

Utica Midtown Corridor Small Area Plan

City of Tulsa, Oklahoma



UTICA MIDTOWN CORRIDOR SMALL AREA PLAN

City of Tulsa, Oklahoma



This Small Area Plan was prepared by City of Tulsa Planning Division of the Planning and Economic Development Department, Farr Associates and Perkins+Will for the Utica Midtown Corridor in response to City Council Resolution No. 7903 (April 2012) and in conformance with the requirements set forth in the 2010 Tulsa Comprehensive Plan, which was developed through a process branded as PLANiTULSA. The 2010 Comprehensive Plan is also commonly referred to as PLANiTULSA.

Adopted November 20, 2013.

ACKNOWLEDGEMENTS

CITY OF TULSA

Dewey F. Bartlett, Jr., Mayor
Dwain Midget, Director, Community and Economic Development, Mayor's Office

Tulsa City Council

Blake Ewing, District 4 Councilor
Amy Brown, Council Aide

Planning & Economic Development Department, Planning Division

Dawn T. Warrick, AICP, Director
Martha M. Schultz, Small Area Plans manager
Stephen D. Carr, AICP, Senior Planner
Stephen A. Sherman, Planner II
Luis Mercado, Urban Design Planner
With contributions from Joshua Donaldson, Patrick M. Fox, Emily Koller, and Edward Sharrer

Design assistance from American Institute of Architects, Eastern Oklahoma Chapter

Molly Jones, LEED AP BD+C & O+M, President
Lindsey Ellerbach, Executive Director
Herb Fritz, Architect
Pamela Deatheridge, Architect
Shekoofah Khedri, Assoc. AIA, LEED AP BD+C
Joseph Evans, Assoc. AIA

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)

Richard Brierre, Executive Director

Land Development Services

Susan Miller, AICP, Director
Dwayne Wilkerson, Assistant Director
Carolyn Back, Senior Planner

TULSA METROPOLITAN AREA PLANNING COMMISSION (TMAPC)

Joshua Walker, Chair
Brandon Perkins, 1st Vice Chair
Ryon Stirling, 2nd Vice Chair
Michael Covey, Jr., Secretary
John Dix
Gail Carnes
Gene Edwards
Bill Leighty
John Shivel
Mark Liotta, Tulsa County Commissioners' Designee
Dwain Midget, Mayor's Designee

TECHNICAL REVIEW DEPARTMENTS

(with reviewer contacts)

City Attorney (Janine VanValkenburgh, Mark Swiney)
Director of Finance (Mark Kier, Gary Hamer)
Engineering Services (Paul Zachary)
EMSA (Steve Williamson)
Fire (Mark Sipe, Richard Hall)
Human Rights (Dr. Mike Smith)
Information Technology (J. Brooks)
Tulsa Public Schools (Bob LaBass)
Parks (Lucy Dolman)
Police Chief (J. Brooks)
River Parks (Matt Meyer)
Streets and Stormwater (Brent Stout, Dan Crossland)
Tulsa Transit (Bill Cartwright)
Water & Sewer (Clayton Edwards)
Economic Development (Jim Coles)
Grants Administration (Pat Connelly)
Tulsa Housing Authority (Tim Moore, Melody Garner)
INCOG (Susan Miller, Brad Bates, James Wagner)
Tulsa Development Authority (O.C. Walker)

PLAN SPONSORS

Hillcrest Healthcare System
St. John Health System

CONSULTANT TEAMS

Farr Associates

Doug Farr, AIA, LEED® AP
Courtney Kashima, AICP
RTKL
Alexander Faurot, AIA, LEED® AP

Perkins+Will

David Green, AIA, LEED® AP
Ozgur Basak Alkan, AICP, LEED® AP BD+C
Center Forward Planning
Heather Alhadeff, AICP, LEED® Green Associate

CITIZEN ADVISORY TEAM MEMBERS

(in alphabetical order)

Heather Alhadeff	Jason Fahrlander
Donald Barnum	Steve Mackey
Jonathan Bolzle	Susan McKee
Chuck Brayton	Kimberly Norman
Julianne Browne	George Otey
Chris Bumgarner	Mickey Payne
Jordana Caturegli	John Ruffing
Dr. Gerard Clancy	Eric Sachau
Sam P. Daniel III	Scott Schneider
Guy De Verges	Jim Turner
Mitch Dees	Anne Weil
Kevin Doyle	David York
Jim East	

Over 300 other public stakeholders were crucial in producing this plan.



TABLE OF CONTENTS

EXECUTIVE SUMMARY9

PREFACE 11

PART I: UTICA MIDTOWN CORRIDOR - NORTH		15
N1 INTRODUCTION	17	
Small Area Planning	18	
UMC-North Plan Area	18	
N2 COMMUNITY PARTICIPATION	23	
Community Process	24	
CAT Meetings	24	
Public Outreach	26	
SWOT Analysis	28	
Image Preference Survey (IPS)	30	
N3 EXISTING CONDITIONS	41	
Context	42	
History	42	
Relationship to Other Plans and Studies	45	
Demographics	46	
Land Use and Environmental Features	48	
		Housing 60
		Transportation, Parks, Trails and Open Space 64
		Economic Development 76
N4 VISION	79	
Vision Statement	80	
N5 PLAN RECOMMENDATIONS	83	
Land Use and Regulations	85	
Legacies and Urban Design	103	
Transportation and Mobility	113	
Economic Development	119	
Housing	123	
Parks and Open Space	129	
N6 IMPLEMENTATION	133	

PART II: UTICA MIDTOWN CORRIDOR - SOUTH

141

S1 INTRODUCTION..... 143

- Intent 144
- The Small Area Plan 144
- Guiding Principles 146

S2 COMMUNITY PARTICIPATION 149

- Introduction 150
- Citizen Advisory Team 150
- Meetings and Public Relations 152

S3 EXISTING CONDITIONS..... 161

- Context 162
- History 166
- Demographics 172
- Environmental Features and Land Use 173
- Transportation and Mobility 180
- Economic Development 190

- Housing 192
- Parks, Open Space, and Trails 195
- Legacies and Urban Design 198

S4 VISION..... 201

- Vision Statement 202
- Vision Concepts 204

S5 PLAN RECOMMENDATIONS 211

- Land Use and Regulations 214
- Legacies and Urban Design 220
- Transportation and Mobility 228
- Economic Development 232
- Housing 236
- Parks and Open Space 240

S6 IMPLEMENTATION 243

PART III: COMMON ELEMENTS

255

RECOMMENDATIONS..... 255

IMPLEMENTATION 256

CONCLUSION..... 260

APPENDICES AND GLOSSARY A1

LIST OF FIGURES

PART I: UTICA MIDTOWN CORRIDOR - NORTH

Fig. N-1.1. UMC-North Context Map.....	19	Fig. N-4.1. UMC-North Vision Map.....	81
Fig. N-1.2. UMC-North Plan Area Boundary	21	Fig. N-5.1. UMC-North Land Use Plan	87
Fig. N-2.1. UMC-North Planning Process Schedule	25	Fig. N-5.2. UMC-North Areas of Stability and Growth Map	89
Fig. N-3.1. UMC-North Context Map.....	43	Fig. N-5.3. Neighborhood Walkshed	90
Fig. N-3.2. Population Pyramid	46	Fig. N-5.4. Neighborhood Bikeshed	91
Fig. N-3.3. Income Distribution	46	Fig. N-5.5. Neighborhood Transitions	95
Fig. N-3.4. Demographics Table	46	Fig. N-5.6. UMC-North Zoning Framework.....	97
Fig. N-3.5. Census Tract 34 Map.....	47	Fig. N-5.7. UMC-North 2030 Growth Boundary for Medical Uses.....	99
Fig. N-3.6. UMC-North Existing Zoning Map (without PUDs)	49	Fig. N-5.8. Walk Score ®	115
Fig. N-3.7. PLANiTULSA Areas of Stability and Growth Map	51	Fig. N-5.9. UMC-North Transportation Plan.....	117
Fig. N-3.8. PLANiTULSA Land Use Designations Map.....	53	Fig. N-5.10. UMC-North H + T Affordability Index ®	125
Fig. N-3.9. UMC-North Special Zoning Map.....	55	Fig. N-5.11. UMC-North Priority Stabilization Areas	127
Fig. N-3.10. UMC-North Figure Ground Map	57	Fig. N-5.12. UMC-North Open Space Plan	131
Fig. N-3.11. UMC-North Topography and Hydrology Map	59	Fig. N-6.1. Implementation Matrix	135
Fig. N-3.12. Housing Information Table.....	60		
Fig. N-3.13. Median Home Value.....	60		
Fig. N-3.14. Housing Ownership Comparative Table	61		
Fig. N-3.15. Ownership Trends	61		
Fig. N-3.16. UMC-North Year Built Map	62		
Fig. N-3.17. UMC-North Building Condition Map	63		
Fig. N-3.18. Commuting Patterns	64		
Fig. N-3.19. UMC-North Parks, Trails and Open Space	65		
Fig. N-3.20. UMC-North MSHP Road Designations Map	67		
Fig. N-3.21. PLANiTULSA Street Designations Map	69		
Fig. N-3.22. Bus Routes.....	70		
Fig. N-3.23. UMC-North Bus Coverage Map	71		
Fig. N-3.24. UMC-North Connections Map	73		
Fig. N-3.25. UMC-North Traffic Counts Map	74		
Fig. N-3.26. UMC-North Traffic Incidents Map	75		
Fig. N-3.27. Employment by Sector	77		

PART II: UTICA MIDTOWN CORRIDOR - SOUTH

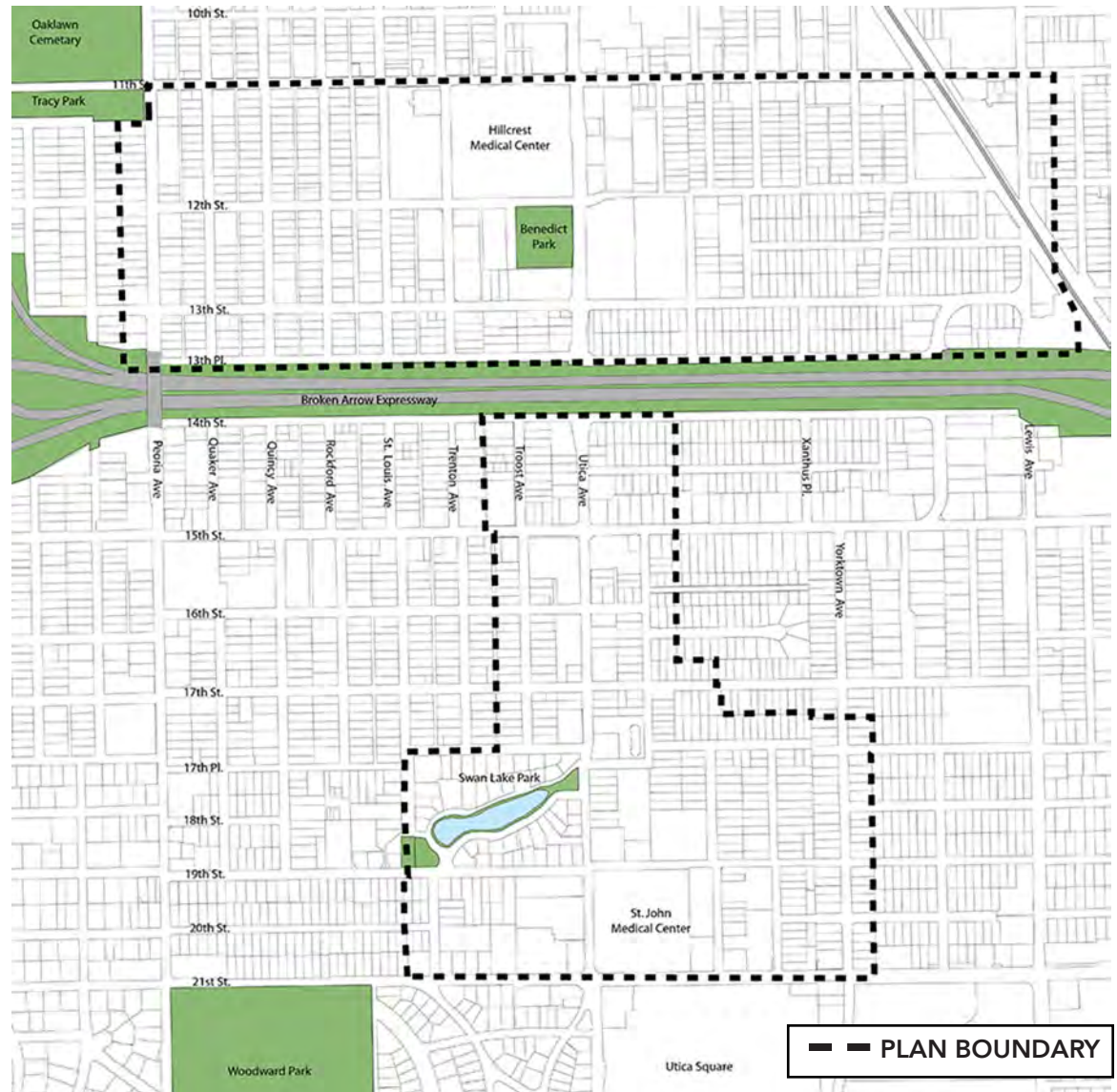
Fig. S-1.1. Aerial View of Study Area.....	145	Fig. S-3.24. Existing Parking and Pedestrian Infrastructure.....	187
Fig. S-2.1. UMC-South Small Area Plan Schedule.....	151	Fig. S-3.25. Map of Traffic Accident Locations.....	189
Fig. S-2.2. Kick-Off Meeting: Poster.....	152	Fig. S-3.26. Map of Zip Codes 74120 & 74104.....	190
Fig. S-2.3. Kick-Off Meeting: Attendees Reviewing Maps.....	152	Fig. S-3.27. Employer Data for Zip Codes 74120 & 74104.....	191
Fig. S-2.4. SWOT Exercise Results.....	154	Fig. S-3.28. Comparative Home Values (1970-2010).....	192
Fig. S-2.5. Visioning workshop Exercise.....	155	Fig. S-3.29. Map of Building Age.....	193
Fig. S-2.6. Visioning Workshop Big Ideas.....	156	Fig. S-3.30. Housing Condition Assessment Map.....	194
Fig. S-3.1. Context Map.....	163	Fig. S-3.31. Existing Parks and Open Space.....	196
Fig. S-3.2. UMC-South Plan Area Landmarks.....	164	Fig. S-3.32. Map of Planned and Existing Bikeways.....	197
Fig. S-3.3. Map of UMC-South Plan Area.....	165	Fig. S-3.33. Study Area Character.....	198
Fig. S-3.4. Historic Maps of Midtown.....	166	Fig. S-4.1. UMC-South Vision Map.....	203
Fig. S-3.5. Map of Subdivisions.....	167	Fig. S-4.2. Vision Map: Active Ground Floors.....	205
Fig. S-3.6. Historic Views of the Study Area.....	168	Fig. S-4.3. Vision Map: Green Connections.....	206
Fig. S-3.7. Map of SJMC Patient Origin in the U.S.....	171	Fig. S-4.4. Vision Map: Safe Pedestrian Crossings.....	207
Fig. S-3.10. Census Tract 33 Map.....	172	Fig. S-4.5. Vision Map: Development Intensity.....	208
Fig. S-3.8. Demographic Data.....	172	Fig. S-4.6. Development Intensity Model.....	209
Fig. S-3.9. Population Pyramid.....	172	Fig. S-5.1. HP District Protections.....	216
Fig. S-3.11. Environmental Features Map.....	173	Fig. S-5.2. Proposed Institutional Mixed-Use Zoning.....	217
Fig. S-3.12. City of Tulsa Board of Adjustment Cases.....	174	Fig. S-5.3. Public Realm Design.....	221
Fig. S-3.13. Map of Current Zoning.....	175	Fig. S-5.4. Active Ground Floor.....	222
Fig. S-3.14. Unified Design Guidelines for HP Districts.....	176	Fig. S-5.5. Transition from Mixed-Use to Residential Uses.....	223
Fig. S-3.15. PLANiTULSA Areas of Growth and Stability.....	177	Fig. S-5.6. Screening of Parking and Service Areas.....	224
Fig. S-3.16. PLANiTULSA Land Use Designations.....	179	Fig. S-5.7. Transition from Institutional to Residential Uses.....	225
Fig. S-3.17. Commuting Pattern Data.....	180	Fig. S-5.8. Safe Crossings.....	228
Fig. S-3.18. Map of SJMC Patient and Employee Origin.....	181	Fig. S-5.9. Pedestrian Crossing.....	230
Fig. S-3.19. Map of Street Designations and Traffic Counts.....	182	Fig. S-5.10. Mixed-Use Residential.....	236
Fig. S-3.20. Aerial Views of Key Intersections.....	183	Fig. S-5.11. Green Connections.....	240
Fig. S-3.21. Existing Bus Route Map.....	184	Fig. S-5.12. Linear Parks.....	241
Fig. S-3.22. Existing Bus Service Table.....	185		
Fig. S-3.23. Existing Parking Map.....	186		

EXECUTIVE SUMMARY

The Utica Midtown Corridor small area plan is a guide for the future development of this area of midtown Tulsa and was developed through a process outlined in the appendix of the 2010 Comprehensive Plan, commonly referred to as PLANiTULSA. The small area planning process included extensive citizen engagement, thorough research of existing conditions, and iterative vetting of plan recommendations by citizen stakeholders as well as relevant City of Tulsa departments and affiliated agencies.

Following this process – including nearly two years of active public participation – this plan’s recommendations were adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) on November 20, 2013 and later approved by the Tulsa City Council. Accordingly, this plan amends the Tulsa Comprehensive Plan and its recommendations are the City of Tulsa’s policy guide for planning and development within the Utica Midtown Corridor area.

For the purpose of this small area plan, the Utica Midtown Corridor extends along South Utica Avenue, from 11th Street (Route 66) on the north to 21st Street on the south and is anchored on the north by Hillcrest Medical Center and on the south by St. John Medical Center. East-west boundaries are irregular, but described extensively in the Appendix.



Map not to scale

Notable within the southern portion of the plan area (south of the Broken Arrow Expressway) are the Swan Lake and Yorktown neighborhoods, within the overlay boundaries of Historic Preservation (HP) zoning districts. The Cherry Street commercial area intersects the plan area at 15th Street.

The Utica Midtown Corridor plan area's residential neighborhoods have a mix of



housing types (single-family and multi-family units) within the area and even within single blocks; the south portion has relatively more single-family units, particularly within the Yorktown Historic Preservation overlay zoning district. In addition to the medical centers, the Utica Avenue corridor includes medical offices, businesses associated with healthcare-industry clusters, and other commercial uses.

Utica Midtown Corridor's historic development pattern - with a well-connected street grid, tree-lined sidewalks, a mix of housing options, and a walkable proximity to goods and services – promote an active lifestyle that is the hallmark of a healthy community. The presence of two major health systems in the plan area also fostered a shared goal of building a healthy community. This plan seeks to build on this community's existing assets, while addressing the historic tensions between the growing commercial/institutional areas and the residential neighborhoods which border them.

This plan has three major sections: North (north of the Broken Arrow Expressway), South (South of the Broken Arrow Expressway), and a Common Elements section, which addresses concerns shared by both the North and South portions of the plan boundary. The North and South sections each include

recommendations, per the six categories identified in the Tulsa Comprehensive Plan:

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

Following thorough research in each of these categories, stakeholders envisioned their ideal future for the plan area, resulting in a stakeholder-led, aspirational vision for the future that serves as the foundation of this plan's recommendations. These recommendations identify key regulatory changes, capital improvements, and private-public partnerships to be considered during development and redevelopment of the plan area, and all of them will contribute to realization of the stakeholder-led vision of the Utica Midtown Corridor.

The Common Elements section includes recommendations to further the collective vision of the North and South plan areas, and recommends amending the zoning to allow mixed-use development of institutional campuses such as the medical centers.

The plan's recommendations are expected to carry through a 20-year horizon, and will add predictability to the development process.

PREFACE

IMPLEMENTING PLANiTULSA

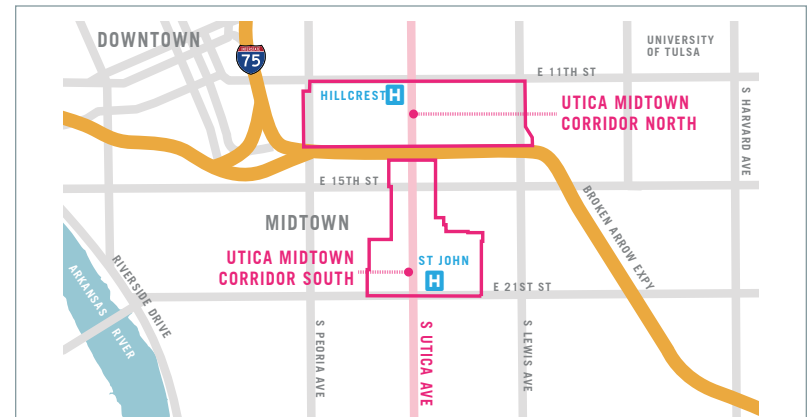
The City of Tulsa has initiated a public planning process along the Utica Midtown Corridor that brings together historic residential neighborhoods, numerous businesses and two major medical centers straddling Utica Avenue in Midtown Tulsa to envision the future of this diverse urban corridor. This report documents that process, and the common vision that has emerged from it, which will guide short- and long-term decisions on the area's development and improvement.

One of three small area plans to be initiated following the 2010 adoption of Tulsa's new Comprehensive Plan, the Utica Midtown Corridor Small Area Plan aims to create an implementation plan that is based on the Comprehensive Plan's vision for the next 20 years. Specifically, the Utica Midtown Corridor plan seeks to ensure preservation of stable residential neighborhoods while encouraging the growth of regional job centers following best practices in contemporary urban design and planning.

From the PLANiTULSA Vision, the "New" Tulsa will:

- » **Have a vibrant & dynamic economy**
- » **Attract and retain young people**
- » **Provide effective transportation**
- » **Provide housing choices**
- » **Protect the environment & provide sustainability**

"Our Vision for Tulsa," July 2010, p.4



NORTH AND SOUTH PLAN AREAS

At its outset, the Utica Midtown Corridor (UMC) Small Area Plan was divided into two sections in order to better address the different planning contexts to the north and south of the Broken Arrow Expressway.

The two plans have been developed through parallel, but separate processes. Farr Associates led the planning process for UMC-North, which contains Hillcrest Medical Center and established residential areas located in close proximity to Downtown. The plan for UMC-South was prepared by City of Tulsa planning staff in close collaboration with Perkins+Will. The UMC-South plan area contains St. John Medical Center alongside the historic residential neighborhoods of Swan Lake and Yorktown and portions of the Cherry Street commercial district.

Written explanations of the boundary lines can be found in Appendix 4.

BUILDING HEALTHY COMMUNITIES

The Utica Midtown Corridor Small Area Plan is exemplary in the way that it has brought a diverse group of stakeholders together to define a common vision and action plan for their shared community.

The participation of two major health systems has reinforced, since the beginning of the planning process, the shared goal of building a healthy community in which individuals can live well, and thrive. This goal reflects changing notions of health and healthcare delivery within the industry, as well as the growing awareness among citizens of the health impacts of the built environment.

Public health researchers are increasingly pointing to the built environment—the design and location of homes, schools, workplaces, stores, streets, and open spaces—as a major contributor to negative health outcomes, especially for vulnerable populations such as children and the elderly¹. We now know that places that discourage walking, or make it inconvenient or unsafe to walk between homes, schools, shops and workplaces contribute to preventable conditions such as diabetes, heart diseases, and depression,

¹ Jackson, Richard J. 2012. Designing Healthy Communities.

placing an economic burden on families, communities and healthcare systems. There is an inherent synergy between the goals of communities, businesses and health systems that can be translated into tangible recommendations for the plan area.

The Utica Midtown Corridor already possesses qualities that are demonstrated to support healthy communities: the older, established residential neighborhoods within the plan area have a well-connected street grid, tree-lined sidewalks, a mix of housing options, and proximity to goods and services that promote active lifestyles.

By bringing residents, institutions, developers and local businesses to the table, the Utica Midtown Corridor Small Area Plan enables stakeholders to:

- Better understand each other's needs,
- Identify scenarios that enable balancing of needs,
- Identify synergistic opportunities, and,
- Join forces to advocate for policy changes and foster investments that help realize those opportunities.

The design of the built environment is proving to be key for individuals, communities and health systems in achieving desired health and wellness outcomes.

DESIRABLE OUTCOMES

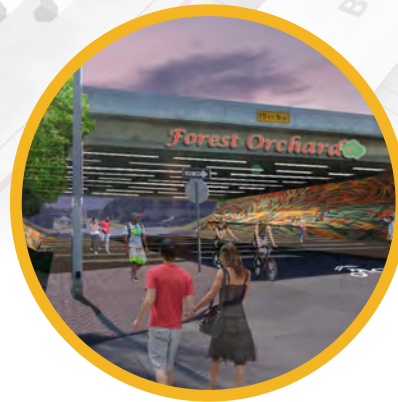
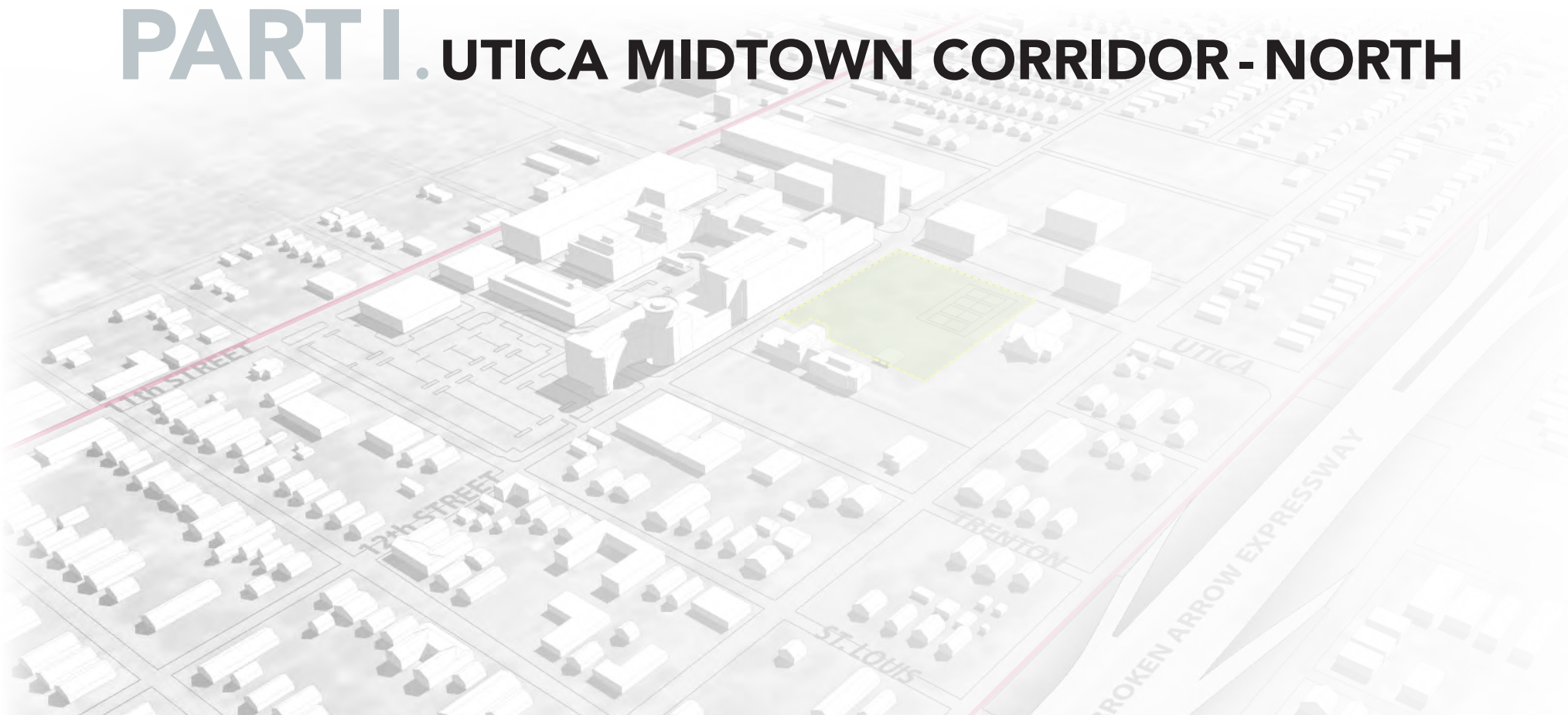
The Utica Midtown Corridor is identifiable to the majority of Tulsans, and the region, not only for its destination medical centers, but also for its attractive neighborhoods, high-quality housing, pedestrian environment, and connections to area parks and amenities that support an active urban lifestyle.

The following desirable outcomes should be attainable if plan recommendations are implemented:

- Residents see the continued value of their investment in historic residential neighborhoods with choices of various housing types including single-family homes, townhomes, condominiums, and apartments. These neighborhoods blend attractively with institutional and non-residential uses which are located primarily along major streets.
- The Utica Midtown Corridor continues to be valued for its Medical Centers and surrounding healthcare-industry clusters.
- Street improvements and transportation projects fit into the character of surrounding neighborhoods while maintaining vehicular and pedestrian safety by designing Context Sensitive Solutions (CSS) as prescribed in the Comprehensive Plan. (See Glossary for a definition of CSS.)
- The Utica Midtown corridor is connected to the city-wide multi-modal transportation system and provides safe pedestrian access to transit.
- New construction in the plan area is aesthetically compatible with existing development and incorporates effective measures to minimize traffic impacts.
- Medical centers continue their commitment to projects that enhance area development and provide appropriate transitions between uses.
- Improvements along the Broken Arrow Expressway and adjoining streets mitigate traffic noise and visual impacts.
- Public realm investments enable safe and enhanced pedestrian and vehicular movement between UMC-North and UMC-South.



PART I. UTICA MIDTOWN CORRIDOR-NORTH



N1

INTRODUCTION

N1 INTRODUCTION

SMALL AREA PLANNING

The small area planning process was established in the City of Tulsa's updated Comprehensive Plan, which was adopted in 2010. Small area plans are intended to focus resources where change is anticipated and desired and is dependent upon stakeholder consensus.

According to the comprehensive plan, the small area planning process, among other things, is "designed to minimize the need for excessive hearings and review of projects." Within the Utica Midtown Corridor-North ("UMC-North") area, redevelopment has recently occurred in this manner, without focused direction from a plan such as this one. This plan will provide clarity for neighbors, developers, and property owners in terms of future development. The plan's recommendations include specific guidance on implementation, including one of the most important implementation tools, zoning.

UMC-NORTH PLAN AREA

The UMC-North is a subarea plan of the Utica Midtown Corridor Small Area Plan. The Plan was subdivided in order to respect the distinctive nature of each subarea (north and south of the Broken Arrow Expressway) and provide tailored recommendations for each subarea. For issues that transcend these subarea boundaries, area-wide recommendations are provided.

The UMC-North area is notable among neighborhoods in Tulsa for its compact development pattern, mix of uses, and interconnected street grid. It is distinctly urban. The area is in close proximity to jobs, schools, downtown, the University of Tulsa, the Pearl District and Cherry Street. All of these factors make it an area poised for great things in the near future.

Recommendations in this plan acknowledge these factors and make strategic suggestions for improvement in order to build on existing assets.

Additionally, significant planning and capital improvements have occurred in the immediate area:

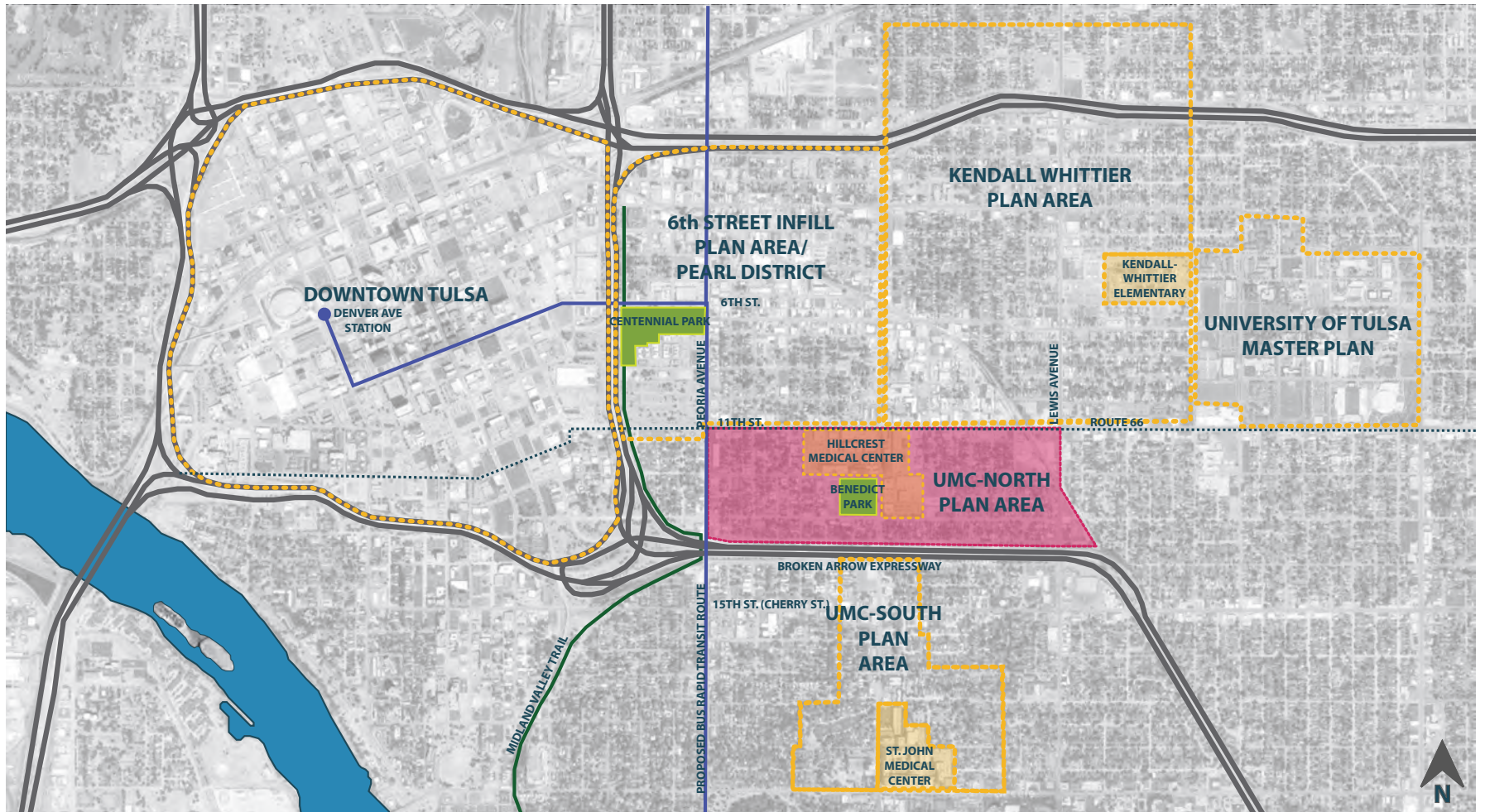
- The Tulsa Comprehensive Plan provides the policy framework for more detailed recommendations in this plan.

- The 6th Street Infill Plan and accompanying Form-Based Code.
- The Kendall Whittier Neighborhood Plan.
- Construction of the Oklahoma Heart Institute.
- Streetscaping at Peoria Street and 11th Street, and Peoria Street and 6th Street.
- Building renovations and new businesses opening on 6th Street.

This plan is intended to build on these prior efforts.

The UMC-North Small Area Plan is intended to serve as a model for other areas of the city where major institutions coexist with residential areas. The recommendations included herein are part of a growing body of work on health districts led by organizations such as the Centers for Disease Control and Prevention (CDC), the U.S. Green Building Council's LEED-ND Core Committee, and the HUD/DOT/EPA Partnership for Sustainable Communities. The Congress for New Urbanism (CNU) is currently exploring the link between health facilities and their surrounding neighborhoods' walkability and livability with an underlying premise that better planning not only creates quality places but can be used for disease prevention.

FIG. N-1.1. UMC-NORTH CONTEXT MAP



As recommended in the Comprehensive Plan, the small area planning process is an implementation tool used to develop tailored solutions to neighborhood-scale issues. The process works to build consensus among many constituents, taking into account the value of all neighborhood amenities.

The plan was developed through a collaborative process with residents, property owners, and business owners. The process was led by the City of Tulsa, a Citizen Advisory Team appointed by the District Four City Councilor, Hillcrest Medical Center, and consultants from Farr Associates and RTKL. The Citizen Advisory Team met regularly throughout the process where meetings involved active participation from the public.

PLAN AREA BOUNDARY

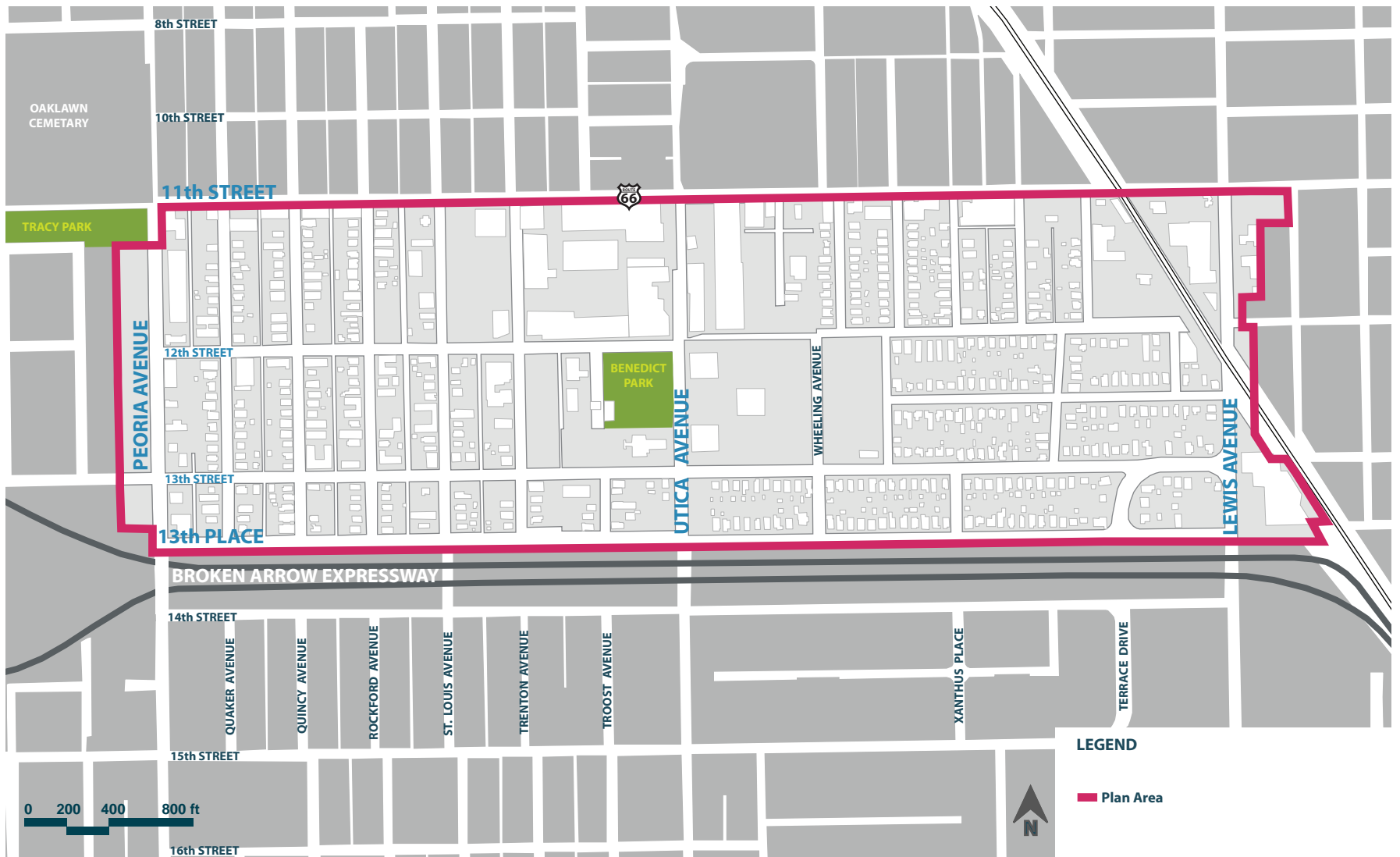
The UMC-North planning area lies east of downtown Tulsa and is bordered by 11th Street on the north, the Broken Arrow Expressway on the south, Lewis Avenue on the east and Peoria Avenue on the west. The irregular eastern boundary includes the entirety of properties facing Lewis Avenue. The smooth boundary shown in the context map (Fig N-1.1) reflects the general boundary included in 2012 Council Resolution #7903, further honed later in the planning process. See Appendix D for a more detailed boundary description.

Utica Avenue is a major north-south street that bisects the planning area and provides a connection to Utica South (to the south) and Interstate 244 (to the north). The area is characterized by commercial and healthcare development along the above-mentioned streets with single- and multi-family residential development surrounding them in the neighborhoods.

Utica Avenue between 11th Street and 21st Street is anchored by Hillcrest Medical Center on the north and St. John Medical Center on the south. These anchors have influenced the location of complementary land uses such as office and medical services.



FIG. N-1.2. UMC-NORTH PLAN AREA BOUNDARY



N2

COMMUNITY PARTICIPATION

N2 INTRODUCTION

COMMUNITY PROCESS

The plan's recommendations are based on a robust community process that was shepherded by a Citizen Advisory Team (CAT) invited to serve by the City Councilor from the 4th District. The process was designed to create a unified vision and set of recommendations based on the desires of those who live, work, and own property in UMC-North plan area.

CAT MEETINGS

The CAT met six times to set direction for the project and to ensure that identified issues and proposed recommendations were reflective of the community:

- April 3, 2012: SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis.
- May 1, 2012: Presentation of SWOT results and priority voting.
- June 5, 2012: Presentation of Image Preference Survey.
- July 10, 2012: Presentation of Image Preference Survey results and Existing Conditions Inventory and Analysis .
- October 30, 2012: Vision Workshop.
- April 8, 2013: Presentation of Vision Statement and Preliminary Recommendations

- September 5, 2013: Final draft review (Joint meeting with Utica Midtown Corridor-South CAT)

ADDITIONAL ACTIVITIES

Other activities in the outreach process included:

- February 20, 2012: Citywide Small Area Plan Kickoff Meeting.
- Dedicated project web page with meeting announcements, meeting summaries, and draft materials.
- Twelve confidential stakeholder interviews to gain the insight of residents, business owners, property owners, and institutions.
- Presentation of Vision Workshop display boards at Hillcrest Medical Center.
- May 9, 2013: Open House presentation of draft plan.

CITIZEN ADVISORY TEAM

Donald Barnum

Terrace Drive Neighborhood Association

Chuck Brayton

Forest Orchard Neighborhood Assoc.

Jordana Caturegli

Midtown Terrace Neighborhood Assoc.

Dr. Gerard Clancy

President, University of Oklahoma-Tulsa and Dean, OU College of Medicine, Tulsa

Jason Fahrlander

Hillcrest Medical Center

Eric Sachau

Parkside Psychiatric Hospital and Clinic

Kimberly Norman

Forest Orchard Neighborhood Assoc.

George Otey

Resident

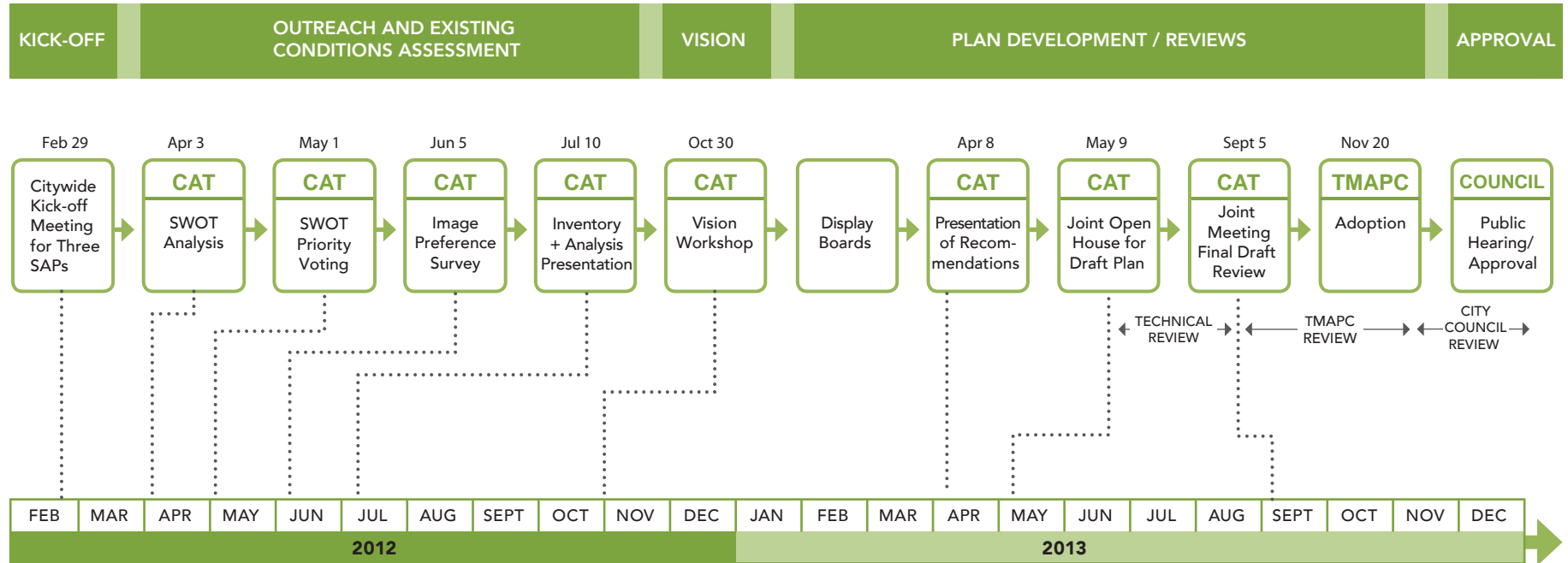
Mickey Payne

Resident

Scott Schneider

Resident

FIG. N-2.1. UMC-NORTH PLANNING PROCESS SCHEDULE



SAP: Small Area Plan
 CAT: Citizen Advisory Team
 TMAPC: Tulsa Metropolitan Area Planning Commission
 SWOT: Strengths, Weaknesses, Opportunities, Threats (see pg. 28-29)

PUBLIC OUTREACH

Do you live near Hillcrest Medical Center?

Interested in planning the future of this area?

You are invited to attend a meeting hosted by Hillcrest to develop a Small Area Plan for the area shown on the map.

PLANTULSA, the City's comprehensive planning process, provides an opportunity for neighbors to work together to address an area's unique issues. Hillcrest Medical Center is leading an effort to create a Small Area Plan for the area around the hospital along Utica Avenue.

Please join us for a kick-off meeting where we will ask residents, property owners, and interested citizens to participate in a SWOT analysis to identify the area's strengths, weaknesses, opportunities, and threats.

Utica Midtown Corridor North

Opportunities for Change

Consideration: 2030 Healthcare Development Boundary

Vision Workshop: Small Group Work

Utica Midtown North Corridor Small Area Plan

Join us at the next Citizen Advisory Team meeting where we will work together to create a vision for our neighborhood. The meeting will include an exercise to determine what types of development and land uses are appropriate for the area.

Tuesday, October 30th, 5:30 pm
 First Lutheran Church (13th and Utica)
 For questions, please call 918.576.5684

For more information on the Small Area Planning process, check out <http://plantulsa.org/smallareaplans>

PLANTULSA - City of Tulsa
 City of Tulsa Planning Department

Utica Midtown Small Area Plan

PLANTULSA SMALL area PLANS

Utica Midtown

SPRING 2013 MEETINGS

CITIZEN ADVISORY TEAM MEETINGS

presentations and concept reviews of each area's respective vision and plan recommendations.

- Monday, April 8, 2013**
Utica Midtown North CAT
 6:00 - 7:30pm
 Hillcrest Medical Center Campus
 Keller Rehabilitation Center - Greycrest Room
 1125 South Trenton
- Tuesday, April 9, 2013**
Utica Midtown South CAT
 6:00 - 7:30pm
 City Hall @ One Technology Center
 175 E. 2nd Street, Room 10 North

Utica Midtown Corridor North: Regulatory Framework

Proposed Menu of Street Frontage Regulation Alternatives (Commercial Streets)

Proposed Menu of Street Frontage Regulations (Neighborhood Streets)

Potential Building Envelope

Results from the Image Preference Survey: Building Realm

Results from the Image Preference Survey: Sidewalk Realm

Public meetings set for Tulsa's Small Area Plans

The city of Tulsa has announced the first of four public meetings between city planners and the newly created Small Area Planning Citizen Advisory teams.

The dates, per regular with the assistance of city officials, are to provide city planners with recommendations, information and feedback on the four Small Area Plans under development. Small Area Plans provide development guidelines for a specific area of town and are intended to address the unique opportunities and challenges of the area.

Residents are encouraged to attend the meetings, where they can provide input and ask questions. For more information on the meetings, go to tulsaworld.com/plans.

Meetings:

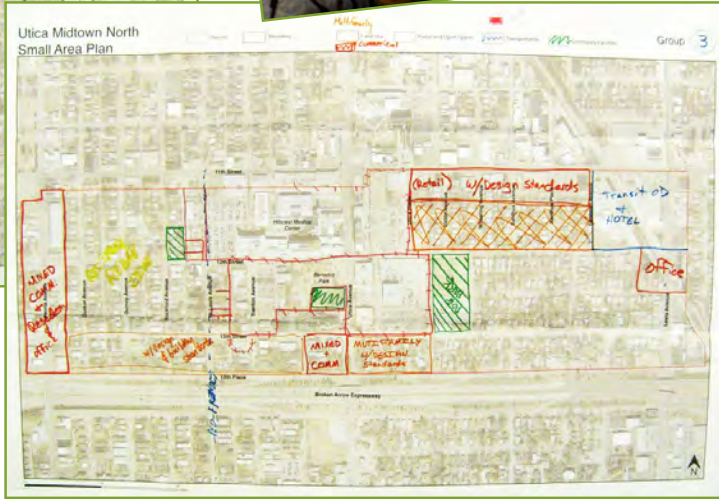
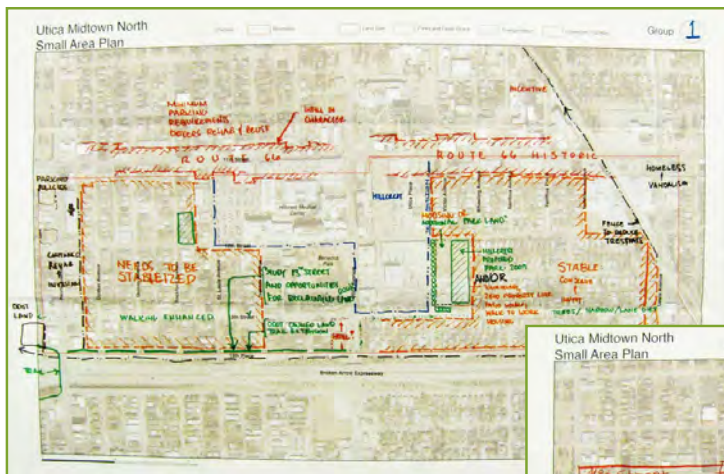
- Utica Midtown South Small Area Plan (St. John's area): Tuesday, 5:30-6:30 p.m., First Lutheran Church Fellowship Hall, 1244 S. Utica Ave.
- 16th Street North Corridor Small Area Plan: March 26, 5:30-6:30 p.m., Tulsa Educator, 1420 S. Jerome Ave.
- Tulsa Hills/West Highlands Small Area Plan: March 27, 5:30-6:30 p.m., Zarrow Regional Library, 222 West 71st St.
- Utica Midtown North Small Area Plan (Hillcrest area): April 3, 5:30-6:30 p.m., First Lutheran Church Fellowship Hall, 1244 S. Utica Ave.

Original Print Headline: Public meetings set for four Small Area Plans

Copyright 2013 Tulsa World. All rights reserved. This material may not be published, broadcast, reprinted or otherwise distributed without written permission.

Other Tulsa World Local Stories

- Ex-Mingo Valley Christian School teacher pleads no contest to rape by instrumentation
- American Airlines merger plan approved by bankruptcy judge
- Life-and-death debate: OSU Medical Center seeks state for \$13 billion increase in appropriations
- Adopty shows four women shot at Fairmont Terrace had math in their systems



VISION WORKSHOP

The October 2012 Vision Workshop resulted in big ideas from small groups for the future of the UMC-North plan area.

SWOT ANALYSIS

On April 3, 2012, a community meeting was held to gather public opinion on the strengths, weaknesses, opportunities, and threats to the UMC-North study area. Participants were led through an exercise that resulted in a cumulative list of the area's SWOTs.

At a subsequent meeting, participants were asked to rank items in each category through a dot-voting exercise. Participants were given dot stickers (three per category) to indicate their priorities. The numbers below are cumulative results of the voting and sorted by the community's priorities.

For the purposes of this exercise, the following definitions were given:

STRENGTH: A positive quality about the area that exists now

WEAKNESS: A negative quality about the area that exists now

OPPORTUNITY: A positive possibility that may occur in the future

Threat: A negative possibility that may occur in the future

The SWOT analysis is an important part of the existing conditions analysis because it documents existing perceptions of the area by those who live, work and visit the area. The SWOT results are subjective opinions reviewed alongside objective data to provide a "snapshot" of existing conditions. All of this information is used to determine key plan issues that might be addressed during the visioning phase of the plan and in the final recommendations. The following pages include a summary of the discussion by category and rank.

STRENGTHS	Total Score
Area's history / Route 66	13
Home ownership	11
Proximity to amenities (such as downtown)	10
Diversity (cultural, racial, income, profession)	6
Access to highways	5
Diversity of housing type	4
Walkability	4
Access to bus transit	4
Hillcrest Medical Center	4
Mixed-income housing	3
Unique homes and area	3
Active neighborhood association	3
Accessibility	2
Collaborations between businesses and neighbors	2
Affordable housing prices	1
Nearby employers	1
Cherry Street district	
Mix of building uses	
Access to parks	
Neighborhood character	

WEAKNESSES	Total Score
Dilapidated homes and buildings	14
Absentee landlords	14
Lack of pride of ownership	13
Drugs and prostitution	12
Hillcrest Medical Center has no plan for its future	11
Lack of new development	9
Litter from Broken Arrow expressway	4
Seven blocks between 14th and 15th are not included in small area plan	4
Lack of parking	2
Commercial vacancies	2
Traffic from Broken Arrow expressway	1
Lack of Tulsa police presence	1
Lack of connectivity to University of Tulsa	1
Uninviting and/or dangerous-looking underpasses	
Lack of lighting	
Tripping hazard of sidewalks	
Hillcrest Medical Center lighting too bright	

OPPORTUNITIES	Total Score
Focus on/improve 11th Street	16
Provide a diversity of housing to balance neighborhood jobs and housing	7
Use Route 66 theme to add allure, increase tourism and lodging opportunities	7
Better communication from Hillcrest neighbors	5
Create a bike trail on ODOT easement	5
Update older buildings	4
Improve St. Louis Avenue	4
Add a pocket park east of Utica Avenue	4
Retain/restore buildings of character	3
Create a sound barrier for the Broken Arrow Expressway	2
Enhance walkability	2
Create an improved underpass at St. Louis Avenue (especially for pedestrians and the disabled)	2
Improve Cherry Street district parking	1
Consider a downtown circulator and Transit Oriented Development	1
Revise distribution of meeting notices (landlords & tenants)	1
Create community gardens	1
Create a dog park	1
Engage Union Pacific about railroad patrolling	1
Improve area lighting (underpasses and Hillcrest parking)	1
Repair sidewalks	1
Improve conduct of absentee landlords	1

Elevate the railroad tracks	1
Enhance bikeability to local businesses	1
Traffic calming near the Broken Arrow Expressway	
Study left turn (northbound) signal timing at Lewis Avenue	
Improve Utica Ave. signal timing at rush hour	
Re-brand the neighborhood	
Build cohesion by "knitting" streets & blocks together	
Build on assets and "crown jewel" status to attract Gen-Y residents	
Neighborhood watch groups	
Clean up the Broken Arrow expressway	
Turn down/off ambulance sirens after arrival at Hillcrest	
Introduce transit to the rail corridor	
Build on development in Cherry Street and Pearl District	

THREATS	Total Score
Absentee landlords	16
Animosity towards Hillcrest and Parkside (and concerns about growth and impacts)	15
Inadequate police support (specifically at 10th and 12th Street)	12
Traffic	9
Homeless population	8
Drugs	6
Insensitive development	5
Further neighborhood division if a sound barrier is created	

IMAGE PREFERENCE SURVEY (IPS)

The UMC-North Citizen Advisory Team met on June 5th, 2012, to complete an Image Preference Survey (IPS). An IPS is used to gauge participants' opinions on what future development should look like.

The following are summary pages for five categories: First Impressions, Utica Avenue, 11th Street, Mobility and Access, and Neighborhood Development.

The summary pages include photos of the five highest and lowest ranking images, survey scores, and any comments made by participants during the discussion. Scores are weighted on a scale of -5 to +5.

FIRST IMPRESSIONS (HIGHEST RATED)



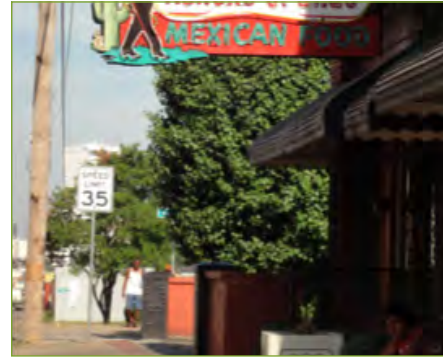
HIGHEST RATED SCORE: 4.03

- Welcoming; human-scaled
- Mixed-use is good



2ND HIGHEST RATED SCORE: 3.13

- Permeable surfaces are good
- Trees and foliage are preferred
- Attractive streetlights



3RD HIGHEST RATED SCORE: 2.47

- Walkable
- Neon fits with Route 66 theme
- Historic building



4TH HIGHEST RATED SCORE: 2.40

- Sense of Community
- Like "neighborhood watch"
- Unique and identifiable



5TH HIGHEST RATED SCORE: 2.33

- Too big; doesn't translate to food
- Prefer neon over LED or flashing signs
- Reminiscent of the 1950s

IPS RESULTS

FIRST IMPRESSIONS (LOWEST RATED)



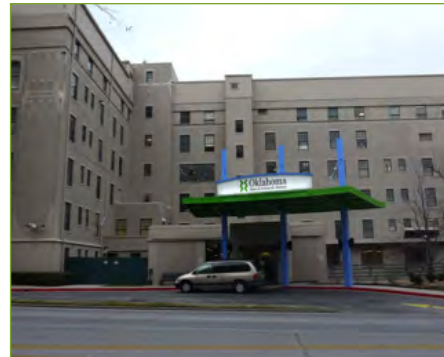
LOWEST RATED SCORE: -1.50

- Garish; not visually appealing
- Chain restaurant and drive-thru
- Sign is not near the building (in the middle of parking lot)



3RD LOWEST RATED SCORE: -0.90

- Horrible streetscaping
- Needs more trees



4TH LOWEST RATED SCORE: -0.43

- Too small to be a main entrance; making do with what they have
- Not horrible but not desirable for future development



2ND LOWEST RATED SCORE: -1.13

- Too monolithic
- Dated architecture
- Imposing height; too big and tall



5TH LOWEST RATED SCORE: 0.10

IPS RESULTS

UTICA AVENUE (HIGHEST RATED)



**HIGHEST RATED
SCORE: 2.80**



**4TH HIGHEST RATED
SCORE: 2.40**



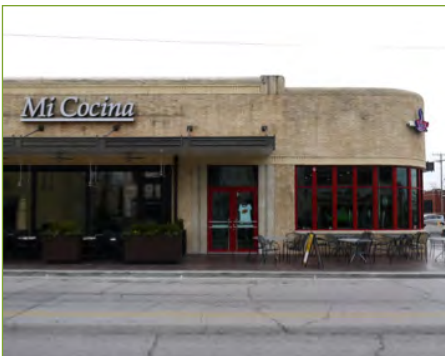
**2ND HIGHEST RATED
SCORE: 2.73**

- Colorful
- New and contemporary



**5TH HIGHEST RATED
SCORE: 2.30**

- Clean and well-built
- Four stories is appropriate



**3RD HIGHEST RATED
SCORE: 2.63**

- Modern and clean
- Pedestrian-friendly (not setback from street)
- Re-use of old building

IPS RESULTS

UTICA AVENUE (LOWEST RATED)



LOWEST RATED SCORE: -1.57

- Drive-thru users are bad
- Ugly



2ND LOWEST RATED SCORE: -1.50



3RD LOWEST RATED SCORE: -1.40



4TH LOWEST RATED SCORE: -1.33

- Open and unlit
- Design attracts unwanted activity



5TH LOWEST RATED SCORE: -0.40

- Very ugly

IPS RESULTS

11TH STREET (HIGHEST RATED)



HIGHEST RATED SCORE: 3.77

- Good sidewalk width



2ND HIGHEST RATED SCORE: 3.30

- Colonial style is nice
- Re-use of existing buildings is good



3RD HIGHEST RATED SCORE: 3.23



4TH HIGHEST RATED SCORE: 3.20

- Decorative brick facade
- Wide, open, inviting windows



5TH HIGHEST RATED SCORE: 2.83

IPS RESULTS

11TH STREET (LOWEST RATED)



LOWEST RATED SCORE: -3.27

- Brutal and ugly architecture
- Not safe for pedestrians or cars
- Radiates heat and cold



2ND LOWEST RATED SCORE: -1.87



3RD LOWEST RATED SCORE: -1.80

- Not suitable for this area



4TH LOWEST RATED SCORE: -0.53

- Too big and imposing
- Out of character for the area



5TH LOWEST RATED SCORE: -0.50

- Garish and big
- Isolated (in the middle of parking lot)
- Needs to be attached to building

IPS RESULTS

MOBILITY AND ACCESS (HIGHEST RATED)



HIGHEST RATED SCORE: 3.87

- Inviting and visually interesting
- Provides a sense of place
- Landscaping and signage are nice



3RD HIGHEST RATED SCORE: 3.33



4TH HIGHEST RATED SCORE: 3.27

- Sidewalk curves/visually interesting
- Sidewalk is well-maintained and unencumbered by utilities



2ND HIGHEST RATED SCORE: 3.63



5TH HIGHEST RATED SCORE: 3.20

- Nice to walk

IPS RESULTS

MOBILITY AND ACCESS (LOWEST RATED)



**LOWEST RATED
SCORE: -1.47**

- Torn up, not safe, cracked
- Difficult for pedestrians

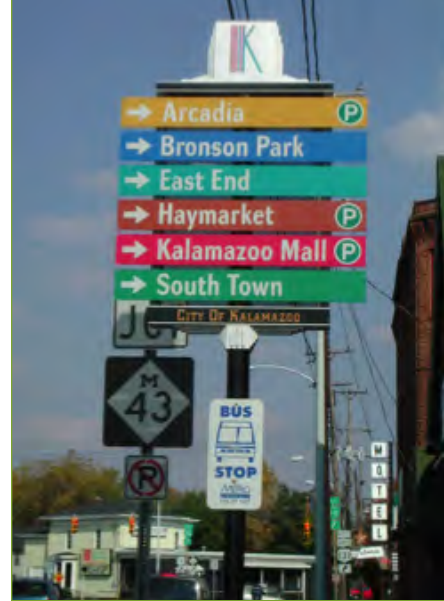


**2ND LOWEST RATED
SCORE: -0.50**

- Use is okay for the area but this one is not done properly
- Looks like a cage



**3RD LOWEST RATED
SCORE: 0.67**



**4TH LOWEST RATED
SCORE: 1.17**



**5TH LOWEST RATED
SCORE: 1.43**

IPS RESULTS

NEIGHBORHOOD DEVELOPMENT (HIGHEST RATED)



**HIGHEST RATED
SCORE: 3.33**

- Interesting architecture
- Preservation is important



**2ND HIGHEST RATED
SCORE: 3.03**

- Interesting architecture
- Preservation is important



**3RD HIGHEST RATED
SCORE: 2.93**



**4TH HIGHEST RATED
SCORE: 2.90**

- Interesting architecture
- Preservation is important



**5TH HIGHEST RATED
SCORE: 2.77**

- Interesting facade and architecture
- Not flat along street
- Has dimension and visual interest

IPS RESULTS

NEIGHBORHOOD DEVELOPMENT (LOWEST RATED)



**LOWEST RATED
SCORE: -2.23**



**3RD LOWEST RATED
SCORE: -1.83**



**2ND LOWEST RATED
SCORE: -2.00**

- Use is okay (parking garage)
- Cavernous design; no attempt to make it nice



**4TH LOWEST RATED
SCORE: -1.27**



**5TH LOWEST RATED
SCORE: -1.20**

N3

EXISTING CONDITIONS

N3 EXISTING CONDITIONS

As part of the planning process, an existing conditions report was completed in the summer of 2012 to provide an understanding of the baseline conditions in UMC-North. This section represents the conditions as observed and analyzed at that time.

CONTEXT

The Utica Midtown Corridor North planning area (UMC-North) is directly of downtown Tulsa and is bordered by 11th Street on the north, the Broken Arrow Expressway on the south, Lewis Avenue on the east and Peoria Avenue on the west. Refer to the Appendix for exact boundaries.

Utica Avenue is a major north-south street that bisects the planning area and provides a connection to the Utica Midtown Corridor - South plan area to the south and Interstate 244 to the north. The area is characterized by commercial and healthcare development along the above-mentioned streets with single- and multi-family residential development surrounding them in the interior areas. Utica Avenue between 11th Street and 21st Street is sometimes referred to as the Utica Medical Corridor and is anchored by Hillcrest Medical Center on the north and St. John Medical Center on the south. These anchors have influenced the location of complementary land uses such as office and

medical services.

HISTORY

The residential neighborhoods within the planning area began developing in the early 20th century and were connected to downtown Tulsa by two streetcar lines: the Oklahoma Union Traction Railway and the Tulsa Street Railway. The northern boundary of the planning area, 11th Street, is part of Historic Route 66, the “Main Street of America”. Tulsa is regarded as the birthplace of Route 66, as Cyrus Avery, a Tulsa native, first conceived of connecting Chicago to Los Angeles. Established in November of 1926, it was one of the first U.S. highways, and would become iconic of the early automobile age in America. Although removed from the United States Highway System in 1985 when replaced by the Interstate Highway System, the route has been designated as an Oklahoma and National Scenic Byway.

The southern boundary of the planning area is the Broken Arrow Expressway, which was begun in the early 1960s and finished in the 1970s. It was built to connect Tulsa to the large population growth occurring to the east.

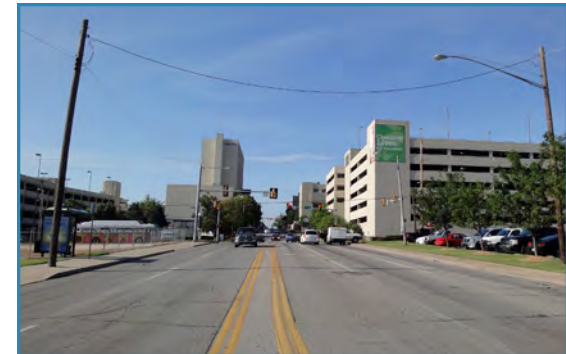
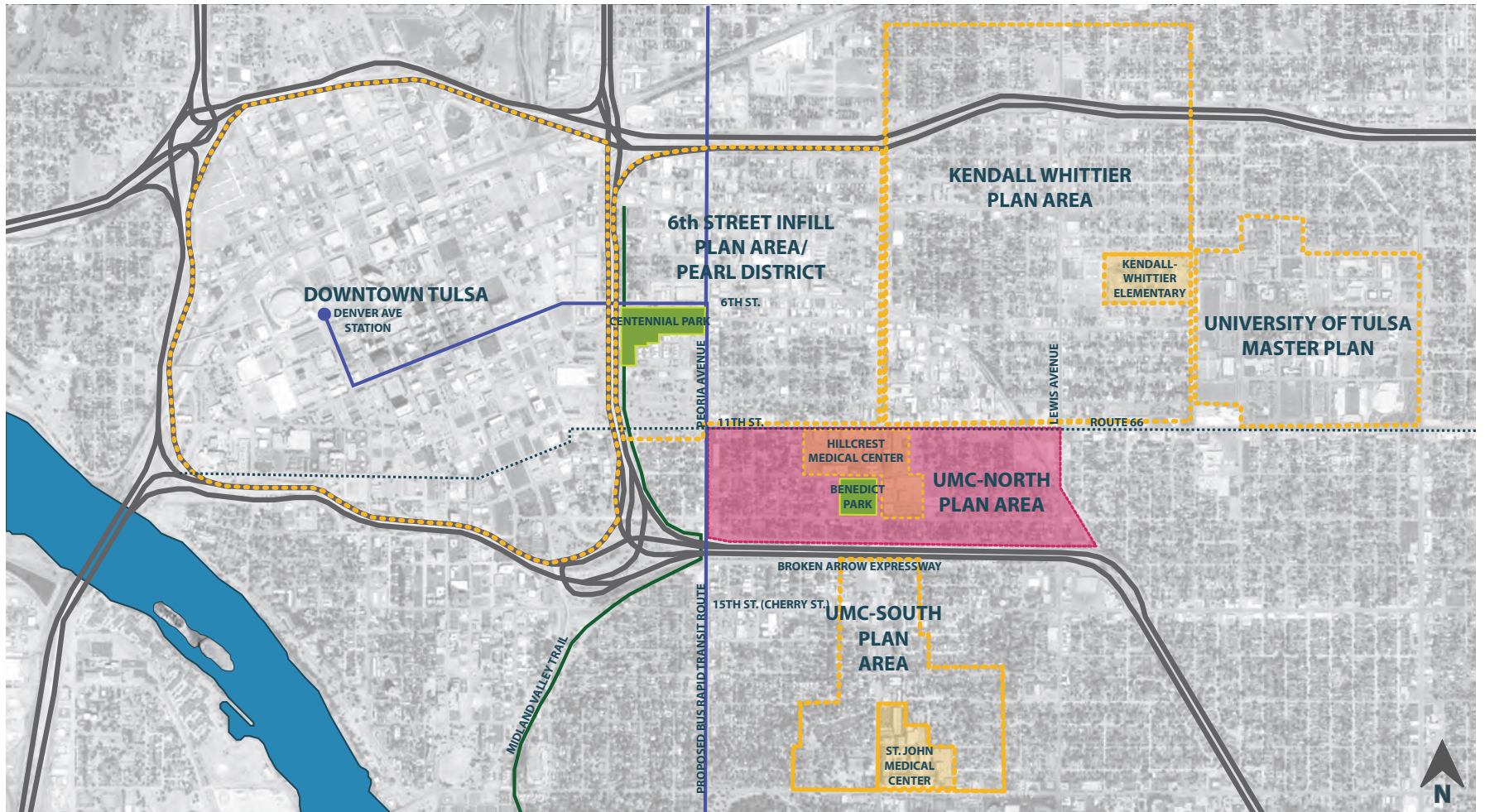


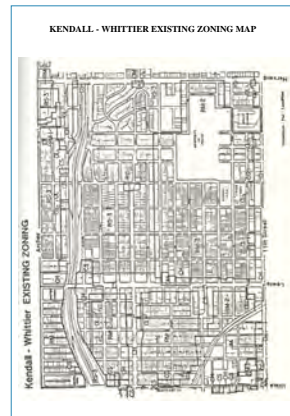
FIG. N-3.1. UMC-NORTH CONTEXT MAP



RELATIONSHIP TO OTHER PLANS AND STUDIES

KENDALL-WHITTIER NEIGHBORHOOD MASTERPLAN (1991)

The Kendall-Whittier Neighborhood Masterplan had a Primary Study Area and a Secondary Study Area. The Secondary Study Area is adjacent to the UMC-North plan area. The plan was undertaken to revitalize the Whittier Square retail area, upgrade substandard housing, improve affordable rental housing opportunities, solve neighborhood flooding issues, develop a new neighborhood park, and develop a new school, while simultaneously accommodating growth of the University of Tulsa campus.



MIDTOWN TULSA REDUX (2006)

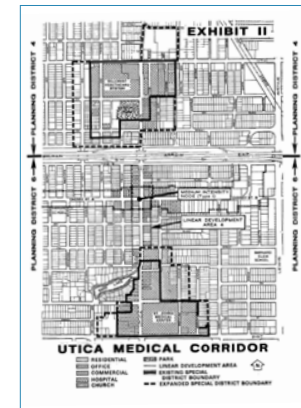
This student project from the OU Urban Design studio project for 2005-2006 focused on the Midtown area with boundaries from 11th to 21st and Peoria to Lewis. The studio used a board game technique to propose alternative development scenarios. The scenarios focused on transitions between commercial and residential development, shallow lot development and ways to mitigate development's impact on surrounding neighborhoods.



Midtown Tulsa Redux was an academic planning exercise and was not publicly reviewed or adopted by the TMAPC.

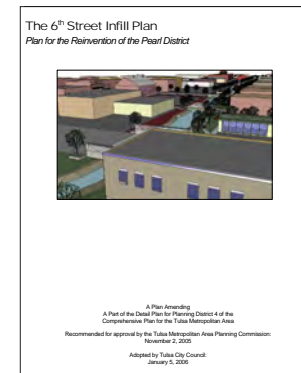
UTICA MEDICAL CORRIDOR SPECIAL STUDY (1989)

INCOG prepared a study for the Tulsa Metropolitan Area Planning Commission in 1989 with recommendations intended to guide and regulate the future growth of the Utica Medical Corridor. Recommendations focused on specific zoning changes, traffic signal installation and the requirement of master plans from Hillcrest and St. John before any further major expansion programs. The special study also recommended that the medical centers use Planned Unit Developments (PUDs) as tools for multi-parcel development.



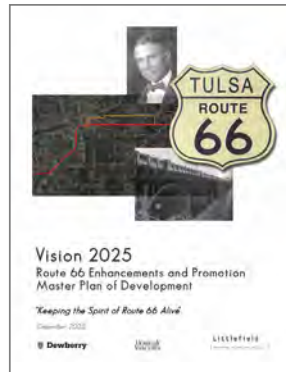
6TH STREET INFILL PLAN (2006)

The 6th Street Infill Plan (commonly known as the Pearl District Plan) is a detailed neighborhood plan that provides guidance on flood control, security, land use and redevelopment. The plan recommends a form-based approach as a means to implement its Vision. Particular emphasis was provided on design guidelines for infill development and the creation of a new park for flood control. To date, the plan has resulted in the creation of dual-use flood control park facilities, a new community center and new streetscaping.



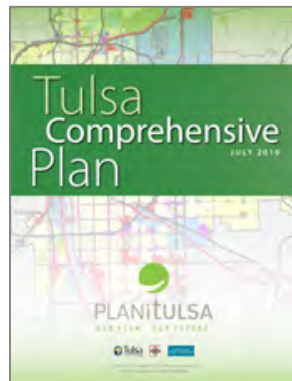
ROUTE 66 MASTER PLAN (2006)

The Route 66 Master Plan was funded through Vision 2025 to plan for the revitalization and economic development of historic Route 66 in Tulsa County. In 2006, the Route 66 Enhancement and Promotion Master Plan of Development was approved by the Vision 2025 Oversight Committee, Tulsa County Board of Commissioners and the Mayor of Tulsa. In addition to funded capital projects, a Pearl Preservation fund was designated to promote the preservation of remaining features along the city's stretch of roadway. The Route 66 Master Plan recommends streetscape design standards, and calls for the creation of a Route 66 Authority to serve as a guide and catalyst for market research and sustainable economic development along the roadway. As of 2013, 80% of Vision 2025 Route 66 streetscape enhancement projects are complete or underway.



TULSA COMPREHENSIVE PLAN (2010)

The update to the city's comprehensive plan, PLANiTULSA, was completed in 2010. The City of Tulsa contracted with Fregonese and Associates to develop the plan to guide Tulsa's future development. Major policies focus on Land Use; Housing; Transportation; Economic Development; and Parks, Trails and Open Space. Small area plans are one of the key implementation steps for the new plan.



FOREST ORCHARD: A NEIGHBORHOOD PLAN FOR A DIVERSE COMMUNITY (2009)

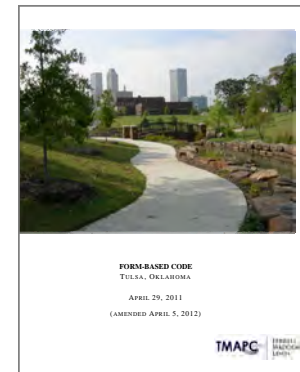
The Forest Orchard neighborhood created a plan for its future through a student project at the University of Oklahoma Urban Design Studio. The plan supports the development of the commercial districts surrounding the neighborhood as mixed-use, integrated well into the adjacent residential core and defines acceptable patterns of development for commercial and residential uses, taking into account the unique nature of the neighborhood in regards to the presence of the numerous healthcare providers as well as housing for non-profit organizations. The plan focuses on compatibility of the different uses within the neighborhood while maintaining the social and economic diversity associated with each of them.



Forest Orchard: A Neighborhood Plan for a Diverse Community was an academic planning exercise and was not publicly reviewed or adopted by the TMAPC.

FORM-BASED CODE (2011)

The City of Tulsa's Form-Based Code was created, adopted on April 29, 2011 and amended on April 5, 2012. The purpose of the code is to regulate land development by setting controls on building form while employing flexible parameters for height, siting, and building elements to define public space and broad parameters for uses within buildings.



DEMOGRAPHICS

CENSUS TRACT 34

All of the plan area falls within Census Tract 34. As displayed in Fig. N-3.5, it should be noted that the Census Tract encompasses an area slightly larger than the study area. The demographic data cited here use Census Tract-level data to maintain consistency and accuracy, rather than an estimate based on the actual plan boundary.

Census Tract 34 contains 2,093 residents. When compared to the City of Tulsa as a whole, this area is denser but has fewer people per household. Males make up 53% of the population and the average age is slightly younger than the City (32.8 years versus 33.3). Of those who live in this census tract, 69% are white (compared to 63% citywide). The unemployment rate is less than the City's but the poverty rate is more than double. The percentage of the population with a college degree lags that of the City (8.5% versus 20%) as does the median income (\$24,690 versus \$39,289). Most (77%) of the housing is renter-occupied while 23% is owner-occupied.

FIG. N-3.2. POPULATION PYRAMID

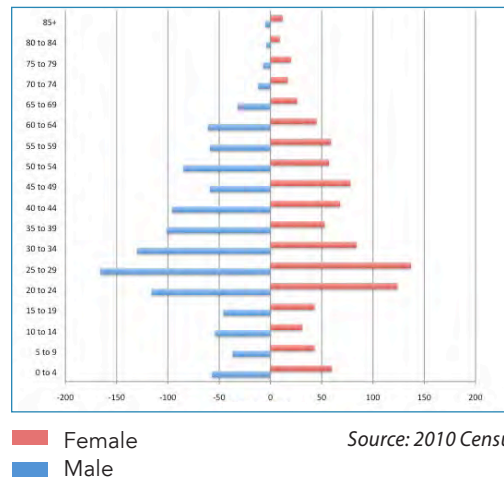


FIG. N-3.3. INCOME DISTRIBUTION

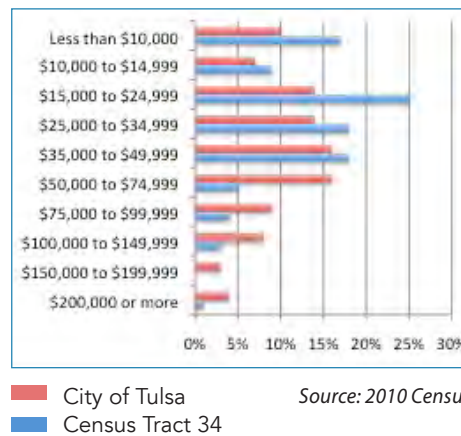
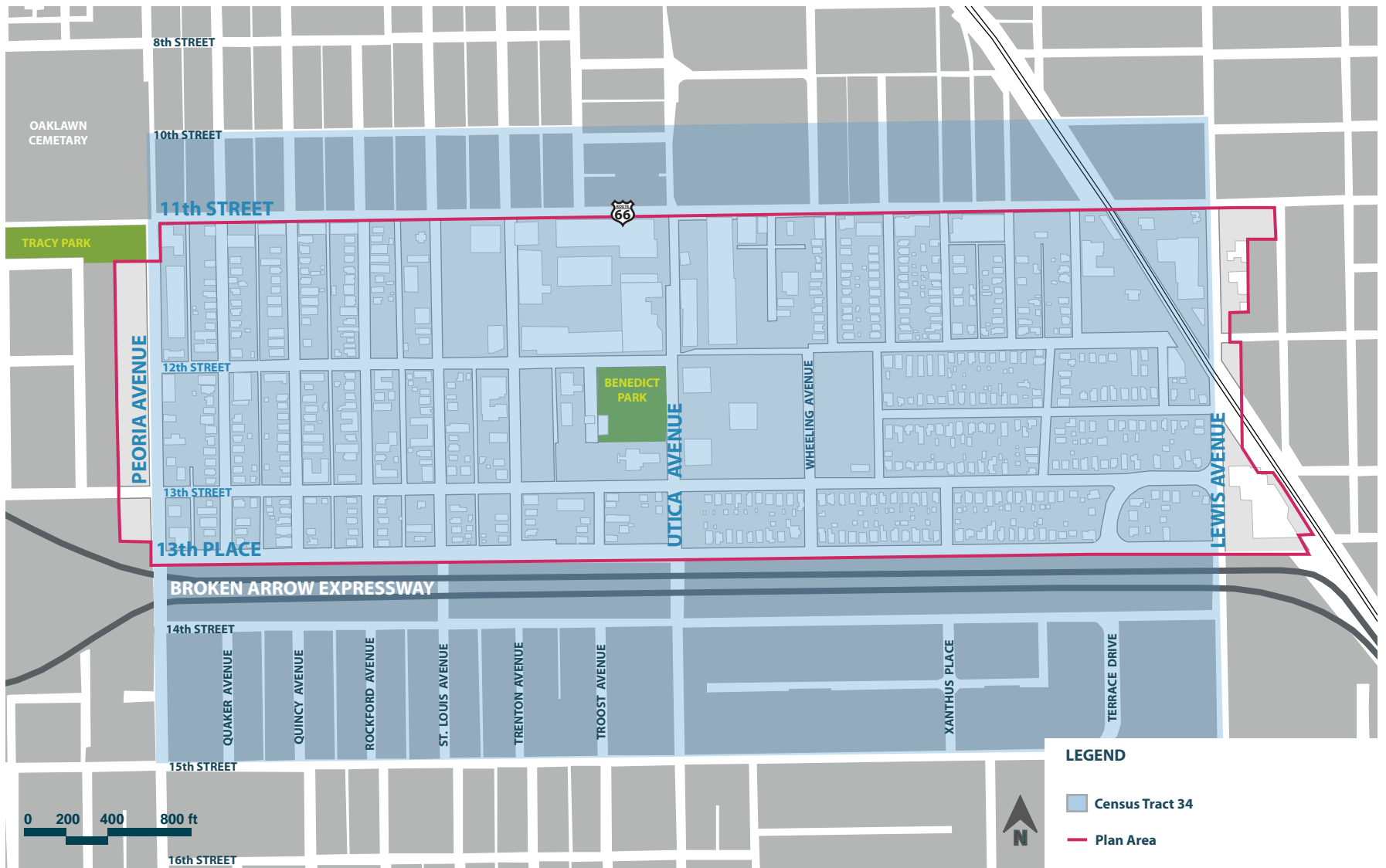


FIG. N-3.4. DEMOGRAPHICS TABLE

Census Categories	Census Tract 34	Tulsa (City)
Population, 2010 Census	2,093	391,906
Population per Housing Unit	1.72	2.12
Male	53.85%	47
Female	46.15%	51
Average Age	32.8	33.3
% White	69%	63%
% Bachelors Degree Pop >25	8.50%	20%
Owner Occupied	23%	47%
Renter Occupied	77%	41%
Vacant	20%	12%
Unemployment Rate	5%	7%
Poverty Rate	43.70%	19.30%
Median Household Income	\$24,690	\$39,289

Source: 2010 Census, 2010 American Community Survey (ACS)

FIG. N-3.5. CENSUS TRACT 34 MAP



LAND USE AND ENVIRONMENTAL FEATURES

EXISTING ZONING

The UMC-North plan area contains 11 of the city's 27 base zoning classifications. The Utica Avenue corridor has predominantly developed through the use of Planned Unit Developments (PUD). The other commercial corridors in the planning area are predominantly CH – Commercial High Intensity. The surrounding residential neighborhoods are zoned RS-3 – Residential Single-Family High Density District (predominantly to the south and east) and RM-2 – Residential Multifamily Medium Density District (to the north and west).

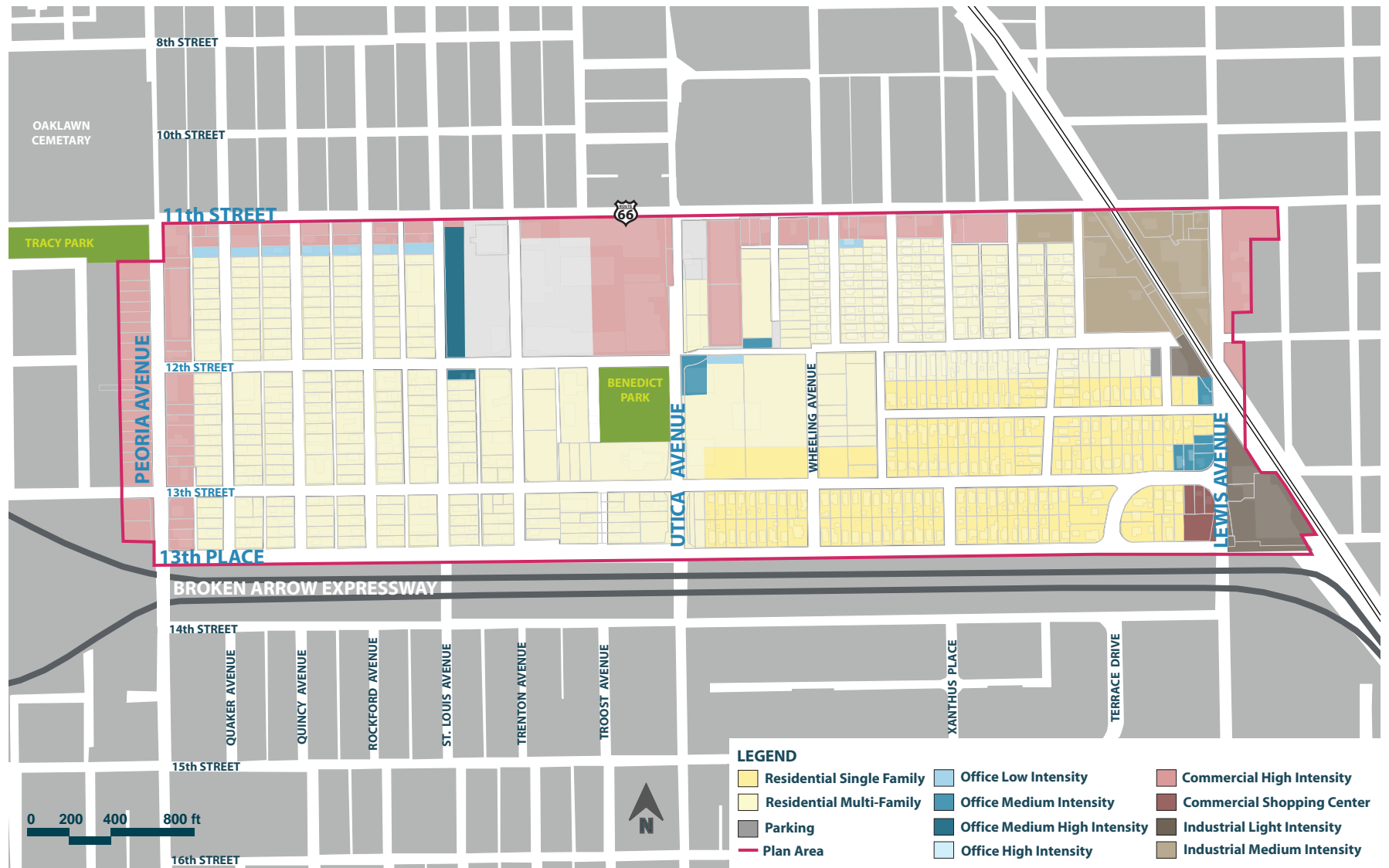
CITY OF TULSA ZONING CODE

The current zoning code was drafted in 1970, decades after this area was developed and built out. The current code is geared towards more suburban development patterns by emphasizing larger setbacks, height restrictions, general separation of land uses, and required on-site parking. When applied to this older, urban grid pattern, conflicts often arise that require variances and special exceptions to accommodate modern development activity, particularly as market conditions trend towards denser and more intense building types and uses. There are also instances where new construction, built in compliance with the code, erodes the existing development pattern.

As a key implementation strategy to implement the Comprehensive Plan, the City of Tulsa, at this writing, is updating the Zoning Code and subdivision regulations to address some of the issues identified above.



FIG. N-3.6. UMC-NORTH EXISTING ZONING MAP (WITHOUT PUDS)*



*PUDs and Board of Adjustment cases shown on Fig. N-3.9, pg. 55

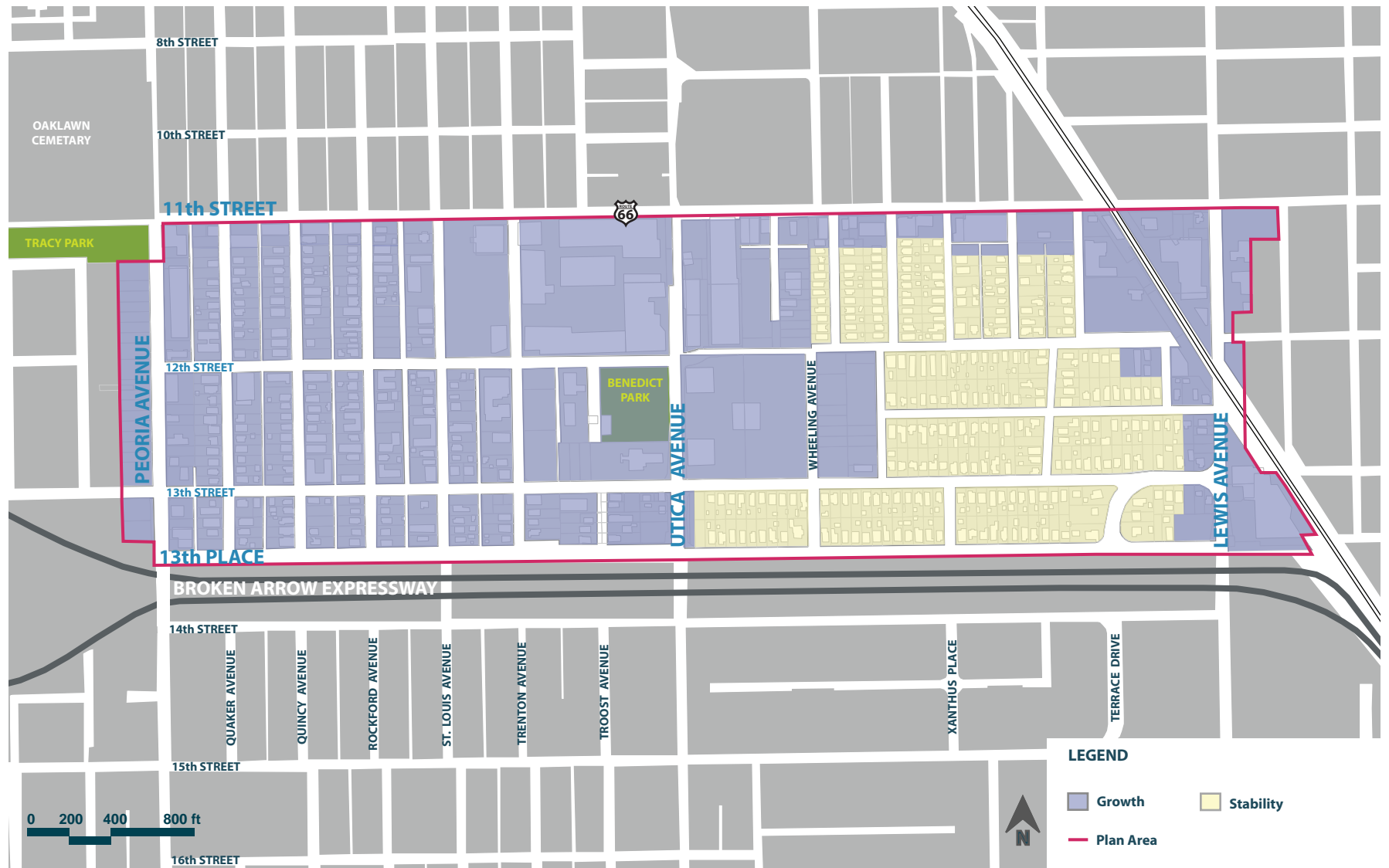
STABILITY AND GROWTH DESIGNATIONS

The Comprehensive Plan process includes an Areas of Stability and Growth map to help guide future growth scenarios. The citywide Stability and Growth map determined areas where growth and change is possible or likely, and other areas that should remain stable in their current form. The Comprehensive Plan defines the areas of potential growth as, "parts of that city that could experience new investment in the form of infill, new development and construction. In areas of stability, the focus is on programs to protect and enhance existing neighborhoods."

As shown in Figure 3.6, UMC-North has largely been identified as an area of growth. An area of stability has been identified on the eastern portion of the planning area where there is a concentration of single-family homes.



FIG. N-3.7. PLANITULSA AREAS OF STABILITY AND GROWTH MAP



PLANiTULSA LAND USE DESIGNATIONS

The Comprehensive Plan established a new vision for development patterns throughout the city with the creation of the Land Use Map. The map consists of building blocks that broadly characterize both their functional role within the city and the job and housing density to be applied to them.

The typology is intended as a guide for future development. The land use designations are not “zoning” but will inform the regulatory framework in the future. At the time of this writing, the City of Tulsa is undergoing an update of the Zoning Code. It consists of two major components: 1) the reorganization and clean-up of the Code, and 2) adding new zoning categories to allow mixed-use development that would be consistent with PLANiTULSA Building Blocks.

As shown in Fig. N-3.8 “PLANiTULSA Land Use Designations Map”, UMC-North plan area is primarily designated as three categories: Regional Center, Downtown Neighborhood, and Existing Neighborhood. A Regional Center is characterized by mid-rise, mixed-use development for large-scale employment, retail, civic, or educational uses. Regional Centers are meant to attract workers and visitors from around the region, while serving

as a key transit hub. Parking is recommended to be on street or in shared garages and managed by an organized parking strategy. The Forest Orchard neighborhood is identified as Downtown Neighborhood, which is characterized by proximity to the core of the city. Downtown Neighborhoods are primarily pedestrian-oriented and connected via transit. East of Utica Avenue, including the Midtown Terrace neighborhood, is identified as Existing Neighborhood, which is intended to preserve and enhance single-family neighborhoods. Specifically, improvements are intended to prioritize individual property maintenance and rehabilitation and public improvements such as sidewalks, bicycle routes and transit improvements.

The major streets along the plan area’s boundaries are primarily identified as Mixed-Use Corridor and Main Street. According to the Comprehensive Plan, Mixed-Use Corridors are, “Tulsa’s modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses.” This designation is intended to allow more creative housing options like multi-family, small lot homes and townhomes that step down intensities to integrate with the single family neighborhoods behind them. Ideally, mixed used corridors have four or more travel lanes with additional lanes for

bikes and transit. Windows and storefronts are encouraged at the ground level and parking should be in small private or shared lots behind buildings. The Main Street designation, found along Lewis Avenue, is comprised of residential, commercial and entertainment uses along a transit-rich street usually two to four lanes wide with lower intensity residential neighborhoods behind. These are pedestrian-oriented places with generous sidewalks, storefronts on the ground floor, street trees and other amenities.

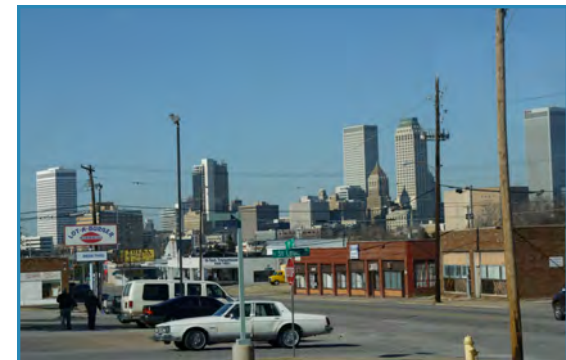
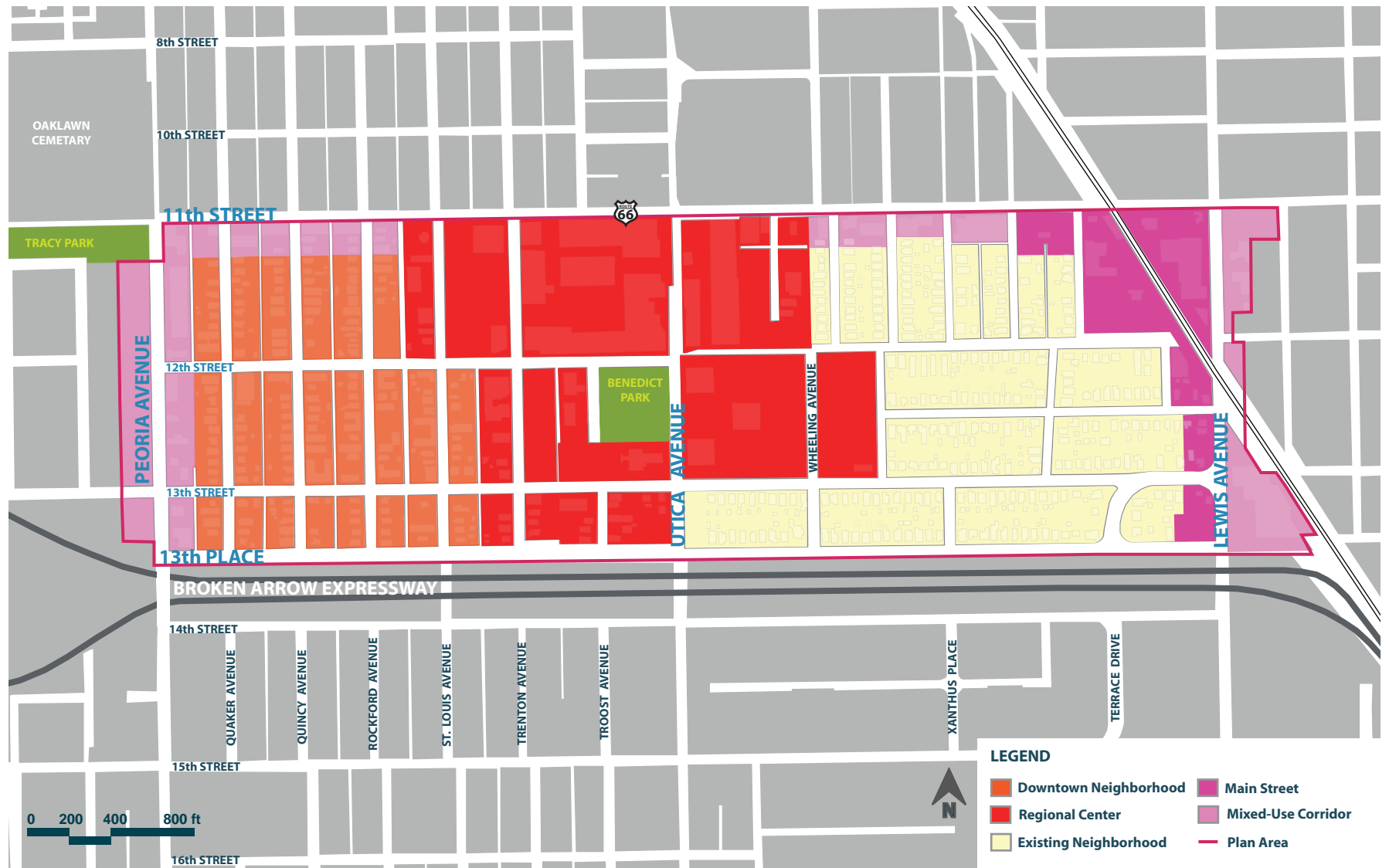


FIG. N-3.8. PLANITULSA LAND USE DESIGNATIONS MAP



SPECIAL ZONING CASES

The City of Tulsa zoning classifications include two overlay zoning districts—Planned Unit Developments (PUDs) and Historic Preservation Districts (HP). These districts are considered overlays to the base (or underlying) zoning. Provisions of the underlying zoning do not change when an overlay such as a PUD or HP District is created; they are supplemented by the conditions of the overlay zoning district. While the UMC-North plan area does not have any HP zoning districts at this time, it may be an appropriate tool for future consideration.

Planned Unit Development Districts are an alternative to conventional development where the particular tract of land is under common ownership or control, and a development plan is submitted for its entirety. The appropriate underlying or base zoning must be in place prior to the PUD overlay zoning. The stated purpose of the PUD overlay in the zoning code is to “permit and encourage innovative land development while maintaining appropriate limitations on the character and intensity of use and assuring compatibility with adjoining and proximate properties.” The development may consist of

one or more of the uses permitted by right in the base zoning district within which the PUD is located.

PUDs are widely used in Tulsa. They allow permitted uses, whether principal or accessory, to be reallocated within the development regardless of the general zoning district boundaries. Widespread use of PUDs has historically created tension in some areas where non-residential PUDs abut residential neighborhoods.

Fig. N-3.9 demonstrates the PUDs within the study area along with zoning cases that have gone before the Board of Adjustment. The high number of cases within the area may indicate a need for zoning amendments given that so many property owners have had to seek relief from the Board of Adjustment.

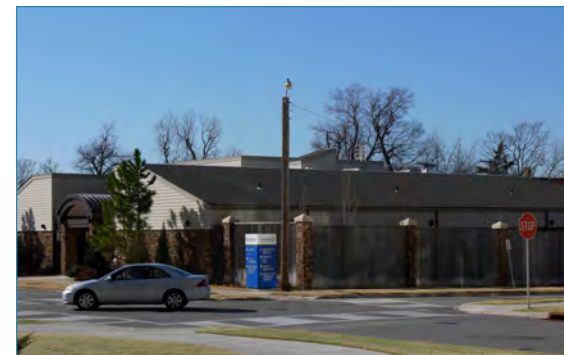


FIG. N-3.9. UMC-NORTH SPECIAL ZONING MAP

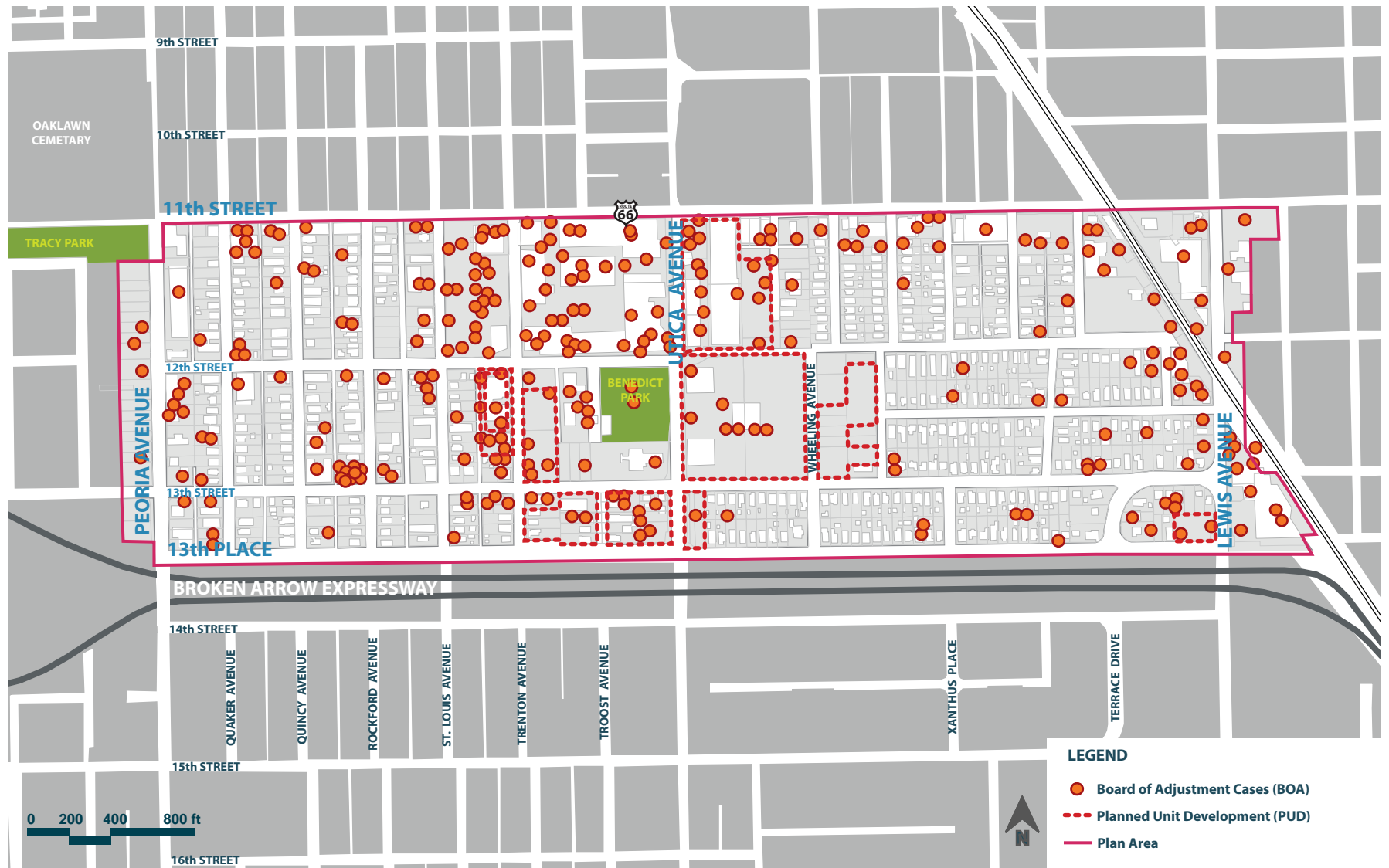
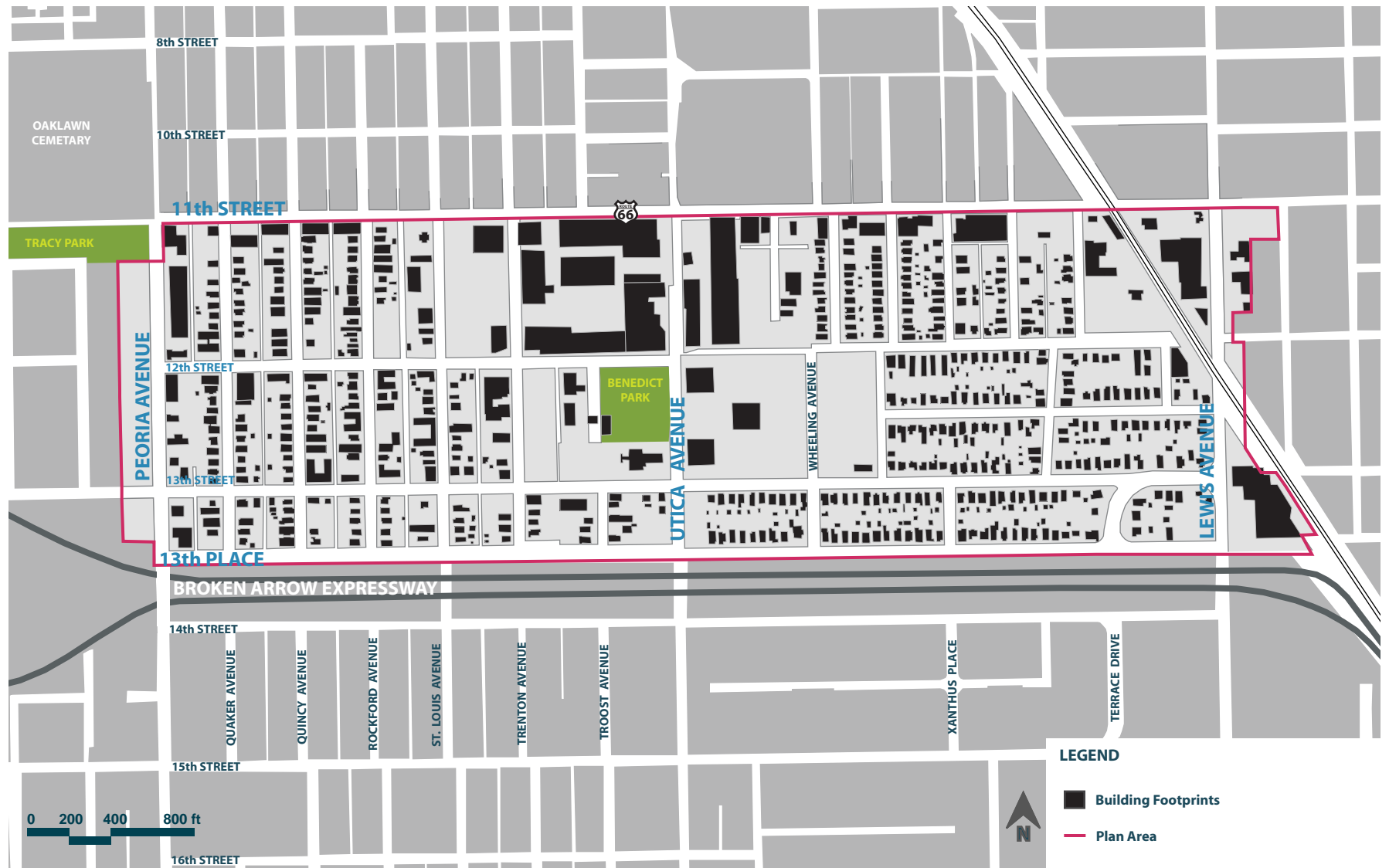


FIGURE GROUND

A figure-ground map (also called a mass/void map) is a simple way to evaluate the development pattern of an area by demonstrating the relationship of buildings to open space. Solid black shapes represent buildings while open space is left white to provide a visual contrast. The figure ground map for UMC-North (Figure 3.10) demonstrates that larger development has occurred along the commercial corridors typically in long, narrow buildings parallel to the streets. Residential blocks in the interior are largely intact (uniform lot sizes and building setbacks) with some scattered vacant lots. Medical center uses along 11th Street and Utica Avenue are oriented towards the streets with open space (typically surface parking lots) between these uses and neighboring residential areas. The Broken Arrow Expressway is a notable interruption in the development pattern of the area.



FIG. N-3.10. UMC-NORTH FIGURE GROUND MAP



TOPOGRAPHY AND HYDROLOGY

The planning area has slight variations in topography overall (Figure 3.11) and a noticeable grade change when crossing Utica Avenue on 12th Street. The highest point within the area is in the southeastern part of the planning area at 784 feet and the lowest point is in the southwestern corner of the area at 696 feet. The northwestern portion of the study area (roughly 11th Street between Peoria Avenue and Quincy Avenue) is identified as a regulatory floodplain within the Elm Creek basin.

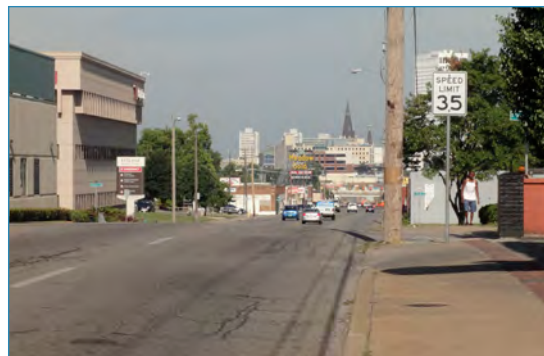
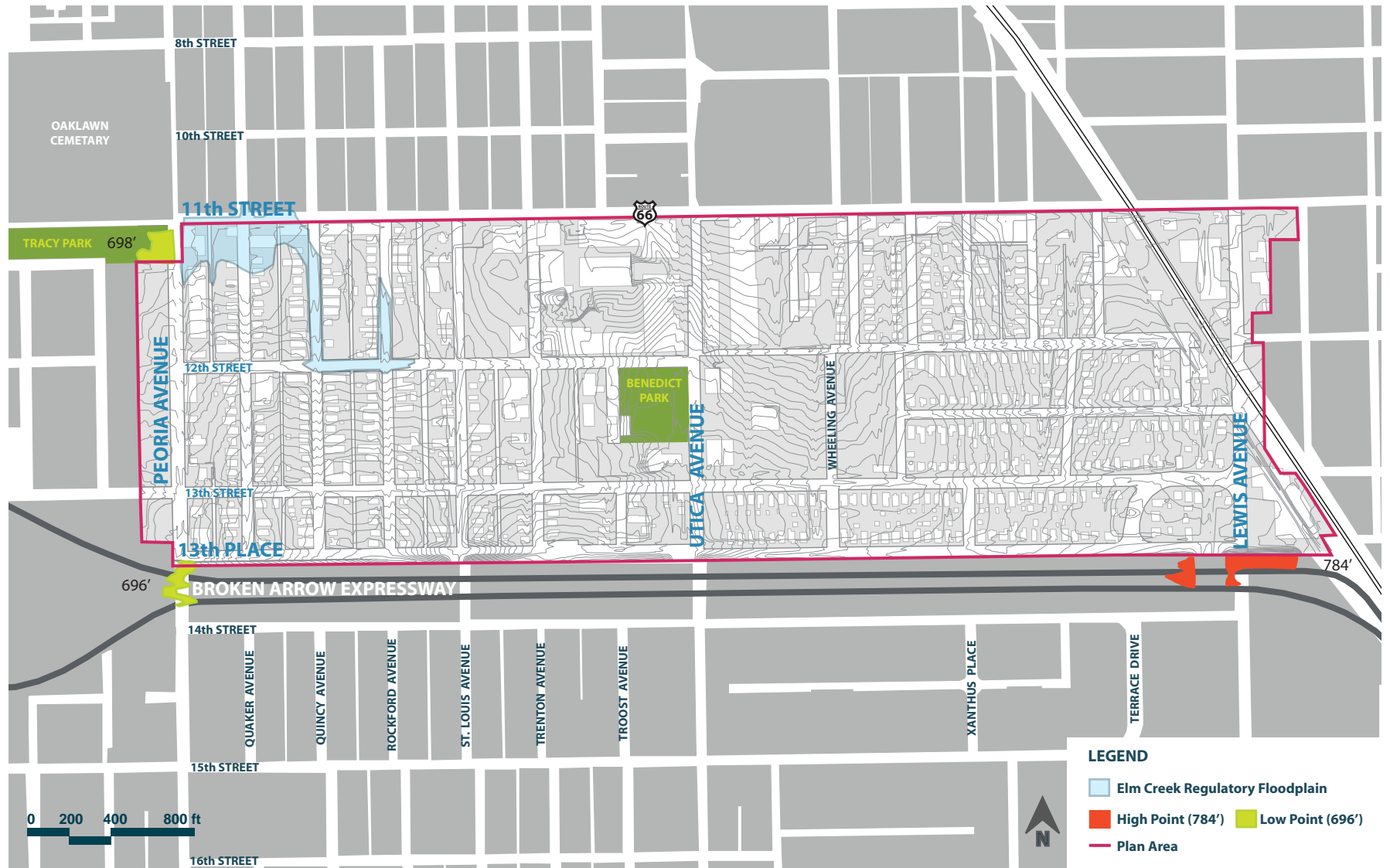


FIG. N-3.11. UMC-NORTH TOPOGRAPHY AND HYDROLOGY MAP



HOUSING

Housing data (Fig. N-3.12) are provided for Census Tract 34, which had 1482 housing units according to the 2010 Census. As previously reported, 23% of housing units are owner-occupied and 77% are renter-occupied. Between 2000 and 2010, the area saw a reduction in population (13%) and total number of housing units (3%), but an increase in rental rates (42%) and home values (68%).

MEDIAN HOME VALUES

The median home value (Fig. N-3.13) for UMC-North plan area in 2010 was \$103,900 as compared to Utica South’s median value of \$185,200 and the City of Tulsa’s \$117,000. Over the last decade, home values in the City as a whole increased 11% compared to an 30% increase in UMC-North.

FIG. N-3.12. HOUSING INFORMATION TABLE

Census Categories	2000 Census	2010 Census	% Change	# Change
Population	2,413	2,093	-13%	-320
Housing Units	1,482	1,439	-3%	-43
Occupied Units	1,330	1,132	-15%	-198
Rental Vacancy Rate	7.6	10.3	36%	2.7
Rental Units	1,020	814	-20%	-206
Owner-occupied Units	310	318	3%	8
Homeowner Vacancy Rate	4.6	18.9	311%	14.3
Median Household Income	\$24,456	\$24,690	1%	\$234
Median Gross Rent	\$424	\$600	42%	\$176
Median Home Value	\$61,900	\$103,900	68%	\$42,000

FIG. N-3.13. MEDIAN HOME VALUE



OWNERSHIP TRENDS

An analysis of housing trends (Fig. N-3.14 and Fig.N-3.15) from 1960 to 2010 provides an interesting comparison between UMC-North plan area and the City of Tulsa as a whole. The percentage of owner-occupied units within the planning area has decreased from 33 percent in 1960 to 20 percent in 2010 which parallels a trend citywide. The City of Tulsa has seen a decline in owner-occupied units from 62 percent to 47 percent over the same time period.

FIG. N-3.14. HOUSING OWNERSHIP COMPARATIVE TABLE

Census Categories	1960	1970	1980	1990	2000
Housing Units (UMC-North)	2,292	2,418	1,948	1,643	1,482
Owner Occupied (UMC-North)	33%	22%	23%	22%	21%
Renter Occupied (UMC-North)	58%	66%	65%	52%	69%
Housing Units (City of Tulsa)	91,871	120,070	154,284	176,211	179,491
Owner Occupied (City of Tulsa)	62%	62%	57%	48%	51%
Renter Occupied (City of Tulsa)	31%	31%	36%	39%	41%

FIG. N-3.15. OWNERSHIP TRENDS

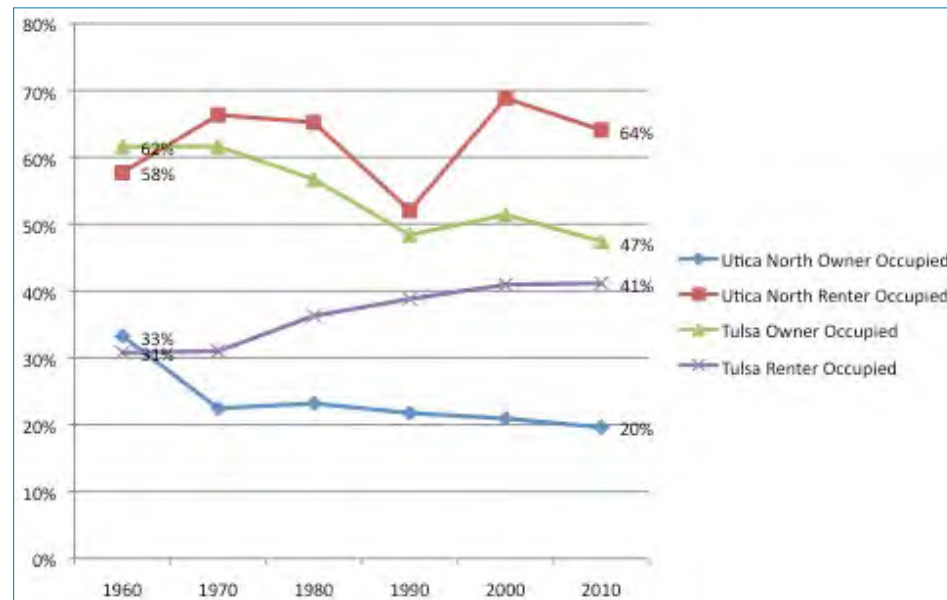
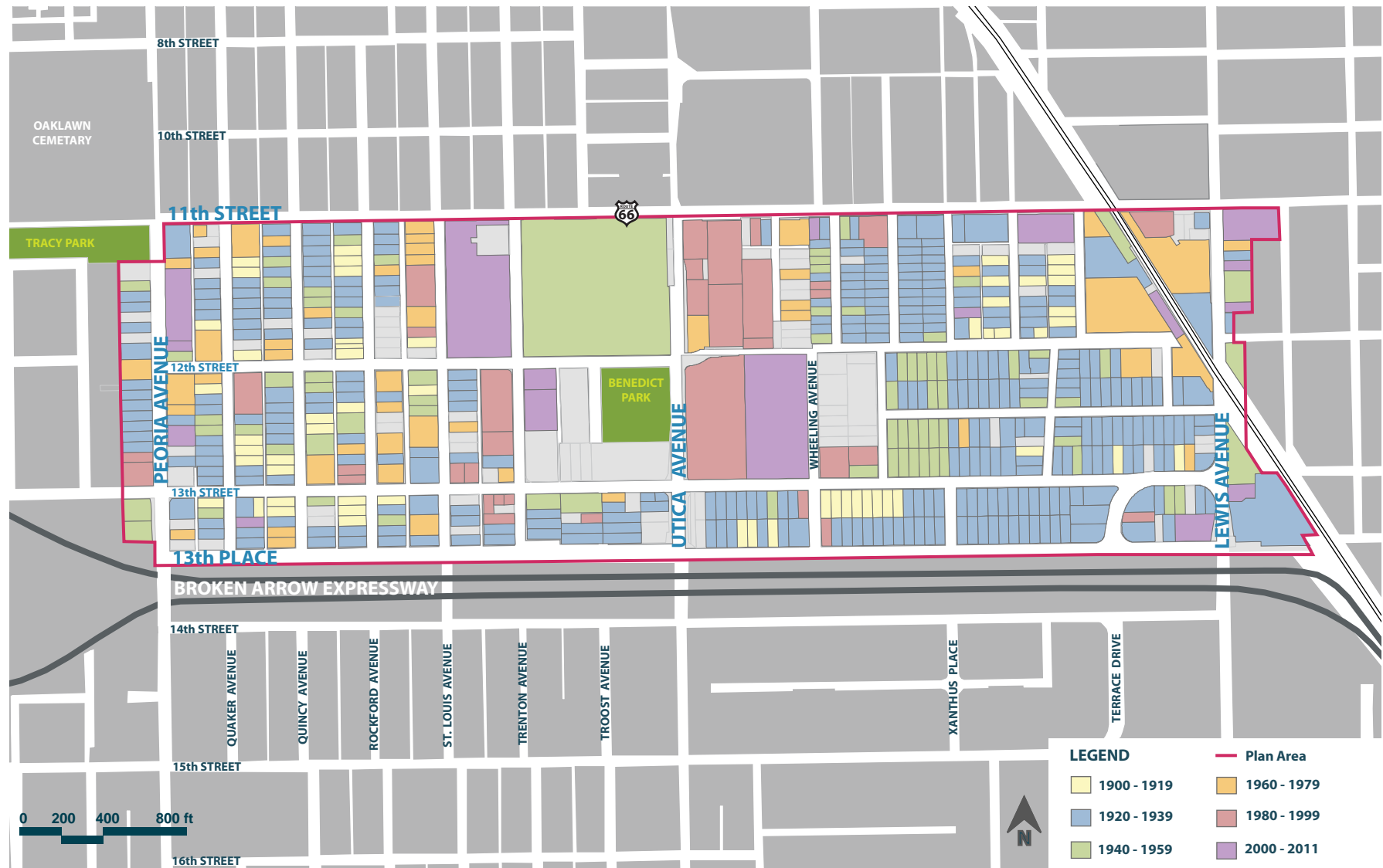


FIG. N-3.16. UMC-NORTH YEAR BUILT MAP

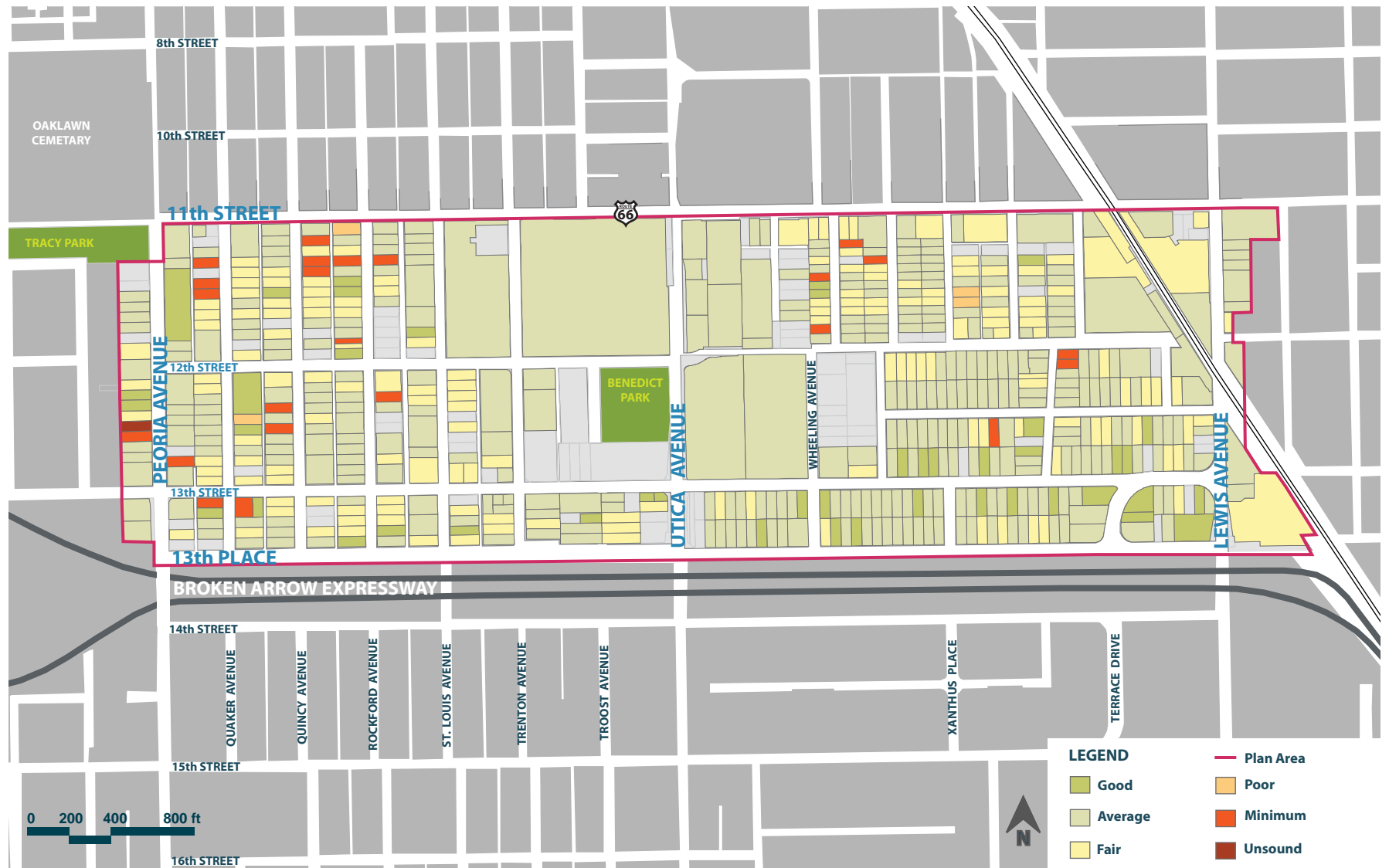
Analysis of the Year Built Map, which includes non-residential and residential properties, demonstrates that much of the residential building stock was constructed more than thirty years ago with the bulk of houses having been built between 1920 and 1939.



Source: Tulsa County Assessor; Shape data from INCOG.

FIG. N-3.17. UMC-NORTH BUILDING CONDITION MAP

Analysis of this map shows the majority of properties (both residential and non-residential) in the planning area to be in average to good condition. Those properties identified as in “minimum” condition are concentrated in the northwest portion of the study area. Condition based on subjective ratings by the Tulsa County Assessor’s Office.



Source: Tulsa County Assessor; Shape data from INCOG.

TRANSPORTATION, PARKS, TRAILS AND OPEN SPACE

TRANSPORTATION

The UMC-North plan area benefits from an interconnected street network and sidewalk network that allows people to get around by transit, car, on bike and on foot. This section includes information on how people travel to and through the planning area.

COMMUTING PATTERNS

The American Community Survey provides information on commuting patterns. 66 percent of residents in the planning area commute by car (alone) which is less than the nearly 80 percent of commuters in the city as a whole. Just 10 percent of residents share a ride in the morning and less than 1 percent use public transit. More people walk to work than ride the bus – a pattern that is shared by the city as a whole.

Commuters in Census Tract 34 outpace the city in walking to work: 14 percent compared to 2 percent. The average commute time for residents of this area is 13.5 minutes compared to 17.9 for the average Tulsan commute.

Data Source: 2006-2010 American Community Survey 5-Year Estimates.

PARKS

Benedict Park is a 3.8 acre park managed by the City of Tulsa. Facilities in the park include a playground, outdoor lighted tennis courts, outdoor basketball courts, a picnic shelter, and restrooms. Just beyond the boundaries of the planning area to the west and northwest are Tracy Park and Centennial Park. Centennial Park is noteworthy for its community center and important role in the area's stormwater management due to the design of the park.

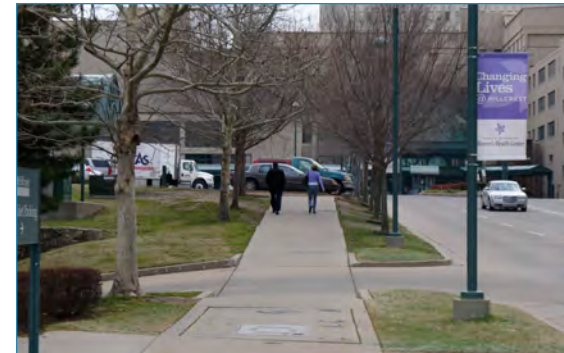


FIG. N-3.18. COMMUTING PATTERNS

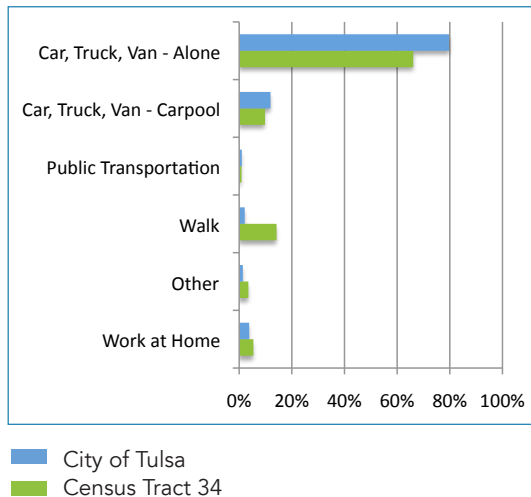
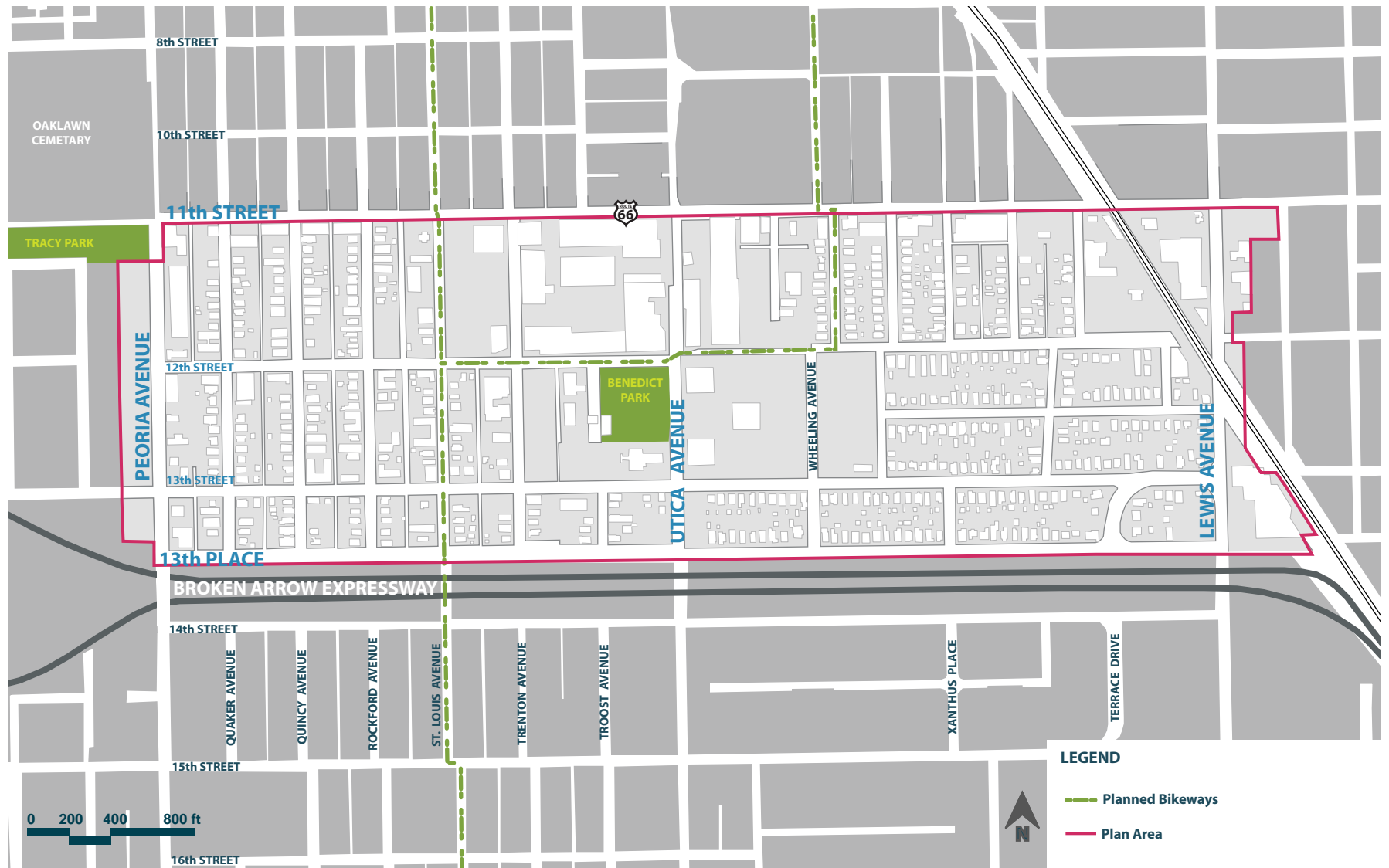


FIG. N-3.19. UMC-NORTH PARKS, TRAILS AND OPEN SPACE



TRAILS AND BIKEWAYS

There are more than 100 miles of pedestrian and bicycle trails in the Tulsa metro region many of which go through or connect to Downtown Tulsa, directly west of UMC-North plan area. Specifically, there are opportunities to connect to the Midland Valley Trail and the River Parks East Trail to connect to a large swath of the city. Currently, bikeways are planned to run north-south through the planning area along St. Louis Avenue and Wheeling Avenue with an east-west connection along 12th Street. INCOG is working on an updated Bicycle/Pedestrian Master Plan in 2013 to recommend more specific improvements to bicycle/pedestrian connections.

MAJOR STREET AND HIGHWAY (MSHP) PLAN

INCOG maintains the Major Street and Highway Plan (MSHP), an inventory of streets and highways assigning functional classifications based on right-of-way standards. The Broken Arrow Expressway, along the southern boundary of the planning area, is classified as a Freeway. Utica Avenue, Peoria Avenue, Lewis Avenue, and 11th Street are classified as Urban Arterials. Urban Arterials are the narrowest of the arterial classifications with a minimum right-of-way of 70 feet. This right-of-way includes four lanes of traffic (typically 11' or 12' wide) with a 12' setback on either side.

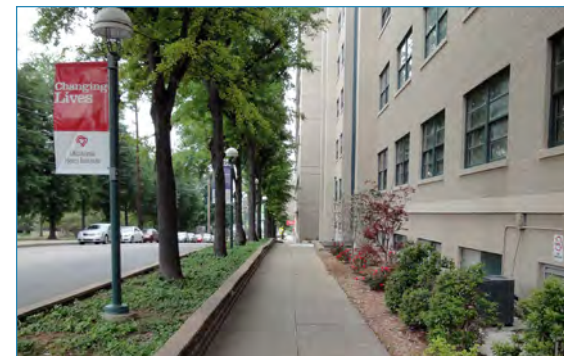
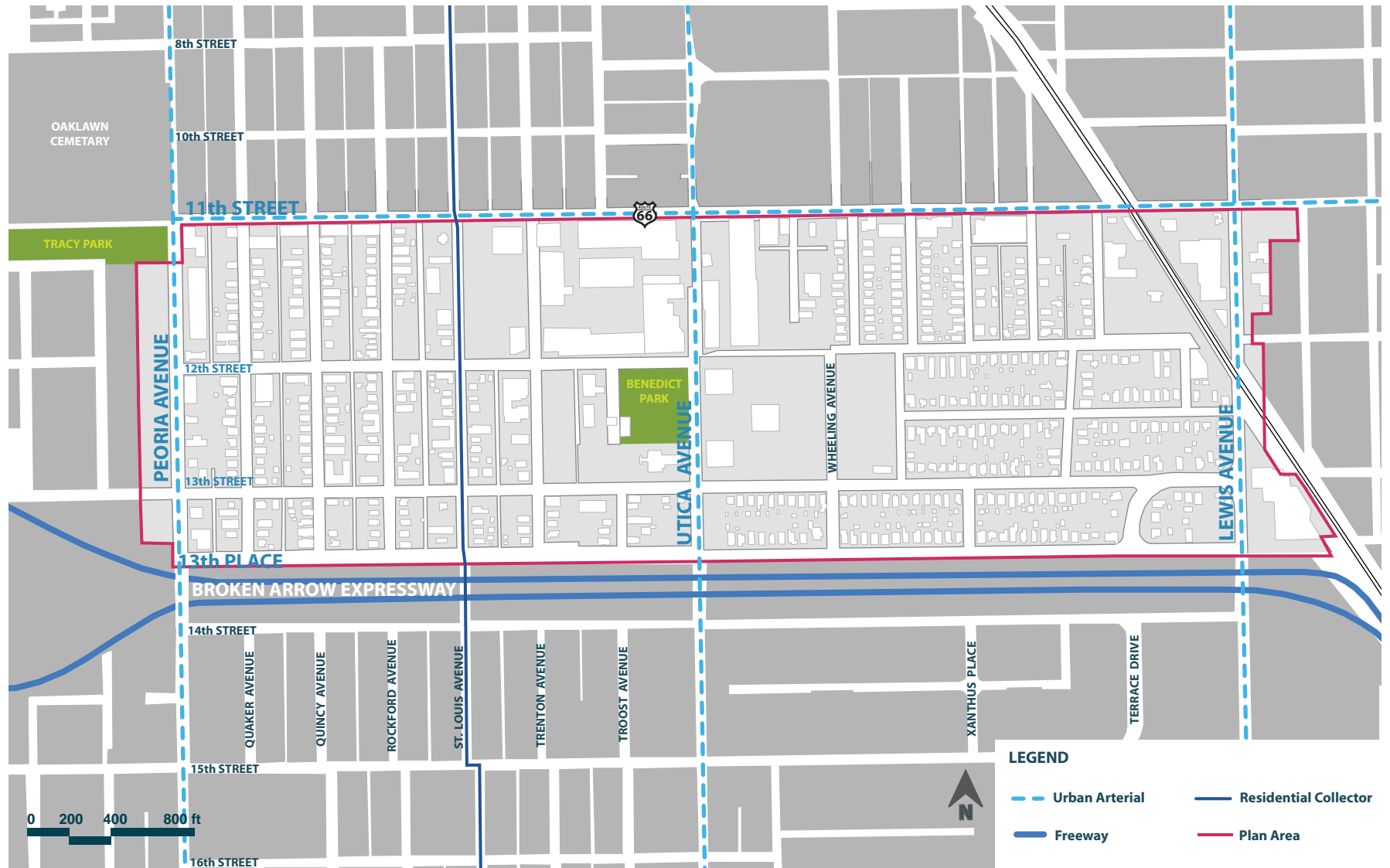


FIG. N-3.20. UMC-NORTH MSHP ROAD DESIGNATIONS MAP



Source: Tulsa Major Streets and Highways Plan, INCOG.

PLANiTULSA STREET DESIGNATIONS

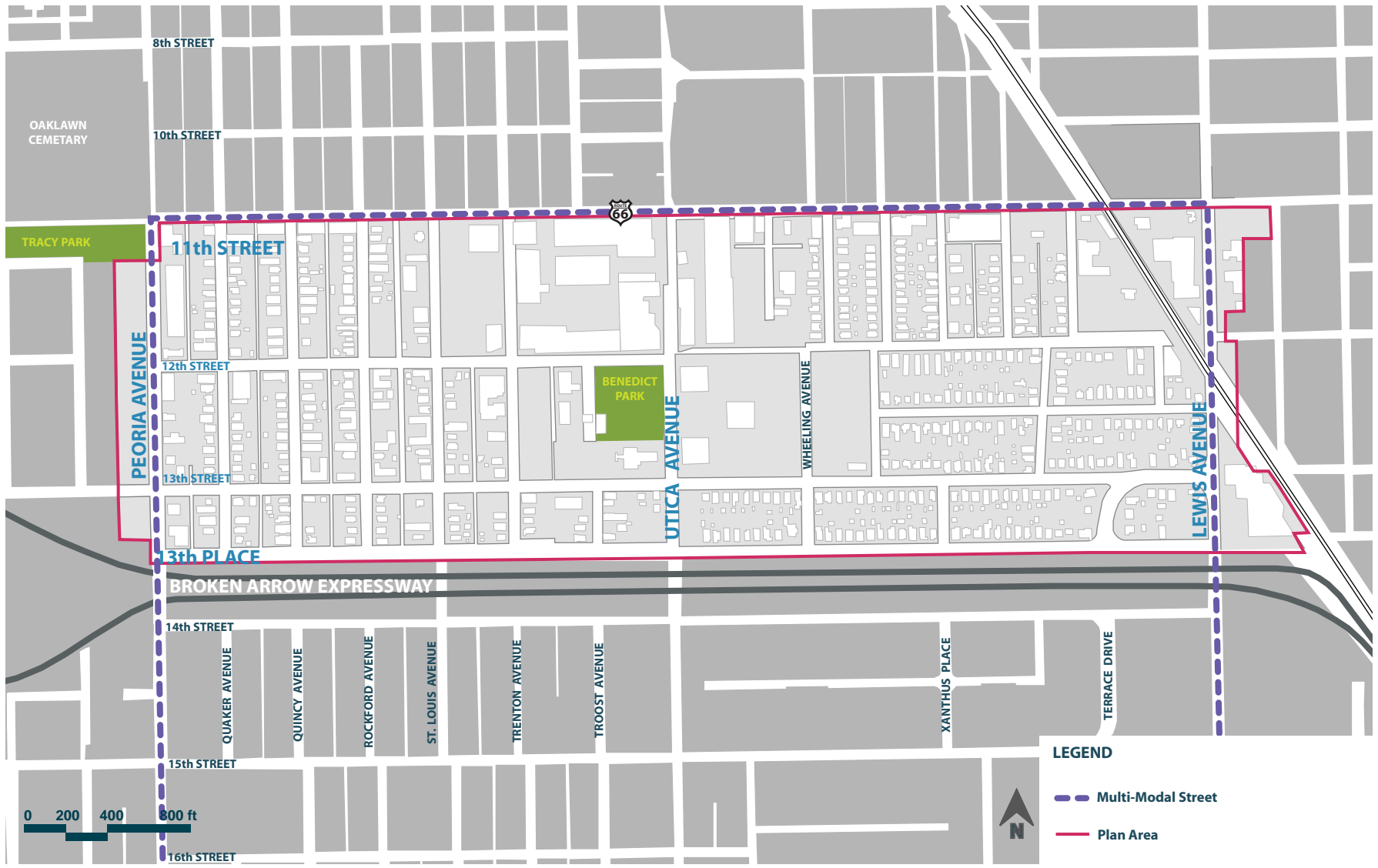
PLANiTULSA generated a new classification of streets based on Context Sensitive Solutions (2010 Comprehensive Plan, Appendix page AP11), which encourages a balance of all types of travel modes. The street types include Main Streets, Multi-Modal Streets, Commuter Streets and Residential Collector Streets. These maintain the existing classification system of arterials, collectors and local streets, but strike more of a balance between the functional classification, adjacent land use and competing travel needs. The conversion to multi-modal streets will occur incrementally.

In the UMC-North plan area, Lewis Avenue, Peoria Avenue, and 11th Street are classified as Multi-Modal Streets. Multi-Modal Streets are anticipated to provide plenty of travel choices for pedestrians, bicyclists, and transit users and are typically located in high-intensity, mixed-use areas. Design choices for this street typology emphasize the pedestrian realm through the use of landscaped medians and tree lawns. Multi-modal streets can have on-street parking depending on adjacent uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street, according to the 2013-2014 Bicycle/Pedestrian Master Plan in development by INCOG

It should be noted that Utica Avenue has no designation in the PLANiTULSA street typologies. The plan should address whether Utica Avenue should be designated per the PLANiTULSA street typologies.



FIG. N-3.21. PLANITULSA STREET DESIGNATIONS MAP



BUS TRANSIT

Bus Frequency

Although UMC-North plan area is served by five bus routes (Figs. N-3.22, N-3.23), infrequent service likely presents a barrier to higher rates of ridership. Expanding ridership will come mostly from new “choice riders”, that is, people who own a car, but are attracted to transit by quality of system and fast, frequent service. They also will come if there is good accessibility from transit stations to home, work and other destinations. The designated multi-modal corridors in the plan area provide an opportunity to increase frequency of service.

There is also opportunity to expand service for the many employees and patients using the hospital services. Two “nightline” routes run limited service with stops near both Hillcrest in the north and St. John in the south. These are evening buses that run primarily between 7:00 p.m. and 11:00 p.m. to pick up hospital employees. Coordination with hospital shift schedules and transit times and routes could improve ridership from this segment.

In early 2013, INCOG completed an Alternatives Analysis that focused on expanded service options, including bus rapid transit along Peoria Avenue. The study was approved by the Tulsa Transit Authority

Board of Directors and implementation is expected in 2016, pending funding through a Capital Improvements Program (CIP) vote in November, 2013.

Bus Routes

The Metropolitan Tulsa Transit Authority (MTTA) provides public transportation in the Tulsa region. The Comprehensive Plan envisions a greatly expanded transit network that provides a wider range of options than exist today. Given the amount of routes and stops, the entirety of the plan area is within a quarter-mile distance from a bus stop. A quarter mile is an accepted standard for the

distance people will walk to access transit. The area is well-covered by bus routes.



FIG. N-3.22. BUS ROUTES

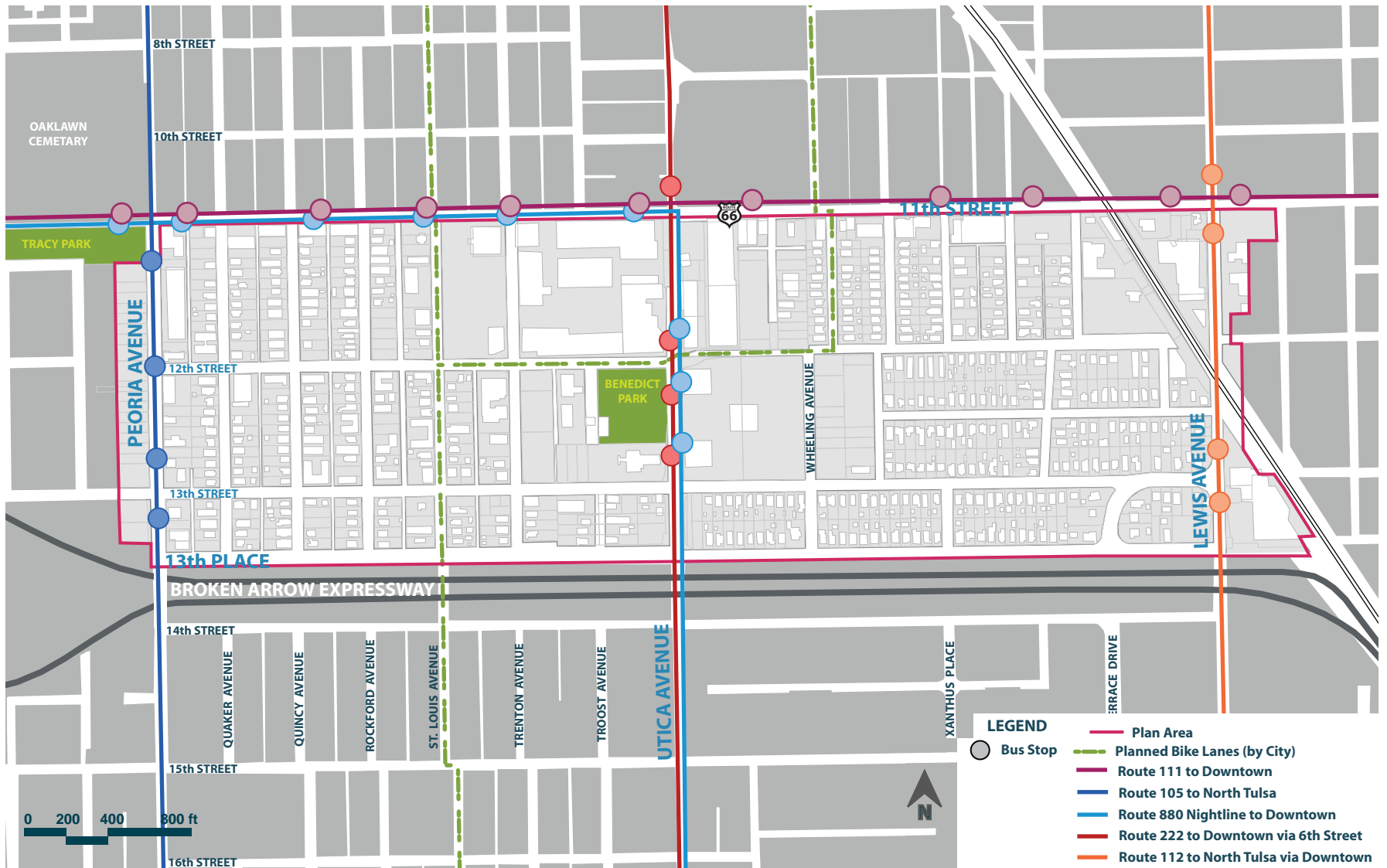
Route	Description	Frequency
105	Peoria	Weekdays: 30 minutes Weekends: 1 hour 20 minutes
111	11th Street	Weekdays: 45 minutes Weekends: 1 hour 30 minutes
112	Lewis	Weekdays: 1 hour Weekends: 1 hour 20 minutes
222	Pine/41st Street	Weekdays: 45 minutes Weekends: 1 hour 5 minutes
880	Southeast Nightline	Weekdays: 1 hour 40 minutes Weekends: 1 hour 55 minutes

MMS = Memorial Midtown Station

DAS = Denver Avenue Station

ORU = Oral Roberts University

FIG. N-3.23. UMC-NORTH BUS COVERAGE MAP



SIDEWALKS AND CIRCULATION

UMC-North plan area is one of the most walkable places in Tulsa due to its connected sidewalk network and variety of destinations. However, there are areas where pedestrians may have issues getting around due to the lack of marked crosswalks, lack of curb ramps, lack of continuous sidewalks and physical barriers such as wide streets and the Broken Arrow Expressway. Additionally, pedestrian areas without tree cover or other vegetation makes walking unpleasant and difficult during Tulsa's hot seasons.

The street system follows a grid, and streetside parking is common except along the major arterials (Fig N-3.24).

TRAFFIC COUNTS

INCOG maintains citywide maps and information for Average Daily Traffic (ADT). Fig. N-3.25 depicts the most current traffic counts for the planning area. Traffic counts along 11th Street range from 9,200 to 15,400. Not surprisingly, counts along the Broken Arrow Expressway are far higher than those in the neighborhood. The intersection of 13th Place and Utica has a higher number than elsewhere in the planning area of 28,900 due to traffic exiting from the Broken Arrow Expressway.

TRAFFIC INCIDENTS

Traffic incidents analysis helps identify dangerous intersections and other problem areas in the plan area. Fig. N-3.26 depicts data from 2007 to 2012 provided by the Tulsa Police Department.

Traffic incidents occur along all of the major streets within the planning area as well as a higher number in the residential area west of Utica Avenue as compared to the residential area east of Utica Avenue. This plan recommends ways to make streets safer for pedestrians and automobiles.

FIG. N-3.24. UMC-NORTH CONNECTIONS MAP

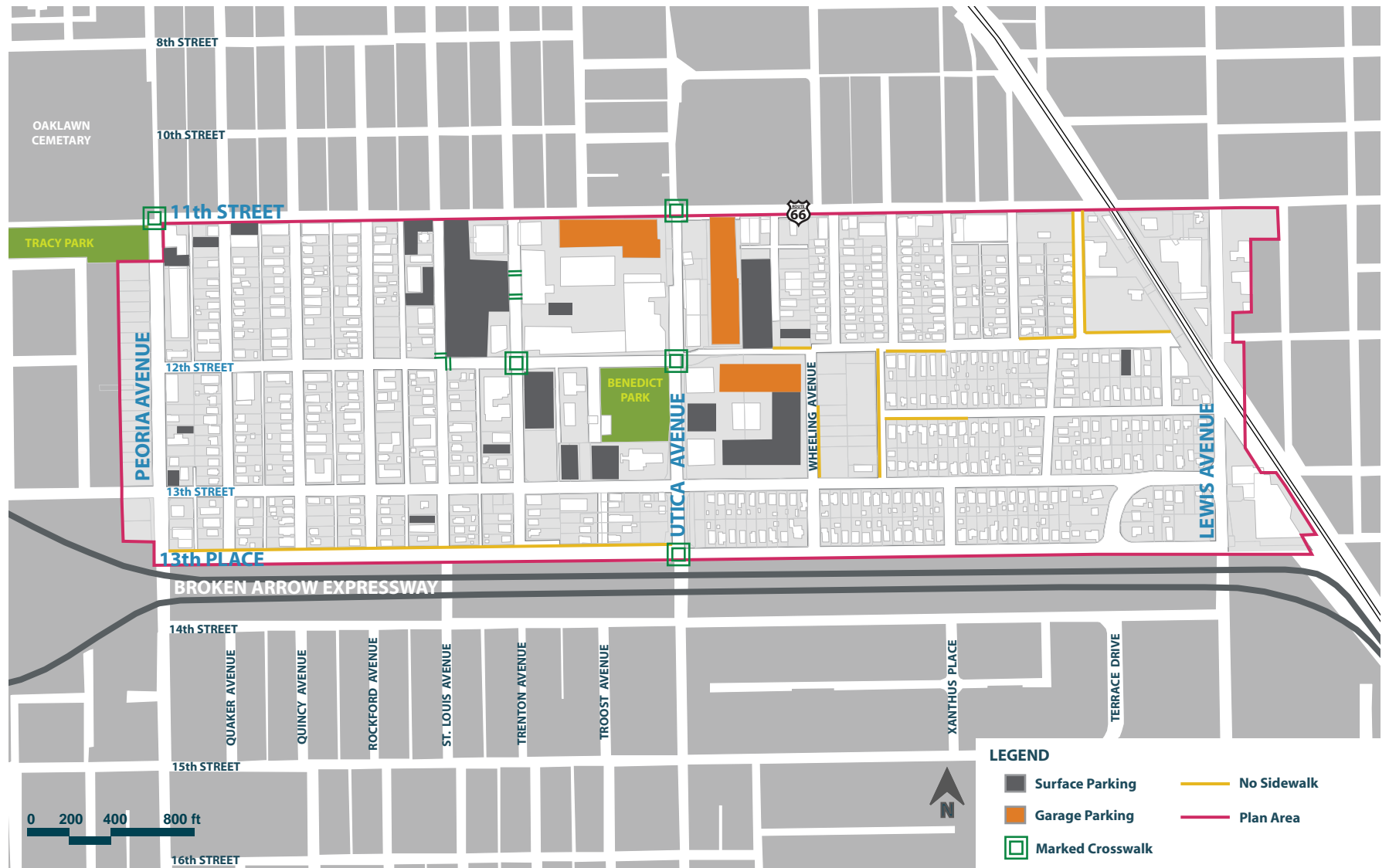


FIG. N-3.25. UMC-NORTH TRAFFIC COUNTS MAP

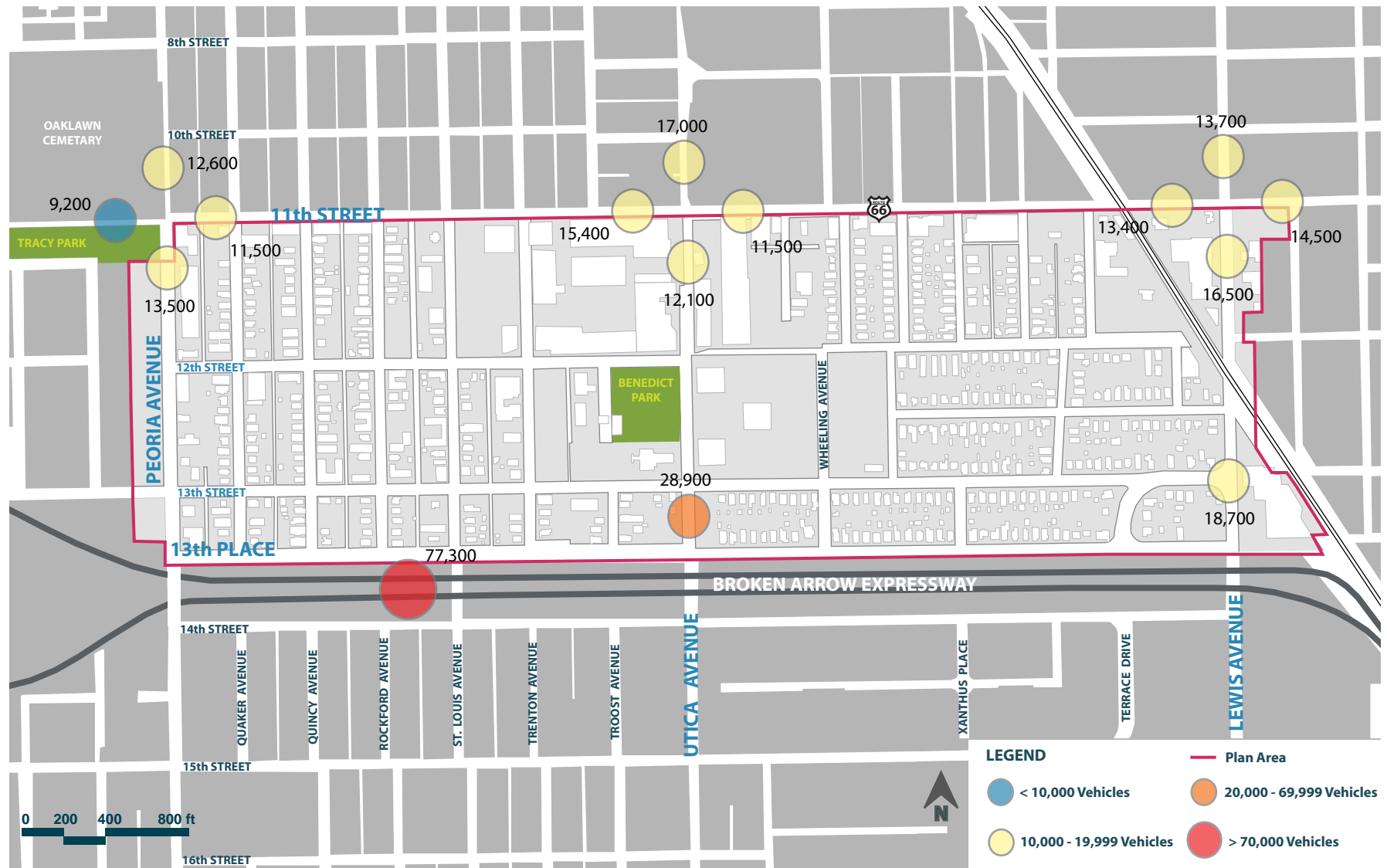
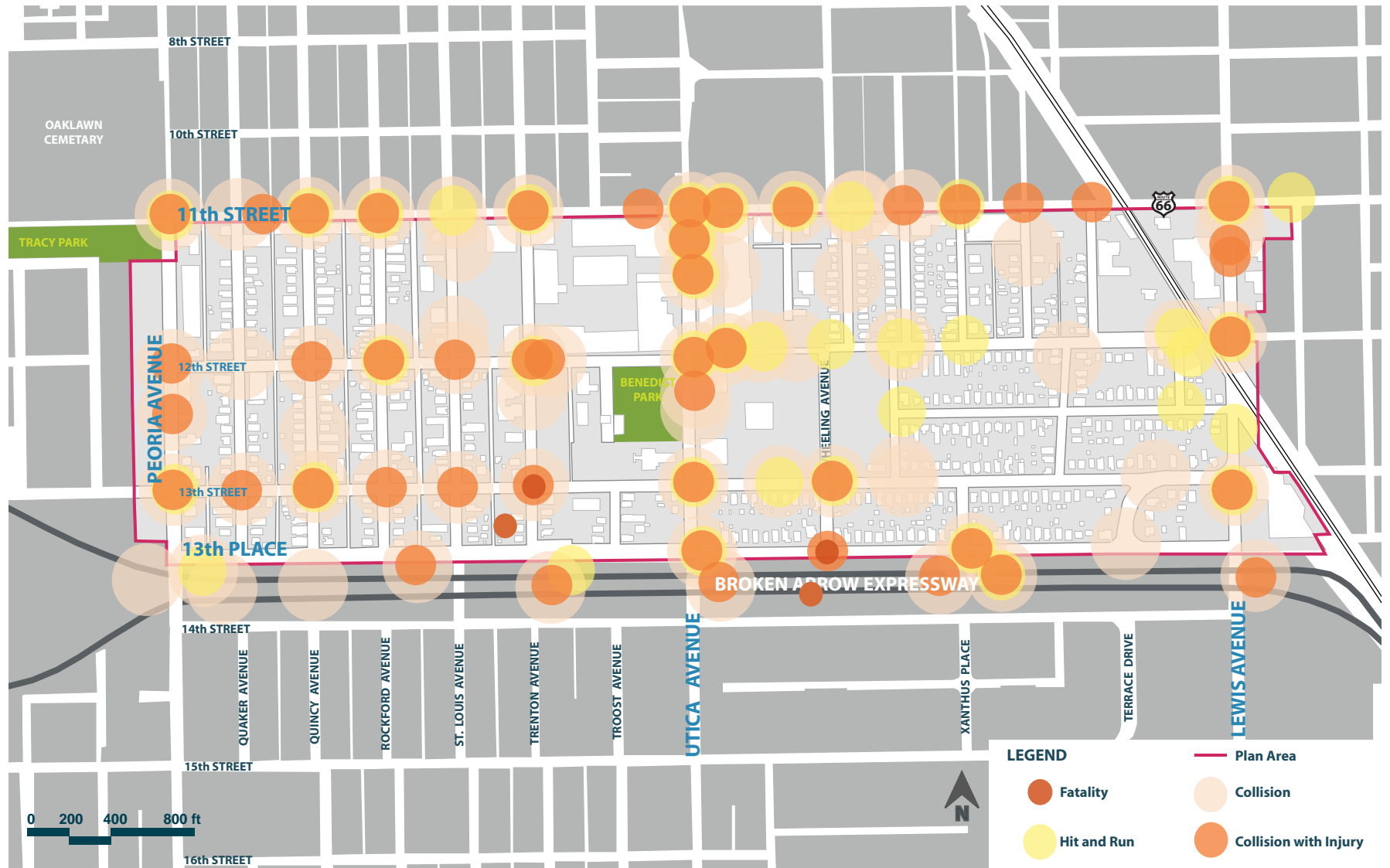


FIG. N-3.26. UMC-NORTH TRAFFIC INCIDENTS MAP



ECONOMIC DEVELOPMENT

UMC-North plan area, along Utica Avenue between 11th Street and the BA Expressway, is designated as a Regional Center in the Comprehensive Plan due to the presence of a major regional employer, Hillcrest Medical Center, and the ancillary medical offices and uses that have located near it. The plan should address ways to capitalize on this concentration of medical uses in a manner that is beneficial to economic development and the health of the surrounding neighborhoods.

ROLE OF HEALTHCARE SECTOR IN TULSA

As identified in the Comprehensive Plan, the healthcare industry is an important and growing industry cluster in Tulsa. The Tulsa Metro Chamber reports that health care employment represented 30,000 workers and contributed \$1.4 billion in payroll income to the Tulsa economy. The Target Business Review, conducted by Market Street, indicated that short- and long-term challenges for Tulsa's healthcare industry will be the competition for qualified workers. While the region's educational systems produce well-trained graduates, they are often drawn to other regional markets.

The Comprehensive Plan encourages public involvement to assist the local health care industry in attracting and retaining workers. The continued development of medical uses within the Utica Medical Corridor is a strategy for healthcare worker retention.

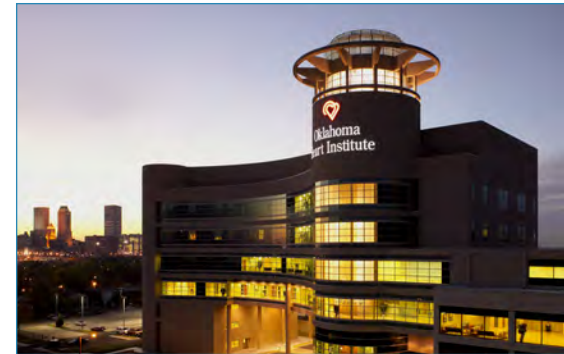
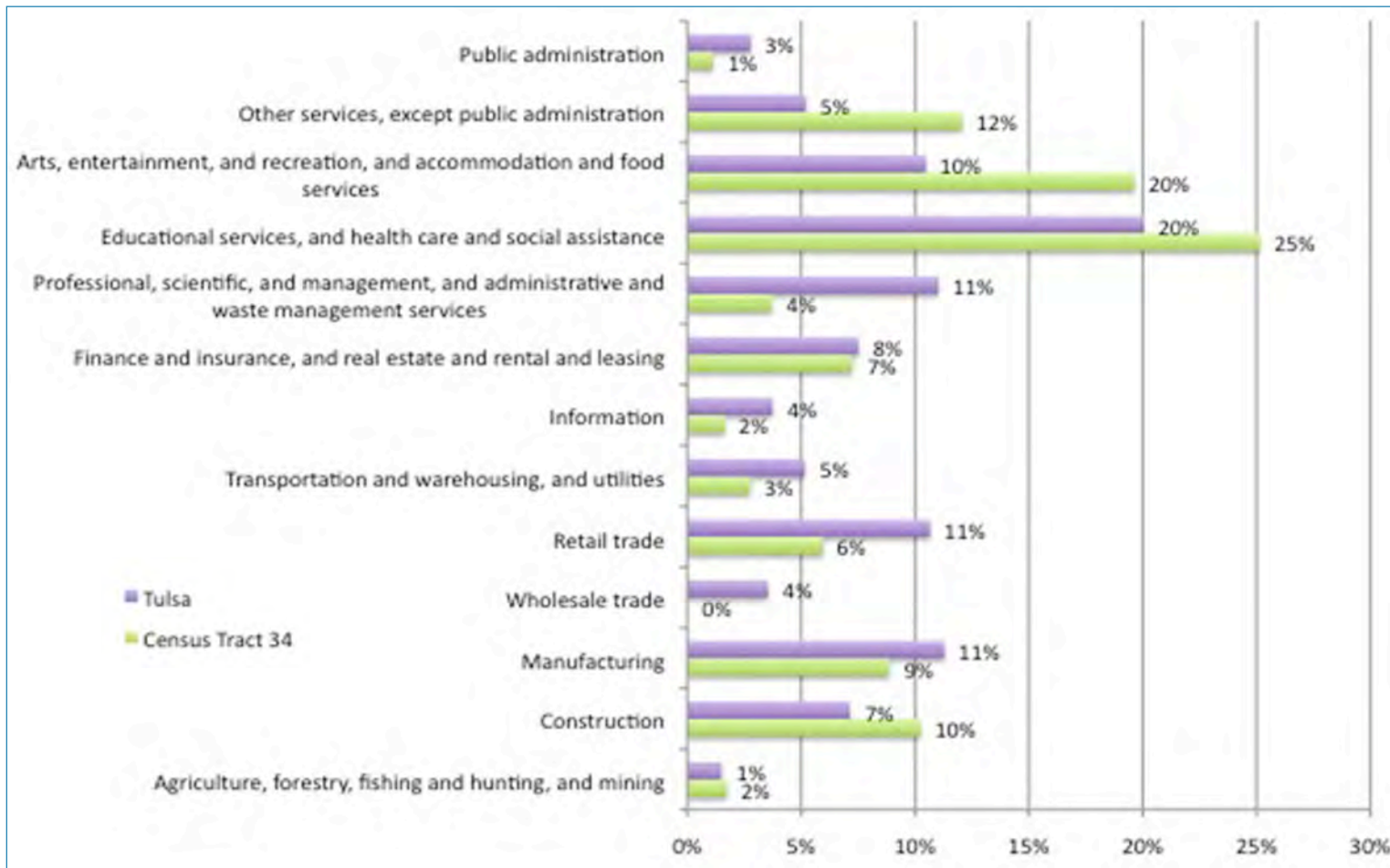


FIG. N-3.27. EMPLOYMENT BY SECTOR



N4

VISION

VISION STATEMENT

A vision statement makes a clear declaration about what the residents, property owners, business owners, workers, and leaders want the UMC-North area to be in the future. The vision statement reflects input from the community through the outreach process in particular the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis and the IPS (Image Preference Survey). The vision also memorializes the work of the community in the Vision Workshop, particularly through the Vision Map (Fig. N-4.1 - "UMC-North Vision Map" on page 81).

The vision for the UMC-North plan area is to be a distinctive, healthy, and inclusive neighborhood where people have choices about transportation, access to jobs, and a high quality of life.

The Vision Statement is supported by guiding principles. These principles are presented as a guide for future land use and development decision-making. They detail the community's desired outcomes so that success is measurable and visible.

The recommendations in the following chapter are based on this succinct vision and guiding principles.

VISION GUIDING PRINCIPLES UTICA MIDTOWN CORRIDOR - NORTH

DISTINCTIVE

- Compact, urban development pattern
- Interconnected street grid
- Diversity in architectural styles
- A visible connection to downtown, UMC-South, University of Tulsa, Cherry Street, the Pearl District, and Route 66

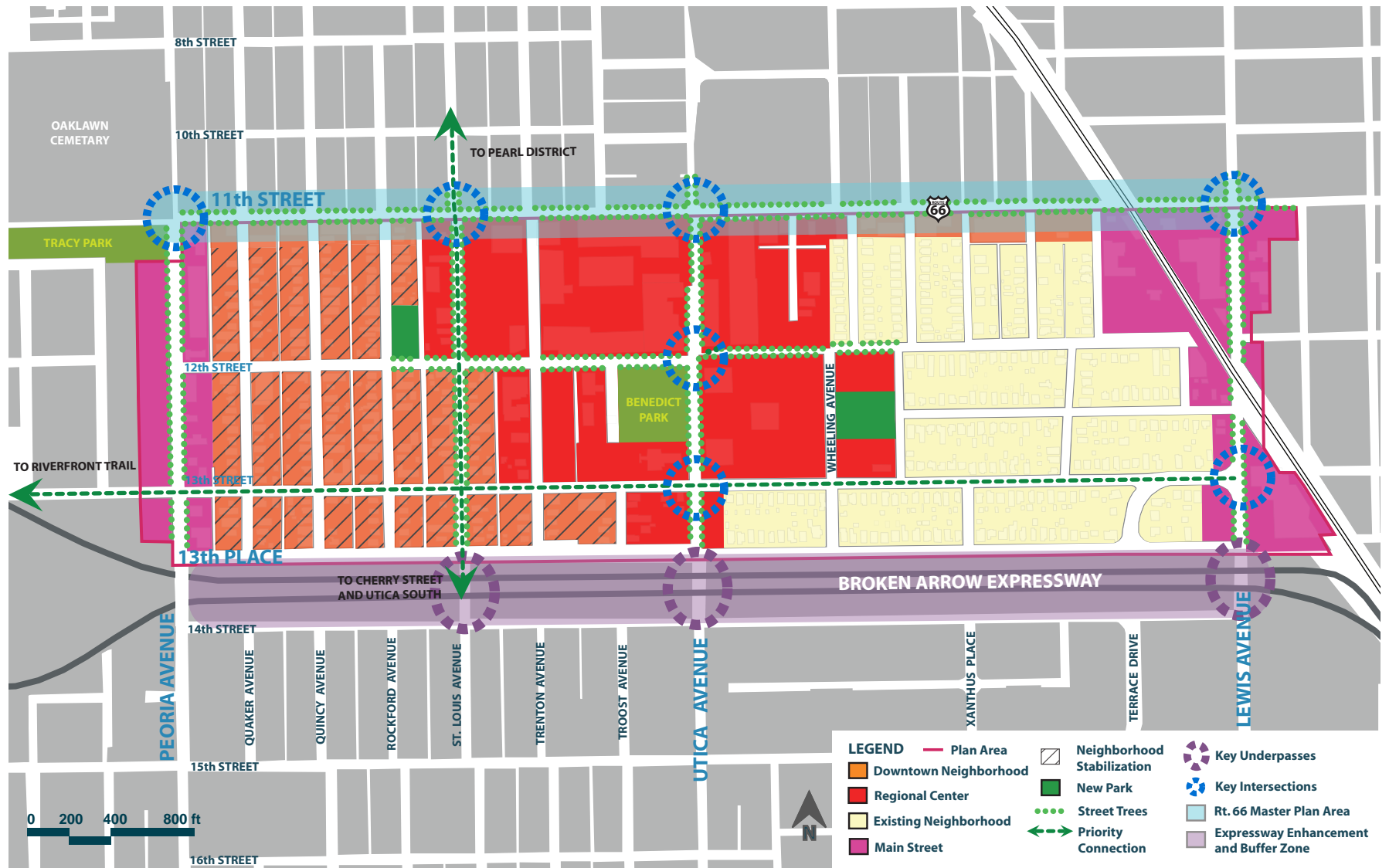
HEALTHY

- Encourages travel by bike and on foot
- Access to parks and open space
- A model community for urban hospitals
- Homes and infrastructure are maintained

INCLUSIVE

- Diversity in housing types
- Accessible for people of all ages and abilities
- Welcoming to a diversity of people

FIG. N-4.1. UMC-NORTH VISION MAP



N5

PLAN RECOMMENDATIONS

N5 RECOMMENDATIONS

The Recommendations chapter sets forth design and policy recommendations and implementation strategies derived from the Visioning Workshop, area stakeholders, the Citizen Advisory Team meetings, and other considerations discussed and/or researched by stakeholder representatives.

The recommendations that follow fall into six categories:

LAND USE AND REGULATIONS

LEGACIES AND URBAN DESIGN

TRANSPORTATION AND MOBILITY

ECONOMIC DEVELOPMENT

HOUSING

PARKS AND OPEN SPACE

LAND USE AND REGULATIONS

RECOMMENDATIONS

LAND USE AND REGULATIONS

The Comprehensive Plan established land use recommendations across the City of Tulsa. The Small Area Plan process is intended to refine these recommendations at a smaller scale. The UMC-North Land Use Plan provides greater specificity for future land uses in the area to guide development and change. It is not a zoning map nor a specific development plan but rather a visual representation of the vision for the area in the future. This Land Use Plan aims to create a neighborhood where quality of life is high, a place where people want to move, and a place where wellness and health extend beyond the medical campus.

The following descriptions come from the Comprehensive Plan and further describe the accompanying Land Use Plan.

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium- to high-rise mixed-use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well-connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.

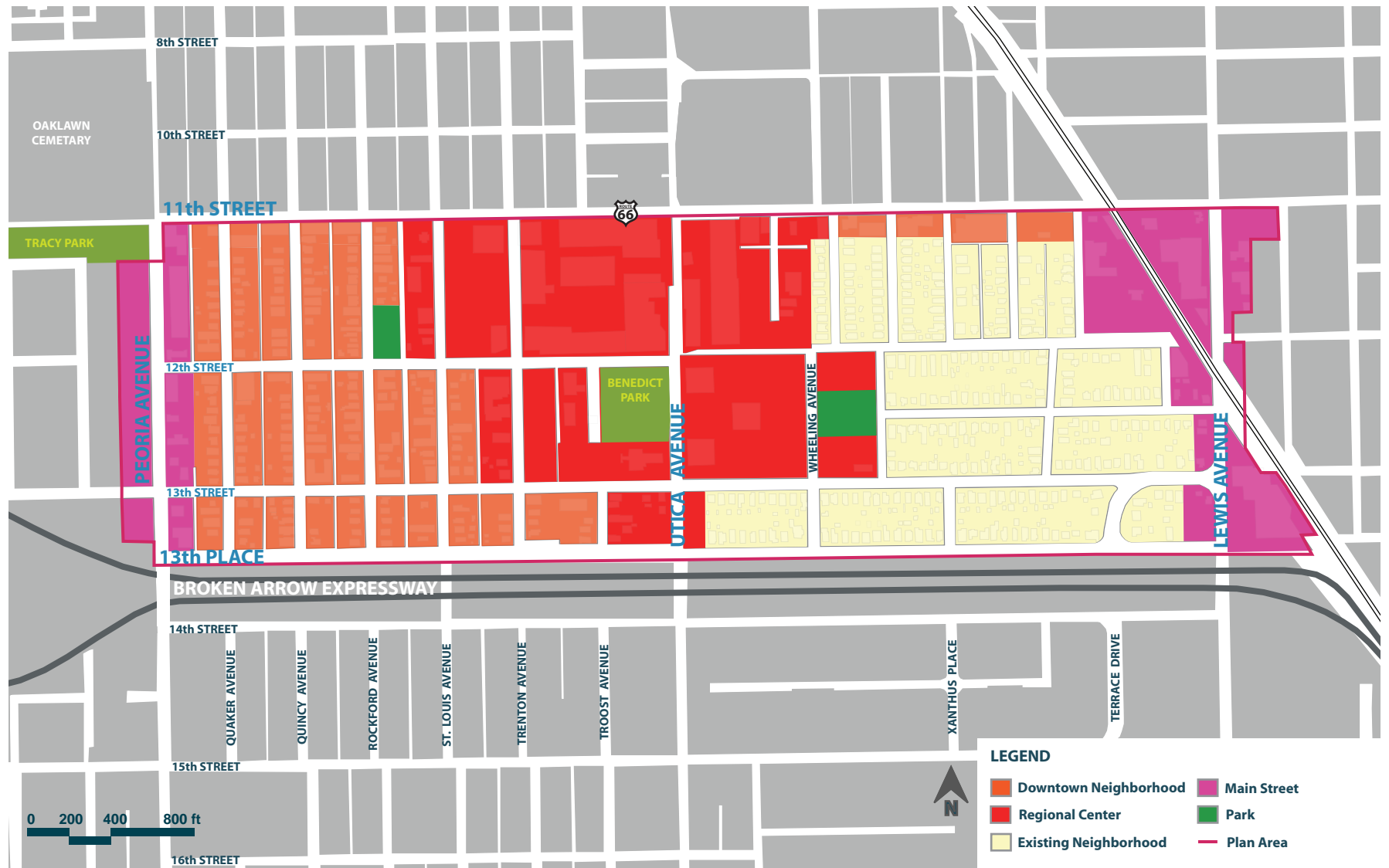
Regional Centers are mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses. These areas attract workers and visitors from around the region and are key transit hubs; station areas can include housing, retail, entertainment, and other amenities. Automobile parking is provided on-street and in shared lots. Most Regional Centers include a parking management district.

Existing Residential Neighborhoods are intended to preserve and enhance Tulsa's existing single family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-

scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code. In cooperation with the existing community, the city should make improvements to sidewalks, bicycle routes, and transit so residents can better access parks, schools, churches, and other civic amenities.

Main Streets are Tulsa's classic linear centers. They are comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide, and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the ground floor of buildings, and street trees and other amenities. Visitors from outside the surrounding neighborhoods can travel to Main Streets by bike, transit, or car. Parking is provided on street, small private off street lots, or in shared lots or structures.

FIG. N-5.1. UMC-NORTH LAND USE PLAN



INFILL DEVELOPMENT

Redevelopment opportunities in the UMC-North area are most likely to occur on small, individually-owned parcels. There are instances along 11th Street and within the Forest Orchard neighborhood where nuisance buildings have been purchased and demolished, oftentimes by Hillcrest Medical Center (HMC) in an effort to address blight. These properties should be redeveloped with uses that are complementary to the neighborhood and area institutions. In instances where HMC (or another private property owner) is the owner of such properties but does not desire to use them for medical purposes, they can control the quality of development by acting as developer or by issuing RFPs (requests for proposals) to solicit developer interest in accordance with the plan.

11TH STREET'S LEGACY AS ROUTE 66

According to the Route 66 Master Plan (Section 8, page18), "If Tulsa's efforts to revitalize and promote Route 66 are to be successful, it is imperative that the remaining structures adjacent to 11th Street be preserved." Property owners should be encouraged and assisted in their preservation efforts.

A task force has been established to reinforce 11th Street's legacy as Route 66. Adaptive reuse of historic buildings should be encouraged in an effort to maintain the historic character of the street. As infill or redevelopment occurs, it should adhere to the design principles of the Route 66 Master Plan (Section 8, pages 8-24), which include building heights, setbacks, site lines, parking considerations, and signage recommendations as well as architectural considerations such as building materials and architectural styles and features prevalent along Route 66. Images on page 110 provide examples of design features that illustrate this aspiration.

MIXED-USE

The UMC-North area is an ideal location for mixed-use development. Mixed-use occurs at two different scales: the building scale and the block or neighborhood scale, both of which are appropriate in this area. Mixed-use buildings (active ground floor uses with office or residential above) should be encouraged along 11th Street and Peoria Avenue. Mixed-use blocks are appropriate in all areas identified as "Growth" areas on the Areas of Stability and Growth Map (Figure N-5.2).

STABILITY AND GROWTH MAP

The Comprehensive Plan (LU52-LU55) describes the interrelated concepts of stability and growth via text and a Stability and Growth Map. As stated earlier, the Small Area Plan process is intended to refine these recommendations at a smaller scale. The Areas of Stability and Growth Map for UMC- North "Fig. N-5.2. UMC-North Areas of Stability and Growth Map" reinforces the areas appropriate for change and identifies areas that are to be protected.

FIG. N-5.2. UMC-NORTH AREAS OF STABILITY AND GROWTH MAP

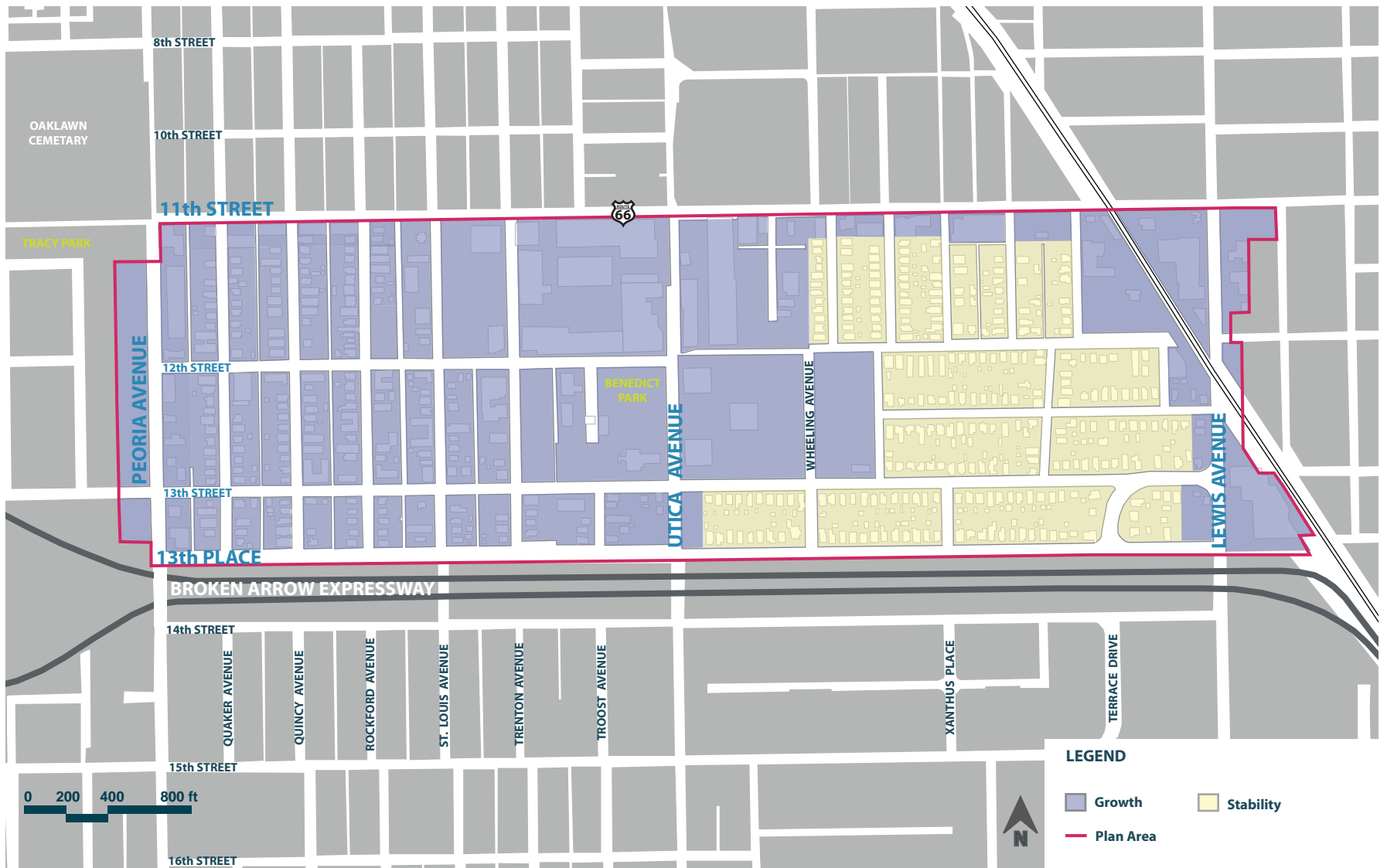
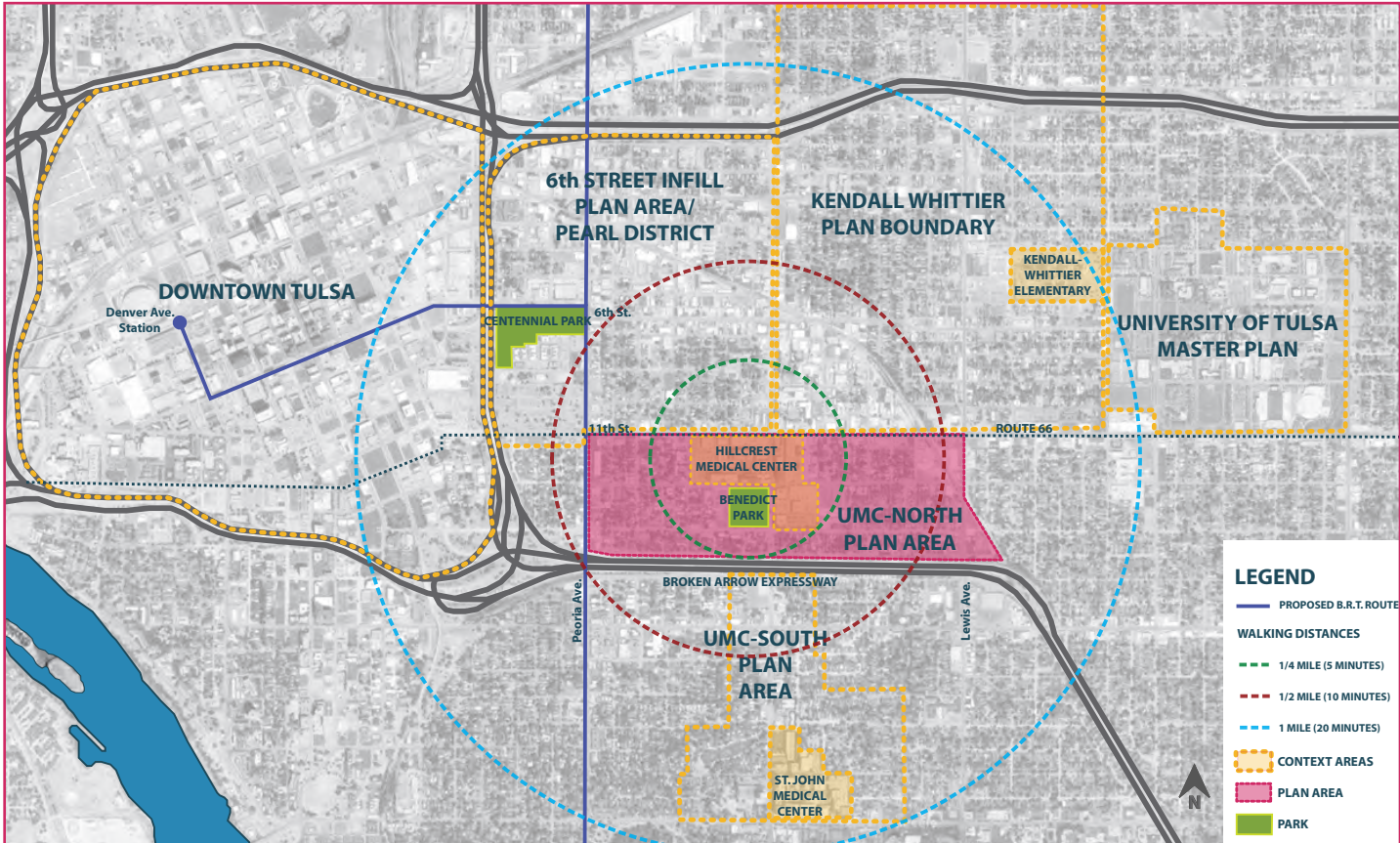
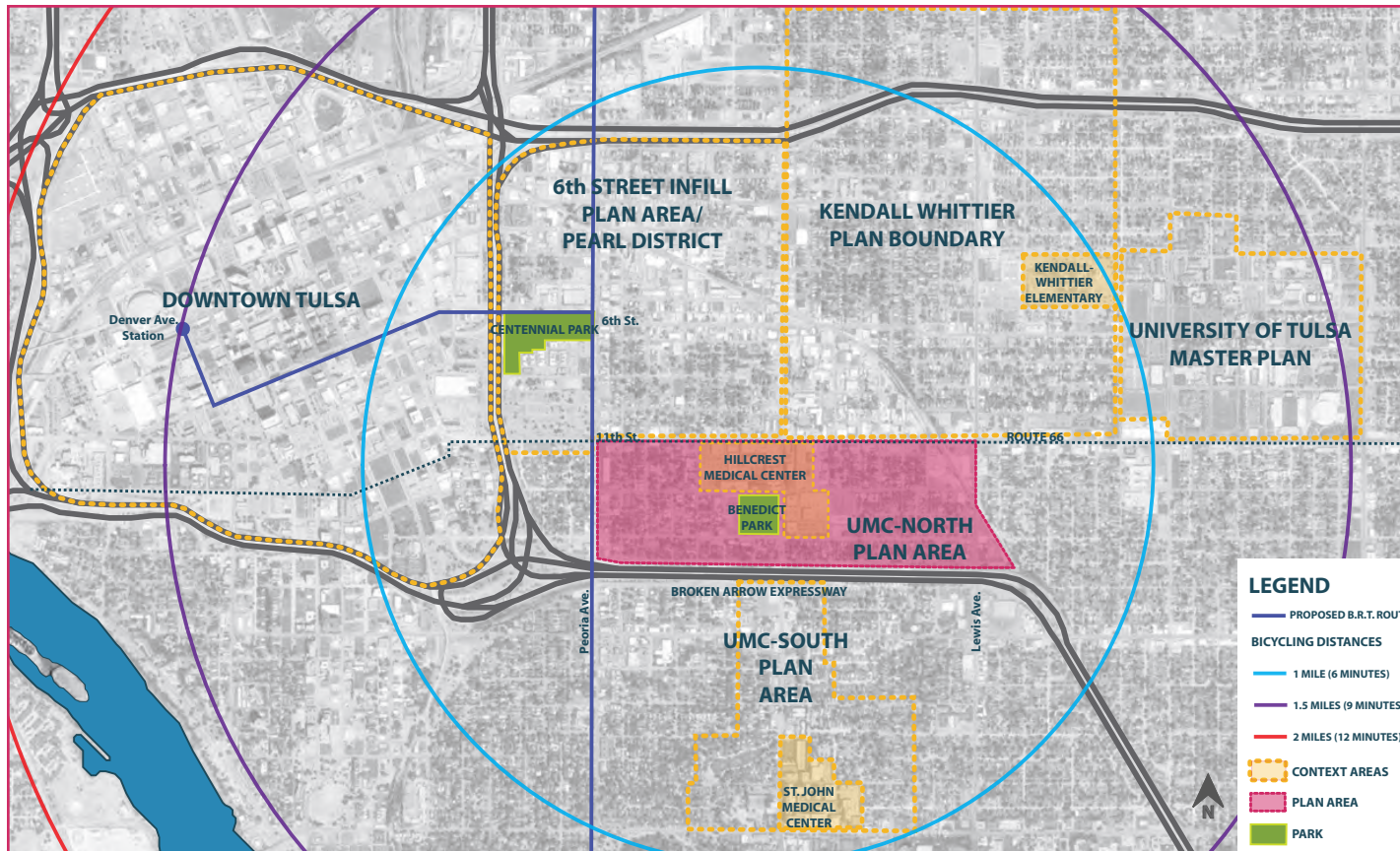


FIG. N-5.3. NEIGHBORHOOD WALKSHED



This map depicts a 5, 10, and 20 minute walk from Hillcrest Medical Center. This demonstrates the potential for walking as a mode of transportation for employees, patients, and visitors if safe and comfortable walking conditions are created.

FIG. N-5.4. NEIGHBORHOOD BIKESHED



This map depicts a 6, 9, and 12 minute bike trip from Hillcrest Medical Center. This demonstrates the potential for biking as a mode of transportation for employees, patients, and visitors if safe and comfortable conditions are created.

CONNECTIONS

Fig. N-5.3 and Fig. N-5.4 demonstrate the plan area's walkshed and bikeshed, respectively. These maps illustrate how this area connects to downtown, the Pearl District, UMC-South, Cherry Street, Kendall-Whittier, and the University of Tulsa and the possibilities of enhancing walking, biking, and transit use in the future. The area benefits from proximity to these amenities and future land use and development should maximize this potential. Also, the major station at 6th Street in the proposed Peoria bus-rapid transit system may increase bicycle access to the UMC-North area.

The previous pages outline recommendations for mixed-use development and infill development to maintain the urban form of the existing neighborhood and introduce appropriate densities. These recommendations would be enhanced by facilities for walking, biking, and transit to provide a range of choices in how people get around. The Comprehensive Plan's designation of "Downtown Neighborhood" for the Forest Orchard neighborhood reflects these recommendations.

PROPERTY MAINTENANCE

In many ways, the neighborhoods in UMC-North are a well-kept secret in terms of location and affordability. Community input revealed that while pride of ownership is an asset in this area, there also exists room for improvement in quality of some housing and property maintenance. Property maintenance is influenced by individuals' expectations about the future. In recent years, absentee landlords and speculative property owners have deferred maintenance in the hopes of a buyout. The plan provides clarity on where non-residential development is anticipated to occur in an effort to end these practices.

The City has programs to address property maintenance including Title 55 and Title 24A (which established a Neglected Vacant Buildings Registry and Maintenance). These programs rely on the cooperation of neighbors to aid in enforcement.

HEALTHY NEIGHBORHOOD PILOT PROJECT

In the field of urban planning and design there is an emerging concept called the health district. While still being defined, the health district concept embraces the idea that medical districts should foster healthy living and lifestyles both among their staff and the community that surrounds them. It also recognizes that medical districts are often institutions of regional importance with the stature to steer policy and infrastructure decisions to achieve these ends.

These are some of the emerging attributes and strategies that characterize a health district:

Healthy and Active Living Promoting Active Lifestyles

1. Providing workout facilities.
2. Encourage the use of the stairs over the elevator.
3. Sponsor walking, running and biking events for staff and neighbors.
4. Provide parks for passive and active use.
5. Provide a healing garden for staff, patients and visitors.
6. Plant trees to create a continuous tree cover to be visible from patient facilities.

Active Transit

Relying on human power over automobiles to get to and from work

1. The ability to walk to work (10 minute walk = 1/2 mile).
2. The ability to bike to work (10 minute ride = 2 miles).
3. The ability to ride transit to work (transit needs to coordinate with shift changes).
4. The ability to access a share car for incidental trips during the work day.
5. Secured bike storage and showers.
6. Use parking cash-out as a means to disincentivize staff driving and single-occupant cars.

The maps that follow demonstrate walking and cycling times as an indication of opportunities for "mode shift" - increasing the number of people who commute by bike or on foot. This supports INCOG's Pedestrian/Bicycle Advisory Committee's goal to increase bicycle commuter mode share tenfold and walking commuter mode share to 3% by 2017.

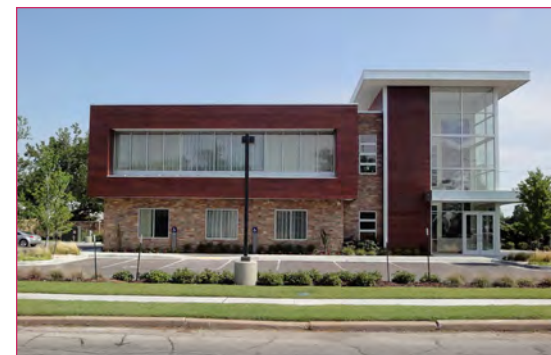
Jobs-Housing Balance

1. Recruit employees from the community.
2. Encourage staff to live in the neighborhood through employer-assisted housing.

Travel Demand Management (TDM)

TDM is a set of policies and practices that are designed to minimize travel demand to and from a facility. This can be a win-win where employees shift to more active and healthy transport options thereby saving money (for themselves and for their employer-provided healthcare plans), and large employers (like Hillcrest) can reduce the land and cost devoted to parking.

1. Provide share cars for staff and visitor use.
2. Create a program for parking cash-out .
3. Work with the transit agency to optimize transit service to serve all working shifts.



HEALTHCARE USES AND NEIGHBORHOOD TRANSITIONS

One of the most pressing land use issues in the area is balancing the needs of healthcare uses and residential areas. Fig. N-5.5 “Neighborhood Transitions” illustrates how healthcare development may transition when abutting residential development. At the time of writing, the City is amending the Zoning Code to address these issues more specifically. The Comprehensive Plan designates the area west of Hillcrest as “Downtown Neighborhood” which may permit more mixed-use and greater density in the future. These transitions diagrams are illustrative only. Any regulating solution to transitions should be based on current and future (anticipated) zoning.

Medical campuses are typically comprised of standard medical building types. Refer to the Appendix for information on these building types and their basic elements, requirements, and how they can better interface with the surrounding neighborhood.

TRANSITIONS TO RESIDENTIAL

In an effort to improve compatibility between residential and non-residential uses, the following are recommended (see Fig. N-5.5):

- The design of the development on both sides of the transition line between a health district and surrounding residential areas needs to be thoughtfully regulated.
- Transition zone regulations need to address the scale and setback of buildings mindful of the percentage of sky they block or shade they cast.
- Traffic and noise-generating aspects of a medical district should be located in the interior of the district rather than in the transition zones at the district’s periphery.

TRANSITIONS TO COMMERCIAL OR MIXED-USE

- The design of medical district uses that face commercial or mixed-use streets should extend the ground-floor commercial character of the street.
- Land uses that are complementary to a medical district and can be located along commercial streets include neighborhood-serving retail, dining, small-scale office and lodging.

- Multi-family housing can be a suitable land use for less viable portions of a commercial street but should not interrupt a continuous stretch of retail.

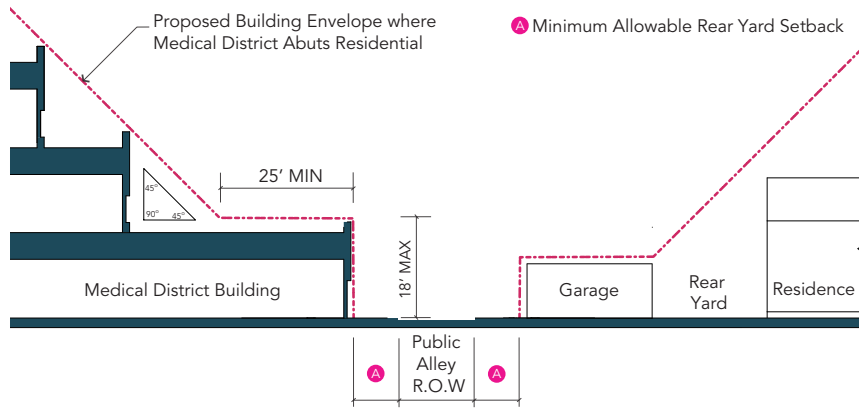
A MASTER PLAN SHARED WITH THE COMMUNITY

Hillcrest Medical Center should create a campus plan based on the recommendations in the Small Area Plan and share it with its neighbors.

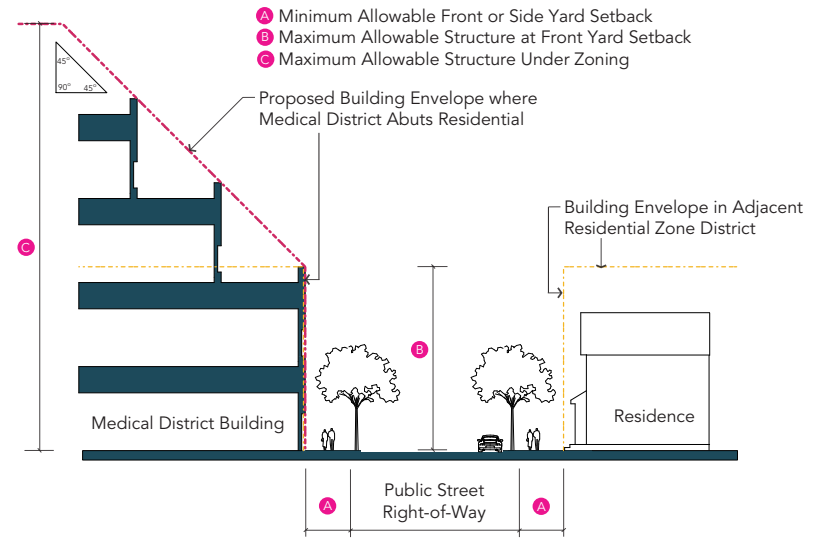
This plan should include the following:

- A landscaping plan for perimeter areas and parking lots.
- Updated data on patient draw, employee commutes, and parking information
- Locate amenity spaces on the ground floor and make them visible and accessible to the public.
- Establish protocols so that existing pedestrian-unfriendly buildings can transition and improve over time.
- Address locations of traffic and noise-generating aspects in the interior of the campus.

FIG. N-5.5. NEIGHBORHOOD TRANSITIONS



MEDICAL - RESIDENTIAL TRANSITION AT ALLEY



MEDICAL - RESIDENTIAL TRANSITION AT STREET (FRONT OR SIDE YARD)

ZONING FRAMEWORK

Zoning is one of the most powerful tools available to implement the vision of the Utica Midtown Corridor Small Area Plan. At the time of writing, the City of Tulsa is reviewing the Zoning Code citywide to implement amendments in accordance with the Comprehensive Plan. **The Zoning Framework described here provides general guidance on the kinds of zoning amendments needed to achieve the plan’s vision.**

Throughout the planning process, citizens expressed desire for walkable neighborhoods with a variety of nearby retail options. A mix of uses – on-site and within a block – would accommodate walkability. This plan’s vision statement also calls for dense urban form, walkable neighborhoods, and diverse housing types. This is further supported by the Tulsa Comprehensive Plan, which supports mixed-use development in the Downtown Neighborhood building block (as designated west of Hillcrest Medical Center).

Additionally, walkability and density within the plan area are supported in existing plans. To promote growth that is supportive of a potential streetcar alignment, the 2011 Fast Forward Regional Transit System Plan (“Fast Forward”) supports development that is near the street, dense, walkable, and mixed-use.

The 6th Street Infill Plan (2006) also promotes development that is dense, walkable, street-facing, and supportive of mass-transit.

In reviewing individual development proposals and zoning changes fronting this segment of 11th Street, it is recommended that the TMAPC consider recommendations from this small area plan, the Fast Forward Plan, and the 6th Street Infill Plan.

Because the current zoning code does not allow, by right, mixed-use development as envisioned for the plan area by these plans, the Utica Midtown Corridor Small Area Plan recommends that the zoning code update include provisions that allow mixed-use developments for institutional (i.e., education or medical) purposes and for general retail and commercial developments. Additional provisions should address adaptive reuse of historic structures and structures with historic character to accommodate infill development strategies, specifically along 11th Street (Route 66).

Specific changes to the official Zoning Map to apply the new zoning provisions may be initiated by individual property owners, the Tulsa Metropolitan Area Planning Commission (TMAPC) or the City Council.

The following zoning districts are recommended as amendments to the future Zoning Code to allow for mixed-use development. The names proposed within this framework should be evaluated for consistency when future revisions to the Zoning Code are considered for adoption.

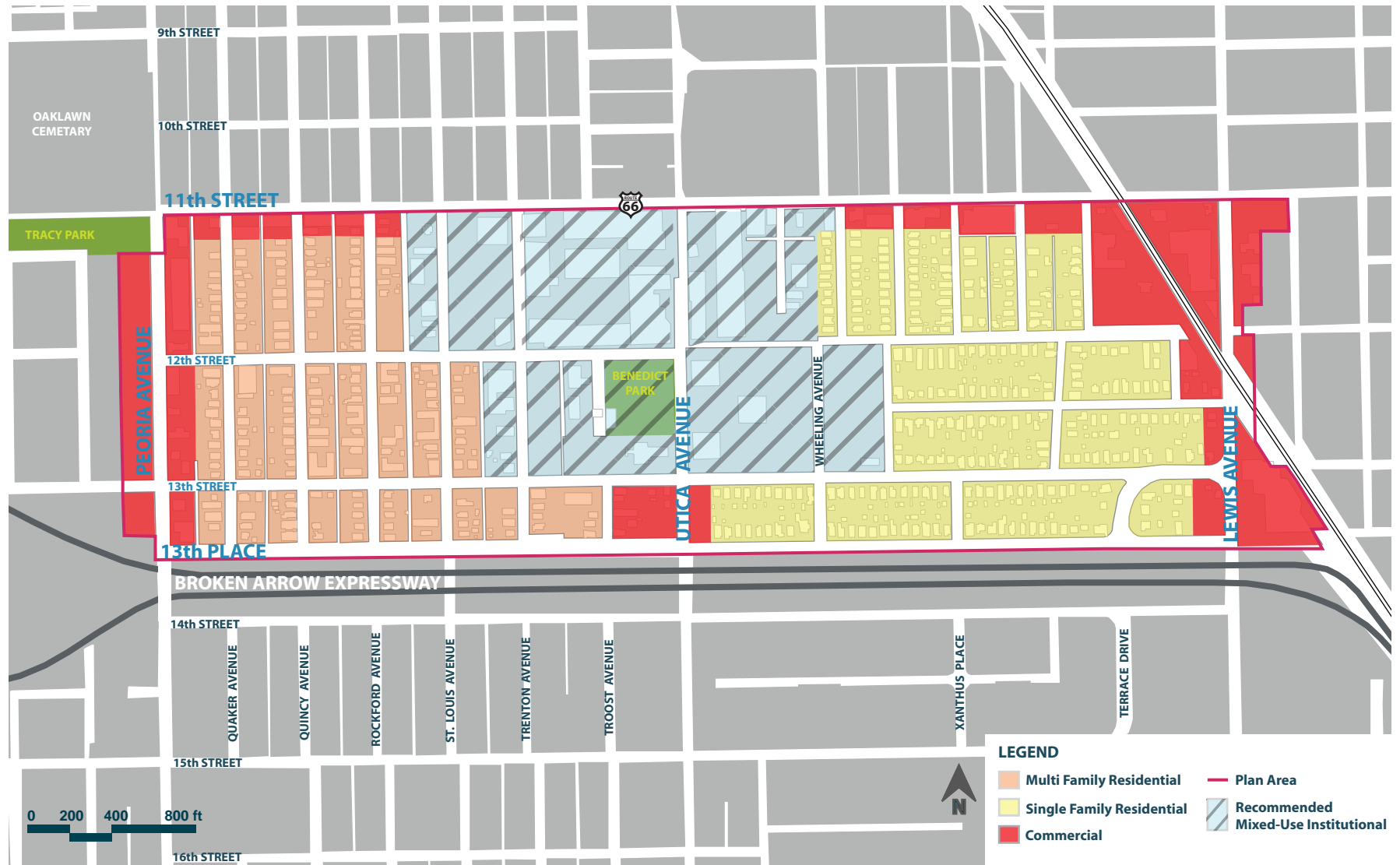
MX Mixed Use

The MX classification is proposed to provide a regulatory tool that will integrate the uses anticipated in more dense, walkable areas, with complementary retail/commercial and residential uses easily accessible through the pedestrian realm. Within this plan area, properties generally indicated in Fig. N-5.6 as Commercial should be considered as candidates for the application of the new zoning category.

MX-I Mixed-Use Institutional

The proposed MX-I classification addresses the unique issues of institutional mixed-use districts to minimize overreliance on the use of Planned Unit Developments, in accordance with the Comprehensive Plan. This district should incorporate 1) the flexibility of uses necessary for successful medical districts, and 2) regulate transitions to residential areas (accounting for height, setback, and landscaping requirements).

FIG. N-5.6. UMC-NORTH ZONING FRAMEWORK



REGULATORY RECOMMENDATIONS

Many of the desired goals for the area can be achieved through regulatory changes such as amendments to the Zoning Code. Codifying these desired changes makes them compulsory and the changes can be observed and implemented incrementally. Full implementation of the Utica Midtown Corridor Small Area Plan will require creation of new citywide districts, previously described.

MIXED-USE INSTITUTIONAL (MX-I)

A principal recommendation of the plan is the creation of a new Mixed-Use Institutional zoning classification. This is based on the input from the Citizen Advisory Team (CAT) and the public process which identified a 2030 Growth Boundary for Medical Uses (Fig. N-5.7), including recommended building heights. The Growth Boundary was reviewed and accepted by stakeholders as a framework for future development of medical uses within the plan area, providing some predictability for all stakeholders - regarding where specific investments might be expected in the future.

The Growth Boundary should be formalized through the creation of the MX-I district. The following issues need to be thoughtfully addressed through the creation of such a classification.

Permitted Uses

Permitted uses would include all uses typically associated with a major medical district such as emergency rooms, bed towers, laboratories, medical office buildings, clinics, specialty medical uses, teaching facilities, food service, hospice, retail, central plant, helipad, and parking. As its name suggests, the district is intended to be mixed-use. While primary uses are likely to be related to

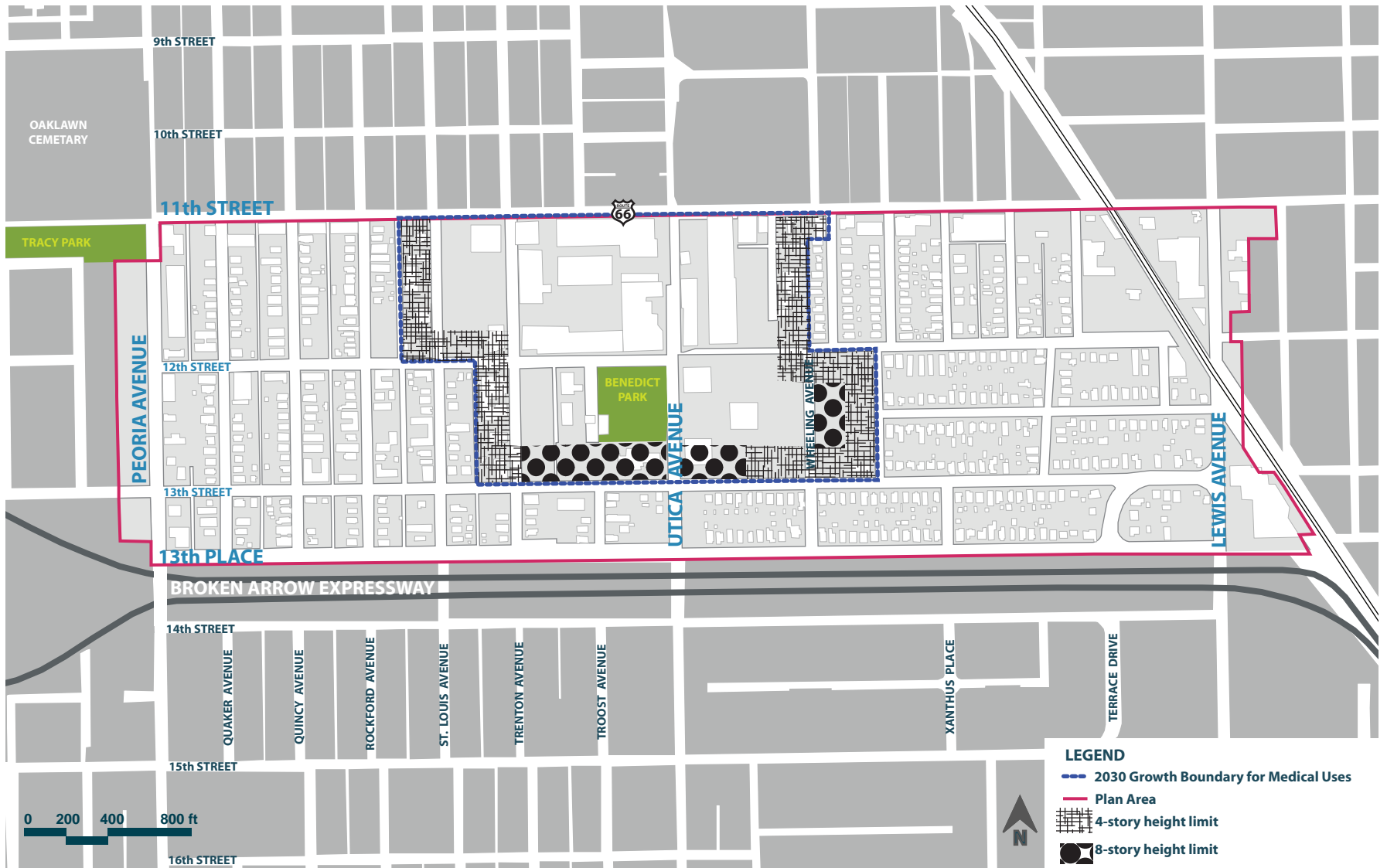
health care, the district is not intended to be exclusively devoted to health care. Similarly, if compatible with the neighborhood and in conformance with the Zoning Code, some health care uses such as office or residential may occur outside of the growth boundary.

Walkable Urban Design

Urban design uses the design of buildings—height, placement on a site, location of entries, putting transparent glass in the right places—to shape and enclose public space. Public space comes in many forms and includes streets, parks and plazas among others. The buildings in medical districts are often designed with an inward-focus on their core mission to provide health care services and can negatively affect urban design.

This inattention to urban design often causes medical districts to feel hostile to pedestrians and deter people from walking to, from and past them. Consider that research has shown people will decline to walk along streets with design attributes common to health care districts: windowless walls, windows with non-transparent mirrored glass, facades without active entries, frequent driveways that interrupt the sidewalk and other pedestrian

FIG. N-5.7. UMC-NORTH 2030 GROWTH BOUNDARY MAP FOR MEDICAL USES



hostile elements.

Making the ground floor of a medical complex pedestrian-friendly requires the design architect and facilities team to think differently about where various uses are located within a complex. For example food service, retail and other features common to medical districts that could add that pedestrian vitality are often buried deep inside the complex or in the basement or on upper floors. Maintaining security and preserving patient privacy can be powerful drivers of the design of the ground floors of medical districts. However, locating these amenities on the ground floor and providing a public entry to allow them to be used by the surrounding community will help to break down the divide between the medical district and the surrounding community.

MX-I Regulatory Recommendations

1. Support amending the Zoning Code with a Mixed-Use Institutional district, to include:
 - a. Establishment of a list of permitted uses.
 - b. Establishment of build-to zones (establishing the relationship between the sidewalk and the building front); minimum ground floor transparency requirements; criteria for creating a ROW elements master plan and design guidelines; adoption of mandatory building setbacks at points of transition between commercial and residential; and adoption of street section-based regulatory guidance governing setbacks and heights for public streets internal to the Mixed-Use Institutional district.
 - c. Encourage a TDM plan for Mixed-Use Institutional districts employing more than 500 employees.
 - d. Formalize 2030 Growth Boundary for Medical Uses through zoning map amendments.

2. Support zoning change requests to Mixed-Use Institutional, where appropriate for specific properties within the plan area.

Other General Recommendations

1. Support zoning change requests to mixed-use districts to allow for dense walkable neighborhoods within the plan area, particularly along 11th Street, Utica Avenue, and St. Louis Avenue.
2. Support zoning change requests along Lewis Avenue (especially at the corner of Lewis and 11th Street) to discourage industrial uses and encourage/allow office, commercial, and mixed-use developments.
3. Enforce residential property maintenance codes.
4. Establish assistance programs for property improvement.
5. Establish policies that support the adaptive reuse of appropriate buildings, particularly along 11th Street.
6. Improve landscaping (screening and noise reduction) along the Broken Arrow Expressway.
7. Encourage surface parking lot location for businesses along 11th to be to the side or rear of properties.



Existing Conditions along 11th Street at Utica Avenue

This series of conceptual renderings is intentionally thought-provoking about how improvements can change the look and feel of a place. The upper left shows the existing condition. The upper right demonstrates the addition of street trees and a parkway. In the instance where a new parking garage was developed, the lower right demonstrates the addition of ground floor retail can promote pedestrian-orientation.



Phase 1: Addition of Street Trees and Parkway



Phase 2: Addition of Street Trees and First Floor Commercial Uses

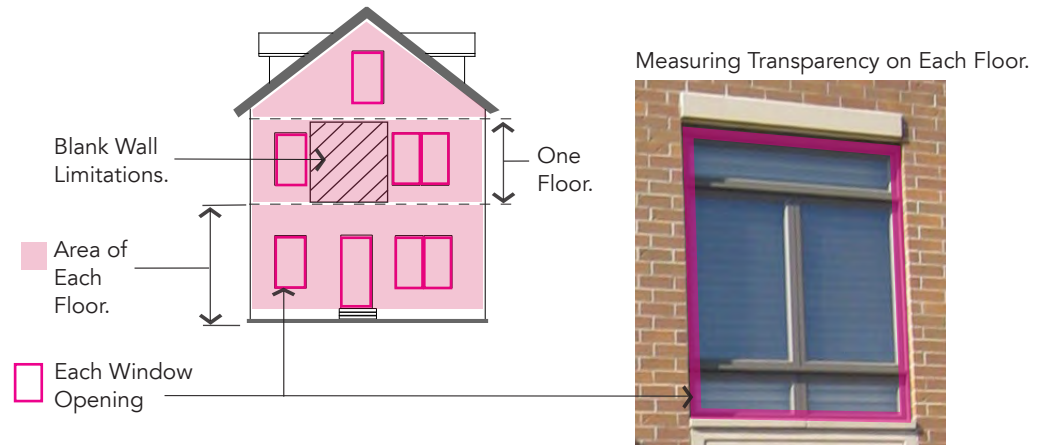
LEGACIES AND URBAN DESIGN

RECOMMENDATIONS

LEGACIES AND URBAN DESIGN

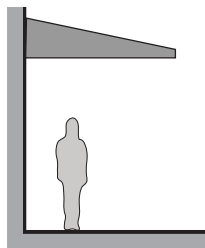
The UMC-North area is a special place, one ripe with opportunity due to its location and existing assets. One way to enhance these assets is through urban design. Good urban design includes aesthetic considerations of both public and private property in order to achieve a distinctive “sense of place.” A sense of place is achieved over time through incremental and consistent changes to the built environment. The following pages provide guidance on the essential urban design elements that can help UMC-North to reinforce its sense of place. These elements include:

- Transparency and Active Uses
- Shade
- Lighting
- Streetscape
- Open Spaces
- Signage
- Parking Lot Location
- Buffering and Screening
- Route 66 Recommendations

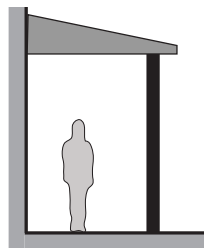


TRANSPARENCY AND ACTIVE GROUND FLOOR USES

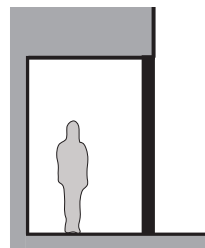
Minimum transparency requirements and active ground floor uses should be established for 11th Street, Utica Avenue, Peoria Avenue, and Lewis Avenue.



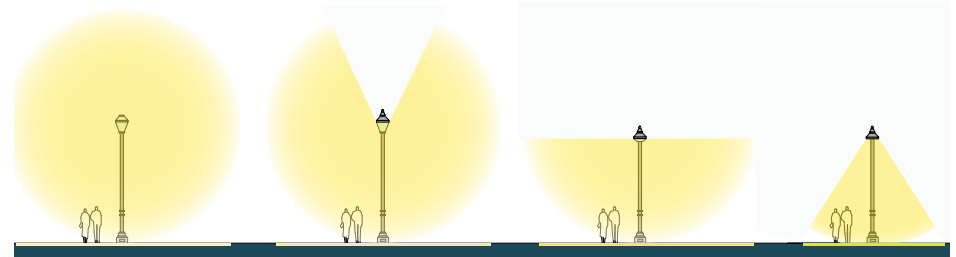
Awning



Porch



Arcade



Very Bad

Bad

Better

Best

Source: University of Florida

SHADE

Given Tulsa's climate, shade is essential to encourage walking and provide comfort. Shade can be created through planting of street trees or through the use of awnings, porches, and arcades in building design.

LIGHTING

Lighting should be pedestrian-scaled and produce a brightness that is appropriate for residential areas while also providing safety. Site lighting should be used to highlight building entries, garage entrances, and significant architectural features. Lighting can also be used as an artistic gesture.



STREETSCAPE

Site furnishings and amenities such as benches, trash receptacles, bicycle racks, drinking fountains, information kiosks and emergency phones should be designed with a consistent look throughout UMC-North. Site furnishings and amenities should be comfortable and inviting.

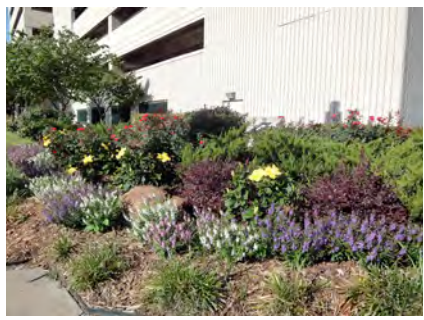
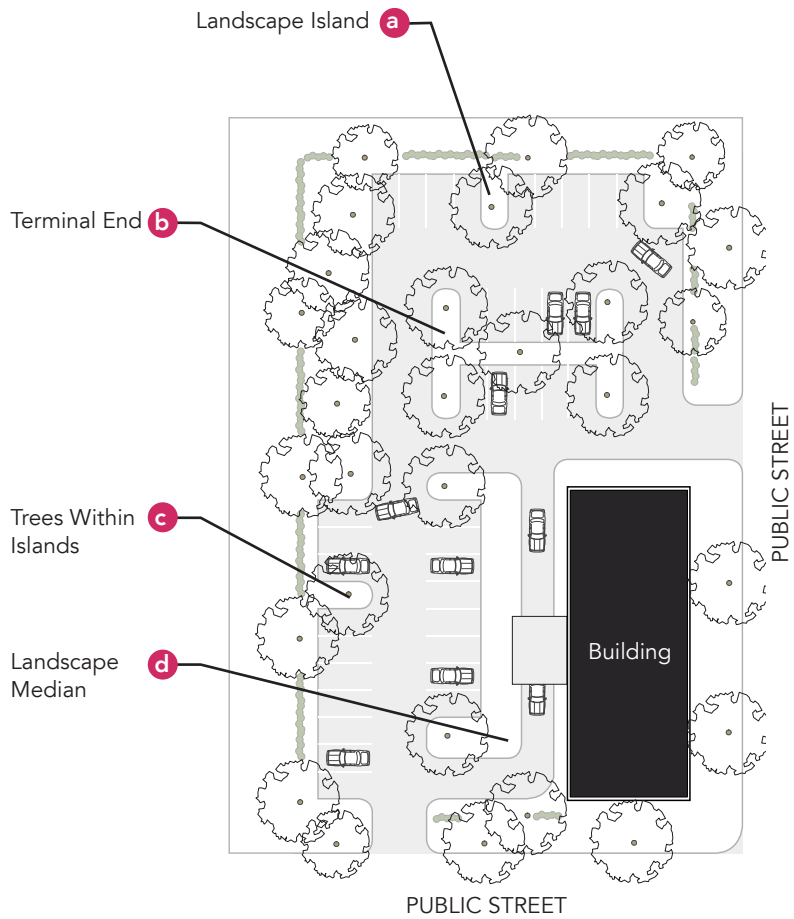
OPEN SPACE

Publicly accessible outdoor spaces, such as eating and seating areas, plazas, courtyards, and healing gardens are encouraged.

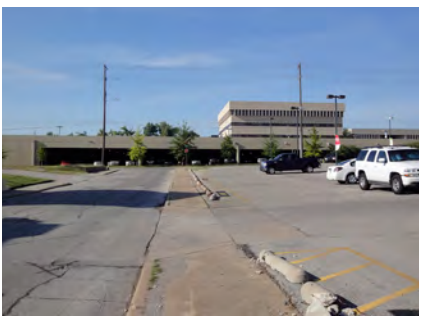


SIGNAGE

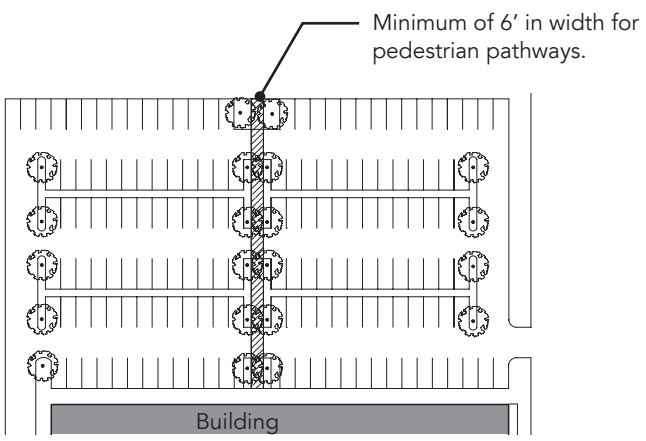
A signage plan should be developed for the area including gateway signage, wayfinding signage, and neighborhood identifiers.



Encouraged



Discouraged



PARKING LOT LOCATION

Parking lots should be located on the side or rear of buildings, not between the building and the street, as shown in this illustrative graphic. Large surface parking lots should provide dedicated pedestrian paths between the sidewalk and entrances.

BUFFERING AND SCREENING

Buffering and screening should be required for any commercial or institutional use that abuts residential areas. Surface parking lots should have perimeter screening of landscaping and/or fencing. Surface parking lots should include interior landscaped islands with trees and designated pedestrian paths.

BROKEN ARROW EXPRESSWAY CONCEPTS



Existing Conditions



Residential uses abut the Broken Arrow Expressway the entire length of the plan area. The concepts directly above offer two alternatives to enhance buffering of the BA Expressway. On the left, an undulating mound with mature evergreens; on the right, a terraced "green wall." Both concepts depict other recommended enhancements including visible crosswalks, dedicated bike lanes, street trees, and a parkway separating the sidewalk from the street.

ROUTE 66: LOCAL AND NON-LOCAL FEATURES



EL RANCHO GRANDE
In time-honored Route 66 tradition, this restaurant has a neon sign inviting potential customers in. The building has a shallow setback, creating a pedestrian scale atmosphere along this historic route.



VINTAGE ARCHITECTURE
Route 66 is known for its vintage roadside architecture. The section of Rte 66 in the study area includes opportunities for vintage, retro and historic buildings.

MEADOW GOLD SIGN
The Meadow Gold neon sign has been relocated and restored to preserve its history as a Tulsa landmark on Route 66.



LOLA'S CARAVAN
By using an Airstream travel trailer, this popular food truck capitalizes on the Route 66 theme at a former service station that has been re-purposed as an office for an architecture firm.

The Route 66 Master Plan identifies four points of interest along the study area's portion of 11th Street:

- Corner Cafe
- McElroy's
- El Rancho Grande
- Tulsa Monument Company





Credit: www.outpostusa.org/R66Attractions

ADAPTIVE REUSE, BAXTER SPRINGS, KS
Formerly a Phillips 66 Gas Station, this building is now used as a visitors' center. Customers can find information on Route 66 as well as various attractions along the remainder of the historic highway.



Credit: www.fineartamerica.com

RENOVATED MOTEL, TUCUMCARI, NM
The Blue Swallow has been serving travelers along Route 66 since the late 1930s. Today, guests take pleasure in an enjoyable reminder of what it was like to travel across the southwest United States along this historic route.



Credit: www.commons.wikimedia.org

PRESERVED CORRIDOR, ALBUQUERQUE, NM
Central Avenue in downtown Albuquerque has become an arts and entertainment district, preserving most of the neon signs and art deco styles of Rte 66.



Credit: www.flickr.com

TOURIST ATTRACTION, SELIGMAN, AZ
A popular stop for Route 66 travelers, Chino Street (the original historic route through town) is lined with souvenir shops, restaurants and motels. It was listed on the National Register of Historic Places in 2005.



Credit: www.rt66nm.org



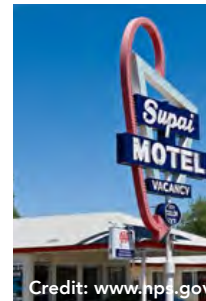
Credit: www.rt66nm.org



RESTORED NEON SIGN, TUCUMCARI, NM
An old photograph was used to restore the sign to its original state. Such restoration can be applied to neon signs along 11th Street.



Credit: www.flickr.com



Credit: www.nps.gov

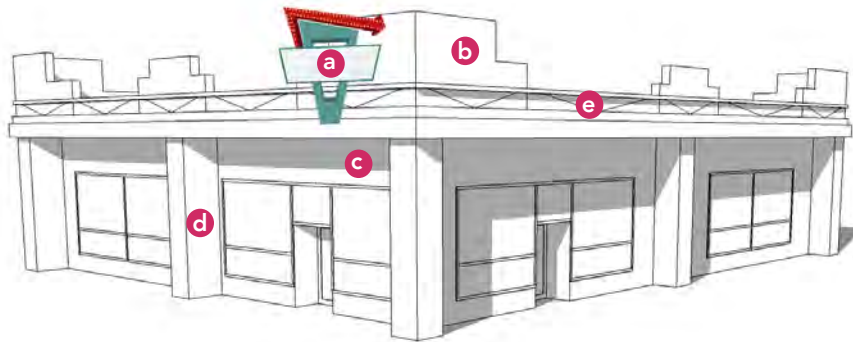


Credit: www.flickr.com



Credit: www.flickr.com

11TH STREET / ROUTE 66 HISTORIC DESIGN CHARACTERISTICS



RETRO STYLE SIGNS
Neon lights are encouraged in the whimsical spirit of Route 66.



CHARACTERISTIC TOPS
New or redeveloped buildings should incorporate distinctive parapets and cornice lines.



BUILDING MATERIALS
Buildings should predominantly be constructed of brick or stucco which is prevalent along Route 66 in Tulsa.



VERTICAL ELEMENTS
New buildings should incorporate vertical features or elements.



GEOMETRIC DESIGNS
Building ornamentation should be geometric in pattern or design.



BUILDING ORIENTATION
Buildings should be oriented towards the street with parking to the side or in the rear.

TRANSPORTATION AND MOBILITY

RECOMMENDATIONS

TRANSPORTATION AND MOBILITY

Over the last half century, Tulsa developed as an auto-oriented city. Today, people increasingly desire choices in how they get around including the ability to walk, bike and take transit. In response to this, on February 2, 2012, Tulsa City Council adopted a Complete Streets resolution (Resolution #7889) that calls for the design, planning and operation of streets to “provide for a balanced, responsible, and equitable way to accommodate all users including pedestrians, bicyclists, public transit riders, freight providers, emergency responders and motorists.”

The UMC-North area is an ideal location to implement Complete Streets techniques due to its compact street grid, transit options, and close proximity to major employers and institutions. The following recommendations are intended to make it easier to get around the Utica Midtown Corridor area as well as improve connections to downtown Tulsa, the University of Tulsa, Cherry Street, and the Pearl District.

WALKING

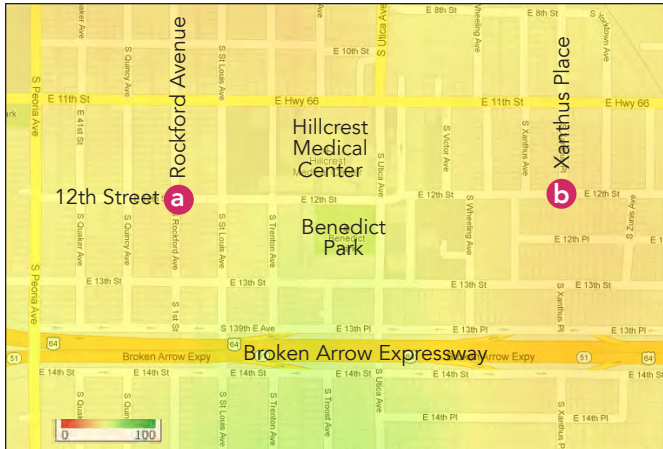
Walk Score® (www.walkscore.com) is a web-based tool that measures walkability on a scale from 0-100. Tulsa, citywide, has a Walk Score® of 46 which is defined as “Car Dependent.” This is a useful number

against which the UMC-North plan area can be measured. The top three neighborhoods called out on the Walk Score website as “walkable” in Tulsa are Downtown, Swan Lake, and Forest Orchard. This underscores the significance of maintaining and enhancing walkability in the neighborhood.

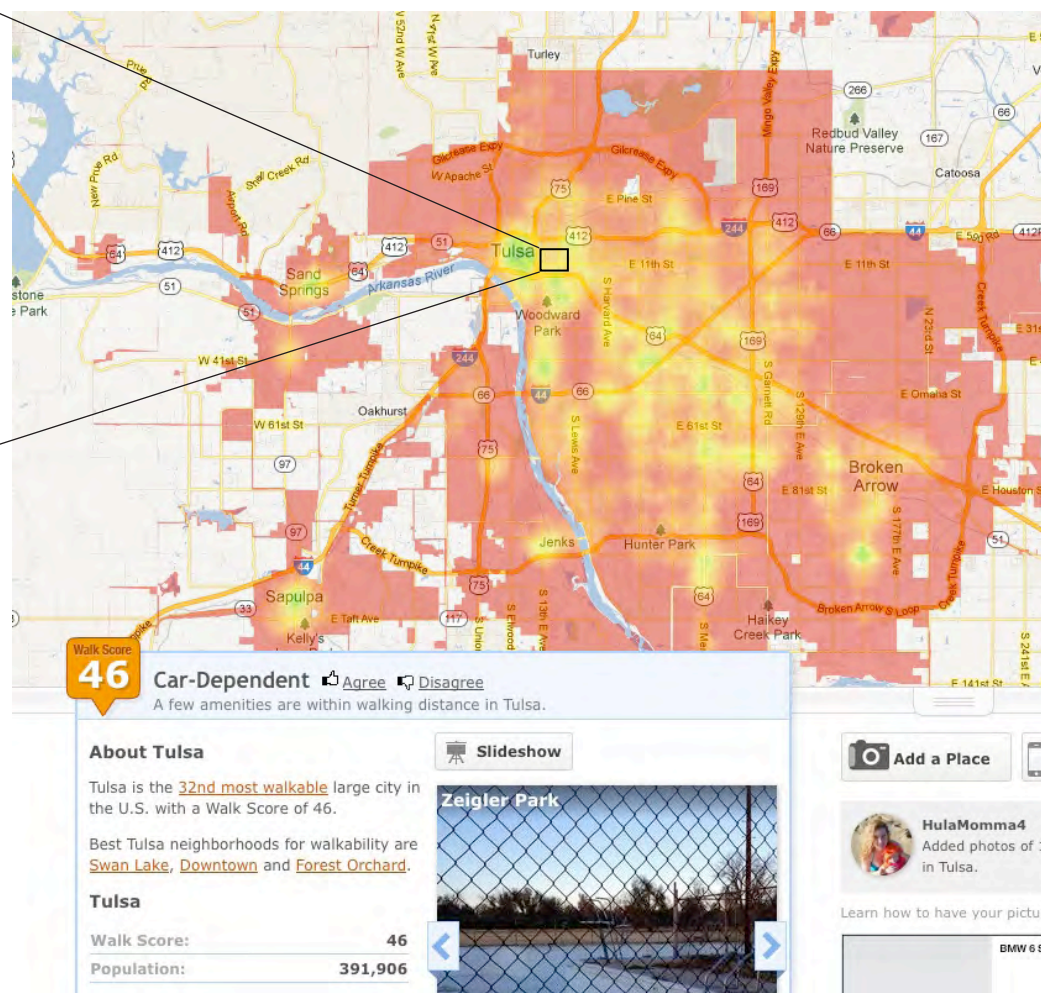
For example, a sample score taken from the intersection of Rockford Avenue and 12th Street is 82, or “Very Walkable” which is further defined as “Most errands can be accomplished on foot.” East of Utica Avenue, a sample score taken at Xanthus Place and 12th Street is 69. While this area has the amenities, street grid, and development pattern to support walking, there are further improvements that could increase walkability. The installation of additional sidewalks and maintenance of existing sidewalks is an on-going operational issue. While the infrastructure may be in place, people will only walk where they feel safe and comfortable. Many residents desired improved lighting in the area and enhancements to the St. Louis underpass, which provides an important link to Cherry Street.



FIG. N-5.8. WALK SCORE®



- a** The intersection of Rockford Avenue and 12th Street is rated 82, or “Very Walkable.”
- b** The intersection of Xanthus Place and 12th Street is rated 69, or “Somewhat Walkable.”



STREET NETWORK RECOMMENDATIONS

The UMC-North plan area has an intact street grid with minimal interruptions (the Union Pacific railroad right-of-way, Broken Arrow Expressway, and the medical campus). As future development and redevelopment occurs, the street grid should be maintained and street closings should be carefully analyzed.

STREETScape RECOMMENDATIONS

Apply the Route 66 Master Plan Design Guidelines for lighting, banners, landscaping, site furnishings such as bus shelters, benches, planters and trash cans to future improvements along 11th Street.

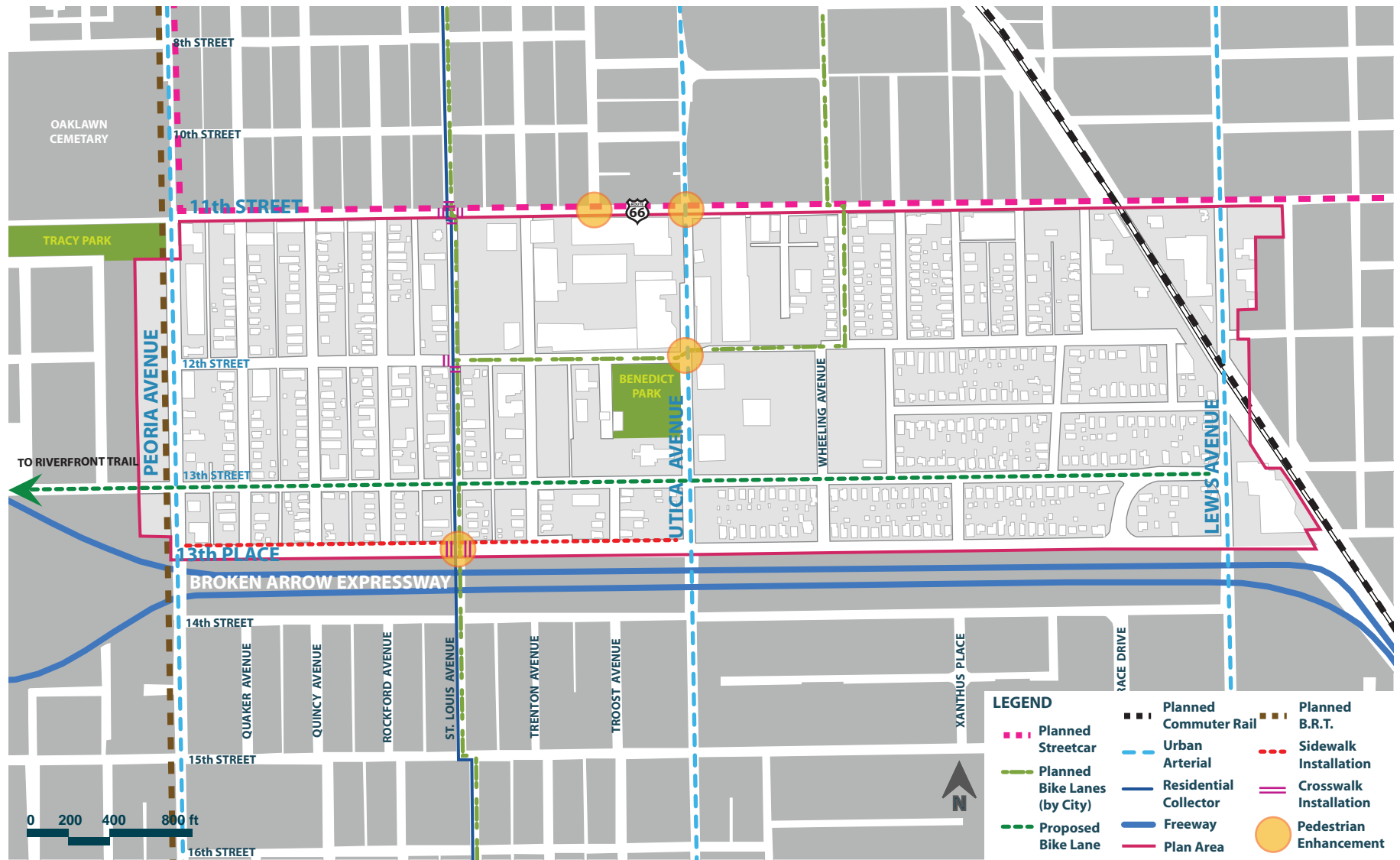
MOBILITY RECOMMENDATIONS

INCOG's Bicycle and Pedestrian Advisory Committee presented goals and recommendations in December of 2012 including increasing commuter mode share and increasing infrastructure spending for bicycle and pedestrians. Extensive public input during the development of this plan showed support for improved mobility through bicycle and pedestrian improvements in the plan area. The UMC-North plan area is a prime location to implement these goals; this plan advocates mobility improvements within UMC-North, including the following.

- The Comprehensive Plan's Multi-Modal Street designations should be expanded to include St. Louis Avenue and 13th Street to reflect recommendations for those streets as important links for pedestrians and cyclists.
- A bicycle lane should be designated on 13th Street to connect this area to the Midland Valley Trail.
- A sidewalk should be installed along the north side of 13th Place between Peoria Avenue and Utica Avenue. In coordination with these improvements, an appropriate pedestrian/bicycle crossing signal should be installed at 14th Street and Peoria Avenue.

- The travel lanes on 13th Street should be narrowed to allow the installation of street trees, wider sidewalks and a bicycle lane.
- A mid-block crossing on 11th Street west of Utica Avenue should be explored.
- Major employers should be encouraged to provide facilities such as bicycle parking and showering facilities.
- Designate some streets as "bike friendly" without providing dedicated lanes. This is accomplished through signage and "sharrows" to make drivers aware of sharing the road.
- Coordinate with the Tulsa Transit Authority on future transit plans to ensure that improvements connect to major employers such as Hillcrest Medical Center.
- Maintain sidewalks as funds become available. Residents should notify the City of Tulsa of any sidewalks in need of maintenance or repair.
- Install aesthetic and safety improvements to the St. Louis Avenue underpass to encourage walking and biking (refer to "St. Louis Underpass Concept" on page 118). Lighting should be considered.

FIG. N-5.9. UMC-NORTH TRANSPORTATION PLAN



ST. LOUIS UNDERPASS CONCEPT



Install lighting under the underpass for pedestrian comfort and safety

Install neighborhood identifiers along the expressway

Painted murals can brighten the underpass area

Install wayfinding signage for cyclists

Paint "sharrows" demarcating a shared lane for bicyclists and motorists

Widen sidewalks and construct them with decorative pavers

St. Louis Avenue is an important connection to Cherry Street and the Pearl District. This evening rendering depicts aesthetic and safety improvements to encourage walking and biking.

ECONOMIC DEVELOPMENT

RECOMMENDATIONS

ECONOMIC DEVELOPMENT

The UMC-North area includes thriving businesses along its corridors and is anchored by Hillcrest Medical Center (HMC). HMC is a 691-bed hospital that includes a regional burn unit (Alexander Burn Center); the Peggy V. Helmerich Women's Health Center, the Kaiser Rehabilitation Center; the Hillcrest Center for Diabetes Management; and the Oklahoma Heart Institute. HMC is a major employer and attracts complementary businesses such as doctor's offices, convenience retail, and commercial services. Economic development strategies are intended to create employment opportunities, add to the city's tax base, provide additional goods and services to neighbors, and create redevelopment opportunities

REPURPOSE VACANT LAND

The UMC-North area has pockets of vacant land due mostly to demolition. In many instances, demolition occurred to deal with nuisance properties. The City can encourage redevelopment of vacant land through zoning changes and streamlined approvals processes. Private landowners can control the quality of development by issuing RFPs (requests for proposals) to solicit developer interest.

STREAMLINE THE PROCESS

One of the biggest costs of development is risk - the uncertainty developers face with approvals processes. The UMC-North Plan is intended to provide clear guidance to neighbors, developers, and elected officials about the type of development that is both appropriate and desired. Armed with this guidance, the City should review its approvals processes to streamline them as much as possible to minimize the risk associated with development.

ENCOURAGE NEIGHBORHOOD RETAIL AND SERVICES

Historically, cities developed with compact neighborhoods where many of residents' daily needs for goods and services were met within walking distance. Recent research has revealed that nationally more than half of car trips are less than three miles. Encouraging neighborhood retail and services (laundromats, convenience stores, small grocers, dry cleaners) in close proximity to or within residential areas helps to reduce car trips and the need for parking. A February 2013 report on retail goods and services from the Buxton Company (www.buxtonco.com) showed that residents are currently leaving the plan area for key services such as grocery and automobile maintenance; the plan aims to slow this trend.

LODGING

Hillcrest Medical Center is a major anchor and draws patients from the greater region. The UMC-North area is also in close proximity to St. John Medical Center, the University of Tulsa, and downtown Tulsa. Community outreach activities revealed a desire for a hotel in the area given its location and major anchors.

Similarly, there are opportunities to create lodging opportunities in residentially-scaled facilities (like Ronald McDonald Houses). These facilities offer free or low-cost housing for families of patients and provide an appropriate transition between healthcare uses and residential areas.

TOURISM: ROUTE 66

For the states it crosses, Route 66 is a known economic engine that generates jobs, income, and wealth. Tulsa has wisely been working to capitalize on its roadside assets, recently creating a Route 66 Task Force as recommended by the Route 66 Master Plan.

The Tulsa Countywide vote in 2003 for Vision 2025 allocated \$15,000,000 to the revitalization and economic development of historic Route 66. A 2006 3rd Penny Sales Tax Extension was approved by voters allocating \$5,000,000 towards a river side capital development along Route 66 to further commemorate the iconic highway, Tulsa's place in history for development of the national roadway and as a commercial destination for local residents and tourist from around the nation and worldwide.

In 2006, the Route 66 Enhancement and Promotion Master Plan of Development was approved by the Vision 2025 Oversight Committee, Tulsa County Board of Commissioners and the Mayor City of Tulsa. To date, 80% of Vision 2025 streetscape enhancement projects are complete or in process. In addition to funded capital projects, a Pearl Preservation allocation was



designated to promote the preservation of remaining and significant features along the citywide stretch of roadway.

The Master Plan also contains recommendations for current and future streetscape design, the creation of a Route 66 Authority to serve as a guide and catalyst for sustainable economic development along the roadway and market research identifying near term and long range goals significant to local efforts.

To reinforce the district's identity, the Route 66 brand should be unified and enhanced through distinctive signage and streetscaping, regulation of land uses, public art, events, and marketing. Building a brand through these elements, anchored by the Meadow Gold Sign, is an important economic development tool.

HEALTHY NEIGHBORHOOD PILOT

The concept of branding UMC-North as a "Healthy Neighborhood" should be supported by a calendar of events throughout the year and increased coordination between healthcare uses and surrounding neighborhoods.

For example, Hillcrest Medical Center's HELP (Health and Exercise Lifestyles Program) includes fitness classes and specialized programs six days per week. The fitness center is open to the public.

HMC also houses an Education Center for healthcare providers and laypeople. HMC maintains a blog. Recent entries include the benefits of walking and fighting diabetes. Hillcrest participates in neighborhood events such as Clean Up Day.

Healthcare institutions are natural partners for community events that promote wellness and active living. These include:

Bike to Work Promotion: The League of American Bicyclists sponsors Bike to Work Day and Bike to Work Week annually in May.

5K: A fun run event that links the neighborhood to the river trail.

Outdoor Market: A regularly-scheduled outdoor market in a surface parking lot or park focused on fresh, healthy food.

Health Fair: Use hospital facilities to host an annual community health fair.

Cooking Classes: Use hospital facilities to host cooking classes with a healthful emphasis.

HOUSING

RECOMMENDATIONS

HOUSING

While rental rates and home values have risen in recent years, UMC-North remains relatively affordable when compared to Tulsa as a whole. The goals for UMC-North plan area are to maintain the area's affordability, promote home ownership, and enhance property maintenance.

H+T@ AFFORDABILITY INDEX

Housing is considered affordable if it costs less than 30% of a household's budget. The Center for Neighborhood Technology has developed the H+T Affordability Index to map the affordability of neighborhoods in terms of both housing and transportation costs. The Index maps housing expenditures as above or below the 30% threshold. It also maps housing and transportation expenditures as above or below a 45% threshold.

The entire UMC-North area is indexed as "affordable" which means that households spend less than 30% of their income on housing. This is consistent with areas to the east, north, and west of UMC-North. Near and south of 21st Street, the areas are "not affordable" with households paying more than 30% of their income for housing.

When evaluating housing and transportation costs, a different story emerges. Most of the

UMC-North area then becomes not affordable as most people are paying more than 45% of their income on housing and transportation costs. Similarly, nearly all of the South area exceeds the 45% threshold.

When compared to Tulsa as a whole, the UMC-North plan area is "location efficient" meaning that it has an intact street grid, amortized infrastructure, nearby amenities, and a compact development pattern. This creates more resilient places due to less transportation costs and protection from fluctuations in gas prices.

This index can be used in many ways including tracking changes over time and benchmarking. For example, El Paso, Texas, is using the Index to benchmark costs in support of an effort to adopt a 50% H+T affordability standing for all City funding and policy decisions.

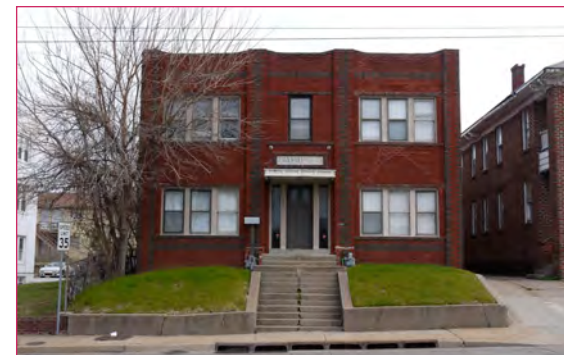
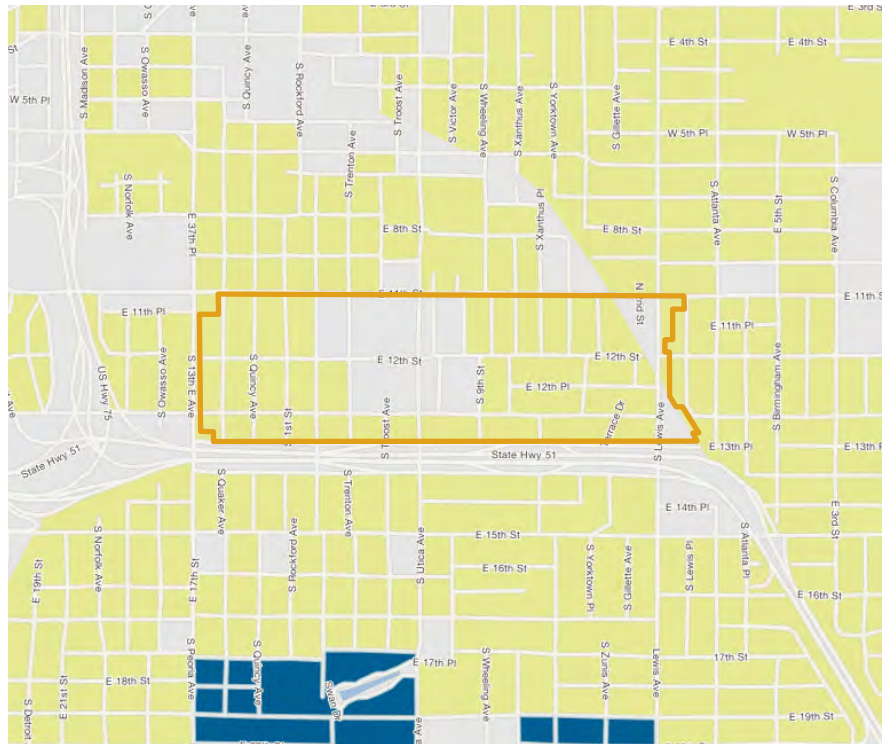
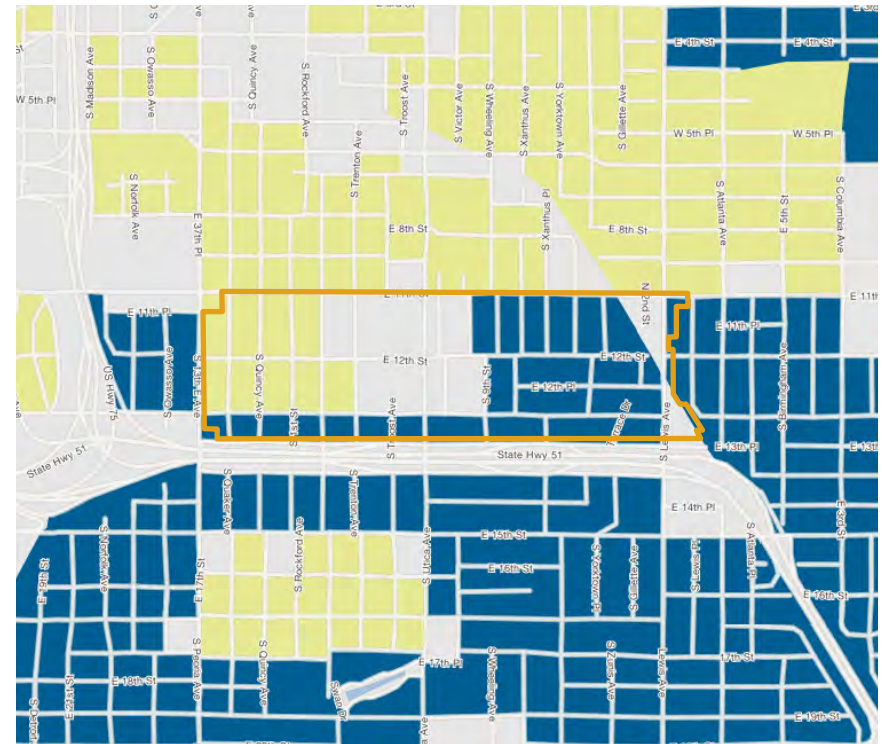


FIG. N-5.10. UMC-NORTH H + T AFFORDABILITY INDEX ®



HOUSING AFFORDABILITY

- Insufficient Data
- < 30%
- 30+%
- Plan Area



HOUSING AND TRANSPORTATION AFFORDABILITY

- Insufficient Data
- < 45%
- 45+%
- Plan Area

NEIGHBORHOOD PRESERVATION AND STABILIZATION

Destabilization has occurred in part due to lack of property maintenance and absentee landlords. Community outreach efforts suggest a desire to preserve existing neighborhoods with high levels of homeownership, and to establish employee-housing opportunities. This involves maintaining existing housing stock and taking deliberate steps to protect stable single-family neighborhoods. Neighborhood stabilization requires partnership between departments of the City of Tulsa, neighborhood organizations, and large institutions.

The City of Tulsa (in particular the Working in Neighborhoods Department (WIN)) has many programs to assist with neighborhood stabilization. These include the Neglected Vacant Buildings Registry, Emergency Repair Grant for qualifying repairs, a Rehabilitation Loan Program, and Neighborhood Beautification Grants. Based on City data on housing condition and input from the Vision Workshop, three areas of UMC-North have been identified as Priority Stabilization Areas (See Fig. N-5.11 on page 127). The most attention and resources should be devoted to stabilizing these areas in order to achieve positive impacts neighborhood-wide.

A combination of programs targeting rehabilitation and creation of new housing is needed. Relying solely on construction of new properties without the rehabilitation component can be harmful to stabilization efforts: when property owners anticipate that large areas will be redeveloped, this creates a disincentive to property maintenance and investment in the existing building stock.

The existing neighborhoods may also pursue enhancing their historic character through Historic Preservation (HP) zoning overlay, which has proven to be a successful neighborhood stabilization tool.

Increase Homeownership

Homeownership programs and counseling exist for qualifying households through Community Action Project (CAP) Tulsa. Similarly, the unique assets of UMC-North should be marketed to hospital employees, students, seniors, and families as a neighborhood in close proximity to desirable destinations and a walkable neighborhood.

Maintaining and enhancing housing diversity is another way to increase homeownership. This includes the creation of small condominium buildings, townhouses, and single-family homes of various sizes.

Allow Appropriate Density

Through tools such as the Image Preference Survey and the Vision Workshop, the community expressed a desire to see more diversity and density in housing types. Ideas for diversity include townhomes and smaller, cottage homes. Density was desired along major streets and within the Forest Orchard neighborhood compatible with existing multi-family development.

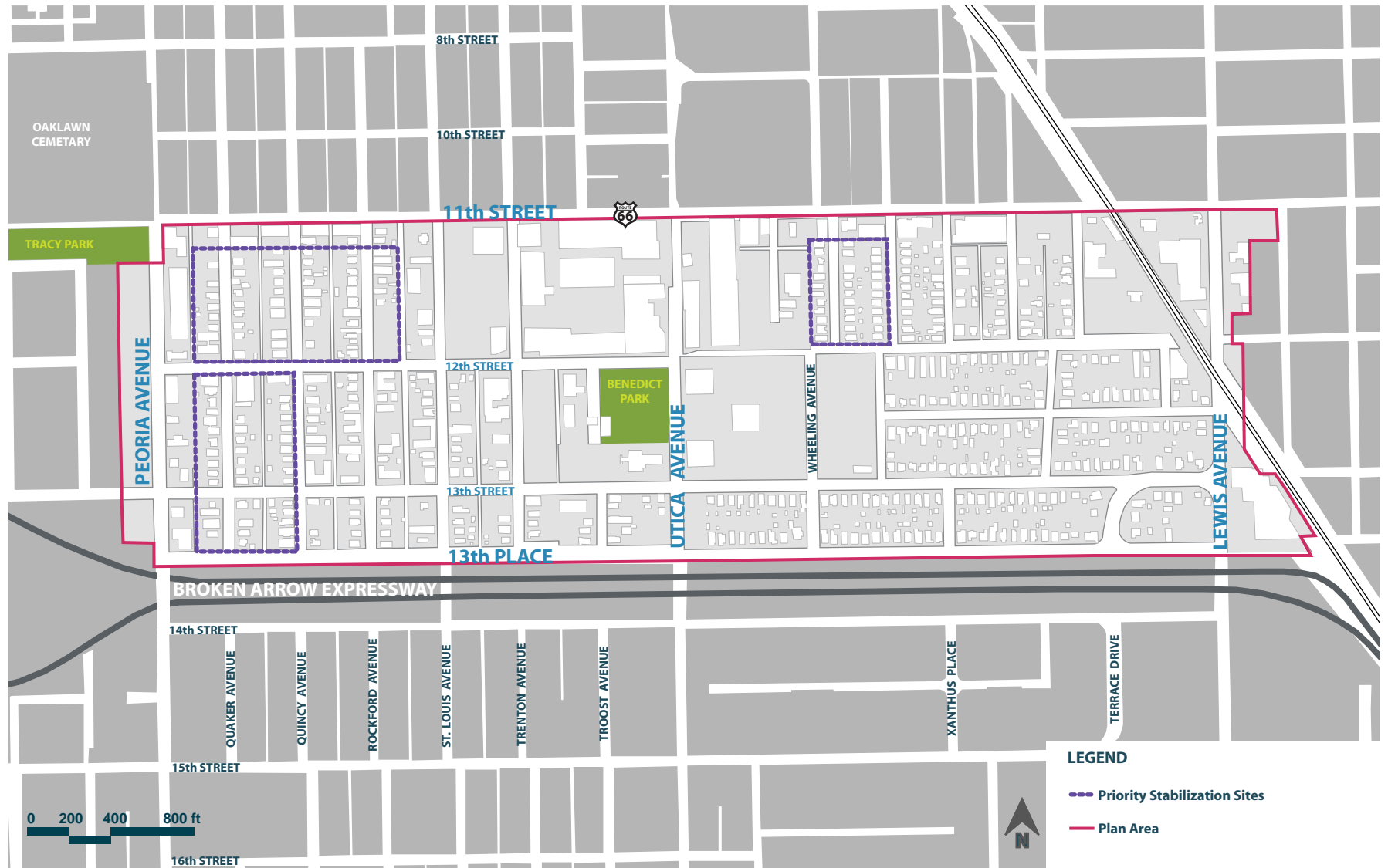
Employer-Assisted Housing

One way to stabilize the neighborhood is by active investment by area employers. Encouraging employees to live near work is a “win-win” by reducing the number of people who drive to work and creating “eyes on the street”—residents who are invested in the neighborhood.

Recommended strategies to achieve neighborhood preservation and stabilization include:

- Hillcrest Medical Center and other large employers in the area should consider adopting a workforce housing program to encourage eligible personnel to buy or rehabilitate homes within the UMC-North plan area. Such a program would help stabilize residential areas near the campuses and provide needed staff housing.

FIG. N-5.11. UMC-NORTH PRIORITY STABILIZATION AREAS



- Property maintenance should be emphasized and enforced throughout the area. All stakeholders, from landlords to homeowners, churches, businesses, neighborhood organizations and the City of Tulsa are important stakeholders in this process.
- A targeted rehabilitation program should be developed to increase homeownership and investment in the designated priority stabilization areas. A variety of public and private funds could be leveraged to acquire and rehabilitate single-family homes following historic preservation best practices, and market them to homebuyers with an owner occupancy requirement. This program would help to stabilize the area, enhance its historic character, and complement adjacent construction of new housing options.

Perceptions and Crime

Crime, whether real or perceived, was cited as a weakness of the UMC-North area during community input exercises. Community policing is an approach based on a coordinated effort between police, individual neighbors, neighborhood organizations, and HMC security to address these issues by communicating regularly, building relationships, and involving everyone in reporting crime. The Tulsa Police Department uses a policing model that is a hybrid of community policing with the more traditional intelligence model to protect citizens.

Additionally, there are design measures that can help reduce crime. The discipline of Crime Prevention Through Environmental Design (CPTED) offers recommendations on how the built environment (public and private property) can be designed to discourage criminal activity. This includes improved lighting (street lights and porch lights); property maintenance (boarding up vacant homes and fixing broken windows); securing vacant lots; and ensuring landscaping does not offer places to hide activity.

OPEN SPACE

RECOMMENDATIONS

PARKS AND OPEN SPACE

As detailed in the existing conditions report, the UMC-North plan area is lacking in parks and open space. Many residents in UMC-North live beyond the recommended 5-minute walk to a park (without crossing a major street). The following recommendations are intended to provide more and better access to parks for the residents of UMC-North.

INCREASE THE NUMBER OF PARKS

Parks east and west of Utica Avenue should be created to provide improved access for residents in each area. This provides direct access to parks, away from a major street like Utica Avenue by creating interior parks for neighborhood residents. The Parks and Open Space Plan identifies potential locations for such parks. The ultimate size, location, and amenities of each park should be a cooperative effort between Tulsa Parks and neighbors.

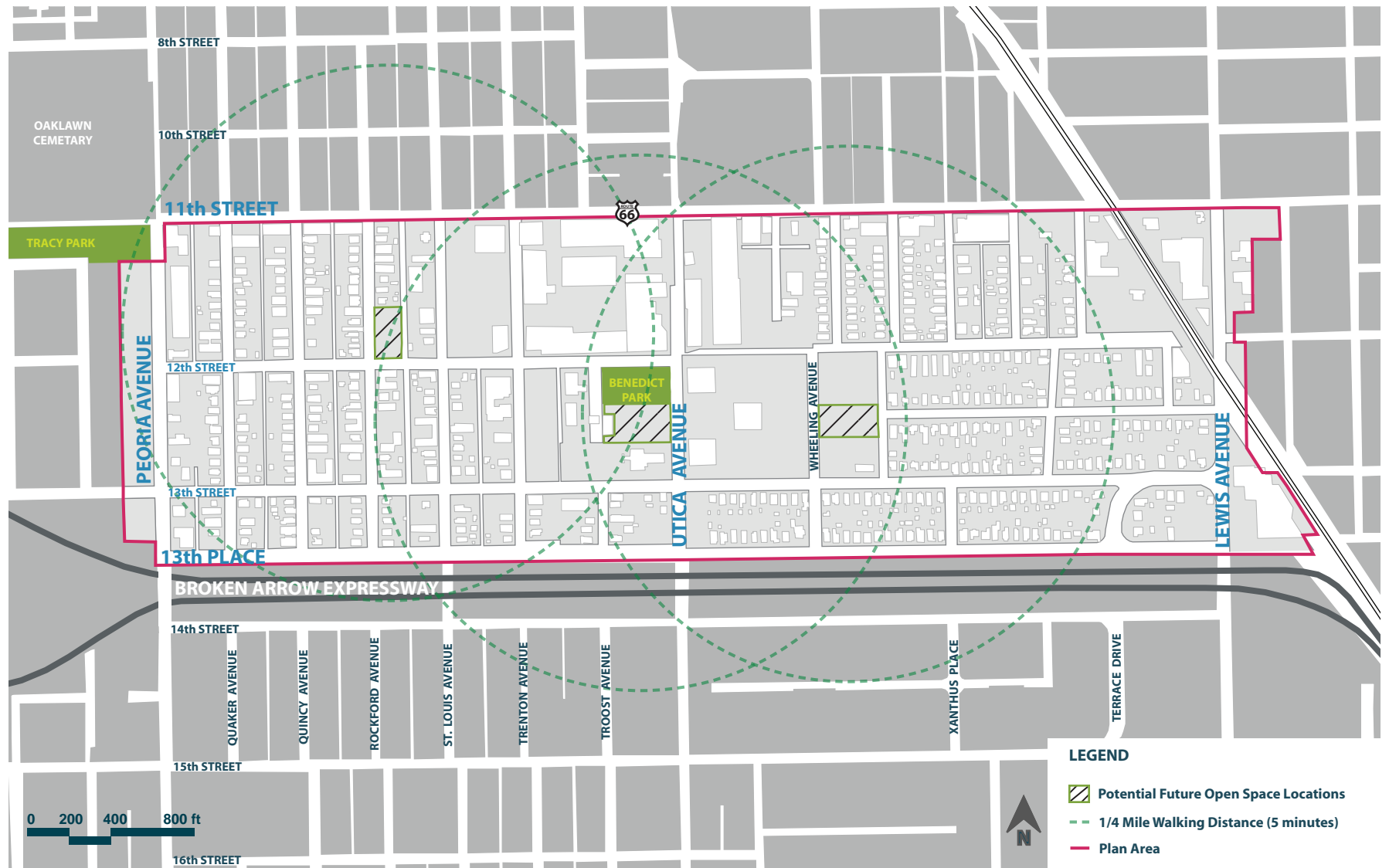
OPEN SPACE

Open spaces (publicly or privately owned) should be incorporated to provide areas for eating, rest, shade, and as an amenity for employees, visitors, and residents. Examples include public plazas, sculpture areas, and healing gardens.

DIVERSIFY PARK AMENITIES

During community input activities, many suggestions for park amenities were provided. Walking, playgrounds, dog parks, and community gardens are examples of requested amenities. The plan recommends creating new open spaces east and west of Utica Avenue so that access is possible for residents (especially children) without crossing a busy street. Installing these desired types of amenities and facilities will help to ensure the parks are used more frequently and remain safe and inviting places to be. New parks should also include security improvements including lighting.

FIG. N-5.12. UMC-NORTH OPEN SPACE PLAN



BENEDICT PARK

At the time of this writing Hillcrest Medical Center is negotiating a long-term lease for the north portion of Benedict Park for future development, specifically for development of a hospital, medical clinic and/or medical office. Hillcrest has agreed to assume the maintenance of the south part of Benedict Park including the current tennis courts, open space and other park amenities, and donate to the City of Tulsa a tract of land on South Rockford Ave for the development of an interior neighborhood park in collaboration with Forest Orchard Neighborhood Association.

Park programming will be based on a shared vision created by the neighborhood and the Tulsa Parks and Recreation Board. Hillcrest will maintain the new park by providing courtesy security patrol, general lawn and vegetation upkeep and general maintenance needs. (Hillcrest currently provides general maintenance of Benedict Park, including lawn care, upkeep and courtesy security patrol.) A lease will allow Hillcrest to expand these services, most notably through increased security jurisdiction and presence. As a hospital property, Benedict Park will become a smoke-and tobacco-free area. While there are no immediate plans for development in Benedict Park, general upkeep will be provided by Hillcrest for the Park and for student athletes in the Northeastern Oklahoma Association of Home-school's (NOAH) Tennis Program.

Hillcrest has agreed that the property and improvements will be for hospital, medical clinic or medical offices purposes which are consistent with the Utica Midtown Corridor Small Area Plan as adopted and approved by the City, and as may be amended in the future. The City's support of HMC's desire to lease a portion of the park for redevelopment purposes achieves two important objectives. First, it promotes economic development, enhances the economic base of the City, creates jobs, generates tax revenues, and provides momentum for the revitalization of the surrounding neighborhood. And secondly, it responds to concerns of area residents regarding blighted property and a desire for an interior neighborhood park.

N6

IMPLEMENTATION

N6 IMPLEMENTATION

The UMC-North plan charts a course for improving quality of life in the area. It takes guidance from previous planning efforts and its recommendations are firmly rooted in the ideas and efforts of the community members that participated in the plan process. It is up to these same community members, led by City of Tulsa staff and institutional partners, to implement the plan. The following strategies are organized into a matrix form to provide clear information on implementation steps, anticipated timeline, and identified partners. Each implementation recommendation is a strategy to help realize the shared vision described in the beginning of this document.

As implementation strategies are completed and as conditions change, these recommendations should be re-evaluated on a regular basis. The key to successful implementation is regular use of the plan by city staff, planning commissioners, TMAPC staff, elected officials, and neighborhood stakeholders. Recommendations inherently vary in terms of length of time needed for implementation and associated cost.

KEY FOR IMPLEMENTATION MATRIX

- CAP Tulsa:** Community Action Project of Tulsa County
- COT:** City of Tulsa
- FHWA:** Federal Highway Administration
- HMC:** Hillcrest Medical Center
- INCOG:** Indian Nations Council of Governments
- NPS:** National Park Service
- ODOT:** Oklahoma Department of Transportation
- TCHD:** Tulsa City-County Health Department
- TIP:** Transportation Improvement Program
- TMAPC:** Tulsa Metropolitan Area Planning Commission
- TPC:** Tulsa Preservation Commission
- TRC:** Tulsa Regional Chamber
- UPRR:** Union Pacific Railroad
- WIN:** Working in Neighborhoods

FIG. N-6.1. IMPLEMENTATION MATRIX

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
LAND USE AND DEVELOPMENT							
LU-1	88	Amend the Growth and Stability Map for this area in the Tulsa Comprehensive Plan as indicated in the Vision Map for Utica Midtown Corridor – North.	High	Immediate	N/A	TMAPC Staff	--
LU-2	100	Improve landscaping to mitigate views of traffic and noise along the Broken Arrow Expressway.	Medium	6 years+	ODOT, COT and Private	ODOT, COT and FHWA	--
LU-3	94	Create a campus plan for the Hillcrest Medical Center.	High	On-going (1+ year)	Private	HMC	--
LU-4	86	Amend the Land Use designations for this area in the Tulsa Comprehensive Plan	High	Immediate	N/A	TMAPC Staff	--
LU-5	100	Amend the Zoning Code with a Mixed-Use Institutional district, to facilitate medical, institutional, and mixed-use development. Coordinate with on-going Tulsa Zoning Code update.	High	On-going (1+ year)	N/A	TMAPC Staff, COT	--
LU-6	98	Support zoning change requests to Mixed-Use Institutional, where appropriate for specific properties	High	On-going	N/A	TMAPC, City Council	--
LU-7	100	Amend the Zoning Code with Mixed-Use district, to allow for dense, walkable neighborhoods, particularly along 11th Street, Utica Avenue, and St. Louis Avenue. Coordinate with on-going Tulsa Zoning Code update.	High	On-going (1+ year)	N/A	TMAPC Staff, COT	--
LU-8	100	Support zoning change requests to Mixed-Use, where appropriate for specific properties	High	On-going	N/A	TMAPC, City Council	--
LU-9	100	Enforce existing residential property maintenance codes.	High	On-going	N/A	WIN	--
LU-10	100	Promote existing property maintenance programs to area residents and business owners.	Medium	1-3 years	N/A	WIN	--
LU-11	94	Require buffering or screening between non-residential areas and adjacent residential areas and neighborhoods and around perimeter parking lots and structures, and amend Tulsa Zoning Code as appropriate.	Medium	On-going (1+ year)	N/A	TMAPC Staff, COT	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
LU-12	100	Establish policies that support the adaptive reuse of appropriate buildings, particularly along 11th Street.	Medium	3-6 years	N/A	TMAPC Staff, COT	--
LU-13	100	Encourage surface parking lot locations for businesses along 11th to be to the side or rear of properties.	High	On-going (1+ year)	N/A	TMAPC Staff, COT	--
LU-14	96	In reviewing individual development proposals fronting 11th Street, consider recommendations of the 6th Street Infill and Fast Forward Plans.	Medium	On-going (1+ year)	N/A	TMAPC Staff	--

LEGACIES AND URBAN DESIGN

LUD-1	105	Install street and parking lot lighting that provides increased security that includes full cut-off fixtures and are dark sky compliant.	Medium	3-6 years	COT, HMC	COT	--
LUD-2	107	Improve way-finding signage for pedestrians and bicycles.	Medium	6-10 years	COT, TIP	COT	--
LUD-3	107	Provide high quality neighborhood gateway and entrance features at appropriate locations.	Medium	3-6 years	Private, HMC, TIP	COT	--
LUD-4	107	Install neighborhood identifiers.	Low	1-3 years	Traffic Engineering, Neighborhood Associations	Neighborhood Associations, COT	--
LUD-5	107	Create streetscape plan, including unified sign system for the plan area.	Low	3-6 years	COT, Other	COT, HMC	--
LUD-6	112	Support Route 66 branding along 11th Street South; examples include continuing to provide honorary Route 66 signs along 11th Street South and designation of remaining Rt. 66 resources; and participating in Route 66 websites and promotional efforts of chambers of commerce.	Medium	3-6 years	Grants, BID, Other	Rt. 66 Task Force, TRC, TPC, Rt. 66 Vision 2025 Oversight Committee, Others	--
LUD-7	88, 112	Consider design principles of the Route 66 Master Plan (Section 8, pg. 8-24) as infill and development occur.	Medium	3-6 years	Grants, BID, Other	TMAPC Staff, TMAPC	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
LUD-7	118	Improve and enhance S. St. Louis, S. Utica, and S. Lewis Avenues underpasses of the Broken Arrow Expressway to increase pedestrian and vehicular safety, image and appearance and enhance connection between the North and South Areas of the Utica Midtown Corridor.	Medium	3-10 years	TIP	COT, ODOT, and/or FHWA	--

TRANSPORTATION AND MOBILITY

TM-1	116	Carefully analyze street closings to maintain street grid system and area connectivity within the plan area	High	On-going	N/A	COT	--
TM-2	116	Connect this area to the City and River Parks Trail system via new bicycle lanes along 13th Street South and other appropriate locations.	High	1-3 years	COT, ODOT, FHWA	COT	--
TM-3	116	Provide barrier fencing along the railroad rights-of-way to increase security and buffer rail traffic impacts.	Medium	1-3 years	UPRR, Federal Railroad Administration, COT	UPRR, COT	--
TM-4	116	Install a sidewalk along 13th Place South.	Medium	3-10 years	COT	COT	--
TM-5	117	Install pedestrian intersection improvements as indicated on the Transportation Plan.	Medium	3-10 years	COT	COT	--
TM-6	116	Narrow travel lanes on 13th Street South to add trees, wider sidewalks and bicycle lane(s) as recommended in the City of Tulsa Complete Streets Procedural Manual.	Medium	3-10 years	COT	COT	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
TM-7	116	Coordinate pedestrian and streetscape improvement along 11th Street with design guidelines in Route 66 Master Plan.	Medium	3-10 years	COT	COT	--
TM-8	117	Support existing TMA Major Street and Highway Plan designations of streets.	High	On-going	N/A	COT, INCOG	--

ECONOMIC DEVELOPMENT

ED-1	120	Issue request-for-proposals to solicit developers for vacant properties.	Medium	1-3 years	Private	HMC, Property Owners	--
ED-2	120	Review existing approval procedures with goal of streamlining the development process.	Medium	On-going	N/A	COT, TMAPC Staff	--
ED-3	120	Support integration of neighborhood services, retail, and employment mixed-uses, where appropriate.	Medium	On-going (1+ year)	N/A	TMAPC Staff	--
ED-4	120	Support the development of lodging facilities in the plan area.	Medium	On-going	Private	TRC, HMC	--
ED-5	120	Support creation of citywide land bank for vacant properties for future development	Low	On-going	Private	Tulsa Development Authority	--
ED-6	122	Initiate Healthy Neighborhood Pilot Project.	High	3-6 years	Private and/or TCHD	TCHD, HMC	--
ED-7	121	Facilitate the creation of a business improvement district (BID) and/or Merchants Association for Route 66.	Medium	1-6 years	COT, Private	Route 66 Task Force	--
ED-8	121	Update inventory of remaining Route 66 resources and designate eligible resources to National Register of Historic Places.	High	1-3 years	Grants, Pearl Preservation Fund	COT/TPC, Route 66 Task Force	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
ED-9	121	Promote retention of Route 66 resources and use of Route 66 Corridor Preservation Grant, other funding as available.	High	On-going	NPS, Pearl Preservation Fund, Grants	COT, BID or Association, Kendall Whittier Main St.	--

HOUSING

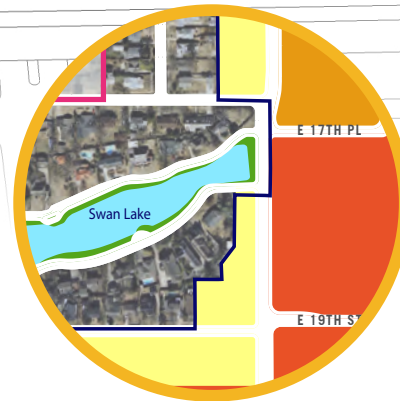
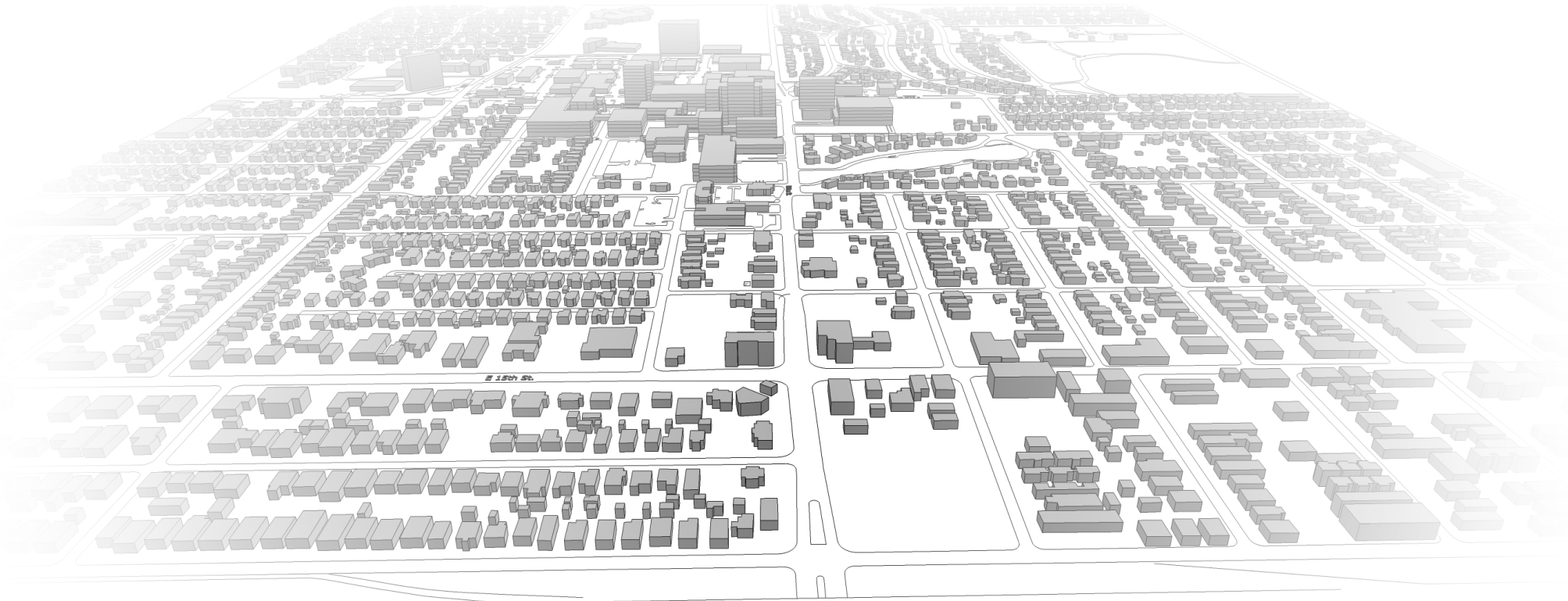
H-1	124	Benchmark neighborhood affordability using H+T Affordability Index and publish regular reports	Low	On-going	N/A	WIN	--
H-2	126	Adopt a work-force housing program to encourage eligible HMC personnel to buy and/or rehabilitate housing in the area.	High	On-going	Private	HMC, TPC	--
H-3	126	Coordinate neighborhood associations to assist the City of Tulsa with code enforcement.	High	On-going	N/A	Neighborhood Associations	--
H-4	126	Promote existing programs such as vacant buildings registry, emergency repair grants, and rehabilitation loan programs in to North Area residents and property owners.	Medium	On-going	N/A	WIN	--
H-5	126	Promote home ownership programs.	Medium	On-going	Grants, HMC	CAP Tulsa, COT	--
H-6	126	Market the area to hospital employees, students, seniors and families.	Medium	1-3 years	HMC, TRC	TRC, HMC	--
H-7	128	Target and/or expand home-buyer and housing rehabilitation programs in the plan area using local, state and federal funds and programs	Medium	1-6 years	Grants (local & federal)	CAP Tulsa, WIN, TPC	--
H-8	128	Develop targeted historic rehabilitation program for properties within priority stabilization areas	Medium	1-6 years	Grants (local & federal)	CAP Tulsa, WIN, TPC	--
H-9	126	Identify priority capital projects for neighborhood beautification.	Medium	1-3 years	Tulsa Beautification Foundation Matching Grants	Neighborhood Associations, TPC	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
H-10	128	Establish regular communication with landlords/property owners regarding property maintenance.	Low	On-going	N/A	Neighborhood Associations, WIN	--

PARKS AND OPEN SPACE

POS-1	130	Encourage or require open space in private developments including public plazas, public art and gardens.	Medium	On-going	Private	TMAPC Staff, COT	--
POS-2	130	Create a new interior park on the east side of S. Utica Avenue.	Medium	1-3 years	Private	Tulsa Parks, HMC	--
POS-3	130	Use the Park Friends program for area park enhancements and improvements.	Medium	On-going	Private, COT	Neighborhood Associations, COT	--

PART II. UTICA MIDTOWN CORRIDOR - SOUTH



S1

INTRODUCTION

S1 INTRODUCTION

INTENT

The City of Tulsa prepares small area plans for targeted areas to implement its Comprehensive Plan, which was created under the aegis of the PLANiTULSA process.

The Utica Midtown Corridor-South ("UMC-South") Small Area Plan includes 140.8 acres extending north of the intersection of two major corridors: South Utica Avenue and East 21st Street. It is set in a mixed-use context that includes the successful shopping village of Utica Square and the historic neighborhoods of Swan Lake and Yorktown. St. John Medical Center, a regional healthcare facility and flagship campus of St. John Health System, is located here.

The small area plan aims to create an implementation plan that is based on PLANiTULSA's Vision for the next 20 years, ensuring retention of local character and reinvestment while encouraging the growth of existing job centers, such as the St. John Medical Center, following best practices in contemporary urban design and planning.

THE SMALL AREA PLAN

"Our Vision for Tulsa," which describes the concepts detailed in PLANiTULSA, lists the following five key themes to guide Tulsa's development in the next 10 to 20 years:

- Have a Vibrant & Dynamic Economy
- Attract & Retain Young People
- Provide Effective Transportation
- Provide Housing Choices
- Protect the Environment & Provide Sustainability

Small Area Planning is a key strategy for implementing PLANiTULSA. A small area plan is defined in the Comprehensive Plan as any plan that addresses the issues of a portion of the city.

Below are some of the guidelines set forth in the Comprehensive Plan for small area plans:

"The small area planning process should be used in areas where significant change is expected and the development in question would be at the scale of a new neighborhood and include many landowners.

A small area plan can engage issues and people at an intimate scale and present solutions that are tailored to that area's unique issues.

Small area plans [should] proactively guide rezoning in priority areas to prepare land for desired development.

The comprehensive small area planning process can ensure the alignment of zoning, subdivision and capital improvement policies that support the implementation of PLANiTULSA's Land Use, Transportation, Economic Development, Housing and Open Space policy guidelines."

(Source: Tulsa Comprehensive Plan, p.LU-62.)

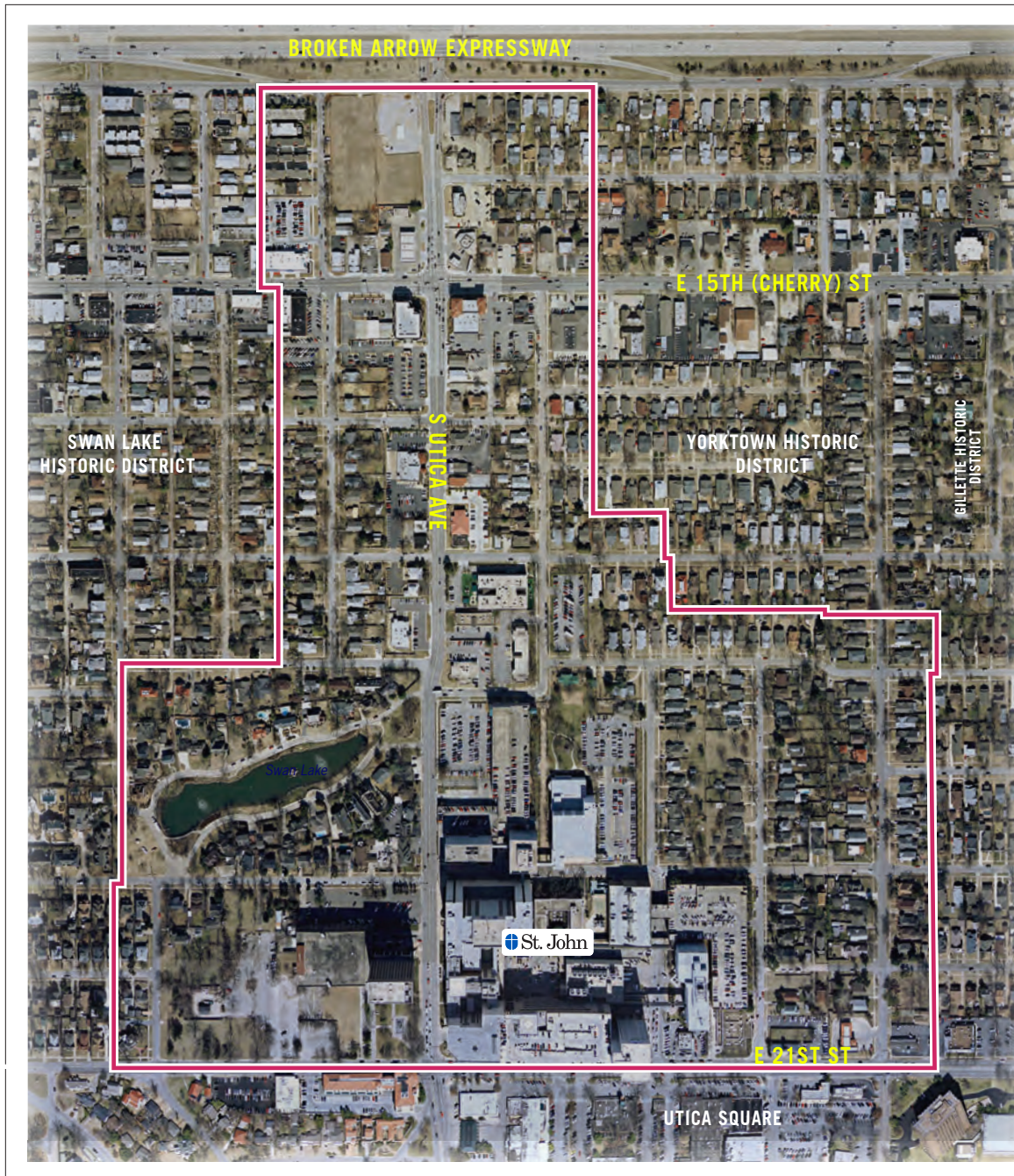


FIG. S-1.1. AERIAL VIEW OF PLAN AREA

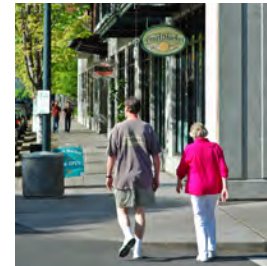
— Utica Midtown Corridor - South
(UMC-South) Small Area Plan Area



GUIDING PRINCIPLES

The primary act of city building, whether for a new city or an existing neighborhood, is the creation of the physical public realm. This act deals specifically with the conversion of land into an urban framework of streets and infrastructure, public spaces and buildings, and block and lot configurations. The urban framework, particularly the configuration of streets and blocks, provides a long-term structure for changing patterns of land use, building form and building occupancies. How this structure is designed is vital to the performance of a city. Small yet easily developable blocks are the key to creating a city that not only allows, but promotes public activity through its walkability. The formation of such a public framework is the first step toward livability, sustainability, and adaptability all within the context of a strong community.

WALKABILITY



Walkability is critical to the success of a community and to the health of its citizens. If one chooses, and is able, to walk in a particular place, it indicates an alignment of a number of factors that make successful cities and towns, starting with a highly connected system of streets.

But beyond the physical attributes of a walkable city is the crucial nature of human interaction that occurs in places where there are many people on the streets, and by extension in those places that line the streets; cafes, restaurants, shops and parks.

Great care must be taken to ensure that public spaces provide the highest level of physical comfort for pedestrians. Buildings along commercial corridors should always be built close to the street, with ground floor uses that are as highly interactive and animated as possible. And all streets should be designed with appropriately sized sidewalks, ample tree canopies, and other elements that provide a backdrop for this critical activity.

LIVABILITY



Livability is simply the citizens' well-being in a community. This well-being emerges from the presence of those components of our city that provide us with an environment within which we can thrive mentally, physically, and socially.

Livability requires the existence of a highly functional system of moving people and goods that is focused on the quality of the process, not the speed at which these events unfold. The success of this requires a number of focused efforts. The design of the streets is predicated on the ease of walking and pedestrian safety, as well as the efficiency of moving cars. The proliferation of mixed uses is incentivized, even demanded, at all levels to ensure ease of access to daily needs by the inhabitants and users of the area. In order to ensure the success of this environment, decisions must be based on results that contribute to the community's stated goals.

Ultimately this is a strategy for creating a place where people want to live, and where they thrive as a result living in this place.

SUSTAINABILITY



Sustainability is responsible stewardship of our resources, ensuring the well-being of future generations.

Sustainability is not a single project but a comprehensive strategy for creating better communities—from the energy sources used to power appliances to the way waste is removed from the site. In many ways this is a constant process of experimentation. There are no absolute answers to the questions posed by each project. But if each is assessed relative to itself and other projects, and each is rigorously tested through the life of the project, courses can be changed to address those less successful strategies, tactics, and components of the projects.

As important as low energy consumption may be, the quality of life of the residents of the community and their long-term economic well-being are also critical to the creation of sustainable communities.

ADAPTABILITY



Adaptability is key to the continued success of any community.

Adaptability relies upon the existence of a framework into which components can be inserted, changed, modified and replaced with minimal impact on the larger framework. The framework, if it is to be successful in accommodating adaptation, must provide for the operational needs for all the stakeholders within the community.

A permanent framework of connected streets and blocks are critical for the creation of an adaptable urban environment. Streets and blocks allow for measured and appropriate responses to the multitude of urban conditions— economic, technological, and cultural—that are susceptible to change over time. The dimensions of each block must be set to enable a wide variety of uses and to facilitate desirable development. To ensure walkability of the community, blocks must never be larger than is required for this purpose.

S2

COMMUNITY PARTICIPATION

S2 COMMUNITY PARTICIPATION

INTRODUCTION

The Tulsa Comprehensive Plan was developed using six guiding principles as the foundation for future planning efforts to keep the plan consistent with the community's vision. A key principle is the commitment to an inclusive, transparent and equitable planning process, including active citizen participation.

Citizen participation is also a key step of the small area planning process outlined in the Comprehensive Plan and is necessary to ensure that:

- All area stakeholders have a voice in solving their community's problems today and are a part of planning for tomorrow.
- Once adopted, that small area plans are funded, implemented, and monitored for performance.
- Development and zoning policies are easily understood, workable, and result in predictable development.

The UMC-South planning process included regular public meetings during which City Planning staff heard public concerns, solicited stakeholders' future visions, and repeatedly vetted research findings and plan recommendations.

CITIZEN ADVISORY TEAM

Citizen Advisory Teams (CAT) serve as the sounding boards for small area plans. CATs are composed of residents (homeowners and tenants), business and residential property owners, and developers with interests in the plan area. CAT members are invited to serve in this role by the City Council representatives representing the plan area.

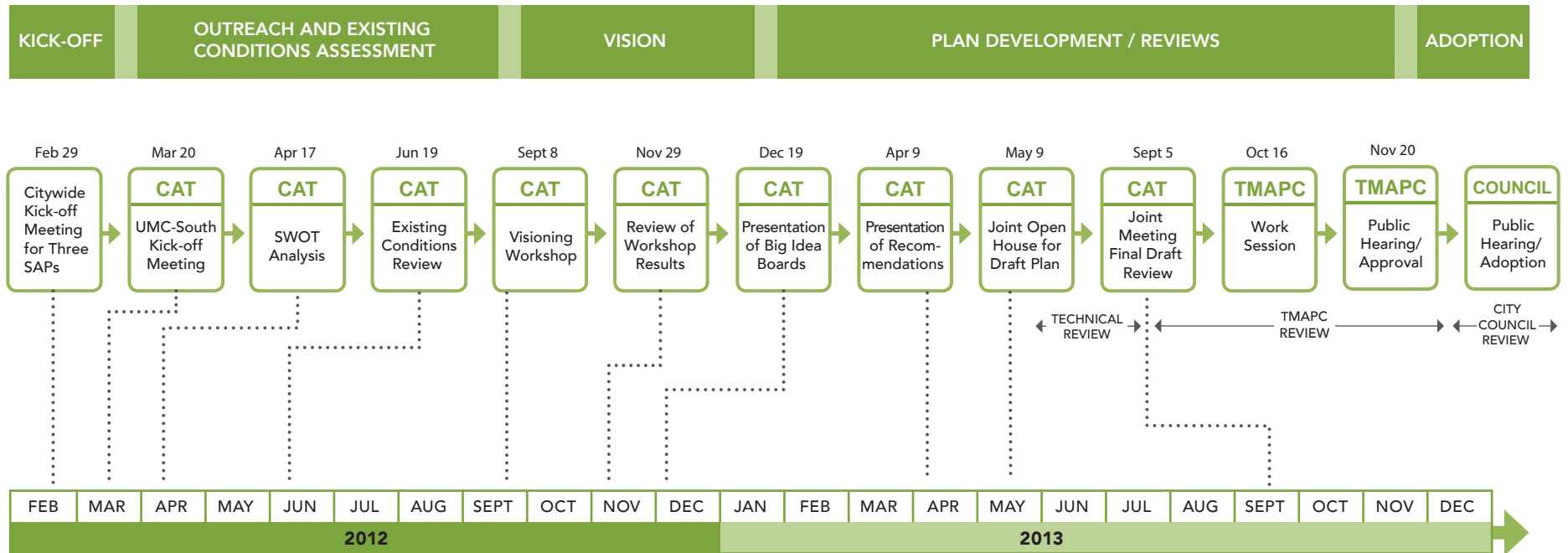
A list of CAT members for UMC-South is shown at right. CAT members were asked to commit time, primarily through participation in meetings and related correspondence, with the expectation that they would provide direct feedback to planning staff on data and issues, in addition to conveying information back to the groups they represent.

All CAT meetings were open to the public and all attendees had the opportunity to participate in discussions. Schedules, agendas, and meeting notes were regularly posted at: www.planitulsa.org/smallareaplans.

UMC-South Citizen Advisory Team Members

- Heather Alhadeff
- Jonathan Bolzle
- Julianne Browne
- Chris Bumgarner
- Sam P. Daniel III
- Guy De Verges
- Mitch Dees
- Kevin Doyle
- Jim East
- Steve Mackey
- Susan McKee
- John Ruffing
- Jim Turner
- Anne Weil
- David York

FIG. S-2.1. UMC-SOUTH SMALL AREA PLAN SCHEDULE



SAP: Small Area Plan
 CAT: Citizen Advisory Team
 TMAPC: Tulsa Metropolitan Area Planning Commission
 SWOT: Strengths, Weaknesses, Opportunities, Threats (see Fig. S-2.4, pg. 154)

MEETINGS AND PUBLIC RELATIONS

COMMUNICATION AND OUTREACH TECHNIQUES

All meetings were publicized via e-mail and, as needed, telephone calls to CAT members, and notice was posted on the City of Tulsa website at: <http://www.planitulsa.org/smallareaplans/uticamidtown>. This website provided a map of the plan area, a list of CAT members, and past and upcoming meeting information. All meeting agendas, notes, presentation materials, and exercise results were also included on the plan website.

The planning team used a variety of participatory planning tools to collect information and ideas from plan stakeholders. The results of a SWOT exercise (Strengths, Weaknesses, Opportunities, and Threats) analysis, conducted at an early public meeting, informed the existing conditions analysis. The public was invited to participate in a day-long Vision Workshop to generate ideas for the future of the plan area. The Vision Workshop was facilitated by design professionals from the local chapter of the American Institute of Architects who continued to work with City planning staff to refine workshop input into "Big Ideas" to represent the community's vision.

The planning team presented the Big Ideas emerging from the Workshop at a public

meeting to get confirmation and further refine the ideas. Finally, the Big Idea exhibits were displayed at a publicly accessible location within the plan area for a month, to give community members additional opportunities to review the ideas and provide comments in a sealed drop-box.

MEETING AND WORKSHOP SUMMARIES

The following section includes summaries of all meetings, workshops and open houses that were held during the UMC-South small area planning process. A full listing of participants at each meeting and meeting materials are available at: <http://www.planitulsa.org/smallareaplans/uticamidtown>.

Small Area Plan Kickoff, February 29, 2012 Greenwood Cultural Center

With Mayor Dewey Bartlett and many members of the local media present, Planning and Economic Development Director Dawn Warrick, AICP inaugurated the public participation phase of the city's first post-PLANiTULSA small-area plan processes; Utica Midtown Corridor is one of three such plans. The Planning Director introduced the structure of the small area planning process to attendees from all plan areas. She announced the formation of the CAT, and the first CAT meetings in the following month.

FIG. S-2.2. KICK-OFF MEETING: POSTER

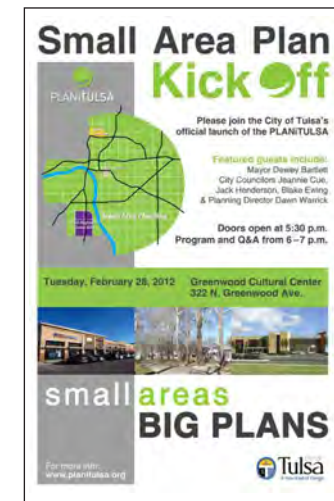


FIG. S-2.3. KICK-OFF MEETING: ATTENDEES REVIEWING MAPS



March 20, 2012 CAT Meeting First Lutheran Church

Attendance included eight of fifteen CAT members, twenty-four other citizens, one City Councilor, five City of Tulsa staff, and one TMAPC staff.

Key points:

- Review of CAT responsibilities and organizational structure.
- Depiction and description of plan area boundary.
- Discussion of timeline and scope of plan.
- Intent of the process is to reach a consensus by all concerned constituents on the growth patterns for the neighborhood through a transparent, citizen-driven process. Each interest is fairly represented on the Citizen Advisory Team.
- Staff will communicate with the consultant team representing St. John Medical Center about relevant small area plan issues and discuss needs that should be addressed through zoning in the plan area.

April 17, 2012 CAT Meeting First Lutheran Church

Attendance included eleven of fifteen CAT members, thirty-four other citizens, and six City of Tulsa staff.

Key points:

- Introduction and purpose of a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis.
- Existing conditions for the area presented and reviewed.
- SWOT results were described.
- Clarify, depict, and describe plan area.
- Value and protect perceived strengths and opportunities of plan area which include:
 - » Swan Lake Park as the plan area's greatest strength
 - » Collaborative possibilities with neighbors and developers
- Address weaknesses and threats of plan area which include:
 - » Development which ignores area's character – historic and built context
 - » Pressure to tear down historic homes.

(See Fig. S-2.4 - SWOT Exercise Results.)

June 19, 2012 CAT Meeting Central Center at Centennial Park

Attendance included eleven of fifteen CAT members, thirty-four other citizens, one City Councilor, and six City of Tulsa staff.

Key points:

- Review of coming Open Town Hall online public engagement forum, and planning for the Visioning Workshop in the Fall, 2012.
- Existing conditions report for the area was discussed.
- General definition of the term "mixed-use."
- Enforce traffic and parking laws in residential areas.
- Provide information for locations of permitted on-street parking in residential neighborhoods.
- Encourage St. John Medical Center to build up and not out.
- Provide existing funded capital improvements program information.
- Provide historical context for area neighborhoods including Yorktown.

FIG. S-2.4. SWOT EXERCISE RESULTS

STRENGTHS	<i>score</i>
Swan Lake Park	31
Historic Preservation District	30
Beautiful and pedestrian marketplace	18
Old "new urbanism"	18
Proximity to hospital	16
Beautiful neighborhood	15
National Register of Historic Places listings	11
Mixed-use environment	11
Sense of place	11
Well-performing economy	9
Collaboration with hospital	9
Diversity	8
Highly-educated community	6
Farmers' market	6
Ease of access to highways	5
Urban forest	4
Strong neighborhood groups	4
Proximity to good schools	4
Swan Lake listing on APA's 2012 Great Places	3
Sustainable, green-oriented community	3
Diverse housing stock	3
Great quality housing	3
High rental rates	0

SWOT Scoring Methodology

Following the discussion and recording of strengths, weaknesses, opportunities, and threats, each participant was given a total of 12 stickers – four in each color representing a first, second and third priority. They were then asked to apply the stickers next to the respective SWOT item according to their personal priorities. The priorities were then tallied and weighted, with first priorities given 3 points, second priorities given 2 points, and third priorities given 1 point.

WEAKNESSES	<i>score</i>
Developers who ignore context	51
Pedestrian-unfriendly environment	26
Neglectful landlords	23
Heavy traffic/dangerous driving on neighborhood streets	22
Anxiety about future (uncertainty)	15
Lack of crosswalks	13
Lack of public transit	11
Lack of parking	9
Friction due to uncertainty	9
Car vs. person sentiment	4
Home deterioration due to aging owners	3
Lack of commercial diversity	3
Poor traffic enforcement	2
Poorly-maintained urban forest	2
Utica Corridor congestion (traffic, density)	1

THREATS	<i>score</i>
Historic home tear-downs	61
Hospital expansion	37
Developers who ignore context	30
Increased traffic	21
Adversarial attitude	20
Surface parking	17
Corporate mentality	16
Loss of community	15
Planned Unit Developments (PUDs)	12
Bar / restaurant saturation	7
INCOG	6
Adding density	5
Defending schools	4
Over-intensive development	4
Permeable soils and surfaces	2

OPPORTUNITIES	<i>score</i>
Collaborative possibilities between neighbors & developers	38
Creative parking solutions	37
Respectful development	35
Across-the-board collaboration	28
Focus on improved sidewalks, lighting	22
Hospitals as city centers for wellness	18
Pedestrian lighting	17
Greater walkability	12
Planning to address uncertainty	11
Willingness of big employer to work w/ neighborhoods	9
Creative use of existing structures	9
Improved public transit	8
Special opportunities/events	8
Building on what we have (e.g. Cherry St.)	5
Businesses that serve neighborhoods	3
Traffic calming measures	3
Increased density in neighborhoods	3
Business investment in aesthetics	2
Chance to delineate crosswalks better	2

Visioning Workshop, September 8, 2012, One Technology Center (City Hall)

To publicize this design workshop and visioning process, City planning staff called CAT members, key stakeholders, and others. In tandem with the City's Communication Department, Planning Department staff released a media advisory statement to announce the event. Following this extensive outreach effort, stakeholders for the 36th Street North, West Highlands/Tulsa Hills and Utica Midtown Corridor South (UMC-South) small area plans came to Tulsa's City Hall to participate in an all-day Visioning Workshop.

Following a plenary address from David Green and Heather Alhadeff of Perkins+Will, stakeholders from the three plan areas gathered in different rooms for briefings on their plan area's existing conditions.

For the rest of the day, volunteer facilitators from the Eastern Oklahoma Chapter of the American Institute of Architects (AIA) led stakeholders in creating vision maps for their respective small area plans. Through an afternoon of conversation, note-taking, and discussion, groups of stakeholders created their vision maps on trace paper over aerials of the plan area. For UMC-South, six groups generated ideas. The goal was to articulate what stakeholders wanted the plan area to be like at the end of 10- to 20-year plan horizon.

Attending were eight of fifteen CAT team members for the UMC-South small area plan, twenty-five other citizens, five City of Tulsa staff, one TMAPC staff, and five professional architects of the AIA Eastern Oklahoma chapter.

The workshop generated the following specific parameters and needs:

Community Needs:

- Clear and definite boundary between residential uses and hospital and commercial uses adjacent to HP Districts
- Maintain what is "good" about neighborhoods
- Continuity of architecture, transitional heights, setbacks, sidewalks
- Transportation and parking solutions
- Enable mixed-use growth in office and commercial areas
- Route institutional and commercial traffic away from neighborhood streets

Institutional Needs:

- Provide healthcare that meets today's patient needs
- Long-term harmony with neighbors
- Campus reorganization requiring strategic replacement of old buildings. Techniques and tools (regulations) are needed to deliver predictable results and to allow for much greater flexibility within accepted (building) envelopes

City Staff Needs:

- Keep HP boundaries intact and residential
- Clear design standards
- Reduce time spent mediating conflicts

Each participant group provided a title for their drawings. The following titles and major notes provided insight into the development of a vision for the area:

- Shared Future
- Sustain, Develop, Connect
- Stabilize, Enhance, Grow
- Enhance Community
- Remain Livable

FIG. S-2.5. VISIONING WORKSHOP EXERCISE



FIG. S-2.6. VISIONING WORKSHOP BIG IDEAS

Compilation and Presentation of Big Ideas from Visioning Workshop

Over the weeks following the Visioning Workshop, the Eastern Oklahoma chapter of AIA and City staff with assistance of Perkins+Will prepared suggested goals and strategies as interpreted from citizen input from the Visioning Workshop. These aspirational goals and strategies for the UMC-South plan area were summarized according to the following three principles:

TRANSITIONS AND GROWTH

- Define clear transitions:
 - » From commercial to residential
 - » Between hospital and historic residential neighborhoods
 - » Between commercial and historic residential neighborhoods
- High intensity uses to occur at either end of plan area
- Encourage mixed-use growth in commercial areas
- Encourage vertical growth for St. John Medical Center rather than encroachment into the neighborhood
- Support vertical massing along commercial areas away from residential areas

PARKING

- Manage parking demand and mitigate impacts
- Encourage reduced parking requirements
- Encourage structured parking or shared parking

PUBLIC REALM

- Create green-space link between Swan Lake Park and Yorktown neighborhood
- Improve pedestrian access across Utica Avenue and 21st Street
- Improve Utica Avenue streetscape and "green up" sidewalks and buffer zones
- Introduce alleys behind commercial land uses where feasible
- Establish streetscape standards
- Improve transit and bicycle routes through plan area

See "Vision Concepts" on page 204 for further detail on the UMC-South Vision.



(Above) Detail from one of six conceptual overlays completed by participants during the visioning exercise.

(Below) A 3D massing model was generated to illustrate the desired development intensity in plan area based on the visioning exercise results.



November 29, 2012 CAT Meeting Central Center at Centennial Park

Attendance included eleven of fifteen CAT team members, thirty-four other citizens, one City Councilor, representatives of the AIA Eastern Oklahoma chapter, and six City of Tulsa staff.

Key points:

- Presentation of consolidated Visioning Workshop Big Ideas.
- Review and input from attendees.
- Noted that the plan will be adopted as a part of the Comprehensive Plan and will recommend regulatory changes.
- Provide tools to promote certain ways development can occur.

December 19, 2012 CAT Meeting 2200 South Utica Place, Suite 200

Attendance included five of fifteen CAT team members, five other citizens, and seven City of Tulsa staff.

Key points:

- Update on small area plan staff changes and plan schedule.
- Discussion on vision outcomes and plan objectives.
- It was a consensus among attendees that shared parking was a workable solution to the area's issues.
- It was a consensus among attendees that the most intense development should occur along the Utica corridor, while the neighborhoods remain more intimately scaled.
- It is a desire to define a set transition from high to lower intensity uses.
- It was stated that improved transit could improve access to the corridor.
- Development predictability is desired.
- It was stated that 2-3 story buildings along Utica Avenue are not an issue. Attendees identified transition "A1" from the Big Idea boards as a viable transition.

- A stated preferred outcome would be underground parking where feasible and parking at a small scale (if shared).
- It was suggested that small-scale parking is acceptable in the low intensity neighborhoods
- Among those in attendance, there was no objection to new non-residential construction in areas abutting the HP District as long as that development is compatible in scale, character and use with the residential uses within the HP District
- It was agreed that a solid edge helps a historical neighborhood.
- Conceptual plan component would be to produce specific/set building transitions for certain areas, which would be administratively reviewed by the Tulsa Preservation Commission for those portions in an HP district. Transitions should be graphically and textually defined. It was stated that pre-approved transitions would relieve stress on the part of developers.
- Tear-down of historic homes for surface parking was considered as unacceptable.
- Plan is intended to enable predictability for the future while applying Comprehensive Plan recommendations for new development.

(December 19, 2012 CAT Meeting, cont'd)

- Big Idea boards depicted three proposed improvements including a linear park. The boards showed a potential location for a Bus Rapid Transit stop, near the eastern entrance to Swan Lake. Nobody objected to any of the proposed improvements, or the consideration of a bus stop.
- Requirement to clarify and define what the Plan's low, medium, and high intensity designations mean.

April 9, 2013 CAT Meeting One Technology Center (City Hall)

Attendance included seven of fifteen CAT team members, sixteen other citizens, two TMAPC staff, and four City of Tulsa staff.

Key points:

- Attendees were advised of staffing changes within the Planning Division and the enhanced role of consultants Perkins+Will to assist with completing the plan for consideration by the TMAPC.
- Staff reviewed the process and timeline used to develop this small area plan.
- Visioning process, including workshop results and development of Big Ideas (posted publicly in December 2012) was reviewed.
- Draft of the vision statement, vision map and draft recommendations were presented for discussion. Staff advised that on a parallel track, Perkins+Will was preparing zoning code text that would provide the regulatory framework necessary to implement this plan's vision.
- CAT and attendees requested more time than proposed in the schedule presented at this meeting to fully understand the plan's recommendations, new terminology, and the zoning code recommendations specifically dealing with transitions between residential and non-residential land uses.

May 9, 2013 Public Open House Central Center at Centennial Park

Attendance included thirteen of twenty-four total (North and South) CAT team members, twenty-five other citizens, three TMAPC staff, and six City of Tulsa staff.

Key points:

- Planning Director Dawn Warrick reviewed the project status, schedule and next steps, which include finalizing the draft and internal City of Tulsa technical review prior to forwarding the plan to TMAPC for adoption.
- Overview of the UMC Small Area Plan. UMC-North was presented by Farr Associates and UMC-South was presented by Perkins+Will.
- Presentations included a brief review of citizen input from the inception of the small area plan development through the previous meetings in April.
- Perkins+Will also presented an overview of the zoning/regulatory strategy which they are developing to support the vision and recommendations of the small area plan. The zoning regulations are intended to go forward to the TMAPC for consideration alongside the small area plan and will be refined and tested in the weeks to follow. Perkins+Will will also coordinate this effort with the City's overall update of the zoning code.

(May 9, 2013 Public Open House, cont'd)

- At the conclusion of the presentations, attendees were invited to review plan drafts and exhibits on display, and informally discuss the plan with consultants and staff.

September 5, 2013 CAT Meeting Central Center at Centennial Park

Attendance included eleven of twenty-four total (North and South) CAT team members, twelve other citizens, three TMAPC staff, and five City of Tulsa staff, one Planning Commissioner, two City Councilors, and one Council Aide.

Key points:

- Planning Director Dawn Warrick reviewed the project status; clarified that although the North and South portions of the plan were developed separately, they would be combined as a single Utica Midtown Corridor Small Area Plan through the adoption process; and noted that a key recommendation from this plan is to update the zoning code to specifically address issues raised during the process regarding PUDs, development transparency, and the requirements for a more predictable development environment.

- Perkins + Will and Farr Associates presented overview of the UMC Small Area Plan and proposed Mixed-Use Institutional (MX-I) Zoning, including case studies to illustrate the progression from plan/vision to design guidelines to implementation tools; noting the current demand to support the area's original, dense urban form and a robust grid street system that essentially remains today (and as recommended in Comprehensive Plan).
- Consultants described conditions and development issues, including the HP overlay zoning district in the south, and the proliferation of PUDs and Board of Adjustment Cases throughout the plan area, and how they could be resolved through well-written regulatory tools to achieve predictable results. The proposed MX-I district could effectively address these concerns through application of design standards related to transitions (including building heights in key locations) between existing residential properties and medical facilities.
- Q & A session followed with attendees seeking clarification of the concepts presented and a review of next steps in the process.

REVIEW AND ADOPTION

The adoption process will include consideration of the Utica Midtown Corridor Small Area Plan by the Tulsa Metropolitan Area Planning Commission (TMAPC) in work session(s) followed by formal consideration in a public hearing. When outstanding issues have been addressed, the TMAPC may then adopt the plan and forward it to the City Council. The Council, in turn, will conduct a public hearing to inform their decision-making process.

S3

EXISTING CONDITIONS

S3 EXISTING CONDITIONS

This portion of the plan provides a base assessment of the existing conditions for UMC-South plan area. The findings are intended to inform and help direct the visioning and final recommendations of the small area planning process. A summary of these data was provided to participants of the Visioning Workshop to provide a common context from which citizens could envision future scenarios.

The existing conditions analysis is organized into categories corresponding to the Comprehensive Plan chapters:

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

CONTEXT

The Utica Midtown Corridor South (UMC-South) plan area is located in Midtown Tulsa, east of Downtown and south of the Broken Arrow Expressway. The 140.8 acres (.22 square miles) plan area straddles South Utica Avenue between East 15th / Cherry Street and 21st Street. (See Fig. S-3.1 - Context Map.)

UMC-South area includes St John Medical Center (SJMC), which is one of Tulsa's largest employers, and two of Tulsa's oldest residential neighborhoods—Yorktown and Swan Lake. Some of Tulsa's better-known attractions are found in the area, including Swan Lake Park, with a pond and fountain surrounded by stately homes, and Cherry Street, a commercial entertainment district with popular restaurants, shops and bars. Utica Square, a regional high-end shopping destination dating back to the 1950s, is located immediately south of the plan area.

UMC-South plan area is unique in its character and close proximity of diverse land uses. The Comprehensive Plan identifies parts of the plan area as Areas of Growth to accommodate change and create jobs. Uncertainty related to new development is a stated concern to residents of the abutting historic districts, which are identified as Areas of Stability. The Comprehensive Plan does not, however,

specifically address the transition between Areas of Growth and Stability.

The small area plan is a key implementation tool recommended to develop tailored solutions to neighborhood-scale issues, such as transition between different uses. The Utica Midtown Corridor Small Area Plan was initiated by Council Resolution No. 7903 in June 2011 and amended in April 2012 with a plan-area boundary. The plan area was divided into two halves, UMC-South and UMC-North, to better address the different planning contexts and issues of the respective stakeholder groups.

RELATIONSHIP TO OTHER PLANS AND STUDIES

[Utica Medical Corridor Special Study \(1989\)](#)
INCOG, the regional planning authority for the Tulsa metropolitan area, prepared a study for the Tulsa Metropolitan Area Planning Commission (TMPAC) in 1989 with recommendations intended to guide and regulate the future growth of the Utica Medical Corridor (so named at the time of this study), home to Hillcrest and St. John Medical Centers. Recommendations focused on specific zoning changes, traffic signal installation, and master plan requirement for medical institutions prior to major expansion programs. The special study also

FIG. S-3.1. CONTEXT MAP

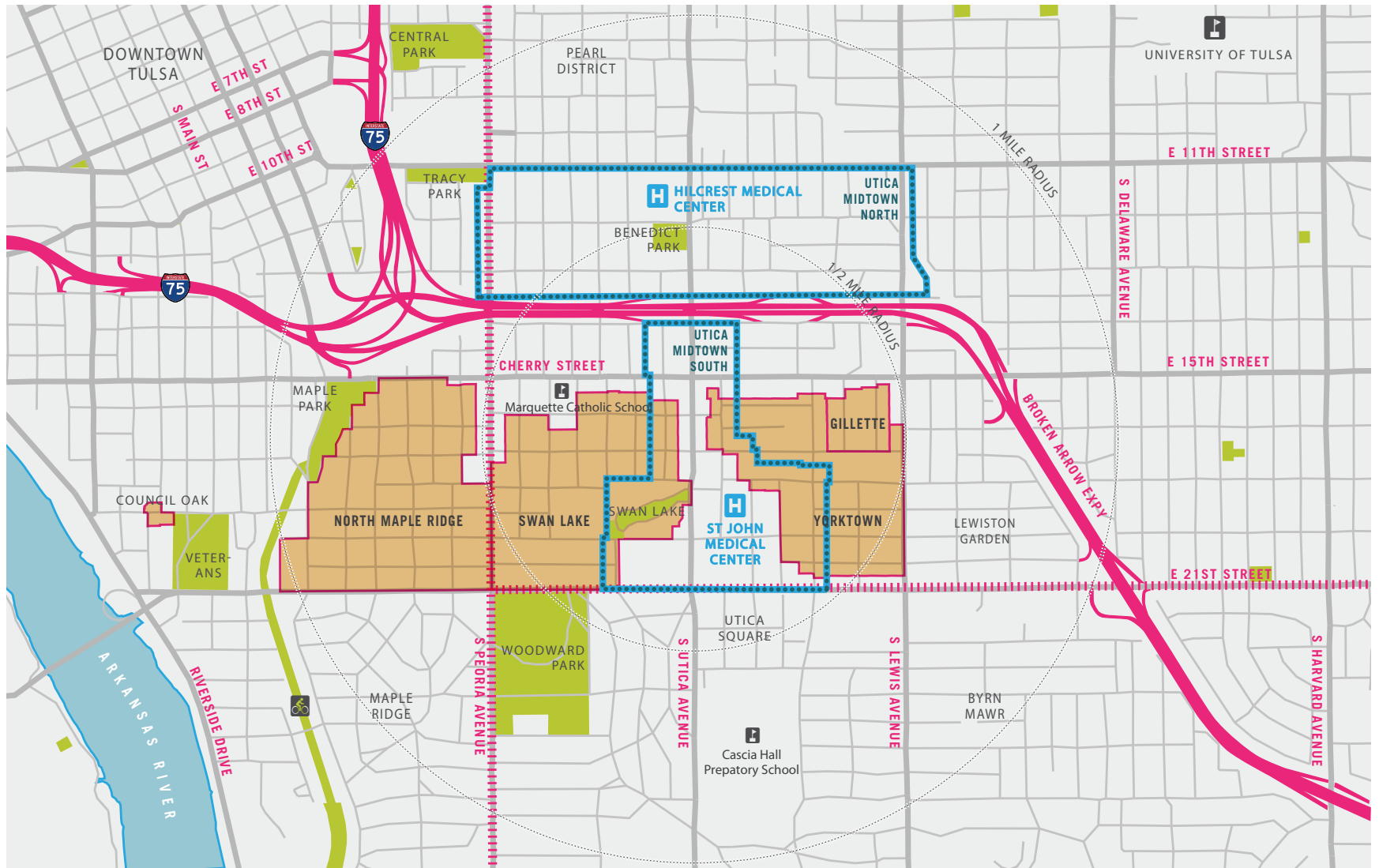


FIG. S-3.2. UMC-SOUTH PLAN AREA LANDMARKS



St John Medical Center



Yorktown Historic District



Swan Lake Historic District



Historic Swan Lake Park and Fountain



Cherry Street



Utica Square

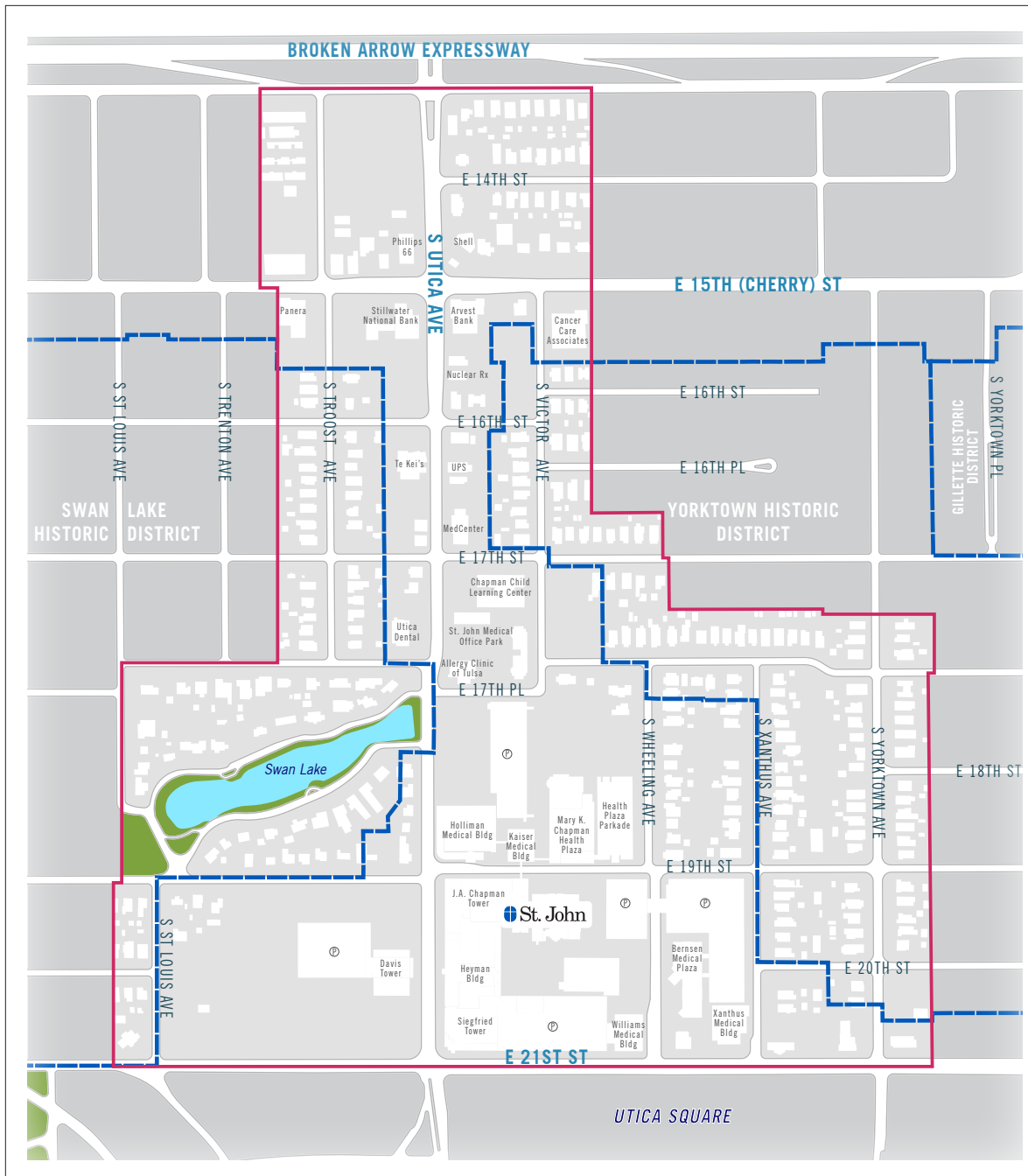


FIG. S-3.3. MAP OF UMC-SOUTH PLAN AREA

The map illustrates the boundary of the UMC-South plan area in relation to the boundaries of the Historic Preservation overlay districts.

The map includes building footprints to illustrate mass-to-void relationship in the urban fabric.

Key institutional and commercial uses are identified on the map by building or occupant name.

recommended that the medical centers use planned unit developments (PUDs) as tools for multi-parcel development.

Swan Lake Fountain Restoration and Water Quality Plan (June 2005)

The City of Tulsa Parks Department commissioned a condition assessment of Swan Lake Park in 2005. Completed by Alabeck Design Associates, Inc. with The Benham Company, the study focused on the restoration of the historic fountain and improving water quality. It included a detailed cost analysis for the recommended improvements, which have not been implemented to date.

Midtown Tulsa Redux Study (2006)

The University of Oklahoma Urban Design studio project for 2005-2006 focused on the Midtown area with boundaries from 11th to 21st and Peoria to Lewis. Students built development scenarios addressing the transitions between commercial and residential development and shallow lot development, and investigated ways to mitigate new developments' impact on surrounding neighborhoods. *While neighborhood stakeholders were engaged in the planning process, the Midtown Tulsa Redux Study was not publicly reviewed or adopted by TMAPC.*

HISTORY

The area of the city commonly referred to as Midtown was platted beginning in the mid-1900s and developed as part of the streetcar-supported growth of suburban Tulsa in the 1910s and 1920s.

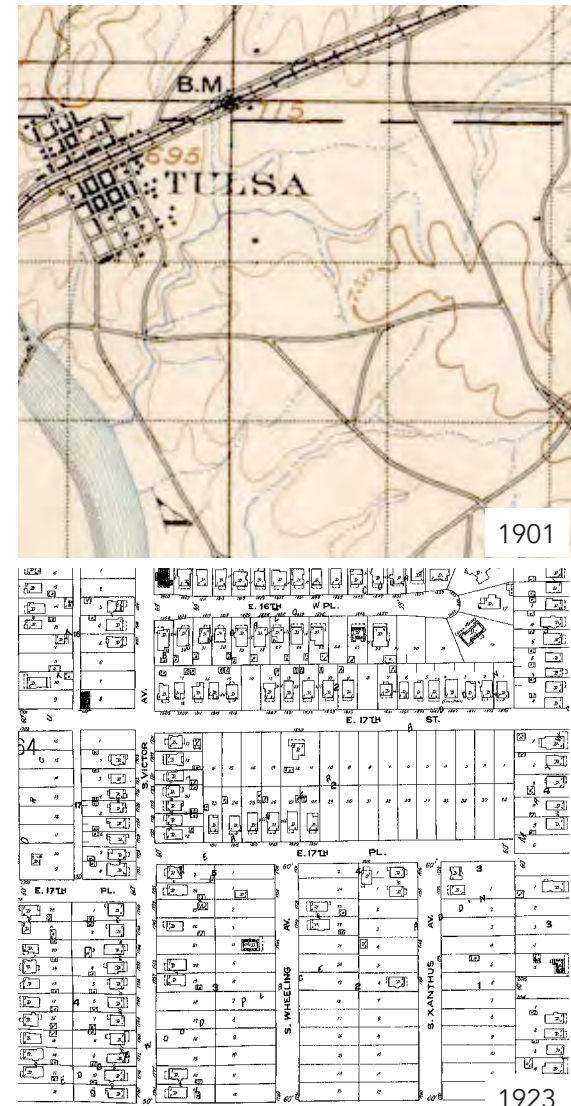
Midtown's signature educational and healthcare institutions were also erected at the same time as its middle-class neighborhoods. St. John's Hospital (now the St. John Medical Center), Monte Cassino School and the Cascia Hall Preparatory School were all built in 1926 by different religious orders to serve the new communities.

Unlike Downtown Tulsa, which grew in alignment with railroads, the largely residential fabric of midtown is built on north-south oriented grid pattern established by Land Ordinance of 1785. The square-mile grid laid out by the ordinance is preserved in the mile-apart "section line" roads such as Peoria and Lewis Avenues that delineate neighborhood boundaries within Midtown.

Historic Districts: Swan Lake and Yorktown
UMC-South plan area is bordered to the west and east by two federally designated historic districts, Swan Lake (NRHP'98) and Yorktown (NRHP'02). While Swan Lake's history extends earlier into the 1900s, residential development of both districts occurred largely in the 1920s. (See Fig. S-3.5 - Map of Subdivisions.)

FIG. S-3.4. HISTORIC MAPS OF MIDTOWN

(Top) Map of Tulsa in 1901, at the time of the oil discovery. Midtown is not yet developed. (Bottom) 1923 Sanborn Insurance Map showing house footprints at the newly subdivided Yorktown neighborhood.



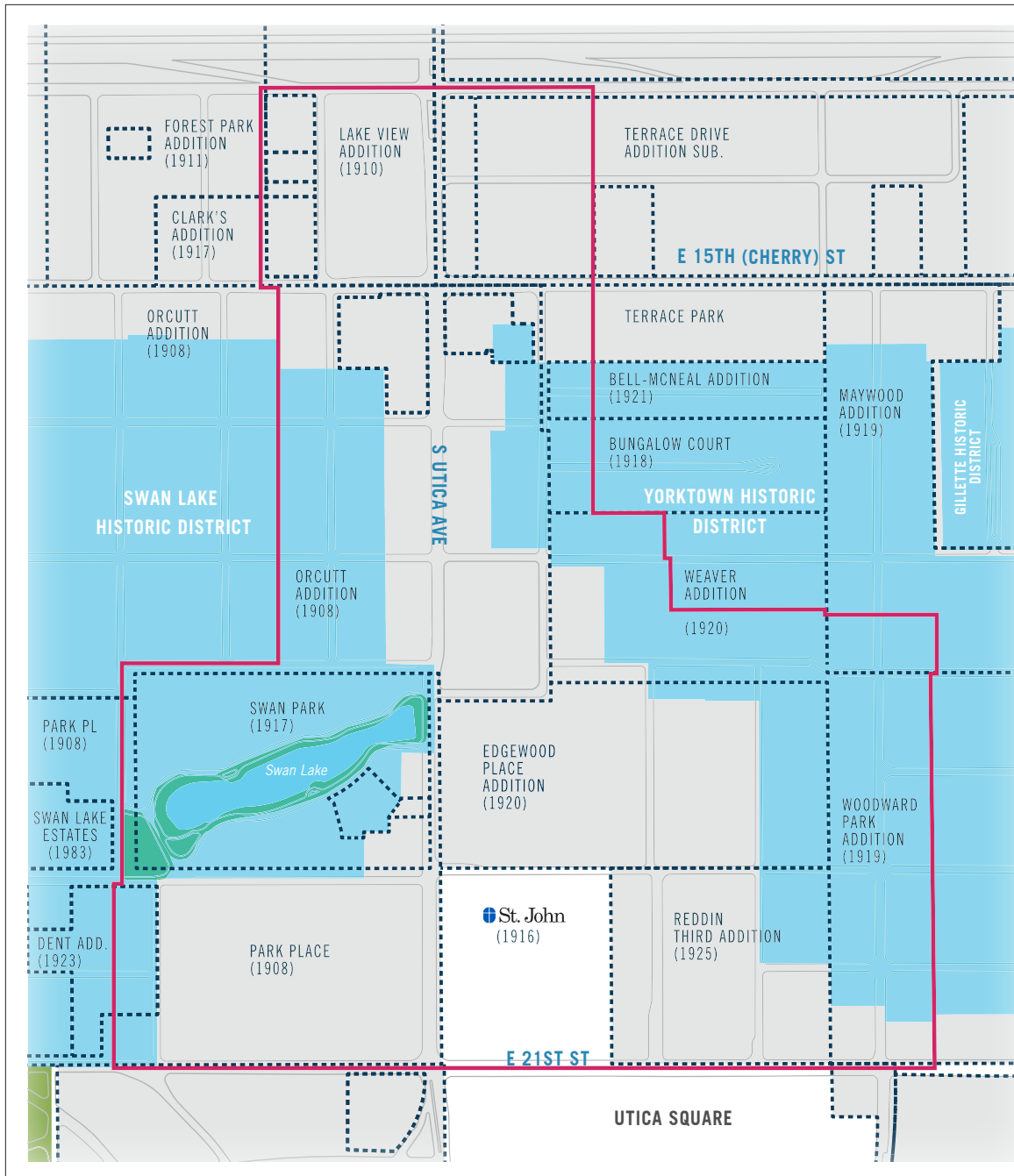


FIG. S-3.5. MAP OF SUBDIVISIONS

The plan area was platted as early as 1908, although a majority of the residential structures were erected in the 1920s.


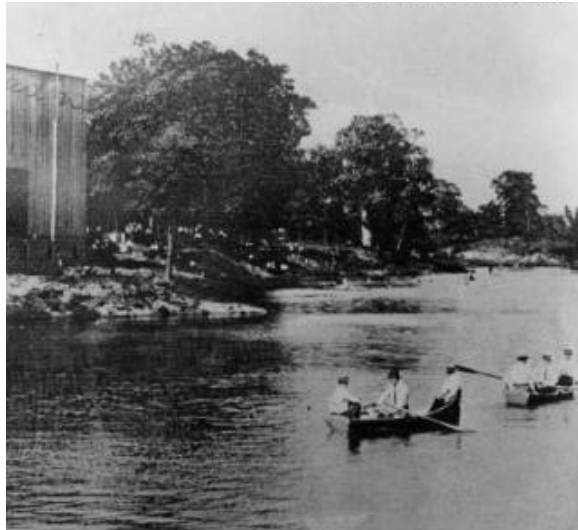
-  Subdivision Boundary
-  Historic Preservation (HP) Overlay Zoning District
-  Utica Midtown Corridor - South (UMC South) Small Area Plan Boundary



FIG. S-3.6. HISTORIC VIEWS OF THE PLAN AREA



Lake at Orcutt Amusement Park, now Swan Lake



Swan Lake neighborhood and streetcar (1926)



E21st St, future Utica Square site (1926)

The lake known today as Swan Lake was the watering hole for a ranch belonging to Colonel A.D. Orcutt, a member of Oklahoma's first legislature. In 1908, a group of developers led by the colonel's son purchased 25 acres (Orcutt Addition) to build a park and an artificial lake. Streetcar service was extended from Downtown to Orcutt Lake in 1909. By 1917, Orcutt Amusement Park had become a residential area and was renamed Swan Lake. A mix of single- and multi-family dwellings in various architectural styles were erected by the mid-1920s. Designated one of "Great Places in America" by the American Planning Association in 2011, Swan Lake has remained desirable for young, middle-class families due to its housing stock, tree-lined streets and proximity to the Cherry Street shopping district, Utica Square and Downtown.

Yorktown includes 19 blocks of single family residences. Despite its earliest plat being recorded in 1908, significant construction did not begin until 1921. By the end of that decade, the neighborhood was largely built-out and most of those homes remain to this day. Homes are primarily of the Bungalow/Craftsman style with some Tudor Revival. They are mostly modest-sized and were designed to house working-class Tulsans. Yorktown is unique amongst Tulsa neighborhoods for its relative singularity of style, the intactness of most historic homes, and the condensed timeframe during which the neighborhood developed.

Historic Preservation

The stability and continued popularity of historic residential neighborhoods such as Swan Lake and Yorktown points to the strength of the historic preservation movement in Tulsa dating back to the 1970s. In 1977, Tulsa Historic Preservation Office was established to survey Tulsa's built heritage and plan for its preservation. A Neighborhood Conservation Commission was set up by the City in 1985, followed by a 1988 ordinance that established the Tulsa Preservation Commission (TPC) and created Historic Preservation (HP) overlay zoning.

HP overlay zoning provides local protection to historic districts by subjecting new construction, renovations and, in some cases,



St John's Hospital, circa 1950, with Yorktown neighborhood seen in the background

repairs, to a design review by the TPC prior to construction. In August, 2012, TPC compiled its compliance documents into the "Unified Design Guidelines for HP Overlay Zoning Districts," which currently serve as the basis for the TPC design review. HP overlay zoning discourages but does not prohibit the demolition of historic structures; the Guidelines require replacement structures to match the character of their historic districts.

HP overlay zoning was approved for Swan Lake in 1994 and for Yorktown in 1995.

PLAN AREA TIMELINE

- 1900s** Tulsa grows rapidly following the discovery of oil at Red Fork in 1901
- 1907** Statehood: Oklahoma established as the 46th state in the Union
- 1908** Developers led by Samuel Orcutt purchase 25 acres to build a park and an artificial lake
- 1908** Platting of Yorktown begins
- 1909** Streetcar service extended to Orcutt Lake
- 1916** Sisters of the Sorrowful Mother purchase 8 ¾ acre truck farm at the outskirts of town
- 1917** Orcutt Amusement Park becomes residential area, named Swan Lake
- 1920** St. John's Hospital opens
- 1921** Construction of homes begins at Yorktown
- 1930s** End of streetcars. Service continues on buses.
- 1953** St. John's Hospital & School of Nursing is incorporated as a non-profit
- 1960s** Broken Arrow Expressway is built
- 1970** New Chapel and Convent are built at St. John's
- 1976** St. John's Hospital is named St. John Medical Center (SJMC) on 50th anniversary
- 1976** SJMC opens J.A. Chapman Tower
- 1986** SJMC files its first Planned Unit Development (Amendments in 1987, 1991)
- 1991** Bernsen Medical Plaza and Parkade are built
- 1994** Historic Preservation (HP) Overlay Zoning approved for Swan Lake
- 1995** HP Overlay Zoning is approved for Yorktown
- 1998** Swan Lake listed in the National Register of Historic Places (NRHP)
- 2002** SJMC completes 21st Street extension
- 2002** Yorktown listed in the NRHP
- 2011** Swan Lake included in APA's annual list of "Great Places in America"
- 2012** Utica Midtown Corridor Small Area Plan is initiated

St. John Medical Center (SJMC)

About the same time that Swan Lake was developed, the Sisters of the Sorrowful Mother purchased a nine-acre strawberry farm on the northeast corner of 21st Street and South Utica Avenue to build a hospital. St. John's Hospital rose up with its surrounding neighborhood during the following decade and opened to the public in 1926. New buildings and services were added in the 40s and 50s. A major capital campaign led to the modernization of the hospital in the following decades. A new hospital bedtower, J.A. Chapman Tower, was erected on South Utica Avenue at 19th Street and the campus was renamed St. John Medical Center (SJMC). Most recently, the campus transformed its edge on East 21st Street with the addition of the 9-story Siegfried Tower, 11-story Williams Medical Plaza and a central parking garage with 1,900 spaces.

Today, SJMC is the flagship campus of St. John Health System (SJHS), a regional, fully-integrated healthcare system that serves more than 3,500 patients daily at nine hospitals in northeastern Oklahoma and southern Kansas. The Medical Center is a specialized care facility that hosts the only American College of Surgeons (ACS) Level II trauma center in the state of Oklahoma and attracts patients from around the country. (See Fig. S-3.7 - Map of SJMC Patient Origin in the U.S..)

St. John Medical Center is a regional employment center with 700 physicians and over 3,000 employees. SJMC also serves as the primary teaching hospital for the University of Oklahoma's Tulsa College of Medicine residency programs for internal medicine and surgery.

Cherry Street District

The commercial corridor that marks the northern boundary of Swan Lake Historic District on East 15th Street is also known as "Cherry Street" which was its original name. Cherry Street has hosted neighborhood stores as well as Tulsa destinations, such as the 1920s Alhambra Square—a "suburban" shopping center—from its beginnings. The stretch is also home to two landmark Midtown institutions: Christ the King Catholic Church (est. 1917, church built in 1928) and Marquette Catholic School (est. 1918). Local investment beginning in the 1990s has brought new restaurants, bars and boutiques to this unique neighborhood asset, which now attracts many outside visitors. New additions to the District include condominium projects and a popular Saturday morning farmer's market. Recent parking improvements support Cherry's Streets re-emergence as a walkable neighborhood shopping district.

A portion of Cherry Street is located within the UMC-South plan area.

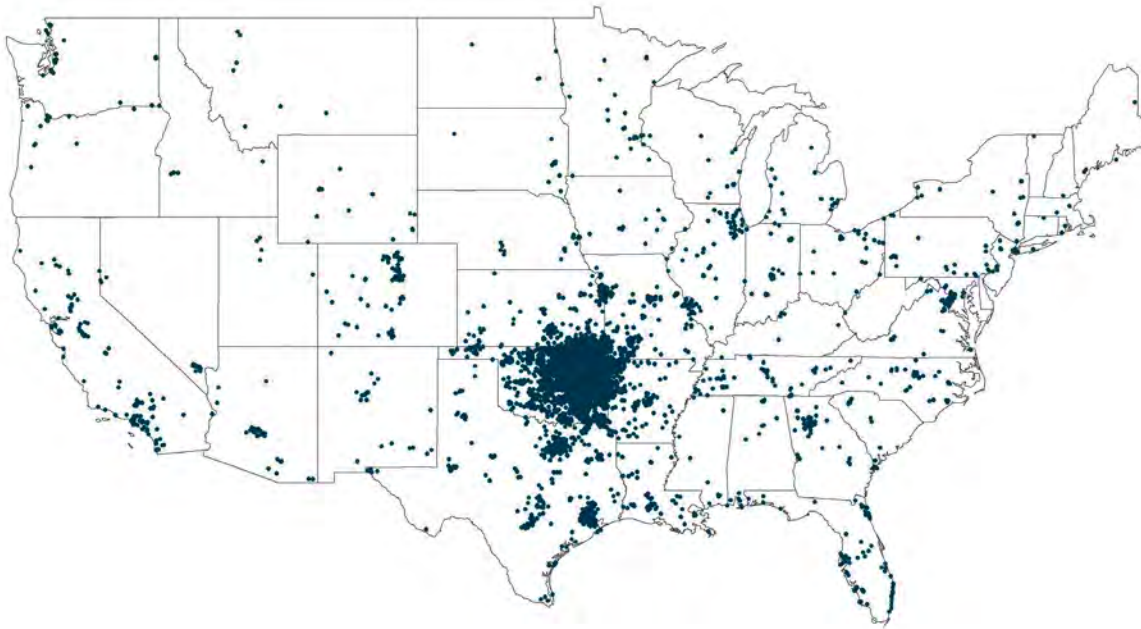
Utica Square

While outside the UMC-South plan area, Utica Square is an important historical asset to the Utica Midtown Corridor.

Utica Square opened in 1952 at the corner of 21st and South Utica Avenues. The one-story open air shopping center features brick structures with wide, covered sidewalks and tree-shaded garden plazas.

Today, Utica Square is a regional high-end shopping destination anchored by the locally-owned department store Miss Jackson's, and a branch of the Saks Fifth Avenue chain.

FIG. S-3.7. MAP OF SJMC PATIENT ORIGIN IN THE U.S. In 2011, St. John Medical Center in Tulsa has seen over 200,000 patients from around the U.S. and Canada.



ST. JOHN MEDICAL CENTER, BY THE NUMBERS

- » #1 in the Tulsa Metropolitan Area (US News & World Report, 2011-12 Best Hospitals)
 - » Tertiary referral center
 - » Oklahoma’s only ACS Level-II trauma center
 - » Only Joint-Commission Accredited Stroke Center in Northeast Oklahoma
 - » 35 acre-campus, 15 institutional buildings
 - » 567 beds (including 20 newborn bassinets)
 - » 400 physicians (active and attending), 3339 total employees
 - » 28,610 patients and 57,085 ER visits per year*
 - » 2000 births / year
 - » Approximately \$69 million in uncompensated care for the poor (system-wide)
 - » Community amenities: John Siegfried Health Club, St. John Health Plaza Cafe, St John Medical Center Chapel
- *2010 numbers

DEMOGRAPHICS

The UMC-South plan area resides largely within U.S. Census Tract 33, which includes the entirety of Yorktown and Swan Lake neighborhoods. For the purposes of this study, Census Tract 33 will be used for the demographics analysis of the UMC-South. (See Fig. S-3.10 - Census Tract 33 Map.)

Census Tract 33 has a total of 2,032 residents, with a population density that is nearly twice that of Tulsa as a whole. There are fewer people per housing unit in the area as compared to the rest of the city: 1.69 vs. 2.12. The average age is 39.1, nearly 6 years older than the average age in Tulsa.

Plan area demographics indicate a population that is largely white, well-educated, and earn a higher income than the city in the aggregate. The unemployment rate is low at 2.9 percent, and the poverty rate is much lower than that of the rest of the city at 11.5 percent. Nearly half the population owns their residence, while forty percent of the residents are renters.

St John Medical Center brings a much more diverse population to the area on a daily basis with its regional employee and patient-base.

FIG. S-3.10. CENSUS TRACT 33 MAP

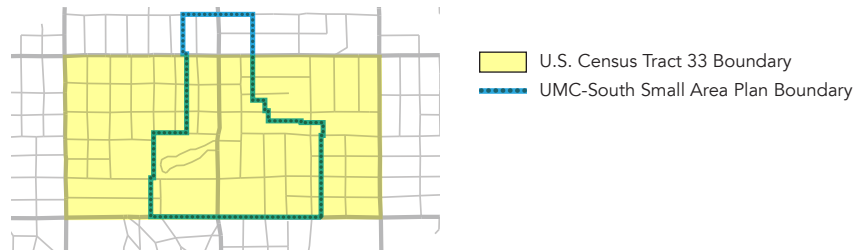
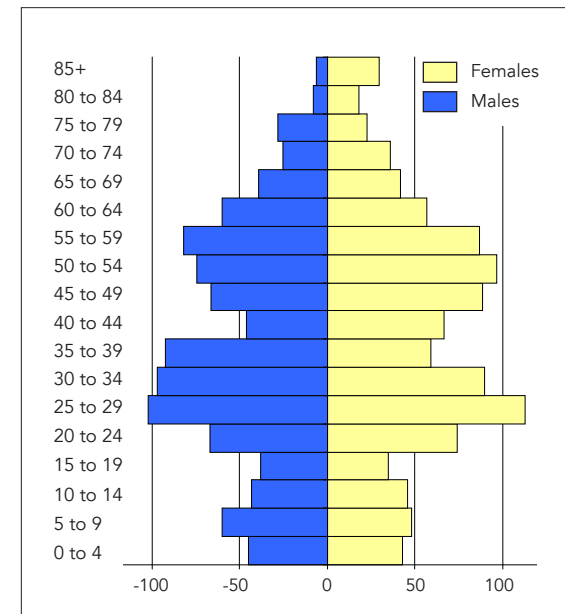


FIG. S-3.8. DEMOGRAPHIC DATA

	Census Tract 33	Tulsa (City)
Population, 2010 Census	2,032	391,906
Population per housing unit	1.69	2.12
Population density per sq.mi.	4,159	2,133
Male	48.1%	48.8%
Female	51.9%	51.2%
Average age	39.1	33.3
White	86%	63%
Hispanic or Latino	4%	14%
Bachelors degree pop>25	30%	20%
Owner-occupied	49%	47%
Renter-occupied	40%	41%
Vacant	11%	12%
Unemployment rate	2.9%	7.0%
Poverty rate	11.5%	19.3%
Median household income	\$57,049	\$39,289
Mean household size	1.90	2.34
Mean family size	2.63	3.04
Households - Family	45.1%	58.1%

FIG. S-3.9. POPULATION PYRAMID



Note: The data listed above are for Census Tract 33, which includes a majority of the plan area. Source: 2010 Census, 2010 American Community Survey.

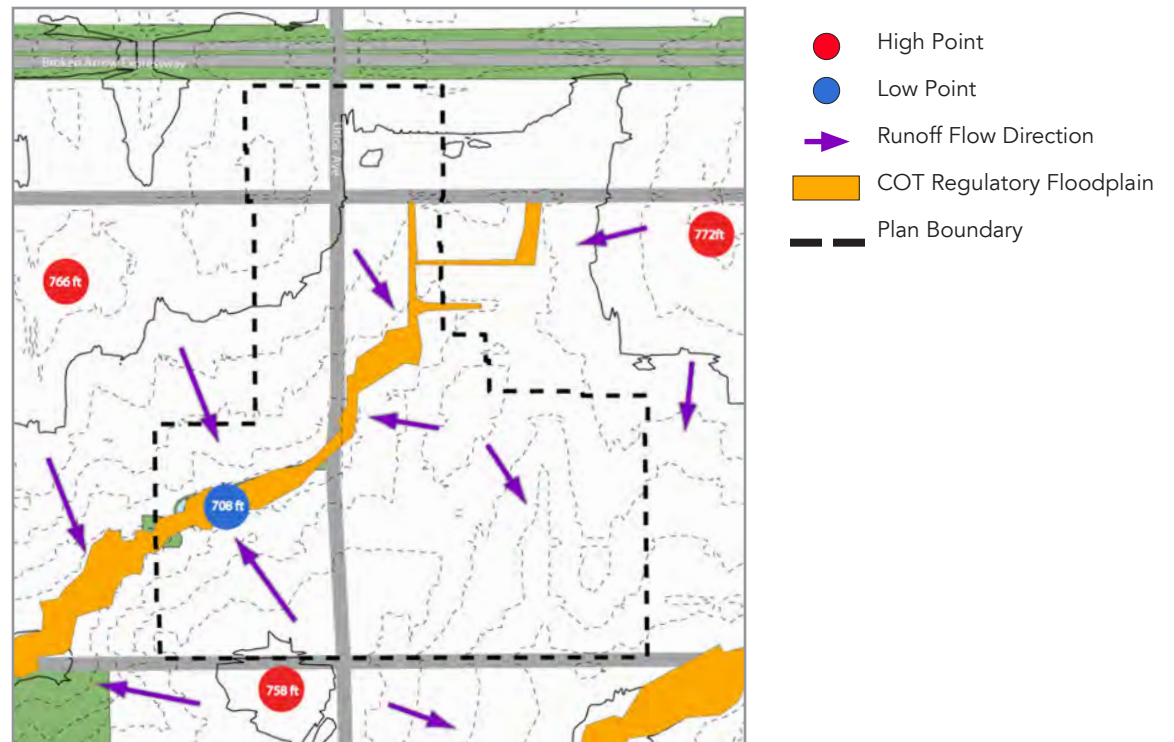
ENVIRONMENTAL FEATURES AND LAND USE

The UMC-South plan area has a diverse land use profile that includes a successful regional medical center, a burgeoning neighborhood commercial district and stable historic residential neighborhoods. The relatively-flat area is overlaid with an historic street grid that creates a well-connected, walkable environment.

TOPOGRAPHY AND HYDROLOGY

Environmental features in the UMC-South plan area present few constraints for development. A City of Tulsa regulatory floodplain crosses diagonally across the plan area. The area's only body of water, Swan Lake, is located within this floodplain and also categorized as a wetland by the United States Geological Survey (USGS). From high points along Cherry Street (East 15th), water drains to a low point of 708 feet at Swan Lake. (See Fig. S-3.11 - UMC-SOUTH Environmental Features Map.)

FIG. S-3.11. UMC-SOUTH ENVIRONMENTAL FEATURES MAP



Source: USGS, CoT Engineering; Shape data: INCOG 2012

EXISTING ZONING

The UMC-South plan area contains nine of the city's 27 base zoning classifications. The South Utica Avenue and Cherry Street (East 15th) corridors are zoned mostly office (OL, OM, OH) and commercial (CS, CH). The surrounding residential neighborhoods are zoned RS-3 (Residential Single-Family High-Density) and RM-2 (Residential Multifamily Medium Density¹.) A large portion of the Swan Lake and Yorktown neighborhoods are also regulated with the HP overlay zoning. (See Fig. S-3.13 - Map of Current Zoning.)

By percentage, the plan area is more than 50 percent single-family residential. Office classifications make up 27 percent of total land area and commercially-zoned districts make up 12 percent. The remaining land area in the plan boundary is zoned for either multi-family residential, or for parking.

The current zoning code, which was adopted during the 1970's at the height of suburban development, is ill-suited to the needs of Tulsa's historic urban neighborhoods. The code promotes separation of land uses, height restrictions based on adjoining uses, on-site parking for all uses, and deep setbacks from the street centerline. When overlaid onto the Midtown grid, these requirements create conflicts that require variances and special exceptions to accommodate

¹ See Appendix for Zoning Classifications.

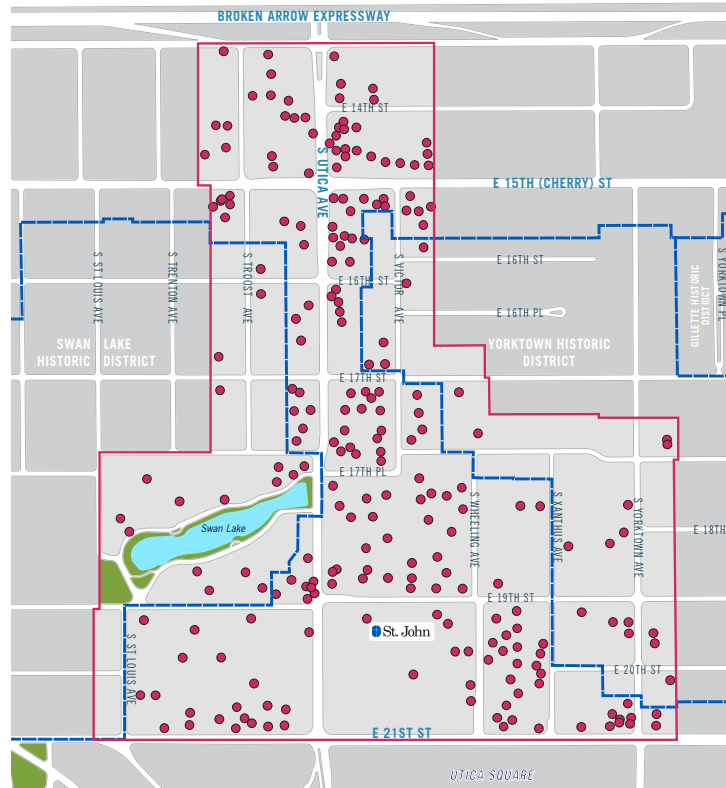


FIG. S-3.12. CITY OF TULSA BOARD OF ADJUSTMENT CASES

The volume of PUDs and Board of Adjustment cases on these maps is a clear illustration of deficiencies in the current zoning code, even before the adoption of the Comprehensive Plan, as applied to older areas of the City. The re-write is intended to provide more predictability for neighbors and businesses, and to enable the community to realize its vision for the future.

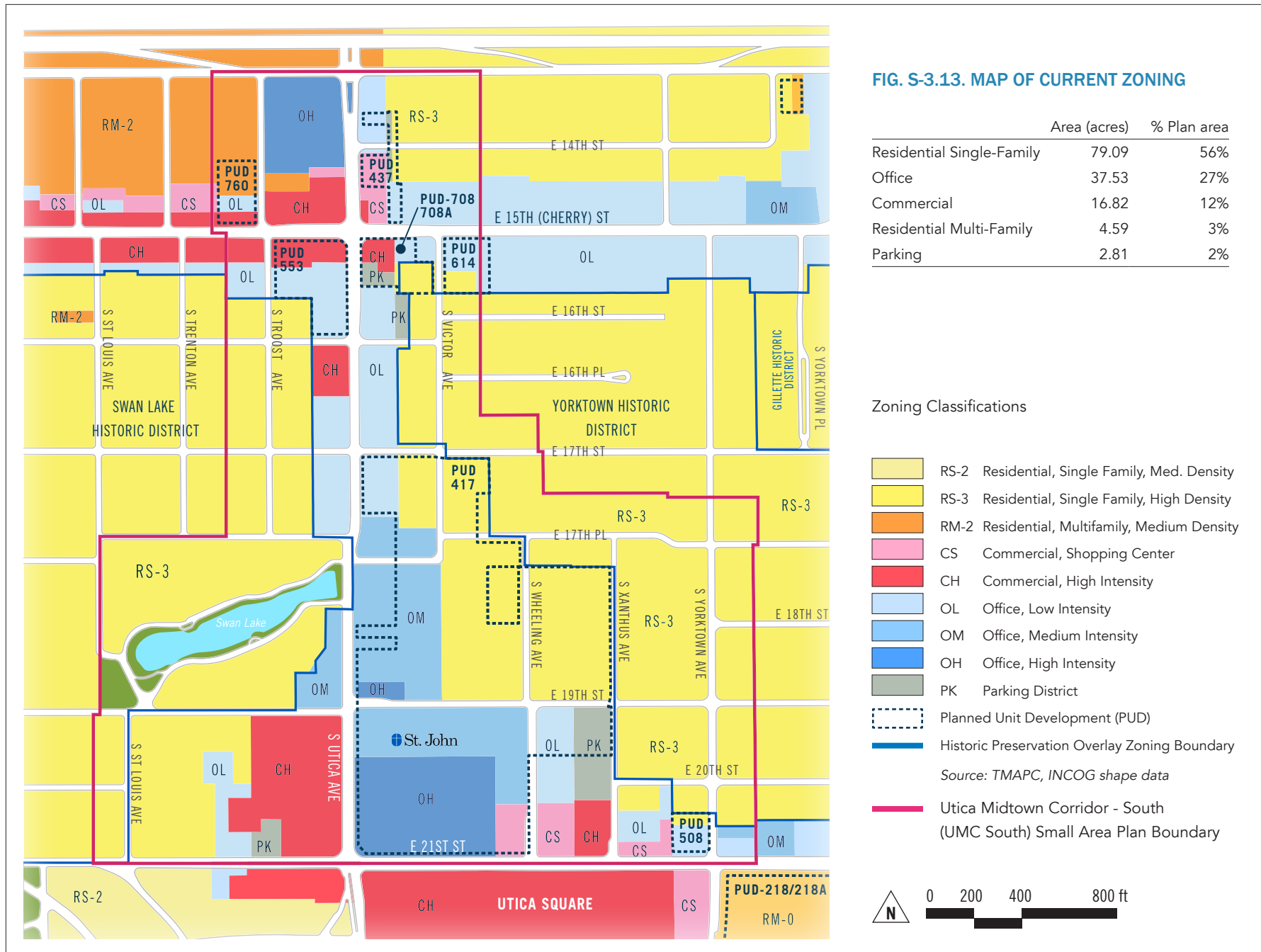
*Note: Map represents cases from 1971-to-date. A single BoA case may include multiple variance requests.

- BoA cases*
- HP Overlay Zoning Boundary
- UMC-South Small Area Plan Boundary

Source: INCOG shape data

redevelopment, particularly as market conditions trend towards greater density and mix of uses in urban environments. The current code also permits new development that is inconsistent with the historic urban form. Specifically, infill construction sits back further on parcels than existing uses, and large expanses of surface parking can be located between the street and the building to the detriment of the pedestrian realm.

The City of Tulsa at this writing is working to re-organize and re-write the Zoning Code to bring it into further alignment with the Comprehensive Plan. The new code will have zoning categories that correspond to the PLANiTULSA landuse "building blocks", including a mixed-use development category. Another goal of the zoning re-write is to reduce the need for zoning adjustments by providing regulations that are applicable to the existing conditions in older areas of Tulsa.



SPECIAL ZONING OVERLAYS

The City of Tulsa zoning classifications include two supplemental zoning districts—Planned Unit Development (PUD) and HP overlay zoning districts. These are considered overlays to the base zoning: the existing zoning restrictions do not change, they are simply supplemented by the conditions of the overlay. Both of these classifications are found within the boundaries of the UMC-South plan area.

FIG. S-3.14. UNIFIED DESIGN GUIDELINES FOR HP DISTRICTS



Historic Preservation Overlay Zoning Districts

Historic neighborhoods seek out historic preservation zoning to provide extra protection from inappropriate alterations and unsympathetic new construction. HP overlay zoning was approved for Swan Lake in 1994 and for Yorktown in 1995.

HP overlay zoning provides local protection to historic districts by subjecting new construction, renovations and, in some cases, repairs, to a design review by the Tulsa Preservation Commission (TPC) prior to construction. Historic Preservation overlay zoning helps to:

1. Preserve and protect the distinctive characteristics of buildings and places significant to the history of the City of Tulsa.
2. Maintain and improve the streetscapes of those buildings and places.
3. Ensure that new and relocated construction is architecturally compatible with existing buildings in the district.²

In August, 2012, TPC compiled its compliance documents into the "Unified Design Guidelines for HP Overlay Zoning Districts," which currently serve as the basis for the TPC design review.

² List from City of Tulsa Ordinance No. 17021, 1988, pg. 9.

Planned Unit Developments (PUDs)

The City of Tulsa zoning code defines Planned Unit Development (PUD) Districts as an alternative to conventional development where the particular tract of land is under common ownership or control, and a development plan is submitted for its entirety. PUD overlay zoning, as all other zoning designations, must be approved by City Council. The stated purpose of the PUD in the zoning code is to "permit and encourage innovative land development while maintaining appropriate limitations on the character and intensity of use and assuring compatibility with adjoining and proximate properties."³ The development may consist of one or more of the uses permitted by right in the general zoning district within which the PUD is located. PUDs, in other words, were designated as a zoning tool to accommodate mixed-use developments.

PUDs have been used in the plan area, particularly on the SJMC campus and at the intersection of Cherry Street (East 15th) with South Utica Avenue. An unintended consequence of the PUD tool has been rezoning of residential parcels located within the HP overlay zoning District to non-residential uses.

³ City of Tulsa Zoning Code, sec. 11-1.

STABILITY AND GROWTH DESIGNATIONS

The PLANiTULSA Comprehensive Plan includes a city-wide Areas of Stability and Growth Map to help guide future growth scenarios. The Stability/Growth designations are intended to show “where the majority of growth and investment should take place and which neighborhoods should remain substantially as they are⁴.” The UMC-South plan area, which includes the intersection of two major commercial corridors—South Utica Avenue and Cherry Street (East 15th)—as well as a regional Medical Center, has more than half its area designated for change and growth. Areas of stability largely fall within the boundaries of the Historic Preservation overlay zoning districts of Swan Lake and Yorktown. (See Fig. S-3.15 - PLANiTULSA Areas of stability and growth.)

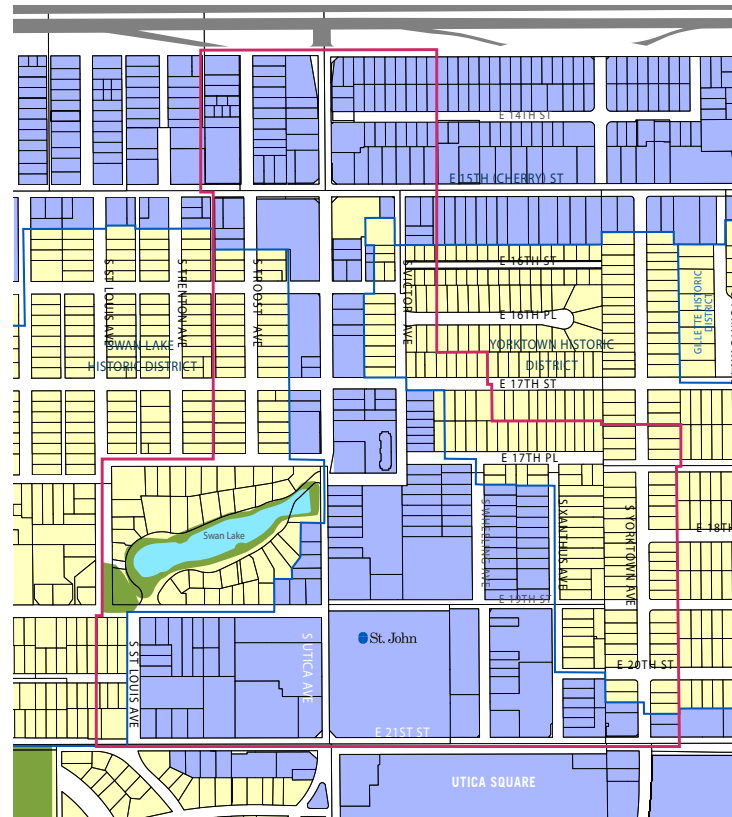


FIG. S-3.15. PLANiTULSA AREAS OF STABILITY AND GROWTH

	Acres	%Plan area
Area of Stability	49	42%
Area of Growth	68	58%

- PLANiTULSA Areas of Growth
- PLANiTULSA Areas of Stability
- HP Overlay Zoning Boundary
- UMC-South Small Area Plan Boundary

Source: Tulsa Comp. Plan, INCOG shape data

⁴ Comprehensive Plan, pg. LU-52

PLANiTULSA LAND USE DESIGNATIONS

PLANiTULSA established a new vision for development throughout the city with its Land Use Map. (See Fig. S-3.16 - PLANiTULSA Land Use Designations). On the map, each area is assigned a "building block" type that broadly characterizes that area's functional role within the city, as well as identifying job and housing densities that are appropriate for that area. Whereas the Zoning Map illustrates uses and densities currently permitted and regulated in the plan area, the Land Use Designation Map is a guide for future development. (See Appendix for PLANiTULSA Building Blocks).

Existing Neighborhoods

Swan Lake and Yorktown are classified as Existing Residential Neighborhood under the PLANiTULSA land use designations. This category is intended to preserve and enhance Tulsa's existing single-family neighborhoods.

Regional Centers

Regional Centers are "mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses¹" that are meant to attract workers and visitors from around the region. The intersection of East 21st Street and South Utica Avenue, and which contains St. John Medical Center is designated as a Regional Center in the Comprehensive Plan. The largely vacant block located between the Broken Arrow Expressway and Cherry Street (East 15th) west of South Utica Avenue is also designated as a Regional Center.

Mixed-Use Corridor

The remainder of South Utica Avenue is designated a mixed-use corridor in the Comprehensive Plan. This building block is also intended to include denser housing typologies that step down to the single-family neighborhoods behind them. *Note: Current zoning of the South Utica corridor does not adequately support the mix of uses and parking strategies identified by this Comprehensive Plan designation.*

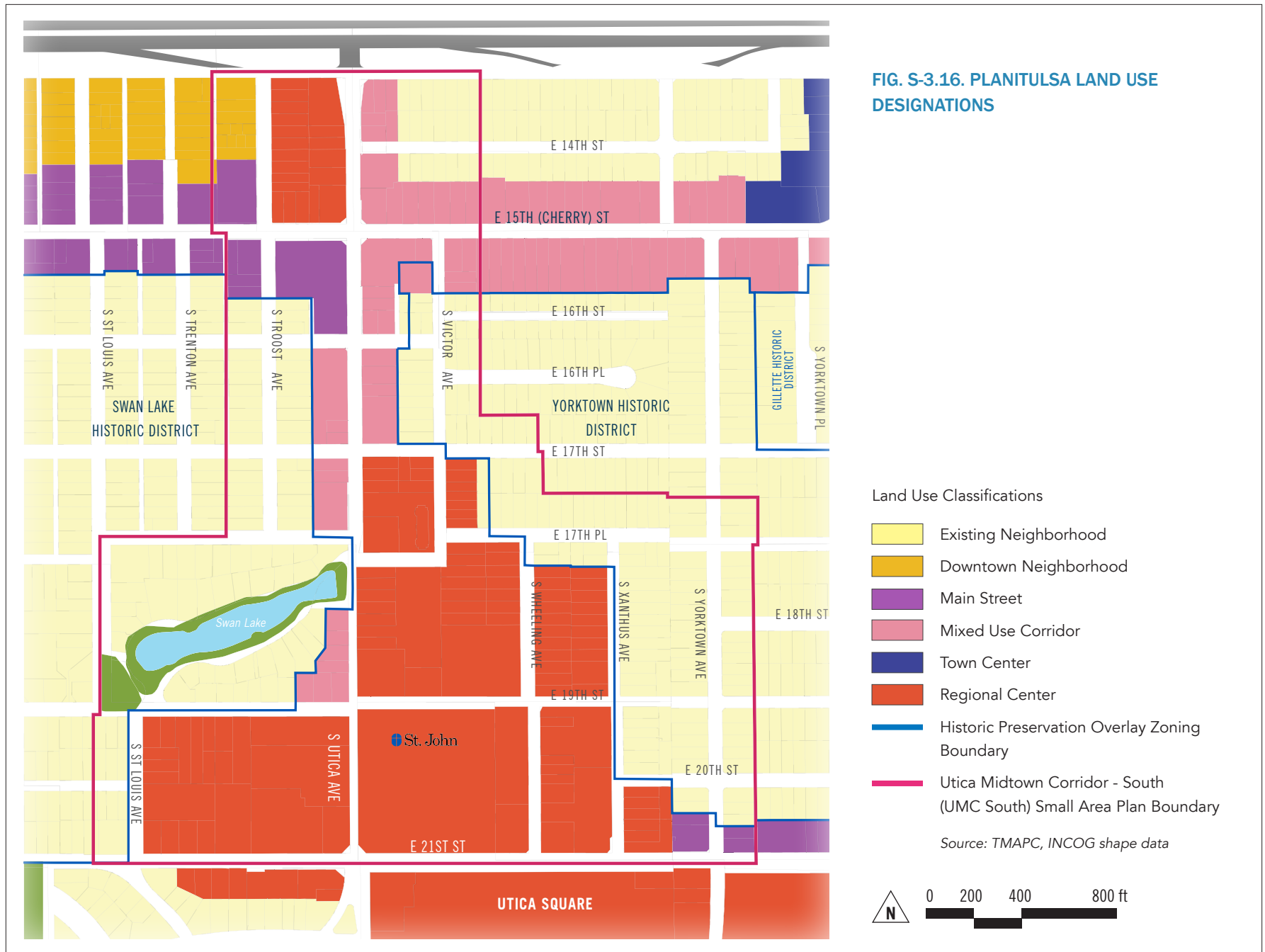
¹ Tulsa Comprehensive. Plan, Ap-4.

Main Streets

Sections of Cherry Street (East 15th) and East 21st Street area designated as Main Streets. The Comprehensive Plan defines main streets as pedestrian-oriented, transit-rich commercial corridors that serve the lower density residential neighborhoods located behind them.

Downtown Neighborhoods

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. A small section of the study area, located north of Cherry Street (East 15th) is designated as Downtown Neighborhoods.



TRANSPORTATION AND MOBILITY

The Comprehensive Plan states that transit strategies should focus on “two overarching concepts...building the city’s multi-modal street system and enhancing transit¹.”

The Plan recommends using a Context Sensitive Solutions (CSS) approach to transportation policy, which encourages a multi-modal street system to give people the option to walk, bike, ride transit or drive. This is a change from conventional transportation decision-making that uses automobile travel demand and "level of service" (LOS) criteria to allocate project funds. CSS enables balancing of vehicular priorities with context-related criteria including type of thoroughfare, character of surrounding development and the needs of surrounding communities.

Midtown's compact rectilinear grid, tree-shaded sidewalks and neighborhood amenities allow for a less auto-dependent lifestyle than possible in most parts of Tulsa. There are multiple bus routes and many stops throughout the plan area; however, frequency and timing create challenges for commuters or those headed to and from the hospital. Other transportation challenges described by residents include traffic congestion, parking-related issues, and lack of safe crossings.

¹ Tulsa Comprehensive Plan, pg. TR-12.

VEHICULAR TRANSPORTATION

Commuting Patterns

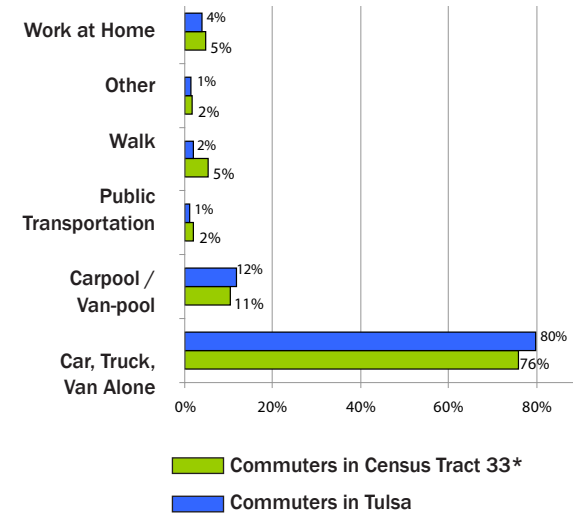
The commuting patterns of residents in Census Tract 33, which includes most of the plan area, is very similar elsewhere in Tulsa. (See Fig. S-3.17 - Commuting Pattern Data.) One in ten residents shares a ride in the morning, while only two percent use public transit. More people walk to work than ride the bus. The average commute time for residents in the Utica Midtown neighborhoods is 12.2 minutes compared to 17.9 minutes average for the whole city.

A majority of the over 3,000+ St. John Medical Center employees also commute to work by car from all areas of the metropolitan region. (See Fig. S-3.18 - Map of SJMC Patient and Employee Origin.)

Traffic Congestion

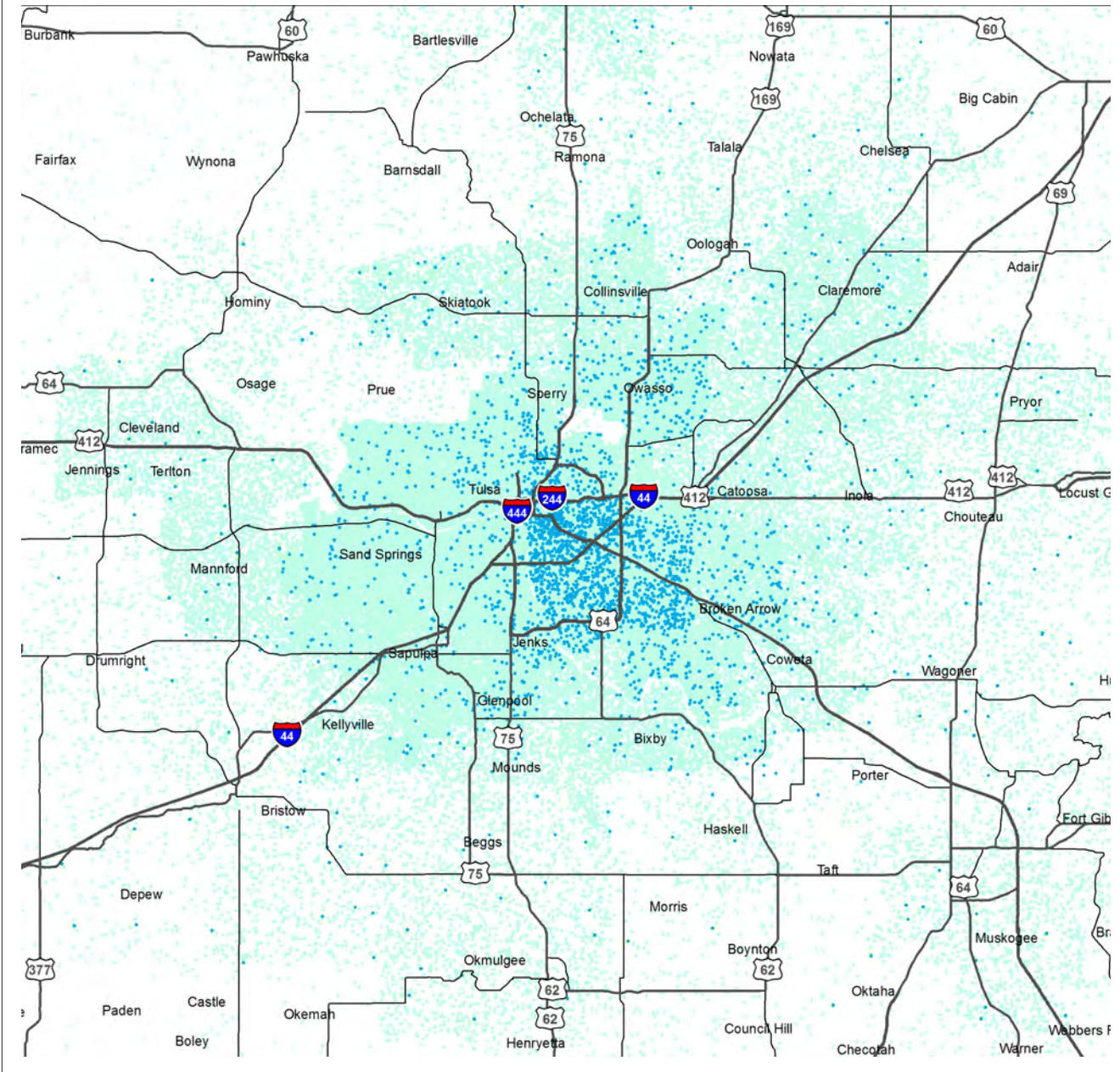
While traffic congestion is a stated by residents as a concern, traffic counts are not unusually high in the UMC-South plan area. The intersection of Cherry Street (East 15th) and South Utica Avenue is the most heavily used in the plan area, as it accommodates traffic accessing the Broken Arrow Expressway. (See Fig. S-3.19 - Map of Street Designations and Traffic Counts.)

FIG. S-3.17. COMMUTING PATTERN DATA



*(See Fig. S-3.10 - Census Tract 33 Map.)

FIG. S-3.18. MAP OF SJMC PATIENT AND EMPLOYEE ORIGIN



Location of Employee Residence:

- 1,632 from outside Tulsa
- 1,707 from Tulsa

Top Employee Hometowns:

- Tulsa (1,707)
- Broken Arrow (485)
- Owasso (157)
- Claremore (88)
- Sapulpa (83)

Total Patient Treatments, by Zipcode:

- ~55,000 from outside Tulsa
- ~68,000 from Tulsa

● Employee
○ Patient
* Mapped by ZIP. Each dot represents a single employee or patient

STREET DESIGNATIONS

Major Street and Highway Plan

As part of local transportation policy, INCOG maintains an inventory of streets and highways, assigning functional classifications based on right-of-way standards in its regional Major Street and Highway Plan (MSHP).

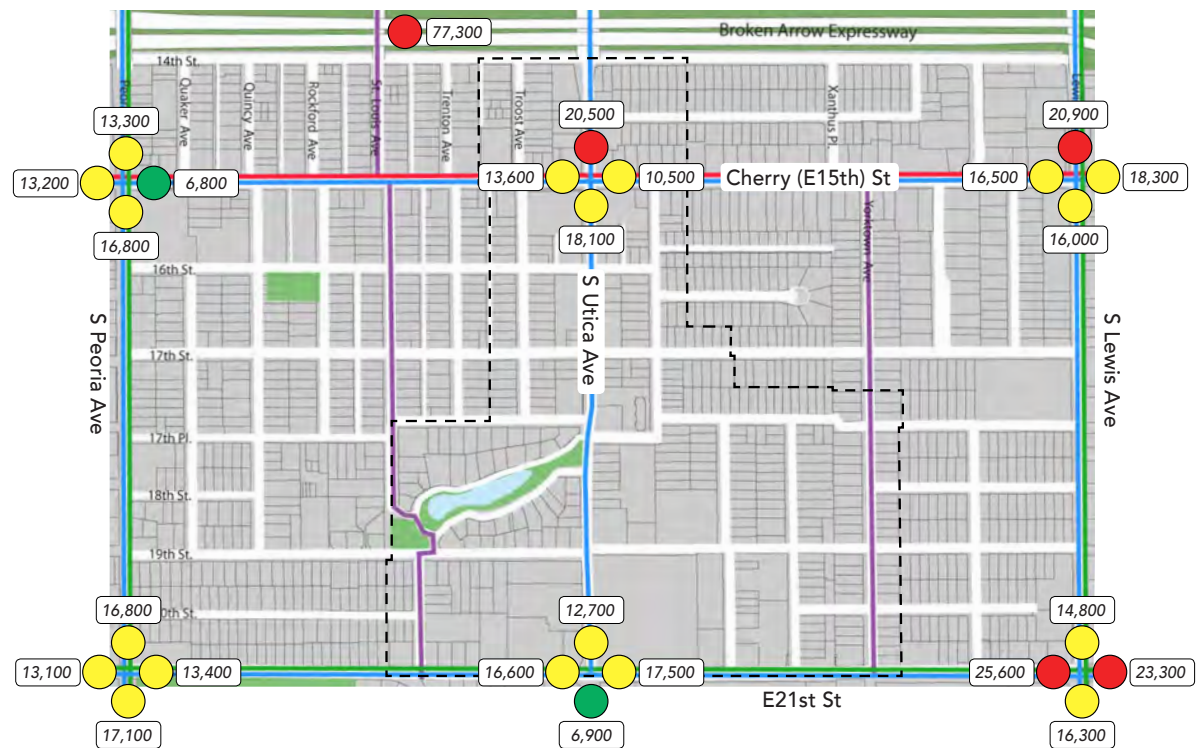
The UMC-South plan area is served by two MSHP "urban arterials" — East 15th (Cherry) Street and South Utica Avenue. Urban arterials are the narrowest of the arterial classifications, with a minimum right-of-way (ROW) of 70 feet, accommodating four lanes of traffic and 12' of non-street ROW.

St. Louis and Yorktown Avenues are classified in the MSHP as "residential collectors." Residential collectors are intended to guide neighborhood traffic to arterials and are designed to support more trips per day than other local streets.

PLANiTULSA Street Designations

The Tulsa Comprehensive Plan generated a new classification of streets to support the Context Sensitive Solutions (CSS) approach. The new system, which is comprised of Main Streets, Multi-Modal Streets, Commuter Streets and Residential Collector Streets, maintains the existing functional classification system of arterials, collectors and local streets

FIG. S-3.19. MAP OF STREET DESIGNATIONS AND TRAFFIC COUNTS



Traffic Counts

- Less than 10,000
- 10,000 to 20,000
- More than 20,000

PLANiTULSA Classifications

- Main Street
- Multi-modal Corridor

MSHP Classifications

- Urban Arterial
- Residential Collector
- UMC-South Plan Boundary

Source: INCOG Shape Data, 2012

FIG. S-3.20. AERIAL VIEWS OF KEY INTERSECTIONS

with new design considerations for adjoining uses and alternative transportation needs. The conversion to PLANiTULSA street typologies is intended to occur incrementally over time.

Cherry Street (East 15th) is designated as a "main street." Main Streets serve the highest intensity retail and mixed land uses while promoting walking, bicycling and transit in an attractive landscaped corridor. On-street parking is usually provided to serve adjacent land uses. Main Streets also offer the ability to park once and walk to various destinations.

South Peoria Avenue, South Lewis Avenue and East 21st Street are all designated as "multi-modal streets" in the Tulsa Comprehensive Plan. Multi-modal streets serve mixed-use areas with high intensity uses. Alternative transportation options including pedestrian, bicycle and transit modes are accommodated and promoted through design.

South Utica Avenue has no designation in the PLANiTULSA street typologies but it is classified on the MSHP as an urban arterial. (See Fig. S-3.19 - Map of Street Designations and Traffic Counts.)



South Utica Ave at Broken Arrow Expy



South Utica Ave at Cherry (E15th) St



South Utica Ave at Swan Lake



South Utica Ave at E21st St

TRANSIT

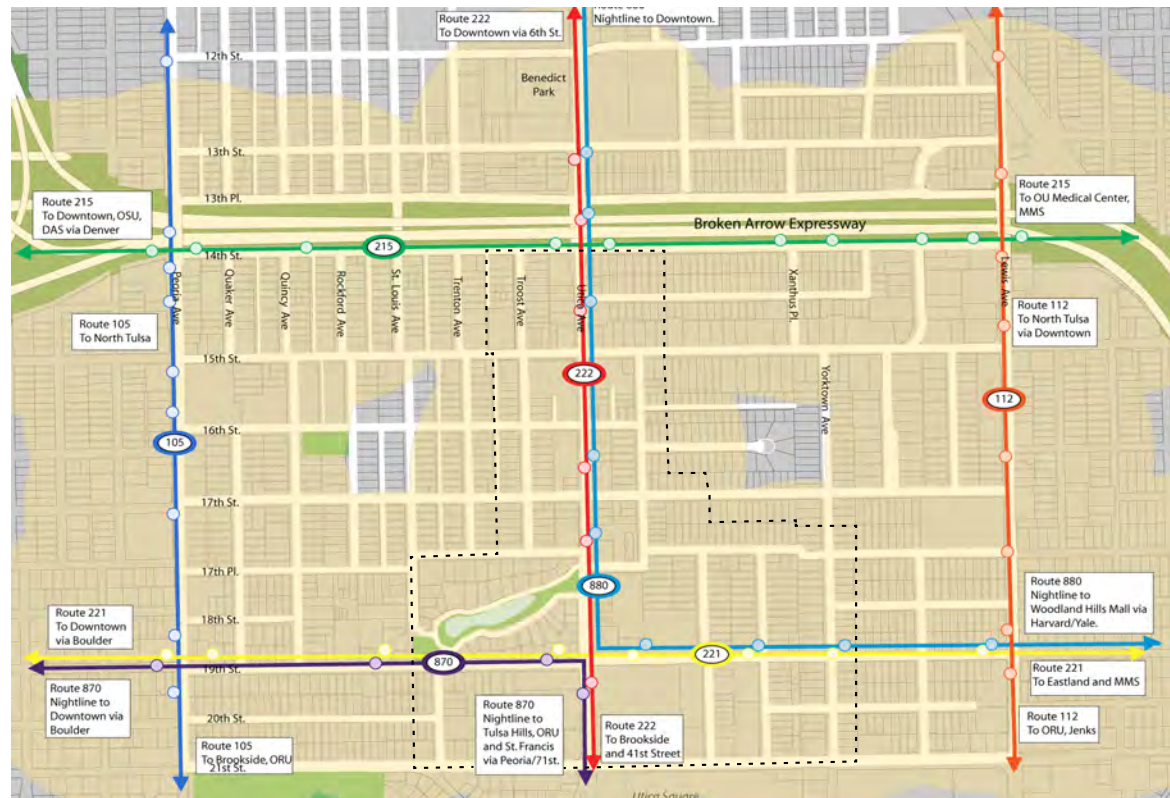
Existing Bus Service

During the planning process, area residents identified the lack of public transit as a weakness. However, an inventory of the bus routes in the plan area shows nearly complete coverage, with riders able to access many parts of the city with a variety of routes and schedules. The historic street grid allows for easy access on foot to bus stops. (See Fig. S-3.21 - Existing Bus Route Map.)

For the plan area, the frequency of existing service rather than the lack of service per se, is a concern. (See Fig. S-3.22 - Existing Bus Service Table.) The most frequent route (105) runs every 30 minutes on week days and every 1 hour 20 minutes on the weekends. Other more frequent routes (215, 221, and 222) run every 45 minutes on weekdays. Riders headed westbound or to downtown destinations have less of a wait, due to overlap of routes in the plan area. (See Fig. S-3.22 - Existing Bus Service Table.)

Transit times are currently not coordinated with hospital shift change schedules. Two “nightline” routes run limited service between 7pm and 10pm, with stops near Hillcrest and St. John Medical Centers. There is opportunity to expand service for healthcare employees and hospital patients / visitors. (See Fig. S-3.18 - Map of SJMC Patient and Employee Origin.)

FIG. S-3.21. EXISTING BUS ROUTE MAP



Source: INCOG; Shape data: INCOG 2012

- ## Bus Number
- Bus Route
- Bus Stop
- Areas within 1/4mi walking distance of a bus stop
- Areas outside of 1/4mi walking distance of a bus stop
- UMC-South Plan boundary

PLANiTULSA Transit Vision

The Comprehensive Plan envisioned a greatly expanded future transit network that would provide a wider range of transportation options than exist today. Expanding transit ridership is predicted to come primarily from new “choice riders”: people who own an automobile but are attracted to transit by quality of system and fast, frequent service. New riders are also expected to use transit if there is good accessibility between transit stations and home, work and other destinations.

The Plan calls for expanded transit on 21st Street and Peoria Avenue in the form of high frequency bus service, with a timed transfer station at the intersection of East 21st Street and South Utica Avenue². The service is intended to support regional centers along the two key arterials, as well as support transit-oriented development (TOD).

In early 2013, INCOG completed an Alternatives Analysis that focused on expanded service options, including bus rapid transit (BRT) along Peoria Avenue. The study was approved by the Tulsa Transit Authority Board of Directors and implementation is expected in 2016, pending funding through a 2013 Capital Improvements Program (CIP) vote.

² Tulsa Comprehensive Plan, pg. AP-37.

FIG. S-3.22. EXISTING BUS SERVICE TABLE

Route	Description	Frequency
105	<u>Peoria</u> : North to 66th St N and Quaker. South to ORU, Walmart and 81st St S.	Weekdays: 30 mins Saturday: 50 mins
112	<u>Lewis/Jenks</u> : North to 41st St N and Mohawk. South to ORU, Walmart and Main St in Jenks.	Weekdays: 1 hr Saturday: 1 hr 20 mins
215	<u>15th Street</u> : West to Downtown and Denver Avenue Station. East to MMS via Sheridan and 31st Street.	Weekdays: 45 mins Saturday: 1 hr 16 mins
221	<u>21st Street/Eastland</u> : West to Downtown and Denver Avenue Station. East to Eastland Metroplex and MMS via 31st Street.	Weekdays: 45 mins Saturday: 1 hr 15 mins
222	<u>Pine/41st Street</u> : South (Counter Clockwise) to OU Tulsa, Promenade Mall and MMS. North to Downtown, OSU Tulsa and Pine Street.	Weekdays: 45 mins Saturdays: 1 hr 5 mins
870	<u>South Nightline</u> : South to ORU, Tulsa Hills and St. Francis Hospital. North to Downtown via 21st and Boulder.	Weekdays: ~1 hr 15 min (8-11:30 pm) Saturday: ~1 hr 35 mins (7:30-11:30 pm)
880	<u>Southeast Nightline</u> : South to Promenade Mall, St. Francis Hospital and Woodland Hills Mall. North to Hillcrest, Downtown and DAS.	Weekdays: ~1 hr 40 mins (8-10p.m. only) Saturday: ~1 hr 50 mins (7:30-10pm only)

Source: Tulsa Transit

MMS: Memorial Midtown Station, DAS: Denver Avenue Station, ORU: Oral Roberts University.

PARKING

The UMC-South planning process identified parking, in particular "lack of parking" and "future increase in surface parking lots" as of concern to community stakeholders.

The UMC-South plan area has a large number of surface lots serving commercial uses on Cherry Street (East 15th) and South Utica Avenue. St. John Medical Center has close to 5,900 spaces available to patients, visitors and staff. Following the addition of the 21st Street Parkade in 2002, 86% of the campus parking is now consolidated in under- and above-ground structures located within the medical campus. (See Fig. S-3.23 - Existing Parking Map.)

The zoning code as written defines the number of required parking spaces for commercial and office uses. A variance to parking requirements is often needed in the older parts of the city such as Midtown to accommodate a particular use.

Cherry Street's re-emergence as a regional destination has generated a greater demand for parking in this area, which is currently met by on-street parking and surface parking on private commercial lots. While business owners cite adequate parking as essential to attracting and retaining a strong customer

FIG. S-3.23. EXISTING PARKING MAP



FIG. S-3.24. EXISTING PARKING AND PEDESTRIAN INFRASTRUCTURE



Cherry Street (East 15th), a PLANiTULSA Main Street, is heavily used by pedestrians. Its sidewalks are lined by on-street parking in most places, protecting pedestrians from the adjoining traffic. However, the frequency and design of curb cuts and sidewalk obstacles such as power poles and signage present dangers to pedestrians.



Parking lot behind a restaurant where a historic home previously stood. PLANiTULSA's Main Street land use designation encourages Cherry Street businesses to front on the street and locate parking at back. This entails a tradeoff: while Cherry Street maintains its historic urban aesthetic of short setbacks and compact building density, homes located behind the businesses and within the historic district are demolished for parking.



Vacant lots inside the Yorktown Historic District Boundary. PUDs have been used to allow adjoining residential lots to support the parking needs for commercial development along the corridors.



South Utica Avenue serves regional through traffic as well as the St. John Medical Center. Pedestrians on the sidewalk are unprotected from the adjoining traffic.



Faded cross-walk on Cherry Street (East 15th). The plan area has a shortage of well-signed, safe crossings for pedestrians.



Parking spaces carved in front of buildings on Cherry Street (E15th). Pedestrians on the sidewalk are forced to maneuver around the reserved spaces.

base, parking issues create significant impacts along Cherry Street and within adjoining historic districts.

The parking demand has led to tear-down of structures for on-site parking, parking on small private lots bordering historic residences, and customers parking on neighborhood streets. Removal of homes within and adjacent to the historic districts for parking can destabilize the block and create disinvestment as homes on that block become less desirable to live in. Residents note the nuisance caused by on-street parking by visitors to the bars and restaurants on Cherry Street. Lack of parking enforcement has been cited as a concern. The Tulsa Comprehensive Plan recommends shared parking and on-street parking for the Regional Center, Mixed Use and Main Street land use designations located within the UMC-South plan area. (See Fig. S-3.16 - "PLANiTULSA Land Use Designations" on p.179).

SIDEWALKS & PEDESTRIAN INFRASTRUCTURE

UMC-South plan area has a well-connected street framework and a network of sidewalks that facilitate pedestrian movement. In spite of the underlying structure, however, there is great need for pedestrian safety improvements on sidewalks and street intersections to enable residents and visitors ease of access to area amenities. (See Fig. S-3.24 - Existing Parking and Pedestrian Infrastructure.)

One key area that lacks pedestrian accommodation is the intersection of East 21st Street at South Utica Avenue. This intersection is bordered by two major activity nodes—St. John Medical Center and Utica Square—that need to be better connected with safe crosswalks. South Utica Avenue, in particular, is dangerous to pedestrians with its high speed of traffic, lack of crosswalks and unprotected, narrow sidewalks.

There are crosswalks on Cherry Street; however, they tend to be very faded. Improved night-time lighting in this area would provide greater safety for customers of bars and restaurants who use this area in the evenings.

Within the residential neighborhoods, four-way stops are used to reduce speeding and cut-through traffic.

TRAFFIC ACCIDENTS

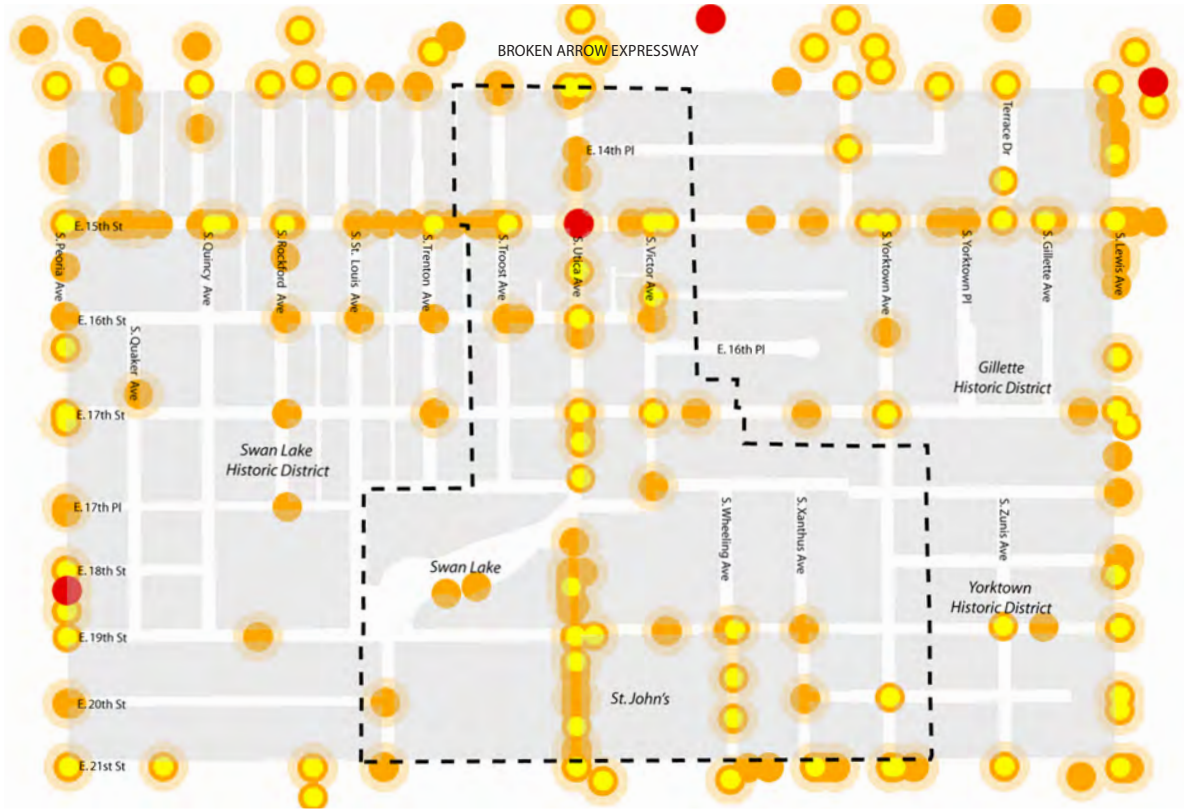
Traffic incidents analysis help identify dangerous intersections and areas in need of safety improvements for vehicles, bicyclists and pedestrians. (See Fig. S-3.25 - Map of Traffic Accident Locations.)

An assessment of accident data recorded by the Tulsa Police Department between 2007 and 2012 shows that accidents are concentrated on major thoroughfares. Within the plan area, the section of South Utica Avenue between Swan Lake and East 21st Street has the highest concentration of accidents.

There also is a concentration of incidents along Cherry Street (East 15th) between South St. Louis and South Utica Avenues, which could be caused by the number and design of curbcuts, timing of traffic signals, lack of protected pedestrian crossings, or unclear signage.

Speeding along neighborhood streets was cited as a concern by residents at community meetings. Reported incidents show serious violations along Wheeling, Xanthus and Yorktown Avenues.

FIG. S-3.25. MAP OF TRAFFIC ACCIDENT LOCATIONS



Source: INCOG. The map shows Tulsa Police Department data from 2007 to 2012.

- Traffic Fatality
- Collision with Injury
- Hit and Run
- All Other Collisions
- Utica Midtown Corridor - South (UMC South) Small Area Plan Boundary

PLANNED TRANSPORTATION IMPROVEMENTS

The intersection of 21st and Utica is slated for a rehabilitation, set to begin summer of 2014. Design for this project began in summer of 2012.

ECONOMIC DEVELOPMENT

ECONOMIC GENERATORS

The UMC-South plan area is home to St. John Health System (SJHS), a regional, fully-integrated healthcare system that employs more than three-thousand employees at its flagship Midtown campus, St. John Medical Center.

Specialized care facilities like St. John Medical Center contribute to the local economy by attracting patients from outside the region and the state. In 2011, St. John Medical Center in Tulsa has seen over 200,000 patients from around the U.S. and Canada. (See Fig. S-3.7 - Map of SJMC Patient Origin in the U.S..)

The American Hospital Association estimates that each hospital job supports about two more jobs and every dollar spent by a hospital supports roughly \$2.30 of additional business activity. About half of SJMC employees come from outside of Tulsa, mostly Broken Arrow. Almost half of the patients come from outside of Tulsa as well. While the money spent by patients adds to the Tulsa economy, the fact that many employees live outside of the City represents an outward flow of money earned inside City limits.

While not in the plan area, Utica Square is a major generator of sales-tax revenue for the City of Tulsa.

AREA EMPLOYMENT

Micro-level data is unavailable for employment specifically within the plan area.

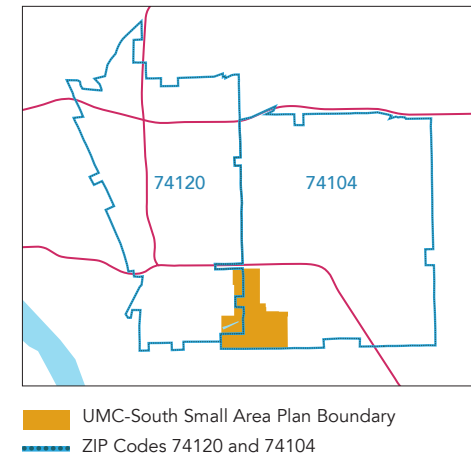
However, the County Business Patterns (CBP) program of the Census Bureau collects employer data per ZIP code. The plan area is contained in ZIP codes 74120 and 74104. (See Fig. S-3.26 - Map of Zip Codes 74120 & 74104.) This data is used to represent employment both in the plan area and its vicinity. Since CBP only collects data for private employers, government employment is not included. The data is from 2009 and does not include the recent growth in businesses along Cherry Street.

The data show a clustering of healthcare and social assistance services in the area, followed by professional, scientific and technical services. A great majority of businesses are very small in size: of the 889 of the 944 businesses located in the two ZIP code area employ less than fifty people. (See Fig. S-3.27 - Employer Data for Zip Codes 74120 & 74104.)

REGIONAL CENTERS

PLANiTULSA Land Use Map designates parts of the UMC-South plan area as a Regional Center to recognize and support its significant role as a regional employment center.

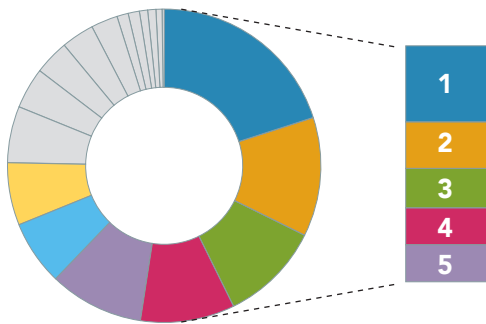
FIG. S-3.26. MAP OF ZIP CODES 74120 & 74104



Another area that is assigned a Regional Center designation is the currently vacant block located immediately south of the Broken Arrow Expressway on South Utica Avenue. (See Fig. S-3.16 - "PLANiTULSA Land Use Designations" on p.179).

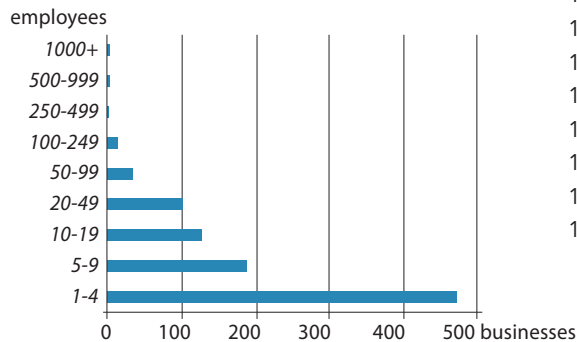
FIG. S-3.27. EMPLOYER DATA FOR ZIP CODES 74120 & 74104

EMPLOYERS (By Industry)



	number of employers
1. Healthcare And Social Assistance	189
2. Professional, Scientific, And Technical Svs	116
3. Other Services (Except Public Admin)	98
4. Retail Trade	92
5. Accommodation And Food Services	92
6. Wholesale Trade	63
7. Construction	61
8. Manufacturing	55
9. Finance And Insurance	40
10. Admin, Support, Waste Mgmt and Remed.	34
11. Real Estate, Rental and Leasing	32
12. Information	26
13. Transportation And Warehousing	11
14. Arts, Entertainment, And Recreation	11
15. Management Of Companies And Enterprises	8
16. Educational Services	8
17. Mining, Quarrying, Oil And Gas Extraction	6
18. Utilities	1
19. Industries Not Classified	1

EMPLOYERS (By Number of Employees)



Source: County Business Patterns, 2009

ROLE OF HEALTHCARE SECTOR

As identified in PLANiTULSA, the healthcare industry is an important and growing industry cluster in Tulsa. The Tulsa Regional Chamber reports that healthcare employment represented 30,000 workers and contributed 1.4 billion in payroll income to the Tulsa economy. The PLANiTULSA economic vision calls for "Tulsa's private and public-sector leadership to align their interests and embrace partnerships that can stimulate job growth in target cluster industries, such as healthcare and aerospace, which provide good wages and that are expected to grow."¹

St. John Medical Center is a critical part of Tulsa's growing education and healthcare services industry, which had positive growth during the Great Recession (from late 2007 to June 2009) and is projected to grow employment at a rate of 3.1% in the next four years².

The Target Business Review, conducted by Market Street, indicated that short- and long-term challenges for Tulsa's healthcare industry will be the competition for qualified workers. While the region's educational systems produce well-trained graduates, they are often drawn to other regional markets.

1 PLANiTULSA, Tulsa Vision pg.33

2 2013 Economic Profile. Tulsa Regional Chamber.

HOUSING

The housing data for UMC-South plan area are based on Census Tract 33 data, which includes the entirety of Swan Lake and Yorktown neighborhoods. (See Fig. S-3.10 - Census Tract 33 Map.)

The 2010 Census lists a population of 2,032 residents in 1,205 housing units in Census Tract 33. Ownership rates are similar to city-wide trends: almost half of the homes are owner-occupied, while a little over ten percent are vacant. (See Fig. S-3.8 - Demographic Data.)

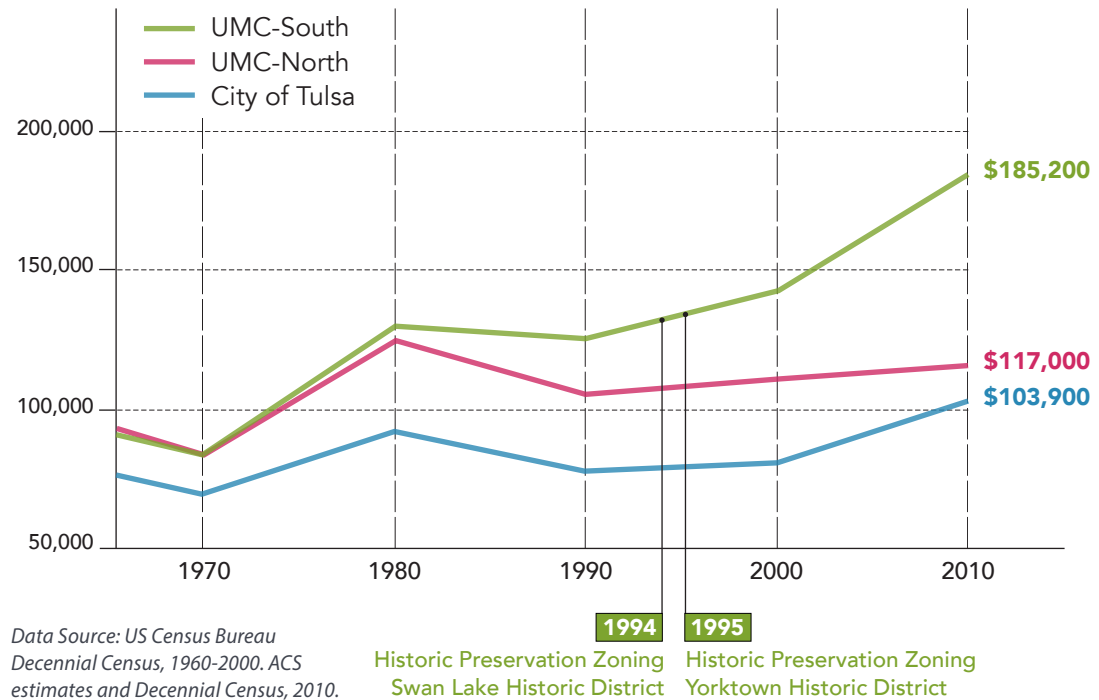
Owner v. Renter Occupied Units

Between 2000 and 2010, the neighborhoods saw a reduction of population and total number of housing units, but an increase in rental rates and home values. The number of rental units fell by 11 percent, while owner-occupied units fell by 4 percent. There are, in short, a lower number of rentals in this area than in 2000.

Median Home Value

The median home value in Census Tract 33 was \$185,200 in 2010, compared to \$117,000 for the city of Tulsa. Between 1990 and 2010, home values in Swan Lake and Yorktown increased by 47 percent, while city-wide median home value only increased 11 percent.

FIG. S-3.28. COMPARATIVE HOME VALUES (1970-2010)



Data Source: US Census Bureau
Decennial Census, 1960-2000. ACS
estimates and Decennial Census, 2010.

The increase in home values can be partially attributed to HP overlay zoning, which was approved for Swan Lake and Yorktown in 1994 and 1995, respectively. Proximity to downtown, regional employment centers, and neighborhood amenities are other contributors to the growing desirability of these historic neighborhoods. (See Fig. S-3.28 - "Comparative Home Values (1970-2010)" on p.192.)

Year Built

Swan Lake and Yorktown have seen little infill activity since the first wave of construction in the 1910s and 1920s. There are only six parcels in the Yorktown Historic District with structures built after 1960. Swan Lake Historic District contains 27 post-1960 structures; however, most were built during the 1980s and early 1990s, before the HP overlay zoning was approved. (See Fig. S-3.29 - Map of Building Age.)

Infill development and new construction has been concentrated on the South Utica Avenue corridor, and largely consists of institutional and commercial structures.

FIG. S-3.29. MAP OF BUILDING AGE



The map, shown at left, includes the ages of all buildings located in the study area and its vicinity, including residential, commercial and institutional properties.

- 1900 to 1919
- 1920 to 1939
- 1940 to 1959
- 1960 to 1979
- 1980 to 1999
- 2000 to present
- HP overlay zoning
- UMC-South Small Area Plan Boundary

Source: Tulsa County Assessor;
Shape data: INCOG

Housing Condition

A housing condition analysis shows the majority of properties in Swan Lake and Yorktown neighborhoods to be in average-to-good condition. Community input identified neglectful landlords as a weakness; however, the data does not appear to reflect this concern in a large, measurable way. (See Fig. S-3.30 - Housing Condition Assessment Map.)

Residential Architecture

Two-story houses built around Swan lake exhibit a variety of architectural styles including Georgian Revival, Spanish Revival, and vernacular interpretations playfully integrating the swan motif. The remainder of the neighborhood is dominated by rows of Craftsman bungalows, and sprinkled with various Revival styles such as Tudor, Dutch Colonial and Spanish. The Swan Lake area is also home to more two- and three-story 1920s apartment buildings than most other older residential areas of the city.

Yorktown homes are largely in the Craftsman/ bungalow style, with some Tudor Revival as well. Yorktown has fewer multifamily dwellings mixed into the neighborhood than Swan Lake.

FIG. S-3.30. HOUSING CONDITION ASSESSMENT MAP



PARKS, OPEN SPACE, AND TRAILS

The UMC-South plan area is home to a well-known historic public park, Swan Lake. Other parks nearby are Marquette and Woodward Parks, located within walking distance of the plan area. River Parks, along the Arkansas River, are within biking distance. (See Fig. S-3.1 - Context Map.) Bikeway connections are planned for the future.

PARKS AND OPEN SPACE

Swan Lake Park

Swan Lake is the only public park located in the UMC-South plan area.

As described in the History section (see p.166), Swan Lake was enlarged from a pond to an artificial lake in 1908 as part of an amusement park development called Orcutt Lake. At this time, the lake extended approximately 150 feet further southwest than its current boundary. In 1910, a streetcar line was extended to the Orcutt Lake Amusement Park, which featured a large dance pavilion with bath houses underneath, a covered swimming pool, a café and a roller coaster.

By 1917, Swan Lake had become primarily a residential area. Orcutt Addition, the subdivision just north of the lake, had been surveyed and platted in 1908. Developer E.J. Brennan platted the area around the

lake, renamed it Swan Lake and donated it to the City of Tulsa. A stone fountain was constructed near the center of the lake in the 1920s. The park was restored by the Works Progress Administration (WPA) in the 1930s, when the iconic swans were first introduced to the lake.¹

A much-needed restoration of the park began in 1986 and included dredging and sealing of the lake bottom, creation of fish habitat, landscaping, replacement of sidewalks and fences, replumbing and lighting the fountain, new park lighting, and a new pedestrian bridge. A bank stabilization project was completed in 2003 at the cost of \$380,000.

Today, the park includes landscaping, a concrete fountain and a paved path along the shoreline; a chain link fence surrounding the pond protects the resident trumpeter swans. Swan Lake also provides a seasonal home to migratory Canadian geese, mallards, peking ducks, and other waterfowl.

Swan Lake improvements, while planned, are currently unfunded and have no timeline

¹ "Report and Recommendation of the Tulsa Preservation Commission on the Potential Designation of the Swan Lake Neighborhood as an HP Historic Preservation Supplemental Zoning District." Approved by TPC, September 30, 1993. Tulsa Preservation Commission Files.

for design or completion. In June 2005, an engineering and design study was commissioned by the City of Tulsa to address the deterioration of Swan Lake². Prepared by Alaback Design Associates Inc. with The Benham Company, the study offered three recommendations for improvements:

1. A complete reconstruction of the fountain.
2. Installation of three high volume surface aerators.
3. Dredging of the lake bottom to remove organic matter and accumulated sediments.
4. Enhancements to overlooks, fencing, and pathways including installation of interpretative signage, benches and new landscaping that encourages social interaction.

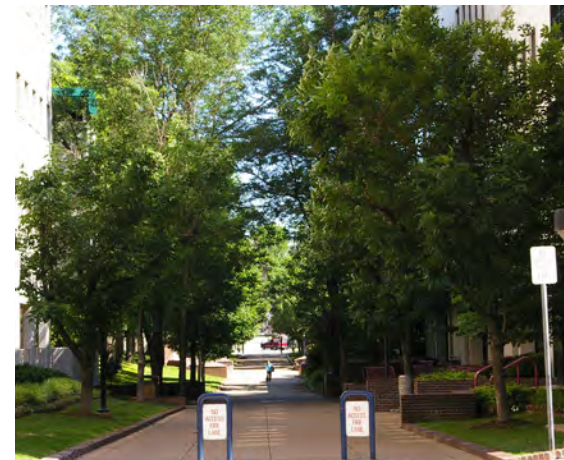
Estimates for the repair and enhancements were approximately \$1.5 million. No funds have been committed to date for the improvements.

² **Swan Lake Fountain Restoration and Water Quality Plan. Alaback Design Associates, Inc. and The Benham Company. Commissioned by the City of Tulsa Parks Department, June 2005.

FIG. S-3.31. EXISTING PARKS AND OPEN SPACE



Located in the Swan Lake Historic District, the Swan Lake Park is in need of extensive repairs and improvements.



Located on the SJMC campus, the Victor Avenue Walkway is adjoined by a hospital garden used for patient physical therapy.



Woodward Park is located within walking distance of the UMC-South plan area.



The River Parks are located within biking distance of the UMC-South plan area.

Marquette Park

Marquette Park (1991) is located on East 16th Street between South Quincy and South Rockford Avenues. Within walking distance of the plan area, this small private park contains a fenced playground used by the Marquette School, which is affiliated with Christ the King Catholic Church.

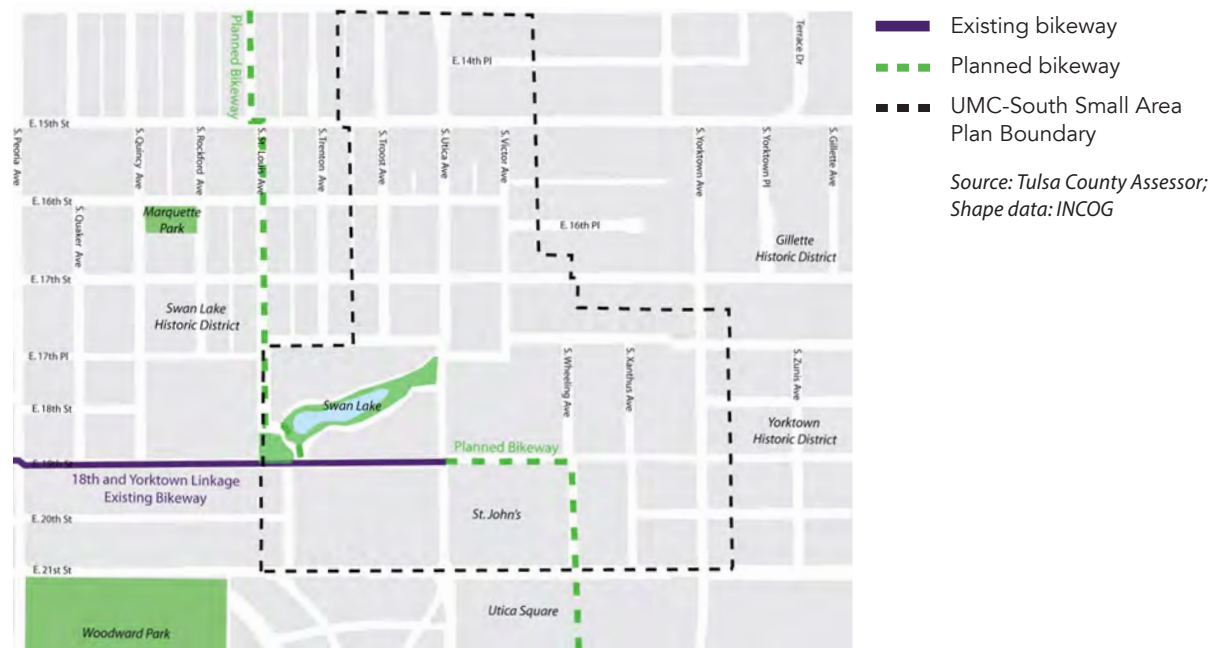
Woodward Park

Located immediately to the southwest of the plan boundary, Woodward Park (1909) is a historic, 45-acre park owned by the City of Tulsa. A popular horticultural attraction, the park contains the Municipal Rose Garden, rock gardens, English herb garden, a Victorian conservatory, a three-acre arboretum, the Linnaeus Teaching Garden (opened in 2006) and an azalea garden. The historic park is a destination for Tulsans and visitors, and hosts garden shows and special events year round.

River Parks

River Parks is a public-private partnership which manages 800 acres of land in the Arkansas River corridor. It began in 1974, with the City and County providing the majority of funding. The park contains an extensive trail system including the Midland Valley Trail, which is located half-a-mile to the west of the plan area.

FIG. S-3.32. MAP OF PLANNED AND EXISTING BIKEWAYS



TRAILS AND BIKEWAYS

There are no trails located within the plan area. The area has one existing bikeway, which runs along East 18th Street between South Utica Avenue and the riverfront, connecting to the Midland Valley Trail and River Parks system.

Planned bikeway projects include extensions of the existing bikeway to the north and south. (See Fig. S-3.32 - Map of Planned and Existing Bikeways.) There is no timeline set for implementation of these bikeways.

LEGACIES AND URBAN DESIGN

The UMC-South plan area has a rich urban character that showcases diverse architecture from early 20th century revivalist styles to mid-century modernism and contemporary postmodern styles. A variety of building uses and sizes are knitted together within a consistent urban grid.

In the Historic Preservation Districts, homes and businesses sit closer to the street than in newer Tulsa neighborhoods. Tree cover is good by Tulsa standards, and some sections, particularly along South Trenton Avenue in Swan Lake, are shaded for most of the day.

By contrast, St. John Medical Center's campus is dense and compact, which is necessary for efficient healthcare delivery. The campus, which contains buildings designed for clinical, medical office and community uses, also has private open spaces, such as the tree-lined Victor Avenue walkway.

The commercial district along Cherry Street has a dense fabric of one- and two-story historic and new buildings hosting restaurants, bars and boutiques.

Unlike Cherry Street, which has on-street parking and a high pedestrian volume, South Utica Avenue is mainly a car-oriented thoroughfare that lacks a consistent pedestrian character found elsewhere within the plan area.

FIG. S-3.33. STUDY AREA CHARACTER



Stately historic homes built in a variety of architectural styles encircle Swan Lake Park.



Historic brick structures add character to Cherry Street's walkable retail and entertainment district.



The swan motif abounds in the Swan Lake Historic District.



SJMC's modernist skyline rises across South Utica Avenue from Swan Lake Park.



Yorktown Historic District's bungalows were built in a short period of time during the 1920s.



SJMC's drop-off area, which is located off of South Wheeling Avenue, features a modernist arcade with an art-deco expression.



A landscape buffer of evergreens shades the sidewalk along SJMC's Bernsen Parkade on South Xanthus Avenue.



Streetscapes in the Yorktown Historic District have a pleasant, uniform character with sidewalks set back from the street and an urban forest of street trees.



SJMC's core campus feature half a century of modernist building styles that form a consistent street wall along the South Utica corridor.



Utica Square retains its mid-century Tulsa feel while attracting shoppers and diners from around the region.

S4

VISION

VISION STATEMENT

The creation of a vision statement began with setting of goals by stakeholders in the area along South Utica Avenue generally between 15th Street South and 21st Street South with the intent to better understand and predict desirable future development patterns and types. The focus was along the Utica Avenue corridor and two to three blocks east and west of South Utica Avenue between the Broken Arrow Expressway and 21st Street South.

VISION STATEMENT UTICA MIDTOWN CORRIDOR - SOUTH

The Utica Midtown Corridor - South is a distinctive, healthy, and inclusive neighborhood where people have choices about transportation, access to good jobs, and a high quality of life.

It is a place that . . .

- Endorses a shared future
- Values and protects registered Historic Districts
- Promotes sustainable growth of the St John Medical Center (SJMC) and its contributions to a healthy built environment
- Promotes high-value projects that contribute to stability and provide neighborhood connections
- Provides an attractive and safe pedestrian-oriented public realm, and,
- Benefits the whole community.

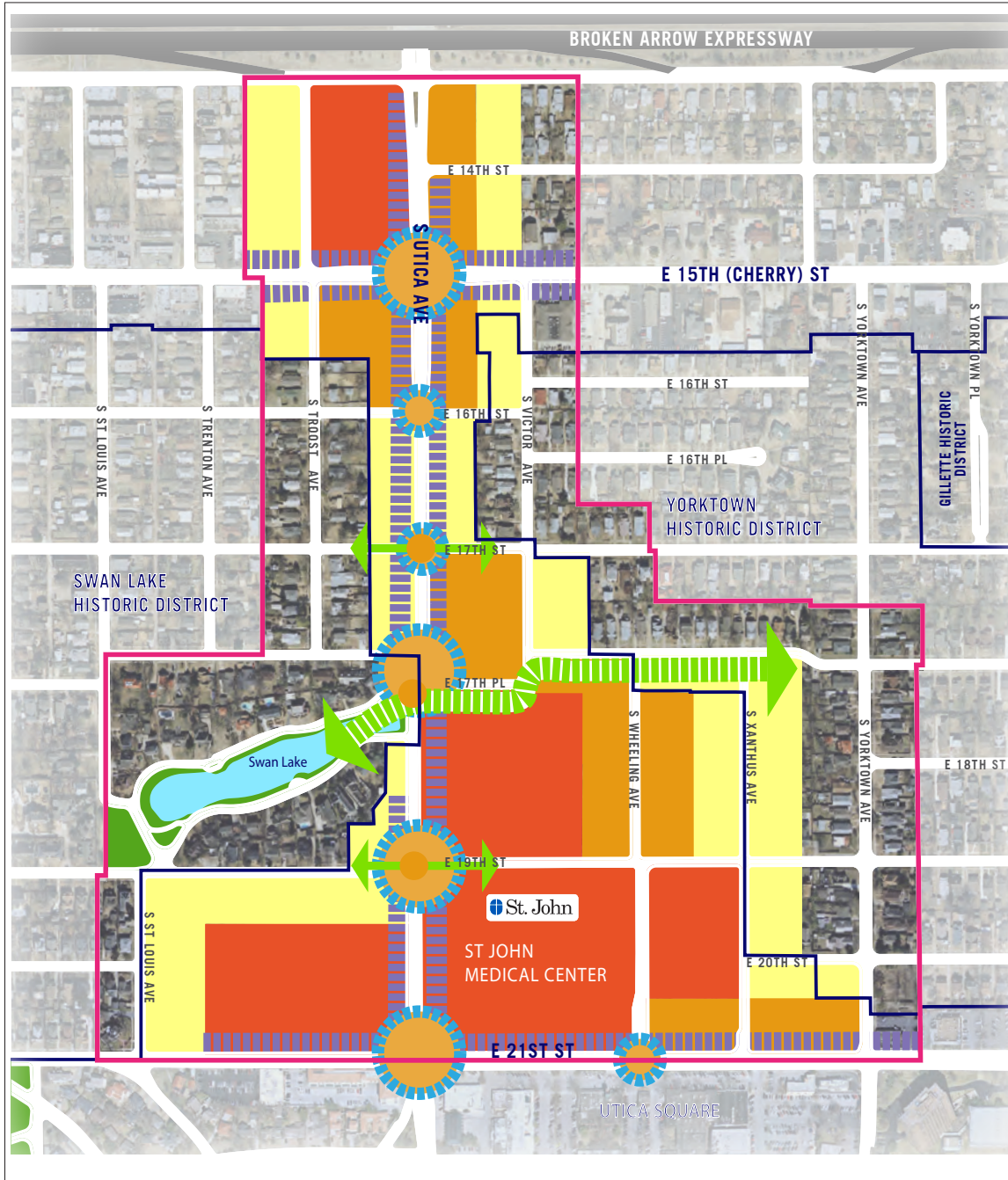


FIG. S-4.1. UMC-SOUTH VISION MAP

The four vision concepts consolidated in this map—development intensity, safe crossings, green connections, and active ground floors—are explained in the following pages.



VISION CONCEPTS

Area vision illustrations show key concerns and desires interpreted from citizen input from the Visioning Workshop, as described in Section S2, Community Participation.

These illustrations also indicate areas of opportunity. They depict best-practice solutions which can be applied to address the concerns in urban settings similar to the Utica Midtown Corridor.

These illustrations are not specific site plans and are only meant to illustrate how the ideals envisioned by the community could look on the ground at locations within the plan area.

Key design points addressed include:

- **Active ground floors** (as described in the Glossary) to improve the pedestrian experience in front of business and institutional buildings
- Traffic safety for **pedestrian and bicycle crossings** major streets
- **Green connections** within the plan area
- **Typical urban arterial streetscape**
- **Transitions** between non-residential development outside the Historic Preservation (HP) boundary and residential neighborhoods protected by HP overlay zoning
- Need to address elements in common elements of the Utica Midtown Corridor North and South plan areas

ACTIVE GROUND FLOORS



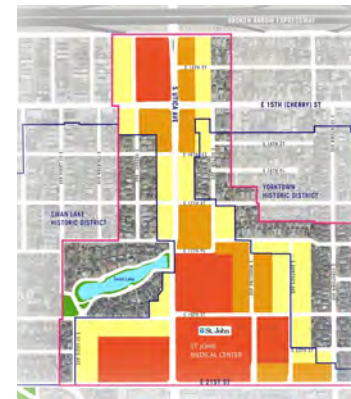
GREEN CONNECTIONS



SAFE CROSSINGS



USE INTENSITY AND TRANSITION



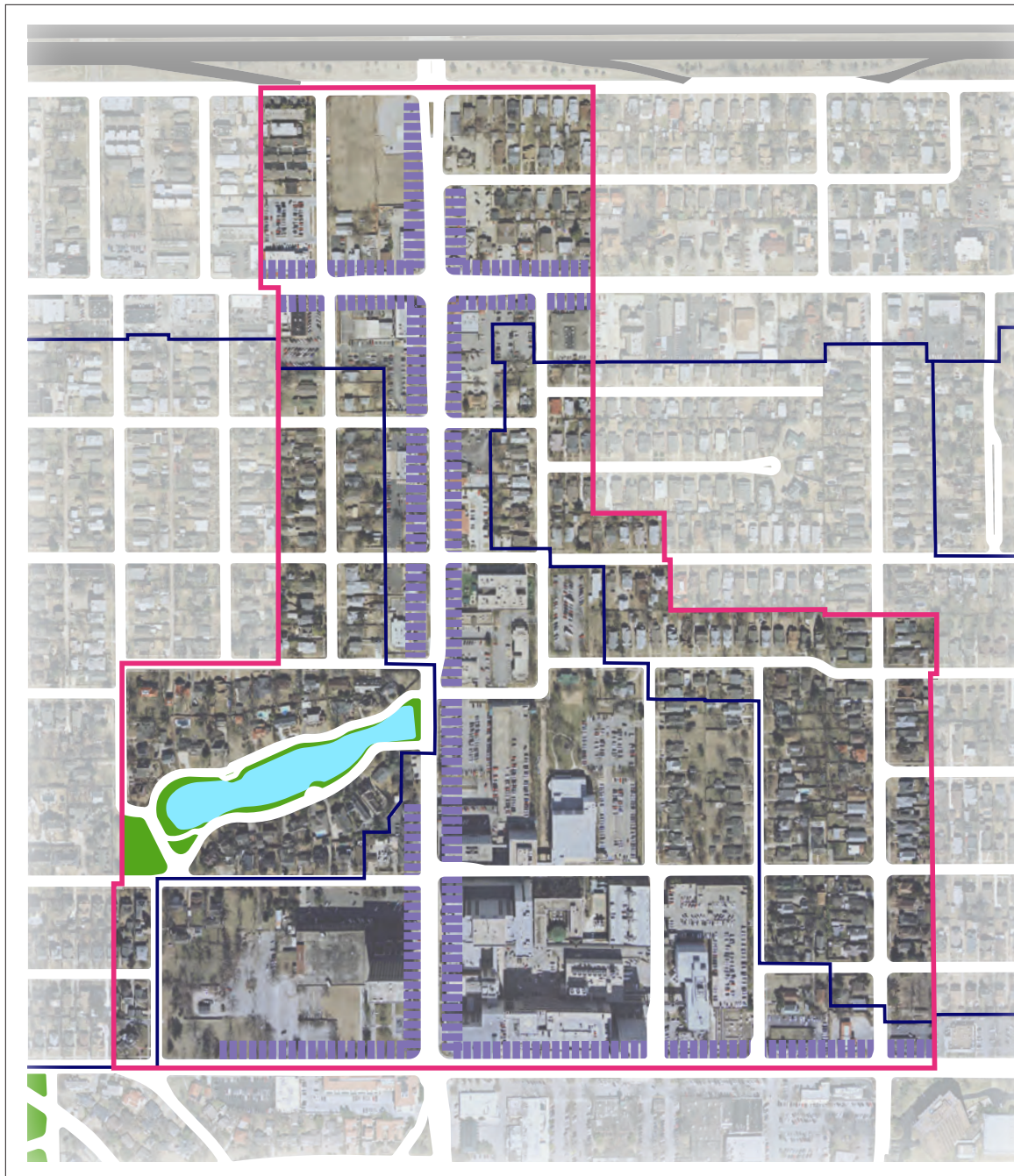


FIG. S-4.2. VISION MAP: ACTIVE GROUND FLOORS

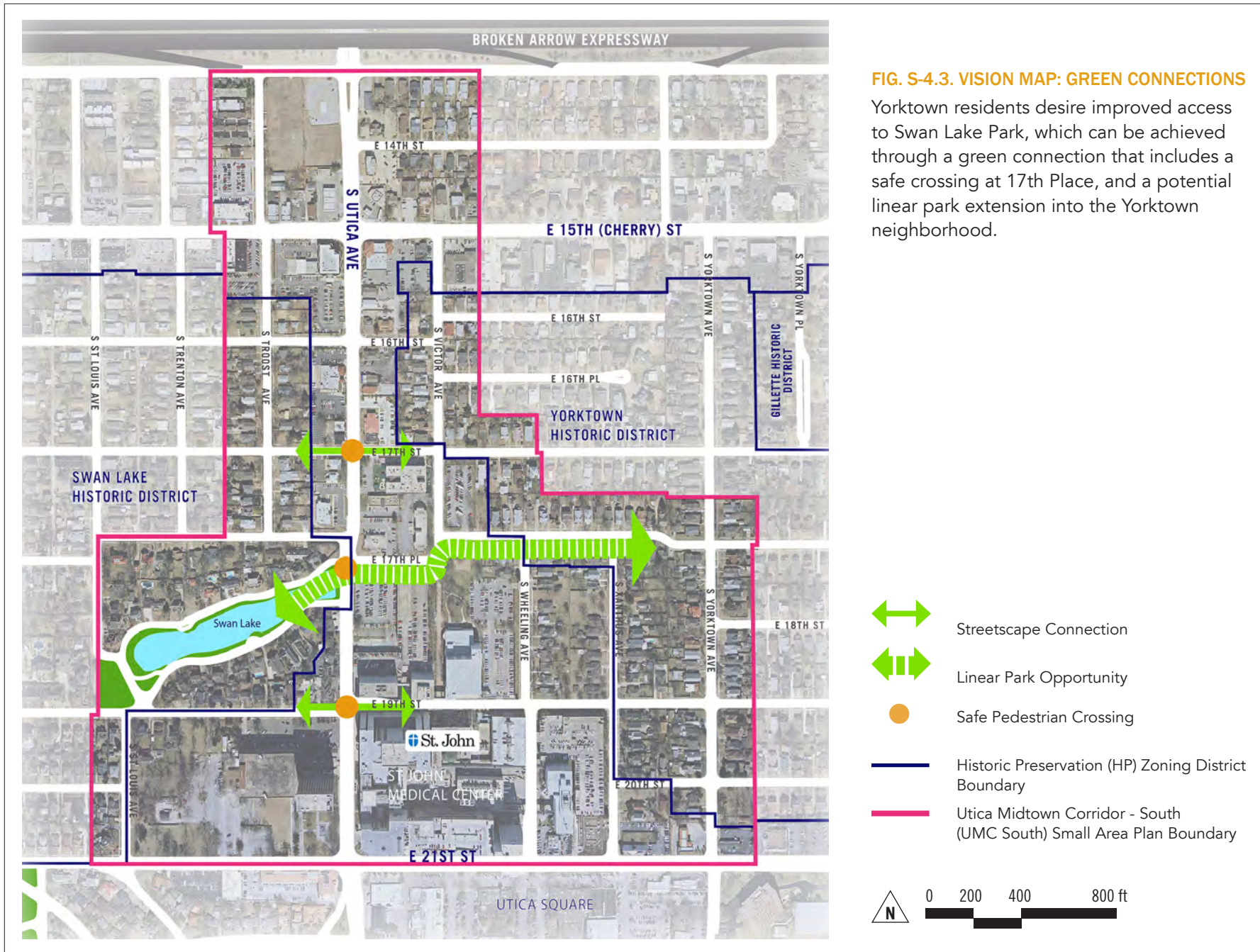
The “Active Ground Floors” map presents techniques by which to improve the pedestrian experience along South Utica Avenue and 21st Street South.

It depicts areas where the pedestrian experience should be improved by establishing adequate and secure pedestrian zones. These zones would include clear pathways, landscape areas and hardscape features which provide an attractive, safe walking experience and safely buffer people from vehicular traffic.

Opportunity areas identified for active ground floors are located primarily along both sides South Utica Avenue, 15th Street South and most of the north side of 21st Street South.

-  Active Ground Floor
-  Historic Preservation (HP) Zoning District Boundary
-  Utica Midtown Corridor - South (UMC South) Small Area Plan Boundary





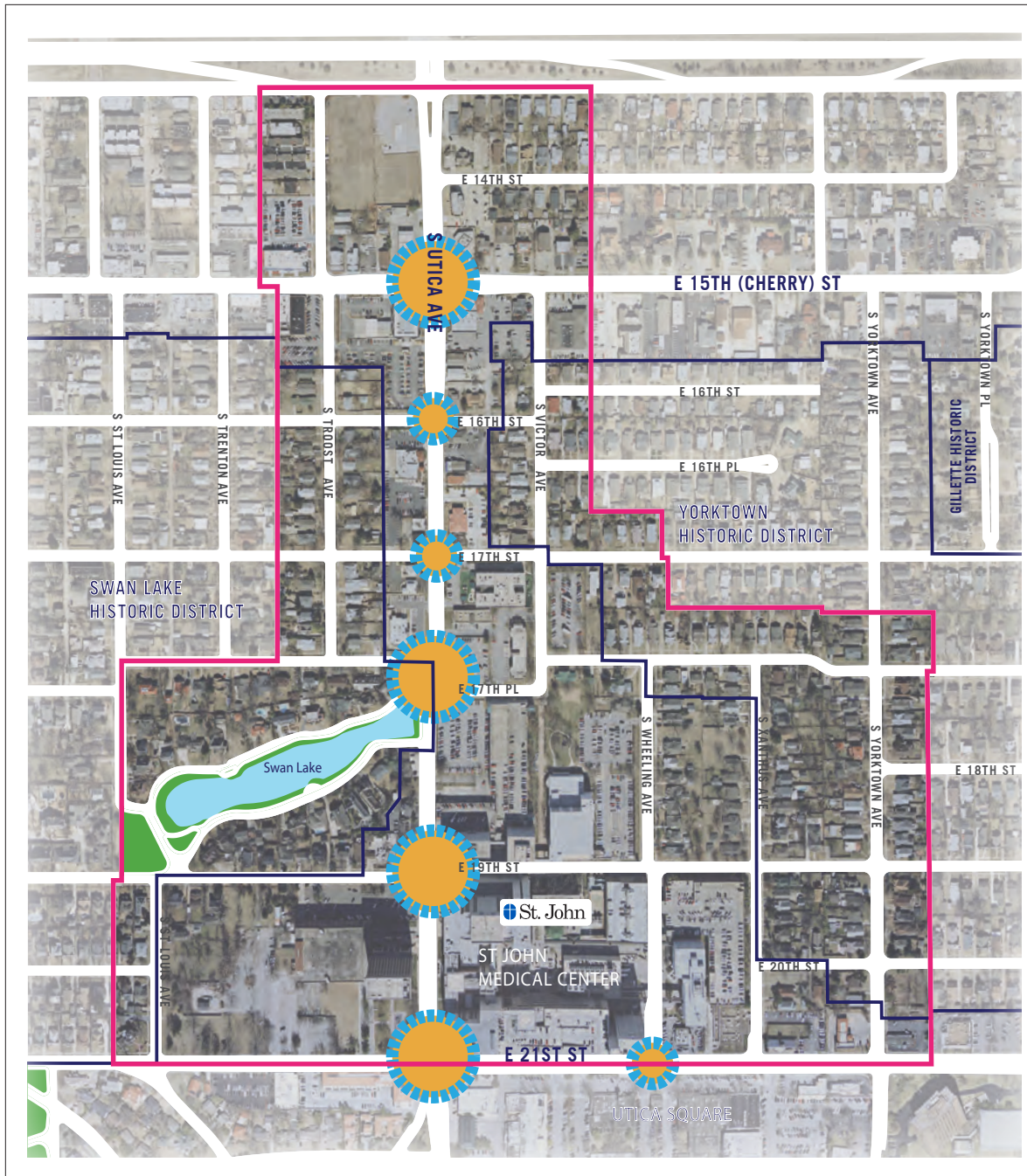
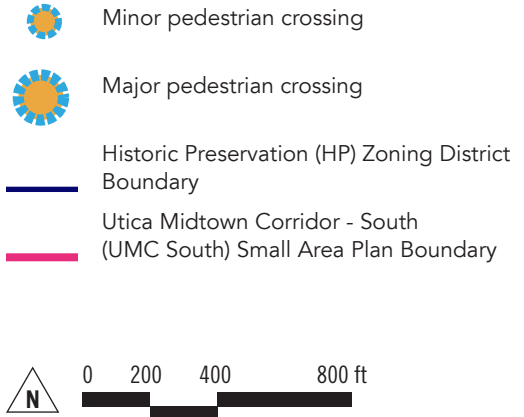


FIG. S-4.4. VISION MAP: SAFE PEDESTRIAN CROSSINGS

The "Safe Pedestrian Crossings" map illustrates key intersections identified by residents for pedestrian improvements, including (where appropriate) traffic signals, crosswalk markings, yield-to-pedestrian signs. Crossings with high pedestrian volume have been marked as "major pedestrian crossings".



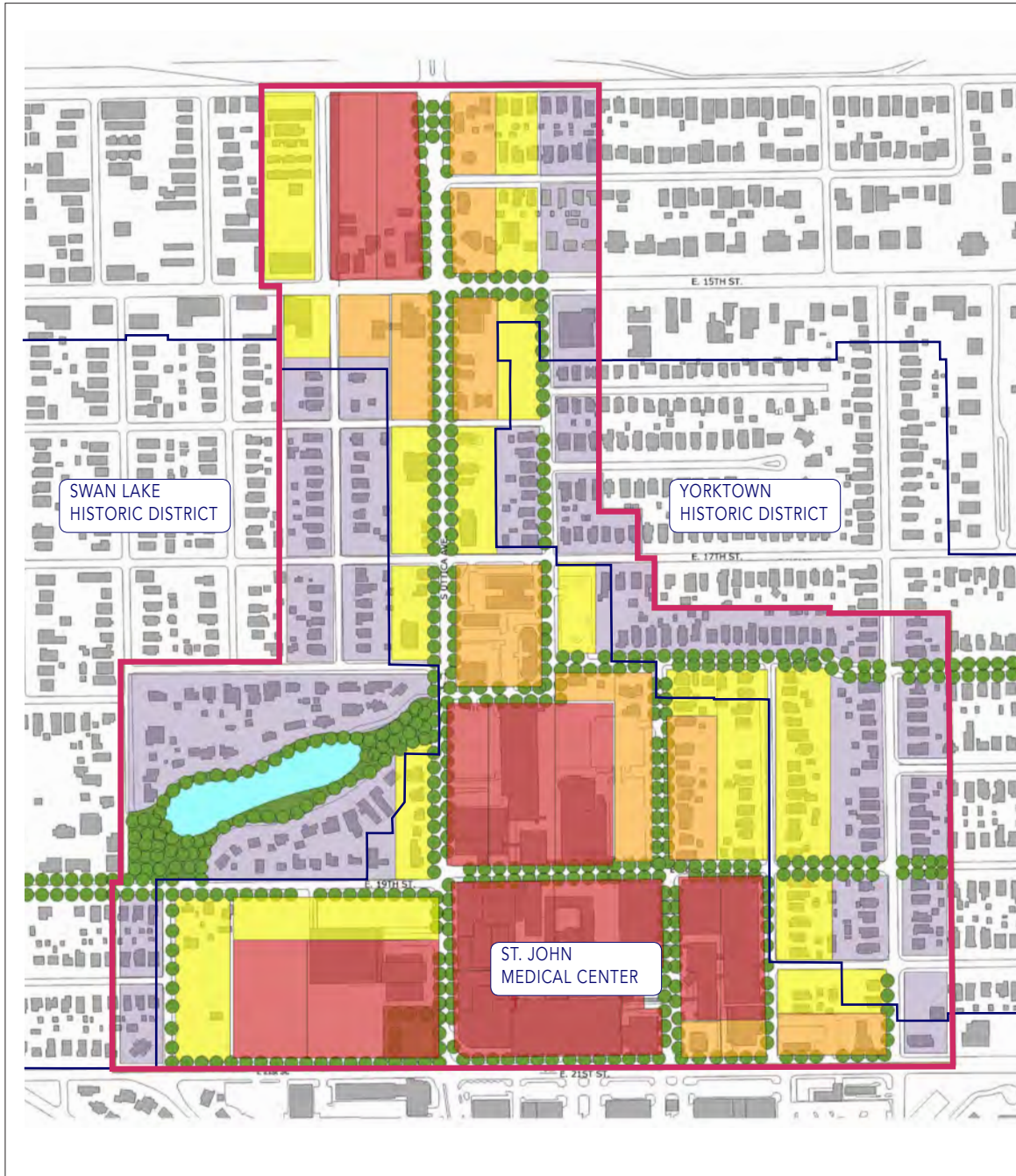


FIG. S-4.5. VISION MAP: DEVELOPMENT INTENSITY

The map shown at left illustrates the intensity of development desired by UMC-South stakeholders as expressed in the Visioning Workshop and subsequent meetings. Intensity is defined in terms of acceptable building height and development.

While no heights were established for the different intensity zones at the Visioning Workshop, subsequent work by AIA Eastern Oklahoma Chapter volunteers has established visual criteria for appropriate transition to the neighborhoods. (See Fig. S-5.5 on p.223 and Fig. S-5.7 on p.225).

- Existing Residential
- Low Intensity Mixed-Use
- Medium Intensity Mixed-Use
- High Intensity Mixed-Use
- Historic Preservation (HP) Zoning District Boundary
- Utica Midtown Corridor - South (UMC South) Small Area Plan Boundary



FIG. S-4.6. DEVELOPMENT INTENSITY MODEL

Views of 3D model illustrating development intensity as identified by citizens and stakeholders at the Visioning Workshop. (See caption under Fig. S-4.5 on page 208 for further description.)



S5

PLAN RECOMMENDATIONS

S5 RECOMMENDATIONS

The Recommendations chapter sets forth design and policy recommendations and implementation strategies derived from the Visioning Workshop, area stakeholders, the Citizen Advisory Team meetings, and other considerations discussed and/or researched by stakeholder representatives.

LAND USE AND REGULATIONS

RECOMMENDATIONS

LAND USE AND REGULATIONS

1 Preserve the integrity and historic residential character of historic Midtown neighborhoods

1.1 **HP Boundary:** Maintain existing Historic Preservation (HP) overlay zoning district boundary.

1.2 **Use Regulation:** Support underlying zoning regulations by limiting uses that are incompatible with the health, welfare and safety of residents and to the stability of residential neighborhoods.

a. Discourage surface parking as a primary use for parcels located within the HP overlay zoning district, especially for parcels abutting the HP boundary. (See "HP Edge Zone on Fig. S-5.1 on p.216.)

1.3 **Transition:** Adopt zoning regulations that provide appropriate transition in a HP Buffer Zone that:

- a. Requires compliance with the Unified Design Guidelines for HP Overlay Zoning Districts, and,
- b. Sets appropriate height, use and screening requirements to protect residential uses. (See "HP Buffer Zone on Fig. S-5.1 on p.216.)



2 Encourage sustainable growth and mixed-use development in Regional Centers to create harmony between institutional and residential uses

2.1 Planned Unit Developments (PUDs):
Encourage use of new mixed-use zoning in lieu of PUDs, where appropriate. The new mixed-use zoning category will be included in the new City of Tulsa zoning code.

2.2 Mixed-Use Institutional (MX-I) Zoning:
Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers—such as St. John Medical Center—with new jobs, housing and community amenities. (See Fig. S-5.2 on p.217). Specific recommendations include:

- a. **Zoning:** Zoning and other land use regulations should use:
- Simple Language – everyone, not just land use experts, should be able to clearly understand the intent and operation of the regulations.
 - Simple Maps – elements of the regulations that can be mapped, should be. Mapping significantly reduces unknowns and unintended consequences that arise from complex and conflicting language.

Maps also reduce problems that can arise from multiple interpretations of complex language and calculations.

Simple Charts – charts should be created that organize the information in clear, easy-to-find tables that are specific and concise.

Simple Diagrams – clearly describing the intent and operation of the regulations through diagrams that show outcomes will reduce problems resulting from differences in interpretation.

- b. **Testing:** All new regulations should be tested prior to adoption to reduce the possibility for unintended outcomes.
- c. **Boundary:** Include areas designated as “Regional Centers” in the Plan Map within the MX-I Zoning District.
- d. **Uses:** Promote a mix of uses including housing to promote jobs-to-housing balance and pedestrian-oriented retail to enhance walkability.

e. **Development Controls:**
Regulations should be streamlined and focus on those regulatory elements that are critical to the appropriate and successful development of individual projects. Examples of critical elements are: the building’s relationship to the street, ground floor transparency, rear access and service, and building massing compatibility.

f. **HP Buffer Zone:** Portions of the MX-I District abutting the HP boundary should implement appropriate use, height, screening and character requirements.

g. **Parking:** Encourage shared parking between daytime and evening uses (such as offices and residential) to reduce overall parking footprint.

2.3

Design Guidelines. See “Adopt District Design Guidelines” under Legacies and Urban Design Recommendations.

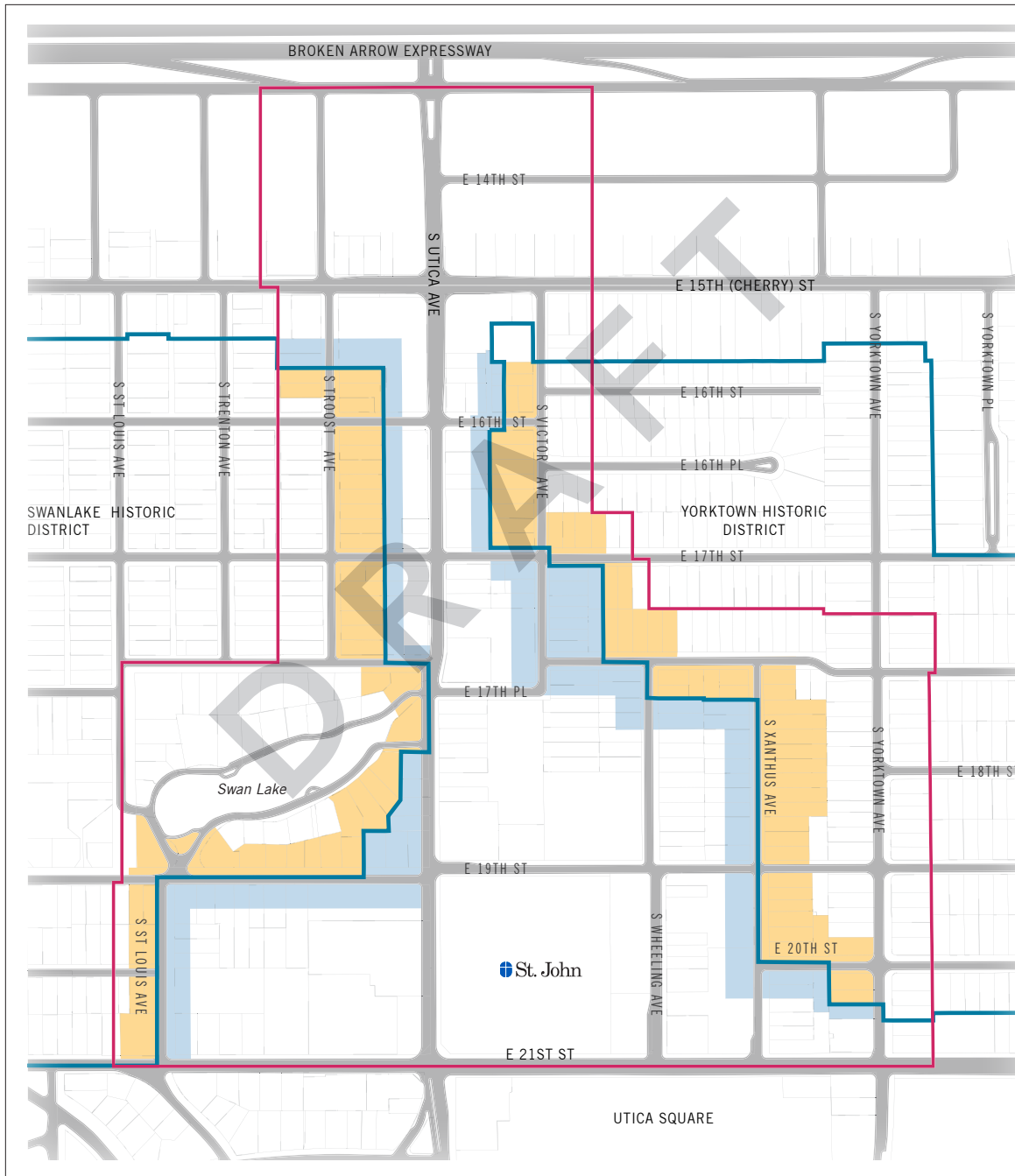


FIG. S-5.1. HP DISTRICT PROTECTIONS

NOTE: THIS IS A CONCEPT ILLUSTRATION.

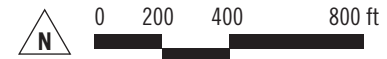
The exact boundaries of the protection zones and the regulatory tools by which the these protections can be implemented will need to be determined. However, incorporation of these concepts into the ongoing zoning code rewrite is strongly recommended.

Historic Preservation Overlay Zoning District. No changes to boundary.

Concept: HP Buffer Zone
Height and development character controls and screening requirements recommended for this area located immediately outside the HP District boundary to ensure appropriate transition to the HP District.

Concept: HP Edge zone
Additional protection, such as prohibition of surface parking as a primary use, is recommended for parcels located along the edge of the HP District.

Utica Midtown Corridor - South (UMC-South) Small Area Plan Boundary



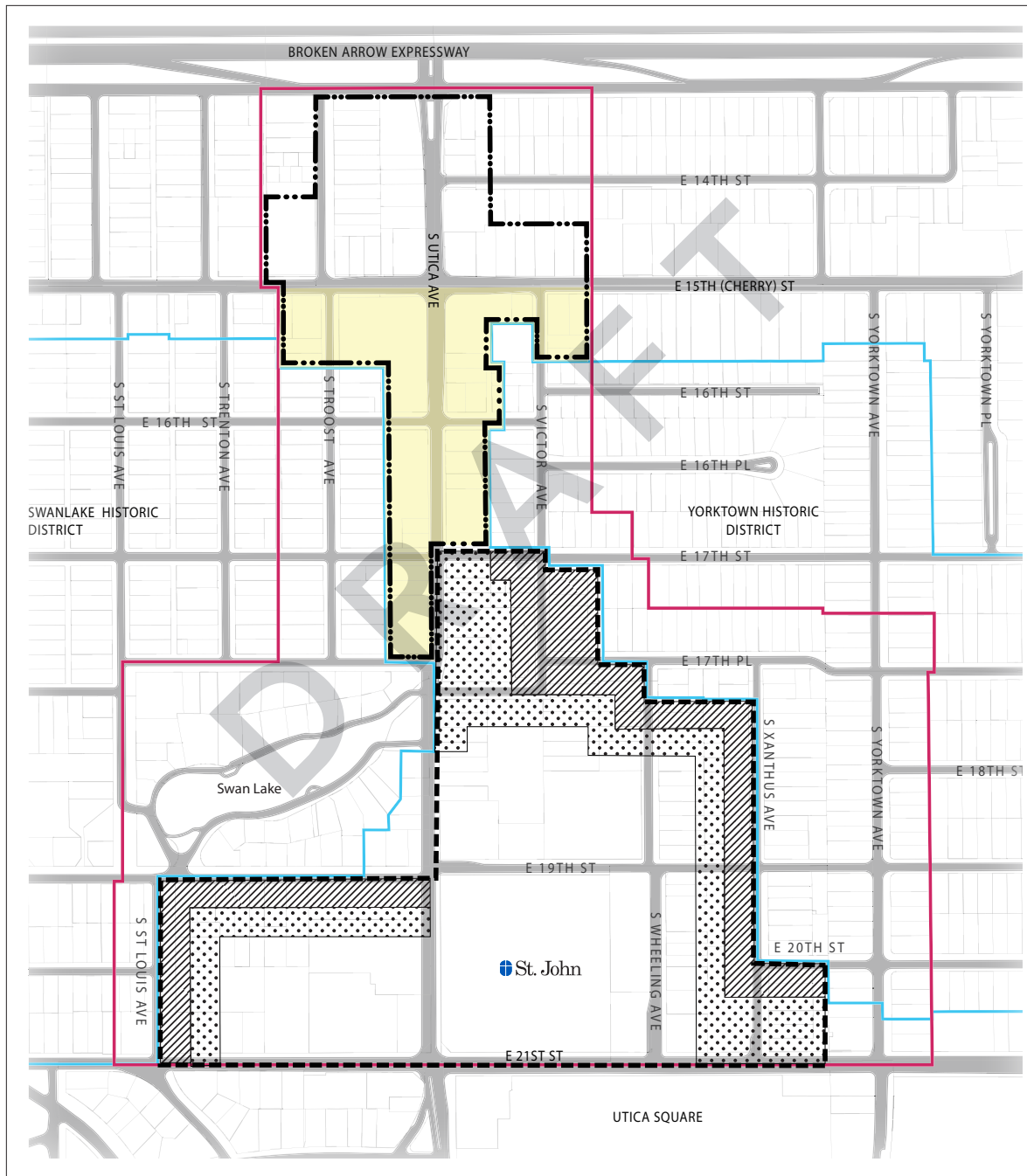


FIG. S-5.2. PROPOSED MIXED-USE ZONING DESIGNATIONS

NOTE: THIS IS A CONCEPT ILLUSTRATION.

Exact boundary of the proposed zoning districts are to be determined by further study. Incorporation of these zoning districts into the ongoing zoning code rewrite is strongly recommended.

- **Historic Preservation Overlay Zoning District.** No changes to boundary.
- Proposed Mixed-Use (MX) Zoning**
A new zoning category proposed to promote sustainable mixed-use development in the Utica corridor and codification of HP Buffer protections in this area. This plan provides guidance of application of a new MX district in this corridor, once it is included in the zoning code update.
- Proposed Mixed-Use Institutional (MX-I) Zoning.** A new zoning category proposed to promote sustainable mixed-use development of insitutional campuses and codification of HP Buffer protections in this area.
- Area proposed for 4-story height limit.**
While outside of the HP District, buildings located in this area are recommended to implement the Unified Design Guidelines for HP Districts to ensure context-appropriate development.
- Area proposed for 8-story height limit** to ensure context-appropriate development.
- Area proposed for MX buffer zone.** This plan's Vision chapter provides guidance for implementation of a new MX district (including height requirements) in this area.
- Utica Midtown Corridor - South (UMC-South) Small Area Plan Boundary**



LEGACIES AND URBAN DESIGN

RECOMMENDATIONS

LEGACIES AND URBAN DESIGN

3 Ensure that all new development contributes to the creation of a unified public realm through the use of zoning tools

- 3.1 Align zoning requirements with the Tulsa Complete Streets Procedural Manual to create walkable streetscapes.
- 3.2 Define and implement a minimum sidewalk width based on street type classification.
- 3.3 Define an amenity zone, where appropriate, to shield the pedestrian walkway from traffic and to include street trees, street lights and public furniture (See Fig. S-5.3 on p.221).
- 3.4 Define a build-to-line, measured from the back of the sidewalk, where the building façade must be placed to create a unified streetscape (See Fig. S-5.3 on p.221).
- 3.5 Require all buildings to have a main entrance facing the street.
- 3.6 Promote ground floor uses and their appropriate design and access.
- 3.7 Design structures with active ground floors along commercial corridors.
- 3.8 Buildings should have a minimum height of two stories.

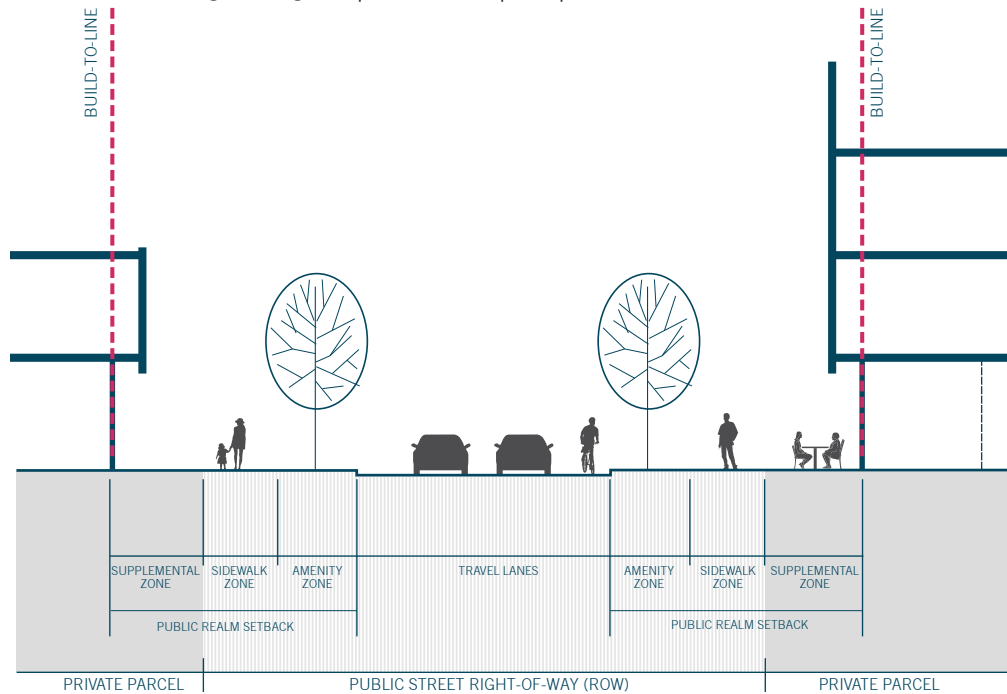
4 Provide appropriate and adequate transition between residential and non-residential uses

- 4.1 Encourage vertical growth of St. John Medical Center with appropriate and adequate transition to the HP Districts.
 - 4.2 Create an HP Buffer Zone to regulate use, height, massing and screening requirements for parcels abutting the HP overlay zoning district (See [Land Use and Regulation Recommendations](#)).
 - 4.3 Strengthen screening requirements in zoning code to provide for transitional yards where parking and services at the back of high-density residential or non-residential parcels which abut residential yards (See Fig. S-5.6 on p.224).
- #### 5 Adopt District Design Guidelines
- 5.1 Create Design Guidelines for the proposed Mixed-Use Institutional area and Utica commercial corridor to promote the appropriate development of the district's character and to provide a unified public realm.

FIG. S-5.3. PUBLIC REALM DESIGN

The public realm is defined as all areas to which the public has open access including streets, pathways, parks, publicly accessible open spaces, and any public or civic building and facility. *The following diagram illustrates elements that should be regulated* (through zoning or other means) to achieve a unified public realm that is walkable.

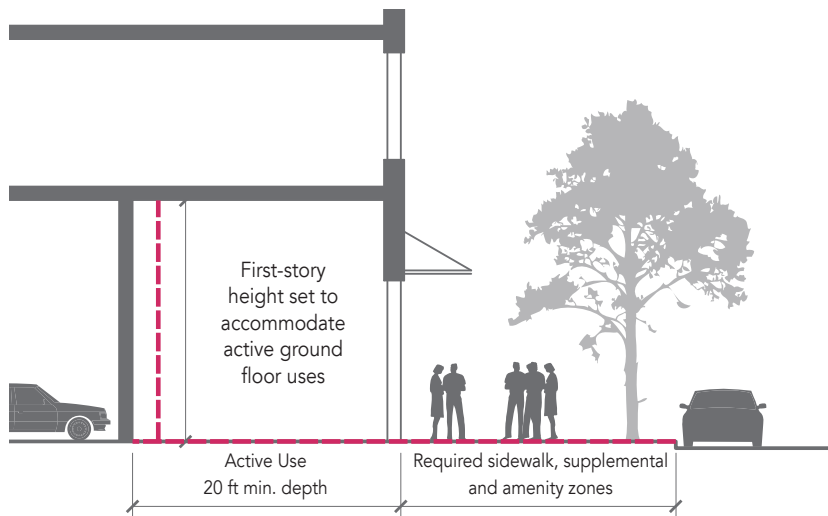
- Number and width of travel lanes
- Location / width of parking lane (if applicable)
- Location / width of bike lane (if applicable)
- Dimension of public realm setback, including:
 - » Amenity zone (for trees, lighting, benches, trash receptacles, other)
 - » Clear sidewalk zone
 - » Supplemental zone (for planting or active uses such as outdoor seating)
- Location of building in relation to sidewalk at the street-level (build-to-line)
- Ground floor design, use and access (See Fig. S-5.4 - "Active Ground Floor" on p.222)
- Building frontage (in particular for principal streets)



Adequate and secure pedestrian zones include clear pathways and landscape / **amenity zones** containing street trees, street lights and public furniture as buffers from adjacent auto traffic.

Building design can also supplement the experience by orienting the building to the street, providing adequate "storefront" glazing, and using awnings and other features to provide protection from the elements. A **build-to line** can be regulated through zoning to ensure that buildings facades are aligned along the sidewalk to create a consistent urban wall and streetscape.

FIG. S-5.4. ACTIVE GROUND FLOOR

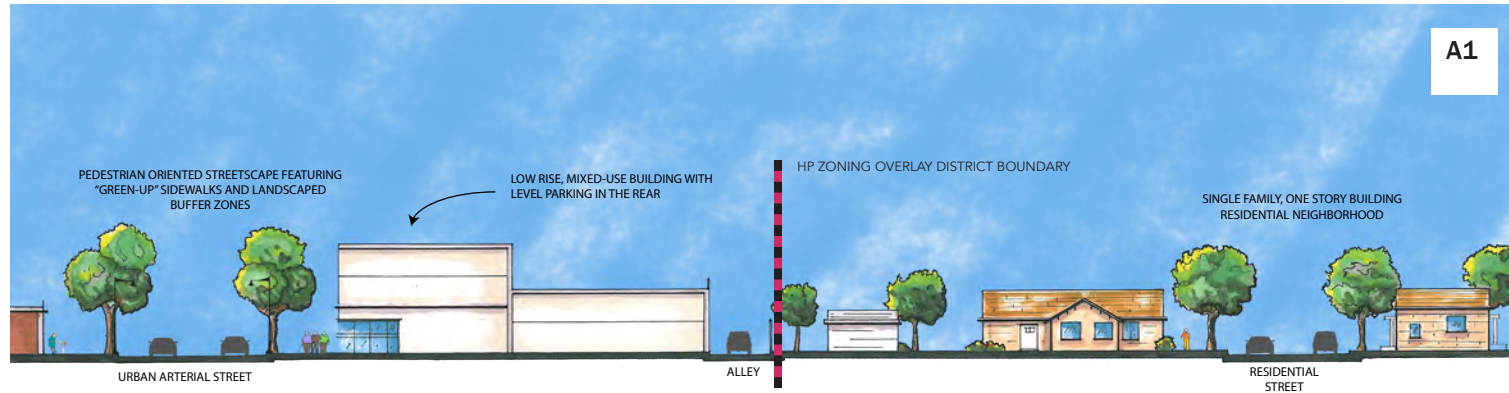


Example of an office building that creates a walkable environment with its ground-floor elements and landscaping.

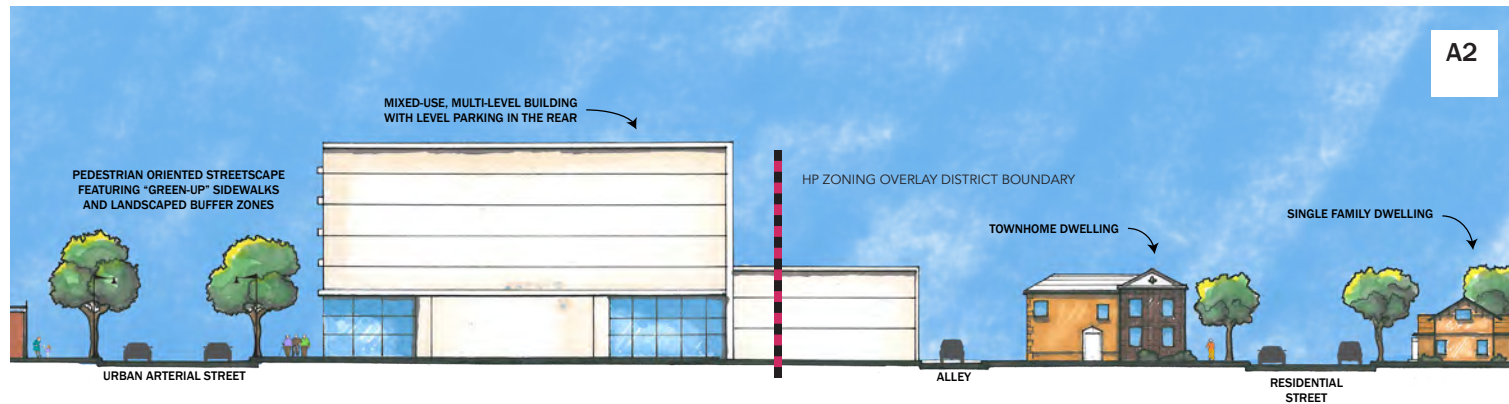


Example of parking structure with active ground floor along a principal street, including a cafe. The façade treatment on the main street conceals views of automobiles from the main street, enabling the structure to blend in with its surroundings.

FIG. S-5.5. TRANSITION FROM MIXED-USE TO RESIDENTIAL USES

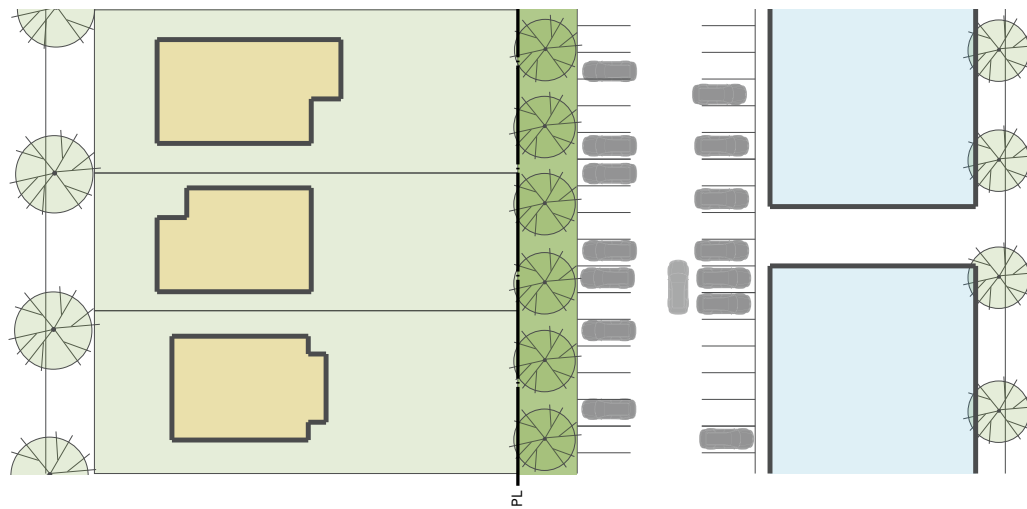


Transition Type A1: In this transition type, the commercial area (on left side of figure) and the adjoining residential parcels (on right side of figure) maintain historic lot depths of 150+/-' and the residential structures remain. In the commercial area, increases in scale and height happen along urban arterial street and taper down in height towards residential structures. Commercial on-site parking is in, behind and to the side of the building. Parking access is from the adjacent arterial road or a perpendicular side street. Inter-parcel connections and shared vehicular entrance/exits also improve circulation.



Transition Type A2: In this scenario there are no homes backing up to the commercial area. Therefore, both parcels could become a single development. As with Scenario 1, increases in commercial scale happen along the arterial street and taper in down height towards the residential districts, with on-site parking for still provided in, behind, and/or to the sides of non-residential buildings. In this cross-section, the mixed-use is buffered by townhomes or light office which provides scaled architectural transition to the smaller single-family across the street. The HP zoning overlay remains in place and structures within its boundaries are subject to HP Design Guidelines.

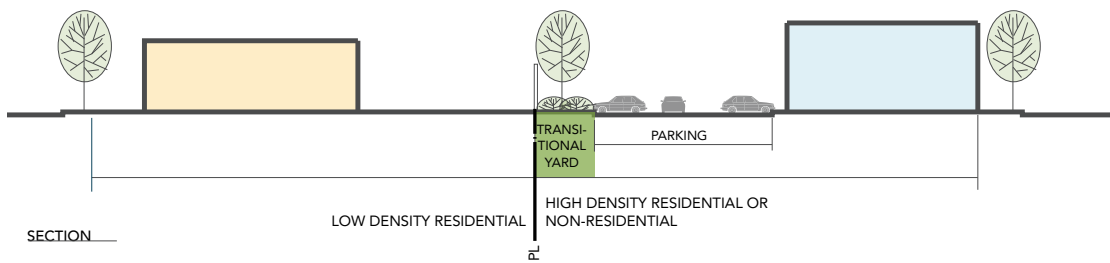
FIG. S-5.6. SCREENING OF PARKING AND SERVICE AREAS



PLAN

TRANSITIONAL YARD

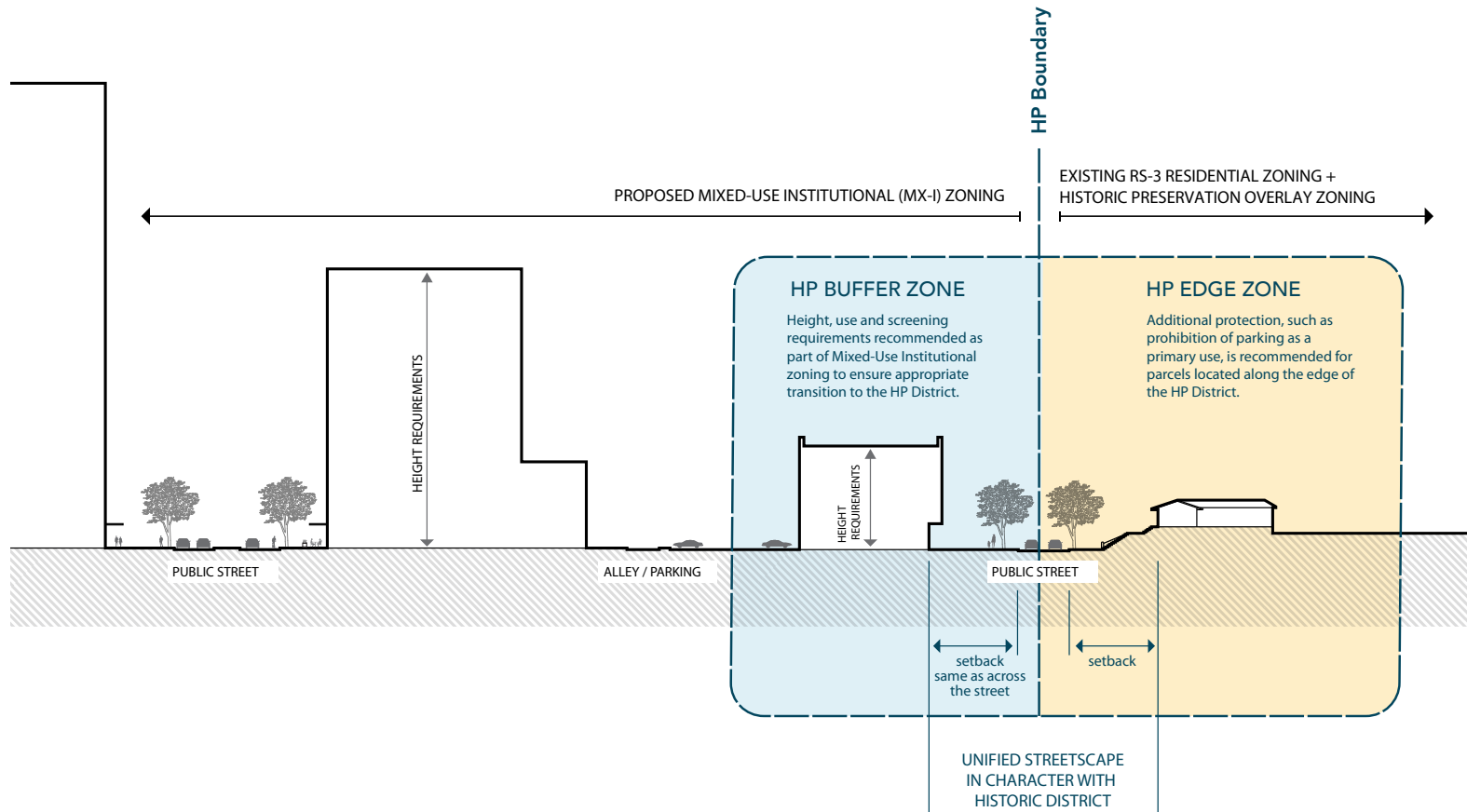
Transitional yard requirements can be used to enable appropriate screening of parking and service areas associated with high density residential and non-residential uses from abutting residential uses.



SECTION

FIG. S-5.7. ILLUSTRATION OF INSTITUTIONAL TO RESIDENTIAL TRANSITIONS

Transition between HP-zoned residential areas to institutional areas can be achieved through the regulation of building heights and the use of HP Buffer zone requirements. (See Land Use and Regulation Recommendations for details). In areas where the HP boundary bisects a public street, ensuring consistency in the design of public realm elements such as building setback, sidewalk width, location and interval of plantings can further assist in the creation of an aesthetically pleasing and walkable environment.



TRANSPORTATION AND MOBILITY

RECOMMENDATIONS

TRANSPORTATION AND MOBILITY

6 Study and implement solutions to mitigate impact of commercial and institutional vehicular traffic and parking on residential neighborhoods

- 6.1** Ensure Americans with Disabilities Act (ADA) compliance:
- Conduct inventory of curb ramps and sidewalks for ADA compliance,
 - Create curb ramp installation/ improvement plan based on inventory findings, and,
 - Install or retrofit curb ramps and sidewalks as part of future street or sidewalk projects.
- 6.2** Encourage new construction to minimize traffic impacts by creating appropriate points of ingress and egress, shared and reduced curb-cuts, maintaining the street grid system, and providing access to multimodal transportation
- 6.3** Identify funding to adequately maintain and re-time traffic signals at key intersections (for example Utica Avenue and 21st Street). The timing of these signals should consider modifications that not only better manage vehicle flow, but also accounts for the needs of pedestrians.

- 6.4** Continue to incorporate the needs of older adults and disabled persons into local transportation plans.
- 6.5** Install improved access signage for vehicles and pedestrians approaching the emergency room entrance.
- 6.6** Install vehicular safety warning signage for dangerous curve at intersection of Swan Drive, Utica Avenue and East 17th Place.
- 6.7** Incorporate Context Sensitive Solutions (CSS) complete street guidelines into road planning, construction and repair.
- 6.8** Reduce parking requirements for some land uses or modify parking regulations to shift away from parking minimums. Consider establishing parking maximums in the long-term.

FIG. S-5.8. SAFE CROSSINGS

Safe pedestrian and bicycle crossings are designed to be clearly visible to drivers, pedestrians and bikers. Safe crossings on major, multi-lane thoroughfares may feature a wide, landscaped median known as a pedestrian refuge to facilitate crossing.



- 6.9** With existing City staff and resources, conduct speed study on residential streets experiencing high speeds, specifically on Wheeling and Xanthus Avenues.
- 6.10** Pursue funding to create a traffic-calming plan for the plan area based on a speed study.
- 6.11** Support alternative transportation:
- a. Provide enhanced transit stops (ex: benches, trash can, shelter) on Utica Avenue, especially shade for elderly patrons,
 - b. Increase frequencies of bus routes and coordinate timing with hospital employee shifts,
 - c. Support connections and wayfinding to Peoria Avenue's high frequency transit route when installed,
 - d. Include area in city-wide Bicycle and Pedestrian plan,
 - e. Require conveniently located bike racks within all new developments and redevelopments,
 - f. Provide secure bicycle racks at all existing major destinations, and,
 - g. Install crosswalk markings on all four legs of the 21st and Utica and Utica and 15th Street intersections.

- 6.12** Reduce transportation and parking demand for St. John Medical Center and Cherry Street commercial corridor:
- a. Consider providing incentives for employees to use alternative transportation (ex: preferential parking for carpools, reduced transit fare),
 - b. Work with businesses and property owners to create a parking management and shared parking strategy to mitigate the impact of cars on the pedestrian realm,
 - c. Support development of shared parking and structured parking (e.g., through public-private partnerships and shared parking structures), and,
 - d. Support planning efforts for updating the Tulsa-area bicycle and pedestrian master plan.

7 Reduce negative visual impacts of non-residential parking on residential areas

- 7.1 Use zoning tools to regulate design and layout of non-residential parking located adjacent to residential areas (See "HP Buffer Zone" under Land Use Recommendations).
- 7.2 Provide clear guidelines and case studies for parking design and layout in areas of transition.



FIG. S-5.9. PEDESTRIAN CROSSING

8 Provide safe pedestrian and bike connections between residential areas and neighborhood amenities

- 8.1 Construct highly visible, enhanced crosswalks across Utica Avenue to connect the historic neighborhoods and provide improved pedestrian access to Swan Lake Park. (See Fig. S-4.1 - "UMC-South Vision Map" on p.203).
- 8.2 Pursue installation of appropriate pedestrian/bicycle crossing signal at Utica Avenue and 17th Place and other key crossings deemed appropriate by engineering standards. Such crossings enable high volumes of pedestrians to cross safely with less disruption to vehicular travel flow. (See Fig. S-5.9 - Pedestrian Crossing).
- 8.3 Pursue funding for streetscape improvements to enhance pedestrian accessibility and safety on Utica Avenue (See Legacies and Urban Design Recommendations).
- 8.4 Implement City of Tulsa's Complete Streets procedural manual for repaving and new construction.
- 8.5 Reduce internal car trips and improve residential relationship with open pedestrian access to Victor Avenue walkway.

ECONOMIC DEVELOPMENT

RECOMMENDATIONS

ECONOMIC DEVELOPMENT

9 Retain medical and healthcare and related industry clusters in the area

- 9.1 Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers such as St. John Medical Center, with new jobs, housing and community amenities.
- 9.2 Support improvements in research and equipment for continued state-of-the-art healthcare.
- 9.3 Facilitate continued dialogue between major employers and area residents to address potential conflicts and build on synergistic opportunities.

10 Spur and support entrepreneurial ventures and small businesses in the area

- 10.1 Establish one-stop shop within the City of Tulsa where businesses can access information on all economic development programs, redevelopment tools, and applicable city, state and federal programs.
- 10.2 Facilitate redevelopment of vacant and underdeveloped parcels by actively seeking partnerships, projects, programs or policies that are appropriate. Consider uses such as neighborhood-oriented retail, small infill residential.
- 10.3 Support the development of shared parking facilities that can reduce the burden of parking development for small businesses.
- 10.4 Adopt a mixed-use zoning category that enables the development of quality multi-family housing options along commercial corridors, bringing new customers to support neighborhood retail.

11 Engage private partners in area development

- 11.1 Create a Shared Parking task force to identify ideal partnerships and locations to pilot shared parking program.
- 11.2 Encourage area merchants to establish a business association to support marketing, branding and promotional efforts.
- 11.3 Explore development of a South Utica Business Improvement District (SUBID) or other means by which streetscape projects and/or shared parking facilities could be developed, managed, operated, and maintained.
- 11.4 Leverage the economic activity generated by healthcare and educational institutions to meet added demand for housing, services, retail, lodging and office uses nearby, in coordination with campus planning efforts.
- 11.5 Increase frequencies of bus routes and coordinate with timing of hospital employee shifts.

HOUSING

RECOMMENDATIONS

HOUSING

12 Preserve and support stability of the plan area's residential neighborhoods on the National Register of Historic Places

12.1 Increase code enforcement to maintain aesthetic integrity of the historic neighborhoods.

12.2 Provide appropriate transition from institutional and commercial uses at the edges of residential neighborhood (See Land Use and Regulatory Recommendations).

12.3 Adopt zoning regulations that prohibit parking as primary use in historic residential neighborhoods protected by HP overlay zoning (See Land Use and Regulatory Recommendations).

12.4 Provide capital improvements that enhance and protect existing housing and home values, and encourage construction of new housing stock in appropriate areas.

12.5 Provide a range of housing choices and programs for the area's diverse population, including:

a. Choices that promote aging-in-place, which is defined as the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level,

b. Coordination with major employers in the area to incentivize employees to purchase homes and live near their workplace,

c. Working with neighborhood associations to advertise neighborhood parks, schools and amenities to attract new long-term residents, and,

d. Use zoning tools to facilitate the construction of higher-density infill housing, such as townhomes, in areas of transition between residential and non-residential uses.



FIG. S-5.10. MIXED-USE RESIDENTIAL

This illustrated mixed-use development adds a level of density, new type of housing and a popular corner restaurant to the main commercial street in a revitalizing historic neighborhood. Parking for the units is located in a surface lot tucked behind the L-shaped development and accessed through side streets. The development strengthens the pedestrian character of the otherwise auto-oriented commercial street.

13 Enhance existing housing diversity in the plan area

- 13.1** Adopt a mixed-use zoning category to allow new housing development in areas currently zoned commercial.
- 13.2** Support the development of quality housing options targeting young professionals and senior residents.
- 13.3** Support low- to moderate-density redevelopment of the Barnard School site. Such development must comply with Historic Preservation guidelines and should include open space and a green connection component to Swan Lake Park (see measure 14.2a).

PARKS AND OPEN SPACE

RECOMMENDATIONS

PARKS AND OPEN SPACE

14 Build a connected network of well-programmed neighborhood parks and open spaces

14.1 Provide for the long-term protection, enhancement, and maintenance of Swan Lake Park.

14.2 Create new parks and open space:

a. Investigate opportunities to create a green, pedestrian-oriented connection between Yorktown, St. John Medical Center and Swan Lake Park following community vision (See Fig. S-5.11 - "Green Connections" on p.240),

b. Encourage new developments to provide open space, plazas, and outdoor gathering spaces and/or landscaped pathways-connections as a component of the development to facilitate high quality mixed-use urban environment,

c. Look for and encourage opportunities to add to the park and open space inventory via new construction or redevelopment, and,

d. Support open space and park connections in the redevelopment of the Barnard Elementary School site.

14.3 Fund streetscape improvements that enhance pedestrian and bicyclist safety and community walkability (See Legacies and Urban Design Recommendations).

14.4 Partner with St. John Health System (SJHS) to continue and enhance community education on healthy, active lifestyles.

14.5 Work with SJHS to provide secure public access to the Victor Avenue walkway on the Medical Center campus

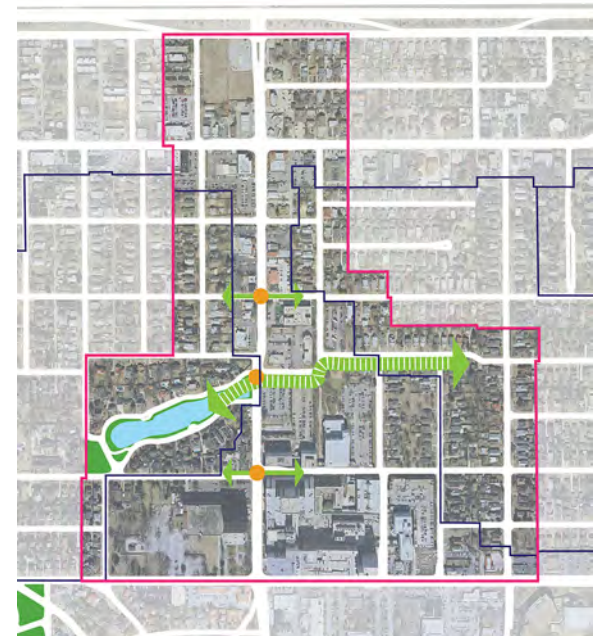


FIG. S-5.11. GREEN CONNECTIONS

Participants at the public Visioning Workshop expressed desire for a green connection such as a linear park that provides improved pedestrian access to the Swan Lake Park from the Yorktown neighborhood. See Fig. S-4.3 - "Vision Map: Green Connections" on p.206 for a larger version of this map.



FIG. S-5.12. LINEAR PARKS

A linear park can be as narrow as a sidewalk or multi-use pathway flanked by shade trees and benches, or as wide as a boulevard median. Linear parks can be used to connect larger recreational parks and open spaces. Touching many properties along the way, linear parks are a great way to add open space in urban environments with a high intensity of land uses.



S6

IMPLEMENTATION

S6 IMPLEMENTATION

The plan recommendations vary in their level of complexity, implementation period and cost, and the partnerships that must be in place for timely implementation.

The following pages organize the UMC-South plan area recommendations from Section S5 into an action plan complete with priority level, potential funding resources, responsible entit(ies) and cost estimates (where available).

This matrix is not a static document: it will be updated by the implementation partners to reflect changing conditions and priorities in the years to come.

KEY FOR IMPLEMENTATION MATRIX

COT: City of Tulsa

Engineering Svcs: City of Tulsa Engineering Services

INCOG: Indian Nations Council of Governments

MTTA: Metropolitan Tulsa Transit Authority

ODOT: Oklahoma Department of Transportation

OSU-Tulsa: Oklahoma State University - Tulsa

OU-Tulsa: The University of Oklahoma - Tulsa

SJHS: St John Health System

SUBID: South Utica Business Improvement District (proposed)

TCHD: Tulsa City-County Health Department

TMAPC: Tulsa Metropolitan Area Planning Commission

TPA: Tulsa Parking Authority

TPC: Tulsa Preservation Commission

TRC: Tulsa Regional Chamber

TU: University of Tulsa

Tulsa Parks: City of Tulsa Park and Recreation Department

WIN: Working in Neighborhoods

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
------------------	--------	------------------------	----------	-------	---------------------------	---------------------------	---------------

LAND USE AND DEVELOPMENT

LU-1	214	Preserve the integrity and historic residential character of historic Midtown neighborhoods.						
1.1	214	HP Boundary: Maintain existing Historic Preservation (HP) overlay zoning district boundary.	High	On-going	N/A	COT, TMAPC, TPC	--	
1.2	214	Use Regulation: Support underlying zoning regulations by limiting uses that are harmful to the health, welfare and safety of residents and to the stability of the residential neighborhoods.	High	On-going	N/A	COT, TMAPC	--	
1.2.a	214	Discourage surface parking as a primary use for parcels located within the HP overlay zoning district, especially for parcels abutting the HP boundary. (See Fig. S-5.1 - "HP District Protections" on p.216).	High	On-going	N/A	TMAPC, TMAPC Staff, COT	--	
1.3.a and 1.3.b	214	Transition: Adopt zoning regulations that provide appropriate transition in a HP Buffer Zone as detailed in these recommendations.	High	0-2 years	N/A	TMAPC, TPC, COT	--	
LU-2	215	Encourage sustainable growth and mixed-use development in Regional Centers to create harmony between institutional and residential uses.						
2.1	215	Encourage use of new mixed-use zoning in lieu of PUDs, where appropriate. Mixed-use developments are encouraged to use the new mixed-use zoning category that will be included in the new City of Tulsa zoning code.	High	0-5 years	Private, SJHS, COT	Private, SJHS, TMAPC, TMAPC Staff COT	--	
2.2.a through 2.2.g	213	Mixed-Use Institutional Zoning: Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers. (See Fig. S-5.2 - "Proposed Mixed-Use Zoning designations" on p.217).	High	0-1 year	Private, SJHS, COT	COT, TMAPC	--	

LEGACIES AND URBAN DESIGN

LEG-3	220	Ensure that all new development contributes to the creation of a unified public realm through the use of zoning regulations.						
3.1	220	Align zoning requirements with the Tulsa Complete Streets Procedural Manual to create walkable streetscapes.	Medium	1-3 years	COT	COT, Engineering Svcs, TMAPC, INCOG	--	

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
3.2	220	Define and implement a minimum sidewalk width based on street type classification.	Medium	1-3 years	COT	COT, Engineering Svcs, TMAPC Staff, INCOG	--
3.3	220	Define an amenity zone, where appropriate, to shield the pedestrian walkway from the traffic and to include street trees, street lights and public furniture.	High	1-3 years	COT	COT, Engineering Svcs, TMAPC Staff, INCOG	--
3.4	220	Define a build-to-line, measured from the back of the sidewalk, where the building façade must be placed to create a unifies streetscape.	Medium	1-3 years	COT	COT, Engineering Svcs, TMAPC Staff, INCOG	--
3.5	220	Require all buildings to have a main entrance facing the street.	Medium	1-3 years	COT	COT, Engineering Svcs, TMAPC, INCOG	--
3.6	220	Promote ground floor uses and their appropriate design and access.	High	On-going	N/A	Private, TMAPC, COT	--
3.7	220	Design structures with active ground floors along commercial corridors.	Medium	On-going	N/A	Private	--
3.8	220	Buildings should have a minimum height of two stories.		On-going	N/A	Private, TMAPC, COT	--
LEG-4	220						
4.1	220	Encourage vertical growth of St. John Medical Center with appropriate and adequate transition to the HP Districts	Medium	On-going	N/A	SJHS, Private, TMAPC Staff, TPC	--
4.2	220	Create an HP Buffer Zone to regulate use, height, massing and screening requirements at the edges of the HP Zoning District.	High	0-2 years	TBD	TMAPC, TPC, COT	--
4.3	220	Strengthen screening requirements in zoning code to provide for transitional yards where parking and services at the back of high-density residential or non-residential parcels which abut residential yards.	High	0-2 years	TBD	TMAPC, TPC, COT	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
LEG-5	220	Adopt District Design Guidelines.					
5.1	220	Create (and adopt) design guidelines for Mixed-Use Institutional District and Utica commercial corridor. Include design elements that contribute to appropriate and adequate transition between non-residential and residential uses.	High	0-2 years	Private, SJHS	Private, SJHS, TMAPC, TMAPC Staff, COT	--

TRANSPORTATION AND MOBILITY

TR-6	228	Study and implement solutions to mitigate impact of commercial and institutional vehicular traffic and parking on residential neighborhoods.					
6.1.a through 6.1.c	228	Ensure ADA compliance.	N/A	On-going	TBD	COT, Engineering Svcs	--
6.2	228	Encourage new construction to minimize traffic impacts by creating appropriate points of ingress and egress, shared and reduced curb-cuts, maintaining the street grid system, and providing access to multimodal transportation.	Medium	On-going	Private	COT, TMAPC	--
6.3	228	Identify funding to adequately maintain and re-time traffic signals at key intersections (for example Utica Avenue and 21st Street). The timing of these signals should consider modifications that not only better manage vehicle flow, but also accounts for the needs of pedestrians.	High	0-3 years	TBD	COT, Engineering Svcs	--
6.4	228	Continue to incorporate older adults and disabled persons into local transportation and other functional plans	High	On-going	n.a.	COT, TMAPC, Engineering Svcs, MTTA, INCOG	--
6.5	228	Install improved access signage for vehicles and pedestrians approaching ER entrance.	High	0-3 years	COT, SJHS	COT, Engineering Svcs, SJHS	--
6.6	228	Install vehicular safety warning signage for dangerous curve at intersection of Swan, Utica and Victor Avenues.	High	0-3 years	COT	COT, Engineering Svcs	--
6.7	228	Incorporate CSS complete street guidelines into road planning, construction and repair.	N/A	On-going	n.a.	Engineering Svcs	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
6.8	228	Reduce parking requirements for some land uses or modify parking regulations to shift away from parking minimums. Consider establishing parking maximums in the long-term.	High	0-3 years	TBD	TMAPC Staff, COT, Engineering Svcs	--
6.9	229	With existing City staff and resources, conduct speed study on residential streets experiencing high speeds (for ex: Wheeling and Xanthus).	Medium	0-3 years	COT	COT, consultant	--
6.10	229	Pursue funding to create a traffic calming plan for the study area based on a speed study.	Medium	0-3 years	TBD	COT, Engineering Svcs	--
6.11	229	Support alternative transportation.	--	--	--	--	--
6.11.a	229	Provide enhanced transit stops (ex: benches, trash can, shelter) on Utica Avenue, especially shade for elderly patrons.	Medium	1-5 years	COT, MTTA, Tulsa Beautification Foundation matching grants	COT, MTTA, private	--
6.11.b	229	Increase frequencies of bus routes and incorporate timing of hospital employee shifts.	Medium	1-5 years	COT, MTTA	COT, MTTA, private	--
6.11.c	229	Support connections and wayfinding to Peoria Avenue's high frequency transit route when installed.	Medium	1-5 years	COT, MTTA, private	COT, MTTA, private	--
6.11.d	229	Include area in city-wide Bicycle/Pedestrian Master Plan.	Medium	3-10 years	TBD	INCOG	--
6.11.e	229	Require conveniently located bike racks within all new developments and redevelopments.	Low	3-10 years	TBD	COT, Engineering Svcs	--
6.11.f	229	Provide secure bicycle racks at all existing major destinations.	Medium	3-10 years	TBD	COT, Engineering Svcs	--
6.11.g	229	Install crosswalk markings on all four legs of the 21st and Utica and Utica and 15th Street intersections.	High	0-3 years	COT	COT, Engineering Svcs	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
6.12	229	Reduce transportation and parking demand for St. John Medical Center and Cherry Street commercial corridor.	--	--	--	--	--
6.12.a	229	Consider providing incentives for employees to use alternative transportation (ex: preferential parking for carpools, reduced transit fare)	Medium	1-3 years	Private, SJHS, MTTA	MTTA, SJHS, INCOG	--
6.12.b	229	Work with businesses and property owners to create a parking management and shared parking strategy to mitigate the impact of cars on the pedestrian realm.	High	1-3 years	Private, COT, TPA	COT, private, TPA, BID	--
6.12.c	229	Support development of shared parking and structured parking, and pursue public-private partnerships for the creation of City parking structures	Medium	1-6 years	Private, COT, TPA	COT, private, TPA, BID	--
6.12.d	227	Support planning efforts for updating the Tulsa-area bicycle and pedestrian master plan	n.a.	On-going	COT, INCOG	COT, INCOG	--
TR-7	230	Reduce negative visual impacts of non-residential parking on residential areas.					
7.1	230	Use zoning tools to regulate design and layout of non-residential parking located adjacent to residential areas (See "HP Buffer Zone" under Land Use Recommendations).	High	0-3 years	COT	COT, TMAPC, TMAPC Staff	--
7.2	230	Provide clear guidelines and case studies for parking design and layout in areas of transition.	High	0-3 years	COT, TMAPC staff	COT, TMAPC Staff	--
TR-8	230	Provide safe pedestrian and bike connections between residential areas and neighborhood amenities.					
8.1	230	Construct highly visible, enhanced crosswalks across Utica Avenue to connect the historic neighborhoods and provide improved pedestrian access to Swan Lake Park (See UMC-South Vision Map, Fig. S4.1.).	High	0-3 years	TBD	COT, TMAPC Staff	--
8.2	230	Pursue installation of appropriate pedestrian/bicycle crossing signal at Utica Avenue and 17th Place and other key crossings deemed appropriate by engineering standards.	Medium	0-3 years	TBD	COT, Engineering Svcs	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
8.3	230	Pursue funding for streetscape improvements to enhance pedestrian accessibility and safety on Utica Avenue (See Legacies and Urban Design Recommendations).	Medium	0-3 years	TBD	COT, Engineering Svcs	--
8.4	230	Implement City of Tulsa's Complete Streets procedural manual for repaving and new construction.	n.a.	On-going	TBD	COT, Engineering Svcs	--
8.5	230	Reduce internal car trips and improve residential relationship with open pedestrian access to Victor Avenue walkway.	Low	On-going	TBD	COT, SJHS, neighborhood associations, Engineering Svcs	--

ECONOMIC DEVELOPMENT

ED-9	232	Retain medical and health care and related industry clusters in the area.					
9.1	232	Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers such as St. John Medical Center.	High	0-1 year	Private, SJHS, COT	COT, TMAPC	--
9.2	232	Support improvements in research and equipment for continued state-of-the-art healthcare.	Medium	On-going	Private, SJHS	SJHS, TRC	--
9.3	232	Facilitate continued dialogue between major employers and area residents to address potential conflicts and build on synergistic opportunities.	Medium	On-going	N/A	COT, SJHS, TPC, neighborhood associations	--
ED-10	232	Spur and support entrepreneurial ventures and small businesses in the area.					
10.1	232	Establish one-stop shop within the City of Tulsa where businesses can access information on all economic development programs and redevelopment tools.	Medium	3-10 years	TRC, private	TRC, COT	--
10.2	232	Facilitate redevelopment of vacant and underdeveloped parcels by actively seeking partnerships, projects, programs or policies that are appropriate. Consider uses such as neighborhood-oriented retail, small infill residential.	Medium	On-going	COT, private	COT, private	--
10.3	232	Support the development of shared parking facilities that can reduce the burden of parking development for small businesses.	High	0-3 years	N/A	TMAPC Staff, COT, Engineering Svcs	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
10.4	232	Adopt a mixed-use zoning category that enables the development of quality multifamily housing options along commercial corridors.	High	0-1 years	Private, COT	COT, TMAPC	--
ED-11	233	Engage private partners in area development.					
11.1	233	Create a Shared Parking Task Force to identify ideal partnerships and locations to pilot shared parking program.	High	0-1 year	Private, COT	Private, COT, TMAPC	--
11.2	233	Encourage area merchants to establish a business association to support marketing, branding and promotional efforts.	High	0-1 year	Private, COT	Private, COT, TMAPC	--
11.3	233	Explore development of a South Utica Business Improvement District (SUBID) or other means by which streetscape projects and/or shared parking facilities could be developed, managed, operated, and maintained.	High	0-1 year	Private, COT	Private, COT, TMAPC	--
11.4	233	Leverage the economic activity generated by healthcare and educational institutions to meet added demand for housing, services, retail, lodging and office uses nearby in coordination with campus planning efforts.	High	0-1 year	Private, SJHS, COT, TU, OU-Tulsa, OSU-Tulsa	Private, SJHS, COT, TU, OU-Tulsa, OSU-Tulsa	--
11.5	233	Increase frequencies of bus routes and coordinate with timing of hospital employee shifts.	High	1-6 years	MTTA, COT	MTTA, SJHS	--

HOUSING

H-12	236	Preserve and support stability of the plan area's residential neighborhoods on the National Register of Historic Places.					
12.1	236	Increase code enforcement to maintain aesthetic integrity of the historic neighborhoods.	High	On-going	TBD	COT, TPC, WIN	--
12.2	236	Provide appropriate buffer from institutional and commercial uses at the edges of residential neighborhood (See Land Use and Regulatory Recommendations).	High	0-2 years	TBD	TMAPC, TPC, COT	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
12.3	236	Adopt zoning regulations that prevent parking as primary use in historic residential neighborhoods protected by HP overlay zoning.	High	On-going	N/A	TMAPC, TMAPC staff, COT	--
12.4	236	Provide capital improvements that enhance and protect existing housing and home values, and encourage construction of new housing stock in appropriate areas.	Medium	On-going	COT, private	COT, Engineering Svcs	--
12.5	236	Provide a range of housing choices and programs for the area's diverse population.	High	On-going	Private	Private, TMAPC, COT	--
12.5.a	236	Provide housing choices that promote aging-in-place, which is defined as the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level.	High	On-going	Private	Private, INCOG, SJHS, TMAPC, COT	--
12.5.b	236	Coordinate with major employers in the area to incentivize employees to purchase homes and live near their workplace.	Low	1-6 years	Private	Private, INCOG, SJHS, TRC, TMAPC, COT	--
12.5.c	236	Work with neighborhood associations to advertise neighborhood parks, schools and amenities to attract new long-term and residents.	Low	On-going	COT, Private	COT, TRC, neighborhood associations	--
12.5.d	236	Use zoning tools to facilitate the construction of higher-density infill housing such as townhomes in areas of transition between residential and non-residential uses.	High	0-2 years	TBD	TMAPC, TPC, COT	--
H-13	237	Enhance existing housing diversity in the plan area.					
13.1	237	Adopt a mixed-use zoning category to allow new housing development in areas currently zoned commercial.	High	0-2 years	TBD	TMAPC, TPC, COT	--
13.2	237	Support the development of quality housing options targeting young professionals and senior residents.	Low	On-going	COT, Private	COT, TRC, neighborhood associations	--
13.3	237	Support low- to moderate-density redevelopment of the Barnard School site in compliance with Historic Preservation guidelines, with open space and a green connection component to Swan Lake Park (see measure 14.2a).	Low	On-going	COT, Private	COT, TPC, TPS, neighborhood associations	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
------------------	--------	------------------------	----------	-------	---------------------------	---------------------------	---------------

PARKS AND OPEN SPACE

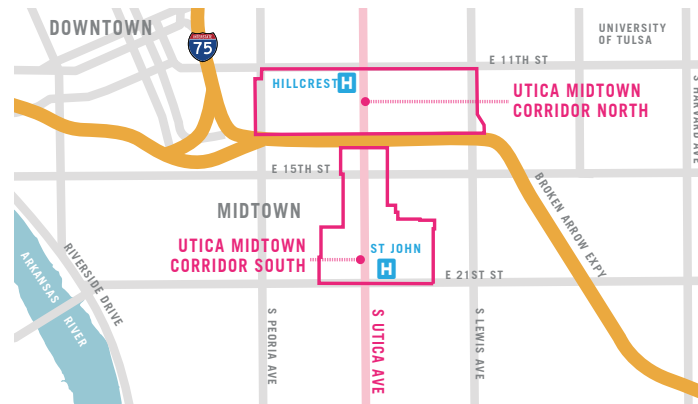
P-14	240	Build a connected network of well-programmed neighborhood parks and open spaces.						
14.1	240	Provide for the long-term protection, enhancement, and maintenance of Swan Lake Park.	High	On-going	COT, Tulsa Parks, private	COT, Tulsa Parks, private	--	
14.2	240	Create new parks and open space.	Low	5+ years	COT, Tulsa Parks, SJHS	COT, private, SJHS	--	
14.2.a	240	Investigate opportunities to create a green, pedestrian-oriented connection between Yorktown, St. John Medical Center and Swan Lake Park following community vision (See Fig. S-4.3 - Vision Map: Green Connections.) Emphasize use of existing right-of-way in park development.	Medium	1-5 years	COT, Tulsa Parks, SJHS	COT, private, SJHS	--	
14.2.b	240	Encourage new developments to provide open space, plazas, and outdoor gathering spaces and/or landscaped pathways-connections as a component of the development to facilitate high quality mixed-use urban environment.	Low	1-5 years	COT, Tulsa Parks, SJHS	COT, private, SJHS	--	
14.2.c	240	Look for and encourage opportunities to add to the park and open space inventory via new construction or redevelopment.	Low	On-going	COT, Tulsa Parks, SJHS	COT, private, SJHS	--	
14.2.d	240	Support open space and park connections in the redevelopment of the Barnard Elementary School site.	Low	5+ years	COT, Tulsa Parks, SJHS	COT, private, SJHS	--	
14.3	240	Fund streetscape improvements that enhance pedestrian and bicyclist safety and community walkability.	High	1-6 years	COT, INCOG, grants	COT, Engineering Svcs, INCOG	--	
14.4	240	Partner with St. John Health System (SJHS) to continue and enhance community education on healthy, active lifestyles.	Medium	On-going	COT, SJHS	COT, SJHS, TCHD	--	
14.5	240	Work with SJHS to provide secure public access to the Victor Avenue walkway on the Medical Center campus.	High	1-2 years	COT, SJHS	COT, SJHS, TPC, neighborhood associations	--	



PART III. COMMON ELEMENTS

The UMC-North and UMC-South sub-areas are separated by the Broken Arrow Expressway, which provides a visual and physical barrier between these two distinct portions of midtown Tulsa. This Common Elements section recommends measures to overcome this barrier through aesthetic and connectivity improvements.

As described within the UMC-North and UMC-South sections of this plan, amending the zoning code with a Mixed-Use Institutional (MX-I) zoning district is strongly recommended as essential to advancing the small area plan's overall vision. The planning process has identified issues related to adjacency of institutional/health-care uses and residential areas, and prescribes solutions that can only be addressed through land-use regulations.



RECOMMENDATIONS

Implementation of these measures will advance the collective vision for the entire Utica Midtown Corridor plan area through programs, policy and design. The matrix which follows prescribes the key implementation steps in two key areas:

- CE-1 includes recommendations that address common elements within the public realm in the North and South sub-areas that should be applied consistently where the sub-areas intersect; and
- CE-2 summarizes recommendations related to the proposed Mixed-Use Institutional MX-I district that can be applied consistently to the plan area's major institutional campuses. Details of the MX-I recommendations should be considered collectively as a single implementation project. The implementation measures under CE-2 are direct references to the North and South implementation matrices, with references to appropriate page numbers.

IMPLEMENTATION

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
------------------	--------	------------------------	----------	-------	---------------------------	---------------------------	---------------

COMMON ELEMENTS

CE-1	5	Overcome the barrier of the Broken Arrow Expressway that separates the UMC-North and UMC-South plan areas through aesthetic and connectivity improvements.					
1.1	--	Provide underpass improvements including lighting, new/enhanced crosswalks, and sidewalks.	High	1-5 years	COT, ODOT	COT, ODOT, private	TBD
1.2	--	Provide appropriate pedestrian lights, vehicle street lights, sidewalks, and crosswalks along 14th Street South. (Coordinate with 13th Place improvements).	Medium	3-10 years	COT	COT	TBD
1.3	--	Comply with the City of Tulsa Complete Streets Procedural Manual.	n.a.	On-going	COT	COT	--
1.4	--	Install appropriate pedestrian crossing signs along 14th Street South.	High	1-3 years	COT	COT, Engineering Svcs	TBD
1.5	--	Study appropriate traffic speeds along 14th Street South to determine appropriate traffic calming measures.	High	1-3 years	COT	COT, Engineering Svcs	TBD
1.6	--	Encourage shared access drives.	Medium	On-going	On-going	COT, TMAPC staff	--
1.7	--	Provide streetscape along 14th Street South.	Low	1-3 years	COT, private	COT, SUBID, private	TBD
1.8	--	Work with ODOT to implement measures that mitigate traffic visibility and noise impacts from Broken Arrow Expressway, including landscape and sound barriers/walls.	High	1-5 years	COT, ODOT	COT, ODOT, private	TBD
1.9	--	Encourage use of public right-of-way for amenities.	n.a.	On-going	COT, ODOT	COT, ODOT	--
1.10	--	Evaluate City of Tulsa procedures for license agreements.	High	1-5 years	COT	COT, ODOT	TBD

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
CE-2	255	Amend zoning code to include new Mixed-Use Institutional Zoning District, to be applied to area's major institutional campuses	High	1-3 years	--	TMAPC, City Council	--
N-LU-5	96	Amend the Zoning Code with a Mixed-Use Institutional district, to facilitate medical, institutional, and mixed-use development. Coordinate with on-going Tulsa Zoning Code update.	High	On-going (1+ year)	N/A	TMAPC Staff, COT	--
N-LU-6	98	Support zoning change requests to Mixed-Use Institutional, where appropriate for specific properties	High	On-going	N/A	TMAPC, City Council	--
N-LU-11	94	Require buffering or screening between non-residential areas and adjacent residential areas and neighborhoods and around perimeter parking lots and structures, and amend Tulsa Zoning Code as appropriate.	Medium	On-going (1+ year)	N/A	TMAPC Staff, COT	--
N-ED-2	120	Review existing approval procedures with goal of streamlining the development process.	Medium	On-going	N/A	COT, TMAPC Staff	--
N-ED-3	120	Support integration of neighborhood services, retail, and employment mixed-uses, where appropriate.	Medium	On-going (1+ year)	N/A	TMAPC Staff	--
S-LU-1.1	214	HP Boundary: Maintain existing Historic Preservation (HP) overlay zoning district boundary.	High	On-going	N/A	COT, TMAPC, TPC	--
S-LU-1.2	214	Use Regulation: Support underlying zoning regulations by limiting uses that are harmful to the health, welfare and safety of residents and to the stability of the residential neighborhoods.	High	On-going	N/A	COT, TMAPC	--
S-LU-1.3	214	Transition: Adopt zoning regulations that provide appropriate transition in a HP Buffer Zone as detailed in these recommendations.	High	0-2 years	N/A	TMAPC, TPC, COT	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
S-LU-2.1	215	Encourage use of new mixed-use zoning in lieu of PUDs, where appropriate. Mixed-use developments are encouraged to use the new mixed-use zoning category that will be included in the new City of Tulsa zoning code.	High	0-5 years	Private, SJHS, COT	Private, SJHS, TMAPC, TMAPC Staff COT	--
S-LU-2.2	213	Mixed-Use Institutional Zoning: Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers. (See Fig. S-5.2 - "Proposed Mixed-Use Zoning designations" on p.217).	High	0-1 year	Private, SJHS, COT	COT, TMAPC	--
S-LEG-3.3	220	Define an amenity zone, where appropriate, to shield the pedestrian walkway from the traffic and to include street trees, street lights and public furniture.	High	1-3 years	COT	COT, Engineering Svcs, TMAPC Staff, INCOG	--
S-LEG-3.4	220	Define a build-to-line, measured from the back of the sidewalk, where the building façade must be placed to create a unifies streetscape.	Medium	1-3 years	COT	COT, Engineering Svcs, TMAPC Staff, INCOG	--
S-LEG-3.5	220	Require all buildings to have a main entrance facing the street.	Medium	1-3 years	COT	COT, Engineering Svcs, TMAPC, INCOG	--
S-LEG-3.6	220	Promote active ground floor uses and their appropriate design and access.	High	On-going	N/A	Private, TMAPC, COT	--
S-LEG-3.7	220	Design structures with active ground floors along commercial corridors.	Medium	On-going	N/A	Private	--
S-LEG-3.8	220	Buildings should have a minimum height of two stories.		On-going	N/A	Private, TMAPC, COT	--
S-LEG-4.2	220	Create an HP Buffer Zone to regulate use, height, massing and screening requirements at the edges of the HP Zoning District.	High	0-2 years	TBD	TMAPC, TPC, COT	--

Reference Number	Page #	Implementation Measure	Priority	Phase	Potential Funding Sources	Likely Responsible Entity	Cost Estimate
S-LEG-4.3	220	Strengthen screening requirements in zoning code to provide for transitional yards where parking and services at the back of high-density residential or non-residential parcels which abut residential yards.	High	0-2 years	TBD	TMAPC, TPC, COT	--
S-LEG-5.1	220	Create (and adopt) design guidelines for Mixed-Use Institutional District and Utica commercial corridor. Include design elements that contribute to appropriate and adequate transition between non-residential and residential uses.	High	0-2 years	Private, SJHS	Private, SJHS, TMAPC, TMAPC Staff, COT	--
S-ED-9.1	232	Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers such as St. John Medical Center.	High	0-1 year	Private, SJHS, COT	COT, TMAPC	--
S-ED-10.4	232	Adopt a mixed-use zoning category that enables the development of quality multifamily housing options along commercial corridors.	High	0-1 years	Private, COT	COT, TMAPC	--
S-H-12.2	236	Provide appropriate buffer from institutional and commercial uses at the edges of residential neighborhood (See Land Use and Regulatory Recommendations).	High	0-2 years	TBD	TMAPC, TPC, COT	--
S-H-12.3	236	Adopt zoning regulations that prevent parking as primary use in historic residential neighborhoods protected by HP overlay zoning.	High	On-going	N/A	TMAPC, TMAPC staff, COT	--

CONCLUSION

The Utica Midtown Corridor planning process was initiated as an extension of the implementation plan of the Tulsa Comprehensive Plan. It has been a collaborative effort between groups and stakeholders of varied interests, but with common goals centered on a walkable, livable, sustainable and adaptable community. This is not always an easy process, as there are varied perspectives in any community on how best to address these issues, usually dependent upon one's own interests. In this process, however, the community has, to a great extent, put aside individual concerns in the pursuit of common interests. As a result, this plan addresses the myriad issues from multiple perspectives and resolves each in such a way as to provide the highest benefit and the least adverse impact to the community. This was accomplished through the resolute efforts of the community and the thoughtful analysis and execution of policy recommendations that will provide a clear roadmap for implementation.

While no one can guarantee the future of a neighborhood, district or city, this planning process has provided the highest level of transparency and rigor in an effort to mitigate unintended consequences and to provide the foundation for future development and protection for the neighborhoods. .

With this foundation in place, the community can rest assured that the district's future will be very much in line with the vision everyone has worked so hard to achieve.

APPENDICES

**APPENDIX A:
PLANITULSA BUILDING BLOCKS A-3**

Downtown	A-3
Centers	A-4
Corridors	A-5
New Residential Neighborhoods	A-6
Existing Residential Neighborhoods	A-6
Employment	A-6

**APPENDIX B:
ZONING CLASSIFICATIONS A-8**

**APPENDIX C:
MEDICAL BUILDING TYPES A-12**

**APPENDIX D:
PLAN AREA BOUNDARY DESCRIPTIONS ... A-14**

OTHER REFERENCES (AVAILABLE ONLINE):

Tulsa 2010 Comprehensive Plan

<http://www.planitulsa.org/plan/download>

Tulsa 2010 Comprehensive Plan Appendix

<http://www.planitulsa.org/files/tulsa-comp-plan-appendix-062910.pdf>

- Small Area Plans
- Transportation I: Context-Sensitive Solutions and Design
- Transportation II: Urban Corridors
- Transportation III: Sustainable Network Initiative.

APPENDIX A: PLANITULSA BUILDING BLOCKS

Tulsa’s land use map is organized around five general building blocks: Downtown, Corridors, Centers, New and Existing Residential Neighborhoods, and Employment areas. The building blocks in these five categories must be applied to reflect the fine-grained character of the many areas that make up Tulsa. The building blocks are not fixed — some areas are in a state of transition as is the case with several older industrial areas around downtown that are emerging as mixed-use neighborhoods.

The building blocks distinguish functional land use characteristics with regard to typical location, transportation characteristics, land use mix, employment and housing characteristics. They also address basic physical parameters such as average estimated housing and employment densities. Minimum basic design concepts are prescribed for each plan category. These describe the ideal characteristics with the understanding that many existing areas in Tulsa do not and will not meet this ideal. Following that are the tools that may be used to transform areas over time that do not meet the ideal design guidelines.

PLANITULSA VISION BUILDING BLOCKS AND PLAN CATEGORIES

Building Block	Plan Categories
Downtown	Downtown Core Downtown Neighborhood
Corridors	Main Street, Mixed-Use Corridor
Centers	Neighborhood Center Town Center Regional Center
New and Existing Residential Neighborhoods	New and Existing Residential Neighborhoods
Employment	Employment

Source: Fregonese Associates

Tulsa’s land use map is organized around five general building blocks: Downtown, Corridors, Centers, New and Existing Residential Neighborhoods, and Employment areas.

DOWNTOWN

Downtown Tulsa is a unique area, the centerpiece of the city and region with the highest intensity of uses. Many uses are attracted to the centralized location —government entities, major employers, regional entertainment venues, unique restaurants, specialty stores, nightclubs, cultural entertainment and hotels. Downtown is a significant employment center. Downtown also is a unique and eclectic neighborhood offering a special variety of housing for people who prefer to live in the midst of the activity and amenities.

Within the Downtown building block are two general plan categories, Downtown Core and Downtown Neighborhood. These two general categories are designed to encapsulate the concepts developed in the Tulsa Downtown Area Master Plan, developed at the same time as PLANiTULSA.

DOWNTOWN CORE

Downtown Core is Tulsa’s most intense regional center of commerce, housing, culture and entertainment. It is an urban environment of primarily high-density employment and mixed-use residential uses, complemented by regional-scale entertainment, conference,

tourism and educational institutions. Downtown core is primarily a pedestrian-oriented area with generous sidewalks shaded by trees, in-town parks, open space, and plazas. The area is a regional transit hub. New and refurbished buildings enhance the pedestrian realm with ground-floor windows and storefronts that enliven the street. To support downtown's lively and walkable urban character, automobile parking ideally is located on-street and in structured garages, rather than in surface parking lots.

DOWNTOWN NEIGHBORHOODS

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium- to high-rise mixed-use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well-connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.

CENTERS

A center is the focal point of one or more neighborhoods. Centers provide convenient access to shops, restaurants and community-oriented services, such as day cares, libraries and meeting halls. There are shorter auto trips and more walking and bicycling in a center since residential and commercial areas are near each other. Centers often are the site for transit stations and bus route intersections. Those centers with pedestrian and bicycle-friendly streets entice residents to walk to major transit facilities. Attractive and safe pedestrian connections from the surrounding neighborhood to the center encourage people to walk or bike to destinations such as transit stations, bus stops or businesses.

The size of a center and its role in the city vary correspondingly with the scale and accessibility of the surrounding neighborhoods. Ideally, centers should support both daytime and evening activities to create an attractive and safe neighborhood destination.

The Centers building block includes three types of plan categories, Neighborhood Centers, Town Centers, and Regional Centers.

NEIGHBORHOOD CENTERS

Neighborhood Centers are small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to number of destinations.

TOWN CENTERS

Town Centers are medium-scale, one to five story mixed-use areas intended to serve a larger area of neighborhoods than Neighborhood centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small lot single family homes at the edges. A Town Center also may contain offices that employ nearby residents. Town centers also serve as the main transit hub for surrounding neighborhoods, and can include plazas and squares for markets and events. These are pedestrian-oriented centers designed so visitors can park once and walk to number of destinations.

REGIONAL CENTERS

Regional Centers are mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses. These areas attract workers and visitors from around the region and are key transit hubs; station areas can include housing, retail, entertainment, and other amenities. Automobile parking is provided on-street and in shared lots. Most Regional Centers include a parking management district.

CORRIDORS

Corridors share some of the same attributes as centers, but these areas are more linear and oriented along one or more streets. Corridors historically have formed in conjunction with the transportation infrastructure, as illustrated by historic streetcar commercial districts and high-traffic commercial arterial streets. A corridor's commercial vitality relies on careful planning for automobiles. But because corridors are linear and meet the needs of the immediate surrounding districts as well as street traffic, the land-use and transportation system should be designed and improved to accommodate many types of travel including walking.

The Corridors building block includes two main types of plan categories, Main Streets and Mixed-Use Corridors.

MAIN STREETS

Main Streets are Tulsa's classic linear centers. They are comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide, and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the

ground floor of buildings, and street trees and other amenities. Visitors from outside the surrounding neighborhoods can travel to Main Streets by bike, transit, or car. Parking is provided on street, small private off street lots, or in shared lots or structures.

MIXED-USE CORRIDORS

Mixed-Use Corridors are Tulsa's modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. Off the main travel route, land uses include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate with single family neighborhoods. Mixed-Use Corridors usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes sidewalks separated from traffic by street trees, medians, and parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street. Buildings along Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind.

NEW RESIDENTIAL NEIGHBORHOODS

The New Neighborhood Residential Building Block is comprised of a plan category by the same name. It is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity, and shall be paired with an existing or new Neighborhood or Town Center.

EXISTING RESIDENTIAL NEIGHBORHOODS

The Existing Neighborhood Residential area is comprised of a plan category by the same name. The Existing Residential Neighborhood category is intended to preserve and enhance Tulsa's existing single family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code. In cooperation with the existing community, the

city should make improvements to sidewalks, bicycle routes, and transit so residents can better access parks, schools, churches, and other civic amenities.

EMPLOYMENT

Employment areas contain office, warehousing, light manufacturing and high tech uses such as clean manufacturing or information technology. Sometimes big-box retail or warehouse retail clubs are found in these areas. These areas are distinguished from mixed-use centers in that they have few residences and typically have more extensive commercial activity.

Employment areas require access to major arterials or interstates. Those areas, with manufacturing and warehousing uses must be able to accommodate extensive truck traffic, and rail in some instances. Due to the special transportation requirements of these districts, attention to design, screening and open space buffering is necessary when employment districts are near other districts that include moderate residential use.

Building Blocks

DOWNTOWN CENTERS CORRIDORS EXISTING AND NEW RESIDENTIAL NEIGHBORHOODS EMPLOYMENT

Downtown Core



Average households / acre	26
Average jobs / acre	91

Neighborhood Center



Average households / acre	5
Average jobs / acre	12

Main Streets



Average households / acre	8
Average jobs / acre	16

Existing Residential Neighborhoods



Average households / acre	4
Average jobs / acre	1

Employment



Average households / acre	n/a
Average jobs / acre	19

Downtown Neighborhood



Average households / acre	42
Average jobs / acre	12

Town Centers



Average households / acre	14
Average jobs / acre	19

Mixed-Use Corridors



Average households / acre	9
Average jobs / acre	12

New Residential Neighborhoods



Average households / acre	4
Average jobs / acre	1

Regional Centers



Average households / acre	8
Average jobs / acre	25

Plan Categories

APPENDIX B: ZONING CLASSIFICATIONS

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:

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. 8400 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

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

The purpose of the Parking District is:

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

The CG District is designed to: (max. floor area ratio of .75)

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

The purposes of the Central Business District are to: (N/A floor area ratio)

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.

CD Corridor District

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:

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

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

IL Industrial Light District

The IL District is designed to provide areas suitable for manufacturing, wholesaling, warehousing and other industrial activities which have no objectionable environmental influences.

IM Industrial Moderate District

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.

IH Industrial Heavy District

The IH District is designed to provide areas for manufacturing and other industrial activities which may constitute substantial environmental influences or hazards.

PUD Planned Unit Development (Supplemental Zoning District)

The purposes of the Planned Unit Development are to:

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)

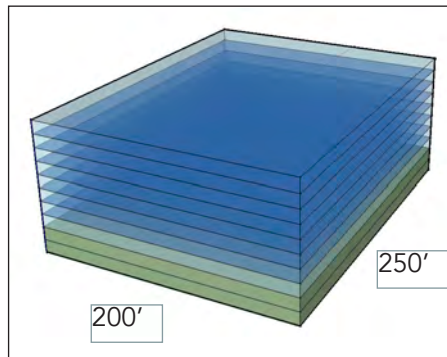
The purposes of this chapter are:

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

APPENDIX C: MEDICAL BUILDING TYPES

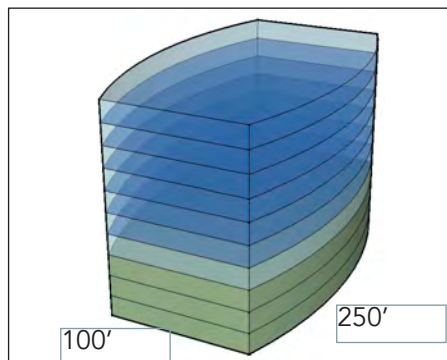
STANDARD MEDICAL BUILDING TYPES

Medical campuses are typically comprised of these elements. These typical dimensions are provided as a reference in understanding these elements, their requirements, and how they can better interface with the surrounding neighborhood.



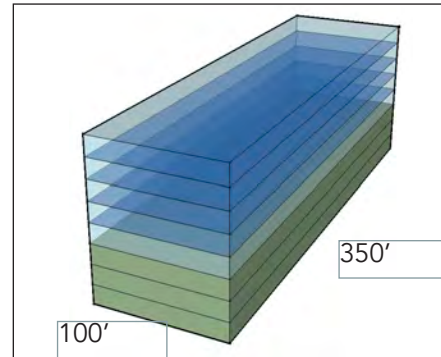
PARKING GARAGE

Sf per floor: 35,000 - 75,000
 Stories: 2-10
 Floor to floor: 10' - 12'



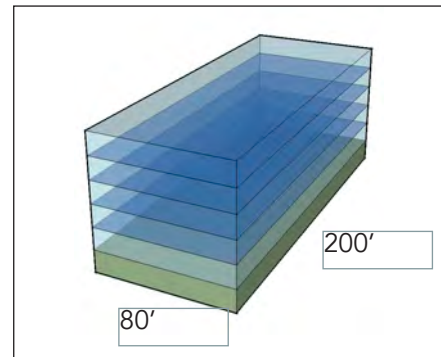
BED TOWER

Sf per floor: 20,000 - 32,000
 Stories: 3 - 10
 Floor to floor: 14' - 16'
 Building ht: 45' - 165'
 Ground fl: lobby, waiting, cafe, chapel, gift shop
 Connectivity: Diagnostic and Treatment, parking deck, healing garden



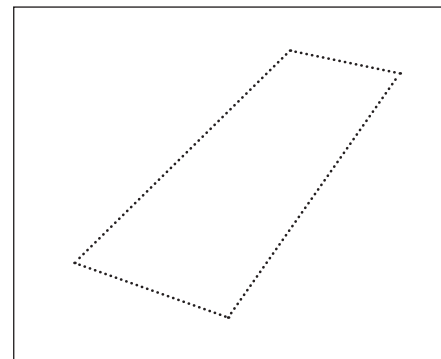
SPECIALTY HOSPITAL

Sf per floor: 30,000 - 40,000
 Stories: 3 - 8
 Floor to floor: 14' - 20'
 Building Ht: 50' - 160'
 Ground Fl: high transparency, lobby, waiting, cafe, chapel, gift shop
 Connectivity: parking deck, healing garden



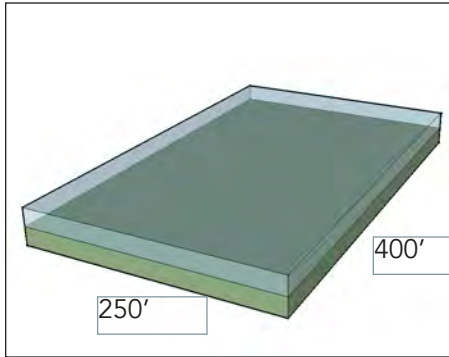
MEDICAL OFFICE BUILDING (M.O.B)

Sf per floor: 12,000 - 25,000
 Stories: 1 - 6
 Floor to floor: 13' - 15'
 Building ht: 15' - 95'
 Ground fl: M.O.B transparency, lobby, waiting, coffee cart
 Connectivity: parking deck



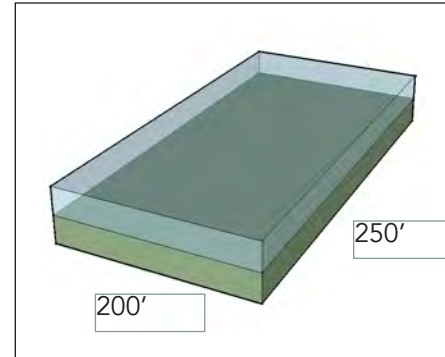
HEALING GARDEN

Sf: 500 - 25,000
 Connectivity: bed tower, cancer center



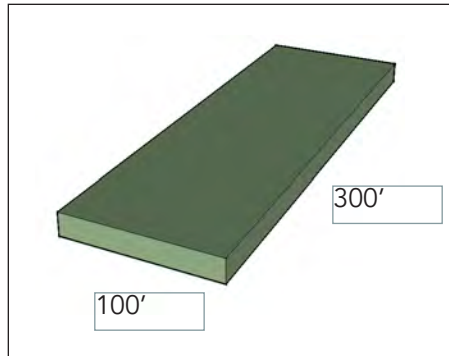
DIAGNOSTIC AND TREATMENT (D & T)

Sf per floor: 50,000 - 100,000
 Stories: 1-2
 Floor to floor: 16' - 20'
 Building ht: 20' - 45'
 Ground fl: minimal transparency
 Connectivity: bed tower



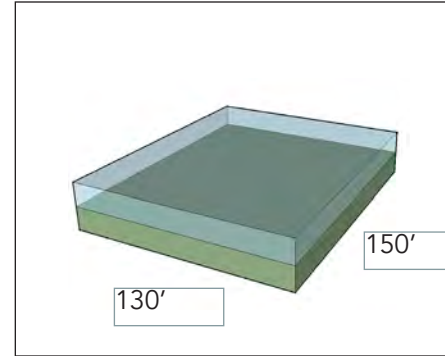
OUTPATIENT SPECIALTY

Sf per floor: 6,000 - 50,000
 Stories: 1 - 2
 Floor to floor: 13' - 15'
 Building ht: 15' - 35'
 Ground fl: mod transparency, lobby, waiting



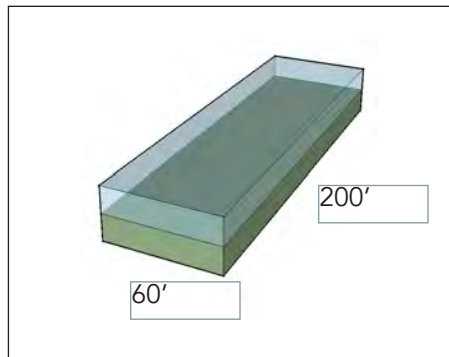
BEHAVIORAL HEALTH SCIENCES (B.H.S)

Sf per floor: 12,000 - 50,000
 Stories: 1
 Floor to floor: 15'
 Ground fl: minimal to mod transparency, waiting, outpatient services.



CLINIC

Sf per floor: 12,000 - 25,000
 Stories: 1 - 2
 Floor to floor: 13' - 15'
 Building ht: 15' - 35'
 Ground fl: mod transparency, lobby, waiting.



DATA CENTER

Sf per floor: 5,000 - 15,000
 Stories: 1 - 2
 Floor to floor: 12' - 15'
 Building ht: 12' - 30'
 Ground fl: no transparency

APPENDIX D: PLAN AREA BOUNDARY DESCRIPTIONS

UMC-North Plan Area Boundary: All parcels that reside between East 11th Street centerline on the North and East 13th Place centerline on the south, parcels fronting both the east and west sides of Peoria Avenue on the West boundary line (excluding Tracy Park), and Broken Arrow expressway right-of-way on the south, and the eastern boundary includes all parcels fronting Lewis Avenue on both the west and east sides of the streets.

UMC-South Plan Area Boundary: All parcels that reside south of centerline of 13th Street and North of centerline of 21st Street and front South St Louis Ave., South Troost Ave., South Utica Ave, South Victor Ave., South Xanthus Ave, and South Yorktown Ave. on both the west and east sides of the streets.

APPENDIX E: GLOSSARY

The following terms are used in the **Utica Midtown Corridor Small Area Plan**; many are taken directly from the **Tulsa Comprehensive Plan's Appendix**. The glossary is not intended to be used to interpret policy, but rather as a reference for citizens on concepts used in the plan.

ACCESS MANAGEMENT: A practice of ensuring that roads, driveways and other access points to a transportation system are designed and located in a way that limits traffic congestion.

ACTIVE GROUND FLOORS: Urban design concept where, on designated streets, buildings are designed so that the area of the first floor along the street frontage contains active uses that are oriented to the street. Active uses may include, but are not limited to, display or floor areas for retail uses, waiting and seating areas for restaurants, atriums or lobbies for offices and lobbies or dining areas for hotels or multifamily residential buildings.

AREAS OF GROWTH: Parts of the city where growth, development or redevelopment is expected to occur over the life of the plan. Such places can include downtown, undeveloped land and underutilized parcels along major corridors.

AREAS OF STABILITY: Parts of the city which are expected to remain largely unchanged

over the life of the plan. Such places can include existing single-family neighborhoods, parks and open space.

ARTERIAL STREET: A street that provides a direct route for long-distance travel within the city. The streets that form the square mile grid such as 11th Street, 21st Street, Peoria Avenue and Lewis Avenue are arterial streets.

BOARD OF ADJUSTMENT (BOA): A City of Tulsa board empowered by state law with granting variances due to hardships and special exceptions to the zoning within its jurisdiction. (www.cityoftulsa-boa.org)

BUS RAPID TRANSIT (BRT): An enhanced system of bus transit that uses such features as specially designed buses, dedicated bus lanes, traffic signal priority and off-board fare collection. BRT is a less expensive alternative to light rail that can be designed to share many of the attractive features of light rail while offering greater flexibility for integration into existing roadways.

BUSINESS IMPROVEMENT DISTRICT (BID): A special tax assessment district in which property owners agree to have additional charges placed on their tax bills in order to fund services beyond those provided by the local government. These services can include extra maintenance, improved street lighting, beautification, promotional activities and heightened security.

CAPITAL IMPROVEMENT PROGRAM (CIP, 5-YEAR CAPITAL PLAN): The City's short range list of approved public infrastructure projects and equipment purchases laid out on a schedule for implementation. The CIP provides a link between the City's long-range plan (PLANiTULSA comprehensive plan) and the annual budget.

COMPLETE STREETS: Streets that provide safe, accessible and convenient transportation facilities for multiple modes of travel. These modes include pedestrians, bicyclists, public transit riders, freight providers, emergency responders and motorists. Complete streets aim to be safe for users at all mobility levels. To what degree Complete Street design is appropriate for a corridor is determined through a Context Sensitive Solutions (CSS) process.

COMPREHENSIVE PLAN: An overarching policy guide for a city's growth, development, and management. It is designed to implement a citywide Vision, which describes the look, function and feel of the city in the future, as expressed by its citizens today.

CONTEXT SENSITIVE SOLUTIONS (CSS): The practice of developing transportation projects that fit into the character of surrounding neighborhoods while maintaining safety and mobility. Designed through a collaborative process that involves many

stakeholders, the resulting projects serve all users including transit, bicyclists and pedestrians, and meet the needs of the neighborhoods through which they pass.

CPTED (Crime Prevention Through Environmental Design): A multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts through concepts such as territorial reinforcement (social control), surveillance, access control, image/maintenance, activity support and target hardening.

RESIDENTIAL DENSITY: The number of dwelling units per a unit of land area, usually expressed as the ratio of residential units per acre.

DOWNTOWN NEIGHBORHOODS: Building block of the PLANiTULSA land-use plan. Downtown neighborhoods are located adjacent to the downtown core, and include both high density employment and housing. Downtown neighborhoods include the Brady Arts District, the Pearl District, and the western portion of the Utica Midtown Corridor-North plan area.

EXISTING RESIDENTIAL NEIGHBORHOOD: Building block of the PLANiTULSA land-

use plan. They consist primarily of already-developed areas with single-family homes. These areas are not envisioned as areas of major growth or change over the life of the plan.

FORM-BASED ZONING CODE: An alternative to conventional zoning that regulates the physical form of a building while placing much less emphasis on land use and parking. The look, scale and layout of an area are controlled, but building owners and occupants have much lower off-street parking requirements and greater flexibility in the type of activities and uses for their properties.

HISTORIC PRESERVATION: An endeavor that seeks to preserve, conserve and protect buildings, objects, landscapes or other artifacts of historical significance. It tends to refer specifically to the preservation of the built environment.

HISTORIC DISTRICT (ALSO HISTORIC PRESERVATION ZONING DISTRICT, HP DISTRICT): Area/neighborhood governed by Historic Preservation (HP) overlay zoning. Five neighborhoods in Tulsa currently have HP zoning: Yorktown, Swan Lake, Gillette, North Maple Ridge and Brady Heights.

HISTORIC PRESERVATION (HP) OVERLAY ZONING: Also called historic preservation zoning, the zoning is "overlaid" on top of the existing zoning. Existing zoning restrictions remain unchanged; instead, they are supplemented by the conditions of historic preservation zoning.

IMPLEMENTATION: The execution of a plan or policy. Implementation in city planning often is measured by the extent to which the types of housing, employment or places envisioned in a plan are constructed.

IMPLEMENTATION MEASURE: A specific technique, strategy or new tool designed to bring about the success of a specific plan goal or objective.

INCOG: Indian Nations Council of Governments, a voluntary association of local governments in the Tulsa region. Members include Creek, Osage, Tulsa, Wagoner and Rogers counties, and their affiliated cities and towns. INCOG also serves as the federally recognized Metropolitan Planning Organization (MPO) responsible for the distribution of federal transportation funding among many jurisdictions.

INFILL: New construction on undeveloped, underdeveloped or redeveloped sites in areas which are already largely built.

INFRASTRUCTURE: Streets, curbs, gutters and stormwater, wastewater and water distribution systems generally owned and maintained by the City or other public agency. Public investments such as transit, parks, libraries and schools are also included.

LAND USE: The policies and guidelines for transforming the natural environment into built environment such as farms and cities. Land-use categories describe how places will look, feel and function, according to an overall plan. Land use policies guide zoning regulations, which apply specific standards to individual development projects.

MAIN STREET: Building block of the Comprehensive Plan (PLANiTULSA) land-use plan. A main street is a mixed-use area, usually with retail shops, restaurants, services and offices. They can also include residential uses, located above businesses. Main streets usually serve as the center of a neighborhood and are well-connected with surrounding residential areas.

MAJOR STREETS AND HIGHWAYS PLAN (MSHP): The City's plan for a hierarchical street classification system that distinguishes streets based on their ability to move automobile traffic. It identifies roadways based on their functional classification, which serves as the official basis for determining

right-of-way requirements and number of traffic lanes. Future streets plan updates will focus on context-sensitive design, rather than simply moving traffic. (www.incog.org/Transportation)

METROPOLITAN PLANNING

ORGANIZATION (MPO): A regional government unit that provides service planning, particularly planning for the transportation system.

MIXED-USE CORRIDOR: A land use-designation consisting of a combination of high capacity transportation facilities, such as roads, bus or rail lines and bikeways or sidewalks with connections to commercial, retail, employment and residential uses. They serve as major transportation spines for the city and provide surrounding neighborhoods with amenities and services.

MIXED-USE DEVELOPMENT: A combination or comingling of business and residential land uses, either in the same building or in an arrangement of buildings. Mixed-use developments were common in many cities prior to the mid-twentieth century, after which single-use zoning practices tended to separate homes and businesses from one another.

MULTI-MODAL TRANSPORTATION: The use of more than one type of transportation, particularly the use of modes like bicycles and buses in addition to or other than the single-occupant automobile.

MULTI-MODAL STREET: A transportation facility that accomodates many modes of travel, including automobiles, transit, bicycling and walking. They can have multiple lanes, street trees and typically have on-street parking to serve businesses and residences. Development along multi-modal streets is usually more dense and intense than that found on a main street.

NEW RESIDENTIAL NEIGHBORHOOD: Building block of the PLANiTULSA land-use plan. A new residential neighborhood consists of single-family homes on a well-connected street network, and can also include townhomes or small-scale apartments or condominiums.

OVERLAY: A mapped zone that imposes a set of requirements in addition to those laid out by the underlying zoning regulations. Overlay zones commonly address issues such as environmental conditions, design review requirements or historic preservation.

PEDESTRIAN-FRIENDLY: The design of a development plan or area in a manner that encourages walkability. Relevant design

elements include density, site layout, building orientation, infrastructure, lighting and security.

PLANiTULSA: Brand name for the process used to update the comprehensive plan which resulted in the Tulsa Comprehensive Plan, adopted and approved in July of 2010. The term PLANiTULSA is used interchangeably with the terms "Tulsa Comprehensive Plan," "Comprehensive Plan" and "2010 Tulsa Comprehensive Plan" in this document and in common parlance. (www.planitulsa.org)

PLANNED UNIT DEVELOPMENT (PUD): A zoning classification that allows flexibility in the design of a subdivision or development project. PUDs can be designed to protect open space or environmentally sensitive areas by clustering development around them.

POLICY: A statement of values and goals to guide the City in making future decisions. Policies may be found within each major goal defined by this plan.

PRIVATE-PUBLIC DEVELOPMENT: A private business venture or government service which is funded and operated through a partnership of one or more private sector companies and government.

REGIONAL CENTER: Building block of the Comprehensive Plan (PLANiTULSA) land-use

plan. Regional centers are mid-rise mixed-use areas with large-scale employment, retail, and civic or educational uses. They attract many workers, residents and visitors from a wide geographical area, and are considered transit hubs.

RESIDENTIAL COLLECTOR STREET:

Roadways consisting of two to four travel lanes, designed with on-street parking, landscaped medians, street trees and sidewalks to serve pedestrians. These streets are used in neighborhoods, where automobile traffic is slow and quiet.

SMALL AREA PLAN: A plan for a clearly defined part of the city, developed in collaboration with area stakeholders to make specific recommendations for land use, zoning, transportation and other public investments. Small area plans are developed in collaboration with area stakeholders. Also known as a neighborhood plan.

TMAPC (TULSA METROPOLITAN AREA PLANNING COMMISSION):

A joint City-County cooperative planning commission authorized by Oklahoma Statutes, Title 19, Section 863. TMAPC is responsible for adoption of the Comprehensive Plan and is the recommending body for all zoning requests within its jurisdiction. (www.tmapc.org)

TRANSPORTATION DEMAND

MANAGEMENT: Programs designed to encourage changes in travel behavior in order to reduce car trips made by persons driving alone. These programs use measures such as employing of a Transportation Demand Manager to facilitate alternatives to driving alone, or installing showers for employees commuting by bicycle.

TULSA PRESERVATION COMMISSION

(TPC): A fifteen-member board of the City of Tulsa, responsible for the City's historic preservation program, including Historic Preservation (HP) zoning. HP Zoning and TPC are governed by Chapter 10A of the City of Tulsa's Zoning Code. (www.tulsapreservation.org)

URBAN DESIGN GUIDELINES: Specific guidelines crafted to assure that the overall placement and form of buildings in an area are compatible with their surroundings and will achieve goals such as providing a more comfortable and enjoyable environment for walking.

WALKABLE OR WALKABILITY: A non-technical term that refers to the overall suitability of a place for pedestrians. Walkability is not determined by the presence of sidewalks alone. Walkability can be greatly

enhanced by ensuring that sidewalks are wide, shaded from the sun by trees or awnings, and protected from traffic by parallel parking. The most walkable streets offer window shopping and, ironically, outdoor seating areas.

ZONING CODE: Local laws used by jurisdictions to regulate the uses of land, buildings and structures within designated areas. These laws are contained in the City of Tulsa Zoning Ordinance.