

West Highlands/Tulsa Hills Small Area Plan



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Executive Summary

Introduction

The West Highlands/Tulsa Hills small area plan (SAP) is a guide for the future development of the extreme southwest corner of the City of Tulsa. The small area planning process, outlined in the appendix of the Tulsa Comprehensive Plan, includes a citizen engagement process, extensive research of existing conditions and thorough vetting of plan recommendations by citizens as well as relevant city departments and stakeholders.

Following this process – including two years of active public participation – this plan’s recommendations were adopted by the Tulsa Metropolitan Area Planning Commission on March 19, 2014 and approved by the Tulsa City Council thereafter. Accordingly, this plan amends the Tulsa Comprehensive Plan and its recommendations are the City of Tulsa’s policy guide for land-development in the plan area.

Executive Summary

West Highlands/Tulsa Hills is a rapidly growing part of Tulsa: what was largely open space and rolling hills only a decade ago now contains a regional shopping center. Recent single- and multi-family developments have brought more residents to the area, spurring demand for more public and private services.

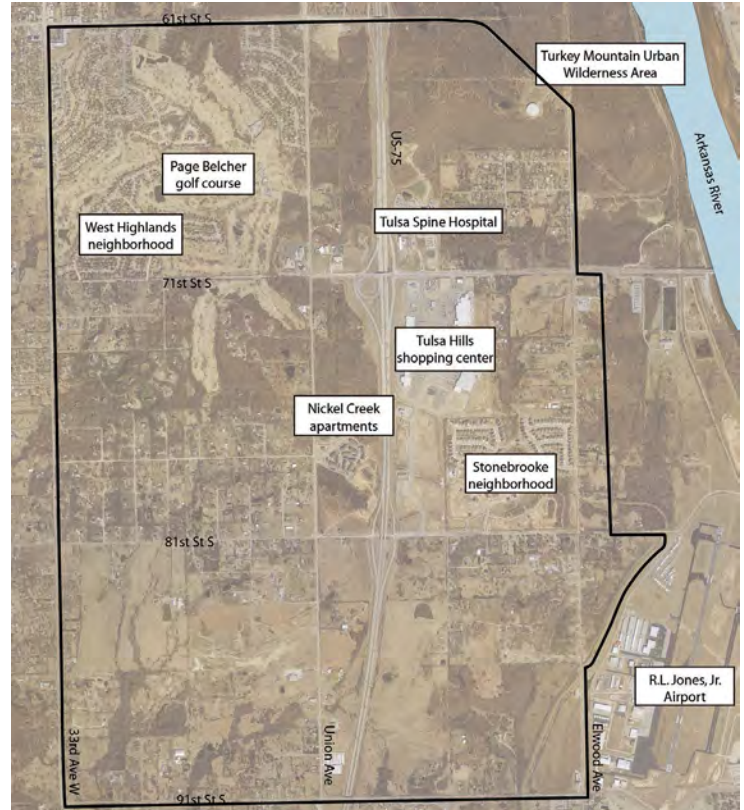
This plan aims for development predictability and attempts to balance future demand for land development with respect for existing aesthetics, open-space preservation, transportation improvements and other key concerns of local stakeholders (residents, business owners, and others). The goal is that West Highlands/Tulsa Hills remains as attractive an area in which to live, locate and invest 20 years from now as it is today.

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

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

Following thorough research in each of these categories, staff engaged the stakeholders to envision their ideal future for the area. Following additional research and vetting from other agencies, this stakeholder-led future vision formed the foundation of the plan's recommendations. These recommendations identify key regulatory changes, capital improvements and public-private partnerships that will help make the stakeholder-led vision a reality.

Plan area boundary is illustrated in large format on page 12 and described in text on page 104.



Community Participation

Introduction

One major principle of Our Vision for Tulsa, the Comprehensive Plan’s Vision statement, is a “commitment to transparent, equitable decision-making” (p. 8). Public participation is necessary for an equitable planning process, along with being one of the key steps of the small area planning process outlined in the Comprehensive Plan. The West Highlands/Tulsa Hills planning process was marked, along the way, with regular public meetings facilitated by Planning staff to hear public concerns, solicit stakeholders’ future visions and vet research findings and plan recommendations.

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Community Participation

Part I: Citizen Advisory Team

A Citizen Advisory Team (CAT) served throughout the process as the core of the plan's community participants. CAT members, invited to serve by the District 2 City Councilor Jeannie Cue, included neighborhood representatives, property holders, persons with business and real estate interests and other citizens with a stake in the future of the area. CAT members were expected to regularly attend meetings and transmit information about the planning process to their respective constituents and neighbors. In addition, the general public was encouraged to participate, as all meetings and activities were open to the public.

CAT Members

Tena Alexander
Jason Beasley
Jan Butler
Bob Butler
Jody Cole
Matt Crain
Jana Davis
Rick DeVore
Jane Duenner
Dean Englund
Curtis Faust
John Harper
Joel Lacourse
Christian Osse
Rich Perkins
Sylvia Powell
Kaye Price
Arthur Richey
Gail Rose
Richard Ryan

20 different CAT members

+

227 public stakeholders

Community Participation

Part II: Meetings

The West Highlands/Tulsa Hills planning process was characterized by openness, transparency and thorough public engagement. Over 240 different stakeholders attended these meetings, with an average attendance of roughly 30 citizens.

All meetings were publicized via e-mail, on the PLANiTULSA website and, as needed, by individual telephone calls to every CAT member. In addition to CAT members, key stakeholders representing local landmark institutions - for example, Inland Realty/C.B. Richard Ellis of Oklahoma (who represent Tulsa Hills), the R.L. Jones Airport, Case & Associates, the Tulsa Spine and Specialty Hospital, and Page Belcher Golf Course - were individually consulted and invited to the meetings.

Staff wrote detailed notes of each meeting and posted the notes online the following day. All meeting visual materials (such as Powerpoint presentations and graphics displays) were also posted online.

Finally, staff briefed in person, or via e-mail or telephone, those stakeholders who could not attend meetings.



CAT MEETING, FEBRUARY 2013

Kickoff, February 29, 2012 Greenwood Cultural Center

The West Highland/Tulsa Hills small area plan was launched at this general kick-off event. Mayor Dewey Bartlett, Jr. and Planning Director Dawn Warrick, AICP, hosted the local media and citizens interested in this small area plan and the two other small area plans whose plan-making efforts began simultaneously. These are the first small area planning processes undertaken following the adoption and approval of the Tulsa Comprehensive Plan. The Director introduced the structure of the small area planning process as prescribed in the Tulsa Comprehensive Plan, and described the early activities of the soon-to-be-formed CATs for each of the 3 plan areas.

CAT orientation, March 27, 2012 Zarrow Regional Library, West Tulsa

At the first official meeting exclusively for West Highlands/Tulsa Hills, the SAP team introduced members of the CAT to themselves and each other. Staff briefed CAT members on key issues of the plan area, and encouraged questions about the planning process. Major stakeholder concerns voiced at this first meeting were crime and new development as a potential threat to the area's bucolic setting. Sixteen CAT members and 13 members of the public participated in this meeting.

SWOT analysis, April 23, 2012 Zarrow Regional Library, West Tulsa

A SWOT analysis is a public engagement tool used to determine the Strengths, Weaknesses, Opportunities and Threats which face a certain area. Strengths and weaknesses are existing positives/negatives which are internal or intrinsic to the area; opportunities and threats are potential positives/negatives which might be expected in the future as a result of external forces or conditions.

Community Participation

PART II: MEETINGS

Planning staff presented the plan area's existing demographics, land-use issues and historical development trends as a prelude to the SWOT exercise. Attendees actively identified SWOTs within the plan area, and then assigned priorities. Fourteen CAT members and nine public stakeholders participated in the exercise.

Among the themes of the SWOT results are the general inadequacy of current infrastructure. While residents still seemed to prize the area's bucolic qualities, the biggest strengths are markedly "suburban" - proximity to downtown, Jenks schools and local shopping opportunities were the stakeholders' biggest marked strengths. The local rural atmosphere and openness were cited as major strengths, along with the development opportunities (and large tracts of open land) being mentioned in all three of the largest opportunities. Crime was the biggest threat perceived by residents.

The SWOT exercise generated certain contradictions: first, residents seemed apprehensive about density

and new multifamily construction which followed the construction of Tulsa Hills. But Tulsa Hills was not scored as a threat; in fact, it was cited as the area's third greatest strength. Secondly, residents cited the lack of infrastructure as a weakness, while recognizing that infrastructure investment set the stage for more development in the area's history (see Existing Conditions chapter for more detail). Another key threat cited was irregular lot splits, which people saw as a threat to the area's character and also a potential strain on infrastructure.

Existing conditions, June 11, 2012 Hampton Inn & Suites at Tulsa Hills

The months following the SWOT were devoted to thorough analysis, research and inventory of local existing conditions. At this meeting, staff presented this existing conditions research. Residents were encouraged to question and validate the research findings, which can be found in the Existing Conditions chapter of this plan document. Fifteen CAT members and eight other citizens signed-in.

SWOT: STAKEHOLDERS' TOP CONCERNS

Strengths:

Easy access to downtown
Jenks school system
Tulsa Hills

Weaknesses:

Inadequate roads
Inadequate sewer utility
Inadequate water utility

Opportunities:

Development opportunities
Sensible guidelines for residential development
Innovative rural development

Threats:

Crime
Density
Apartments



VISION WORKSHOP PRESENTATION

Vision workshop, September 8, 2012
City Hall at One Technology Center
Vision workshop followup, November 5,
2012

Hampton Inn & Suites at Tulsa Hills

To promote this design workshop, Planning staff called all CAT members, major stakeholders from local institutions including Tulsa Hills, representatives of the hospital, Jenks school district, Page Belcher Golf Course, R.L. Jones Airport, Case & Associates and others. Also, a standard media advisory was released to announce the event to the general public.

Stakeholders for the West Highlands/Tulsa Hills plan area came to City Hall to participate in an all-day Vision Workshop. Following a “best practices” plenary address from David Green and Heather Alhadeff of Perkins+Will (an international planning and architecture consultancy), staff briefed stakeholders on this plan area’s key issues.

For the rest of the day, volunteer facilitators from the Eastern Oklahoma Chapter of the American Institute of Architects (AIA) guided stakeholders in creating plan-area vision maps. The goal of this exercise was for stakeholders to articulate what they wanted to see in West Highlands/Tulsa Hills at the end of the 20-year plan horizon. What ensued was a lively afternoon of conversation, note-taking and mapmaking. Using trace paper over aerial photos of the plan area, each of four stakeholder groups created a vision map.

Following the meeting, staff and the AIA design team coordinated the production of design renderings. These renderings illustrated hypothetical single-family homes, retail centers, parks, street treatments and other developments that reflected citizen input from the workshop. In addition to these design renderings, staff

and the AIA team coordinated the production of the plan area concept map, which was a consolidation of the four stakeholder visions produced at the workshop.

Afterwards, staff consolidated the design renderings and the plan area concept map into “Big Ideas” boards, which were placed on public display in the lobby of the American Heritage Bank at 71st Street and Union Avenue. Big Ideas were on display from October, 2012 until January 2013, and were also posted online with links for feedback. Through survey forms at the bank and online comments, citizens were encouraged to evaluate the renderings. These participation methods



PLENARY SESSION IN CITY HALL COUNCIL CHAMBERS



FACILITATORS, CAT MEMBERS, AND OTHER STAKEHOLDERS

Community Participation

PART II: MEETINGS

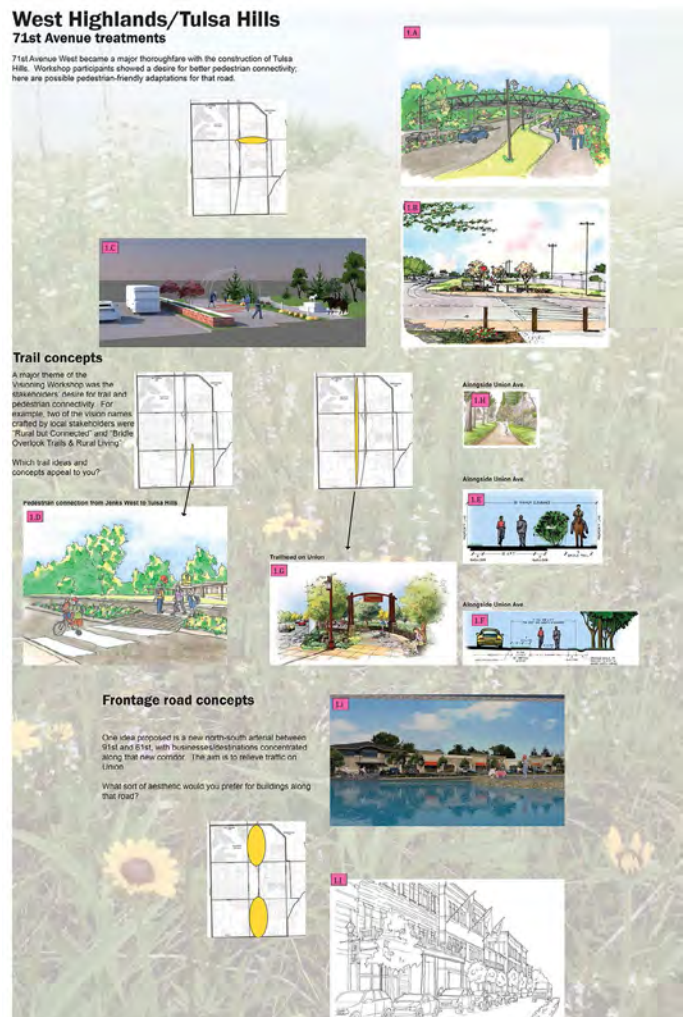
were promoted through a media advisory issued by the City of Tulsa.

On November 5, 2012, staff and the AIA design team hosted a standing-room-only meeting that was attended by more than 80 stakeholders and CAT members. The meeting was designed specifically to gather additional feedback on the Big Ideas and to produce a vision statement.

Several themes emerged from the Big Ideas review. Based upon survey responses, stakeholders' most-preferred images showed parks, trails, small scale retail (including a grocery store) and single-family subdivisions with substantive open space. Less favorable were renderings with multi-family housing developments. Some residents were concerned that an unintended consequence of mass transit improvements might be an increase of lower-income housing developments in the plan area.



A STAKEHOLDER IN THE "RURAL PRESERVE" STAKEHOLDER VISION GROUPS EXPLAINS THEIR TRAIL AND DEVELOPMENT IDEAS.



ONE OF THE BIG IDEA BOARDS DISPLAYED AT AMERICAN HERITAGE BANK AND ONLINE

Vision statement and recommendations review, part 1, January 22, 2013
Zarrow Regional Library, West Tulsa

The Zarrow Regional Library was selected as the site for this meeting, to accommodate an expected high turnout of participants.

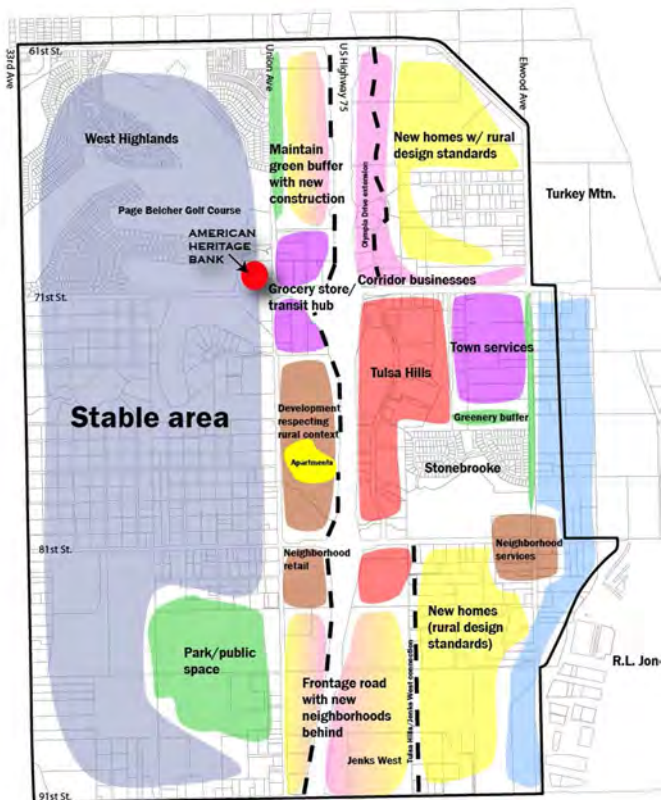
Attendees were provided with draft copies of the plan's Recommendations and Vision chapters for review and comment. Major concerns expressed at this meeting – future development in the Union Avenue corridor and the effects of development on wildlife – were recorded and posted online.

As feedback at this meeting was largely questions about the plan's scope, an additional meeting was scheduled to discuss specifics of the plan's recommendations. Nine CAT members and 26 other stakeholders attended.

Recommendations review, part 2
February 27, 2013
Zarrow Regional Library, West Tulsa

At the follow-up meeting, staff summarized the plan's major implementation measures and displayed them on boards around the room. Using stickers, stakeholders evaluated proposed implementation measures, and then explained their decisions in writing. This technique ensured every attendee provided feedback and committed that feedback in writing which could be easily referenced in the future.

Results of the exercise, and the meeting notes, were posted online the following day. Six CAT members attended and 12 members of the public attended.



CONCEPT MAP, PRODUCED FROM WORKSHOP VISION MAPS



HAMPTON INN AT TULSA HILLS, WHICH PROVIDED SPACE FOR PUBLIC MEETINGS

MARCH 2014

Plan draft review

June 3, 2013

Zarrow Regional Library

Plan updates with CAT

June 17 & 26, July 8 & 31, August 12, 2013

Hampton Inn & Suites

Zarrow Regional Library

Planning staff completed a draft of the plan and submitted it to the TMAPC for work session. At the June 3, 2013 meeting, prior to the work session, plan area stakeholders objected to certain aspects of the plan draft. One rendering in the Vision chapter, in particular, was of concern.

Given the intent to build stronger stakeholder consensus with the final draft, staff cancelled the TMAPC work session and held a series of five CAT meetings through Summer 2013. At these meetings, staff and CAT members discussed issues to be resolved in a newer draft. Among the changes were the removal of the controversial vision chapter rendering, removal of a planned park in the southwest corner of the plan area, addition of ideal street sections and various other recommendations pertaining to multi-family housing, accessory dwelling units, street expansions and other characteristics. While the bulk of the plan remained the same, these changes were implemented with the aim of creating greater citizen buy-in with the plan. The results of these meetings, as with all the others, were posted online.

Updated draft review

January 25, 2014

Trinity Baptist Church

Using input from the previous summer's meetings, staff updated the plan and released the new draft in early January. This meeting was intended for stakeholders and CAT members to provide feedback on the revised draft, suggest changes to the plan and determine if there was general consensus for submitting the plan to TMAPC.

There were two meetings held on that Saturday: a morning meeting for CAT members who attended the last summer's meetings regularly, and an afternoon meeting directed at the larger stakeholder group. Regarding the most controversial issue - multifamily development - the morning group agreed that future development west of US-75 should avoid "overwhelmingness," one attendee's way to describe buildings whose scale was too large for the existing context. Both groups agreed to the changes, and did not object to submitting the plan to the TMAPC for work session after these changes were made. A total of eleven CAT members and 14 public stakeholders attended the meetings.

Total CAT meetings:

14

Total meeting attendees:

**227 stakeholders + 20 CAT members =
247 total attendees**

Existing Conditions

Introduction

The findings in this chapter informed and directed the visioning phases and recommendations of the small area planning process. Categories examined include land use and environmental features, transportation, economic development, housing, parks and open space and legacies and urban design. These correspond to the chapters, and the categories in the appendix, of the Tulsa Comprehensive Plan.

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Existing Conditions

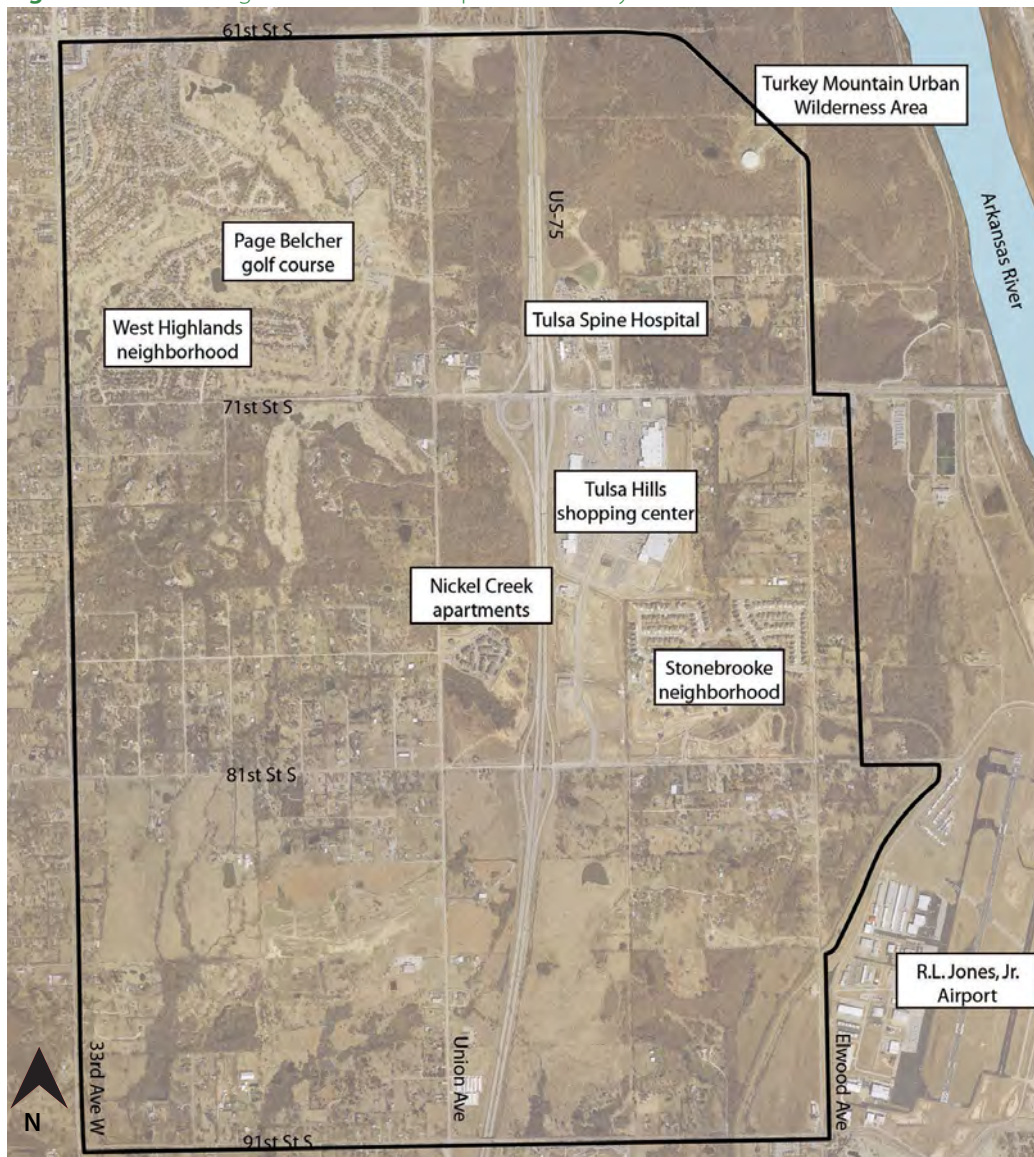
Part I: Context and History

Context

The West Highlands/Tulsa Hills (WH/TH) small area plan area, encompassing 6.1 square miles, includes one regional retail center, a hospital and the Page Belcher Golf Course. The area also borders two regional destinations: R.L. Jones Airport and Turkey Mountain Urban Wilderness Area. A written description of the boundary can be found on page 104.

The small area planning process, as recommended in the Tulsa Comprehensive Plan, began with City Council resolution No. 7903 in June 2011 (and amended in April 2012 to have current boundaries). This resolution officially sanctioned the development of the West Highlands/Tulsa Hills small area plan.

Figure 1:1: West Highlands/Tulsa Hills plan boundary

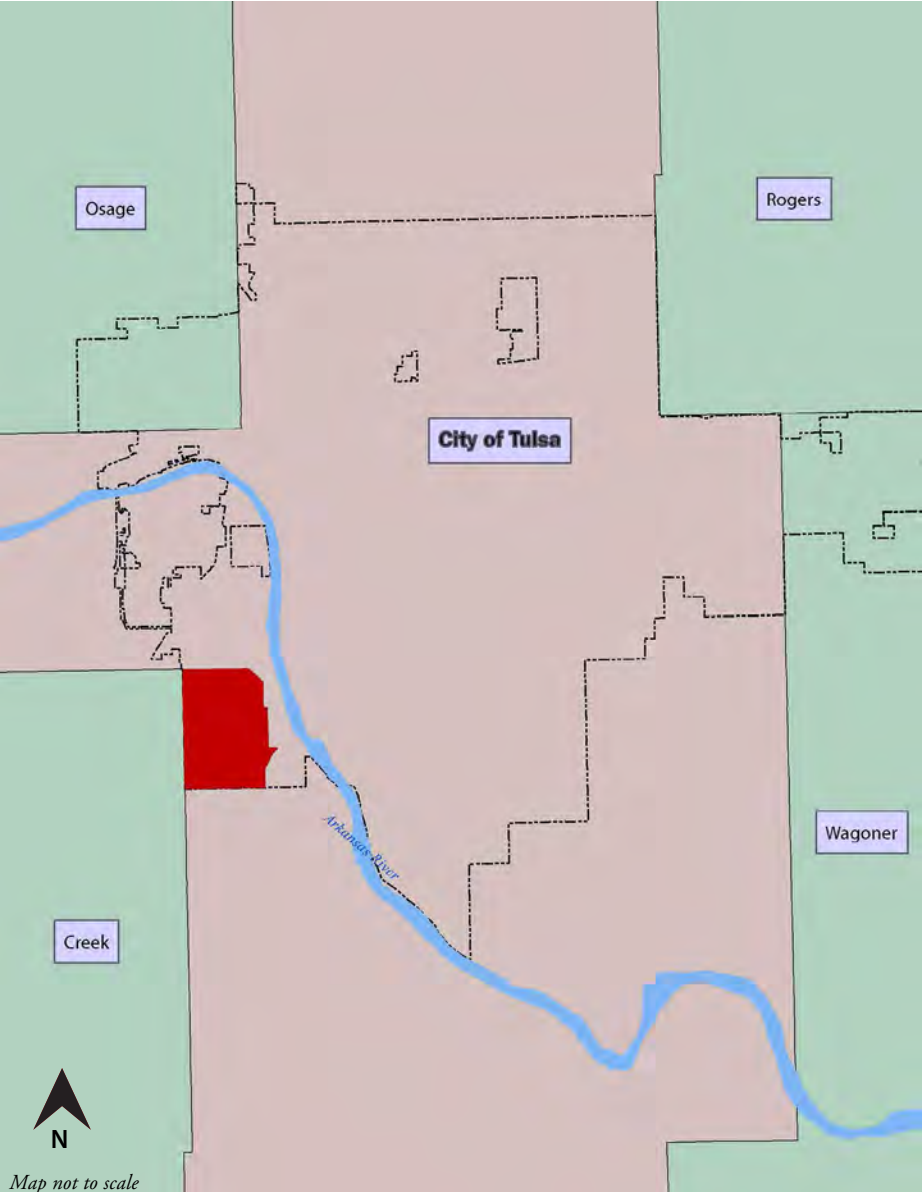


Map not to scale

Source: COT Planning Division; Shape data: INCOG 2012, Boundary: Tulsa City Council 2012

This area is in the far southwestern corner of Tulsa’s municipal boundary, bordering the city of Jenks and Creek County.

Figure 1:2: Citywide context (plan area in red)



Source: COT Planning Division; Shape data: INCOG 2012, Boundary: Tulsa City Council 2012

History

Originally Creek tribal land, WH/TH underwent heavy European-American migration after the discovery of oil in nearby Red Fork in 1901. Newcomers drilled for oil in the vicinity of the current site of Tulsa Hills shopping center (71st Street South¹ and Olympia Avenue) and on Turkey Mountain.

The area was unincorporated Tulsa County until 1966, when the City annexed it. Development of West Highlands subdivision, near Union Avenue and 61st Street, soon followed.

In the second half of the 20th century, a pattern emerged in which large developments would follow major infrastructure developments. The intervals of years in Figure 1:4 (p. 15) correspond to the following developments:

- 1954 - 51st Street Bridge (now I-44) built
- 1979 - Turkey Mountain purchased, US-75 (the “Beeline”), Page Belcher Golf Course constructed
- 1984 - I-44 Bridge built, 71st Street Bridge built
- 2000 - Turkey Mountain reservoir built
- 2006 - Tulsa Hills TIF district - on Olympia Avenue between 71st and 81st Streets - began

The most extensive buildout occurred between 1955 and 1979, corresponding with nationwide suburbanization trends (along with local development patterns).

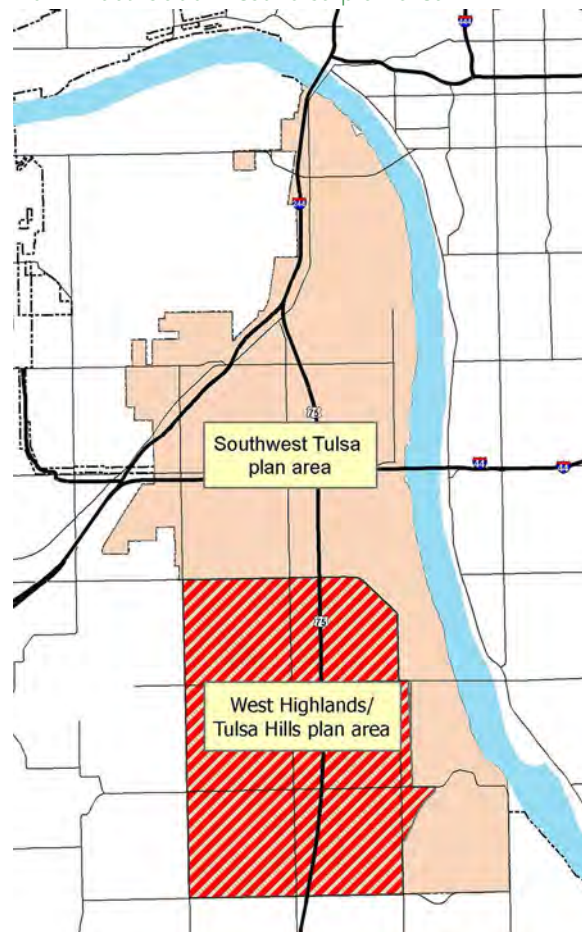
The recent buildout – including Tulsa Hills Shopping Center, Stonebrooke subdivision, and the Nickel Creek and Tuscany Hills apartments – occurred after 2000 and most dramatically since 2009. Regarding current

buildout and capital improvements: at time of writing, the Turkey Mountain reservoir experiences supply problems during peak demand². The City is upgrading the 51st Street water main in order to provide more water to the reservoir³. Waste sewer improvements are designed that will increase connectivity west of Union Avenue. In light of past trends, these improvements will likely allow for further construction and development.

²Capital Projects Inventory - FY 2009-2010 (planning for 2010-2014)

³FY 2012-2013 Capital Improvements Inventory

Figure 1:3: West Highlands/Tulsa Hills plan area within 2009 Southwest Tulsa plan area



Source: COT Planning Division; Shape data: INCOG 2013; COT Planning Division

Existing area plans in WH/TH

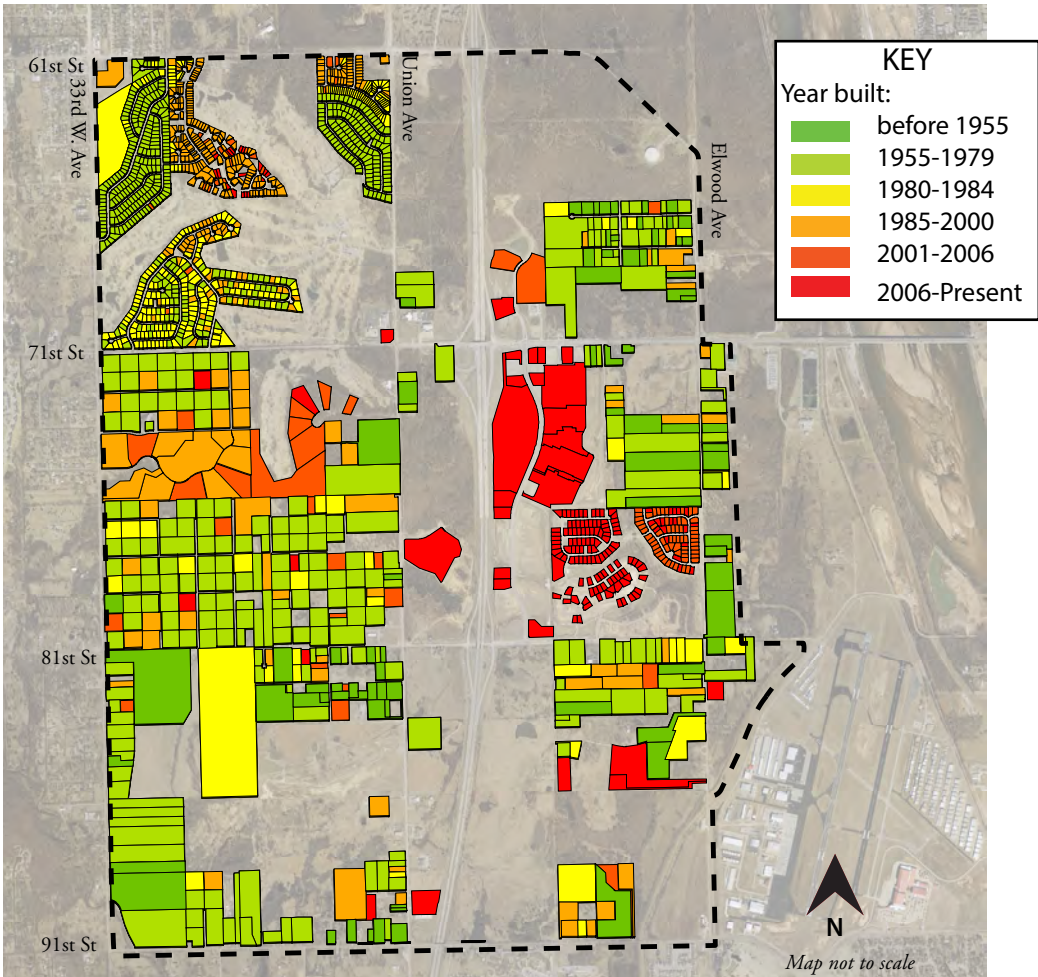
The *Southwest Tulsa Plan*, adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) in 2009, covers all of the City west of the Arkansas River (Figure 1:3). The plan makes general recommendations for the entire Southwest Tulsa area. Among those recommendations specific to WH/TH are:

- Proposed traffic calming measures for 61st and 71st Streets and 33rd West Avenue, in order to concentrate north-south traffic onto

Union Avenue

- Designation of property abutting 71st Street, between Union Avenue and the Arkansas River, as a “density corridor” with a concentration of retail, office, entertainment and residential land uses.
- Recognition of the Page Belcher Golf Course as a key local asset that should be maintained as an open-space buffer.

Figure 1:4: Historical development of plan area, by major improvement date



Source: COT Planning Division; Shape data: INCOG 2012, Parcel data: Tulsa County Assessor, 2012

Existing Conditions

PART I: CONTEXT AND HISTORY

For this research, staff gathered data from Census Tract 67.05, which is essentially coterminous (i.e., has the same boundary) with the plan area. The areas of tract 67.05 outside of the plan area contain minimal residences.

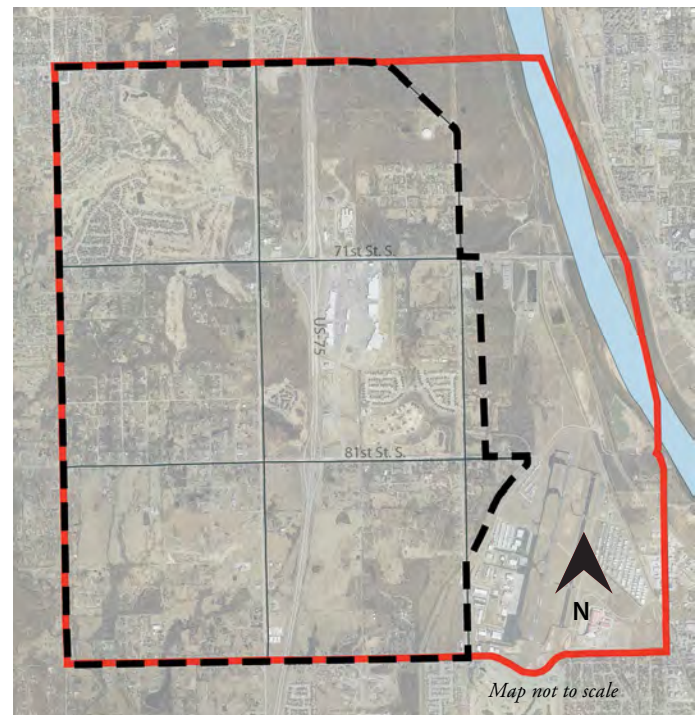
Table 1:1: Plan area vital statistics

Area (acres)	3,914
Area (sq. miles)	6.10
Population (2010)	4,892
Population (2012 estimated*)	5,907
Census Tract	67.05
School District	Jenks
City Council District	2

Source: 2010 Census, INCOG GIS

*2012 estimate takes into account estimated population of Nickel Creek and Tuscan Hills apartments, built since the 2010 Census. Apartment population estimates were extrapolated by multiplying their number of units with Oklahoma-specific bedroom/population multipliers created by the Bloustein School of Public Policy at Rutgers, the State University of New Jersey. Estimates assume 85 percent occupancy in those apartments, slightly less than the city's average of 91 percent (given those developments' novelty).

Figure 1:5: Census tract 67.05



Source: COT Planning Division, 2010 US Census; Shape data: INCOG 2012

— Tract 67.05 boundary
- - Plan area boundary

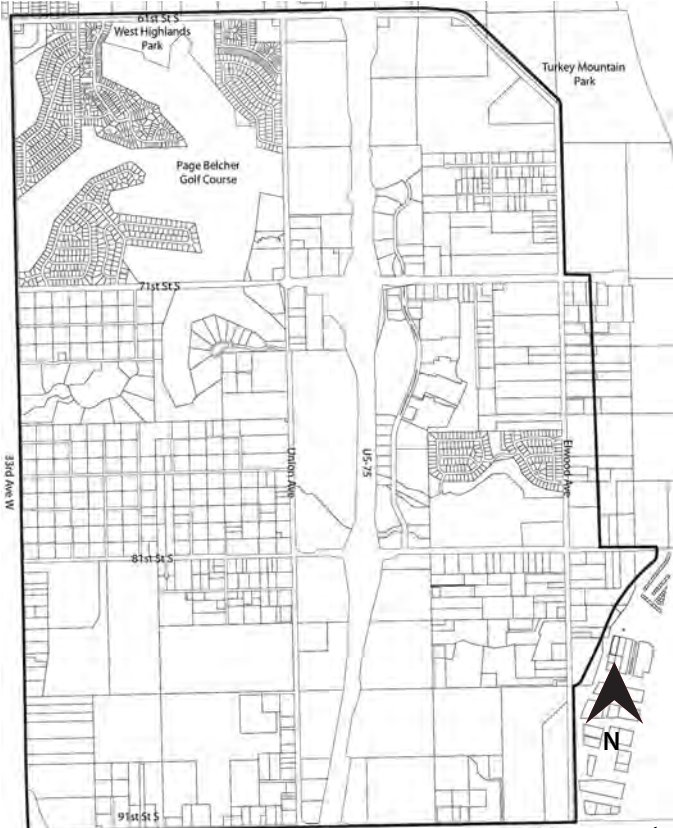
Changes during plan-writing process

This research effort began in the Spring of 2012, using parcel data provided by INCOG and the Tulsa County Assessor.

However, rapid development changed the parcel map during the writing phase. Since Spring 2012 until adoption, three large subdivisions were approved in the area between Union Avenue and US-75 (north of 81st Street and south of 71st Street), construction was completed in Stonebrooke, and a new single-family development named Hyde Park was constructed.

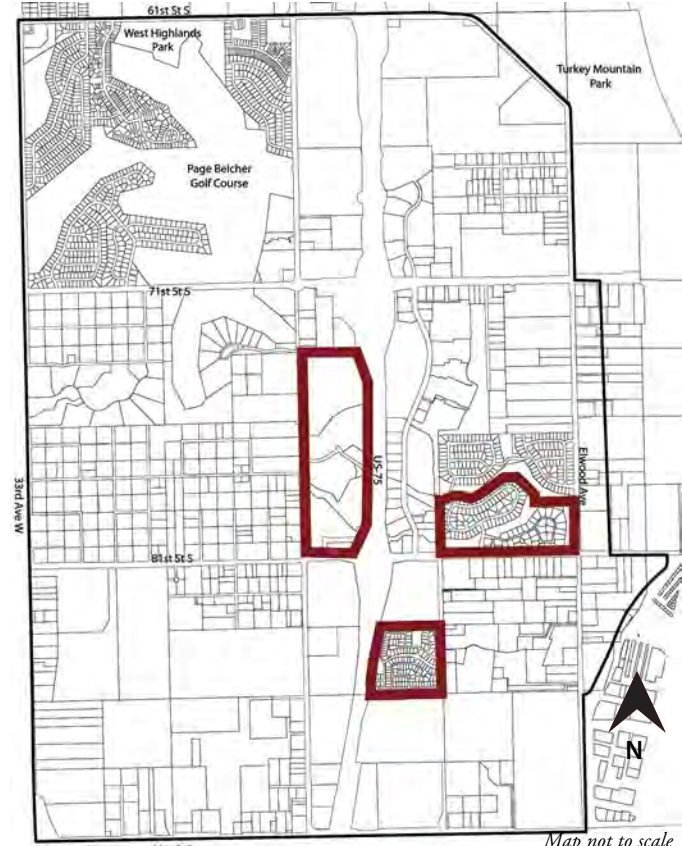
Please note that the vast majority of the maps in this chapter reflect Spring 2012 parcel lines.

Figure 1:6: Parcels, March 2012



Map not to scale
Source: Tulsa County Assessor; Shape data: INCOG 2012

Figure 1:7: Parcels, March 2013, areas of significant change highlighted in red



Map not to scale
Source: Tulsa County Assessor; Shape data: INCOG 2013

Demographics

By better understanding population demographics (and how they can change), plan recommendations can better address each cohort's specific needs over the plan horizon.

Compared to rest of the City of Tulsa, West Highlands/Tulsa Hills is less racially diverse, wealthier and better-educated (see Tables 1:2 through 1:4).

By the numbers, West Highlands/Tulsa Hills could be described as a family-centric area: more households are family households, and its households feature more people.

Racially and culturally, it is more White and less Hispanic/Latino than the rest of Tulsa (see Table 1:3 and Figure 1:8).

Table 1:2: Demographic profile of WH/TH

	Plan Area	City
Population (2010 Census)	4,892	391,906
Population (2012 estimate)	5,907	-
Males per 100 females	97.4	95.0
Median age	34.8	34.7
Households	1,973	163,975
Family households	1,334	95,246
%Family households	68%	58%
Population per housing unit	2.29	2.12
Avg. family size	2.99	3.04

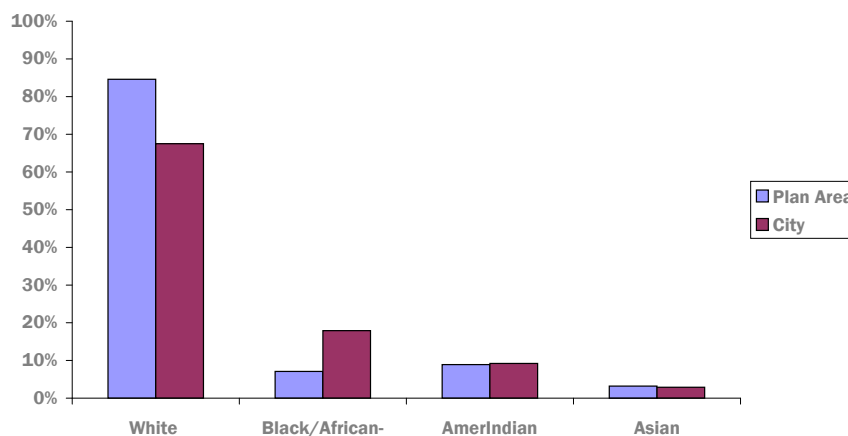
Source: 2010 US Census

Table 1:3: Hispanic/Latino population of WH/TH

	Plan Area	City
Hispanic/Latino population	257	55,266
% of total population	5.3	14.1

Source: 2010 US Census

Figure 1:8: Race, alone or in combination

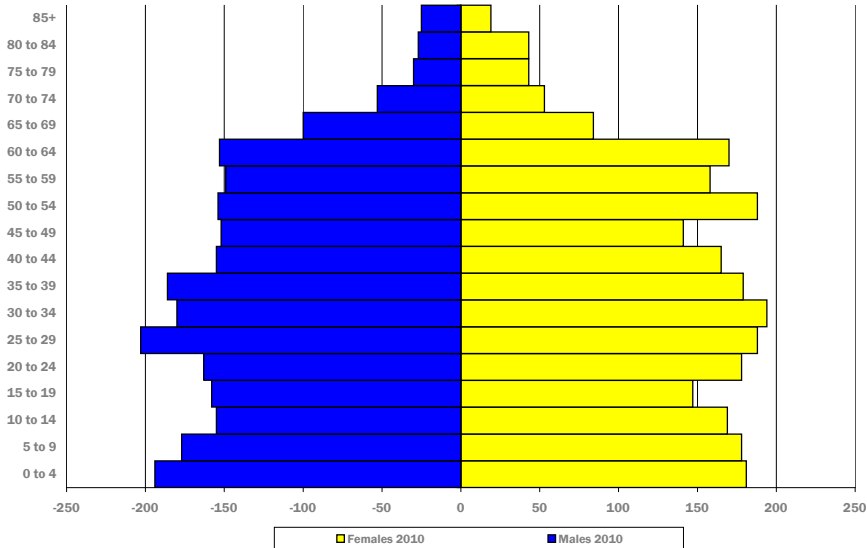


Source: 2010 US Census

Population pyramids illustrate population by age and gender cohort.

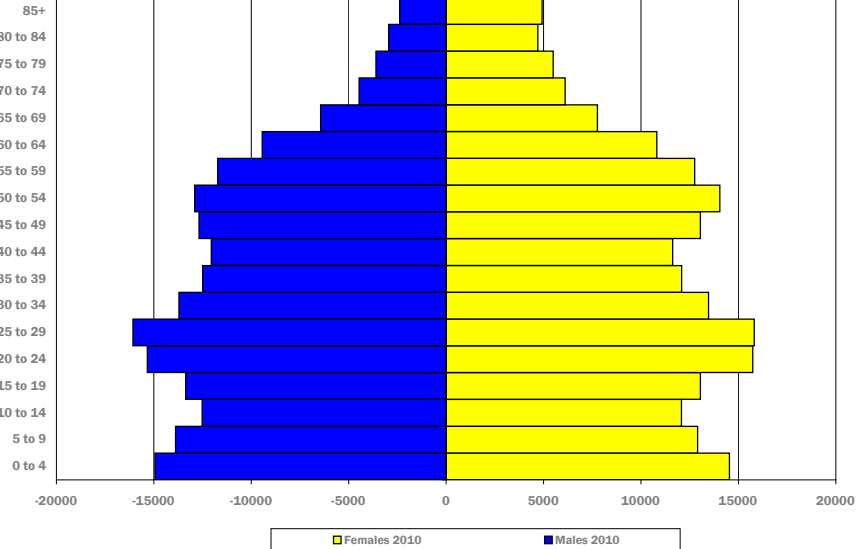
As a share of the total population, WH/TH has relatively few senior citizens and people in their 20s, and relatively more females. People aged 40-65 form a relatively large cohort compared to the City as a whole.

Figure 1:9: West Highlands/Tulsa Hills population pyramid



Source: COT Planning Division, 2010 US Census

Figure 1:10: City of Tulsa population pyramid



Source: COT Planning Division, 2010 US Census

Existing Conditions

PART I: CONTEXT AND HISTORY

Table 1:4: Socioeconomic characteristics

	Plan area	City
Highest educational attainment*		
%No high school diploma	3.8	13.6
%High school or equivalent	20.5	27.0
%Some college or associate's	23.8	30.1
%Bachelor's or higher	41.9	29.4
Median household income	\$58,939	\$39,289
%Poverty	3.7	19.3
%Unemployment	5.9	6.5
%Labor force participation	72.6	66.2

*For population older than 25

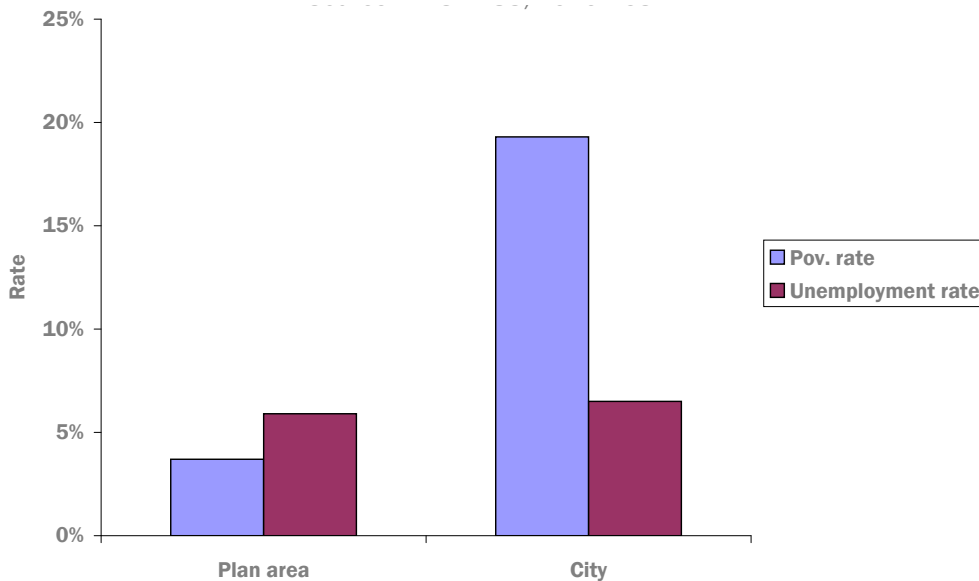
Sources: 2010 American Community Survey 5-year estimates
US Bureau of Labor Statistics 2010

Residents of West Highlands/Tulsa Hills have achieved higher levels of education compared to the rest of the City. More residents have bachelor's and post-bachelor's degrees and, when compared to a plan area resident, the average Tulsan is four times less likely to have a high school diploma.

The median household income (MHI) for the plan area is roughly 50 percent higher than the City's.

Only 3.7 percent of local residents live under the poverty line.

Figure 1:11: West Highlands/Tulsa Hills is prosperous



Source: BLS Local Area Unemployment Statistics, 2010 American Community Survey 5 year estimates

Existing Conditions

Part II: Land Use and Environmental Features

Residents used the term “quasi-rural” to describe the plan area. While there are huge swaths of agricultural-zoned land and many streets with open bar ditches, there is also, as of 2008, a mile-long regional shopping complex. Its construction is spurring and will most likely continue to spur development through the plan horizon.

Existing zoning

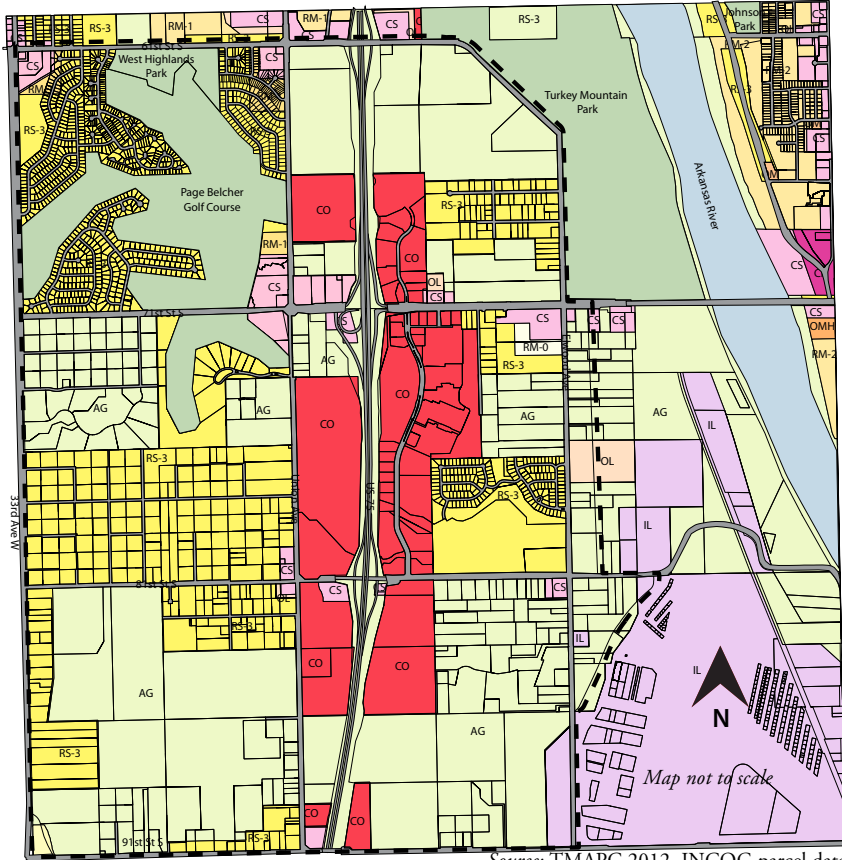
The majority of WH/TH land is zoned either Residential Single Family High Intensity (RS-3) or Agricultural (AG), with a Corridor (CO) district along US-75.

According to the Tulsa Zoning Code, agricultural districts exist to “protect agricultural land until an orderly transition to urban development can be accomplished.” So while preserving rural land, agricultural districts also provide a holding pattern for urbanization.

Much of the corridor-zoned land along US-75 has not, as of writing, been developed.

For extensive definitions of the zoning categories, please consult the appendix.

Figure 2:1: Existing zoning in plan area



Source: TMAPC 2012, INCOG parcel data

Table 2:1: AG, RS-3, and CO dominate area

Zone	%area of WH/TH
Agricultural (AG)	47.2
Residential Single Family High Intensity (RS-3)	33.8
Corridor (CO)	13.7
Commercial Shopping (CS)	2.9
Residential Multifamily Low Intensity (RM-1)	0.9
Industrial Light (IL)	0.8
Office Low Intensity (OL)	0.4
Residential Townhouse (RT)	0.3
Residential Multifamily Lowest Intensity (RM-0)	0.2
Residential Single Family Low Density (RS-1)	0.1

Source: TMAPC, INCOG parcel data

Existing Conditions

PART II: LAND USE AND ENVIRONMENTAL FEATURES

Stability/Growth

The Areas of Stability/Growth map, from the Tulsa Comprehensive Plan, designates “where the majority of growth and investment should take place and which neighborhoods should remain substantially as they are.”¹

These categories should not be considered mutually exclusive: the two zones exist along a continuum, as no place is perfectly stable nor totally growing. Likewise, small pockets of stability can exist within an Area of Growth.

Two-thirds of the plan area is an Area of Growth. While this may concern residents who fear “density,” the adopted Tulsa Comprehensive Plan states that “ensuring that [growth-area] residents will not be displaced is a high priority.”²

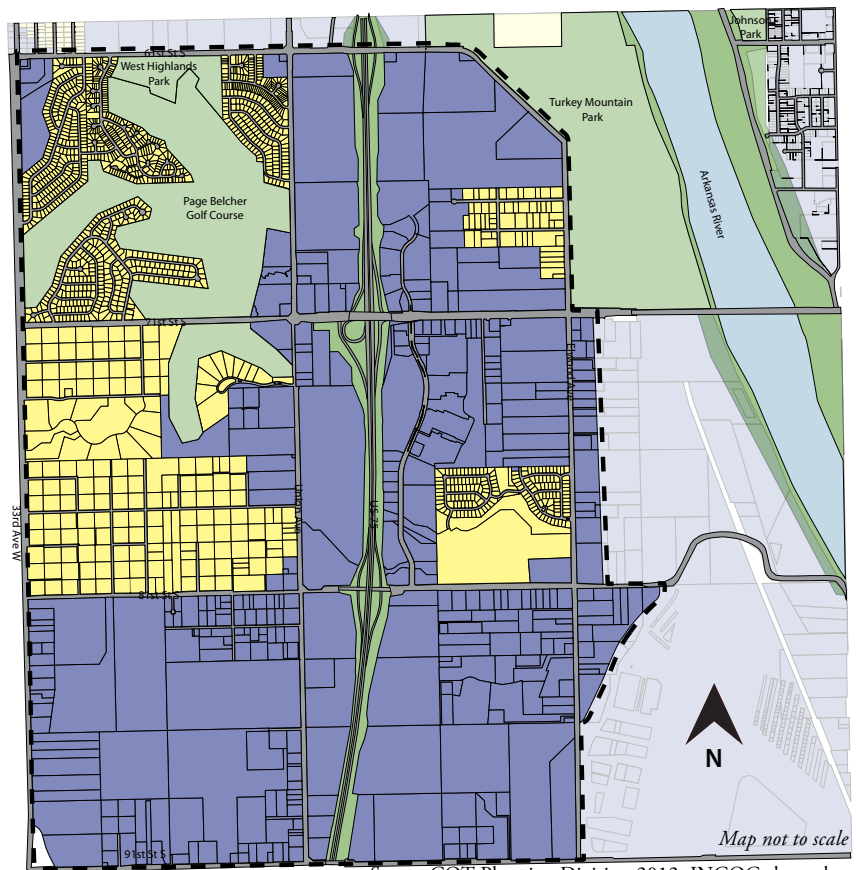
As voiced throughout the public engagement process, local stakeholders value the rural character of the Growth areas. Plan recommendations can consider how growth can occur in a manner that still respects the area’s rural context (as suggested in the SWOT).

Table 2:2: Growth in plan area

Designation	%area
Stability	33.0
Growth	67.0

Source: CoT Planning Division, INCOG parcel data

Figure 2:2: Areas of Stability/Growth



■ Stability
■ Growth

¹Tulsa Comprehensive Plan, p. LU-52
²ibid., p. LU-55

Comprehensive Plan land-use designations

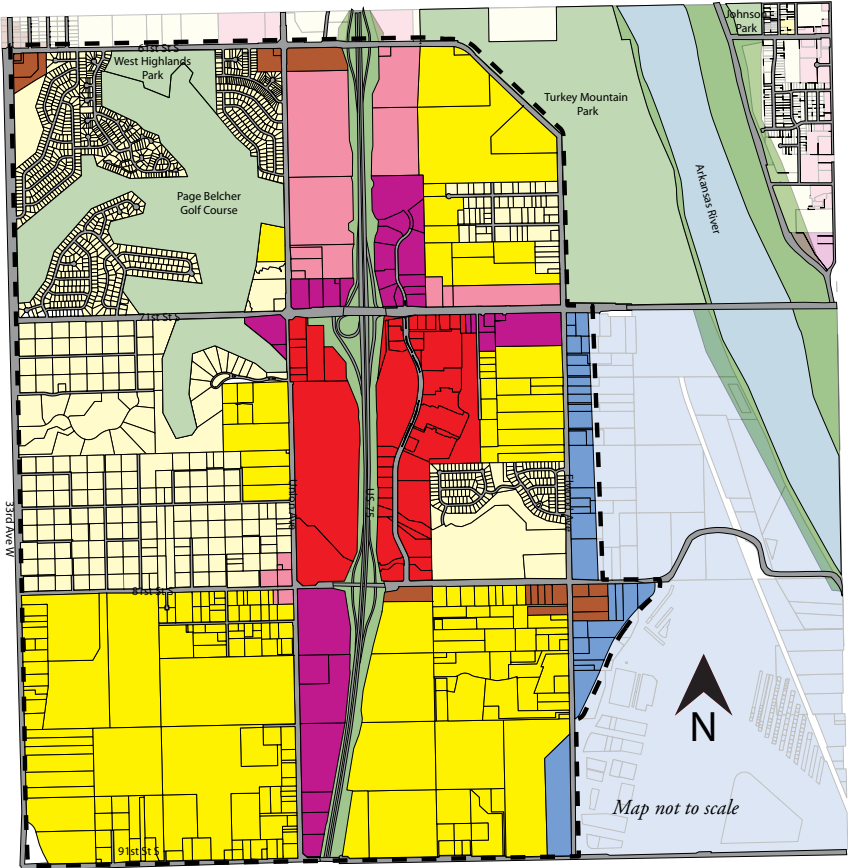
Figure 2:1 (p. 21) shows existing zoning in the plan area - it describes how land use is currently regulated in the plan area.

Figure 2:3, from the Tulsa Comprehensive Plan, shows how the land-use building blocks are applied in the plan area.

Whereas the zoning map shows the *current* regulations in the plan area, the land-use designation map shows how *future* land development should be guided. See the Comprehensive Plan's land-use chapter for more details about the land-use building blocks.

As an example: assume a developer wants to build an office employment center on the east side of Elwood Avenue, between 71st and 81st Streets. While current zoning is agricultural, the zoning change request would be supported by the

Figure 2:3: Land-use designations



Source: COT Planning Division 2012, INCOG shape data

Table 2:3: Comp Plan land-use designations

Designation	%area
New Neighborhood	40.0
Existing Neighborhood	25.5
Open Space	8.5
Regional Center	8.5
Town Center	6.6
Mixed-Use Corridor	5.7
Employment	3.4
Neighborhood Center	1.8

Source: COT Planning 2011, INCOG parcel data

- Neighborhood Center
- Town Center
- Mixed-Use Corridor
- Regional Center
- Existing Neighborhood
- New Neighborhood
- Employment

PLANiTULSA Employment land-use designation for that area. This designation accommodates employment uses and emphasizes buffering these zones from adjacent neighboring residential districts.

Notice that the land along the highway - rather than being a single designation - is broken into Regional, Neighborhood and Town Centers. Regional services - which serve a broader clientele - are concentrated around the highway, while neighborhood residents have easier access to neighborhood services on the corridor's periphery (e.g., along the south end of 81st Street).

Areas of inconsistency

According to the Tulsa Comprehensive Plan Appendix, a key function of small area planning is to validate the boundaries and address inconsistencies in the Stability/Growth or land-use maps from the Tulsa Comprehensive Plan.¹

¹See *Tulsa Comprehensive Plan*, p. AP-4

Figure 2:4: Combined parcels (bolded) with two land-use designations



Map not to scale

Source: COT Planning Division 2013, INCOG shape data

Many areas that are zoned AG are designated for Employment, New Neighborhood or other higher-intensity land uses. As already stated, AG zoning does not mean the land will forever be agricultural. Therefore, this should not be considered an inconsistency.

The land-use, zoning and stability/growth maps are therefore mostly consistent.

There are some small, single-parcel-sized pockets of inconsistency between the Existing Neighborhood land-use designation and the Area of Growth. Lot combinations since the adoption of the Tulsa Comprehensive Plan have created very few instances where parcels have two land-use designations. Figure 2:4 depicts two recently combined parcels near 61st Street and Union Avenue.

Planned Unit Developments and Corridor Zoning

A planned unit development (PUD) is “an alternative to conventional development where a particular tract is under common ownership or control, and a detailed plan...for the development of the tract...is proposed and submitted for public review. The supplemental zoning district PUD must be approved by the...Commission as a prerequisite.”¹

The purposes of a PUD overlay zone, as outlined in the zoning code, are 1) to permit innovative land development, 2) allow greater flexibility with regards to the site's physical features, 3) provide open space and 4) achieve continuity of function and design across a development.

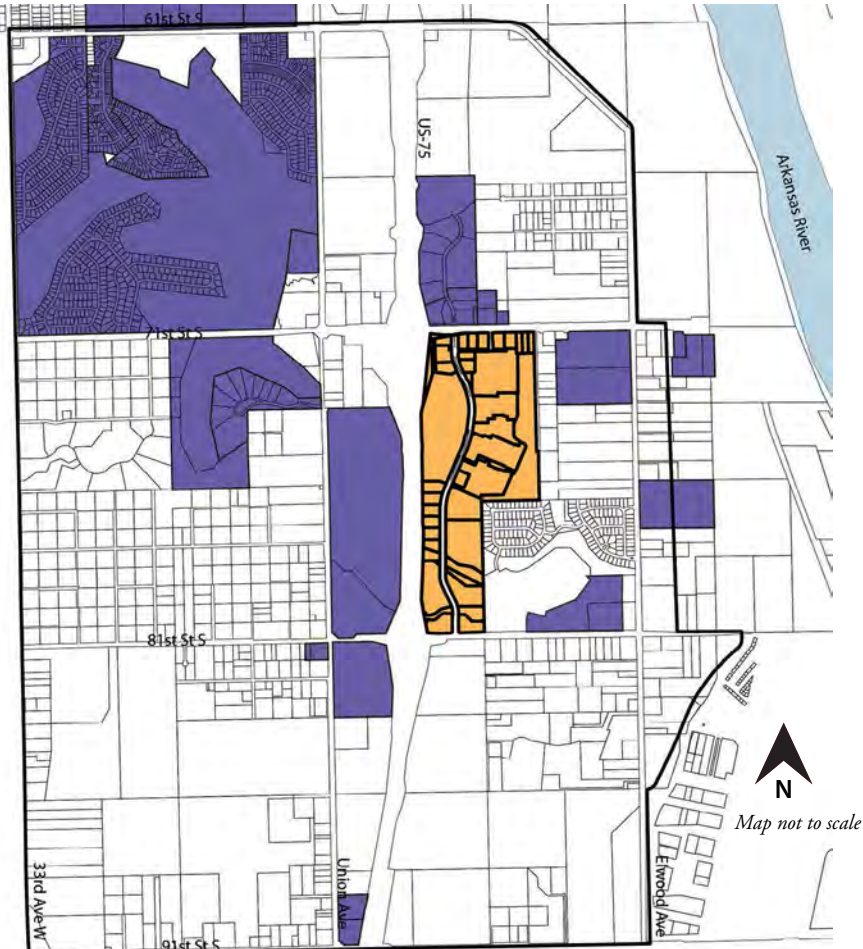
¹Tulsa County Zoning Code, p. 11-1, available at <http://www.incog.org/tulsa%20county%20zoning%20code/Code.pdf>

A “change of base zoning” is different from a PUD overlay. Whereas the former involves changing the zoning category for a certain area (for example, from AG to RS-1), a PUD overlay is a means to create developments that supplement or supercede existing zoning regulations. The PUD applicant must still ensure “compatibility with adjoining and approximate property” in their site plans.¹

Within WH/TH, most major developments (besides Tulsa Hills) are PUD overlays (see Figure 2:5). Particularly along Elwood Avenue, there are some approved PUDs that have not yet been developed. Furthermore, to develop CO-zoned land (such as Tulsa Hills), the developer must likewise submit a development plan before approval.

¹Tulsa County Zoning Code, p. 11-1, available at <http://www.incog.org/tulsa%20county%20zoning%20code/Code.pdf>

Figure 2:5: PUDs in plan area



Source: TMAPC, INCOG shape data, 2012

- Planned unit development
- Tulsa Hills corridor zone

Contours and floodplains

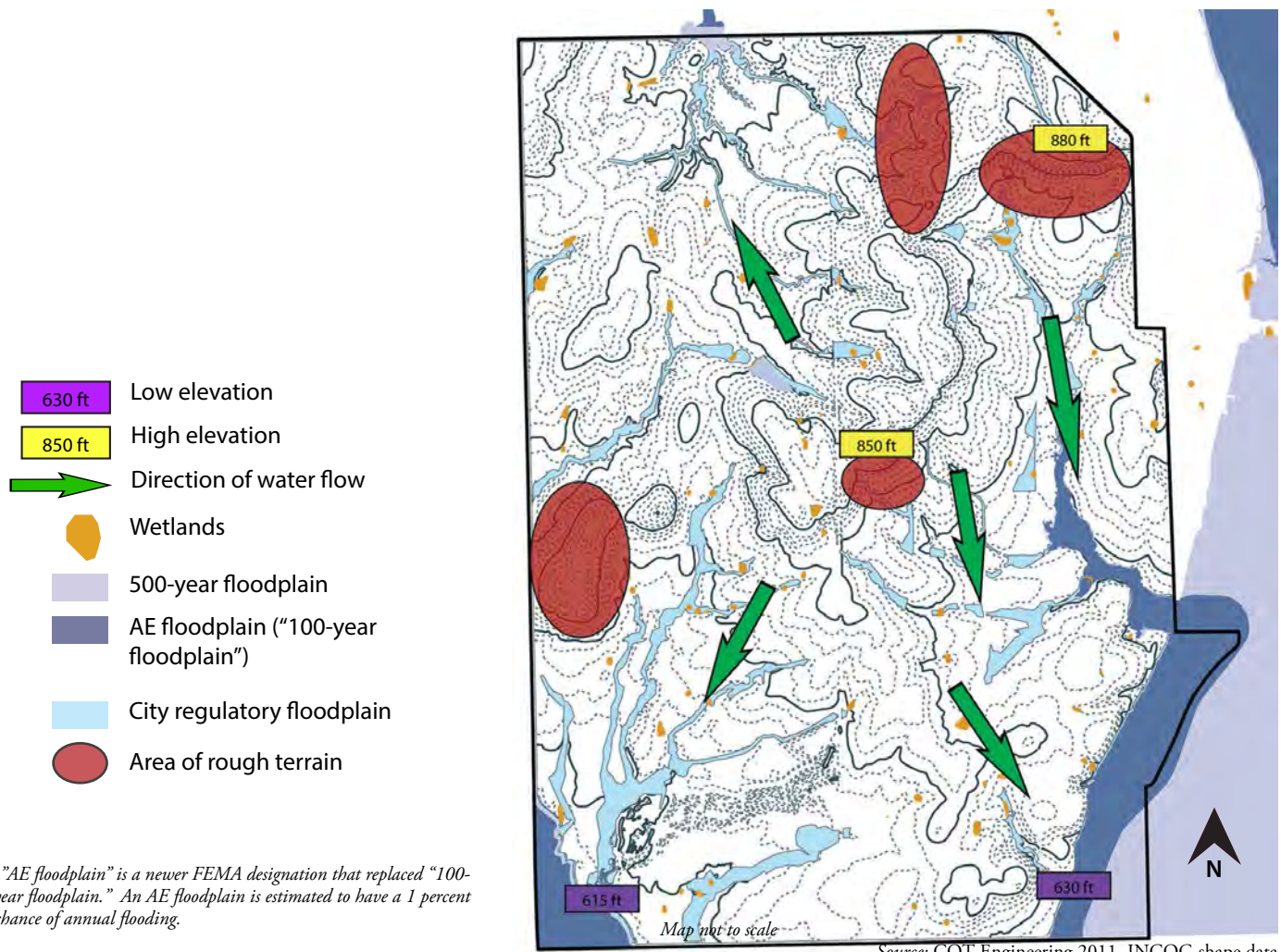
Figure 2:6 shows that water collects in the southeastern and southwestern portions of the plan area. This is an obvious impediment to development.

The floodzone data represented are from 2010. The AE floodplain is the FEMA base floodplain designation. The property owners in AE floodplain¹ lots must purchase flood insurance. Properties within the City regulatory floodplain are subject to special review prior to building.

A high elevation zone runs southwest-northeast through the plan area. There are other areas of rough terrain marked on Figure 2:6; these are areas where higher slopes present an impediment to land development.

A frequent concern voiced during citizen engagement was flooding problems, particularly at the intersection of 81st Street and Elwood Avenue. Figure 2:6 shows a large flood zone in that area. City of Tulsa policy highly discourages development in unmitigated floodzones.

Figure 2:6: Contours and floodplains



Mass-void and density

In April's SWOT, participants cited "density" as the biggest threat to the plan area. Density can be separated into two forms:

- 1) Building density and
- 2) Population density.

A "mass-void" map illustrates the relationship between built and unbuilt space by showing building cover as black "masses." In Figure 2:7, the black dots represent the groundcover footprints of existing buildings. Since the aerial photos used to create this map are from 2010, the map does not reflect subsequent construction. Tulsa Hills is highlighted on the map to show the area where more growth has happened.

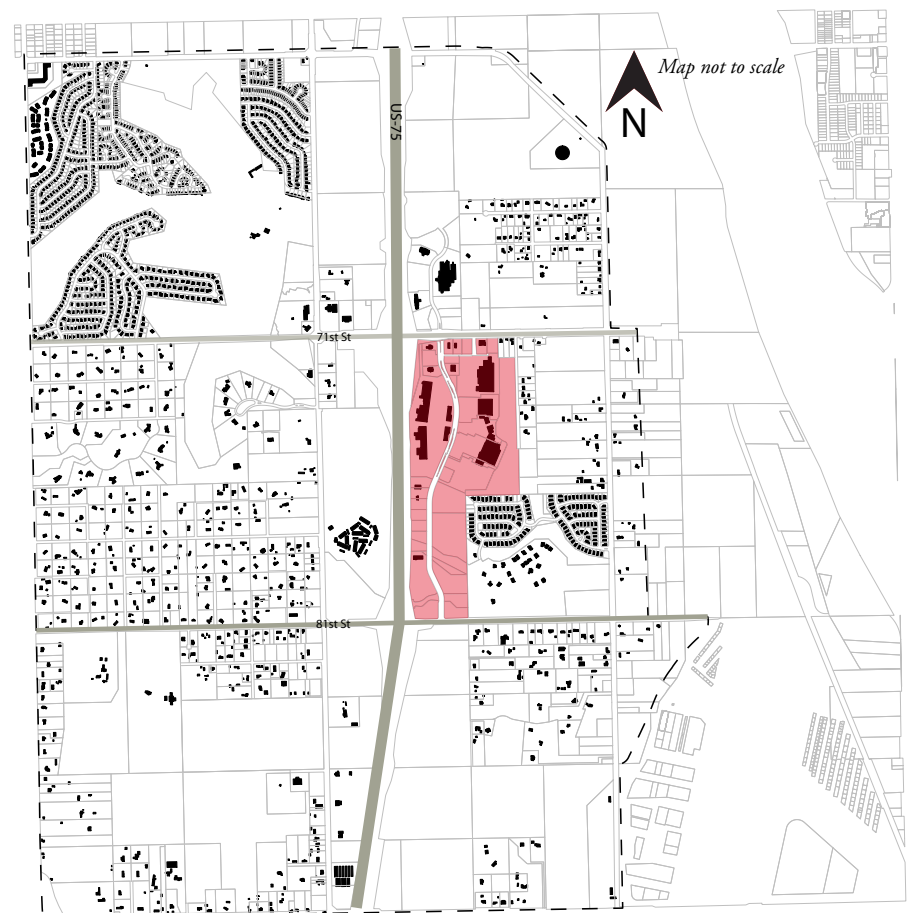
The highest concentration ("massing") of buildings is in the West Highlands/Golfview Estates subdivisions, the large developments in the northwest corner of the map. The lots in that area are small - mostly 1/5 or 1/4 acre - by Tulsa standards.

The rural character of the area is supported in part by a high percentage of open space, represented by the white areas (no building footprints) in Figure 2:7. There are wide swaths of open space near dense housing developments (for example, the open space of the golf course borders West Highlands)

Figure 2:7 also shows the extent to which land abutting US-75 is currently undeveloped, even though its current land-use designation anticipates more development. Other large open tracts are in the northeastern corner (around the Turkey Mountain reservoir) and in the south.

By illustrating the plan area's population density in relative terms, Table 2:4 compares population data from the West Highlands/Tulsa Hills to city-wide data as well as data from the Utica Midtown Corridor North small area plan in Midtown Tulsa (bounded by the Broken Arrow

Figure 2:7: Building mass



Source: COT Planning 2012, INCOG shape data

- Tulsa Hills
- Building mass

Existing Conditions

PART II: LAND USE AND ENVIRONMENTAL FEATURES

Expressway on the south, South Peoria Avenue on the west, East 11th Street on the north, and South Lewis Avenue on the east). These figures indicate that even with recent population growth, population density in the WH/TH plan area is less than half that of the City of Tulsa as a whole.

Table 2:4: Population density

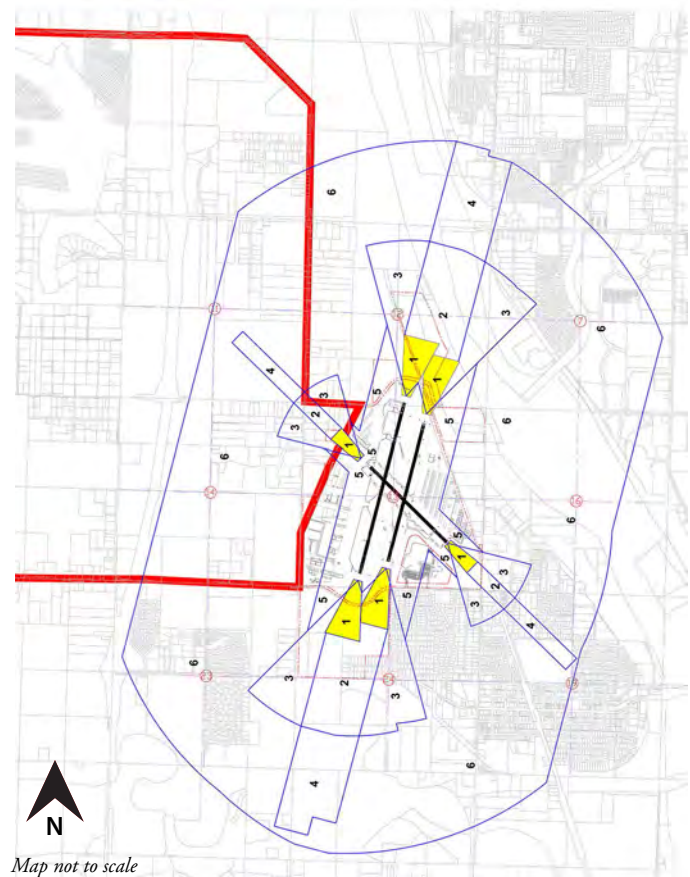
Geography	Density (pop/sq. mile)
Utica North plan area	4,288
City of Tulsa	2,133
West Highlands/Tulsa Hills (2010)	802
West Highlands/Tulsa Hills (2012 estimate)	968

Source: 2010 US Census, SAP team estimates

Airport flight path

The flight path of R.L. Jones airport presents a contingency for land development. Much of the plan area east of US-75 and south of 71st Street is within the airport's traffic pattern zone (the large oval in Figure 2:8), which indicates (according to FAA guidelines) that residential development should be low-density. Homebuilders in this area should be aware of the noise impacts of the airport, and construct homes accordingly. Small parts of the plan area near the intersection of Elwood Avenue and 81st Street are in the outer and sideline safety zones, in which residential development is highly discouraged but employment land-uses are allowed. Currently, representatives of the Tulsa Airport Authority serve on the City's Technical Advisory Committee which examines large-scale developments. This serves a regulatory function to ensure that Federal Aviation Administration guidelines for land development are followed.

Figure 2:8: Airport flightpath, with plan area boundary in red



Source: Tulsa Airport Authority 2011

Conclusions

WH/TH contains a large variety of land uses: working farms, extensive suburban-style retail developments, parking lots and dense residential subdivisions. The planning challenge is to mitigate conflict and friction between these diverse land-use types, and to ensure that they develop and coexist in an orderly manner.

Stakeholders are concerned with the side effects of population and building density, yet large parts of the plan area (and its major population centers) are already dense. The question then becomes how to organize population/building growth.

Flooding presents a major barrier to development. Development options exist which can mitigate flooding (e.g., design standards that protect waterways, or placing impermeable surface limits). Besides flooding in the plan area's southern corners, there are some topographic impediments to development in certain areas.

The CO-zoning and the PUD process have been crucial to development in the area. Given the amount of undeveloped land in approved PUDs, stakeholders should assume that development will occur in those areas.

Existing Conditions

Part III: Transportation

Background

Our Vision for Tulsa (“Vision”), part of the Tulsa Comprehensive Plan, emphasizes the need for transportation mode choices and greater connectivity between these modes.¹

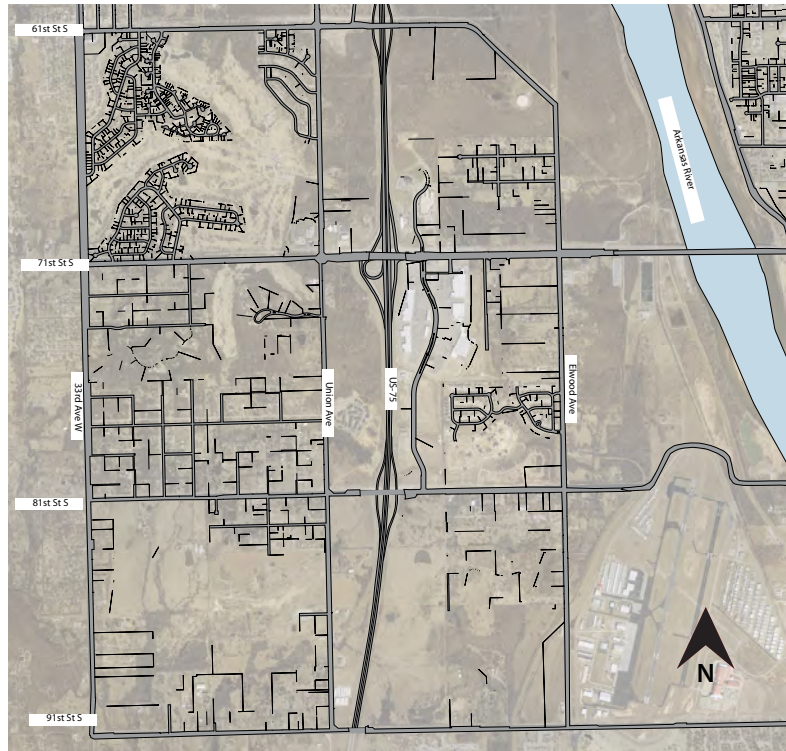
Automobile-oriented transportation within the WH/TH, as in most parts of Tulsa, is largely a result of the plan area’s rural heritage and the suburban-style development pattern. Area residents boast of a convenient, 15-minute commute by car from home to downtown. However, through this planning process, stakeholders recognized that alternative modes may be preferable to some, or necessary for others who may not have access to an automobile.

The Comprehensive Plan recommends using a Context Sensitive Solutions (CSS) approach to transportation policy. CSS encourages a multi-modal street system, giving people the option to walk, bike, ride transit or drive, in contrast to conventional transportation decision-making that uses automobile travel demand and level of service criteria. CSS still considers these important factors, but balances them with context-related criteria including community objectives, thoroughfare type and the intensity of adjacent uses. The WH/TH plan should provide opportunities to implement these new policies on a small-scale to support the plan area’s vision.

The citizen engagement process revealed major concerns about whether existing infrastructure is adequate for current demand. Assuming the future development will generate increased traffic, the need for infrastructure improvements could be significant.

¹See “Our Vision for Tulsa,” p. 26, available at <http://www.planitulsa.org/files/tulsa-vision-062910.pdf>

Figure 3-1: Road network in plan area



Map not to scale

Source: COT Planning, COT Engineering 2011, INCOG shape data

Table 3:1: Accidents and DWIs in Plan Area

	2007	2008	2009	2010	2011
Plan Area	84	115	163	155	181
Plan Area (minus Olympia)	84	105	114	109	121

Source: TPD Crime Data

Table 3:2: Total Accidents at 71st and Union

Year	Accidents
2007	9
2008	9
2009	8
2010	4
2011	7

Source: TPD crime data

Area residents perceived and cited the 71st Street and Union Avenue as problematic from a traffic standpoint. Since 2007, accidents at 71st Street and Union Avenue have decreased (Table 3:2). This is not to say that the intersection is adequate for current traffic, or that access is currently ideal (or not ideal), only that it is apparently no more dangerous than in prior years.

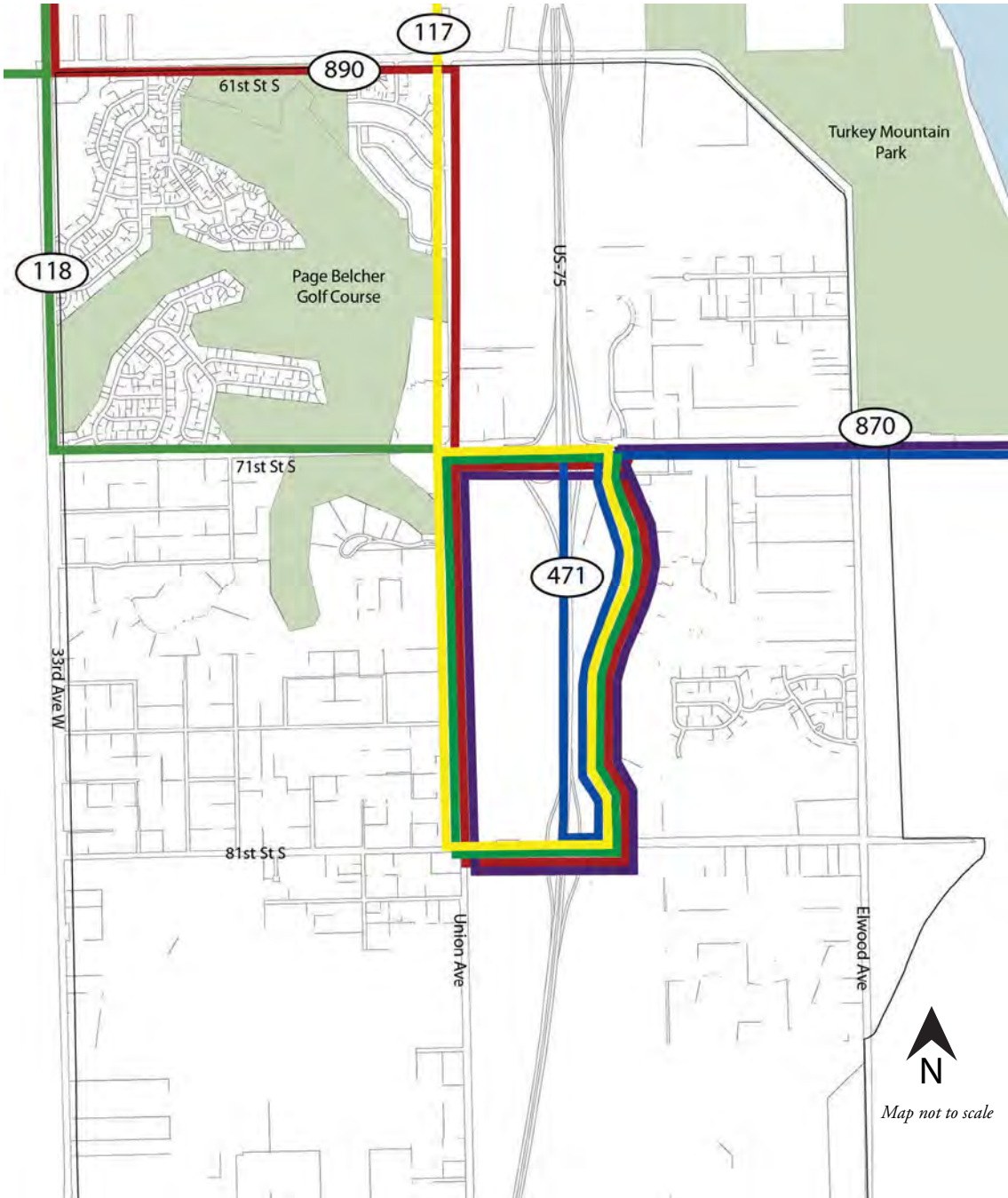
Bus service and coverage

In general, little of the plan area is near a bus route (Figure 3:3), and given the buses' infrequency they are not an ideal way to travel.

The 117 and 118 routes - the major downtown-bound routes - run on 90-minute intervals during off hours and 45-minute intervals during peak times. The 471 runs at 60-minute intervals at peak times, and 120-minutes mid-day. The routes numbered in the 800s are night-only routes that run until midnight. The connections from Tulsa Hills to downtown travel on local roads and do not take the faster, more-direct US-75 route.

Tulsa Transit's current near-term goal is to have all weekday routes run at 45-minute (or less) intervals, which will increase transit mobility.

Figure 3:3: Bus routes and coverage



Source: COT Planning, Tulsa Transit 2012, INCOG shape data 2012

- Bus route
- 471 Bus line number

Currently INCOG and Tulsa Transit are in the planning phases for an improved bus line along Peoria Avenue, starting at 81st Street/Lewis Avenue and travelling north on Peoria Avenue to 36th Street North. This bus line, if implemented, would have traffic signal priority, minimal stops and improved waiting stations.

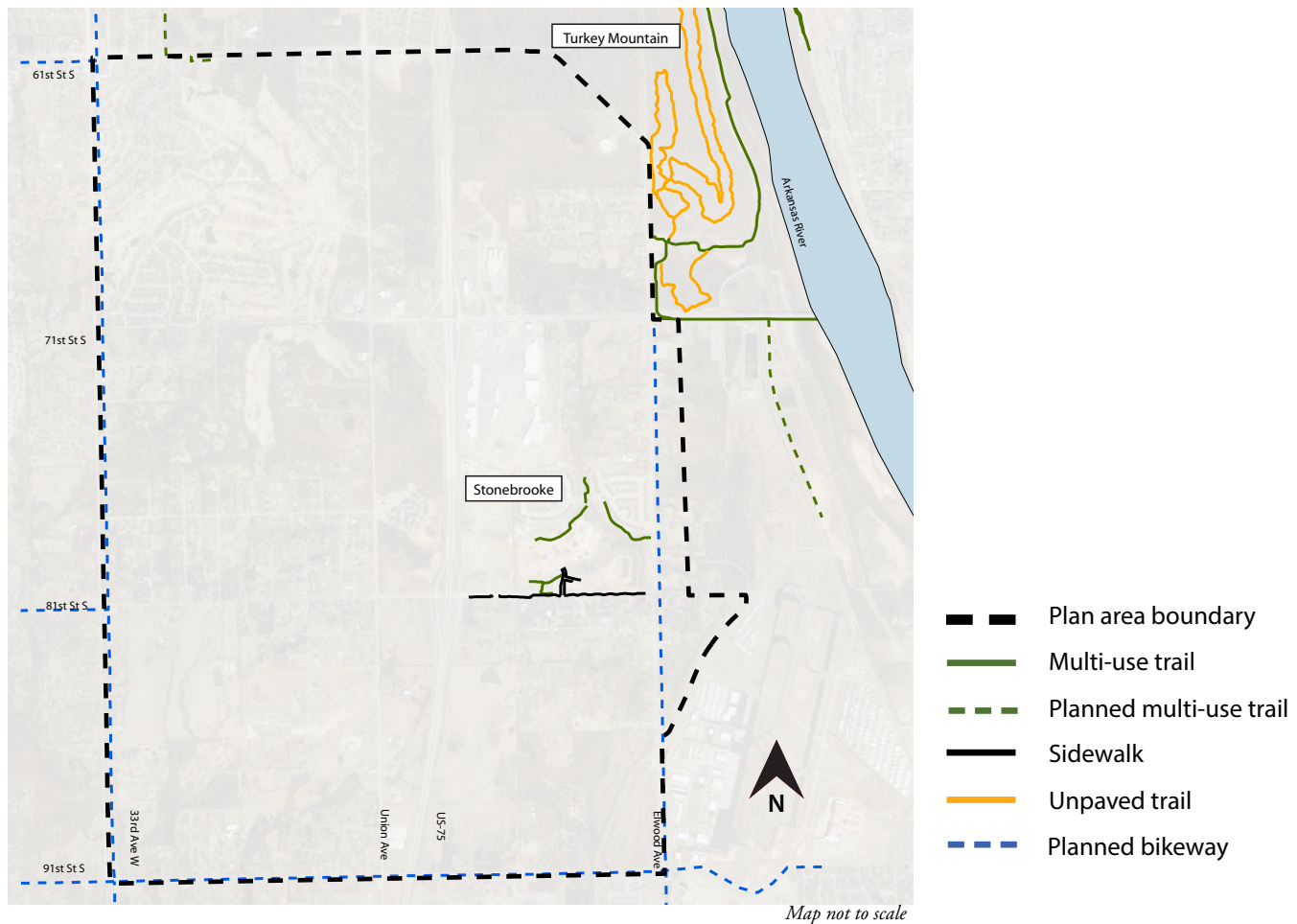
Sidewalks and trails

Stakeholders identified lack of sidewalks and trails as a weakness. Figure 3:4 illustrates this position, as pedestrian improvements are essentially negligible. Existing trails/sidewalks do not connect to Tulsa Hills, or to any of the bus stops.

Stakeholders identified poor access to trails and sidewalks as a concern. There is a bicycle/pedestrian path on the 71st Street Bridge over the river; however, there is no sidewalk on the 71st Street overpass over US-75. There is therefore no connection from the residential areas west of Union Avenue to the Tulsa Hills retail center and the Riverside multi-use trail (and points east).

A trail along Mooser Creek is currently planned slightly north of WH/TH. Funding has yet to be identified.

Figure 3:4: Sidewalks and trails



Map not to scale

Source: COT Planning, INCOG shape data 2012

Current transportation plans

The Transportation chapter of the Tulsa Comprehensive Plan designates 71st Street as a commuter corridor across the entire city, and Union Avenue as a multi-modal corridor. Consult the Appendix of the Tulsa Comprehensive Plan for cross-sections of each type.

Commuter corridors have four lanes with a middle turn lane and sidewalks on both sides. They are designed to “balance traffic mobility with access to nearby businesses.”¹ 71st Street South is planned to be the only citywide east-west commuter corridor south of Admiral Boulevard.

Multi-modal corridors are, according to PLANiTULSA’s transportation building blocks, four-lane roads with bike lanes and sidewalks on both sides. This design is a major means of implementing the Vision’s equitable and accessible transportation goals: multi-modal corridors “will be the backbone of [Tulsa’s] new transportation system.”²

According to the *Fast Forward Tulsa Regional Transit System Plan* of 2011,³ a commuter park and ride facility is planned for the area near the intersection of 71st Street and Union Avenue. This project is not currently funded or programmed.

¹Tulsa Comprehensive Plan, p. TR-22

²Ibid., p. TR-16

³Available at: <http://www.fastforwardplan.org/>

Figure 3:5: Non-auto transport in the plan area



A cyclist on Elwood Avenue (left) shares the road with cars, and a car needs to veer outside its lane to keep a safe distance from a pedestrian walking on the shoulder. Despite a lot of open space - and proximity to the City’s river trail system - non-car travellers must compete with cars.

Existing Conditions

PART III: TRANSPORTATION

Also in *Fast Forward*, 71st Street South is identified as an “enhanced urban corridor,” meaning that the corridor is a priority for future mass-transit improvements. The *Fast Forward* plan also identifies the unused rail line running along the west side of the river as a long-term, mass-transit improvement. Plan area stakeholders likewise cited this rail’s transit potential as an opportunity in the SWOT.

Connections 2035, the regional transportation plan, was produced by INCOG and endorsed by their board of directors in 2012. It identifies the following roadways for capacity improvements before 2035:

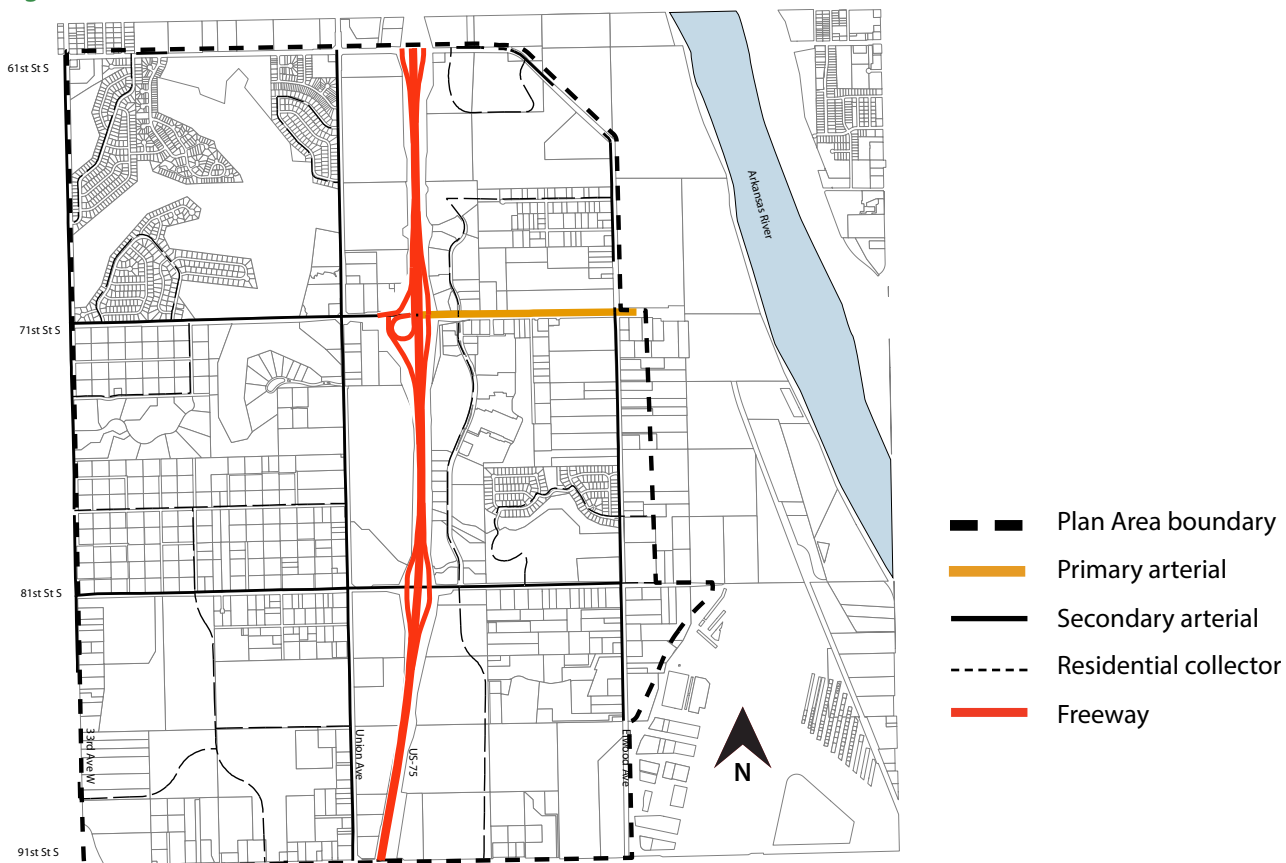
- 71st Street, from 33rd W. Avenue to Union Avenue - 4 lanes

- 61st Street from US-75 to 49th W. Avenue - 4 lanes
- Union Avenue to 51st Street to 91st Street - 4 lanes

Street designations

The Tulsa Metropolitan Area Major Street and Highway Plan (MSHP), adopted as part of the Tulsa Comprehensive Plan, shows street designations for existing streets, along with some proposed new roadways. Street designations specify design, the recommended right-of-way dimensions, widths and other improvements such as sidewalks.

Figure 3:6: Street classifications



Map not to scale

Source: Major Street and Highway Plan, INCOG shape data 2012

With the adoption of the Tulsa Comprehensive Plan, the MSHP was updated to incorporate the CSS approach. This update aims to balance roadway design with adjacent land uses. CSS is defined in detail in the Comprehensive Plan's Appendix.

East of Olympia Avenue, 71st Street is designated as a primary arterial, reflecting its high traffic and intense land uses. Olympia Avenue is designated a residential collector, despite being a major commercial thoroughfare.

Regarding planned new streets, Olympia Avenue is designated to be extended south to 91st Street. New residential collector streets, to be constructed in the long-term future, are recommended in certain areas (see Figure 3:6).

Current projects

Rehabilitation of 71st Street in 2013, concurrent with the development of this small area plan, involves implementation of a “complete street” designed for travel by pedestrians and cyclists as well as motor vehicles. Inclusion of multiple transportation options in roadway design is a key implementation step of PLANiTULSA's transportation Vision.¹

As of writing, ODOT has included rehabilitation of the 81st Street/US-75 intersection in their eight-year plan.

¹See Vision, p. 30

Conclusion

While only a 20 minute drive to downtown, the plan area lacks pedestrian/bicycle connectivity to the metropolitan transportation network. Improvements in road capacity and mass transit have been identified, but only road capacity improvements are currently programmed. Specific improvements - like new trails or mass-transit upgrades - are planned, though funding has yet to be identified.

Table 3:3: Future transportation improvement projects

Location	Project	Current Phase	Start date (if known)
West Highlands: 65th Pl., 66th Pl., 66th St. and cul de sacs	Rehabilitation	Construction	Spring 2013
61st St, from 33rd Ave to Union Ave	Rehabilitation	Design	
71st St, from Hwy 75 to River	Rehabilitation	Construction	Spring 2013

Source: Fix Our Streets Tulsa, available at www.fixourstreetslive.com, as of July 2013

Existing Conditions

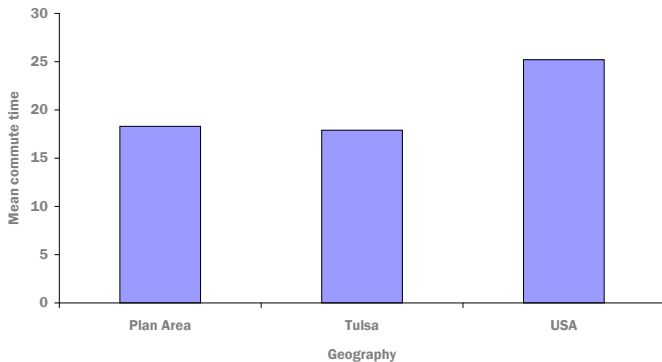
Part III: Economic Development

Socioeconomics

As mentioned in Part I, West Highlands/Tulsa Hills' population is prosperous and well-educated when compared to the rest of Tulsa. Employers of highly-trained workers should be made aware of the benefits of locating in the plan area.

Residents have easy access to other employment centers. Tulsans and plan area residents spend one-third less time commuting to work than the average American (Figure 4:1).

Figure 4:1: Short commute times



Source: 2010 American Community Survey 5-year estimates

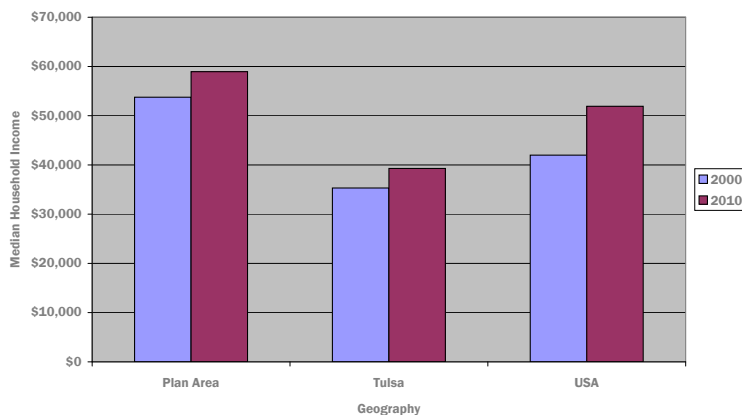
Table 4:1: Socioeconomic characteristics

	Plan area	City
Highest educational attainment*:		
%No high school diploma	3.8	13.6
%High school or equivalent	20.5	27.0
%Some college or associate's	23.8	30.1
%Bachelor's or higher	41.9	29.4
Median household income		
	\$58,939	\$39,289
%Poverty	3.7	19.3
%Unemployment	5.9	6.5
%Labor force participation	72.6	66.2

*For population older than 25

Sources: 2010 American Community Survey 5-year estimates
BLS Local Area Unemployment Statistics 2010

Figure 4:2: Plan area is prosperous



Source: 2010 American Community Survey 5-year estimates

Economic development organizations

The Southwest Tulsa Chamber of Commerce has been very active in the area since the 1950s. Among its projects and related organizations are the Merchants' Association of Tulsa Hills, established since the construction of the shopping center.

Such organizations are critical liaisons between area residents, investors inside and outside of Tulsa, and the City government.

Area employment

ZIP code 74132 encompasses all of the plan area. The ZIP code area is entirely west of the river, with some additional land west and south of the plan area.

Note that Table 4:3's (p. 40) data are from 2009, before the full buildout of Tulsa Hills.

These data indicate substantial construction, retail and professional employment in the plan area. Though not shown on the table, the majority of the area's employers are smaller firms with one to four employees (117 of 201 total employers).

Employment data seem to accurately describe current trends in WH/TH. Construction jobs reflect the degree to which the area is developing, while the concentration of retail and professional jobs supports the plan area's evolving urban character.

Table 4:2: Jobs per resident

	Plan area	City
Jobs	2,362	244,915
Jobs per person	.48	.62

Sources: 2010 US Census, 2011 Longitudinal Employer-Household Dynamics

Existing Conditions

PART IV: ECONOMIC DEVELOPMENT

Table 4:3: Employment data for ZIP code 74132

	Total Establishments	<50 Employees	>50 Employees
Total for all sectors	201	190	11
Forestry, fishing, hunting, and Agriculture Support	1	1	0
Mining, quarrying, and oil and gas extraction	3	3	0
Construction	34	33	1
Manufacturing	11	10	1
Wholesale trade	10	10	0
Retail trade	26	24	2
Transportation and warehousing	9	9	0
Information	5	5	0
Finance and insurance	10	10	0
Real estate and rental and leasing	9	9	0
Professional, scientific, and technical services	28	27	1
Management of companies and enterprises	1	1	0
Administrative and Support and Waste Mgmt and Remediation Services	13	11	2
Educational services	3	1	2
Health care and social assistance	17	16	1
Arts, entertainment, and recreation	1	1	0
Accommodation and food services	8	7	1
Other services (except public administration)	12	12	0

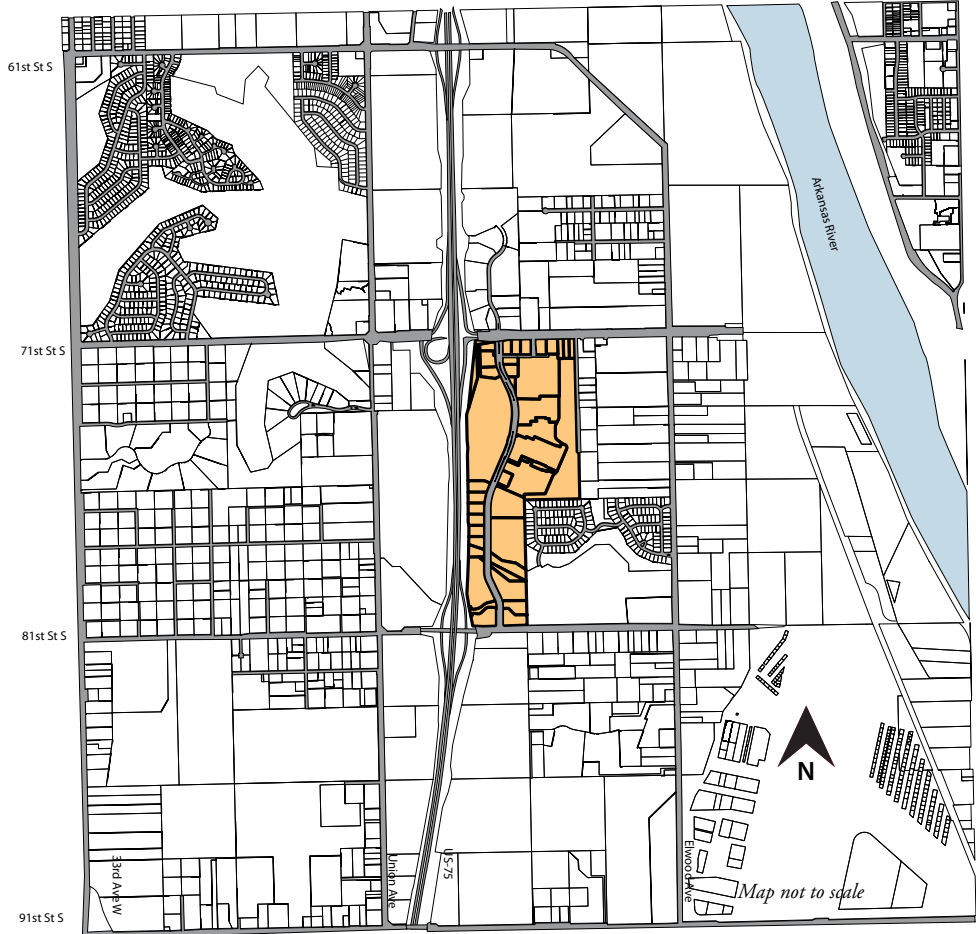
Source: 2009 County Business Patterns

TIF explained

Tax Increment Financing (TIF) is an economic development tool authorized by the Oklahoma Constitution and by state statute which permits cities, towns and counties to use local taxes and fees to finance certain costs of development and redevelopment. Projects financed with TIF must serve a public purpose such as redeveloping blighted areas, providing employment opportunities and improving the tax base.

When a TIF district is established, the assessed value of all taxable property within the district and the sales tax revenue from within the district is established as a base. For the district’s duration – until the project costs are paid, not to exceed fifteen (15) years – any increased tax revenues above the base are available to the city, town or county to finance public project costs. Taxes generated from base assessed value (or an amount equal to the base sales tax) continue to be paid to the various taxing jurisdictions (county, school district, vo-tech district, library system, health department).

Figure 4:3: Tulsa Hills TIF district



Source: COT Planning, 2012; INCOG shape data 2012

Think of a TIF district as an investment: by sacrificing some tax revenue in the short term, a municipality can increase its revenues in the long term, provide more jobs, provide more services and improve the local economy.

Tax Increment District No. 6 (also known as Tulsa Hills TIF) was created on March 20, 2006 following approval by the Tulsa City Council and other local taxing entities. The term of the District is 15 years. The Tulsa Industrial Authority was designated as the administrating agency for this TIF.

Conclusion

The character of the plan area can accurately be described as a retail shopping district, even as it exists in this quasi-rural portion of southwest Tulsa.

Plan area SWOT participants identified, as strengths and opportunities, the Tulsa Hills shopping center and the need for a full-service grocery store to further capitalize on the area's existing employment specialization in retail.

The plan area's highly educated population, its wealthier residents, its connection to the local highway system and the availability of developable land are an asset for consideration by potential employers looking to site offices.

TIF was instrumental in developing the Tulsa Hills shopping center and expanding the area's economy.

Existing Conditions

Part V: Housing

Background

West Highlands/Tulsa Hills' housing stock is diverse in quality, size and style.

More than a third of the plan area's occupied housing units are rentals. Table 5:1's figures are from 2010, before the completion of much of Nickel Creek and Tuscan Hills. The number of occupied rental units has increased dramatically since 2010, meaning that the plan area's rental rate is close to the City's (if not higher). Of the 7.8 percent of units which are vacant, over half (as of the 2010 Census) were units waiting to be rented (and not, for example, units waiting to be sold). The plan area's vacancy rate is lower than the City's.

The majority of the plan area's housing units are standalone single-family homes.

Most plan area homeowners are still paying their mortgages. Their homes are more valuable than the average Tulsa home, and that cost is reflected in higher monthly housing costs (which includes mortgage/rent payments, utility bills and maintenance costs).

Table 5:3: Plan area housing is higher-priced

	Plan Area	City
Median rent	\$790	\$676
Homeowner median monthly cost	\$1,140	\$909
%Occupied units paying mortgage	71.5	65.7
Median home value	\$151,100	\$117,000

Source: 2010 American Community Survey 5-year estimates

Table 5:1: Basic housing data

	Plan Area	City
Total Units	2,140	185,127
%Rentals*	34.3	46.3
%Vacant	7.8	11.4
%Apartments	11.8	32.5
%Townhomes	0.9	3.0
%Standalone homes	87.3	63.2

*% of occupied units

Source: 2010 Census, 2010 American Community Survey 5-year estimates

Table 5:2: Plan area homes have more rooms

	Plan Area	City
No bedroom	0.0%	1.6%
1 bedroom	6.4%	18.1%
2 bedrooms	12.7%	27.2%
3 bedrooms	59.9%	39.6%
4 bedrooms	19.9%	11.2%
5 or more bedrooms	1.1%	2.3%

Source: 2010 Census

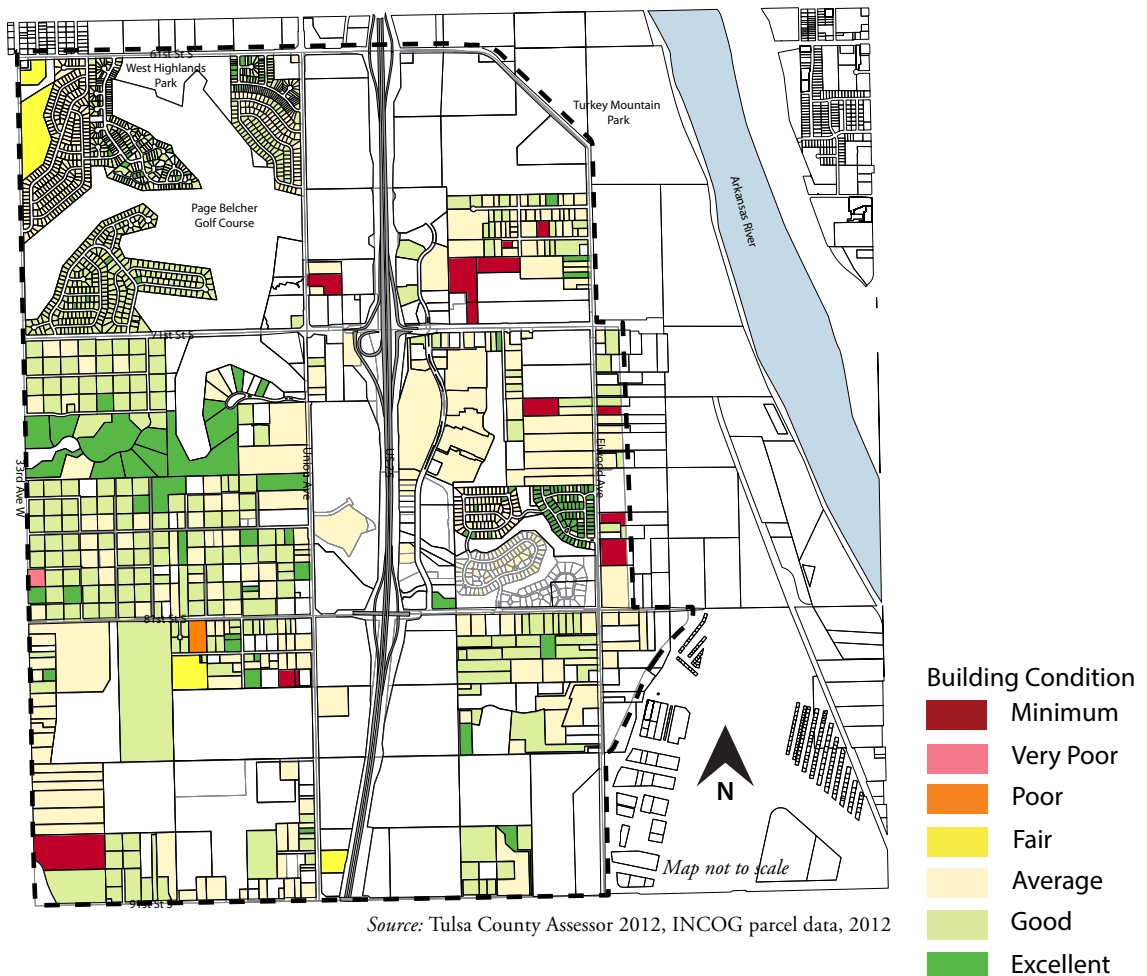
Housing context and history

The City of Tulsa annexed the plan area in 1966, which initiated the growth and development phase of this part of the City. Figure 1:4 (p. 15) indicates that the large majority of West Highlands/Tulsa Hills homes were built in the 1960's and 1970's, shortly after annexation.

Stonebrooke, built between 2006 and 2013, was the first new, large single-family residential subdivision constructed in roughly 40 years.

Local housing stock offers a wide range of choices for residents including small homes on larger lots, modest older apartments, modest single-family split levels, luxury apartments with contemporary on-site amenities and large executive homes. Part VII of this chapter addresses architectural styles within the context of urban design.

Figure 5:1: Building condition



Source: Tulsa County Assessor 2012, INCOG parcel data, 2012

Housing condition

Housing or building condition is a subjective determination made by the County Assessor's staff and reflected in the Assessor's parcel data. The qualitative assessment is based on the County Assessor's observations and evaluation of the property relative to neighboring structures. Figure 5:1 (p. 44) indicates that building condition in the plan area is generally good or average.

Conclusions

WH/TH homes are diverse in terms of architecture, size and cost. Homes are on average more expensive than homes in the rest of the city.

Existing Conditions

Part VI: Parks and Open Space

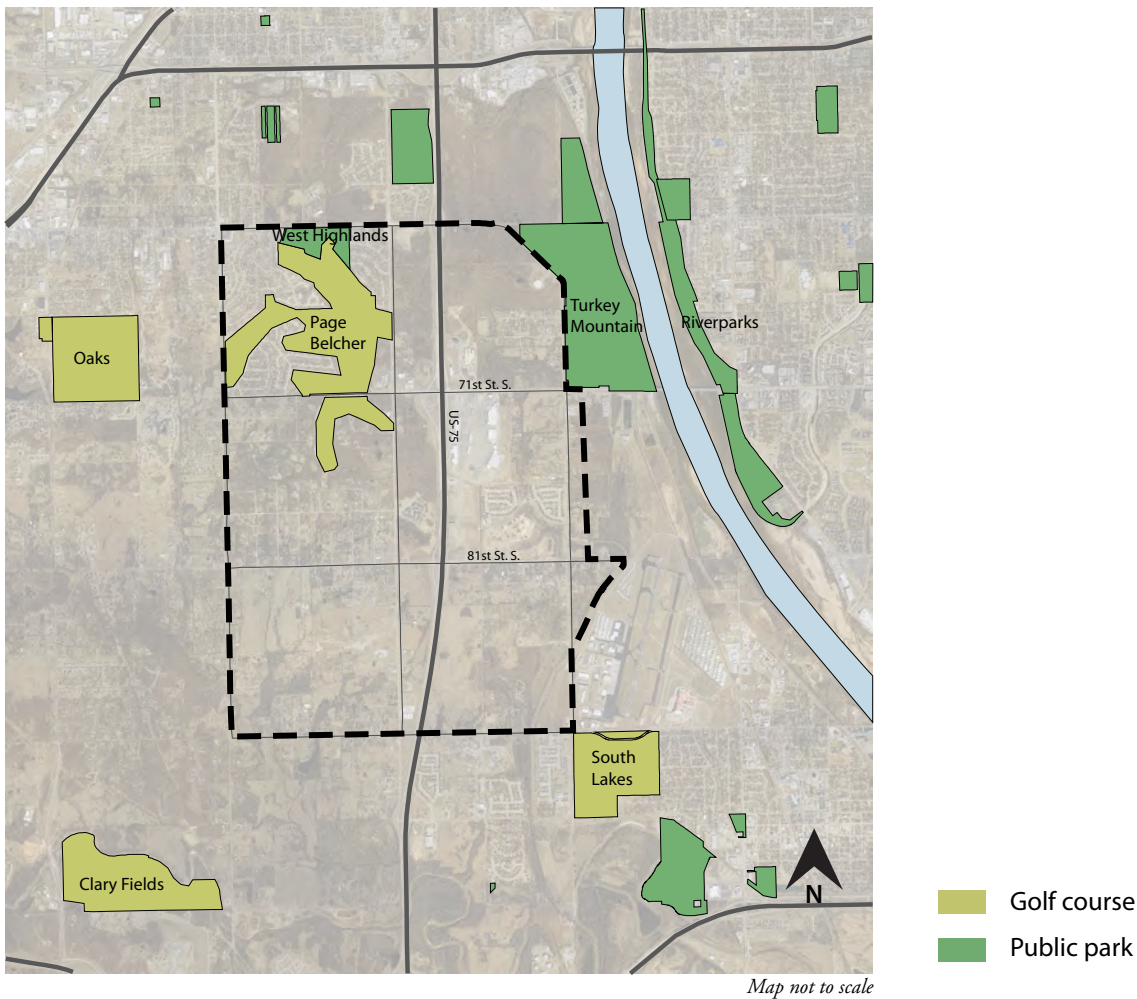
Parks and golf

West Highlands/Tulsa Hills has convenient access to four golf courses as well as Turkey Mountain, one of the city's major destination parks. With the exception of West Highlands Park - which has playgrounds, basketball courts and tennis facilities - there is no neighborhood park in the plan area. The Jenks Elementary School expansion in the south of the plan area may add some neighborhood recreational facilities.

Open space

Parks and open space are closely related to other plan categories, particularly land use and urban design (see Figures 7:1 and 2:7).

Figure 6:1: Parks and golf courses, WH/TH and beyond



Source: INCOG parcel data, 2012

Figure 6:2: Density borders open space: two sides of the same street



This is an example of how pockets of density in WH/TH border large tracts of open land. Figure 6:2 shows two photographs taken on opposite side of Union Avenue. Upon exiting the West Highlands subdivision, residents see a large expanse of woods surrounding the Turkey Mountain reservoir. Likewise, the Page Belcher Golf Course provides open space within the subdivision.

Figure 6:3: Prairie and not-so-prairie, ca. 2014



The plan area has a high amount of undeveloped land despite being within city limits. The photo on the left shows a southern view from 81st Street - a beautiful vista of open prairie - while the right picture is a northern view - a stub-out and cleared land for an ongoing development. The site of the pictures is less than one-mile from Tulsa Hills. Such incongruities between open space and development are common, and raise the question of how can future development address these contrasts.

Planned park improvements

As of this writing, the City of Tulsa is not renovating any area park facilities, nor has it planned any for the future. The 2010 Parks Master Plan targets long-term renovations of baseball fields in Reed Park, slightly north of the plan area.

Conclusions

Open space and the resulting rural character defines the plan area's identity, as derived from the stakeholders in the SWOT analysis and Vision Workshop. Open space often borders larger areas of density.

There is a lack of neighborhood-level parks, or public parks in general. Most open space is privately held.

West Highlands/Tulsa Hills (and its environs) has many golf courses, which contribute to the area's open-space character and serve as regional destinations.

Existing Conditions

Part VII: Legacies and Urban Design

“Urban” design?

Despite WH/TH’s quasi-rural character, the built environment, aesthetics and infrastructure of the plan area still have their own organizing principles. Diverse (mostly new) architecture, open space and woods all make up the “urban” fabric of the area. Simply because the area is not “city-like” *per se* does not mean it lacks an existing aesthetic character.

Context-sensitive design was cited in the SWOT as an opportunity. The question is: what is the existing context?

Open space

Figure 7:1 reflects a general inventory of “open space” in the plan area, which includes parks, golf courses, and large swaths of privately held open land. It is derived from 2010 aerials and thus does not include developments built since then (notably Hyde Park, south of 81st Street and east of US-75). Figure 7:1 should be considered with the mass-void map (Figure 2:7, p. 27) in order to best understand density and open space in the plan area.

Figure 7:1: Contiguous open space



Map not to scale

Source: COT Planning, from INCOG aerials 2010

Contiguous open space

Existing Conditions

PART VII: LEGACIES AND URBAN DESIGN

Open space is concentrated in the northern and southern portions of the plan area, with some concentrations east and west of the plan area. Some of this open land - particularly golf courses and parks - should be considered stable; other areas have potential for future development.

Not reflected on this map is how large (5 to 10 acre) properties contribute to the area's open-space character, particularly in the area directly west of Union Avenue, between 91st Street and 71st Street.

One key stakeholder concern is how lot splits compromise the area's existing character. Figure 7:2 shows how some historic lot splits, which occurred before present scrutiny, have created irregular "flag lots" from the original 2.5 acre subdivided parcels. These lot configurations create issues related to address

assignments and extension and location of utilities and basic services. Given that much of the area west of Union Avenue is currently zoned RS-3, the minimum lot size allowed is small. Therefore, lot splits occur in which new lots are often much smaller than a neighbor's parcel. This creates incongruent development on local streets.

Figure 7:2: Split lots, with "flag lot" split highlighted.



Figure 7:3: Benefits of open space



Left is W. 33rd Avenue, looking north over rolling hills, in what appears to be a pleasant country scene. SWOT participants cited the rural character, along with the ability to keep large animals (such as horses), as strengths of the plan area.

Figure 7:4: Contexts and clashes



Towers in the background. Left, a view of a water storage silo tucked behind Tuscany Hills Apartments on Union Avenue. The picture was taken from in front of Dick’s Sporting Goods, facing west. Right, a picture taken from an ongoing project on 81st Street, facing east. Notice the CityPlex Towers in the background.

Figure 7:5: Newer developments



Tuscany Hills (left) and Stonebrooke are two large-scale housing complexes. Although both are near Tulsa Hills, Tuscany Hills also borders a large wooded area to its north.

Existing Conditions

PART VII: LEGACIES AND URBAN DESIGN

Figure 7:6: Home style diversity: unlikely neighbors



These two homes are next door neighbors on 91st Street, and they illustrate the diversity of home styles in the plan area. On the left is a simple farm bungalow, built in the early 20th century; on the right is more modern home. On the right, notice the different facades (vinyl and stone), the arched entryway and the four gables. One cannot associate a single home architectural style with the plan area (or even, in this case, a single block).

Figure 7:7: Stonebrooke in context



A Stonebrooke home (left) tends to be larger and embraces many different styles/eras/facades. The garage ornamentation looks Tudor, while the multiple gables is distinctly modern. The front-facing garage is typical of Stonebrooke homes, along with most newer homes in large-scale developments. On the right is the long brick wall which separates Stonebrooke from Elwood Avenue. The wall - which serves security and safety purposes - starkly severs the neighborhood from its neighbors.

Figure 7:8: Midcentury and mid-late 20th century legacy



On the left is a modern ranch home in West Highlands with a front-facing garage and sandstone exterior ornamentation. On the right is the older shopping center in the northwest corner of the plan area, far smaller than the newer Tulsa Hills development. The overhangs, the smaller parking lot and the extensive glass facades distinguish this development from Tulsa Hills.

Figure 7:9: Cul-de-sacs



While the roughly six-square-mile plan area is based on a grid, that is not always the case in the subdivisions. Seen above is a cul-de-sac in Stonebrooke. The Tulsa Comprehensive Plan de-emphasizes cul-de-sacs in new residential construction, instead emphasizing a system of collector and feeder streets.

Existing Conditions

PART VII: LEGACIES AND URBAN DESIGN

Figure 7:10: Tulsa Hills regional shopping center



Tulsa Hills is a modern large-scale regional suburban shopping center: big stores, bigger parking lots. The large development makes some accommodation for greenspace - note the trees in the background. The photo on the right illustrates Tulsa Hills' extensive parking lots.

Vision

Introduction

Creating a consensus-driven vision is a process of setting goals: by understanding what future to work towards, the plan can better guide development in West Highlands/Tulsa Hills. Decisions related to specific zoning cases, the creation of special districts, or capital improvement projects can be considered with regard to this vision. This plan’s final recommendations are informed by the goals set in this vision chapter.

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Vision

Part I: Vision Statement



The Tulsa Comprehensive Plan states that all small area plans should have a vision statement that articulates what the area should be in “10 to 20 years.” The vision statement should be inclusive in its values, concisely written and positive in its outlook.

Following five public meetings, the vision workshop, and feedback from the Big Idea display boards, the planning team developed the following vision statement:

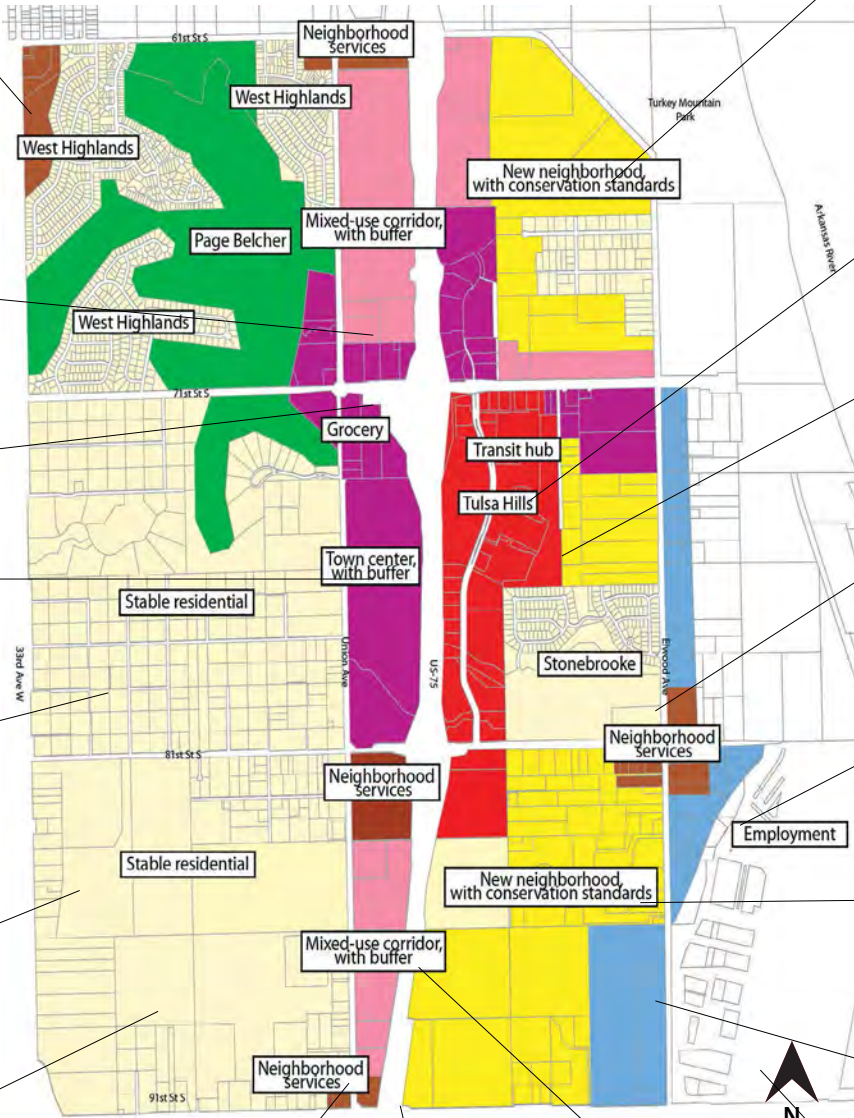
In 20 years, West Highlands/Tulsa Hills will be...

- *a welcoming, attractive, desirable area to live and invest.*
- *developed in a manner respectful of the rural atmosphere.*
- *a safe, family-friendly community, with retail and recreational services for local residents.*
- *well-connected to the city's multi-modal transportation system, including trails.*



Vision Part II: Plan Vision

Figure 2:1: Vision map

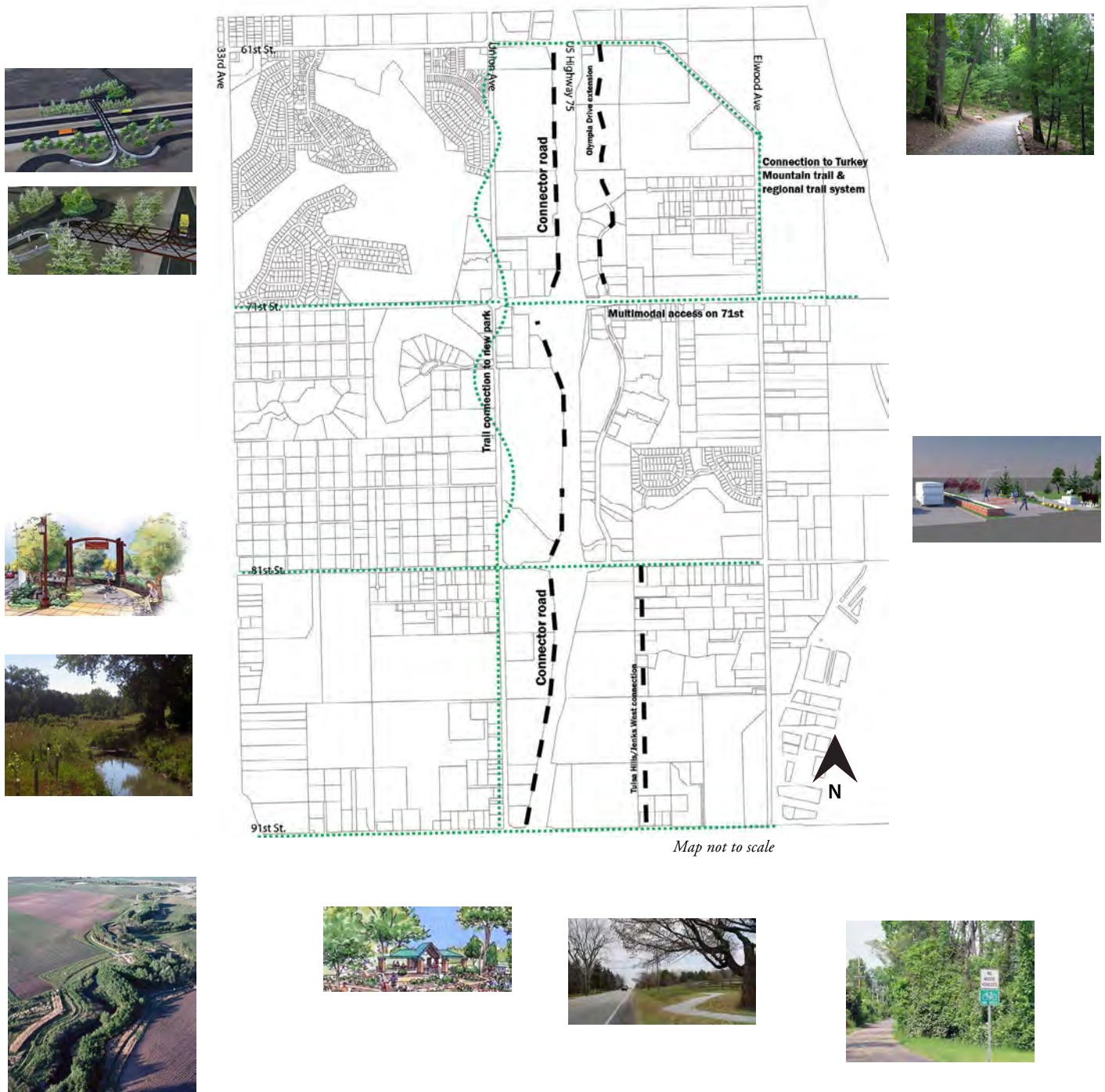


Map not to scale



Source: CoT Planning, INCOG shape data 2012

Figure 2:2: Trails/transportation vision map



Source: CoT Planning, INCOG shape data 2012

Vision maps

Two maps – one for land use, and one for trail and road improvements – identify desired built-environment improvements, transportation treatments and connectivity improvements. They reflect the conclusions from the Big Ideas boards generated from the visioning workshop, and also a refinement of those boards following citizen feedback, further discussions and research.

By articulating a vision of what the plan area should be, staff then drafted specific policy recommendations that work towards making that vision real.

How did we get to the Vision?

Figures 2:1 and 2:2 - the two vision maps - are honed from the Big Idea boards, which were the distillation of citizen input from the Vision Workshop. As referenced in the Community Participation chapter, that workshop was an all-day event, facilitated by design professionals from the Eastern Oklahoma Chapter of the American Institute of Architects. Everyone spent an entire Saturday afternoon working out local stakeholder concerns.

The following themes arose from the workshop.

MAINTAIN THE “RURAL” ATMOSPHERE, BUT STILL ALLOW FOR COMPATIBLE DEVELOPMENT

Besides existing apartment complexes and the single-family subdivisions, lot sizes in the plan area tend to be one acre or larger. Many longtime residents of the area – who formed a large, vocal section of regular public-meeting participants – have long enjoyed large acreages, minimal noise and minimal traffic. These factors lend to the “rural” atmosphere. Workshop

attendees desired that development be respectful of the existing atmosphere, and preferably be concentrated east of US-75.

TRAILS

The area’s open spaces, rolling hills, woods and views all contribute to its natural beauty. Every workshop visioning group drew examples of how a trail system would look in the plan area. Some groups wanted trails which would allow horses.

LOCAL-LEVEL RETAIL SERVICES

Many participants brought up the possibility of a grocery store, yet acknowledged that increasing local-level services would also increase development pressure. Putting neighborhood centers at major corners was suggested.

TRANSPORT CONNECTIVITY

Stakeholders appreciated how well-connected the area is to the rest of Tulsa, particularly to downtown via US-75. They consistently mentioned the desire for non-automobile connectivity (including buses), and sought to have the trail system connect various sites in the area, like Tulsa Hills, the neighborhoods and Jenks West Elementary School. One group even suggested light rail.

From the maps, and from citizen input from that event and past meetings, the AIA design team and Planning staff shaped the vision.

First, using their design expertise, the AIA team developed potential treatments – e.g., residential subdivisions, multi-family housing and trails – that might resonate with stakeholders.

Second, Planning staff and the AIA team created a preliminary vision map (Figure 2:4). This map is a consolidation of all of the vision maps produced during the workshop. The map intended to capture the major ideas of the Vision Workshop. Planning staff then refined the map following future citizen input.

Following feedback from the Big Idea boards (see Figure 2:3 for an example) - which included forms submitted at American Heritage Bank, e-mails sent to the SAP team, and verbal feedback heard at a November 2012 public meeting - staff started creation of the final vision maps (Figures 2:1 and 2:2)

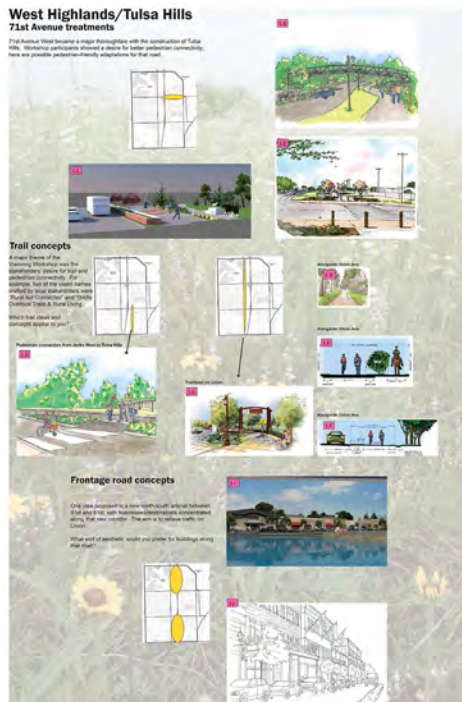
MAINTAINING RURAL FEEL IN NEW CONSTRUCTION

The western portion of the plan area is marked as stable residential, which reflects the stakeholders' desire to maintain the area's existing character. Here, new development should take deliberate and explicit measures to integrate with the existing context. One major way to integrate new construction is through design solutions that maintain the "rural" character of the area.

Strategies to maintain the existing character include:

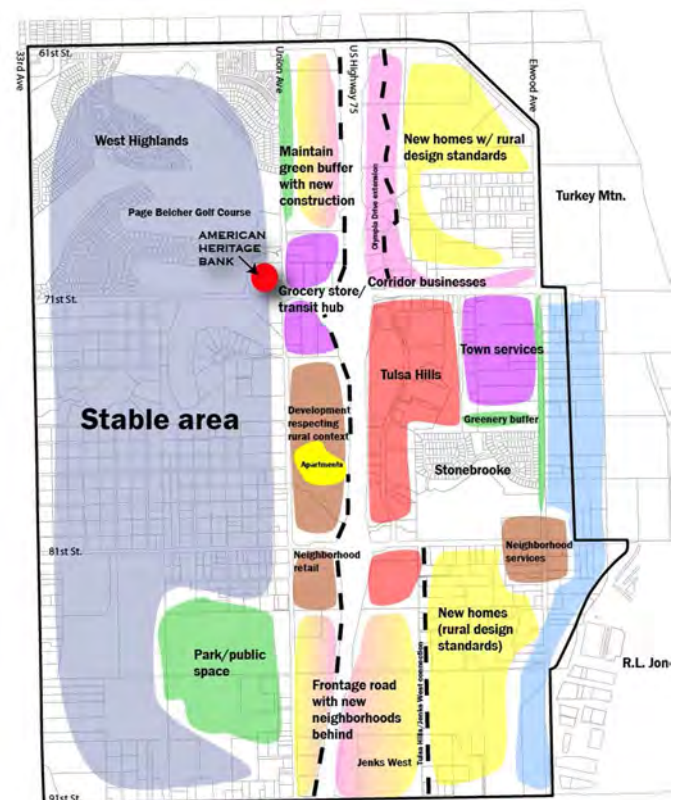
- retaining tree cover;
- maintaining significant amounts of open space, through strategies such as clustering, land banking and conservation easements;
- installing lot-line fencing;

Figure 2:3: One of three Big Idea boards



Source: CoT Planning, AIA Design Team

Figure 2:4: Preliminary vision map



Source: CoT Planning, INCOG shape data 2012

- clustering new homes to maximize open space;
- use of native stone, darker brick, corrugated metal and/or wooden building materials in home construction; and
- lowering parking lot requirements, so as to preserve open space.

Some of these suggestions – particularly tree cover – not only have aesthetic purposes, but also would abate stormwater runoff in the area and reduce the heat-island effect. Likewise, loosening parking requirements would allow commercial developers to build more pedestrian-friendly infrastructure into their developments.

Such strategies are applicable in all portions of the plan area, but especially the areas marked stable residential and those marked as having conservation standards on the Vision Map. The development concepts section of this chapter will show how some of these suggestions can be applied to a specific set of parcels in the plan area.

BUFFERING NEW DEVELOPMENT AND EXISTING AREAS

New construction should buffer its boundaries with existing residential neighborhoods. Dense tree planting (or existing trees), waterways, detention/

retention ponds and other effective strategies can be used. These strategies are particularly applicable in the parcels between US-75 and Union Avenue, where buffering strategies can mitigate the aesthetic impact of new development in these largely empty parcels.

MULTI-FAMILY HOUSING

A frequent statement of the public engagement process was opposition to any new multi-family construction.

The Tulsa Comprehensive Plan consistently addresses the need for housing-type diversity, both at the citywide and neighborhood levels.

The Plan, which arose from an unprecedented public involvement effort and was approved by the elected representatives in the City Council, frequently repeats the need for housing choice. The very first housing plan goal outlined in the recommendations in that chapter is to create a “robust mix of housing types and sizes...in all parts of the city” (p. H-11). Lastly, the Appendix, which outlines the steps of the small area planning process, makes explicit that each small area plan addresses a set of “civic responsibilities that...will improve the livability of the city as a whole” (p. AP-6). The one example of a civic responsibility cited is “the provision within each neighborhood of *a variety of*

Figure 2:5: From Vision Workshop to Vision map



housing types necessary to accommodate people of different ages and income levels” (ibid., emphasis added).

Through the small area plan process, citizens and staff can determine the most-appropriate location and scale for multi-family housing, and create strategies to mitigate the traffic and aesthetic impacts.

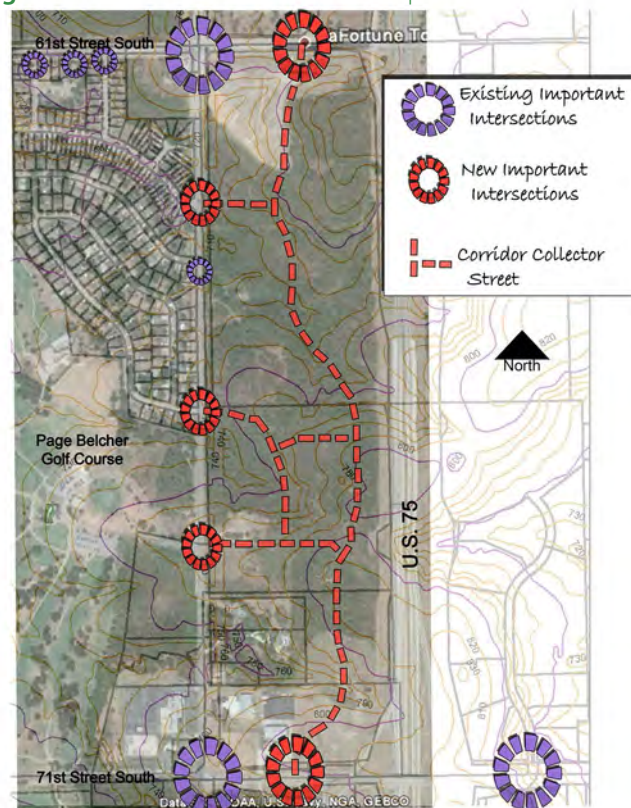
Besides the design strategies mentioned on the prior page, one idea from the visioning effort is an alternative-access road along US-75. Such a road would draw traffic away from Union Avenue, relieving congestion and providing apartment residents easier access to US-75. Currently there is such a road connecting the existing apartments on Union Avenue to 81st Street.

Furthermore, concentrating multi-family housing along US-75 mitigates traffic and noise issues for those living in the quieter areas further from the highway, and provides multi-family residents quick access to the highway and the greater metro area.

The plan also supports the concept that new development (including residential development) happens *after* adequate infrastructure (e.g., roads) is in place. This is reflective of the stakeholders’ consensus vision, though that group recognizes that this is a decision which must be made by the City Council.

Lastly, smaller scale multi-family developments, such as duplexes, would better integrate into the existing neighborhoods west of Union Avenue than, for example, larger multi-level structures. This was verified at the meetings during the Summer of 2013, when the Citizen Advisory Team emphasized that if there is to be multi-family in Town Center areas, it should be smaller-scale. For example, a mix of two- or four-unit structures were alright, provided they were integrated into a single-family neighborhood and, ideally, placed on corners. In summary, while multi-family housing

Figure 2:6: A new collector could improve circulation



Source: CoT Planning 2013

This illustration shows how a new residential collector street could ease traffic along Union Avenue

was unpopular with a large contingent of the Citizen Advisory Team and other stakeholders, smaller-scale developments were seen to be ideal.

CONCENTRATING MOST-INTENSE DEVELOPMENT IN EASTERN AREA

Workshop participants concurred that the most intense developments should be located in the eastern parts of the plan area. Infill potential exists in parcels east of Tulsa Hills, and there is opportunity of airport-complementary employment in the southeastern part of the plan area. One mitigating factor is proximity to the airport. High-density housing is not appropriate in the area northwest of the airport, as outlined and regulated by the FAA.

TRAIL CONNECTIVITY

The other consistent theme from the Vision Workshop, and in other stakeholder meetings, is the desire to improve local trail connectivity. The Tulsa metropolitan area's roughly 100-mile system of bikeways and pedestrian trails largely bypasses the plan area; the only planned improvement is a bikeway along Elwood Avenue. Neither the trail system in Turkey Mountain nor along the Arkansas River comes deeply into the plan area. The plan envisions a trail connecting Turkey Mountain to Union Avenue via 61st Street, and then connecting to the planned Mooser Creek trail.

While many citizens expressed desire for bridle trails, they were found to be unfeasible for a variety of reasons. Horses are often scared by the noise coming from bicycle chains, as they are believed to mistake the

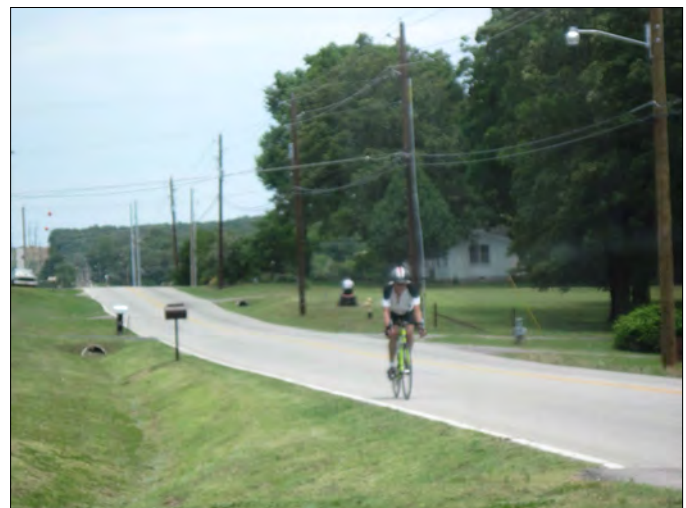
chain noise for an electric fence ("Equestrian Design Guidebook for Trails, Trailheads and Campgrounds," Chapter 1, Federal Highway Administration). Dogs also are capable of startling horses (ibid.). Furthermore, given the cost of an easement for a trail wide enough (>15 feet) to fit both horses and cyclists/joggers, and the relatively small amount of horse users in the general population, staff concludes that such a trail would be cost-prohibitive. However, certain regulatory changes, such as zoning updates, could allow homeowners to keep horses on their property.

71ST STREET MULTI-MODALITY

The Tulsa Hills shopping center and its surrounding development are automobile-oriented and built at a scale not conducive to pedestrian travel. At the workshop and in post-Big Idea feedback, citizens favored trail treatments along 71st Street. Improved non-automobile access to Tulsa Hills is consistent with the Comprehensive Plan for many reasons. The first priority of the Comprehensive Plan's Transportation chapter's recommendations is to provide a range of travel options, and the second priority advocates a network-based approach to travel, in which infrastructure investments



Trails - marked in dotted color lines - bypass much of the plan area



A cyclist on a narrow shoulder

are made with discrete major destinations in mind. Tulsa Hills – one of the largest shopping centers in the metropolitan area – is a major destination. People are already accessing it by non-automobile means, and the danger is apparent. For example, a cyclist was killed by an automobile on 71st Street in October 2012, in the midst of this planning process.

In the Major Street and Highway Plan, 71st Street east of US-75 is marked as a primary arterial. The Comprehensive Plan identifies that stretch as a commuter street, for which pedestrian and bicycle facilities are a secondary priority between number and width of lanes. This fact, combined with citizen input, led to the inclusion in the vision of bicycle and pedestrian treatments on 71st Street.

PARK/RURAL PLACEMAKING

Some citizens have expressed a desire to market the area's uniqueness and local culture. While a traffic circle treatment with a decorative oil rig, as shown in the Big Ideas, did not garner wide support, the idea of railroad-styled pedestrian bridge over US-75 did. While such a bridge was part of the citizen-led vision, the bridge was found to be cost-prohibitive during internal review. Rather, simply stylizing the existing 71st Street bridge over US-75, and including multi-modal paths on the bridge, was seen to be more cost-effective. Stylizing options include decorative railings, or signs greeting northbound motorists to Tulsa. Other placemaking strategies - such as gateway parks on 71st Street - were found favorable.

TRANSPORTATION VISION

The plan supports placing a park and ride facility within the parking lot of the shopping center, as planned in the *Fast Forward* regional transit plan. A hub in the shopping center would provide commuters and shoppers easy access to Tulsa Hills, and provide local residents better access to their destinations in other part of the metro. In addition, Olympia Avenue from 61st Street to 81st Street should be designed to accommodate pedestrians through the addition of sidewalks.

RURAL ARTERIAL STREETS

The plan further envisions creative road expansions of major arterials. Should they occur, road widenings should use available right-of-way for green treatments. Road expansion should include green medians and/or green buffers between the road, the footpath and street-facing buildings. Given the area's late urbanization, there is usually a 100' operational right-of-way available. In some areas, however, that number is only 60'. These CONCEPTUAL cross sections (Figures 2:7-9) roughly illustrate how future widenings of major arterials can create attractive, green public spaces while still allowing easier traffic flow.

Union Avenue has 100' of operational right-of-way for most of its stretch, as do 71st Street and Elwood Avenue. The cross sections show two ways this could be used: two lanes with a turn lane, or four lanes with an (optional) planted median. Parts of 81st Street west of Union Avenue, and 91st Street, have only 60' of operational right-of-way. Here, two lanes with a turn lane can still fit while preserving ample greenspace. All cross sections envision multi-use trails and/or sidewalks alongside the road. For streetside and median trees, shade trees should be used. This would create shaded streets, and help mitigate negative heat island effects.

Figure 2:7: Three lanes of traffic in a 100' right-of-way, applicable anywhere

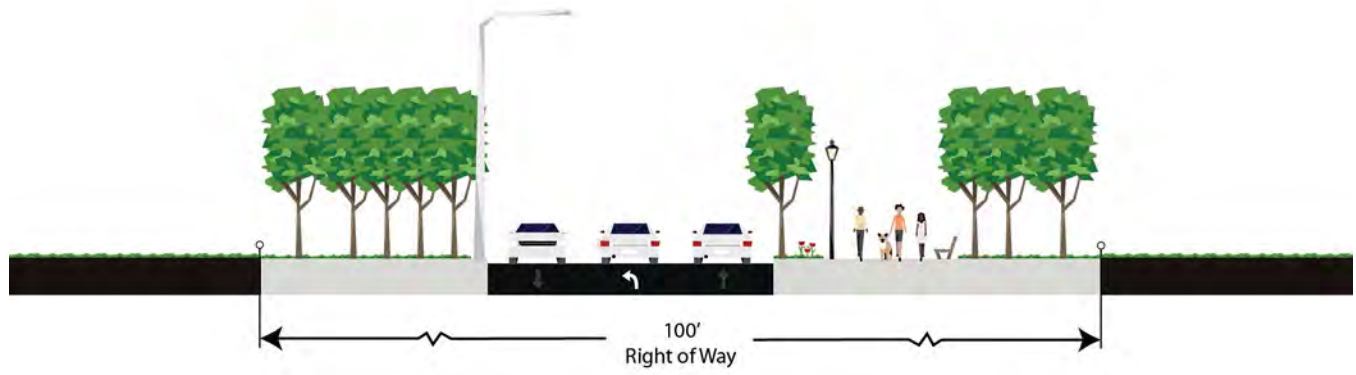


Figure 2:8: Four lanes of traffic in a 100' right-of-way, with green median (applicable on roads east of US-75)

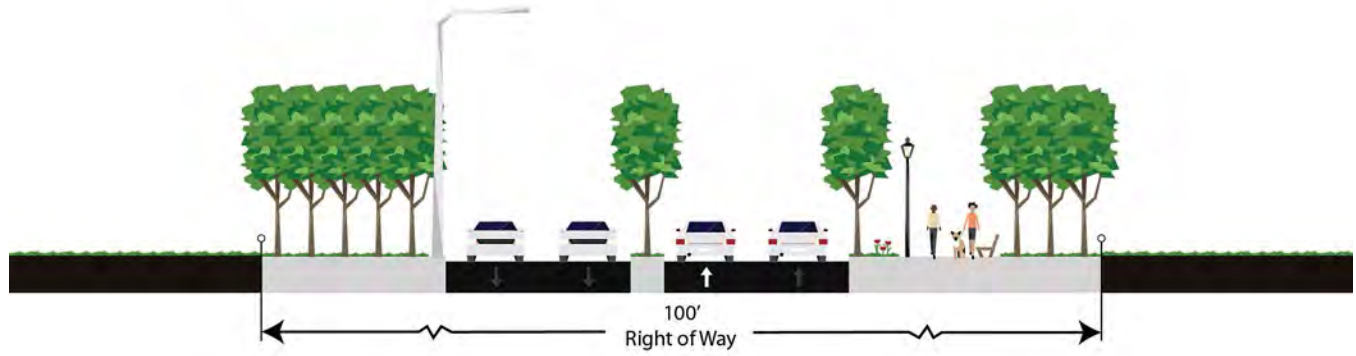
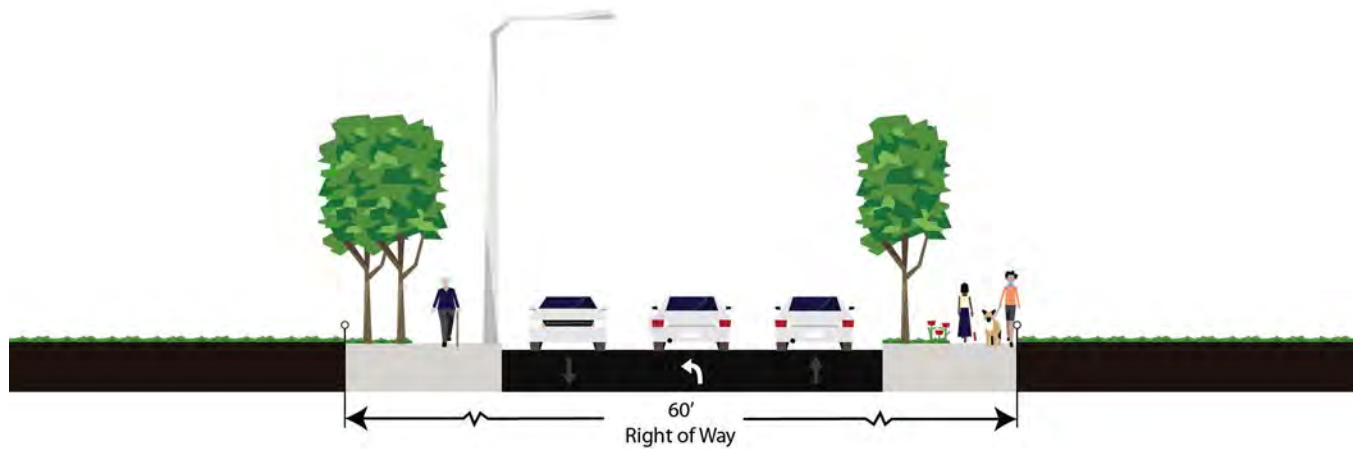


Figure 2:9: Three lanes of traffic in 60' right-of-way, with multi-use trails on both sides.



Vision

Part III: Development Concepts

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

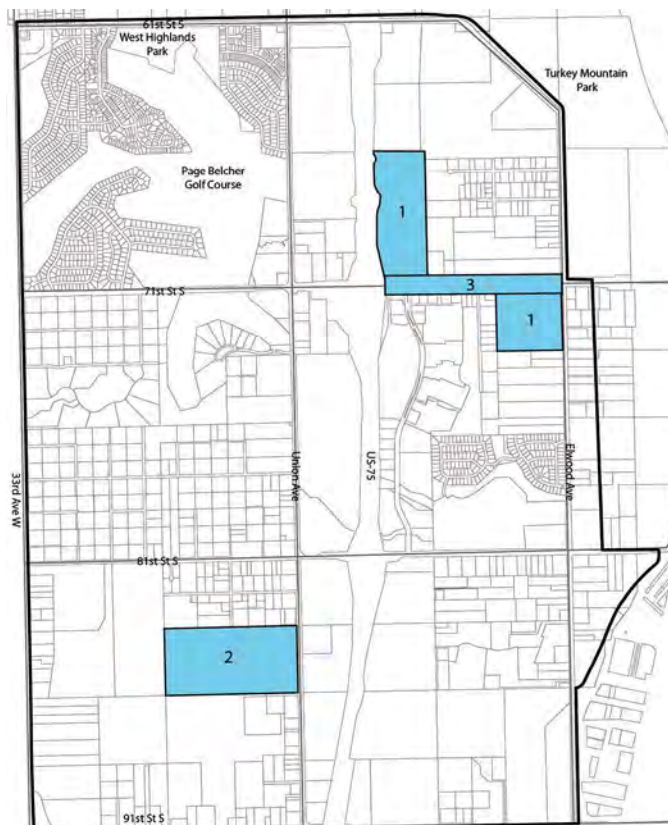
The development concepts also show how this plan's recommendations (Chapter 5) would appear as built.

Each site was chosen for how it illustrates various key issues. The sites and treatments are:

- 1) Various treatments of future Town Centers (pp. 68-72)
- 2) A single family site at 83rd Street and Union Avenue (pp. 73-77)
- 3) Improvements along the 71st Street corridor between Olympia Avenue and Elwood Avenue (pp. 78-79)

The models are intended to illustrate the plan's guiding principles, and show how the stakeholder-led vision would be reflected on the ground at certain sites. These are not planned developments, and adoption of this plan does not entail these projects being built.

Figure 3.1: Development concept sites



Development concept 1: Town Centers



CONCEPT ASSUMPTIONS:

- Concept shows how Town Center land-use designation could be realized in plan area.
- Two areas: one at southwest corner of Elwood Avenue and 71st Street (37 acres), the other along Olympia Avenue north of 71st Street (50 acres).
- Olympia Avenue site is largely offices, Elwood Avenue site is largely retail. Buildings are shown as transparent in Olympia site: this is meant to illustrate potential building scale/size, and **not** to infer that future structures should have glass exteriors.
- Both sites preserve open space and green space.
- **Future Town Center developments in the plan area - at these sites, and elsewhere - should follow the principles outlined here and below.**

OLYMPIA AVENUE SITE

OPEN SPACE PRESERVATION The stretch of Olympia Avenue, north of 71st Street from Tulsa Hills, has undergone heavy development in recent years. There is still ample undeveloped land, and in this Town Center and others, measures should be taken to protect open space and existing greenery.

STREETWAYS AS PUBLIC SPACE New buildings, in this concept, are surrounded by a plaza that faces the street. The grassy, planted median adds tree cover. Multi-use paths on each side of the street allow pedestrians, cyclists and the handicapped to access the buildings.

CONTOUR PRESERVATION This development concept works with existing contours in an attempt to minimize earth moving and preserve natural hydrology.

Future town center developments in all parts of the plan area should follow these principles.

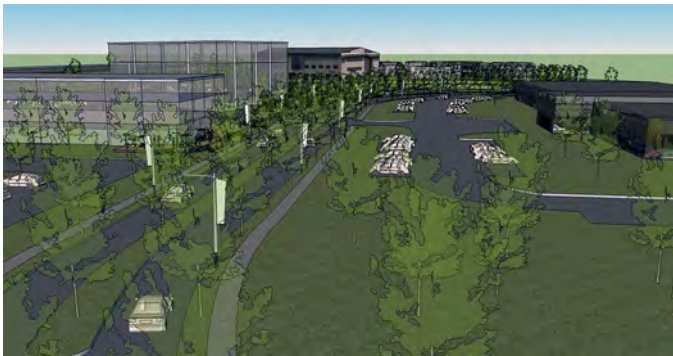
A view of the Olympia Avenue site, looking north. Top left of the frame is the existing Hampton Inn.



A near ground-level view, looking north Olympia Avenue from 71st Street.



View from the north, facing south



Street view



Street view, showing exterior plaza and greenspace



ELWOOD AVENUE AND 71st STREET SITE

OPEN SPACE Large areas are saved for a greenspace commons, and parking lot size is minimized in order to preserve greenspace.

PEDESTRIAN-FRIENDLY SHOPPING The inspiration here is Utica Square in Midtown Tulsa. Buildings are smaller and connected by walkways. Buildings also have different facades and exteriors, which creates a more interesting walkable space. Single-family homes south of the shopping center are connected via walkways, and provide a transition into the less-dense single-family neighborhood to the south.

TOWN-CENTERED DEVELOPMENT Local services, like a grocery store would provide an anchor for the development.

Elwood Avenue site, streetview



Elwood Avenue site, open space



Smaller-scale shopping, Elwood Avenue site



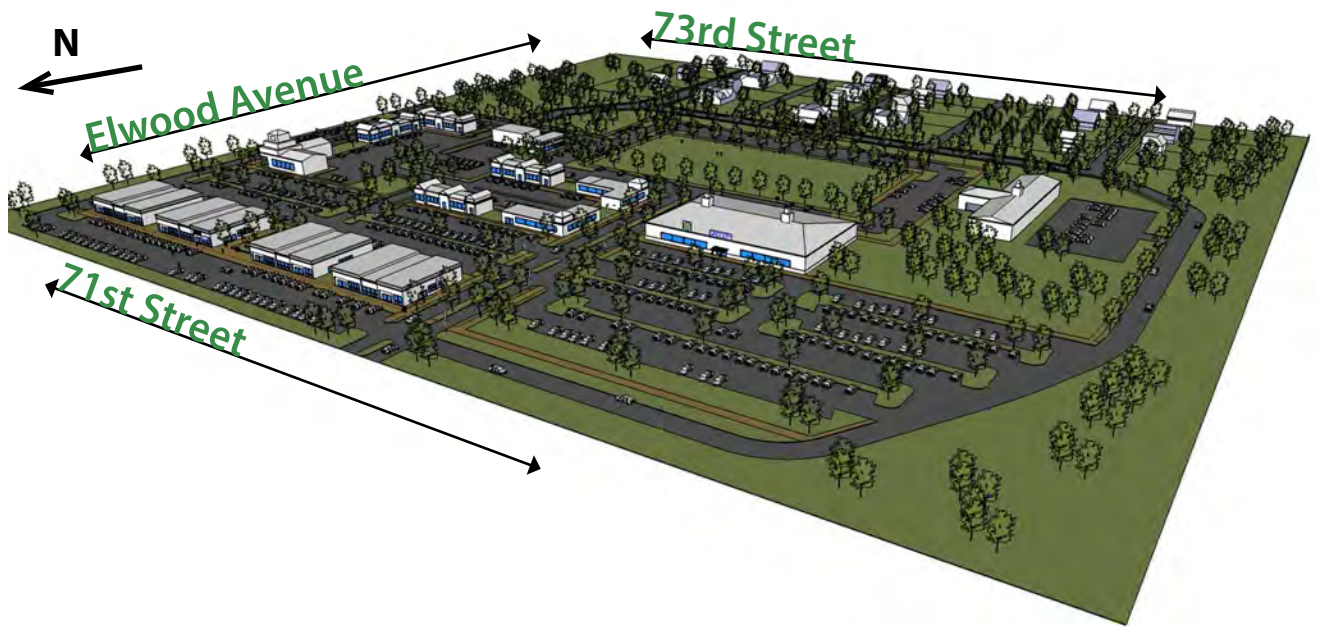
Elwood Avenue site, planted median at entrance



Elwood Avenue site, walkable open space



Elwood Avenue site, bird's eye view



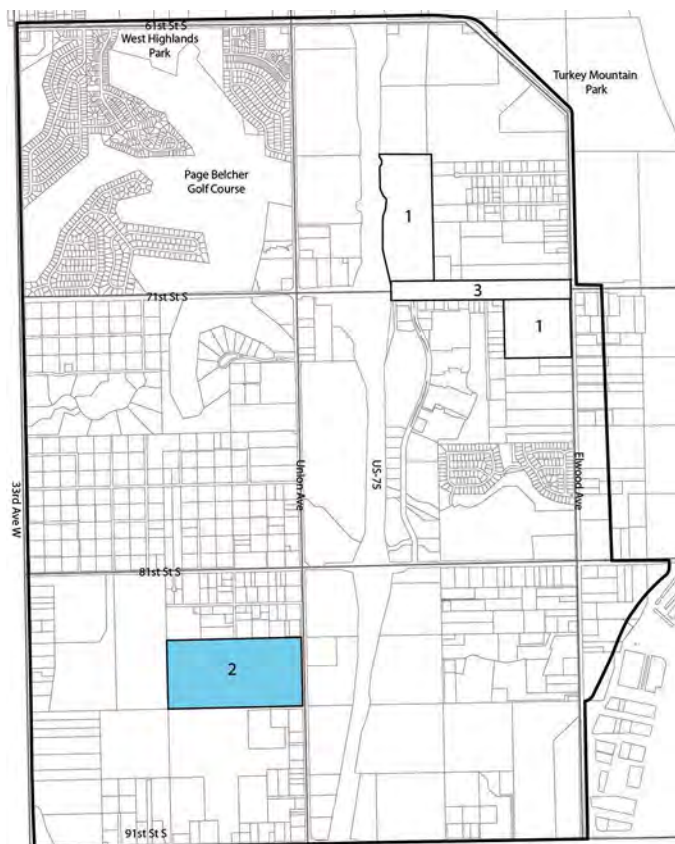
Elwood Avenue site, open space



Development concept 2: Single-family residential at 83rd Street and Union Avenue

CONCEPT ASSUMPTIONS:

- 80 acre site
- 67 single-family units
- Home lots vary in size between one-quarter and one acre
- A greenspace wildlife corridor through the middle of the site, giving local fauna some living space
- 40-foot perimeter greenspace buffer, with a wider buffer along Union Avenue







The purpose of this concept is to show how a context-sensitive single-family neighborhood could be integrated into an area of stability, or other sites east of US-75.

The roughly 80-acre site faces Union Avenue near the intersection of 83rd Street.

This concept purposefully includes a variety of subdivision designs, conceptually represented as four distinct “quadrants.” This illustrates the various ways single family development could occur in the entire 6-square-mile plan area, and shows how PLANiTULSA’s housing-choice recommendation could be implemented.

The strategies include the following:

LARGER SINGLE-FAMILY LOTS Lots range in size from one-quarter to one acre. All four “quadrants” have varying lot sizes, except the northwest, where lots are solely one-acre. Total residences on this entire site are 67, which is less than one unit per acre. This density parallels that in the residential areas between 81st Street and 71st Street, west of Union Avenue. The lower number of lots per acre would minimize developer costs for sewer, electrical and other infrastructure.

GREENSPACE AND TREES Trees are liberally planted along all streets, on lawns and in other open-space areas.

SCREENING AND BUFFERING The entire site has a 40-foot perimeter buffer, and the east side (which faces Union Avenue) is screened by an even wider buffer and thicker tree planting.

CONNECTIVITY AND MAINTAINING INTEGRITY OF GRID SYSTEM For both public safety and traffic maintenance reasons, the site has multiple entry and exit points. The road running east-west through the center of the site would connect to a future north-south residential collector street, planned in the Major Street and Highway Plan, and will include sidewalks.

OPEN-SPACE WILDLIFE CORRIDOR A creek bed which currently runs through the site will be retained. That open space also mitigates the stormwater runoff impact caused by new construction.

OPEN SPACE PRESERVATION In addition to the wildlife corridor, at least two large sections will remain undeveloped.

Located on a former mining site and landfill, the site would require thorough environmental analysis prior to development. The site’s current status does not mean this design concept is irrelevant, because this concept illustrates design principles applicable throughout the entire plan area.

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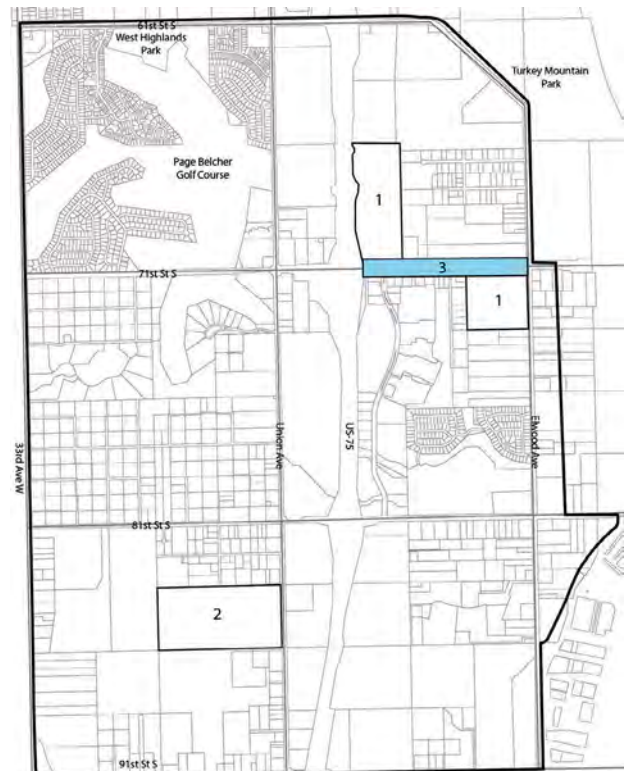


Development concept 3: 71st Street improvements, between Elwood Avenue and Olympia Avenue

71st Street is a primary connection between the east and west sides of the City. Automobile, bicycle and pedestrian traffic use this route to access residential, shopping and recreation areas. Key destinations within the area include the Tulsa Hills Shopping Center, Turkey Mountain Park, West Highlands Neighborhood and US-75.

The section of 71st Street between Elwood and Olympia Avenues should serve as a gateway zone. Future development, possibly including mixed commercial and residential uses, should relate directly to the streetscape through urban amenities such as landscaping, lighting, signage and dedicated pedestrian and bicycle paths.

The gateway zone would function as an important entrance into the City of Tulsa to welcome visitors, highlight the area’s scenic qualities and establish a sense of place for the area.





 — Future park location

Parks should provide seating, landscaping, lighting and signage at gateway areas for pedestrian comfort, beautification purposes and orienting vehicular traffic.



Vision

Part IV: Desirable Outcomes

BY IMPLEMENTING PLAN RECOMMENDATIONS BASED UPON THIS CONSENSUS VISION STATEMENT, AND VISION MAPS, THE FOLLOWING DESIRABLE OUTCOMES WILL BE ATTAINED IN WEST HIGHLANDS/TULSA HILLS:

1. The area is better connected to the citywide multi-modal transportation system, with an emphasis on greater trail/non-automobile infrastructure, and Tulsa Hills is well-connected to the city's mass-transit system.
2. There is a reduction in per capita major injuries or fatalities resulting from automobile collisions with cyclists or pedestrians. Non-automobile transport is safe for all of those who do not have access to a car, or simply choose not to drive.
3. New construction is aesthetically compatible with the existing area, and developers take deliberate and effective measures to minimize traffic impacts by providing coordinated access management, maintaining the grid system and/or implementing multimodal transportation options in their site plans.
4. The area is identifiable to the majority of Tulsans, not only for its destination shopping center but also for its attractive homes and neighborhoods, high-quality housing, trails and innovative urban/rural design.
5. Residents of the multifamily units, single-family subdivisions and larger-lot estates see the area develop in a manner which does not harm the quality of life for residents of the other housing types.
6. New construction along Union Avenue is adequately and appropriately buffered from the existing, stable neighborhoods west of Union Avenue.
7. Crime rates do not increase. The area continues to be safe, and considered an excellent place to raise children.
8. The area captures a share of the anticipated growth in high-income owner-occupied housing demand, as projected in the Housing chapter of the 2010 Comprehensive Plan, providing an economic base for more neighborhood amenities.
9. Median household income levels remain at or above the citywide average.

Recommendations

Introduction

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

Priorities are topical areas that address the vision. They identify over-arching steps toward plan implementation.

Goals are the general, attainable objectives of each priority.

Implementation measures are policies, public/private partnerships or investments that help the plan area reach its identified goals.

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Recommendations

Part I: Recommendations

All avenues are West and all streets are South. Thus, for example, “71st Street” refers to West 71st Street South; “33rd Avenue” refers to South 33rd Avenue West.

For a brief illustration of the land-use category changes, see Figure 1; for Stability/Growth maps, Figure 2.

The PLANiTULSA land-use categories (also known as the “building blocks”) identify future appropriate land use, transportation, employment and housing density and the basic design characteristics of the area. Zoning, as a regulatory tool referenced in this plan, identifies current uses allowed by right for properties. Future requests for zoning changes will be evaluated for their appropriateness relative to the land-use categories adopted in this plan.

PRIORITY 1 Proposed land uses balance West Highlands/Tulsa Hills stakeholder vision with PLANiTULSA vision

Goal 1- Promote stability in parts of the plan area west of Union Avenue through changes to the Tulsa Comprehensive Plan’s Land-use and Areas of Stability/Growth maps.

1.1 Amend the Tulsa Comprehensive Plan’s Land-Use and Areas of Stability/Growth maps to reflect small area plan stakeholders’ vision (for reference consult Figures 1 and 2 on pages 84 and 85).

Goal 2 - Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as “neighborhoods that blend...amenities, connectivity, and housing options together.”

2.1 Ensure implementation of PLANiTULSA Complete Streets policies for the Union

Avenue multi-modal corridor and the 71st Street commuter corridor.

2.2 Ensure Jenks West Elementary Schools are connected to surrounding neighborhoods via appropriate sidewalk and road investments.

2.3 Ensure construction of footpaths/sidewalks to connect areas within and outside of neighborhoods in all new single-family subdivisions, unless subdivisions comply with future conservation subdivision and/or low-impact development guidelines.

2.4 In new developments east of Union Avenue, support zoning changes from agricultural zoning to corridor, commercial, office, mixed-use and/or residential zoning (should a private request be filed).

2.5 Support residential multi-family development that mixes smaller multi-family buildings (e.g, duplexes and quadplexes) into single-family neighborhoods.

2.6 Support zoning changes and zoning adjustments that support senior housing.

2.7 Support a change to the zoning code that enables a property owner to construct and rent an accessory dwelling unit (commonly known as “mother-in-law flat”) on their residential-zoned property. Support Board of Adjustment applications asking for such uses in this area.

Goal 3 -

Ensure a sound transition between US-75 and the stable neighborhoods west of Union Avenue.

- 3.1 Encourage substantial buffering in CO-zoned lands between US-75 and Union Avenue, including but not limited to dense tree or native plantings along Union Avenue, commensurate with degree of land-use intensity.
- 3.2 Employ transition-sensitive design strategies within CO-zoned sites between Union Avenue and US-75, such as:
 - Building higher-density structures nearer to US-75 (or the middle of the site), and lower-density structures near Union Avenue;
 - Massing buildings more densely adjacent to US-75 or the middle of the site, and less densely near Union Avenue; and
 - Siting taller structures in areas with lower elevations, if possible.
- 3.3 In order to minimize traffic, encourage CO-zoned projects along Union Avenue corridor to include points of access on multiple roads (see Figure 3 for an example).
- 3.4 Take deliberate measures to preserve existing healthy, substantive trees and integrate them into site plans.
- 3.5 Encourage multi-family residential developers to build structures that will retain long-term value. Strategies include, but are not limited to:
 - Building in-unit structured parking,
 - Use of durable, attractive building materials and

- Planning for on-site, well-maintained amenities such as gyms, pools, attractive landscaping and/or open space.

- 3.6 To allow for transition-sensitive development of both residences and offices between Union Avenue and US-75, support zoning changes to corridor, commercial, office, mixed-use and/or residential zoning (should a private request be filed).
- 3.7 Zoning west of Union Avenue, in areas with Existing Neighborhood land use, should strongly support residential, single-family uses. Support changes to new “rural-residential” zoning use (see measure 4.6), to address configuration issues related to lot splits.
- 3.8 Multi-family development should have smaller structures mixed into residential or commercial neighborhoods.

PRIORITY 2

Prioritize the preservation of open space and the natural environment in future development.

Goal 4-

Integrate new construction with the natural environment and the area's existing bucolic aesthetic.

- 4.1 For new construction in New and Existing Neighborhood land-use areas, and Town and Neighborhood Centers, each 1,500 square feet of street yard should have three trees. The Zoning Code (Section 1002.C.1) currently requires only one (1) tree.

Recommendations

PART I: RECOMMENDATIONS

Figure 1: Comprehensive land-use map

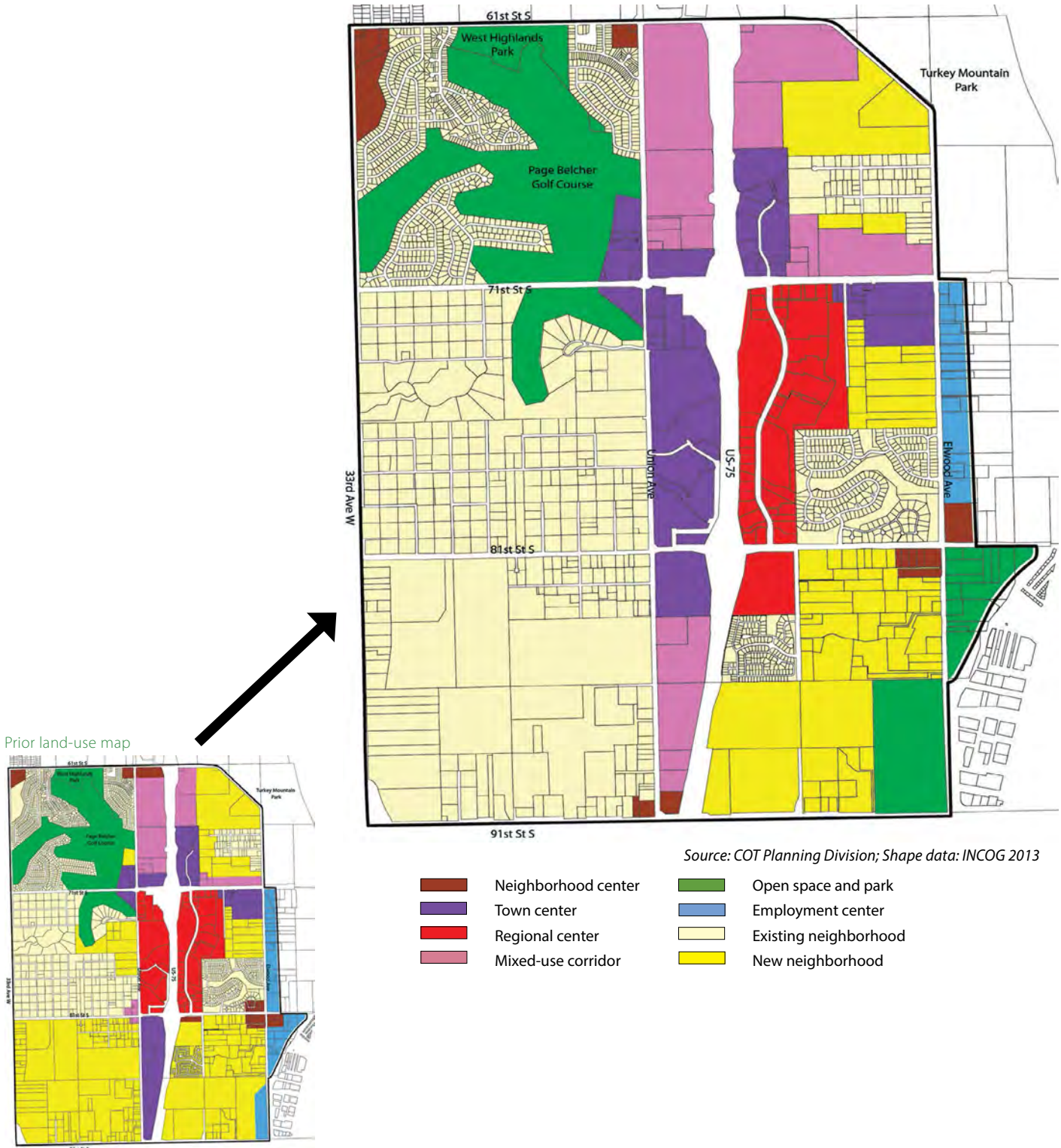
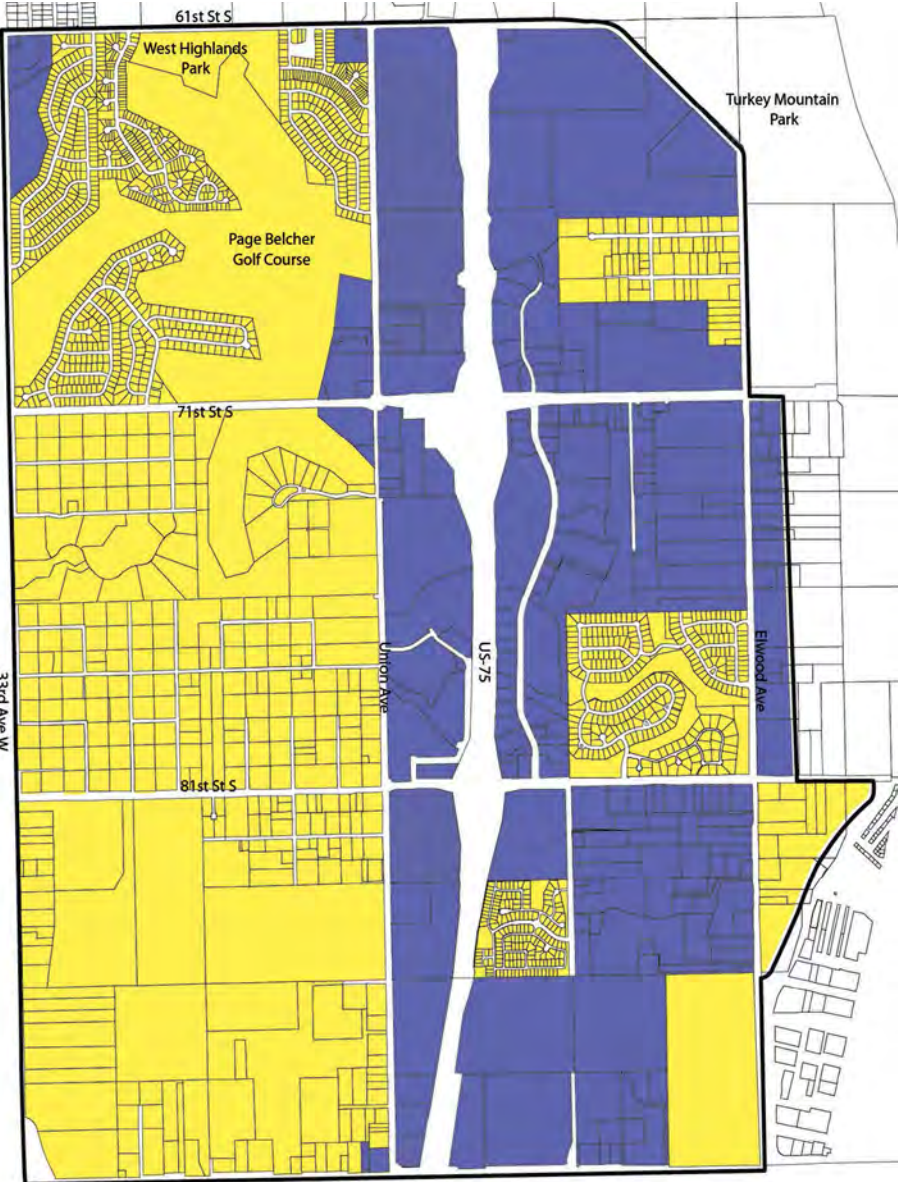


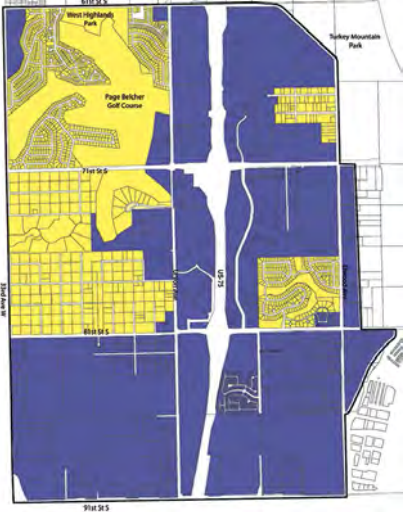
Figure 2: Areas of Stability and Growth map



Source: COT Planning Division; Shape data: INCOG 2013

- Area of stability
- Area of growth

Prior stability/growth map



Recommendations

PART I: RECOMMENDATIONS

- 4.2 Facilitate partnerships between neighborhood stakeholders, developers and regional land trusts such as Land Legacy.
 - 4.3 Develop easily-understood, coherent standards for conservation subdivisions which will allow developers to apply conservation subdivision design for new home construction, while minimizing the need to apply for new zoning.
 - 4.4 Develop and implement code updates to more easily allow low-impact development (LID) practices, by identifying current elements of zoning, building and other regulatory codes that do not allow LID practices. Ensure developer incentives, such as a streamlined development review process.
 - 4.5 Develop a matrix (or checklist), to be used by City of Tulsa Planning staff, of rural design elements which can be used to easily measure how well new construction integrates with bucolic aesthetic. These design elements should pertain less to actual design of homes, and more to the units' siting, greenspace preservation, screening and the use of other non-structural design materials, such as fencing materials.
 - 4.6 Revise zoning code to include a "rural-residential" district which allows a limited number of livestock and horses as a use by right, and has larger minimum lot sizes. This can be done by either amending an existing district, or creating a new one.
 - 4.7 Support planting of shade trees in public right-of-way during road construction.
- Goal 5 -
Improve park and open space amenities*
- 5.1 Develop small gateway mini-park at the northeast corner of Elwood Avenue and 71st Street, and a placemaking landmark near the intersection of US-75 and 71st Street.
- Goal 6 -
Improve flood control*
- 6.1 Encourage development of natural drainage areas where appropriate. Examples include natural stream bed restoration and greenspace preservation.
 - 6.2 Strictly enforce stormwater requirements in new development, particularly in parts of the plan area with more severe contours (such as the greenfields near Turkey Mountain).
 - 6.3 Make necessary road and drainage improvements to prevent closure of area around the 81st Street and Elwood Avenue intersection during rain events. Once completed, re-evaluated Park and Open Space land-use designation for parcels within that flood plain. Assure that any development in those parcels does not exacerbate flooding issues.
 - 6.4 Support usage of permeable pavement materials.

PRIORITY 3

Sustain area's economic growth through the future.

Goal 7 -

Promote and maintain attractiveness of Tulsa Hills retail area.

- 7.1 Encourage and allow infill development (including new construction in the parking lots) of Tulsa Hills.
- 7.2 Add decorative place-making elements to 71st Street bridge over US-75.
- 7.3 Encourage more lenient parking requirements for all development, aiming for average daily use as the required amount of parking. Support more lenient parking requirements in zoning code update, and encourage lot sharing.

Goal 8 -

Encourage neighborhood-level economic development.

- 8.1 Encourage regulatory changes necessary for a private-sector-led farmers' market within plan area.

Goal 9 -

Develop the key industry clusters identified in the 2010 Plan within and near plan area.

- 9.1 Encourage locating medical industry facilities along Olympia Avenue between 71st Street and 61st Street. So as to encourage development, support zoning changes to categories which allow for medical uses.
- 9.2 Acknowledge, strengthen and support the vicinity's regional outdoor amenities,

namely Turkey Mountain, Page Belcher Golf Course and other golf courses. Coordinate with future Turkey Mountain Urban Wilderness Area master plan.

- 9.3 With Tulsa Regional Chamber and the City's Economic Development staff, facilitate application of facilities for state job creation tax credits, should any organization in or near the plan area hire enough workers to qualify.

PRIORITY 4

Improve local connections to the metropolitan transportation system.

Goal 10 -

Program trail and pedestrian/bicycle improvements throughout area.

- 10.1 Ensure sidewalk or multi-use trail construction along all secondary arterials and residential collector streets, as marked in Tulsa Metropolitan Area Major Street and Highway Plan (MSHP).
- 10.2 Establish necessary easement agreements and construct a trail which connects the intersection of Union Avenue and 61st Street to the Riverparks trail system at Turkey Mountain. Add multi-use, bicycle- and pedestrian-friendly improvements to 61st Street bridge over US-75. Amend the trails plan accordingly.
- 10.3 Construct new multi-use trail connection along Union Avenue, connecting the proposed Mooser Creek trail to 91st Street.

Recommendations

PART I: RECOMMENDATIONS

10.4 Place well-marked pedestrian crossings at major intersections, and particularly on 91st Street near Jenks West Elementary School.

10.5 Ensure safe bicycle transit on the 61st and 71st Street bridges.

10.6 Amend the *Destination 2030 Long Range Transportation Plan* to include all recommended improvements. Include all improvements in other relevant transportation plans.

10.7 Ensure trail stub-outs in subdivisions of parcels in which trails are planned.

*Goal 11 -
Program mass-transit improvements to better connect plan area to regional mass-transit system.*

11.1 Construct a park and ride facility in the area around or within Tulsa Hills. This facility will be encouraged to be a stop for the current Glenpool park and ride service.

11.2 Synchronize the 870 and 471 bus lines to the proposed Bus Rapid Transit line on the Peoria corridor (when implemented).

11.3 Ensure complete access to any new transit facility via sidewalks and other pedestrian connections within site.

11.4 Support already planned future commuter rail improvements.

*Goal 12 -
Maintain excellent automobile connectivity.*

12.1 Ensure better access management strategies for higher-density projects built along Union Avenue (see Figure 3 as an example), including constructing additional ingress/egress points along east-west streets.

12.2 Program future widening of Union Avenue, in order to handle current and future traffic capacities and comply with MSHP. Coordinate widening with City of Jenks.

12.3 Program the extension of Olympia Avenue from 71st to 61st Street (should private development occur).

12.4 As shown in MSHP, plan the extension of Maybelle Avenue from 81st Street to 91st Street (should private development occur).

12.5 As shown in MSHP, plan the extension of a north-south residential collector street between Union Avenue and 33rd Avenue, to connect 81st Street and 91st Street (should private development occur).

12.6 As shown in MSHP, plan the extension of an east-west residential collector street located between 81st Street and 91st Street, to connect Union Avenue and 33rd Avenue (should private development occur).

- 12.7 As shown in MSHP, plan a new residential collector branching south from 61st Street to connect to the extended Olympia Avenue (should private development occur).
- 12.8 Plan for residential collector street to be implemented parallel to Union Avenue, between Union Avenue and US-75 and stretching from 61st Street to 71st Street in CO-zoned and other parcels (should private development occur).
- 12.9 Amend MSHP to show Olympia Avenue extending to 61st Street, and the new planned corridor collector from

61st and 71st Street, between Union Avenue and US-75 (should private development occur).

- 12.10 Implement widenings recommended in *Connections 2035*.
- 12.11 Encourage adequate infrastructure be in place as new development occurs.
- 12.12 Construct signaling and left-turn improvements on intersection of 71st Street and Elwood Avenue.

Figure 3: Apartment residents presently have street access to both 81st Street and Union Avenue



Source: COT Planning Division; Shape data: INCOG 2013

PRIORITY 5

Protect public safety and welfare.

Goal 13 -

Increase transportation safety for all modes of travel and all types of travelers.

- 13.1 Construct multi-modal travel improvements – namely, sidewalks and/or trails – along 71st Street.

Goal 14 -

Maintain neighborhood's current low-crime status.

- 14.1 Facilitate communication between neighborhood groups and Tulsa Police Department, Riverside Division, in order to maintain visible police presence and public safety.
- 14.2 Facilitate sharing of police information between Riverside Division police officers and local neighborhood groups.

Recommendations

PART I: RECOMMENDATIONS

Goal 15 -

Use land-use and design solutions to mitigate and deter criminal behavior.

- 15.1 Construct lighting improvements in West Highlands neighborhood.
- 15.2 Encourage that new multi-family developments abide by Crime Prevention Through Environmental Design (CPTED) best practices (where appropriate) including, but not limited to, ample tree planting, common areas in visible locations, ensuring difficult roof access from the exterior, open fencing, thorny bushes next to the home, and other amenities to ensure the developments' attractiveness in the long run (e.g., durable building materials, tree plantings).

- 16.4 Coordinate monitoring of small area plan implementation with the citywide PLANiTULSA monitoring program.

PRIORITY 6

Ensure implementation of recommendations of West Highlands/Tulsa Hills small area plan.

Goal 16 -

Establish benchmarks to measure plan's success in implementing the vision.

- 16.1 City of Tulsa Planning Division staff establish objective and/or quantitative benchmarks.
- 16.2 Revisit this plan every five (5) years to review progress in implementing these recommendations to achieve the plan's vision.
- 16.3 Revise the plan as necessary if benchmarks and indicators show insufficient progress towards vision.

Recommendations

Part II: Implementation Matrix

PRIORITY 1

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
Goal 1	82	Promote stability through changes of the Comprehensive Plan's Land-Use and Areas of Stability/Growth maps.				
1.1	82	Amend the Comprehensive Plan's Areas of Stability/Growth and Comprehensive Land Use maps.	Immediate	-	TMAPC staff	-
Goal 2	82	Promote development of complete neighborhoods.				
2.1	82	Ensure implementation of PLANiTULSA Complete Streets policies for the Union Avenue multi-modal corridor and the 71st Street commuter corridor.	Ongoing	-	CoT Engineering, CoT Planning	-
2.3	82	Ensure sidewalk construction in new residential construction, unless they comply with LID, conservation subdivision, or other regulations meant to preserve open space; ensure sidewalks within development connect to sidewalks/trails outside development in public right-of-way.	Ongoing	Private developer	Private sector developers, TMAPC staff	-
2.4	82	In new development east of Union Avenue, support private zoning changes from Agricultural zoning to Corridor, Commercial, Office, Mixed-Use, Industrial, and/or Residential zoning (taking into account each parcel's future land-use designation).	Ongoing	-	Private sector, TMAPC staff, City Council	-
2.5	82	Support residential multi-family development that mixes smaller multi-family buildings (e.g, duplexes and quadplexes) into single family neighborhoods.	Ongoing	-	TMAPC staff	-
2.6	82	Support zoning changes and zoning adjustments that support senior housing.	Ongoing	-	TMAPC staff	-
2.7	82	Support zoning which allows accessory dwelling units.	Ongoing	-	TMAPC staff	-

Recommendations

PART II: IMPLEMENTATION MATRIX

PRIORITY 1

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
2.2	82	Ensure Jenks West Elementary Schools are connected to surrounding neighborhoods via appropriate sidewalk and road investments.	3-10 years	Public/private	Private sector, TMAPC staff, CoT	-
Goal 3	83	Ensure a sound transition between US-75 and the stable neighborhoods west of Union Avenue.				
3.1	83	Encourage substantial buffering in CO-zoned lands between US-75 and Union Avenue, including but not limited to dense tree or native plantings along Union Avenue, commensurate with degree of land-use intensity.	Ongoing	-	TMAPC staff, CoT Planning	-
3.2	83	Employ transition-sensitive design strategies within CO-zoned sites between Union Avenue and US-75 (see strategies outlined on page 83).	Ongoing	-	Private sector, TMAPC staff, CoT Planning	-
3.3	83	Encourage CO-zoned projects along Union Avenue corridor to include points of access on multiple roads.	Ongoing	-	Private sector, TMAPC staff	-
3.4	83	Take deliberate measures to preserve existing healthy trees on sites, and integrate them into site plans.	Ongoing	-	Private sector, TMAPC staff	-
3.5	83	Encourage multi-family residential developers to build structures that will retain long-term value (see strategies outlined on page 83).	Ongoing	-	Private sector, TMAPC staff	-
3.6	83	Support changes to corridor, mixed-use, commercial, office, and/or residential zoning in the area between US-75 and Union Avenue.	Ongoing	-	TMAPC staff	-
3.7	83	Encourage single-family residential zoning in Areas of Stability west of Union Avenue. Support changes to new "rural-residential" use (see measure 4.6).	Ongoing	-	TMAPC staff, City Council	-

PART II: IMPLEMENTATION MATRIX

PRIORITY 1

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
3.8	83	Multi-family development should have smaller structures mixed into residential or commercial neighborhoods.	Ongoing	-	TMAPC staff, City Council	-

PRIORITY 2

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
Goal 4	83	Integrate new construction with the natural environment and the area's existing bucolic aesthetic.				
4.1	83	New construction in New and Existing Neighborhood building blocks, and Town and Neighborhood Centers, should have three trees per 1,500 feet of street yard.	Ongoing	-	Private sector, TMAPC	-
4.2	86	Facilitate partnerships between neighborhood stakeholders, developers and regional land trusts.	Ongoing	-	CoT Planning, NAs, Private sector	-
4.7	86	Support planting of shade trees in public right-of-way during road construction.	Ongoing	-	CoT	t.b.d.
4.3	86	Develop easily-understood conservation subdivision requirements, with incentives and enforcement mechanism.	1-3 years	CoT	CoT Planning, TMAPC staff	-
4.5	86	Develop matrix of rural design elements for scoring new development, to be used by Planning Division representative in development review.	1-5 years	-	CoT Planning	-
4.6	86	Amend zoning code to have a district which allows a limited number of livestock and horses as a use by right.	1-5 years	CoT	CoT Planning, TMAPC staff	-

PRIORITY 2

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
4.4	86	Write local low-impact design standard requirements, allowing local developers to implement low-impact design best-practices. Include enforcement mechanisms and incentives for those that follow the standards.	2-5 years	-	TMAPC staff, CoT Planning	-
Goal 5	86	Improve park and open space amenities.				
5.1	86	Develop small gateway mini-parks: one near the intersection of 71st Street and Olympia Avenue, and another near the intersection of 71st Street and Elwood Avenue.	1-10 years	CoT, Private-sector developers, Riverparks	CoT Parks, Private-sector developers, Riverparks	\$500,000
Goal 6	86	Improve flood control.				
6.1	86	Encourage development of natural drainage areas, where demonstrably appropriate.	Ongoing	-	CoT Planning, Streets and Stormwater	-
6.2	86	Strictly enforce stormwater requirements in new development.	Ongoing	-	Streets and Stormwater	-
6.4	86	Support usage of permeable pavement materials.	Ongoing	-	CoT, Private developers	-
6.3	86	Program for road and drainage measures for flood mitigation around the intersection of 81st Street and Elwood Avenue. Reexamine parcels' land-use designation post-mitigation, and scrutinize development in parts of parcel which are not in flood plain.	5-10 years	CoT	CoT Engineering	\$20,000,000

PART II: IMPLEMENTATION MATRIX

PRIORITY 3

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
Goal 7	87	Promote and maintain attractiveness of Tulsa Hills retail area.				
7.1	87	Allow for infill development within Tulsa Hills, by necessary zoning changes or variances.	Ongoing	-	TMAPC staff, CoT Planning	-
7.3	87	Encourage more lenient parking requirements for all development, aiming for average daily use as the required amount of parking. Support more lenient parking requirements in zoning code update.	Ongoing	-	TMAPC staff, CoT Planning	-
7.2	86	Add decorative place-making elements to 71st Street bridge over US-75.	5-10 years	CoT, ODOT	CoT, ODOT	\$1,000,000
Goal 8	87	Encourage neighborhood-level economic development.				
8.1	87	Encourage regulatory changes necessary for private-sector-led farmers' market within plan area.	5-15 years	-	CoT WIN department, NAs	
Goal 9	87	Develop the key industry clusters identified in the 2010 Plan.				
9.1	87	Through zoning changes and other means, encourage siting of medical industry facilities along the extended Olympia Avenue.	Ongoing	-	CoT Planning, TMAPC staff	-
9.2	87	Strengthen and support the regional outdoor amenities. Coordinate with future Turkey Mountain Urban Wilderness Area master plan.	Ongoing	-	CoT Planning, Parks	-
9.3	87	Facilitate applications for state job creation tax credits, should an area organization qualify.	Ongoing	-	CoT Economic Dvlpt, Tulsa Regional Chamber	-

PRIORITY 4

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
Goal 10	87	Program trail and pedestrian/bicycle improvements.				
10.6	88	Amend <i>Destination 2030</i> Long Range Transportation Plan to include all planned trail extensions.	Immediate	-	INCOG	-
10.1	87	Ensure sidewalk construction along all secondary arterials and residential collectors identified in the Major Street and Highway Plan.	Ongoing	CoT, Private developers	Private-sector developers, CoT Planning	~\$3.5 million, over time
10.5	88	Ensure safe bicycle and pedestrian transit on the 61st and 71st Street bridges.	Ongoing	CoT, ODOT	CoT Engineering	-
10.7	88	Ensure trail stub-outs in subdivisions of parcels in which trails are planned.	Ongoing	-	INCOG	-
10.2	87	Extend Riverparks trail north on Elwood Avenue from current terminus at Turkey Mountain entrance, eventually connecting 61st Street and Union Avenue intersection. Amend trails plan to show these improvements and establish necessary easement agreements.	1-5 years	CoT/ Riverparks/ Private developer	CoT Engineering/ Riverparks/ Private developer	t.b.d.
10.4	88	Place well-marked pedestrian connections across 91st Street so as to ensure safe pedestrian connection to Jenks West Elementary Schools; coordinate cross-jurisdiction funding with City of Jenks.	1-5 years	CoT/City of Jenks	CoT Engineering/ City of Jenks	\$10,000
10.3	87	Construct new pedestrian connection along Union Avenue, connecting 91st Street to proposed Mooser Creek trail.	5-15 years	CoT, Riverparks, Public- Private	CoT Engineering, INCOG	\$2,000,000

PRIORITY 4

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
Goal 11	88	Program mass-transit improvements to better connect plan area to regional mass-transit system.				
11.3	88	Ensure sidewalk connection to any new transit facility.	Ongoing	-	CoT Planning, TMAPC staff, MTTA	-
11.4	88	Support already planned future commuter rail improvements.	Ongoing	-	CoT, INCOG, MTTA	-
11.2	88	Schedule the 870 and 471 bus lines to connect to the proposed Bus Rapid Transit line on the Peoria/Lewis corridor (when implemented).	2-10 years	MTTA	MTTA	-
11.1	88	Construct park and ride in or near Tulsa Hills.	15-20 years	CoT, MTTA, City of Glenpool	CoT, MTTA, City of Glenpool	\$4,000,000
Goal 12	88	Maintain excellent automobile connectivity.				
12.9	89	Amend MSHP to show Olympia Avenue extending to 71st Street, and the new planned corridor connecting 61st and 71st Streets, between Union Avenue and US-75.	Immediate	-	INCOG	-
12.1	88	Ensure better access-management and circulation strategies in CO-zoned land along Union Avenue.	Ongoing	Private developer	Private-sector developers, TMAPC staff, CoT Planning	-
12.11	89	Encourage adequate infrastructure be in place as new development occurs.	Ongoing	-	TMAPC, CoT PDD	-
12.3	88	Extend Olympia Avenue so that it connects 71st and 61st Streets.	1-5 years	Private developer	Private developer	\$4,000,000
12.4	88	Extend Maybelle Avenue so that it connects 81st and 91st Streets.	5-10 years	Private developer	Private developer	\$4,000,000

Recommendations

PRIORITY 4

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
12.7	89	Construct new residential collector, branching south from 61st Street or Elwood, and connecting to Olympia Avenue.	5-10 years	Private developer	Private developer	\$2,000,000
12.8	89	Construct new north-south residential collector, extending from 61st Street to 71st Street, between Union Avenue and US-75.	5-15 years	Private developer	Private developer	\$12,000,000
12.12	89	Construct left-turn improvements along 71st Street at the intersection with Elwood Avenue.	5-15 years	CoT, Private sector	CoT Engineering, Private sector	\$500,000
12.2	88	Widen Union Avenue throughout the plan area; coordinate widening with City of Jenks.	15-20 years	CoT, Private sector	CoT Engineering, Private sector	\$50,000,000
12.5	88	Extend north-south residential collector street, connecting 81st Street and 91st Street in the square mile area west of Union Avenue.	15-20 years	Private developer	Private developer	\$8,000,000
12.6	88	Extend east-west residential collector street, connecting 33rd Avenue to Union Avenue, between 81st Street and 91st Street.	15-20 years	Private developer	Private developer	\$8,000,000
12.10	89	Implement widenings recommended in <i>Connections 2035</i> plan (in addition to Union Avenue widening).	20-25 years	CoT, Private sector	CoT Engineering, Private sector	\$50,000,000

PRIORITY 5

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
Goal 13	89	Increase transportation safety for all modes of travel and all types of travelers.				
13.1	89	Construct multi-use, bicycle- and pedestrian-friendly improvements of 71st Street bridge over US-75.	15-20 years	CoT	CoT Engineering	\$5,000,000
Goal 14	89	Maintain neighborhood's current low-crime status.				
14.1, 14.2	89	Facilitate communication between neighborhood stakeholders and Tulsa Police Department, so as to share statistics and ensure police presence in neighborhood.	Ongoing	-	CoT Planning, TPD, NAs	-
Goal 15	90	Use land-use and design solutions to mitigate and deter criminal behavior.				
15.2	90	Encourage new developments abide by Crime Prevention Through Environmental Design best practices.	Ongoing	-	CoT Planning, TMAPC staff	-
15.1	90	Construct lighting improvements in West Highlands neighborhood.	5-10 years	CoT	CoT Engineering	\$4,000,000

PRIORITY 6

Reference #	Page #	Implementation Measure	Phase	Potential Funding Source	Likely Responsible Entity	Cost
Goal 16	90	Establish benchmarks to measure plan's success in implementing the vision.				
16.1	90	Establish objective and/or quantitative benchmarks.	1 year	-	CoT Planning	-
16.2	90	Revisit the plan every five years to review progress in implementing recommendations.	5-20 years	-	CoT Planning	-
16.3	90	Revise the plan as necessary if benchmarks show insufficient progress.	5-20 years	-	CoT Planning, TMAPC staff	-
16.4	90	Coordinate monitoring of small area plan implementation with the citywide PLANiTULSA monitoring program	5-20 years	-	CoT Planning	-

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Zoning Classification

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

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

Appendix (Zoning Code)

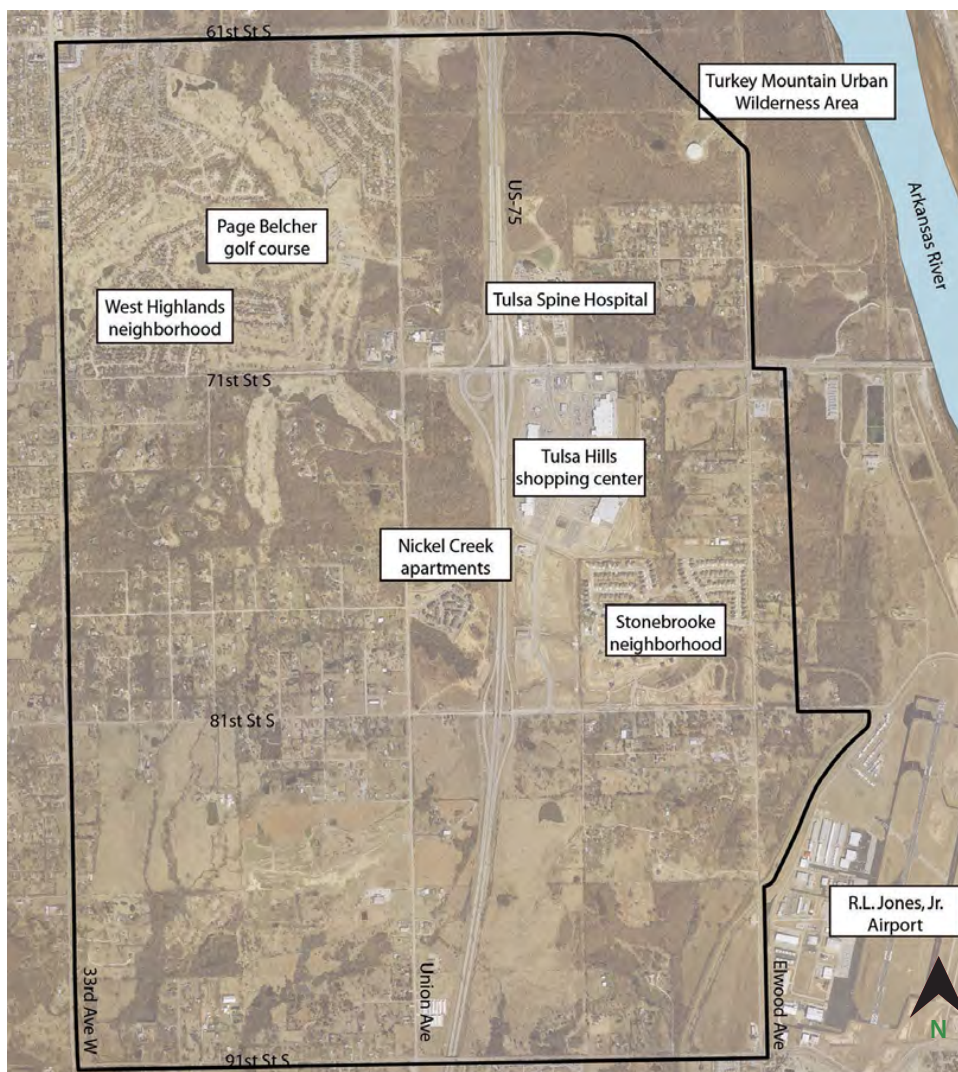
RMH	Residential Manufactured Home District	
	The RMH District development shall consist of one (1) or more tract(s) under common ownership or control which shall be contiguous or separated only by non-arterial streets or alleys. 5 acre min. tract.	
PK	Parking District	
	The purpose of the Parking District is: 1. To permit the established off-street parking areas (for 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.	

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

Appendix (Plan Boundary Description)

Beginning at the center of Elwood Avenue and 91st St. South; thence west along the center line of 91st St. South to 33rd W. Avenue; thence north along the center line of 33rd W. Avenue to 61st St. South; thence east along the center line of 61st St. South and continuing on the center line as 61st St. South turns southeast into Elwood Avenue, and continuing on the center of Elwood Avenue to the Center of 71st St. South; thence east approximately

600 feet; thence south and parallel to Elwood Avenue to the center of 81st St. South; thence east along the center line of 81st St. South; thence east along the center line of approximately 1410 feet; thence south approximately 80 feet to the center of the storm water drainage channel for Hager Creek; thence along that channel to the intersection of Elwood Avenue; thence continuing down the center of Elwood Avenue to the point of beginning.



Map not to scale

Source: COT Planning Division; Shape data: INCOG 2012, Boundary: Tulsa City Council 2012

REQUEST FOR ACTION: RESOLUTION

Version: 07/25/2003

AGENDA FOR: MAYOR COUNCIL AUTHORITY: TMAPC DATE: April 1, 2014

FOR INFORMATION CONTACT:

DEPARTMENT: TMAPC CONTACT NAME: Susan Miller
ADDRESS: Two West 2nd St, Ste 800, Tulsa OK 74103 TELE: 918-579-9470

RESOLUTION TYPE: OTHER RESO. #: _____
ADDRESS: _____ AMOUNT: _____
PROPERTY OWNER: _____ CASE #: _____
PROJECT TITLE: _____ PROJECT #: _____
ADDITION: _____ TMAPC #: _____
AMENDMENT OF/BY RESOLUTION #: _____ COUNCIL DIST.: 2 PLANNING DISTRICT: _____
LOT: _____ BLOCK: _____ SECTION: _____ TOWNSHIP: _____ RANGE: _____

SUMMARY:

Resolution No.: 2670:922 of the Tulsa Metropolitan Area Planning Commission, pursuant to Title 19 Oklahoma Statutes, Section 863.7; adopting an amendment to the Tulsa Comprehensive Plan; amending the Tulsa Comprehensive Plan by adopting "West Highlands/Tulsa Hills Small Area Plan" as part of the Comprehensive Plan. NOTE: According to O.S. Title 19, § 863.7, the City Council must act on this item within 45 days of receipt. If no action is taken, the amendments will be officially approved.

APPROVED BY MAYOR
CITY OF TULSA

APR 28 2014

Approved By
City Council On
APR 24 2014

RECEIVED
APR -7 2014

BUDGET: _____ FINANCE DIRECTOR APPROVAL: _____

FUNDING SOURCE: _____

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

On March 19, 2014, TMAPC voted 8-0-0 to adopt Resolution No.2670:922, West Highlands/Tulsa Hills Small Area Plan.

DEPARTMENT HEAD APPROVAL: _____

DATE: _____

Asst CITY ATTORNEY APPROVAL: *Janice A. ...*

4/7/14

BOARD APPROVAL: _____

MAYORAL APPROVAL: *[Signature]*

APR 28 2014

OTHER: _____

FOR CITY COUNCIL OFFICE USE ONLY: 14-333-1

DATE RECEIVED: 4-7-14

COMMITTEE: UED COMMITTEE DATE(S): 4-10-14

FIRST AGENDA DATE: 4-24-14

HEARING DATE: _____ SECOND AGENDA DATE: _____

APPROVED: _____

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

4 - 28 - 2014 2 2 4

4A

RESOLUTION

TULSA METROPOLITAN AREA PLANNING COMMISSION

Resolution No. 2670:922

A RESOLUTION OF THE TULSA METROPOLITAN AREA PLANNING COMMISSION (TMAPC), PURSUANT TO TITLE 19 OKLAHOMA STATUTES, SECTION 863.7; ADOPTING AN AMENDMENT TO THE TULSA COMPREHENSIVE PLAN; AMENDING THE TULSA COMPREHENSIVE PLAN BY ADOPTING "WEST HIGHLANDS/TULSA HILLS SMALL AREA PLAN" AS PART OF THE TULSA COMPREHENSIVE PLAN.

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

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

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

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

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

WHEREAS, a small area planning process for the area included in the “West Highlands/Tulsa Hills Small Area Plan” was initiated by Tulsa City Council Resolution No.7903 in April of 2012; and

WHEREAS, the planning process for the “West Highlands/Tulsa Hills Small Area Plan” was conducted over the course of 27 months with input from over 225 citizen stakeholders and incorporated the six steps for small area plan creation outlined in the Appendix of the Tulsa Comprehensive Plan; and

WHEREAS, the “West Highlands/Tulsa Hills Small Area Plan” includes recommendations guiding development and capital improvements for a 20 year horizon; and

WHEREAS, the recommendations included in the “West Highlands/Tulsa Hills Small Area Plan” were vetted by key City and public agencies which will be responsible for implementing the recommendations; and

WHEREAS, a public hearing was held on March 19, 2014 and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19 Oklahoma Statutes, Section 863.7, to adopt the “West Highlands/Tulsa Hills Small Area Plan” as an amendment to the Tulsa Comprehensive Plan, hereto attached.

NOW THEREFORE, BE IT RESOLVED, by the Tulsa Metropolitan Area Planning Commission:

Section 1. That the Tulsa Comprehensive Plan, as adopted by the Tulsa Metropolitan Area Planning Commission on July 6, 2010 and as amended from time to time, shall be and is hereby amended, to adopt the “West Highlands/Tulsa Hills Small Area Plan” as part of the Tulsa Comprehensive Plan.

Section 2. That a true and correct copy of “West Highlands/Tulsa Hills Small Area Plan” is attached to this Resolution.

Section 3. That the Land Use Plan map on page 84 of the “West Highlands/Tulsa Hills Small Area Plan” supersedes the land uses as depicted on the Land Use Plan map in the Tulsa Comprehensive Plan for this area.


Section 4. That the Areas of Stability and Growth map on page 85 of the “West Highlands/Tulsa Hills Small Area Plan” supersedes the designations as depicted on the Areas of Stability and Growth map in the Tulsa Comprehensive Plan for this area.

Section 5. That the capital projects identified in Part II: Implementation Matrix of the "West Highlands/Tulsa Hills Small Area Plan" are found to be consistent with the Tulsa Comprehensive Plan and are appropriate for future Capital Improvement Plan (CIP) funding.

Section 6. That upon adoption by the Tulsa Metropolitan Area Planning Commission, this Resolution shall be transmitted and submitted to the City Council of the City of Tulsa for its consideration, action and requested approval within forty-five (45) days of its submission.

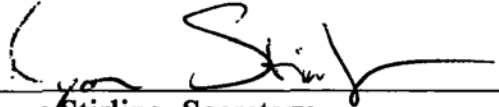
Section 7. That upon approval by the Tulsa City Council, or should the City Council fail to act upon this amendment to the Tulsa Comprehensive Plan within forty-five (45) days of its submission, it shall be approved with the status of an official plan and immediately have full force and effect.

ADOPTED on this 19th day of March, 2014, by a majority of the full membership of the Tulsa Metropolitan Area Planning Commission, including its *ex officio* members.



Michael Covey, Chairman
Tulsa Metropolitan Area Planning Commission

ATTEST:



Ryon Stirling, Secretary
Tulsa Metropolitan Area Planning Commission

RECEIVED
MAY 10 1964
U.S. AIR FORCE
HEADQUARTERS
WASHINGTON, D.C.

