

The plan area has seen the recent addition of buildings with modern architectural aesthetics of the Wayman Tisdale Specialty Health Clinic and Tulsa Educare Hawthorne. Future development in the area has the opportunity to build upon these additions to help focus and establish an unique identity for the area.

Vision

Part III: Development Concepts

These site development concepts are *guiding design concepts, not prescriptive specific site plans*, and are meant to illustrate how the vision's ideals could look on the ground at specific locations within the plan area.

The development concepts also show how this plan's recommendations (Chapter 5) would appear as built.

Each site was chosen for how it illustrates various key issues. The sites and treatments are described to the right.

1) Transit-oriented development, including a bus rapid transit stop, near the intersection of 36th Street North and Peoria Avenue.

2) Walkable main street development along 36th Street North

3) A regional entertainment center near the intersection of the L. L. Tisdale Expressway and 36th Street North

An illustrative final vision map shows building footprints of the ideal future improvements.

Figure 3.1: Development concept locations



Development concept 1: Transit-oriented development

A proposed bus rapid transit line will run from 81st Street South and Lewis Avenue north along Peoria Avenue, eventually terminating at the intersection with 38th Street North. At this terminus, the vision foresees a transit hub with complementary walkable uses - retail and office businesses, and mixed-use live/work structures - located around the transit hub.

As shown in Figure 3.2, new buildings along the corridor should be oriented to the street. This figure shows an *aspirational* depiction of what the area wants to be, not its definite future. While not specifying the exact site of the transit hub, it should be near (or slightly north of) the intersection of the 36th Street North and Peoria Avenue. This way, residents in and near the current Comanche Park area would be within walking-distance of transportation to jobs and services throughout the metropolitan area. A community garden, northeast of the transit hub, would provide food and recreation opportunities locally.



Figure 3.3: A community garden near the transit hub



Figure 3.2: Transit-oriented development aspirational building footprint



Development concept 2: Walkable Main Street

The vision encourages walkable infill development along 36th Street North. Existing suburban-style development, with its wide parking lots, has room for street-facing infill. Buildings that replace suburban-style development should aim to be street-oriented.

One- to three-story structures would be street-facing in order to provide the easiest pedestrian, cyclist, and mass-transit access. Tree plantings and other landscape improvements will promote a pleasing pedestrian environment, help positively brand the area to passers-through, and encourage healthy walking-based activities for local residents.



Figure 3.5: Rendering of 36th Street North/
Peoria Avenue intersection



Figure 3.4: Walkable Main Street building footprint



Development concept 3: Regional entertainment center

Given the existing regional draw of the Osage Casino, and that area's close proximity to both the L.L. Tisdale and Gilcrease Expressways, stakeholders foresaw the western end of the plan becoming a regional entertainment center, ideally with family-friendly businesses (per stakeholder vision). Shopping, movies, and other recreation facilities would have ample space in the area's largely undeveloped land. Spillover from the entertainment/shopping center's development could spur development along the 36th Street North corridor.



Figure 3.6: Movie theater in regional entertainment center



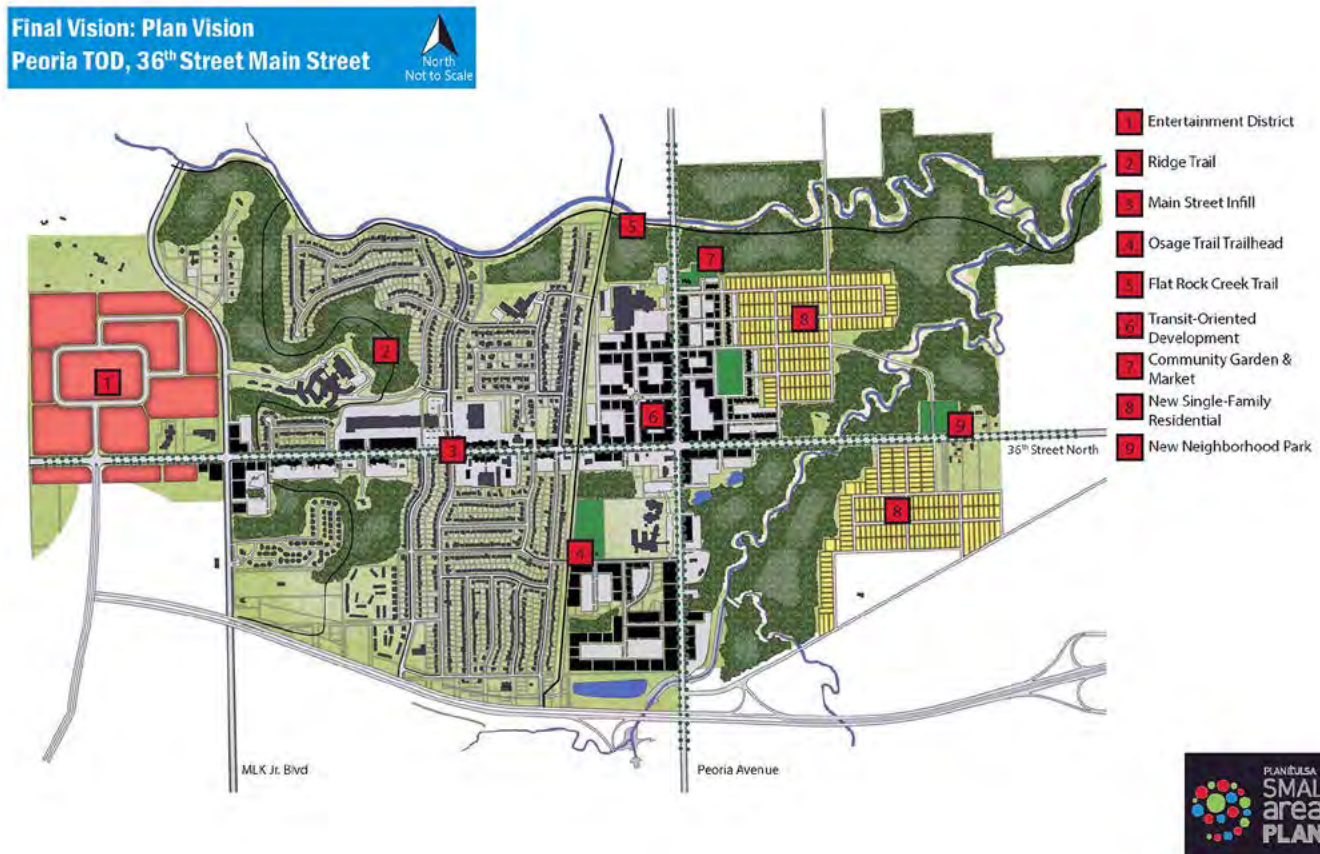
Final plan vision

The final plan vision, shown in Figure 3.7, identifies the aspirational building footprints of existing structures, along with potential future building footprints. This is not to say that any building built into these sites must follow this specific model (or that they certainly will); rather, this is a guiding map, showing how development would occur if adhering to the stakeholder-led, consensus-driven vision.

The map also identifies key improvements envisioned by stakeholders: specific trail improvements, the regional entertainment center, new neighborhoods, new parks, a transit hub, and a community garden.

Lastly, the plan's recommendations aim to make the ideals, specific improvements and proposed neighborhood aesthetics of this vision map a reality.

Figure 3.7: Final plan vision, with building footprints and major landmarks



Vision

Part IV: Desirable Outcomes

By implementing plan recommendations based upon this consensus vision statement, and vision map, the 36th Street North Corridor will attain these desired outcomes:

1. The area's rebranding assures that local amenities are known citywide and regionally.
2. A vibrant local economy supports Tulsa desired industry sectors, in addition to supporting local entrepreneurs.
3. A pleasing pedestrian environment promotes safe travel and orients visitors and residents to the area's amenities.
4. Multimodal transportation improvements, including a transit hub, support connectivity in and outside of the plan area.
5. The area has new restaurant and retail amenities, and live/work opportunities, along Peoria Avenue and 36th Street North.
6. New recreation opportunities, including trail system improvements, meet the needs of area stakeholders.
7. The built environment promotes a healthier lifestyle.
8. The housing stock provides the variety of choices for the needs of a diverse group of residents.

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Recommendations

Introduction

These recommendations are the means for attaining the plan’s vision. This chapter is organized into priorities, goals and implementation measures.

Priorities are the topical areas that address the vision. They identify “big picture” steps towards plan implementation.

Goals establish the specific, measureable and attainable objectives that serve to advance the recommended priority.

Implementation steps can be discreet policies, public/private partnerships or investments that help the plan area reach its identified goals.

Chapter Contents

Part I: Recommendations 72

Part II: Implementation Matrix.....80

Recommendations

Part I: Recommendations

Land Use and Environmental Features

LAND-USE PRIORITY 1

Apply the guiding principles for land use identified in PLANiTULSA.

Goal 1-

Land-use decisions are consistent with the Vision, Land Use, and Stability/Growth maps.

- 1.1 Use the Vision map to inform the future land-use decisions.
- 1.2 Amend Comprehensive Land Use map to reflect citizens' vision for the plan area.
- 1.3 Amend the Stability/Growth map to reflect the citizens' vision for the plan area.

LAND-USE PRIORITY 2

Encourage new development and redevelopment to contribute to the vibrancy of the plan area.

Goal 2-

Promote a mix of uses in new development and redevelopment.

- 2.1 Zoning changes to areas identified with Regional Center, Town Center and Main Street designations should be conducive to mixed uses and multiple uses.
- 2.2 Zoning changes should support neighborhood-level amenities and retail services (e.g., grocery stores, restaurants, shops) which are close to both single-family and multi-family residential units.

LAND-USE PRIORITY 3

Establish transit-oriented development around the 36th Street North and North Peoria Avenue intersection.

Goal 3-

Prepare and adopt policies, tools, and strategies that support transit-oriented development.

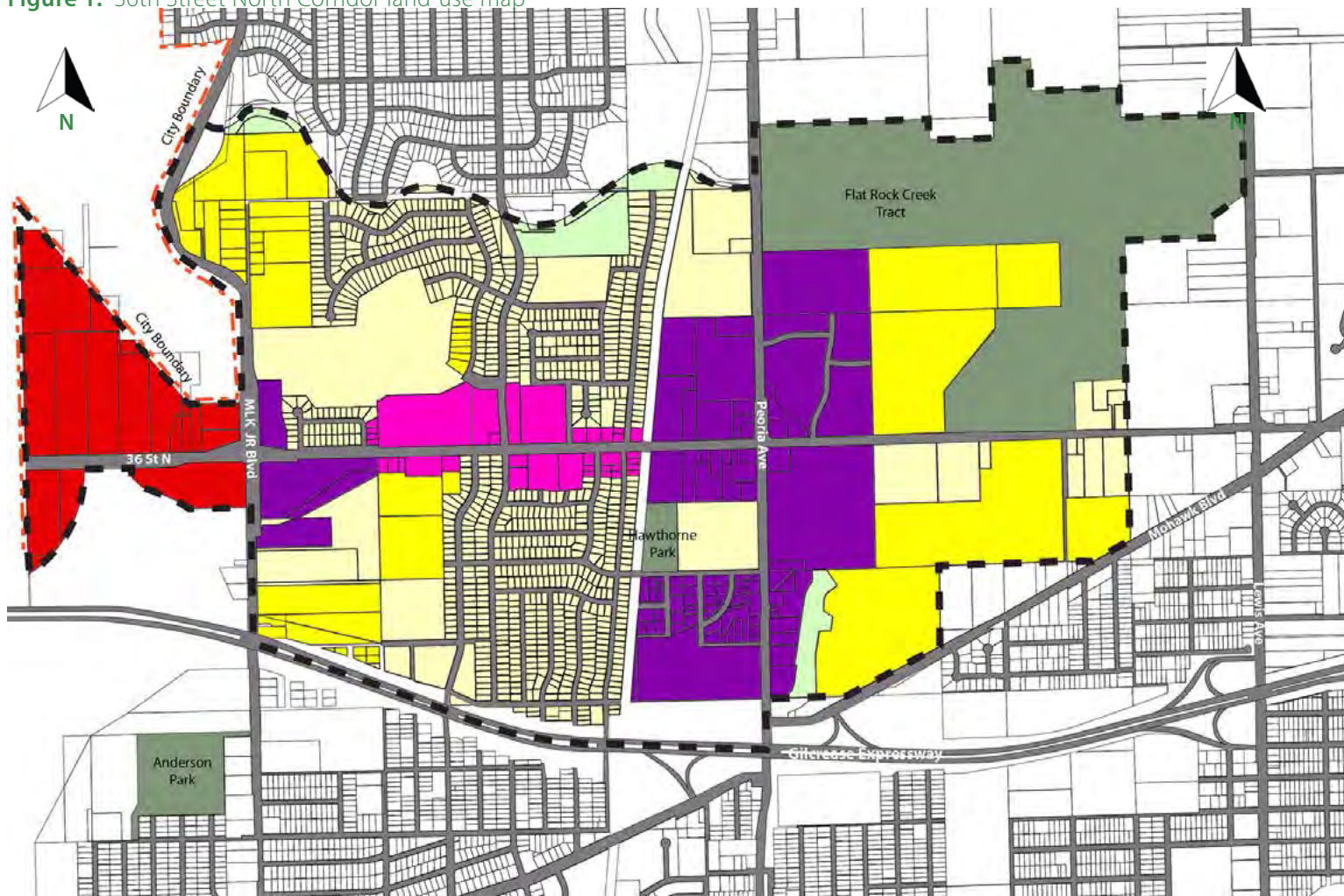
- 3.1 Encourage intense mixed-use development along Peoria Avenue.
- 3.2 Ensure that zoning changes will complement the Town Center-designated portion of the plan area.

Goal 4-

Identify financial resources to support implementation of a transit-oriented development project.

- 4.1 Complete a comprehensive study of public and private funding mechanisms specifically focused on transit-oriented development.
- 4.2 Examine public/private financing partnerships available for transit-oriented development projects.
- 4.3 Partner with Tulsa Development Authority for land purchases and assembly.

Figure 1: 36th Street North Corridor land-use map

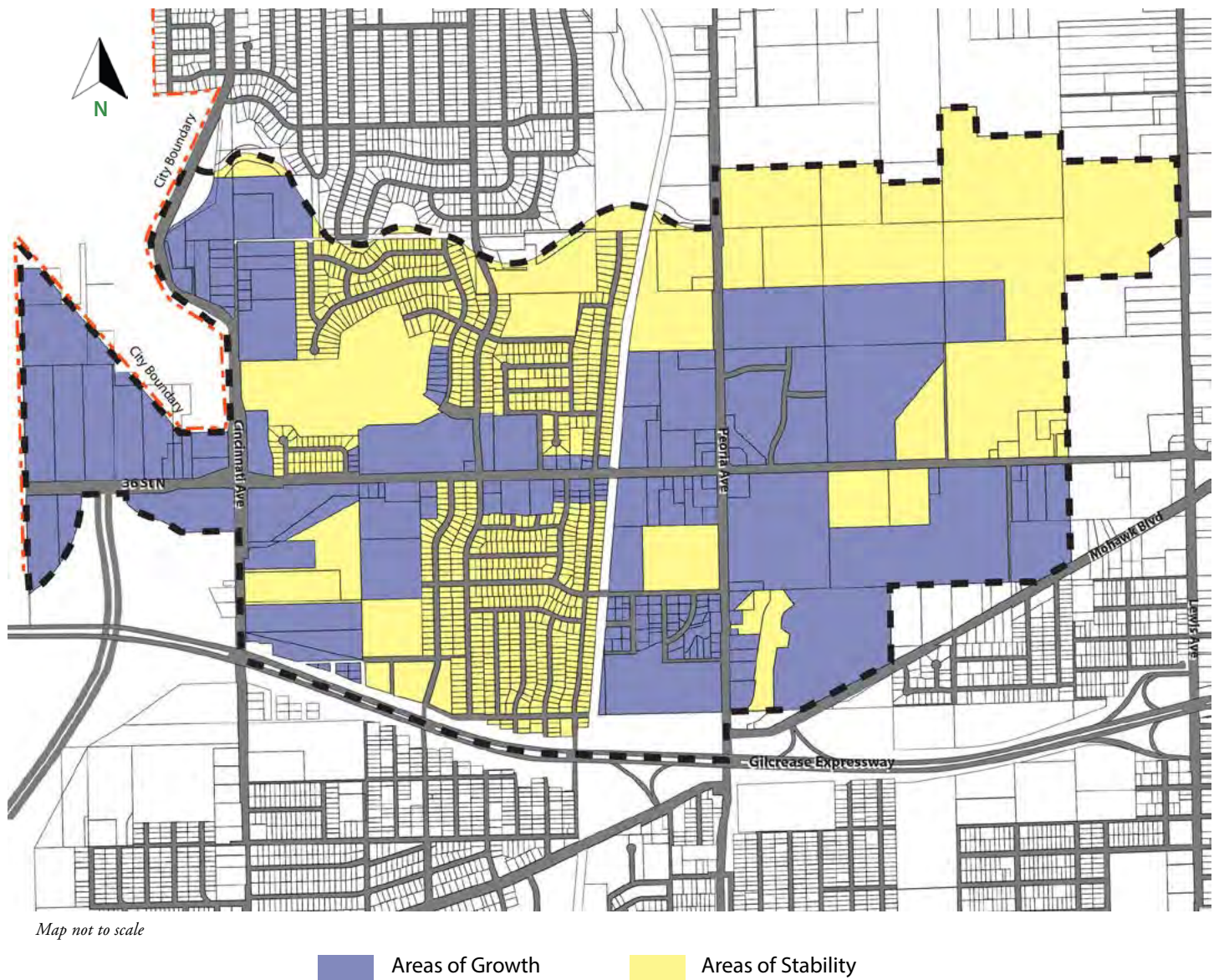


Map not to scale

Regional Center
 Town Center
 Main Street
 New Neighborhood
 Existing Neighborhood

Recommendations

Figure 2: 36th Street North Corridor Areas of Stability/Growth map



LAND-USE PRIORITY 4

Encourage Main Street-style infill along the 36th Street North Corridor.

Goal 5-

Prepare and adopt policies, tools and strategies that support Main Street infill efforts.

- 5.1 Establish a façade grant program to create uniformity in the Main Street corridor, as well as aid in cost of new development and revitalization.
- 5.2 Focus development efforts initially at the east end of the designated Main Street corridor, then expanding west along 36th Street North.
- 5.3 Ensure zoning is complementary to the Main Street-designated portion of the plan area.

LAND-USE PRIORITY 5

Promote the west end of the plan as an entertainment district.

Goal 6-

Prepare and adopt policies, tools, and strategies that support the entertainment district.

- 6.1 Ensure zoning is complementary to a variety of entertainment-based land uses.

LAND-USE PRIORITY 6

Promote a built environment that is respectful of the surrounding natural environment.

Goal 7-

Reduce the negative environmental impact on the plan area's streams and drainage ways.

- 7.1 Encourage new development with Low Impact Development solutions and support creation of citywide Low Impact Development guidelines.
- 7.2 Increase on-site stormwater retention and mitigation with an emphasis on aesthetically pleasing solutions, such as rain gardens.
- 7.3 Add strategically placed vegetative buffers to help improve water quality of surface water runoff.

Goal 8-

Prioritize efforts to clean up and redevelop properties in environmentally sensitive areas or in areas where environmental contamination could be a factor.

- 8.1 Support the findings of the *North Tulsa Brownfields Area-Wide Redevelopment Plan* (Multiple Authors, 2012), specifically those pertaining to the 3519 North Hartford Avenue site.
- 8.2 Identify properties within the plan area with environmental considerations and establish funding to assist in reclamation efforts.

Transportation

TRANSPORTATION PRIORITY 1

Improve transit choices and connections in and out of the plan area.

Goal 9-

Strengthen the connection of health care facilities to greater transit systems.

9.1 Ensure future circulation between the Wayman Tisdale Specialty Clinic and other health care facilities to a future bus rapid transit route along Peoria Avenue.

9.2 Support Peoria Avenue bus rapid transit implementation.

Goal 10-

Redevelop Peoria Avenue/36th Street North intersection to a transit-oriented development.

10.1 Leverage future bus rapid transit (and other transit improvements) along Peoria Avenue to act as the primary transit mechanism for transit-oriented development.

10.2 Develop a transit hub and park-and-ride near intersection.

10.3 Establish east-west circulator to connect Lewis Avenue to the Osage Casino along 36th Street North.

10.4 Investigate the possibility of an assessment district around Bus Rapid Transit station areas to fund the maintenance of transit facilities along the route.

Goal 11-

Increase mass-transit frequency to and within the plan area.

11.1 Create partnership between Metropolitan Tulsa Transit Authority, local businesses and employers to increase ridership.

Goal 12-

Improve transit stops in the plan area.

12.1 Add sidewalks to areas where stops are present, specifically along the south side of 36th Street North.

12.2 Add furnishings, landscaping and lighting to transit stop areas.

Goal 13-

Support bicycle infrastructure in plan area.

13.1 Support *Fast Forward Tulsa Regional Transit System Plan* (INCOG, 2011) and future bicycle and pedestrian plan for North Hartford Avenue and North Garrison Avenue by adding bikeway improvements.

13.2 Amend *Bicycle/Pedestrian Master Plan* (INCOG, 2013) and bicycle and pedestrian plan to include 39th Street North/39th Place North as a bikeway.

13.3 Add bicycle improvements to 36th Street North, specifically bike lanes and supporting infrastructure.

TRANSPORTATION PRIORITY 2

Increase walkability of the plan area.

Goal 14-

Ensure continuous sidewalks and clearly marked crosswalks throughout plan area.

- 14.1 Combine street repair, rebuilds, subdivision plats and new construction with sidewalk extensions and improvements.

Goal 15-

Implement Complete Street concepts along major corridors, as defined in Tulsa City Complete Streets resolution

- 15.1 Improve pedestrian crossings with highly visible markings, better lighting and improved signaling, as well as the addition of curb extensions (bulb-outs).
- 15.2 Establish wayfinding that orients pedestrians to neighborhood offerings and promotes identity of plan area.
- 15.3 Plant hardy, aesthetically pleasing landscaping to provide buffering between sidewalks and streets.
- 15.4 Ensure continuous sidewalks along 36th Street North, particularly west of Peoria Avenue.

TRANSPORTATION PRIORITY 3

Increase circulation and connectivity across plan area.

Goal 16-

Add streets to improve east-west connections of the plan area.

- 16.1 Extend East 39th Street North/East 39th Place North across the Osage Trail, to continue into any new development or redevelopment east of Peoria Avenue.

- 16.2 Construct continuous north-south street from Mohawk Boulevard to connect with North Trenton Avenue.

Goal 17-

Construct street infrastructure that supports adjacent land uses.

- 17.1 New streets and street rebuilds should follow Complete Streets guidelines.
- 17.2 36th Street North should support both land-use needs for a Main Street Corridor designation, and entertainment district at these respective locations.

Economic Development

ECONOMIC DEVELOPMENT PRIORITY 1

Capitalize on affordable and available land for redevelopment and new development.

Goal 18-

Promote the plan area as a destination for retail and entertainment services.

- 18.1 Create public-private partnerships to identify parcels that will meet the development needs for businesses.
- 18.2 City should recruit and provide incentives for entertainment services, such as a movie theater, recreation entertainment and other destinations options.

ECONOMIC DEVELOPMENT PRIORITY 2

Encourage continued growth in existing priority clusters.

Goal 19-

Encourage growth of local health-care industry.

- 19.1 Examine opportunities to market the area for health-care business growth.
- 19.2 Work with the plan area's existing health care businesses to identify unmet needs and services, and support land-use regulatory changes which support local health-care industry.

ECONOMIC DEVELOPMENT PRIORITY 3

Support creation of niche trail/bicycle economy.

Goal 20-

Leverage Osage Trail to create supportive retail and service opportunities around its 36th Street North crossing.

- 20.1 Identify potential public-private partnerships to encourage adjacent businesses to have physical or visual interaction with the Osage Trail.
- 20.2 Examine opportunities for a bike share program to be located near crossing.

Housing

HOUSING PRIORITY 1

Increase diversity of housing stock types and housing ownership.

Goal 21-

Encourage a range of housing types, including multi-family, townhomes and traditional single family.

- 21.1 Promote new single-family residential developments of high quality and at or above market rate by citywide standards.
- 21.2 Support live-work housing units along the Peoria Avenue corridor.
- 21.3 Develop townhouse infill to transition between single-family residential and commercial properties.
- 21.4 Promote a range of workforce, market rate and high-end housing types within the transit-oriented development.

Goal 22-

Work with the Tulsa Housing Authority on efforts to improve Comanche Park and the surrounding areas.

- 22.1 Begin a transformative plan that takes advantage of both the Town Center land-use designation and the bus rapid transit line on Peoria Avenue.
- 22.2 Identify potential partnerships, stakeholders, funding mechanisms and successful strategies used in similar efforts.

HOUSING PRIORITY 2:

Support existing single family housing in the plan area.

Goal 23-

Remediate dilapidated and abandoned properties.

- 23.1 Create rehabilitation grant and revolving loan programs for the plan area.
- 23.2 Work with existing community home buying programs to promote the plan area through positive branding and other efforts.
- 23.3 Enforce and monitor fair housing practices.
- 23.4 Partner with Tulsa Development Authority in assembling of parcels for redevelopment, if necessary.

Parks and Open Space

Parks and Open Space Priority 1

Create recreational opportunities for a variety of ages that serve as resources for the local economy.

Goal 24-

Develop and support a community garden program to provide fresh foods and entrepreneurial opportunities for local residents.

- 24.1 Create a partnership between health officials, educational institutions, Tulsa Parks and related groups.
- 24.2 Examine funding opportunities for developing infrastructure necessary to support community gardens.
- 24.3 Design and implement a farmers' market on the community garden site.
- 24.4 Explore possibility of using Hawthorne Pool site as community garden.

Goal 25-

Improve and expand the local trail system.

- 25.1 Develop trailhead at Hawthorne Park.
- 25.2 Assemble the properties necessary for development of ridge trail.
- 25.3 Build trail that parallels Flat Rock Creek across north boundary of plan area, with a potential connection to the Osage Casino.

Goal 26-

Improve and increase park offerings.

- 26.1 Create new neighborhood park in the Flat Rock Creek tract.
- 26.2 Develop nature trails and nature-based amenities in the Flat Rock Creek tract. Trails should have strong connections to bordering neighborhoods.

Legacies and Urban Design

Legacies and Urban Design Priority 1

Take advantage of local resources to promote positive perceptions.

Goal 27-

Promote and develop a unique identity for the plan area.

- 27.1 Work with citizens to develop a brand for the neighborhood to be used to market the area.
- 27.2 Encourage broad participation in the branding effort.
- 27.3 Work with local realtor groups to promote and market the housing opportunities in the plan area.

Goal 28-

Develop wayfinding signage to orient and promote the plan area for residents and visitors.

- 28.1 Design signage for placement in the plan area.
- 28.2 Create design guidelines for application of signage in the plan area.
- 28.3 Make signage visible and functional for both pedestrians and motorists.

Recommendations

Recommendations

Part II: Implementation Matrix

LAND USE AND ENVIRONMENTAL FEATURES

Reference #	Page #	Implementation Measure	Phase	Funding Source	Likely Responsible Entity	Cost
LU-1	72	Land-use decisions are consistent with the Vision, Land-Use, and Stability/Growth maps				
1.1	72	Use the Vision Map to inform future land-use decisions	Ongoing	-	CoT P&ED, TMAPC	-
1.2	72	Make recommended amendments to Comprehensive Plan's land-use map	Immediate	-	CoT Planning, TMAPC	-
1.3	72	Make recommended amendments to Comprehensive Plan's Stability/Growth map	Immediate	-	CoT Planning, TMAPC	-
LU-2	72	Promote a mix of uses in new development and redevelopment				
2.1	72	Support zoning that encourages mixed-use and multiple-use development in the Regional Center, Town Center and Main Street-designated areas	Ongoing	-	TMAPC	-
2.2	72	Support zoning that encourages neighborhood-level amenities close to residential areas	Ongoing	-	TMAPC	-
LU-3	72	Prepare and adopt policies, tools and strategies that support transit-oriented development				
3.1	72	Encourage intense development along Peoria Corridor	Ongoing	-	TMAPC, CoT Planning	-
3.2	72	Ensure zoning changes complement the Town Center-designated areas	Ongoing	-	TMAPC	-
LU-4	72	Identify financial resources to support implementation of a transit-oriented development project				
4.1	72	Complete study on funding and development mechanisms for transit-oriented development in distressed areas	1-4 years	INCOG, CoT Planning	INCOG, CoT Planning	\$20,000
4.2	72	Examine public/private financing available for transit-oriented development projects	1-4 years	-		

LAND USE AND ENVIRONMENTAL FEATURES (CONT'D)

Reference #	Page #	Implementation Measure	Phase	Funding Source	Likely Responsible Entity	Cost
4.3	72	Partner with TDA for land purchases for transit-oriented development project	Ongoing	-	INCOG, CoT Planning, TDA	-
LU-5	75	Prepare and adopt policies, tools and strategies that support Main Street infill efforts				
5.1	75	Establish façade grant program for Main Street corridor	3-8 years	-	CoT Economic Development	\$1 mil.
5.2	75	Focus development efforts initially at the east end of the designated Main Street Corridor (near the Peoria intersection), then expanding west along 36th Street North	Ongoing	-	CoT Planning, TMAPC	-
LU-6	75	Prepare and adopt policies, tools, and strategies that support the entertainment district				
6.1	75	Ensure zoning is complementary to a variety of entertainment-based land uses.	Ongoing	-	TMAPC	-
LU-7	75	Reduce the negative environmental impact on the plan area's streams and drainageways				
7.1	75	Support implementation of citywide Low Impact Design guidelines	1-5 years	CoT	TMAPC, CoT Planning	-
7.3	75	Add strategically placed vegetative buffers to improve surface water runoff quality	2-10 years	CoT Engineering	CoT Engineering	\$500,000
7.2	75	Increase on-site stormwater retention and mitigation	Ongoing	Private sector developers	Private sector, TMAPC	
LU-8	75	Protect environmentally sensitive areas and clean up areas with environmental contamination				
8.2	75	Complete study on implementation, cost and funding for redevelopment of brownfield properties	5-10 years	CoT Redevelopment	CoT Redevelopment	\$20,000
8.1	75	Support findings of <i>North Tulsa Brownfields Area-Wide Redevelopment Plan</i>	Ongoing	-	CoT Planning and Economic Development	-

Recommendations

TRANSPORTATION

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
TR-9	76	Strengthen the connection of health care facilities to greater transit systems				
9.1	76	Ensure future circulation between the Wayman Tisdale Specialty Clinic and other health-care facilities to a future bus rapid transit route along Peoria Avenue	Ongoing	MTTA	MTTA, INCOG	t.b.d.
9.2	76	Support Peoria Avenue BRT implementation and other future mass-transit upgrades on that corridor	Ongoing	MTTA	MTTA, City Council	-
TR-10	76	Redevelop Peoria Avenue/36th Street North intersection to a transit-oriented development				
10.1	76	Leverage future bus rapid transit (and other transit improvements) along Peoria Avenue to act as the primary mechanism for transit-oriented development	2-20 years	CoT, Private sector	TMAPC, Private sector	-
10.4	76	Investigate the possibility of an assessment district around Bus Rapid Transit station areas to fund the maintenance of transit facilities along that route	2-5 years	CoT, MTTA, INCOG	CoT, MTTA, INCOG	-
10.2	76	Develop transit hub and park-and-ride for bus rapid transit at northwest corner of Peoria Avenue and 36th Street North	3-5 years	CoT, MTTA	MTTA	\$4 million
10.3	76	Establish east-west circulator to connect Lewis Avenue to the Osage Casino	3-10 years	CoT, MTTA	INCOG	\$1-2 million
TR-11	76	Increase mass-transit frequency to and within the plan area				
11.1	76	Create partnership between MTTA, local businesses and employers to create ridership and develop 36th Street North transit-oriented development area	3-5 years	-	MTTA, private-sector businessowners	-

PART II: IMPLEMENTATION MATRIX

TRANSPORTATION (CONT'D)

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
TR-12	76	Improve transit stops				
12.2	76	Add furnishings, landscaping and lighting to transit stops	1-3 years	MTTA, CoT	MTTA	\$500,000
12.1	76	Add sidewalks to stops where they are not already present (particularly the south side of 36th Street North)	1-6 years	CoT	CoT Engineering	\$300,000
TR-13	76	Support bicycle infrastructure				
13.2	76	Amend transportation plan to include 39th Street North/39th Plan North as a bikeway	1 year	-	INCOG	-
13.1	76	Support <i>Fast Forward</i> plan; add bikeway improvements to North Hartford and North Garrison Avenues	2-6 years	CoT	CoT Engineering	\$250,000
13.3	76	Add bicycle infrastructure to 36th Street North, specifically bike lanes and supporting infrastructure	3-12 years	CoT	CoT Engineering	\$200,000
TR-14	77	Ensure continuous sidewalks and clearly marked crosswalks throughout plan area				
14.1	77	Combine street repair, rebuilds, subdivision plats and new construction with sidewalk extensions and improvements	Ongoing	CoT, Private sector	CoT Engineering, TMAPC, Private sector	-
TR-15	77	Implement Complete Street concepts along major corridors				
15.4	77	Add sidewalks to 36th Street North, with the stretch west of Peoria Avenue being the higher priority	1-3 years	CoT	CoT Engineering	\$2,000,000
15.1	77	Improve pedestrian crossings with highly visible markings, better lighting and improved signaling, as well as the addition of curb extensions	3-6 years	CoT	CoT Engineering	\$500,000
15.3	77	Plant hardy, aesthetically pleasing landscaping along 36th Street North to act as safety buffering for pedestrians	6-12 years	CoT	CoT Engineering	\$300,000
15.2	77	Establish wayfinding that orients visitors to neighborhood offerings and promotes identity of plan area	3-10 years	CoT, Private sector	CoT Engineering	t.b.d.

Recommendations

TRANSPORTATION (CONT'D)

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
TR-16	77	Add streets to improve connections of the plan area				
16.1	77	Extend E. 39th Street North/East 39th Place North across the Osage Trail, to continue into any new development or redevelopment east of Peoria Avenue	10-20 years	Private sector, CoT	Private sector	t.b.d.
16.2	77	Construct contiguous north-south street from Mohawk Boulevard to connect with North Trenton Avenue	15-20 years	Private sector	Private sector	t.b.d.
TR-17	77	Construct street infrastructure that supports adjacent land uses				
17.1	77	New streets and street rebuilds should follow Complete Streets guidelines	Ongoing	-	CoT	-
17.2	77	36th Street North should support both land-use needs for a Main Street corridor designation, and entertainment district, at these respective locations	Ongoing	-	CoT Planning, TMAPC	-

ECONOMIC DEVELOPMENT

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
ED-18	78	Promote the plan area as a destination for retail and entertainment services				
18.1	78	Create public-private partnerships to identify parcels that will meet the development needs for businesses	Ongoing	-	CoT Economic Development, Private sector	-
18.2	78	Recruit and provide incentives for retail and entertainment services	Ongoing	CoT	CoT Economic Development	t.b.d.
ED-19	78	Encourage growth of local health-care industry				
19.1	78	Implement study for growing health-care industry in plan area	5-10 years	CoT	CoT Economic Development	t.b.d.
19.2	78	Support land-use regulatory changes that support local health-care industry	Ongoing	-	TMAPC	-
ED-20	78	Leverage Osage Trail to create supportive retail and service opportunities around its 36th Street North crossing				
20.1	78	Identify public-private partnerships to encourage adjacent businesses to have visual or physical interaction with trail	5-20 years	-	CoT, private sector	t.b.d.
20.2	78	Examine opportunities for a bike-share program to be located near crossing	5-20 years	Private sector	CoT, private sector	t.b.d.

Recommendations

PART II: IMPLEMENTATION MATRIX

HOUSING

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
H-21	79	Encourage a range of housing types, including multi-family, townhomes and traditional single-family				
21.1	79	Promote new single-family residential developments of high quality or at or above market rate	Ongoing	-	TMAPC, Private sector	-
21.2	79	Support live-work housing units along the Peoria Avenue corridor	Ongoing	-	TMAPC, Private sector	-
21.3	79	Support live-work housing units along Peoria Avenue corridor by supporting appropriate zoning changes	Ongoing	-	TMAPC, Private sector	-
21.4	79	Promote a range of workforce, market-rate and high-end housing types within the transit-oriented development	Ongoing	-	TMAPC, Private sector	-
H-22	79	Work with Tulsa Housing Authority on efforts to improve Comanche Park				
22.1, 22.2	79	Form a public/private partnership to implement rehabilitation/redesign of Comanche Park area. The refurbished area should take advantage of transit-oriented development opportunities, displace few (ideally none) of existing residents in need of housing	5-15 years	CoT, private sector	CoT, private sector	t.b.d.

HOUSING (CONT'D)

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
H-23	79	Remediate dilapidated and abandoned properties				
23.1	79	Create rehabilitation grant and/or loan programs for dilapidated homes in plan area	5-10 years	CoT, private sector	CoT, private sector	t.b.d.
23.2	79	Work with existing community home-buying programs to promote the plan area through positive branding	Ongoing	-	CoT Planning, CoT Redevelopment	-
23.3	79	Support strict fair housing law enforcement	Ongoing	-	CoT, THA	-
23.4	79	Partner with Tulsa Development Authority to buy dilapidated structures and use sites for new home construction, if necessary	Ongoing	CoT, Tulsa Development Authority	CoT Planning Division, Tulsa Development Authority	-

Recommendations

PART II: IMPLEMENTATION MATRIX

PARKS AND OPEN SPACE

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
P-24	80	Develop and support a community garden program to provide fresh foods and entrepreneurial opportunities for local residents				
24.1-24.4	80	Via a public/private partnership, design and implement a community garden and co-located market; consider using Hawthorne Pool site for garden.	1-5 years	Private foundation/ charity	Private foundation,, charity, CoT Parks, CoT Planning	\$200,000
P-25	80	Improve and expand the local trail system				
25.1	80	Develop Osage Trail trailhead at Hawthorne Park	2-5 years	CoT, Private foundation	CoT Parks, Private foundation	\$1,000,000
25.3	80	Construct nature trail along north end of plan area, paralleling Flat Rock Creek, and include nature-based amenities and strong connections to bordering community	5-15 years	INCOG, Private Foundation, Riverparks, Grants	INCOG, Riverparks	~\$100,000, depending on trail type
25.2	80	Assemble parcels/easements to construct ridge trail on ridge west of North Garrison Avenue	10-20 years	INCOG, Private Foundation, Riverparks, Grants	INCOG, Riverparks	~\$75,000, depending on trail type
P-26	80	Improve and increase park offerings				
26.2	80	Amend master trails plan and park plan to include all plan recommendations	Immediate	-	INCOG, CoT Parks	-
26.1	80	Create new neighborhood park in Flat Rock Creek tract	5-10 years	CoT, Private Foundation	CoT Parks, Private foundation	~\$100,000- \$500,000

LEGACIES AND URBAN DESIGN

Reference #	Page #	Implementation Measure	Phase	Funding Source	Responsible Entity	Cost
LUD-27	81	Promote and develop a unique identity for the plan area				
27.1-27.3	81	Implement a broad, citizen-led branding effort to be used to market plan area; partner with local businesses, not-for-profit community groups, Tulsa Regional Chamber, schools and realtor groups	1-2 years	Private foundation, charity	Neighborhood groups with CoT Planning assistance	\$2,000
LUD-28	81	Develop wayfinding signage to orient and promote the plan area for residents and visitors				
28.1-28.3	81	Develop wayfinding signage to implement new brand; create design guidelines for application of signage/brand in area	2-3 years	CoT, Private foundation	CoT Engineering, Private foundation	\$50,000

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Appendix (Zoning Code)

Zoning Classification

The intent of this document is to provide information about the purpose and basic requirements of development in each of the current zoning classifications. For more information please visit: http://landrules.org/tulsarules/City_Zoning/allcontents.htm

AG	Agriculture District	
	The Agriculture District is designed to: <ol style="list-style-type: none"> 1. Encourage and protect agricultural land until an orderly transition to urban development may be accomplished; 2. Discourage wasteful scattering of development in rural areas; 3. Obtain economy of public fund expenditures for improvements and services. 	
RE	Residential Single - Family, Estate District	
	The RE District is designed to permit the development and conservation of single-family dwellings in large urban lots w/ lot width min. 150', lot area min. 22,500 sq. ft., land area 26,250 sq. ft., structural height 35'.	
RS - 1	Residential Single - Family Low Density District	
	The RS - 1 District is designed to permit the development and conservation of single-family w/ lot width min. 100', lot area min. 13,500 sq. ft., land area min. 16,000 sq. ft., structural height 35'.	
RS - 2	Residential Single - Family Medium Density District	
	The RS - 2 District is designed to permit the development and conservation of single-family w/ lot width min. 75', lot area min. 9,000 sq. ft., land area min. 10,875 sq. ft., structural height 35'.	
RS - 3	Residential Single - Family High Density District	
	The RS - 3 District is designed to permit the development and conservation of single-family w/ lot width min. 60', lot area min. 6,900 sq. ft., land area min. 8,400 sq. ft., structural height 35'.	
RS - 4	Residential Single - Family Highest Density District	
	The RS - 4 District is designed to permit the development and conservation of single-family w/ lot width min. 50', lot area min. 5,500 sq. ft., land area min. 6,750 sq. ft., structural height 35'.	
RD	Residential Duplex District	
	The RD District is designed to permit a more intense yet compatible use of tracts in or near single-family residential and other neighborhoods w/ lot width, min. 50', lot area min. 5,500 sq. ft. (S-F.) 6,900 sq. ft. (Duplex), land area per dwelling unit min. 6,750 sq. ft. (S-F.) 4,200 sq. ft. (Duplex), structural height 35'.	
RT	Residential Townhouse District	
	The RT District has the same requirements as the RD District for S-F. and Duplex, but with multi-unit requirements of; development width min. of 70', lot width min. 20', lot area min. 1,600 sq. ft., land area per dwelling unit min. of 4,200 sq. ft., structural height 35'.	
RM - 0	Residential Multifamily Lowest Density District	
	The RM - 0 District has the same requirements as the RD District for S-F. D and Duplex, but with multi-unit requirements of; total development lot min. of 10,000 sq. ft., width min. of 70', lot width min. 20', lot area min. 1,600 sq. ft., land area per dwelling unit min. of 3,600 sq. ft. and 2,800 sq. ft. in a PUD, structural height 35'.	
RM - 1	Residential Multifamily Low Density District	
	The RM - 0 District has the same requirements as the RD District for S-F. D and Duplex, but with multi-unit requirements of; total development lot min. of 10,000 sq. ft., width min. of 70', lot width min. 20', lot area min. 1,600 sq. ft., land area per dwelling unit min. of 2,200 sq. ft. and 1,700 sq. ft. in a PUD, structural height 35'.	
RM - 2	Residential Multifamily Medium Density District	
	The RM - 0 District has the same requirements as the RD District for S-F. D and Duplex, but with multi-unit requirements of; total development lot min. of 6,000 sq. ft., width min. of 70', lot width min. 20', lot area min. 1,600 sq. ft., land area per dwelling unit min. of 1,400 sq. ft. and 1,200 sq. ft. in a PUD, structural height 35'.	
RM - 3	Residential Multifamily High Density District	
	The RM - 0 District has the same requirements as the RD District for S-F. D and Duplex, but with multi-unit requirements of; total development lot min. of 24,000 sq. ft., width min. of 70', lot width min. 20', lot area min. 1,600', land area per dwelling unit min. of 500 sq. ft. and 500 sq. ft. in a PUD, structural height N/A	

Appendix (Zoning Code)

RMH	Residential Manufactured Home District	
	The RMH District development shall consist of one (1) or more tract(s) under common ownership or control which shall be contiguous or separated only by non-arterial streets or alleys. 5 acre min. tract.	
PK	Parking District	
	<p>The purpose of the Parking District is:</p> <ol style="list-style-type: none"> 1. To permit the established off-street parking areas (passenger vehicles) to reduce congestion of the public streets and to enhance the efficiency and convenience of institutional, multifamily, office, commercial and industrial uses which would be served by the off-street parking areas; 2. To promote a compatible relationship between off-street parking facilities and other land uses by establishing bulk and area, design, screening and sign requirements and limitations. 	
OL	Office Low Intensity District	
	The OL District is designed to facilitate the development and preservation of low intensity office development w/ a max floor area ratio of .30.	
OM	Office Medium Intensity District	
	The OM District is designed to provide areas for offices, together with certain community facilities normally compatible with primary office uses. It is designed to preserve existing medium intensity office development and to facilitate the development of new medium intensity office areas w/ a max floor area ratio of .50.	
OMH	Office Medium - High Intensity District	
	The OMH District is designed to provide for multi-story office development in areas that have been designated as High Intensity Office or Special District by the Comprehensive Plan w/ a max floor area ratio of 2.0.	
OH	Office High Intensity District	
	The OH District is designed to provide areas for high intensity office use, together with community facilities and certain limited commercial uses normally compatible with high intensity office uses. w/ a max. floor area ratio of 8.0.	
CS	Commercial Shopping Center District	
	The CS District is designed to accommodate convenience, neighborhood, subcommunity, community and regional shopping centers providing a wide range of retail and personal service uses w/ a max. floor area ratio of .50.	
CG	Commercial General District	
	<p>The CG District is designed to: (max. floor area ratio of .75)</p> <ol style="list-style-type: none"> 1. Accommodate existing development of mixed commercial uses which are well established, while providing a degree of protection to adjacent residential areas; and 2. Accommodate the grouping of certain commercial and light industrial uses which are compatible with one another. 	
CH	Commercial High Intensity District	
	The CH District is designed to accommodate high intensity commercial and related uses in areas designated High Intensity by the Comprehensive Plan. (N/A floor area ratio)	
CBD	Central Business District	
	<p>The purposes of the Central Business District are to: (N/A floor area ratio)</p> <ol style="list-style-type: none"> 1. Accommodate and encourage the most desirable, most productive, most intense use of land, without regard to the regulation of building height, floor area, land coverage or parking space requirements, within the central core area of the City designated by the Comprehensive Plan; 2. Encourage a diversity of high intensity uses which mutually benefit from close proximity to, and from the available services of, the high transportation carrying capacity afforded by the Inner Dispersal Loop; 3. Preserve and promote the public and private investment of the existing central core area. 	

Appendix (Zoning Code)

CO	Corridor District	
	<p>The Corridor District is established to allow and encourage high intensity multifunctional development, in compliance with an approved site plan, within appropriate freeway corridors, in order to:</p> <ol style="list-style-type: none"> 1. Allow for the development of a diversity of intense uses which benefit from mutual proximity and from the immediate service of high capacity thoroughfares; 2. Allow for a wide range of lifestyles and housing types close to employment, recreational, shopping and cultural facilities; 3. Maximize the interrelationship between land use and transportation and in particular encourage development patterns compatible with the evolution of transit systems; 4. Maximize the utilization of the higher capacity segments of the transportation systems; and 5. Encourage a more productive use of land consistent with the public objectives and standards of accessibility and land use compatibility. 	
SR	Scientific Research and Development District	
	<p>The SR District is designed to provide an environment conducive to the development and conservation of modern, scientific research facilities and institutions w/ a max floor area ratio of .5</p>	
IL	Industrial Light District	
	<p>The IL District is designed to provide areas suitable for manufacturing, wholesaling, warehousing and other industrial activities which have no objectionable environmental influences.</p>	
IM	Industrial Moderate District	
	<p>The IM District is designed to group together a wide range of industrial uses, which may produce moderately objectionable environmental influences in their operation and appearance.</p>	
IH	Industrial Heavy District	
	<p>The IH District is designed to provide areas for manufacturing and other industrial activities which may constitute substantial environmental influences or hazards.</p>	
PUD	Planned Unit Development (Supplemental Zoning District)	
	<p>The purposes of the Planned Unit Development are to:</p> <ol style="list-style-type: none"> 1. Permit and encourage innovative land development while maintaining appropriate limitation on the character and intensity of use and assuring compatibility with adjoining and proximate properties; 2. Permit greater flexibility within the development to best utilize the unique physical features of the particular site; 3. Permit creative land use design; 4. Provide and preserve meaningful open space; 5. Achieve a continuity of function and design within the development. 	
HP	Historic Preservation District (Supplemental Zoning)	
	<p>The purposes of this chapter are:</p> <ol style="list-style-type: none"> 1. To promote the educational, cultural, economic and general welfare of the public through the conservation, preservation, protection and regulation of historic resources within the City of Tulsa; 2. To safeguard the cultural, social, political and architectural heritage of the City by conserving, preserving and regulating historic preservation districts; 3. To conserve, preserve and enhance the environmental quality and economic value of historic preservation districts; 4. To strengthen the City's economic base by promotion of conservation and reuse of the City's historic resources; 5. To promote the development of the community in accordance with the Comprehensive Plan and Historic Preservation Plan 	

Plan boundary description

Beginning at the Center ROW line of the Gilcrease Expressway and north Martin Luther King Jr. Blvd. thence north approximately 1410' to a point on the center line of north Martin Luther King Jr. Blvd.; thence west approx. 640' along the City of Tulsa detention property; thence northwesterly along the COT ownership line to the south ROW line of 36th St. N.; thence west along the south ROW of 36th St. N approx.. 490'; thence southwesterly on a curve 1288.75' to the Osage County line; thence north along the Osage County line approx. 3813' to a point on the Osage County line; thence southeast approx. 2713' to the northwest corner of the Westview Office Complex LLC property; thence east approx. 503' to the west ROW line of north Martin Luther King Jr. Blvd.; thence northerly along the West ROW line of Martin Luther King Jr. Blvd. to the center line of Flat Rock Creek; thence easterly along the midline of Flat Rock Creek to the center line north Peoria Ave.; thence north along the center line of north Peoria Ave. approx. 658'; thence east approx. 1800' to the northeast corner of COT property; thence south approx. 216'; thence east approx. 666'; thence north approx. 805';

thence east 400'; thence south approx. 323'; thence east approx. 919.76'; thence south approx. 304'; thence east approx. 1270' to the west ROW line of Lewis Ave.; thence south approx. 828'; thence southwesterly 401.04'; thence south 220'; thence west approx. 931'; thence south approx. 1983' to the center line of 36th Street North; thence continuing on south from the center line of 36th Street North 1124' to the north ROW line of Mohawk Boulevard; thence southwesterly approx. 440' along the north ROW line of east Mohawk Boulevard; thence west approx. 1600'; thence south approx. 830' to the north ROW line of east Mohawk Boulevard; thence westerly along the north ROW line of east Mohawk Boulevard 1100' to a point being the projected center line of 31st Street North; thence west approx. 840' to the center line of north Peoria Avenue; thence south on the center line of Peoria Avenue approx. 530' to the center line of the Gilcrease Expressway; thence westerly along the center line of the Gilcrease Expressway to the center of Martin Luther King Jr. Blvd. also being the Point of Beginning.

4B

REQUEST FOR ACTION: RESOLUTION

Version: 07/25/2003

AGENDA FOR: ☒ MAYOR ☒ COUNCIL AUTHORITY: ☐ TMAPC DATE: October 29, 2013

FOR INFORMATION CONTACT:

DEPARTMENT: TMAPC CONTACT NAME: Susan Miller

ADDRESS: Two West 2nd St, Ste 800, Tulsa OK 74103 TELE: 918-579-9470

RESOLUTION TYPE: OTHER RESO. #: _____

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.: 2660:913

A Resolution of the Tulsa Metropolitan Area Planning Commission, amending the Tulsa Comprehensive Plan by adopting "36th Street North Corridor Small Area Plan" as part of the Tulsa Comprehensive Plan.

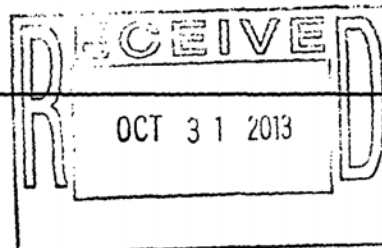
NOTE: According to O.S. Title 19, § 863.7, the City Council must act on this item within 45 days of receipt. If no action is taken, the amendment will be officially approved

BUDGET:

FINANCE DIRECTOR APPROVAL:

FUNDING SOURCE:

Approved By
City Council On
DEC 12 2013



REQUEST FOR ACTION:

All department items requiring Council approval must be submitted through Mayor's Office.

On October 16, 2013, TMAPC voted 11-0-0 to recommend the City Council approve Resolution No. 2660:913 adopting 36th Street North Corridor Small Area Plan as part of the Tulsa Comprehensive Plan. *Please return 2 executed originals to City Clerk.*

DEPARTMENT HEAD APPROVAL:

DATE: _____

Asst CITY ATTORNEY APPROVAL: [Signature] 10/31/13

BOARD APPROVAL: _____

MAYORAL APPROVAL: [Signature] DEC 17 2013

OTHER: _____

FOR CITY COUNCIL OFFICE USE ONLY: 13-933-1

DATE RECEIVED: 10-31-13

COMMITTEE: UED COMMITTEE DATE(S): 11-7-13 FIRST AGENDA DATE: 11-21-13

HEARING DATE: _____ SECOND AGENDA DATE: _____ APPROVED: _____

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

12-16-2013

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22

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RESOLUTION

TULSA METROPOLITAN AREA PLANNING COMMISSION

Resolution No.: 2660:913

A RESOLUTION OF THE TULSA METROPOLITAN AREA PLANNING COMMISSION (TMAPC), PURSUANT TO TITLE 19 OKLAHOMA STATUTES, SECTION 863.7; ADOPTING AN AMENDMENT TO THE TULSA COMPREHENSIVE PLAN; AMENDING THE TULSA COMPREHENSIVE PLAN BY ADOPTING "36TH STREET NORTH CORRIDOR SMALL AREA PLAN" AS PART OF THE TULSA COMPREHENSIVE PLAN.

WHEREAS, the Tulsa Metropolitan Area Planning Commission ("Planning Commission") is required to prepare, adopt and amend, as needed, a master plan, also known as a comprehensive plan, for the Tulsa metropolitan area, in accord with Title 19 Oklahoma Statutes, Section 863.7; and

WHEREAS, the purpose of such a comprehensive plan is to bring about coordinated physical development of an area in accord with present and future needs and is developed so as to conserve the natural resources of an area, to ensure the efficient expenditure of public funds, and to promote the health, safety, convenience, prosperity, and general welfare of the people of the area; and

WHEREAS, pursuant to Title 19 Oklahoma Statutes, Section 863.7, the Tulsa Metropolitan Area Planning Commission (TMAPC) did, by Resolution on the 29th of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which 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 which has been subsequently amended; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission (TMAPC) did, by Resolution on the 6th of July 2010, adopt an amendment to the Comprehensive Plan for the Tulsa Metropolitan Area, which pertains only to those areas within the incorporated City limits of the City of Tulsa, known as the Tulsa Comprehensive Plan, which was subsequently approved by the Tulsa City Council on the 22nd of July 2010, all according to law, and which has been subsequently amended; and

WHEREAS, a public hearing was held on October 16, 2013 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 Oklahoma Statutes, Section 863.7, to adopt the "36th Street North Corridor Small Area Plan" as an amendment to the Tulsa Comprehensive Plan, hereto attached; and

WHEREAS, the small area planning process was outlined in the Tulsa Comprehensive Plan as a means of implementing the Tulsa Comprehensive Plan through an extensive citizen stakeholder process; and

WHEREAS, a plan area boundary was established for the "36th Street North Corridor Small Area Plan" by Tulsa City Council Resolution No.7903 in April of 2012; and

WHEREAS, the planning process for the "36th Street North Corridor Small Area Plan" was conducted over the course of 18 months and incorporated the six steps for small area plan creation outlined in the Appendix of the Tulsa Comprehensive Plan; and

WHEREAS, the plan document includes thorough research into existing conditions within the plan area, organized in the following categories: Land Use and Environmental Features, Transportation, Economic Development, Housing, Parks and Open Space, Demographic Context and History, and Legacies and Urban Design; and

WHEREAS, the "36th Street North Corridor Small Area Plan" has featured input from over 200 stakeholders over the 18-month public engagement process; and

WHEREAS, through a Vision Workshop and other exercises, these stakeholders articulated their ideal vision for the 36th Street North Corridor; and

WHEREAS, the "36th Street North Corridor Small Area Plan" includes recommendations guiding development and capital improvements for a 20-year horizon; and

WHEREAS, the recommendations included in the "36th Street North Corridor Small Area Plan" were vetted by key City and public agencies which will be responsible for implementing the recommendations; and

WHEREAS, the "36th Street North Corridor Small Area Plan" is the first of the three City of Tulsa-prioritized small area plans to be completed subsequent to the adoption of the Tulsa Comprehensive Plan.

