



CITY OF TULSA

TULSA COUNTY

INCOG

# BERRYHILL

# LAND

# USE

# PLAN

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**PUBLISHED 2019**

The Berryhill Land Use Plan is the result of collaboration among the City of Tulsa, Tulsa County, INCOG, and the citizens of the planning area.

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## ABOUT THIS DOCUMENT

This policy document is a record of the public process used to develop the Berryhill Land Use Plan. As a planning guide for many community stakeholders – citizens, property owners, investors, Planning Commissioners, and elected officials – it follows the planning process prescribed in PLANiTULSA, the Tulsa Comprehensive Plan, and is organized in two main sections: Executive Summary and The Plan.

The Executive Summary and details of the Implementation Matrix were adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) on **DATE**, approved by the Tulsa City Council on **DATE**, and approved by the Tulsa County Commissioners on **DATE**.

## EXECUTIVE SUMMARY

The Executive Summary highlights the planning process, including Vision Statement and Guiding Principles developed by stakeholders, and key local issues that resulted in policy and land use recommendations. By planning category, the Implementation Matrix reflects those recommendations, and summarizes actionable items and supports policy decisions deemed necessary to implement the plan’s Vision.

Adopted concepts and policies provide the basis for land use and development decisions for this area throughout the planning horizon of 10 to 20 years. Details including illustrations, images, and analysis of existing data were presented in The Plan to provide background and context for how these recommendations were formulated, but will not be cited as policy.

## THE PLAN

The Plan’s organization structure is based on the process set forth in PLANiTULSA. Content from overlapping process steps may be addressed in more than one chapter of the plan. Plan chapters include an inventory of existing conditions and relevant data, details of the community engagement process, and input generated from consensus-building activities to establish a vision and provide a baseline from which to measure progress throughout the planning horizon.

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# CHAPTER 1

# EXECUTIVE SUMMARY

## INTRODUCTION

The Berryhill Land Use Plan, “The Plan”, was developed through the joint efforts of the City of Tulsa planning staff and the Land Development Services staff of Indian Nations Council of Governments (INCOG). The Plan was created as a guide for future development for land located in this portion of unincorporated Tulsa County and the City of Tulsa. The small area planning process, outlined in the appendix of the Tulsa Comprehensive Plan, was used as framework for this land use planning process. The small area planning process includes a thorough citizen engagement process, extensive research of existing conditions, and vetting of plan recommendations by citizens as well as relevant City of Tulsa and Tulsa County departments and stakeholders.

Following this process the plan’s recommendations were adopted by the Tulsa Metropolitan Area Planning Commission on **ADOPTION DATE** and approved by the Tulsa City Council on **APPROVAL DATE**. Accordingly, this plan amends the Tulsa Comprehensive Plan and its recommendations are the City of Tulsa and Tulsa County’s policy guide for land development in the plan area.

**INTRODUCTION**

The “Berryhill” plan area located just south and west of the Arkansas River contains approximately 4.15 sq. miles of land and includes properties located either in Tulsa city limits or unincorporated Tulsa County. Berryhill is predominantly built with single-family homes, a few non-residential uses and a fair amount of open space and rolling hills. As a prototypical bedroom community very little has changed over the years with minimal development activity and a decline in total population from 2000 to 2010. However, the Berryhill community faces potential changes in the near future with the planned construction

of the Gilcrease Expressway likely spurring new development activity nearby.

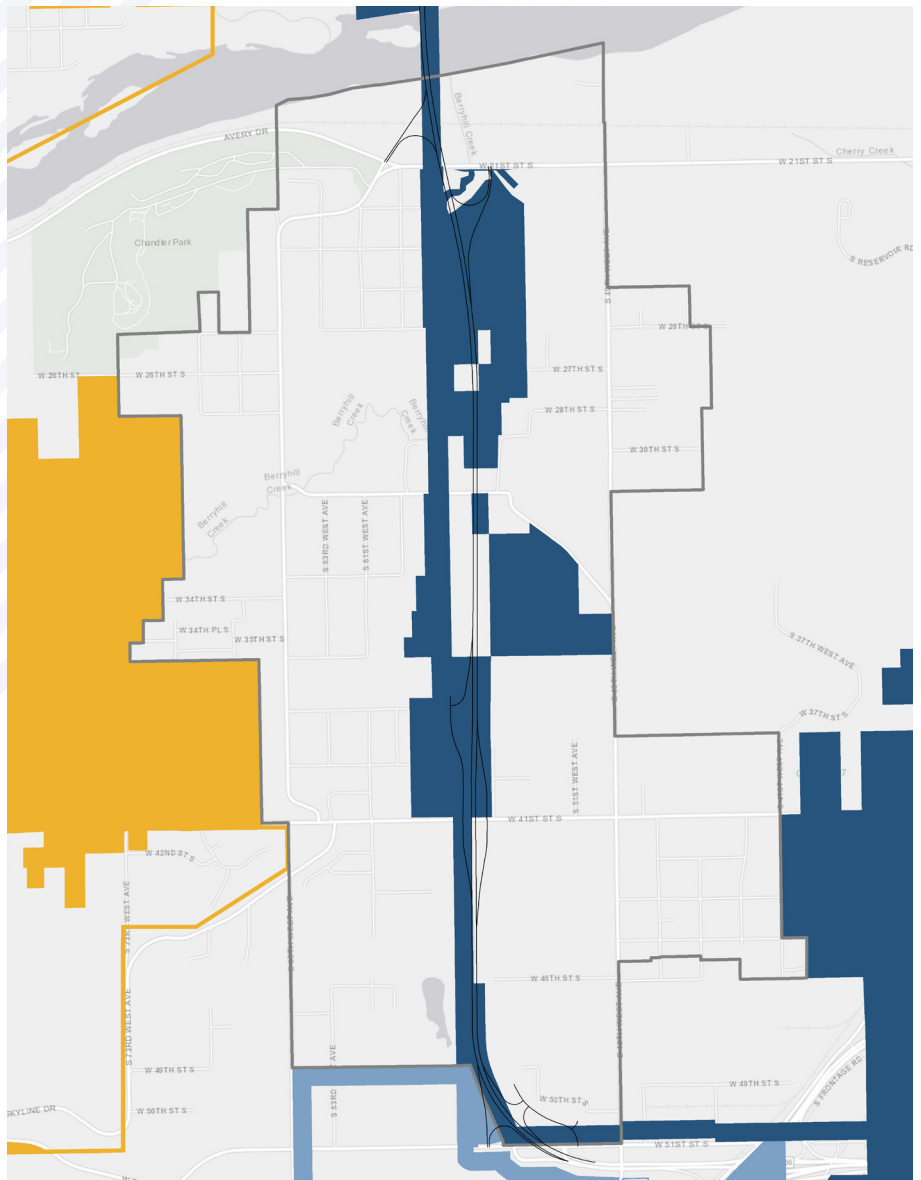
In early 2018, the Tulsa City Council and Tulsa Board of County Commissioners initiated the small area planning process as a joint city-county planning effort and directed professional planning staff at the City of Tulsa and INCOG to engage local stakeholders (residents, business owners, and others) in order to establish land use policies to help guide future development.

Following the small area planning process, including 8 months of active public participation, this plan’s







**WHAT IS A LAND USE PLAN?**

Land Use Plans are long-range plans focused on specific areas to identify local land use issues and recommend solutions for a 10 to 20 year time frame. Land Use Plans are intended to provide tailored solutions for neighborhoods and are developed primarily through the input of property owners and area stakeholders. Land Use Plans are to be adopted as amendments to the Comprehensive Plan and can be implemented through zoning changes.

MAP 1: PLAN BOUNDARY



MAP LEGEND: PLAN BOUNDARY

-  Plan Area
-  Planned Gilcrease Expressway
-  Unincorporated Tulsa County
-  Tulsa City Limits
-  Sand Springs City Limits
-  Sapulpa City Limits

recommendations were adopted by the Tulsa Metropolitan Area Planning Commission on December 19, 2018 and approved by the Tulsa City Council and Tulsa Board of County Commissioners in January of 2019.

Accordingly, this plan amends the City of Tulsa Comprehensive Plan and Tulsa County District 9 Plan. All priorities, goals, and recommendations act as the City of Tulsa's and Tulsa County's policy guide for land development.

## GUIDING PRINCIPLES

The Berryhill Land Use Plan aims to achieve predictability for the residents and attempts to balance future demand for land development with respect for the existing community and the key concerns of local stakeholders. The purpose of the land use plan is also to manage growth and development in such a way that allows for appropriate changes and updates to the existing community while retaining its small-town character and charm.

The plan's guiding principles for future development fall into six broad categories:

- Economy
- Equality and Opportunity
- Environment
- Community and Housing
- Transportation
- Planning Process

Following thorough research of the existing conditions in Berryhill, engagements with the stakeholders began to envision their ideal future for the area. After thorough review and vetting from local stakeholders, a future vision formed the foundation of the plan's priorities, goals and recommendations. The recommendations address key land use concerns that if heeded, will help make the stakeholder-led vision a reality.

IMAGE 1: CHANDLER PARK ENTRANCE



IMAGE 2: RED BERRY FARM



IMAGE 3: 47TH WEST AVENUE HILL



## VISION STATEMENT

Members of the Berryhill community desire a place to live and work that in 10 to 20 years is a safe, close-knit, and well-maintained community and which supports a rural lifestyle by allowing for strategic economic opportunities and preservation of the natural environment.

### GUIDING PRINCIPLES

The Berryhill Land Use Plan Guiding Principles provide a filter through which all plans and actions must pass. They were used to craft the Plan's Vision statement and are further discussed in the Vision chapter of the plan. The Guiding Principles include economy, equality and opportunity, environment, community and housing, transportation, and planning process.

### DESIRED OUTCOMES

The Berryhill planning process engaged stakeholders to consider existing conditions and circumstances in the area, and to envision what the community might become in the future. Berryhill has potential to build upon its traditional strengths and assets and transform itself into a more exceptional neighborhood.

Through recommendations and priorities identified in this plan, the Berryhill community hopes to achieve the following outcomes:

- Be a safe, family-friendly community
- Allow for strategic economic opportunities
- Promote the enhancement and preservation of the natural environment
- Be a well-maintained and aesthetically pleasing community
- Maintain the stability of the existing community
- Provide options for residents to age in place
- Connect of open spaces
- Ensure compatible development with current environment

### PRIORITIES, GOALS, AND RECOMMENDATIONS

The Berryhill Land Use Plan includes five priorities. Each priority has specific goals and implementation recommendations.

**Priority #1:** Maintain the stability of the existing Berryhill Community.

**Priority #2:** Allow for strategic growth, capitalizing on economic opportunities presented by the Gilcrease Expressway

**Priority #3:** Promote the enhancement and preservation of Berryhill's natural environment.

**Priority #4:** Be a safe, family friendly community.

**Priority #5:** Be a well-maintained and aesthetically-pleasing community.

### PLAN IMPLEMENTATION

The land use recommendations will help implement the vision of the Berryhill community through zoning changes, code enforcement, efforts of local stakeholders, and various public-private partnerships. The Tulsa Planning Office will act as the lead agency to ensure the necessary actions are taken to implement the land use recommendations and monitor for any changes which may require revisions to the adopted plan.

## RECOMMENDATIONS

### PRIORITY #1

Maintain the stability of the existing Berryhill Community.

#### Goal #1

*Preserve existing single-family residential neighborhoods while fostering opportunities for strategic growth.*

- 1.1 Require the inclusion of Optional Development Plans (within Tulsa City limits) or Planned Unit Development (within unincorporated Tulsa County) in rezoning applications for non-residential uses adjacent to residential areas.
- 1.2 Require that transition-sensitive design standards ensure the compatibility of non-residential development with adjacent single-family homes. Design standards should be applied consistently across jurisdictional boundaries to:
  - 1.2.1 Address access, circulation, and landscaping regarding commercial parking.
  - 1.2.2 Limit the height of commercial buildings.
  - 1.2.3 Provide attractive and appropriate landscaping.
  - 1.2.4 Require increased landscaping and/or screening buffers along non-residential uses' rear lot lines abutting single-family neighborhoods.
  - 1.2.5 Utilize glare-minimizing lighting options.
  - 1.2.6 Prohibit signage that intrudes upon surrounding residences.

- 1.2.7 Require that non-residential service and parking areas be placed in a manner having the least negative impact on adjacent residential uses.
- 1.2.8 Limit uses incompatible with existing single-family residential areas.

#### Goal #2

*Allow for development of non-residential uses compatible with adjacent single-family residential neighborhoods.*

- 2.1 Promote non-residential infill of limited commercial uses near neighborhoods which serve the existing community, such as retail, restaurants, personal improvement services, and studios. Additional self-storage uses in the plan area are discouraged.
- 2.2 Where the land use map outlines "Trail Districts" allow - in a manner that mitigates the impacts of commercial uses on neighborhoods - the following trail-complementing activities:
  - 2.2.1 The conversion of exiting homes into permitted principal or accessory commercial uses.
  - 2.2.2 The development of low-impact, small-scale, and park-serving commercial uses on unimproved lots.

**PRIORITY #2**

Allow strategic growth, capitalizing on economic opportunities presented by the Gilcrease Expressway.

**Goal #3**

*Allow for new, low-density, commercial development that capitalizes on opportunities presented by the Gilcrease Expressway expansion.*

3.1 Promote commercial growth along major street corridors and interchanges of the Gilcrease Expressway in the following locations:

- 3.1.1 Along West 21st Street South between South 61st West Avenue and South 47th West Avenue.
- 3.1.2 Along West 41st Street South between S 61st West Avenue and South 47th West Avenue

**Goal #4**

*Require the inclusion of enhanced development standards within commercial development rezoning applications.*

4.1 Require the inclusion of Optional Development Plans (within Tulsa city limits) or Planned Unit Development (within unincorporated Tulsa County) in rezoning applications for non-residential uses adjacent to interchanges and residential areas. Design standards should be applied consistently across jurisdictional boundaries to:

- 4.1.1 Address access, circulation, and landscaping regarding commercial parking.
- 4.1.2 Limit the height of commercial buildings

- 4.1.3 Provide attractive and appropriate landscaping.
- 4.1.4 Require increased landscape and/or screening buffers along non-residential uses' rear lot lines abutting single-family neighborhoods.
- 4.1.5 Utilizing glare-minimizing lighting options.
- 4.1.6 Prohibit signage that intrudes upon surrounding residences.
- 4.1.7 Require that non-residential service and parking areas be placed in a manner having the least negative impact on adjacent residential uses.
- 4.1.8 Limit uses incompatible with existing single-family residential areas.
- 4.1.9 Limit the placement of billboards along the Gilcrease Expressway.

**Goal #5**

*Limit industrial areas and uses incompatible with the existing and desired future character of the community.*

- 5.1 Limit industrial uses to the following existing industrial zones:
  - 5.1.1 North of the BNSF tracks and east of the Gilcrease Expressway.
  - 5.1.2 Between the Gilcrease Expressway, West 43rd Street South, South 49th West Avenue, and West 51st Street South.

5.2 Preserve select industrial areas where appropriate zoning is in place for limited industrial activity, attracting and retaining target industries while growing the local employment base over the long-term.

**Goal #6**

*Promote agrotourism on larger vacant land areas.*

6.1 Allow for low-intensity development on larger undeveloped agriculturally zoned lots having unique topography and rural characteristics. Leverage unique characteristics to develop destination parks, outdoor facilities, event space, and other permitted accessory uses.

**PRIORITY #3**

Promote the enhancement and preservation of Berryhill’s natural environment.

**Goal #7**

*Create a network of connected amenities throughout the plan areas for the enjoyment of Berryhill residents.*

7.1 Preserve land for a park or other active outdoor space near the Arkansas River north of West 21st Street and west of the Gilcrease Expressway.

7.2 Between existing neighborhoods and areas designated as “Trail District” on the land use map, encourage the installation of pedestrian connections and appropriate landscaping and screening materials.

7.3 Work with ODOT and Up with Trees to ensure adequate tree coverage along the new trail on the west side of West 57th Street South.

7.4 Encourage the preservation of significant trees and natural areas along the trail corridor.

**Goal #8**

*Protect environmentally-sensitive areas where construction and new utility service would negatively impact existing natural systems.*

8.1 Ensure that development within the mapped floodplain complies with the adopted codes and ordinances of the local jurisdiction.

8.2 Encourage the use of low-impact development solutions to manage stormwater runoff, improve stormwater quality, and reduce the construction of impervious area.

**PRIORITY #4**

Be a safe, family friendly community.

**Goal #9**

*Protect existing neighborhood institutions and facilities.*

9.1 Discourage high-intensity commercial developments directly adjacent to schools, minimizing traffic and safety issues.

9.2 Support the integration of services into the community such as schools, churches, libraries and other community facilities. The uses typically occupy large lots and incorporate open space or recreational fields, supporting both educational and neighborhood functions.

**Goal #10**

*Provide options for residents to “age in place” within the Berryhill community.*

- 10.1 Support the development of alternative housing options such as senior living facilities, townhomes, and condominiums.
- 10.2 Promote the development of alternative housing options close to amenities like retail, parks, and open space.

**PRIORITY #5**

*Be a well-maintained and aesthetically pleasing community.*

**Goal #11**

*Reduce blight and rehabilitate dilapidated structures.*

- 11.1 Promote appropriate residential infill development.
- 11.2 Through partnerships with the City of Tulsa’s Working in Neighborhoods Department and Tulsa County Code Enforcement work to prevent decline of single-family residential area through proactive programs and the use of code enforcement.

**Goal #12**

*Respect and maintain the feel and character that defines Berryhill.*

- 12.1 Support areas intended to preserve agriculturally-based activity and open space where major development is inappropriate and the natural character of the environment improves the quality of life for residents.

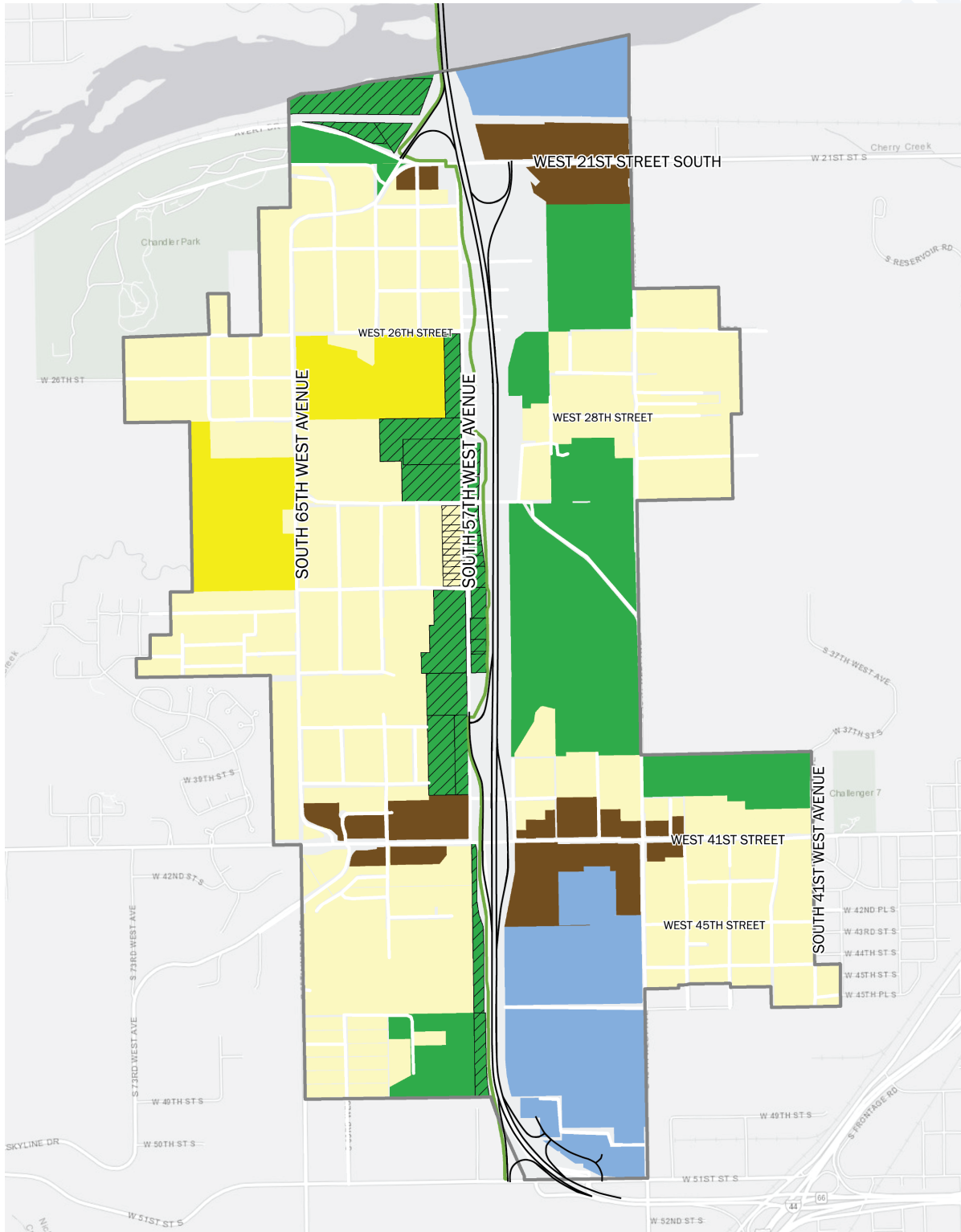
- 12.2 Encourage the compatibility of new alternative housing developments with the character of the surrounding neighborhood.

**Goal #13**

*Maintain or improve the attractiveness and aesthetic appeal of existing neighborhoods.*

- 13.1 Partner with local officials to address code enforcement issues and identify potential tools that encourage neighborhood beautification.
- 13.2 Support a community led beautification program encouraging the formation of a neighborhood group composed of local businesses and residents.

# FUTURE LAND USE MAP



MAP 2 LEGEND: FUTURE LAND USE

- Existing Neighborhood
- New Neighborhood
- Neighborhood Center

- Employment
- Parks and Open Space
- Trail District

- Gilcrease Expressway
- Gilcrease Trail

## CHAPTER 2

**COMMUNITY PARTICIPATION****INTRODUCTION**

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

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

Active public engagement was a hallmark of the Berryhill Land Use Plan process, which included regular public meetings of stakeholders and planners to address public concerns, solicit future visions and continually evaluate findings and recommendations.

<b>Chapter Contents:</b>	<b>X</b>
Part 1: Citizen Advisory Team	X
Part 2: Public Meetings	X

# PART 1: CITIZEN ADVISORY TEAM

## CITIZEN ADVISORY TEAM

The Citizen Advisory Team (CAT) is a group of volunteer stakeholders including landowners, residents, and business owners who have an interest in the area. The members of the CAT were invited to serve by the Tulsa City Councilor from District 2, Jeanie Cue, and by the Tulsa County Commissioner of District 2, Karen Keith. The group represented a full range of community interests and committed to meet on a regular basis. They critically reviewed each step of the plan formation and communicated the plan-making progress and issues to their respective constituents and neighbors. Additionally, Berryhill citizens and interested parties had the opportunity to attend the CAT meetings as they were open to the public. The process was designed to create a unified vision and set of recommendations based on the desires of those who live, work, and own property in the Berryhill area.

## CITIZEN ADVISORY TEAM MEETINGS

The Citizen Advisory Team (CAT) met xx times during the planning process to set a direction for the project and to ensure that identified issues and proposed recommendations were reflective of the community.

## CAT ORIENTATION, APRIL 2<sup>ND</sup> 2018, CHANDLER PARK

The purpose of the first CAT meeting was to introduce the members to each other and briefly discuss their role in Berryhill’s Land Use Plan. The team was introduced to the public at the Kick-Off Meeting which was held immediately after the first CAT meeting. The CAT members introduced themselves to the community and stated what they love most about Berryhill.

**CITIZEN ADVISORY TEAM MEMBERS**

Michael Hall  
 Richard Presely  
 Tracy Fuson  
 Christina Apostolides  
 Sandi Dittmann  
 Brian Smejkal  
 Mary Colebrook  
 Rick Martin  
 Daniel Schneider  
 Missy Hopkins  
 Jack Lollis

IMAGE 4: BERRYHILL LAND USE PLAN KICK-OFF MEETING



IMAGE 5: CAT INTRODUCTIONS AT KICK-OFF MEETING



## CAT MEETING #1, BIG IDEAS DISCUSSION, MAY 10<sup>TH</sup> 2018, BERRYHILL FIRE STATION

The CAT team met at the Berryhill Fire Station to discuss existing conditions in Berryhill and explore future land use possibilities. The planning team presented the main ideas from the Kick-Off Survey. The CAT was asked to give their input on the information as well as to ask any questions they had. The team then divided up into small groups, led by the planning staff, to explore ideas and possibilities for future growth. These ideas were then presented to the group as a whole and summarized.

## CAT MEETING #2, EXISTING CONDITIONS AND VISION WORK SESSION, JUNE 27<sup>TH</sup> 2018, BERRYHILL FIRE STATION

The CAT team met and were able to give feedback on what they were hearing from the community and get clarification on the objectives of the Land Use Plan. The team discussed the Vision Statement and participated in an activity to initiate a discussion of where they felt the community would be best served through various land use designations.

## CAT MEETING #3, LAND USE DISCUSSION, JULY 19<sup>TH</sup>, BERRYHILL FIRE STATION

The CAT team met and discussed possible land use designations. They were particularly interested in land use along the Gilcrease Expressway, West 21st Street South and 41st Street South. The team then reviewed the first draft of the Recommendations section of the Land Use Plan. Dates and times for the next Public Meeting were considered and a general decision was made to hold the meeting at the end of August or the first week in September.

## CAT MEETING #4, RECOMMENDATION DISCUSSION, SEPTEMBER 13<sup>TH</sup>,

## BERRYHILL FIRE STATION

The Citizen Advisory Team met on September 13, 2018 to discuss the results of the Community Open House and review Land Use recommendations. There was a discussion about Commercial Land Uses in Berryhill. The CAT divided into groups and gave feedback on the proposed land use recommendations.

IMAGE 6: CAT MEETING #2



IMAGE 7: CAT MEETING #3



# PART 1: PUBLIC MEETINGS

## PUBLIC MEETINGS

### KICK-OFF MEETING, APRIL 2<sup>ND</sup>, CHANDLER PARK

Over 160 Berryhill residents, property owners, and interested parties attended the meeting on April 2, 2018 at Chandler Park Community Center. The CAT members and planning staff were introduced. Councilor Jeannie Cue and Commissioner Karen Keith spoke about their role and welcomed everyone to get involved in the planning process. The project team presented a PowerPoint presentation which explained Land Use Plans and released the results of the online survey completed by Berryhill residents. Following the presentation, the public had an opportunity to ask questions and gain a better understanding about how the process

of developing a land plan works. The Kick-off Meeting presentation can be found in the appendix of this plan.

### Online Survey Results

There was an online survey conducted before the kick-off meeting to start the conversation about how residents view Berryhill today and what they envision for the future. The survey was posted on the City of Tulsa’s website and shared on social media. Over 300 individuals responded to the survey. The results of the survey can be found in the appendix of this plan.

### PUBLIC MEETING #2

A Community Open House was held at the Berryhill Fire Station on August 27, 2018. Berryhill citizens learned more about the proposed Land Use Map and Recommendations that the Citizen Advisory Team put forward. This was an opportunity for the community to give their input on Priorities, Goals, Recommendations, and Land Uses. Approximately 100 people attended the meeting.

### PUBLIC MEETING #3

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IMAGE 9: PUBLIC OPEN HOUSE



IMAGE 10: PUBLIC OPEN HOUSE





# CHAPTER 3

## EXISTING CONDITIONS

### INTRODUCTION

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

#### Chapter Contents:

Part 1: Summary of Findings	X
Part 2: Context and History	X
Part 3: Demographics	X
Part 4: Land Use	X
Part 5: Environmental Features	X
Part 6: Transportation	X
Part 7: Economic Development	X
Part 8: Housing	X
Part 9: Public Facilities	X

## PART 1: SUMMARY OF FINDINGS

### CONTEXT AND HISTORY

- The Berryhill Plan Boundary is 4.15 square miles.
- Berryhill is located close to many businesses, some locally owned, Route 66, Tulsa Community College, and many other amenities.
- Berryhill was settled by the early 1900's.
- Previously called Happy Hollow, Berryhill received its current name in the 1910's.

### DEMOGRAPHICS

- The population of the area grew from 2010 to 2017.
- Most residents fall between the 45 to 54 age ranges.
- The average household income is about \$12,000 less than the City of Tulsa and about \$17,000 less than Tulsa County.

### LAND USE

- Berryhill is mainly zoned residential.
- Commercially zoned properties fall along arterial corridors.
- Berryhill currently lacks City of Tulsa land use designations.
- The District 9 Plan from Tulsa County identifies areas in the boundary as “development sensitive.”

### ENVIRONMENTAL FEATURES

- Most of Berryhill lies within the Berryhill Creek watershed.
- Berryhill Creek is within the 100-year Floodplain.
- There are a few areas that are on the EPA's list of facilities of interest.
- The commercial areas in the plan boundary produce the average amount of noise levels.

### TRANSPORTATION

- Automobiles are the primary means of transportation.
- The street network is disconnected in many areas

- making direct linkage to other areas a problem.
- The plan boundary includes the future Gilcrease Expressway extension.
- The Gilcrease Expressway extension will include a new trail for the area.
- Currently, 21st Street is the only bike-friendly street that includes “sharrows”.

### ECONOMIC DEVELOPMENT

- Average commute time for Berryhill residents is about 20 minutes.
- Local employment options employee about 308 residents of the plan area.
- Berryhill has experienced gradual growth within pockets of the community.
- The Gilcrease Expressway could lead to more commercial demand in the area.

### HOUSING

- There are 990 housing units in the plan area.
- 91.4% of homes are owner-occupied.
- The median home value of \$121,005 is lower than both the City of Tulsa and Tulsa County.
- The average family size is 2.58 people.
- A majority of the homes were built between 1940 and 1979.

### PUBLIC FACILITIES

- Plan boundary is in close proximity to Chandler Park.
- Berryhill Public Schools are located within the plan boundary.
- Berryhill Fire Station is located within the plan boundary.

## PART 2: CONTEXT AND HISTORY

The Berryhill plan boundary encompasses 4.15 square miles and is located to the west of US Highway 75 and Route 66. The Berryhill plan area is bordered on the north by the Arkansas River and the intersection of Interstate 44 and the Gilcrease Expressway to the south. The plan area is located near Chandler Park as well. The plan area includes the Berryhill Schools as well as the Berryhill Fire Station. Businesses and services adjacent to the Berryhill plan area include Sooner Surplus, refineries, Tulsa Community College West Campus, and many other businesses. Berryhill is also in close proximity to Route 66 and its amenities.

### HISTORY

Berryhill emerged as a small unincorporated community in Tulsa County, Oklahoma. It is located south of the Arkansas River between Tulsa and Sand Springs. It was settled by immigrant farmers during the time between the Cherokee Strip Land Run of 1889 and the early 1900's. The area was mostly used for farming and rangeland.

In the early 1900's, the area was called Lost City. This referred mainly to the area we now know as Chandler Park. The terrain consisted of rugged hills, craggy cliffs, and panoramic views. The origin of the name, Lost City, is a mystery with a variety of explanations depending upon who you ask. Some believe that cliff dwellers once lived there and others believe the name came from rock formations that resembled the ruins of an old city. There have been rumors that outlaw Jesse James once buried money, wrapped in a leather cloth, among the rocks. In August 1958, Claude Chandler, president of Chandler Materials Company, donated 88 acres of land in the Lost City area to Tulsa County for a park site which became known as Chandler Park.

Lost City was not the only name that came before Berryhill. The community was called Happy Hollow in the early days. One of the earliest settlers was Thomas H. Berryhill, a farmer immigrant from St.

Joseph, Missouri. He received a 160 acre Creek Indian Allotment by the government on December 12, 1902. Sometime after 1910, it is reported that Berryhill donated land to the community for the first two-room schoolhouse. After the donation, Happy Hollow was renamed Berryhill in appreciation of his donation. The community continued to grow and by the fall of 1927, there were approximately seventy-five students attending the school. A new four-room brick school building was constructed in the spring of 1928.

IMAGE 11: BERRYHILL FARMER



IMAGE 12: S 49TH W AVENUE HILL



## PLANNING HISTORY

### TULSA COUNTY VISION 2000 COMPREHENSIVE PLAN

The Tulsa County Vision 2000 Comprehensive Plan was established in 1976. The plan was last updated in 2009. The Vision 2000 Comprehensive Plan identifies the Berryhill area as District 9. The District 9 Plan was a designated geographic area identified in the larger Vision 2000 Comprehensive Plan. The designated District 9 planning area is bound by the Arkansas River to the north and east; by the skelly by-pass and Tulsa County Line on the south; by 65th W. Ave. on the East. District 9 identifies High, Medium, and low intensity areas as land use designations, the current plan is used in a staff analysis of any land use cases. District 9 does not encompass entire study area.

### GILCREASE EXPANSION ANNEXATION

In 2012 parcels abutting S 57th W Avenue between the Arkansas River and W 51st Street South were annexed into Tulsa City limits in anticipation of the Gilcrease Expressway expansion. All properties within the Berryhill Annexation Area were designated AG-Agriculture zoning.

### GILCREASE EXPANSION ANNEXATION ZONING

In 2014 the Tulsa City Council (Z-7253) established zoning in annexed area. Z-7253 changed zoning to closely match the county zoning that was in place prior to annexation. This area of Tulsa was annexed after adoption 2010 of the Tulsa Comprehensive Plan. At the time, staff recommended that Comprehensive Plan designations for the properties along the Expressway alignment be determined through future land use plan analysis in a subsequent phase of study for this area.

### LAND USE PLAN

In response to a rezoning application in 2017 (Z-7394), the Tulsa City Council asked that staff begin work on a Berryhill small area plan to provide further analysis of existing land use conditions for a larger planning area.

#### BERRYHILL LAND USE PLAN

IMAGE 13: BERRYHILL FIELD



IMAGE 14: PLANiTULSA, TULSA'S COMPREHENSIVE PLAN



IMAGE 15: GILCREASE EXPRESSWAY RENDERING



## PART 3: DEMOGRAPHICS

When planning for future development, it is important to look at the demographics of the plan area based on past, present, and future projections. The demographics for the Berryhill Land Use Plan reflect the population within the boundary of the plan area.

### POPULATION

Between 2000 and 2010, the total population of the plan area declined from 2,517 to 2,355, roughly 6.5%. The City of Tulsa as a whole also saw a decrease from 2000 to 2010. Tulsa County however, saw an increase in population. The estimated population for 2017 for the plan area was 2,412. Similar to the plan area, from 2010 to 2017 both the City of Tulsa and Tulsa County saw an increase in population.

### POPULATION BY AGE

In 2010, the largest age group within the Berryhill plan boundary was 45 to 54 (15.4% or 362 people). This was followed by the second largest group 5 to 14 (13.6% or 321 people), and then the third largest age group was 55 to 64 (12.4% 292 people). The largest age group in the City of Tulsa, according to the 2010 Census data, was 25 to 34 (15% of the population). It was followed by the age group 45 to 54 (13.1% of the population) and then the age group 5 to 14 (13.1% of the population). In Tulsa County, the highest population was the age group 25 to 34 years old (14.4% of the population). It was followed by the age group 5 to 14 (14% of the population) and then the age group 45 to 54 (13.9% of the population).

### POPULATION BY RACE AND ETHNICITY

The Berryhill plan boundary has 2,355 residents according to the 2010 Census Data. There are 1,894 whites and 461 non-white residents. Among all the non-white residents, the largest group is American Indian or Alaska Native (287 persons). The area has 8 people (0.7%) that identified

their race as Black which is a significantly lower percentage than both the City of Tulsa (15.8%) and Tulsa County (10.7%). There are 65 residents from the Hispanic or Latino origin in the Berryhill plan area. That translates to 2.8% of the population. By comparison, the City of Tulsa has 14% and Tulsa County has 11%.

TABLE 1: POPULATION COMPARISONS

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
Population	2412	408,577	650,789
Median Age	42.8	34.8	35.4

US Census Estimate for 2017

TABLE 2: POPULATION BY AGE FOR PLAN AREA

	2000	2010	2017*
0 to 4	151	150	126
5 to 14	334	321	327
15 to 19	172	168	171
20 to 24	115	110	124
25 to 34	299	258	249
35 to 44	389	271	276
45 to 54	294	362	353
55 to 64	316	292	332
65 to 74	270	230	247
75 to 84	147	152	166
85 +	21	39	43

\*US Census Estimate for 2017

TABLE 3: POPULATION BY RACE AND ETHNICITY

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
White	78.6%	60.5%	67.5%
Other	21.4%	39.5%	32.5%

US Census Estimate for 2017

# PART 4: LAND USE

## ZONING

The Berryhill plan area is mostly zoned residential with a few parcels zoned for commercial and agriculture. The commercially zoned properties are located on the 41st Street corridor, on the 21st Street corridor between S 57th West Avenue and S 49th West Avenue, and on the southern portion of S 57th West Avenue. The parcels zoned agriculture are scattered throughout the area. Table 4 provides a breakdown of existing zoning in terms of percentage of land in the plan area.

## YEAR-BUILT

According to the Tulsa County Assessor, a majority of the homes in the Berryhill Plan Area were built between 1940-1979. The age of commercial buildings in the Berryhill Plan Area is almost evenly distributed between 1940-1979 and 1980-2017. This is also true for the industrial buildings in the plan area. Map 5 illustrates the year built for structures in Berryhill.

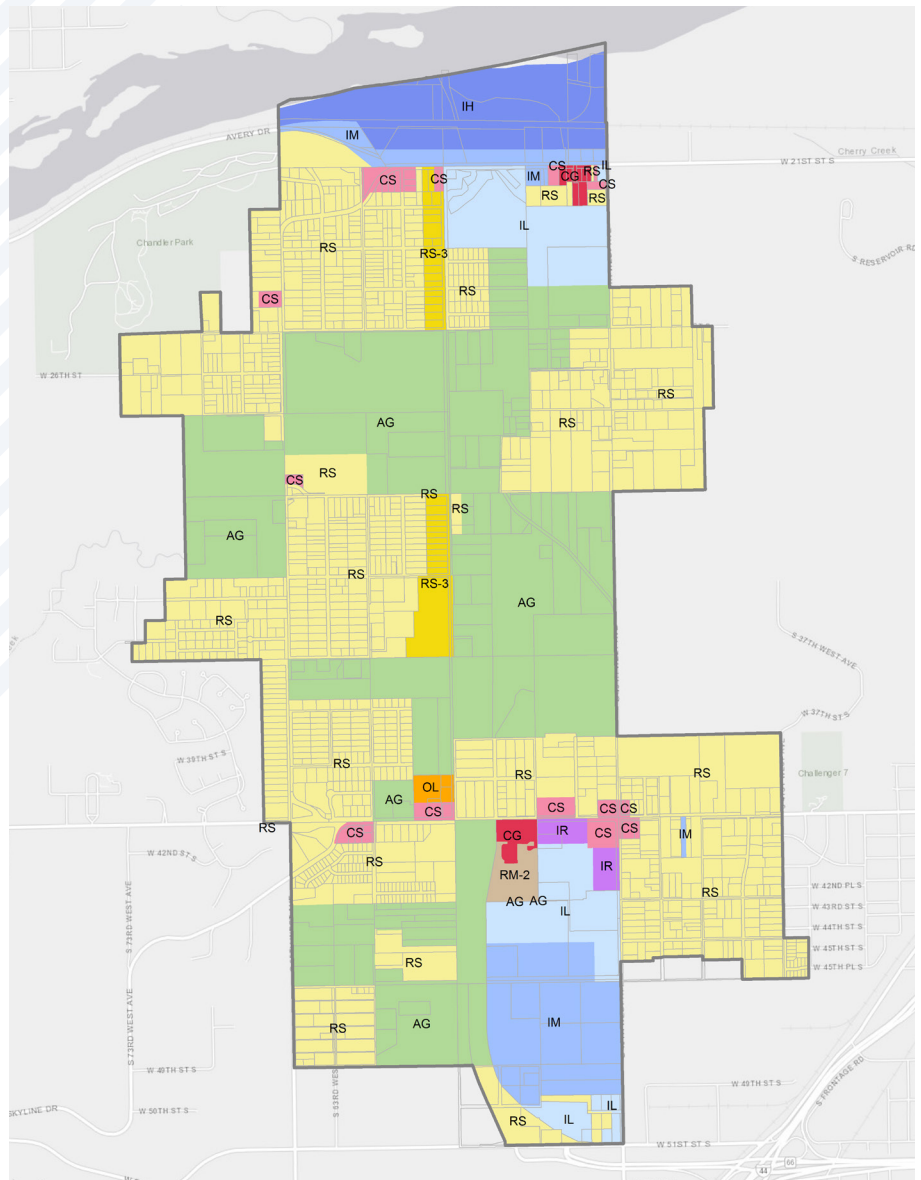
### WHAT ARE ZONING CLASSIFICATIONS?

Zoning classifications are a regulatory tool for regulating land-use on a parcel of land. The Zoning Code determines what can be built in a particular classification, how the structure can be built, and lot dimension requirements.

#### MAP 4 LEGEND: CURRENT ZONING

- RS Residential Single-Family
- RS-3 Residential Single-Family 3
- RM-2 Residential Multi-Family Medium
- AG Agriculture
- CG Commercial General
- CS Commercial Shopping
- OL Office-Low
- IL Industrial Light
- IM Industrial Moderate
- IH Industrial Heavy
- IR Industrial Research and Development

MAP 4: CURRENT ZONING



## VISION 2000 COMPREHENSIVE PLAN

The District 9 Plan for Tulsa County identifies Berryhill plan area as areas of low intensities with a few areas of medium intensity. This plan also identifies sections of the plan area as “development sensitive”. Low intensity areas are described as having an average of 6 dwelling units per net acre. Medium intensity areas have a maximum of 36 dwelling units per net acre. Development sensitive classification defines natural areas where the ecological, environmental, and aesthetic balance should be given particular consideration prior to development.

## CURRENT LAND USES

The largest land use in Berryhill is residential. In 2010 when the City of Tulsa created PLANiTULSA, land use designations were assigned to all areas within the City limits. The land uses that border

TABLE 4: EXISTING ZONING AND ZONING TYPES

	AREA (ACRES)	PERCENT OF PLAN AREA
RS - Residential	1582	45.42%
RM-2 - Residential Multi-family Medium	14	1.44%
RS-3 - Residential Single Family	50	0.40%
CS - Commerical Shopping	42	38.04%
CG - Commercial General	13	0.37%
OL - Office Low Intensity	7	1.21%
IL - Industrial Light	158	0.20%
IM - Industrial Moderate	152	4.54%
IH - Industrial High	126	4.36%
IR - Industrial Research and Development	14	3.62%
AG - Agriculture	1325	0.40%

Berryhill are *Employment* to the east near refineries, *Existing Neighborhood* to the north and southeast, and a few areas designated *Parks and Open Space* and *New Neighborhood* to the north and southeast.

## CITY OF TULSA LAND USE DESIGNATIONS

In 2010 the City of Tulsa created the city’s comprehensive plan, PLANiTULSA. PLANiTULSA created future land use designations for all areas within the city limits. The future land use designations serve as the basis for zoning district designations, which apply specific use and development requirements on the ground. With construction of the Gilcrease Expressway in Berryhill, the relationship between land use and transportation will play a key part in how the community is shaped in the future. PLANiTULSA places an emphasis on the coordination between transportation facilities’ design and the land uses they serve. Transportation facilities, such as the Gilcrease Expressway, can have a great impact on the marketability of the area and the type of land development forms that will occur. Land use designations can mitigate the future effects of new transportation systems and create pleasant pedestrian atmospheres. The following are the land use designations created by PLANiTULSA:

### DOWNTOWN

This land use designation is specifically targeted at Downtown Tulsa as the centerpiece of the city and region with the highest intensity uses.

**Downtown Core:** Downtown Core is Tulsa’s most intense regional center of commerce, housing, culture and entertainment. It is an urban environment of primarily high density employment and mixed-use residential uses, complemented by regional-scale entertainment, conference, tourism and educational institutions.

**Downtown Neighborhood:** Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. Downtown

Neighborhoods are primarily pedestrian-oriented and are well-connected to the Downtown Core via local transit.

## CENTERS

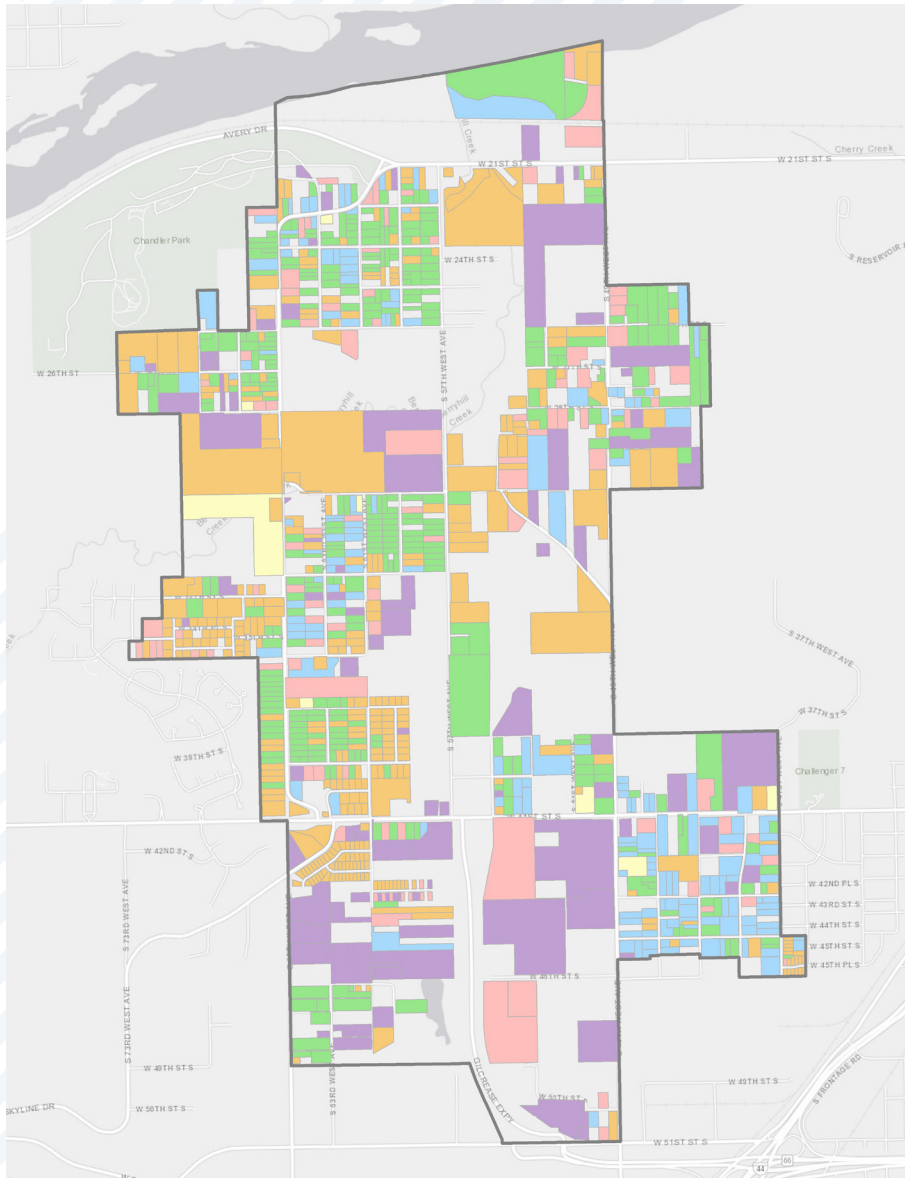
A center is the focal point of one or more neighborhoods. Centers provide convenient access to shops, restaurants and community-oriented services, such as day cares, libraries and meeting halls. There are shorter auto trips and more walking and bicycling in a center since residential and commercial areas are near each other. Centers often are the site for transit stations and bus route intersections. Those centers with pedestrian and

bicycle-friendly streets entice residents to walk to major transit facilities.

**Neighborhood Centers:** Neighborhood Centers are small-scale; one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edge.

**Town Centers:** Town Centers are medium-scale; one to five story mixed-use areas intended to serve a larger area of neighborhoods than Neighborhood Centers, with retail, dining, services,

MAP 5: YEAR BUILT



MAP 5 LEGEND: YEAR BUILT

- 1900 - 1919
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2017

and employment. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edge.

**Regional Centers:** Regional Centers are mid-rise mixed-use areas for largescale employment, retail, and civic or educational uses. These areas attract workers and visitors from around the region and are key transit hubs; station areas can include housing, retail, entertainment, and other amenities.

## CORRIDORS

Corridors share some of the same attributes as centers, but these areas are more linear and oriented along one or more streets. Corridors historically have formed in conjunction with the transportation infrastructure, as illustrated by historic streetcar commercial districts and high-traffic commercial arterial streets. A corridor's commercial vitality relies on careful planning for automobiles. But because corridors are linear and meet the needs of the immediate surrounding districts as well as street traffic, the land-use and transportation system should be designed and improved to accommodate many types of travel including walking.

**Main Street:** Main Streets are Tulsa's classic linear centers. They are comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide, and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the ground floor of buildings, and street trees and other amenities.

**Mixed-Use Corridors:** A Mixed-Use Corridor is a plan category used in areas surrounding Tulsa's modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. The streets usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes sidewalks separated from traffic by street trees, medians, and parallel parking strips.

**Arkansas River Corridor:** The Arkansas River Corridor is located along the Arkansas River and scenic roadways running parallel and adjacent to the river. The Arkansas River Corridor is comprised of a mix of uses - residential, commercial, recreation, and entertainment - that are well connected and primarily designed for the pedestrian.

## NEW RESIDENTIAL NEIGHBORHOODS

New Residential Neighborhood is intended for new communities that are developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums.

## EXISTING RESIDENTIAL NEIGHBORHOODS

The Existing Residential Neighborhood category is intended to preserve and enhance Tulsa's existing single family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code.

## EMPLOYMENT

Employment areas contain office, warehousing, light manufacturing and high tech uses such as clean manufacturing or information technology. Sometimes big-box retail or warehouse retail clubs are found in these areas. These areas are distinguished from mixed-use centers in that they have few residences and typically have more extensive commercial activity.

## PARKS AND OPEN SPACE

These are areas to be protected and promoted through the targeted investments, public private partnerships, and policy changes. Zoning and other enforcement mechanisms will assure that recommendations are implemented.

**Destination and Cultural Parks:** These parks offer a range of amenities over a large contiguous area. Amenities at these parks include not only outdoor facilities, but also event spaces, museums, club houses, zoos, and park-complementing retail and service establishments which do not egregiously encroach into protected natural areas.

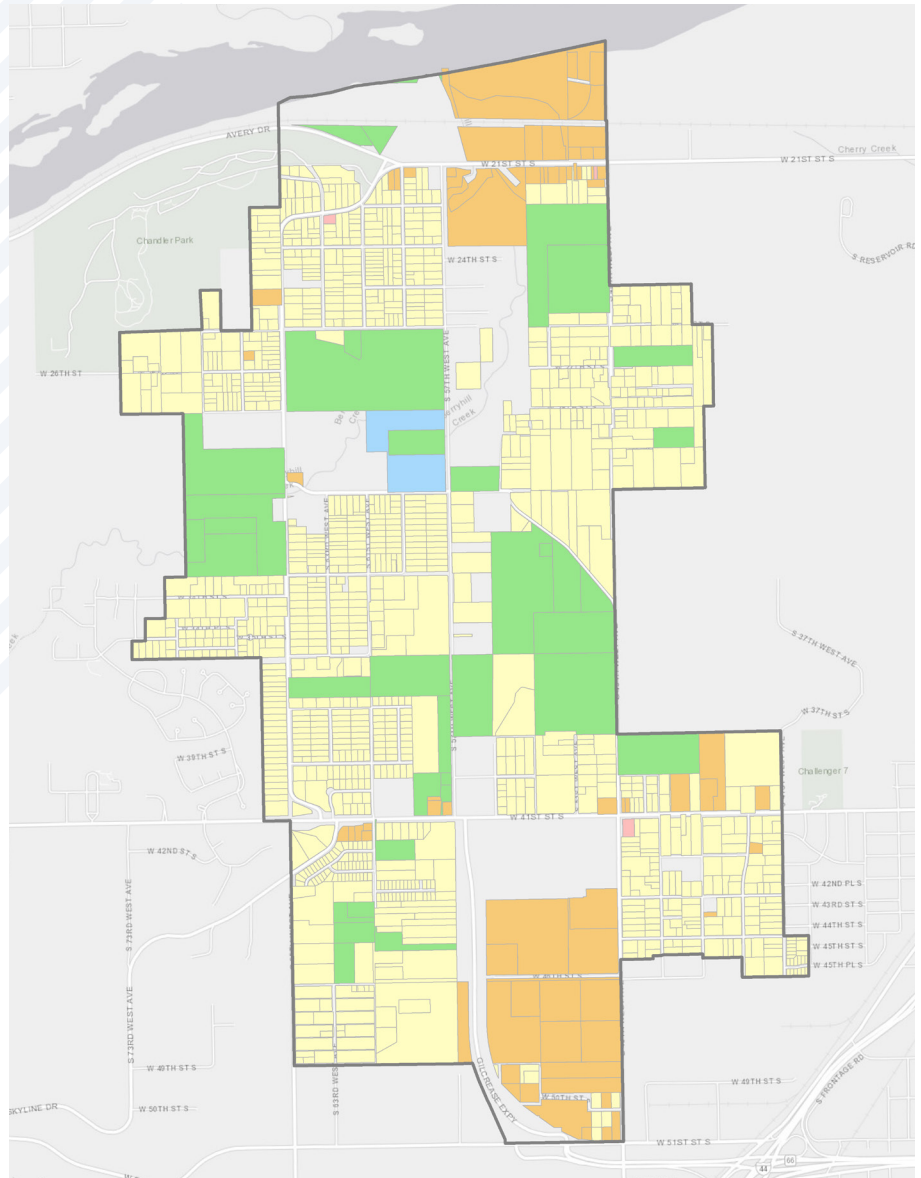
**Local Parks:** This designation includes neighborhood-serving parks and other public recreation areas. Amenities at these park facilities can include playgrounds, nature trails, ball fields, and recreation centers.

**Open Space:** Open spaces are the protected areas where development is inappropriate, and where the natural character of the environment improves the quality of life for city residents. These include environmentally sensitive areas where construction and utility service would have negative effect on the city's natural systems.

MAP 6 LEGEND: CURRENT LAND USE

- Residential
- Commercial Residential
- Agriculture
- Commercial Agriculture
- Commercial

MAP 6: CURRENT LAND USE



## PART 5: ENVIRONMENTAL FEATURES

### ENVIRONMENTAL JUSTICE FACTORS

The concept of environmental justice revolves around the study of if and why communities are liveable. A number of factors, including opportunity, pollution, walkability, and access to healthy lifestyles inform whether or not environmental justice has been served.

### ENVIRONMENTAL JUSTICE IN BERRYHILL

In Berryhill, demographics and industrial land uses combine to impact the community’s environmental landscape. The United States Environmental Protection Agency (EPA) provides mathematical models that allow for the estimation of Berryhill’s environmental conditions. Relative to Oklahoma as a whole, Berryhill ranks highly in increased exposure to hazardous waste sites, risk-laden land uses, lead paint, cancer-causing air pollutants, and dirty air.

### FACILITIES OF INTEREST

Much of what goes into environmental justice regards a community’s proximity to Facilities of Interest. The EPA maintains a list of facilities registered in its management and compliance programs known as “Facilities of Interest.” Monitored for either waste disposal or chemical pollution, Facilities of Interest listed in EPA’s Facility Registry Service oftentimes center around industrial and heavy service activities.

In Berryhill, monitored facilities concentrate along W 21st St S and W 51st St S. In these areas, businesses and government organization either produce, handle, and/or dispose of sensitive chemicals and materials. Around these facilities, development of other types is either legally or economically difficult.

### NOISE POLLUTION

The US National Institute of Health has found that prolonged exposure to noise levels above 85 decibels can lead to hearing loss. Automobile traffic and occupational noise compose two types of noise that many people are subjected to every day. The US Department of Transportation keeps noise pollution maps for aviation and intensive road use.

In Berryhill, noise concentrates along W 21st St S and W 41st St South. In those areas, commercial traffic and acceleration after signals combine to produce average noise levels of around 61 decibels—about the same as an air conditioning unit. Addressing noise pollution concerns coincides directly with traffic management efforts. Along

**WHAT IS ENVIRONMENTAL JUSTICE?**

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

IMAGE 16: 41ST STREET COMMERCIAL CORRIDOR



high-traffic streets and the upcoming Gilcrease Expressway, preventing or reducing noise pollution stands as critical to preserving the quiet lifestyles many in the Berryhill community have come to appreciate.

## ENVIRONMENTAL TOOLS FLOODPLAIN

From the City's watershed map, most of the Berryhill plan area lies within the Berryhill Creek watershed. The creek, which runs north towards the Arkansas River, possesses two other tributaries running from Chandler Park and north of S 36th St. Berryhill

Creek and its floodway aligns closely with 57th W Ave; it will also run along the upcoming Gilcrease Expressway. FEMA's 2016 Floodplain map shows areas alongside Berryhill Creek as being within the 100-Year Floodplain. The introduction of the Gilcrease Expressway and its accompanying multi-use trail will work to transform the otherwise difficult-to-develop area into an amenity that motorists, cyclists, and pedestrians will use.

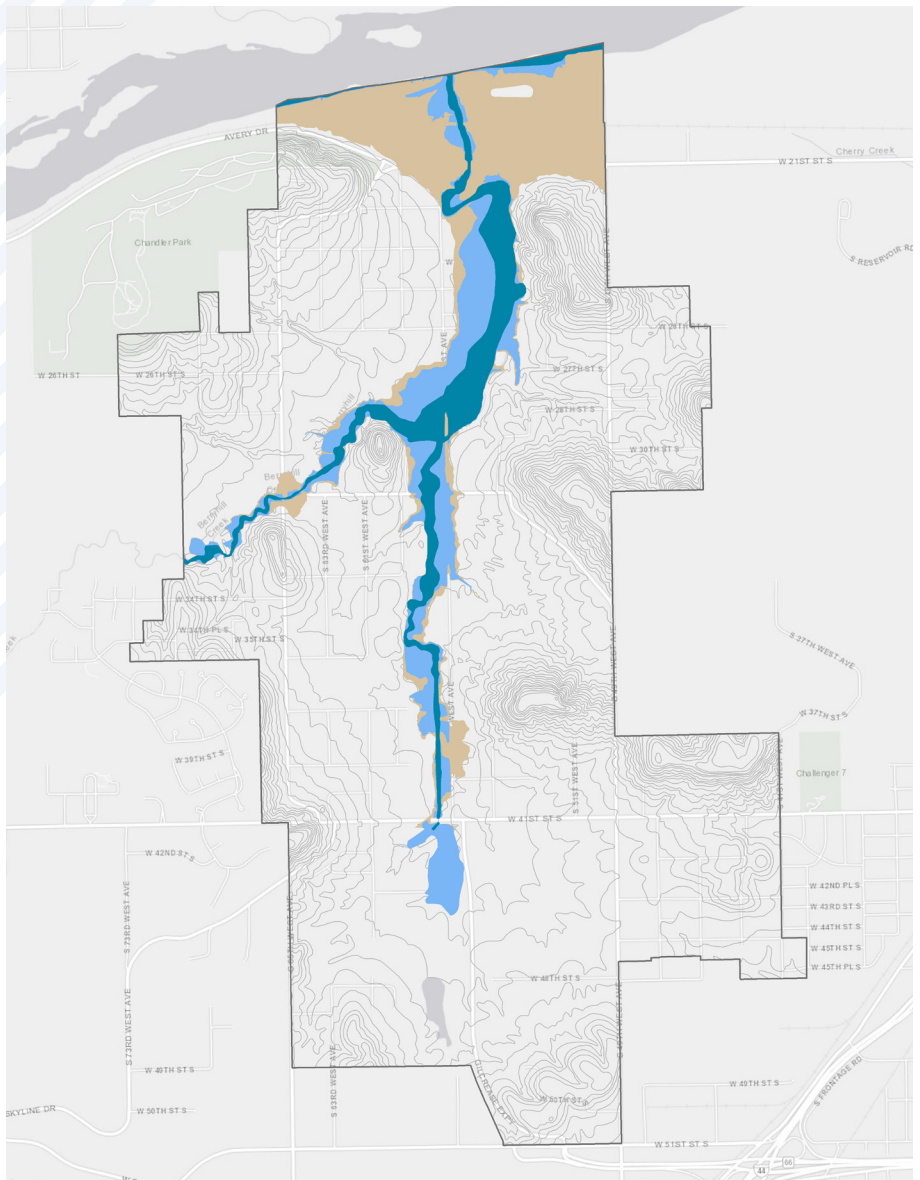
## BROWNFIELDS

Brownfields are sites subjected by regulations to increased environmental scrutiny and

MAP 7 LEGEND: FLOODPLAIN

- Contour Lines (10 Feet)
- Floodway
- 100 Year FEMA Floodplain
- 500 Year FEMA Floodplain

MAP 7: FLOODPLAIN





## PART 6: TRANSPORTATION

### AUTOMOBILE TRAFFIC AND ACCESS

The Berryhill community like many rural areas that surround Tulsa relies predominantly on automobiles for basic transportation needs to access areas of employment, shopping, and recreational activities. Over 90-percent of all survey participants use and prefer a car/truck/suv as their primary means of transportation. The network itself is a disjointed grid-like pattern with many of the developed areas having no direct linkage to one another except for by major streets. Furthermore, since the 1960's a regional transportation plan has been in place to create a loop of the Gilcrease Expressway, ultimately bisecting the Berryhill plan area along the S 57th W Ave corridor.

### GILCREASE EXPRESSWAY

As of 2017 the City of Tulsa, Tulsa County, Indian Nations Council of Government (INCOG), Oklahoma Department of Transportation (ODOT), and Oklahoma Turnpike Authority (OTA) and other private investors formed a partnership to fund the extension of the Gilcrease Expressway to connect I-44 just south of W. 51st Street S. to Edison Street, north of the Arkansas River. The stated purpose of the project is to provide regional improvements such as transportation choice, increase in resource efficiency, improved access, and promotion of economic opportunity. Berryhill residents have more local concerns about the potential impacts of increased traffic, air/noise pollution, design and aesthetics, and stormwater management. According to the Environmental Assessment (EA) performed in 2000, it was determined that the proposed project will have no significant impact on the human environment. The OTA has more recently announced efforts to complete another reevaluation of the 2000 EA to authorize construction of the project and will include updated environmental studies and public involvement.

### ALTERNATIVE TRANSPORTATION

The proposed Gilcrease Expressway project also includes the installation of a 10' wide multi-use trail beginning at W 51st Street connecting to the existing Katy Tail network on the north side of the Arkansas River. According to the Tulsa Transit system map the closest public transportation link, Bus route 418, is located in the Red Fork area to the southwest. South 21st Street currently acts as the only bike-friendly option with a "sharrow" or painted street-marking to delineate a shared path of travel for biking and automobile traffic. Any potential for additional increase in alternative modes of transportation i.e. biking, walking, and public transit will require a fair amount of public infrastructure improvements such as sidewalks and paths or trails identified for such activities.

IMAGE 17: CEDAR ROCK INN



IMAGE 18: LIVESTOCK IN BERRYHILL



# PART 7: ECONOMIC DEVELOPMENT

## SOCIOECONOMICS

Key socioeconomic characteristics of income, education, and employment, as of 2010 census data, portray Berryhill as an industrious, hard-working community. Included below is a chart comparing Berryhill to the surrounding Tulsa County and City of Tulsa populations.

## EMPLOYMENT

A large contingent of laborers work in the construction, education, commercial machinery, and petroleum refining industries. Most of the residents employed for wages work in Tulsa, with a relatively short commute time of appx. 20 minutes. A smaller number are self-employed and/or operate home based businesses locally in Berryhill. Berryhill’s identity as a “bedroom community” is common for areas with good access to regional highway systems and a limited variety of local employment opportunities. According to the current list of local employment options, services and manufacturing jobs employee the most people, approximately 308 and 515 persons respectively.

## LOCAL EMPLOYMENT

The following are local employers that employ residents of the plan area.

- Berryhill School District
- Colebrook Nursery
- Groendyke Transport
- Tobacco Express Indian Smoke
- Ark Wrecking Company of Oklahoma
- Lawson Electric
- American Heritage Bank
- Dollar General
- Insurance Auto Auctions
- United Contracting Services
- Macco
- Silo Event Center
- Bethel Baptist Temple
- Faith Tabernacle Pentecostal Church of God New
- Life Fellowship Westside Church

TABLE 5: EDUCATION

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
High School Diploma	40.5%	25.8%	26.3%
Associates Degree	6.8%	7.2%	8.5%
Bachelor’s Degree	6.2%	19.7%	20.1%
Graduate Degree	4.2%	10.4%	9.4%
No Schooling Complete	0.2%	1.2%	1%

US Census Estimate for 2017

TABLE 6: INCOME

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
Average Household Income	\$41,313	\$68,252	\$51,272
Per Capita Income	\$20,400	\$29,086	\$29,942

US Census Estimate for 2017

TABLE 7: EMPLOYMENT

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
Employed	997	186,152	305,502
Unemployed	55	10,889	14,917

US Census Estimate for 2017

- Universal Sandblasting & Coating
- D & E Refuse
- Wabi Cycle
- Oklahoma Tank Lines & United Petroleum
- Chemtrade Refinery
- New Home Free Baptist Church
- Silo Event Center
- Cedar Rock Inn
- 3C Pilot Car – Escort Service Oklahoma
- Shell Gas Station
- EZ Mart
- Bubble Express – Car Wash
- Same Day Auto Repair
- Simple Simon’s Pizza
- Family Fellowship Church
- Phillips 66
- Gino’s Pizza
- Catholic Parish of the Most Precious Blood
- View Acres Baptist Church
- Steve’s Diesel Services
- Hugg & Hall Equipment

## MARKET

Looking back to the early 1900’s Berryhill has experienced gradual growth within pockets of the community, none more prevalent than single-family residential homes and a small number of commercial businesses located along the main arterial streets. Current vacant land area has the potential to provide a long-term capacity for growth and development. With the attraction of a rural lifestyle and local community facilities, Berryhill will likely build-out in a similar pattern and growth rate if the current market remains. However, economic development patterns may shift once the Gilcrease Expressway project is complete. Initial traffic estimates alone suggest up to 26,000 vehicles trips per day through the core of the community. While vehicular traffic alone may not result in commercial demand, other characteristics such as a location with high visibility near downtown, and additional mean of access to/from the highway make areas of Berryhill a potential for new demand.

IMAGE 19: COLEBROOK NURSERY



IMAGE 20: UP WITH TREES SIGN



IMAGE 21: HORSES IN BERRYHILL



## PART 8: HOUSING

The Berryhill plan area housing data is derived from the US Census. The housing data for the area was gathered using the Berryhill Plan Boundary.

### HOUSING UNITS AND OCCUPANCY

Within the Berryhill Plan boundary, according to the 2000 census there were 1,034 housing units. By 2010, this number decreased by almost 5% to a total of 983 housing units. In 2010, there were 185,073 housing units located in the City of Tulsa and 268,426 located in Tulsa County. The 2017 estimates for the plan area show that there are 990 housing units. The 2017 estimates show 284,638 housing units for Tulsa County and 190,293 units for the City of Tulsa. Currently, of the 990 housing units located in the Berryhill Plan Area, 910 are occupied with 693 being classified as owner-occupied. For the City of Tulsa, about 90% of units are owner-occupied. For Tulsa County, 91.4% of housing units are classified as owner-occupied. Table 8 illustrates the housing unit demographics.

### MEDIAN HOME VALUE

The median house value in the plan area has increased since the 2000 census. In 2000, the median home value was \$66,421. Currently, the estimated 2017 median home value for the plan area is \$121,005. This is an 82% increase over 17 years. The 2017 median home value estimate for Tulsa County is \$149,201. For the City of Tulsa, the 2017 median home value is \$138,976. Table 9 contains the housing value demographics for the plan area.

### AVERAGE HOUSEHOLD SIZE

The average household size for the plan area in 2000 was 2.54 people per household. The average household size grew by 1.46% between 2000 and 2010 to 2.58. The average household size for the City of Tulsa was 2.31 in 2000 and 2.34 in 2010.

For Tulsa County, the average household size was 2.43 for 2000 and 2.46 for 2010. The average household size for the 2017 estimates for the plan area remain the same as 2010 at 2.58. It is predicted that the 2022 average household size for the plan area will decrease to 2.55. Both the City of Tulsa and Tulsa County are also predicted to experience a decrease in average household size by 2022.

TABLE 8: HOUSING UNITS

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
Total Housing Units	990	190,293	284,638
Owner Occupied Units	693	90,460	157,135
Vacant	79	18,906	24,171

US Census Estimate for 2017

TABLE 9: MEDIAN HOUSING VALUE

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
2000	\$66,421	\$81,755	\$84,951
2010	\$111,947	\$125,333	\$132,793
2017	\$121,005	\$138,976	\$149,201

US Census Estimate for 2017

TABLE 10: AVERAGE HOUSEHOLD SIZE

	PLAN AREA	CITY OF TULSA	TULSA COUNTY
2000	2.54	2.31	2.43
2010	2.58	2.34	2.46
2017	2.58	2.33	2.45

US Census Estimate for 2017





# CHAPTER 4

## VISION

### INTRODUCTION

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

#### Chapter Contents:

Part 1: Vision Statement	X
Part 2: Guiding Principles	X
Part 3: Plan Vision	X

# PART 1: VISION STATEMENT

Land use plans are intended to provide a general understanding of existing conditions while acknowledging growth capabilities. The goal of the Berryhill Land Use Plan is to both establish current land use patterns and provide a guideline for the community’s future vision. The land use plan is an opportunity to acknowledge anticipated development within the context of the community’s overall vision.

The Tulsa Comprehensive Plan, PLANiTULSA, directs each small area plan to answer the question, “What do we want this area to be like in 10 to 20 years?” Following this guideline, the Berryhill Land Use Plan vision statement also answers this question.

The vision phase of this planning process began during the 2nd CAT meeting on June 27, 2018, where the CAT members and the planning staff collaborated through a discussion and design to envision a future for the plan area. During the three subsequent meetings, the CAT and planning staff crafted this vision for the future of Berryhill.

*Members of the Berryhill community desire a place to live and work that in 10 to 20 years is a safe, close-knit, and well-maintained community and which supports a rural lifestyle by allowing for strategic economic opportunities and preservation of the natural environment.*

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

## WHAT IS A VISION STATEMENT?

A vision statement is a community’s way of committing itself to a set of core values. A cohesive vision statement helps ensure that the essence of Berryhill is preserved.

IMAGE 23: HOME IN BERRYHILL



IMAGE 24: SILO EVENT CENTER



## WHAT ARE GUIDING PRINCIPLES?

As defined by the Tulsa Comprehensive Plan, PLANiTULSA, guiding principles guide development, ensure that planning recommendations and strategies reflect and support the core values of citizens, and serve as guidepost for potential development scenarios and policy decisions.

## PART 2: GUIDING PRINCIPLES

Guiding Principles are the foundation for this policy document and its implementation, to ensure that development within Berryhill remains consistent with the community’s vision for the future. These principles were developed by the Citizen Advisory Team on behalf of all stakeholders and participants in the planning process.

### ECONOMY

Development of businesses within the community serve the needs of local residents.

Focus growth in appropriate areas that preserve the quality of life and existing character of Berryhill.

Investment by the local jurisdictions in public infrastructure to support economic opportunities.

### EQUALITY AND OPPORTUNITY

Equal access to neighborhood institutions is available to all Berryhill residents regardless of background, ethnicity, or neighborhood.

Land uses support healthy lifestyle activities and reduce any existing disparities.

Community is informed and involved in land use decision making through an inclusive planning process.

### ENVIRONMENT

Natural environment is accessible for daily activities and experiences in Berryhill, with local access to parks, trails, and natural areas.

Land uses take into consideration the environmentally sensitive areas to ensure they are protected from impactful land use activities.

Berryhill is connected by trails and greenways for outdoor enjoyment and recreation.

## COMMUNITY AND HOUSING

Neighborhoods improve public and private property conditions through active volunteer cleanup and code enforcement activities.

Alternative housing options are available to meet the living needs of current and future residents.

Berryhill is a safe and family friendly community where newcomers feel welcome.

New development and redevelopment activities are compatible with the character of the existing built environment.

## TRANSPORTATION

Infrastructure is maintained and improved to provide safe travel routes for residents and visitors.

Neighborhoods and community services are accessible by people who walk, bike, or who may be limited to travel without the use of an automobile.

The impacts of the Gilcrease Expressway expansion and related land use activities are mitigated.

## PLANNING PROCESS

Future investment in Berryhill incorporate factors of community, housing, economic development, and transportation into future land use decisions.

Residents actively work with Tulsa County, the City of Tulsa, and INCOG to implement recommendations of the land use plan.

Adopted plans are monitored for performance and updated to provide resident-based solutions for their community's problems.

## PART 3: PLAN VISION

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

- Response and feedback related to existing conditions from CAT members and other stakeholders
- Concepts generated by participants of the kick-off survey
- Subsequent refinement of concepts by the planning staff.

### CITIZEN FEEDBACK TO EXISTING CONDITIONS THROUGH THE SURVEY

Through the survey process that was done in conjunction with the Kick-off Event for the Berryhill Land Use Plan, four categories were determined for which each of the responses fit in. These four categories are Change, Manage, Retain, and

Update.

#### CHANGE

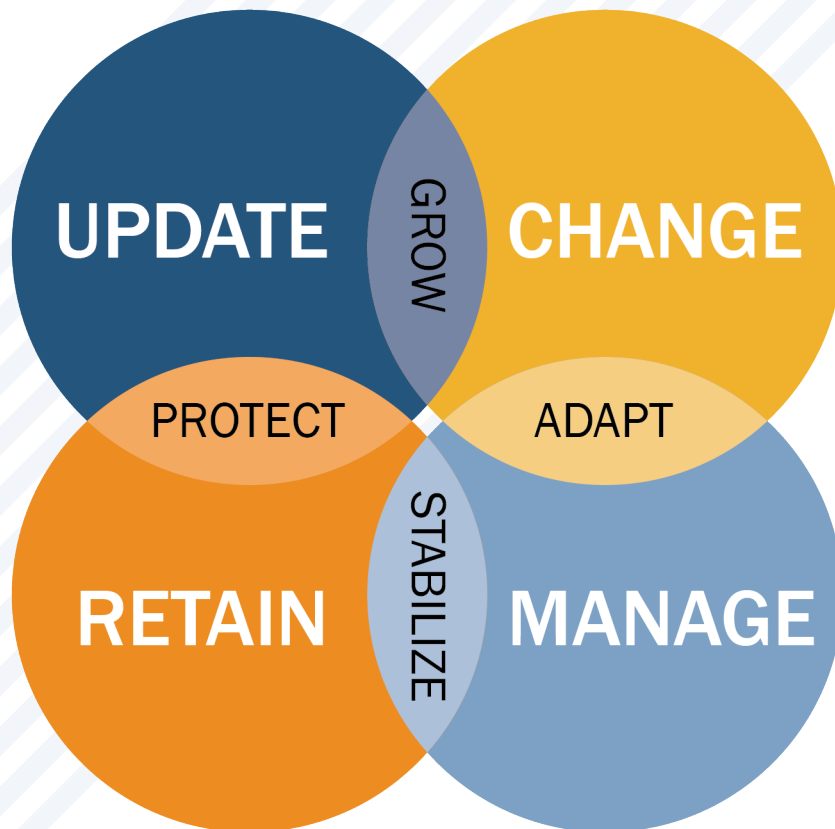
For this category, respondents generally responded that they would like to see growth within Berryhill. The overarching idea was to become a bigger and different berryhill by growing and adapting to future needs. The following are examples of responses falling within this category:

- “...attract(s) and retain(s) families looking for a quiet affordable place to live and raise a family. ...Be a pioneer of waterway transit initiatives that will explore the Tulsa metro area and river developments. Repair(s) and upgrade(s) water run off and ditches/drainage.”
- “... gets more businesses”

#### RETAIN

This category included responses geared towards protecting and stabilizing Berryhill. The overarching

IMAGE 39: IMAGE CAPTION



### WHAT IS AGING IN PLACE?

An age-friendly community is one where residents can age in place. It is a community that provides services for members at all stages of their lives, from childhood to their senior years

idea was to preserve the status quo by attempting to keep Berryhill as it is. The following are examples of responses falling within this category:

- “...would not change much. I love the country feel while living close to the city. I feel development would bring more crime. If I could change anything, it would be to clean existing properties up that are dilapidated or not maintained.”
- “...remains a rural county property and they fix our roads! I love Berryhill the way it is.”
- “...remain a small bedroom community that’s family oriented, good schools and Chandler Park which needs more funding for upkeep.”
- “...will stop the influx of commercial growth.”
- “...is unaffected by the Gilcrease expansion”

## MANAGE

For this category, respondents displayed a desire to protect and grow Berryhill. Responses generally illustrated wanting to utilize Berryhill’s existing character to attract strategic development. The following are examples of responses for this category:

- “...improves infrastructure but keeps its rural community feel with sustainability in greener technologies and microfarms.”
- “...is unaffected by the Gilcrease expansion”
- “...remains a viable community and a safe place for our children to grow up and raise their children. Berryhill has no land boundaries to growth and the impact the expressway is going to have on this tiny Mayberry community is going to change it dramatically—not sure it will be for the better.”

## UPDATE

For this category, respondents displayed a desire to protect and grow Berryhill. Responses generally illustrated wanting to utilize Berryhill’s existing character to attract strategic development. The following are examples of responses for this category:

- “Retains its small-town feel but with a few more dining options”
- “Experiences studied, competent and controlled development.”

- “Remains a close knit community. I do envision any commercial development as being family focused, aesthetically pleasing, and a new source of revenue for our great school district. I do worry that our schools will be affected, which is why I moved my family to Berryhill in the first place.”
- “Maintain it’s residential purpose. I also hope that there is created a walkable community atmosphere, with an area for places such as a grocery store, coffee shop, parks, sidewalks, a few restaurants and maybe a few stores. The above changes, while not growing into a busy area.”

## CAT RESPONSE TO SURVEY RESULTS

At the 2nd CAT meeting, the results of the survey were discussed as they fell in each category. The purpose of this discussion was to get the CAT members thinking about how existing conditions shape the vision for the future. Following this discussion, the CAT members mapped their vision for the area by answering specific questions that related to each category. A summary of these maps can be found on Map #11. Below are the questions that guided the mapping exercise as well as discussion points that were provided.

- **WHAT IS PRACTICAL TO RETAIN?**
  - Which areas should be preserved?
  - Is there any green space that should be preserved?
- **WHAT AREAS CAN/SHOULD CHANGE?**
  - Where would you like to see new businesses form?
  - Where would you like to see a new element added to the community?
  - Is there anywhere you would like to see as residential?
- **WHERE IS MANAGEMENT NEEDED?**
  - Are there any areas of homes that need to be better maintained?
  - Is there a green space are you would like to see maintain in a more effective manner?
- **WHERE CAN WE UPDATE CHARACTER?**

Based on discussions with the CAT team and the

results from the Kick-off Survey, six priorities were selected for the Berryhill Land Use Plan. These priorities were created in conjunction with the vision statement and served as the basis for the goals and recommendations of this plan.

**PRIORITY #1**

Maintain the stability of the existing Berryhill community

**PRIORITY #2**

Allow strategic growth, capitalizing on economic opportunities presented by the Gilcrease

Expressway.

**PRIORITY #3**

Promote the enhancement and preservation of Berryhill’s natural environment

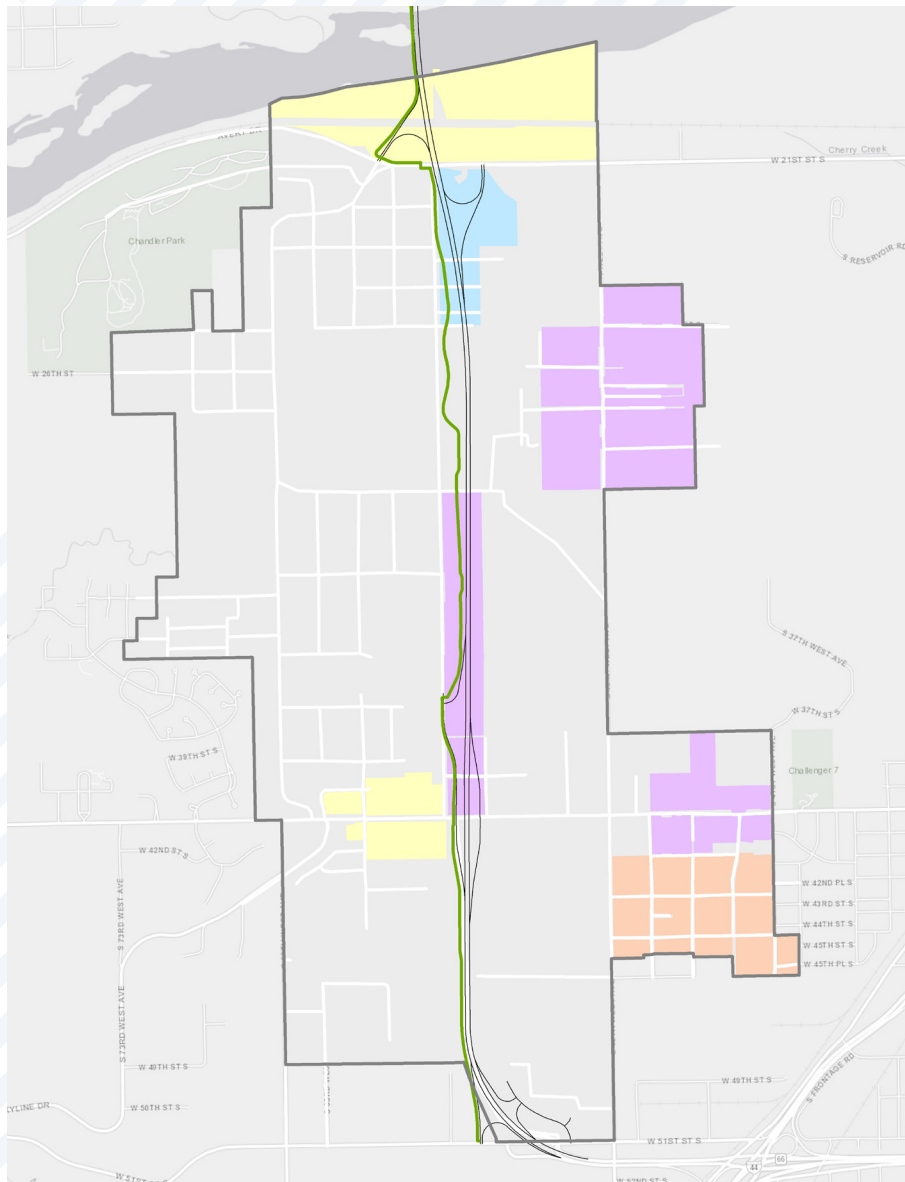
**PRIORITY #4**

Be a safe, family friendly community

**PRIORITY #5**

Be a well-maintained and aesthetically-pleasing community

MAP 11: CAT MAP EXERCISE



MAP 11 LEGEND: CAT MAP EXERCISE

- Change
- Maintain
- Retain
- Update

# CHAPTER 5

# RECOMMENDATIONS

## INTRODUCTION

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

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

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

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

### Chapter Contents:

Part 1: Recommendations	X
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# PART 1: RECOMMENDATIONS

## PRIORITY #1

Maintain the stability of the existing Berryhill Community.

### Goal #1

*Preserve existing single-family residential neighborhoods while fostering opportunities for strategic growth.*

- 1.1 Require the inclusion of Optional Development Plans (within Tulsa City limits) or Planned Unit Development (within unincorporated Tulsa County) in rezoning applications for non-residential uses adjacent to residential areas.
- 1.2 Require that transition-sensitive design standards ensure the compatibility of non-residential development with adjacent single-family homes. Design standards should be applied consistently across jurisdictional boundaries to:
  - 1.2.1 Address access, circulation, and landscaping regarding commercial parking.
  - 1.2.2 Limit the height of commercial buildings.
  - 1.2.3 Provide attractive and appropriate landscaping.
  - 1.2.4 Require increased landscaping and/or screening buffers along non-residential uses' rear lot lines abutting single-family neighborhoods.
  - 1.2.5 Utilize glare-minimizing lighting options.
  - 1.2.6 Prohibit signage that intrudes upon surrounding residences.

- 1.2.7 Require that non-residential service and parking areas be placed in a manner having the least negative impact on adjacent residential uses.
- 1.2.8 Limit uses incompatible with existing single-family residential areas.

### Goal #2

*Allow for development of non-residential uses compatible with adjacent single-family residential neighborhoods.*

- 2.1 Promote non-residential infill of limited commercial uses near neighborhoods which serve the existing community, such as retail, restaurants, personal improvement services, and studios. Additional self-storage uses in the plan area are discouraged.
- 2.2 Where the land use map outlines "Trail Districts" allow - in a manner that mitigates the impacts of commercial uses on neighborhoods - the following trail-complementing activities:
  - 2.2.1 The conversion of exiting homes into permitted principal or accessory commercial uses.
  - 2.2.2 The development of low-impact, small-scale, and park-serving commercial uses on unimproved lots.

**PRIORITY #2**

Allow strategic growth, capitalizing on economic opportunities presented by the Gilcrease Expressway.

**Goal #3**

*Allow for new, low-density, commercial development that capitalizes on opportunities presented by the Gilcrease Expressway expansion.*

3.1 Promote commercial growth along major street corridors and interchanges of the Gilcrease Expressway in the following locations:

- 3.1.1 Along West 21st Street South between South 61st West Avenue and South 47th West Avenue.
- 3.1.2 Along West 41st Street South between S 61st West Avenue and South 47th West Avenue

**Goal #4**

*Require the inclusion of enhanced development standards within commercial development rezoning applications.*

4.1 Require the inclusion of Optional Development Plans (within Tulsa city limits) or Planned Unit Development (within unincorporated Tulsa County) in rezoning applications for non-residential uses adjacent to interchanges and residential areas. Design standards should be applied consistently across jurisdictional boundaries to:

- 4.1.1 Address access, circulation, and landscaping regarding commercial parking.
- 4.1.2 Limit the height of commercial buildings

- 4.1.3 Provide attractive and appropriate landscaping.
- 4.1.4 Require increased landscape and/or screening buffers along non-residential uses' rear lot lines abutting single-family neighborhoods.
- 4.1.5 Utilizing glare-minimizing lighting options.
- 4.1.6 Prohibit signage that intrudes upon surrounding residences.
- 4.1.7 Require that non-residential service and parking areas be placed in a manner having the least negative impact on adjacent residential uses.
- 4.1.8 Limit uses incompatible with existing single-family residential areas.
- 4.1.9 Limit the placement of billboards along the Gilcrease Expressway.

**Goal #5**

*Limit industrial areas and uses incompatible with the existing and desired future character of the community.*

- 5.1 Limit industrial uses to the following existing industrial zones:
  - 5.1.1 North of the BNSF tracks and east of the Gilcrease Expressway.
  - 5.1.2 Between the Gilcrease Expressway, West 43rd Street South, South 49th West Avenue, and West 51st Street South.

5.2 Preserve select industrial areas where appropriate zoning is in place for limited industrial activity, attracting and retaining target industries while growing the local employment base over the long-term.

**Goal #6**

*Promote agrotourism on larger vacant land areas.*

6.1 Allow for low-intensity development on larger undeveloped agriculturally zoned lots having unique topography and rural characteristics. Leverage unique characteristics to develop destination parks, outdoor facilities, event space, and other permitted accessory uses.

**PRIORITY #3**

Promote the enhancement and preservation of Berryhill’s natural environment.

**Goal #7**

*Create a network of connected amenities throughout the plan areas for the enjoyment of Berryhill residents.*

7.1 Preserve land for a park or other active outdoor space near the Arkansas River north of West 21st Street and west of the Gilcrease Expressway.

7.2 Between existing neighborhoods and areas designated as “Trail District” on the land use map, encourage the installation of pedestrian connections and appropriate landscaping and screening materials.

7.3 Work with ODOT and Up with Trees to ensure adequate tree coverage along the new trail on the west side of West 57th Street South.

7.4 Encourage the preservation of significant trees and natural areas along the trail corridor.

**Goal #8**

*Protect environmentally-sensitive areas where construction and new utility service would negatively impact existing natural systems.*

8.1 Ensure that development within the mapped floodplain complies with the adopted codes and ordinances of the local jurisdiction.

8.2 Encourage the use of low-impact development solutions to manage stormwater runoff, improve stormwater quality, and reduce the construction of impervious area.

**PRIORITY #4**

Be a safe, family friendly community.

**Goal #9**

*Protect existing neighborhood institutions and facilities.*

9.1 Discourage high-intensity commercial developments directly adjacent to schools, minimizing traffic and safety issues.

9.2 Support the integration of services into the community such as schools, churches, libraries and other community facilities. The uses typically occupy large lots and incorporate open space or recreational fields, supporting both educational and neighborhood functions.

## Goal #10

*Provide options for residents to “age in place” within the Berryhill community.*

- 10.1 Support the development of alternative housing options such as senior living facilities, townhomes, and condominiums.
- 10.2 Promote the development of alternative housing options close to amenities like retail, parks, and open space.

## PRIORITY #5

*Be a well-maintained and aesthetically pleasing community.*

## Goal #11

*Reduce blight and rehabilitate dilapidated structures.*

- 11.1 Promote appropriate residential infill development.
- 11.2 Through partnerships with the City of Tulsa’s Working in Neighborhoods Department and Tulsa County Code Enforcement work to prevent decline of single-family residential area through proactive programs and the use of code enforcement.

## Goal #12

*Respect and maintain the feel and character that defines Berryhill.*

- 12.1 Support areas intended to preserve agriculturally-based activity and open space where major development is inappropriate and the natural character of the environment improves the quality of life for residents.

- 12.2 Encourage the compatibility of new alternative housing developments with the character of the surrounding neighborhood.

## Goal #13

*Maintain or improve the attractiveness and aesthetic appeal of existing neighborhoods.*

- 13.1 Partner with local officials to address code enforcement issues and identify potential tools that encourage neighborhood beautification.
- 13.2 Support a community led beautification program encouraging the formation of a neighborhood group composed of local businesses and residents.

# APPENDIX

**Chapter Contents:**

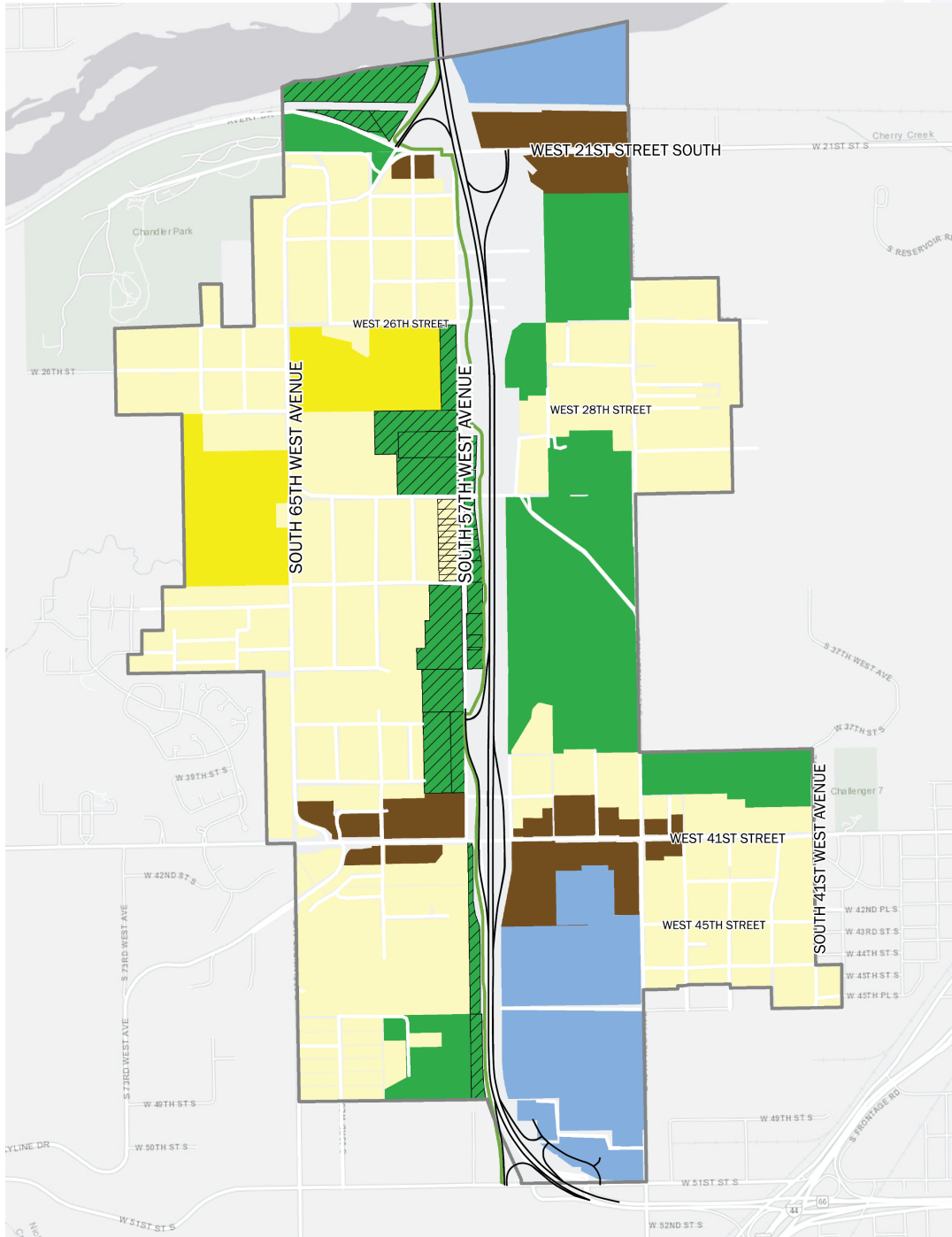
Appendix A: Maps	X
Appendix B: Kick-Off Survey Results	X
Appendix C: Berryhill Wrap Up Survey Results	X
Appendix D: Implementation Matrix	X

# APPENDIX A: MAPS











# APPENDIX A: MAPS

## MAP 2: FUTURE LAND USE MAP

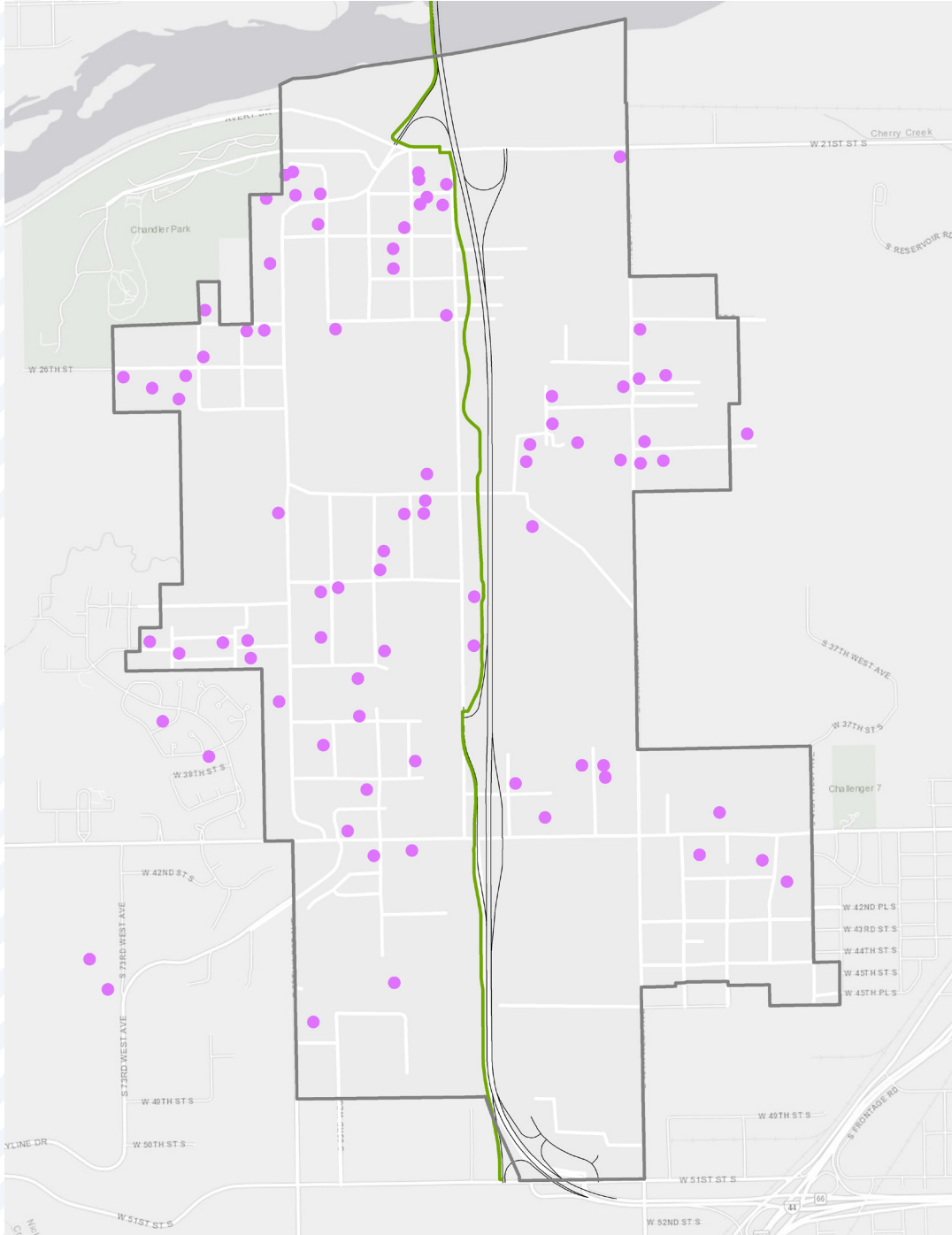


MAP 2 LEGEND: FUTURE LAND USE

- |  |  |   |
|--|--|---|
|  Existing Neighborhood |  Employment           |  Gilcrease Expressway |
|  New Neighborhood      |  Parks and Open Space |  Gilcrease Trail      |
|  Neighborhood Center   |  Trail District       |   |

# APPENDIX A: MAPS

## MAP 3: KICK OFF ATTENDANCE MAP

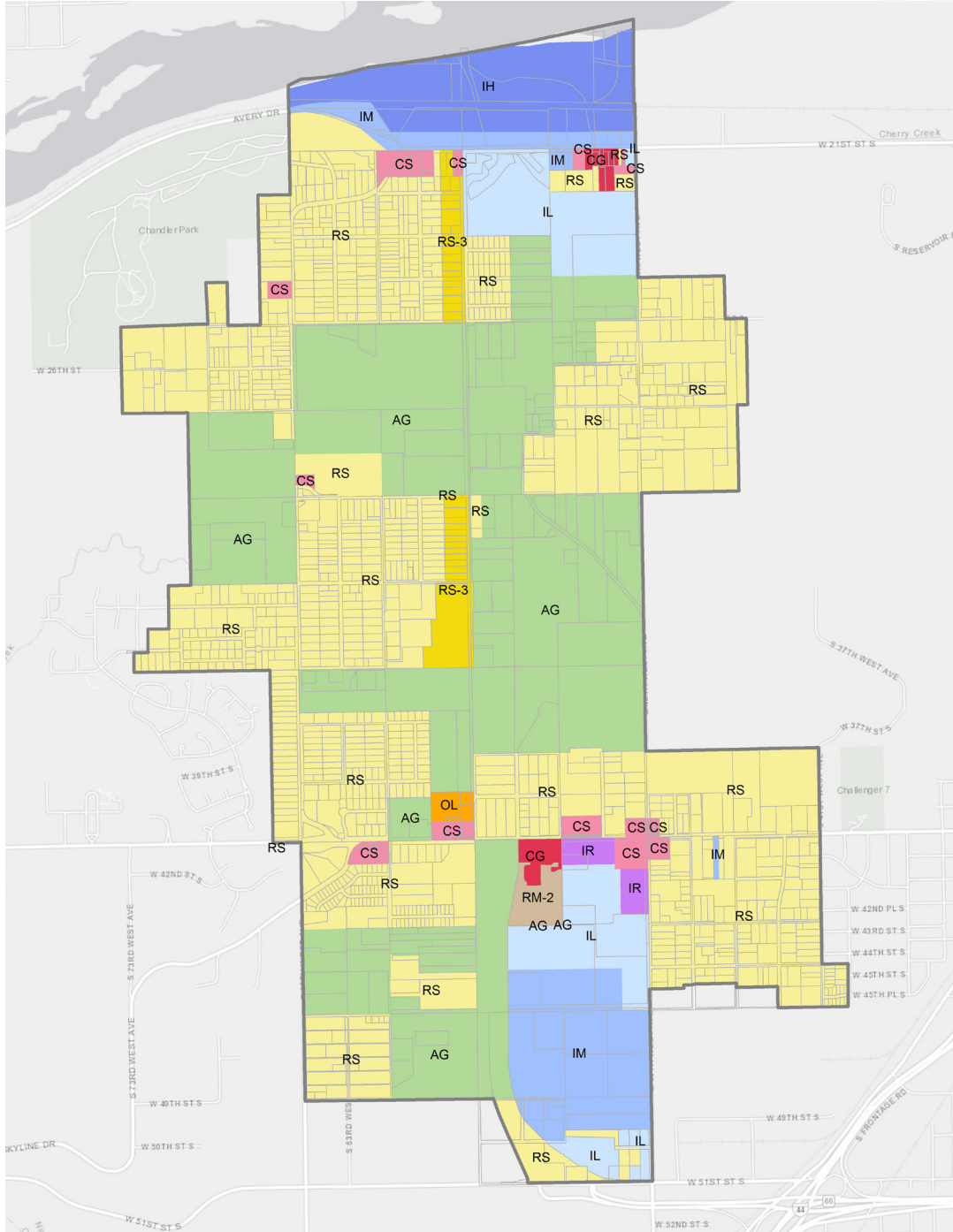


MAP 3 LEGEND: KICK OFF ATTENDANCE MAP












- Meeting Attendee

# APPENDIX A: MAPS

## MAP 4: CURRENT ZONING

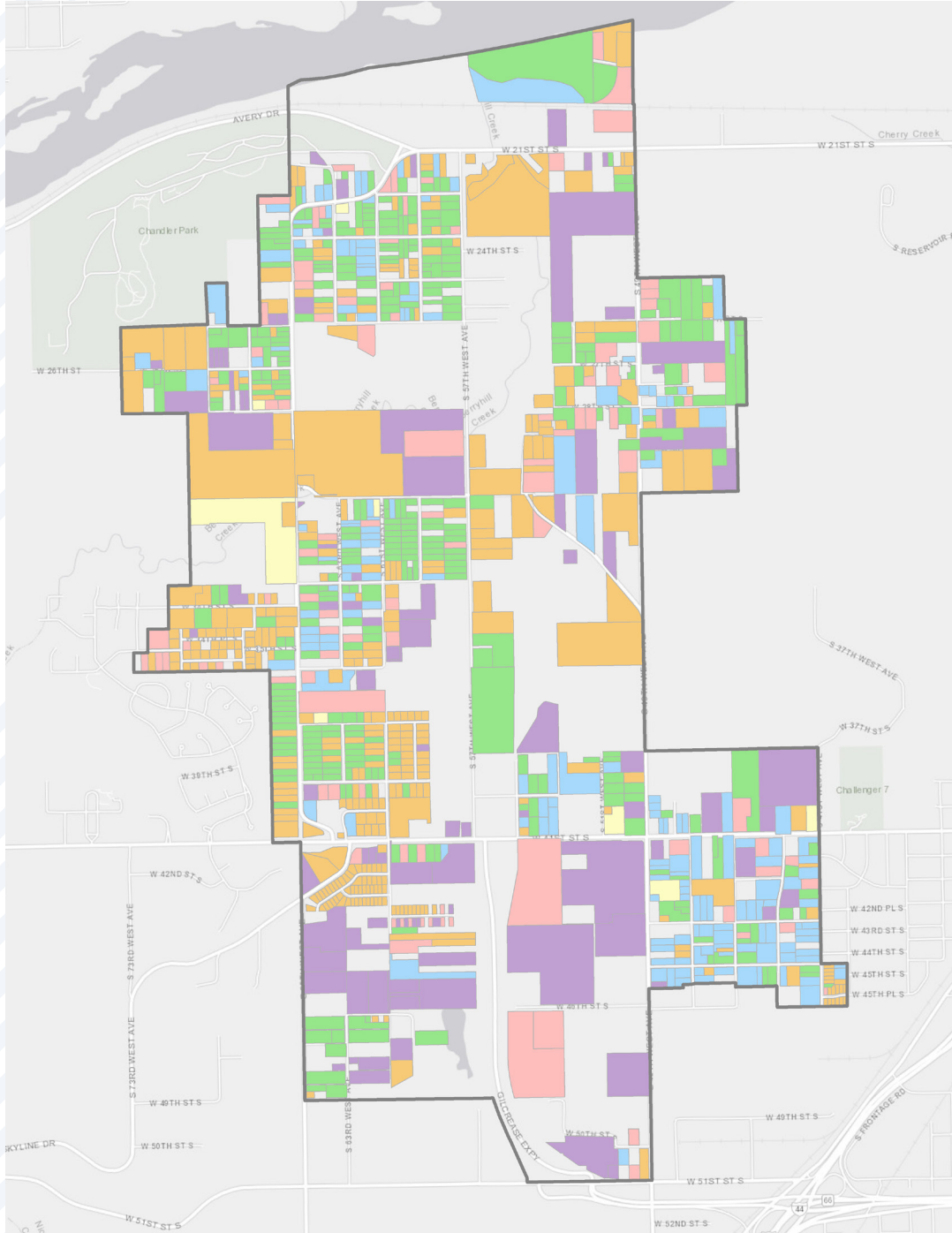


MAP 4 LEGEND: CURRENT ZONING

 RS Residential Single-Family	 CG Commercial General	 IM Industrial Moderate
 RS-3 Residential Single-Family 3	 CS Commercial Shopping	 IH Industrial Heavy
 RM-2 Residential Multi-Family Medium	 OL Office-Low	 IR Industrial Research and Development
 AG Agriculture	 IL Industrial Light	

# APPENDIX A: MAPS

## MAP 5: YEAR BUILT

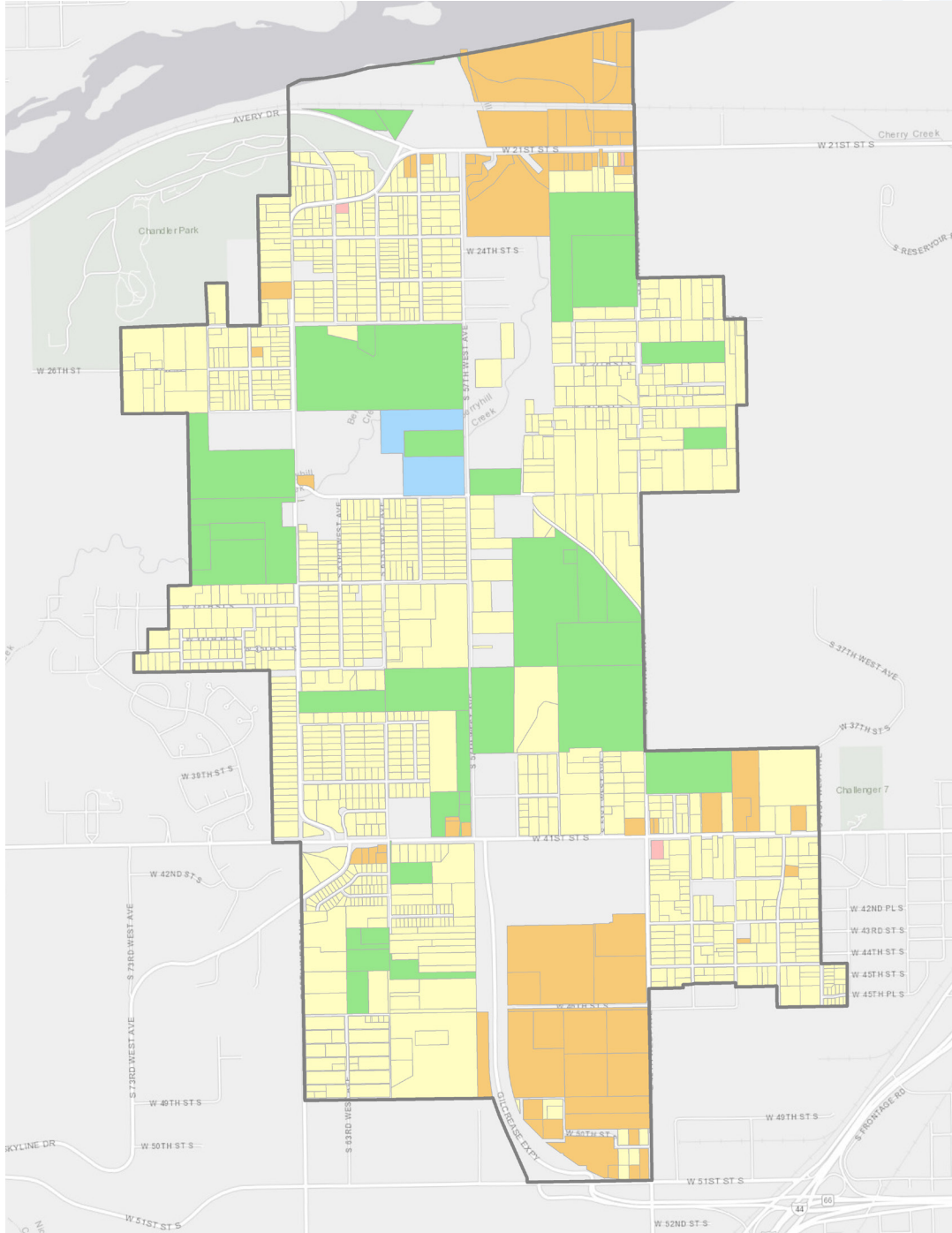


MAP 5 LEGEND: YEAR BUILT

 1900 - 1919	 1960 - 1979
 1920 - 1939	 1980 - 1999
 1940 - 1959	 2000 - 2017

# APPENDIX A: MAPS

## MAP 6: CURRENT LAND USES



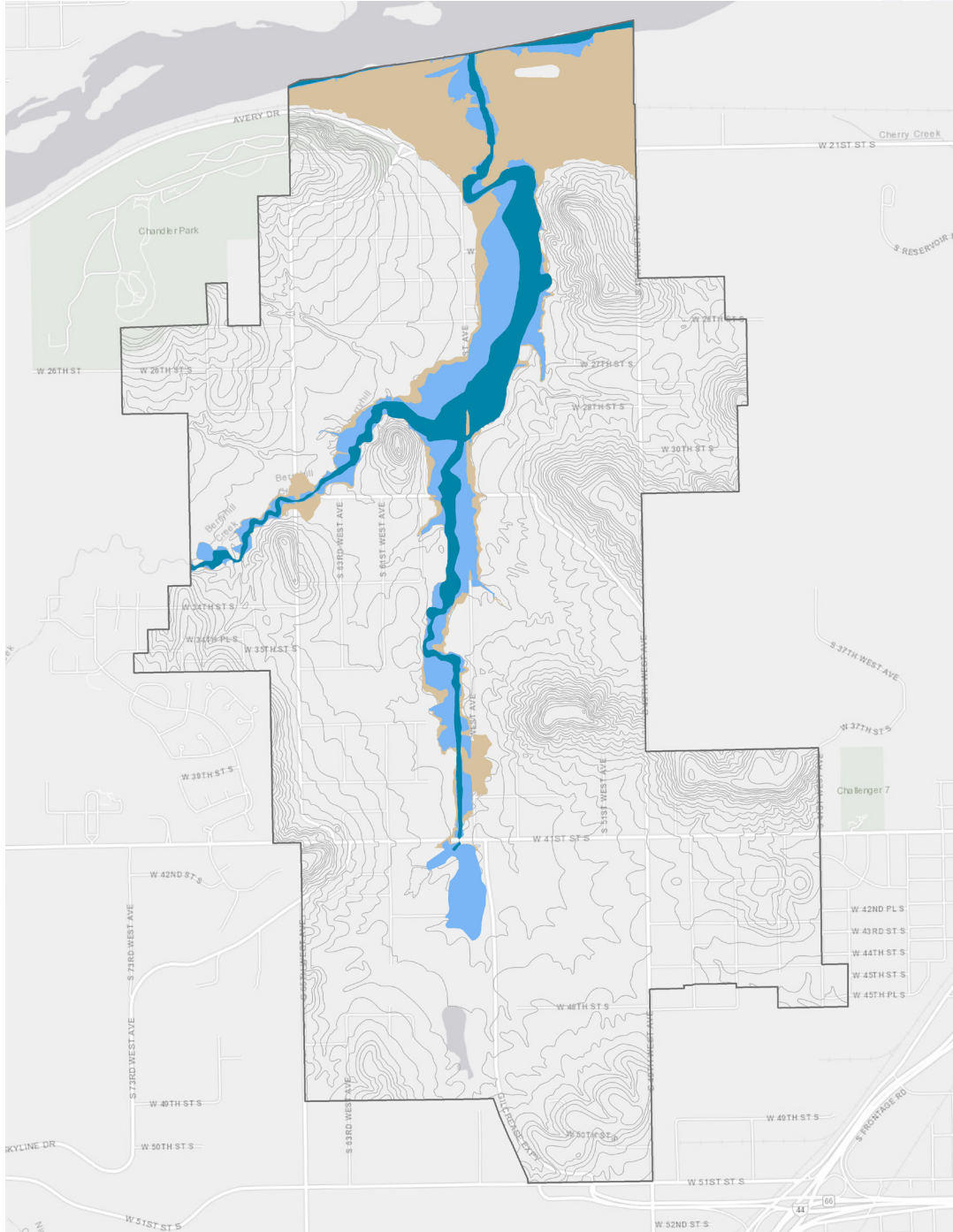
MAP 6 LEGEND: CURRENT LAND USE

- |   |  |
|---|--|
|  Residential            |  Commercial Agriculture |
|  Commercial Residential |  Commercial             |
|  Agriculture            |  |



# APPENDIX A: MAPS

## MAP 8: FLOODPLAIN

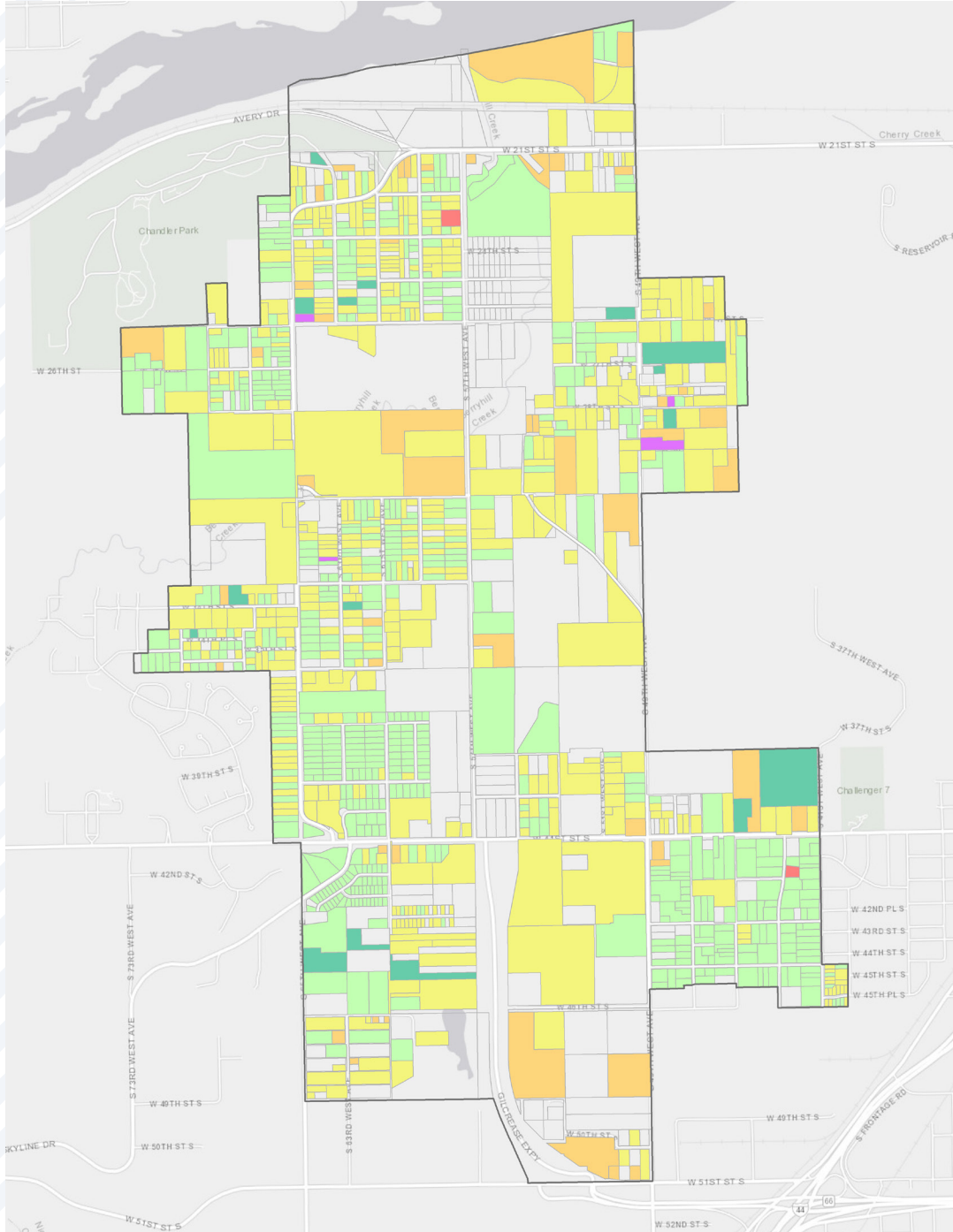


MAP 8 LEGEND: FLOODPLAIN

- Contour Lines (10 Feet)
- Floodway
- 100 Year FEMA Floodplain
- 500 Year FEMA Floodplain

# APPENDIX A: MAPS

## MAP 9: BUILDING CONDITONS



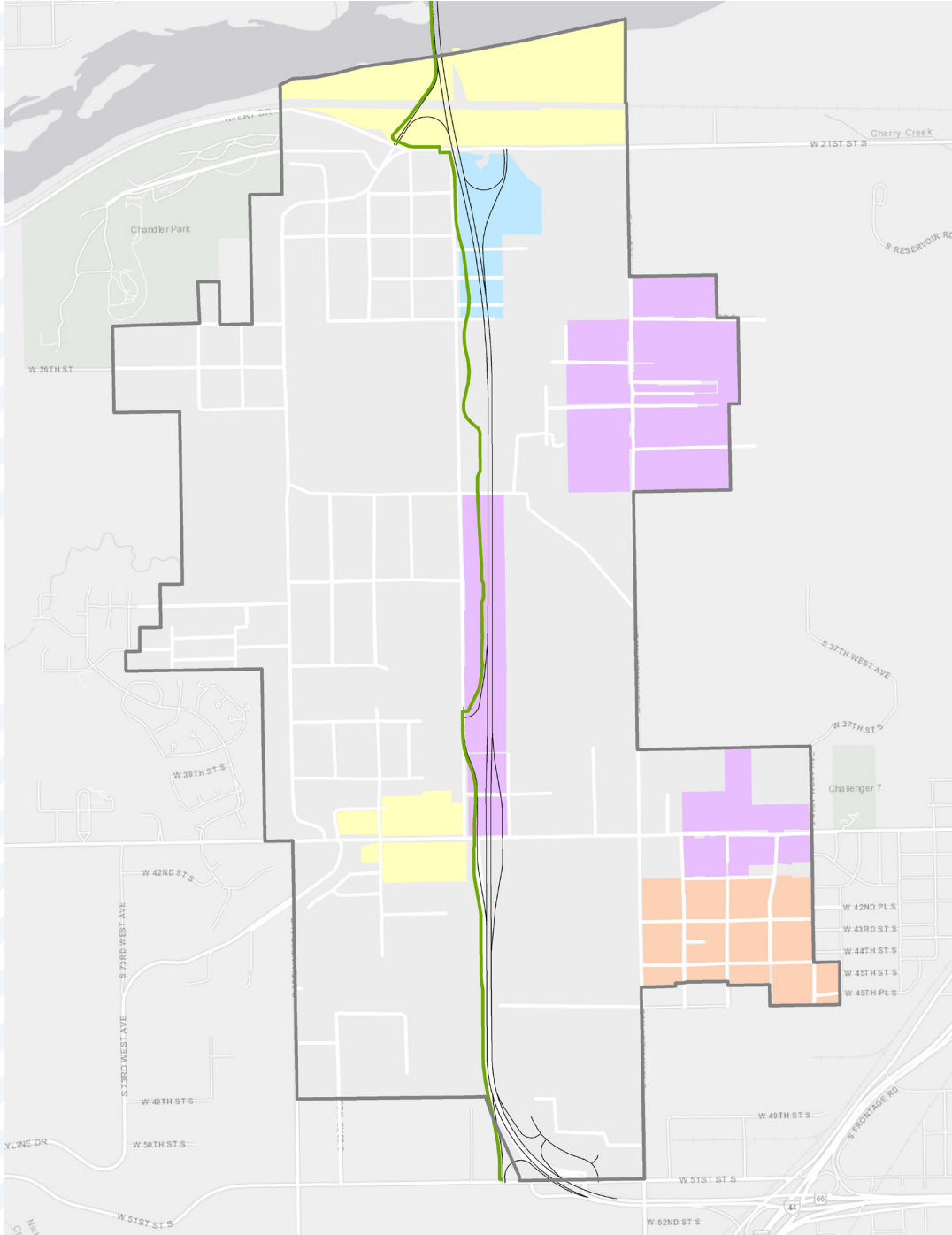
MAP 9 LEGEND: BUILDING CONDITION





# APPENDIX A: MAPS

## MAP 11: CAT MAPPING EXERCISE



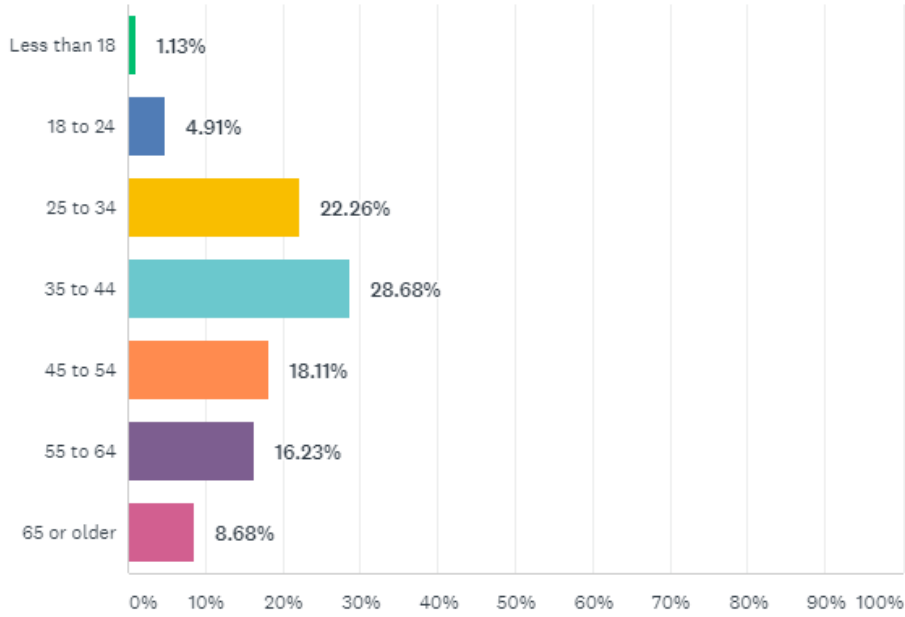
MAP 11 LEGEND: CAT MAPPING EXERCISE

- Change
- Maintain
- Retain
- Update

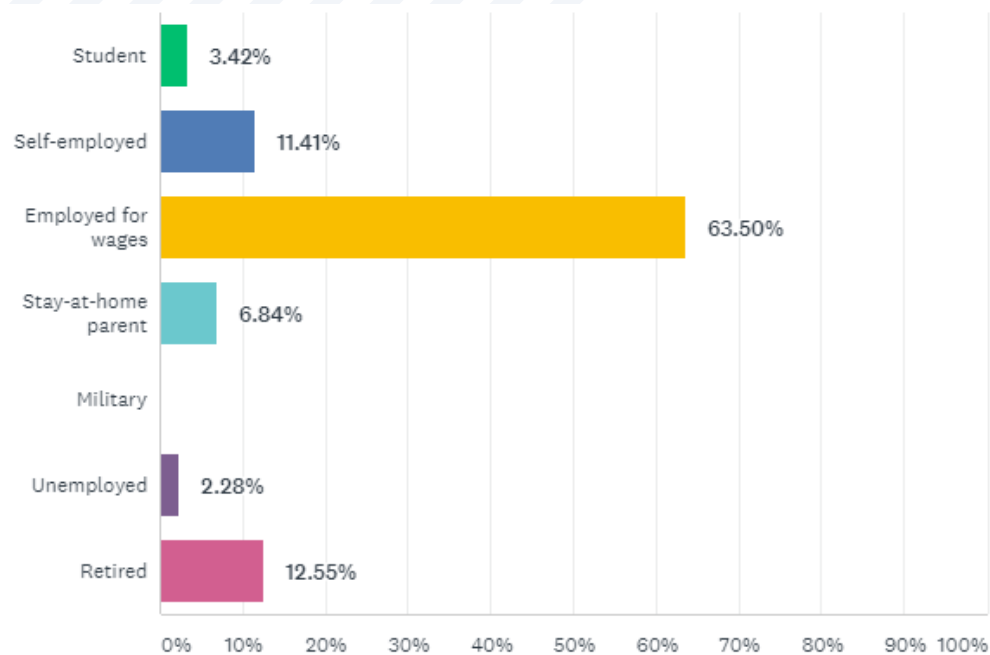
# APPENDIX B: KICK OFF SURVEY RESULTS

# APPENDIX B: KICK OFF SURVEY RESULTS

## QUESTION #1: MY AGE IS...

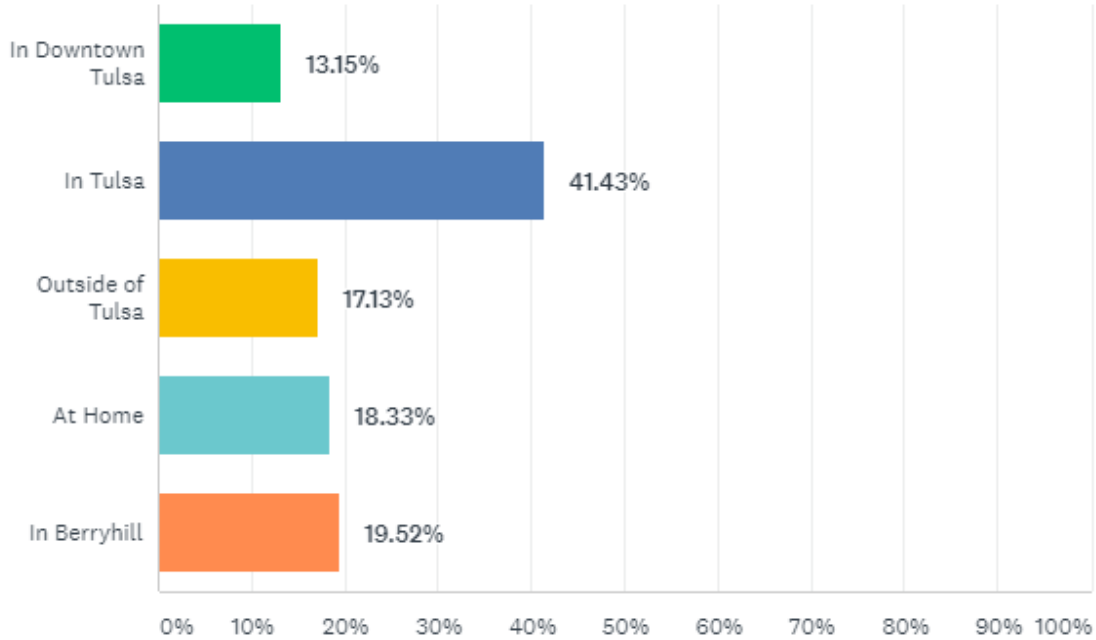


## QUESTION #2: MY JOB IS...

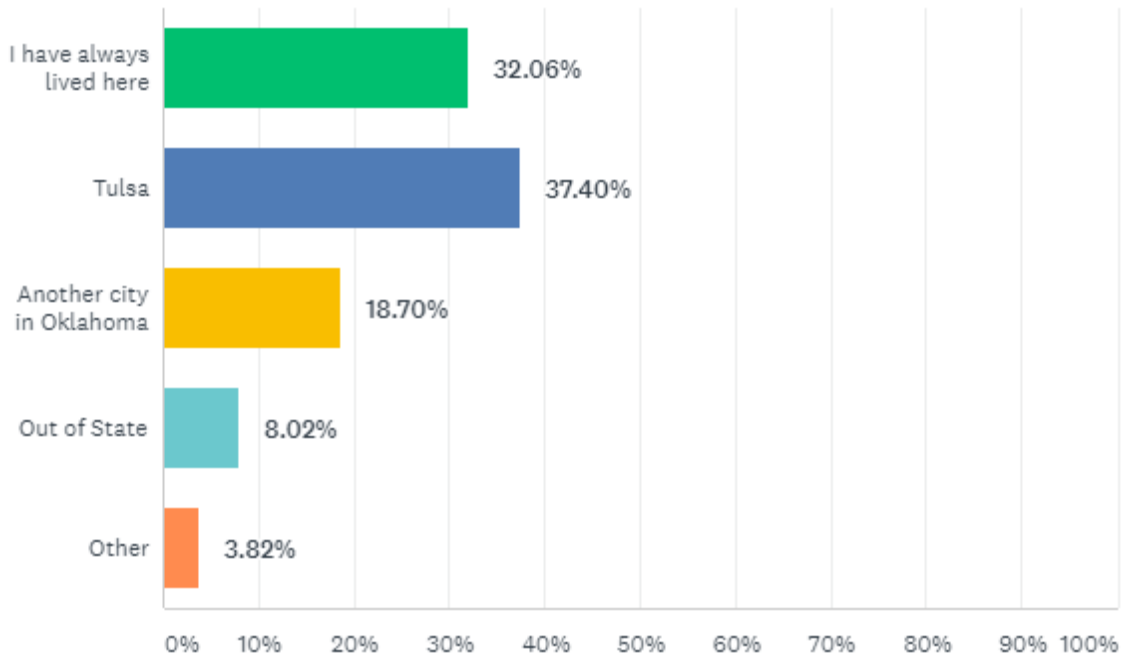


# APPENDIX B: KICK OFF SURVEY RESULTS

## QUESTION #3: I WORK...

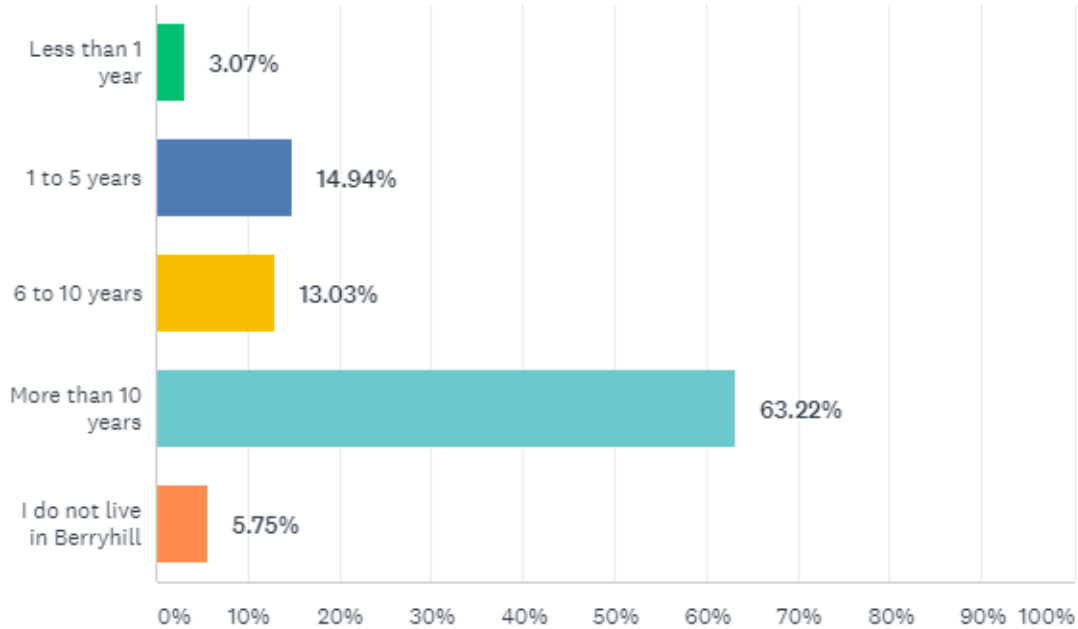


## QUESTION #4: I MOVED TO BERRYHILL FROM...

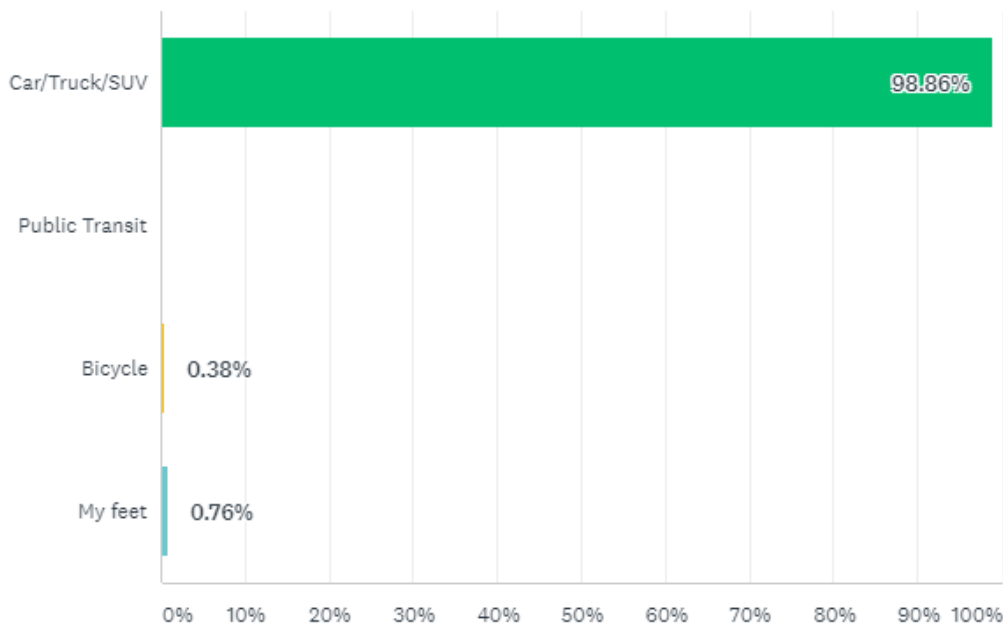


# APPENDIX B: KICK OFF SURVEY RESULTS

## QUESTION #5: I HAVE LIVED IN BERRYHILL...

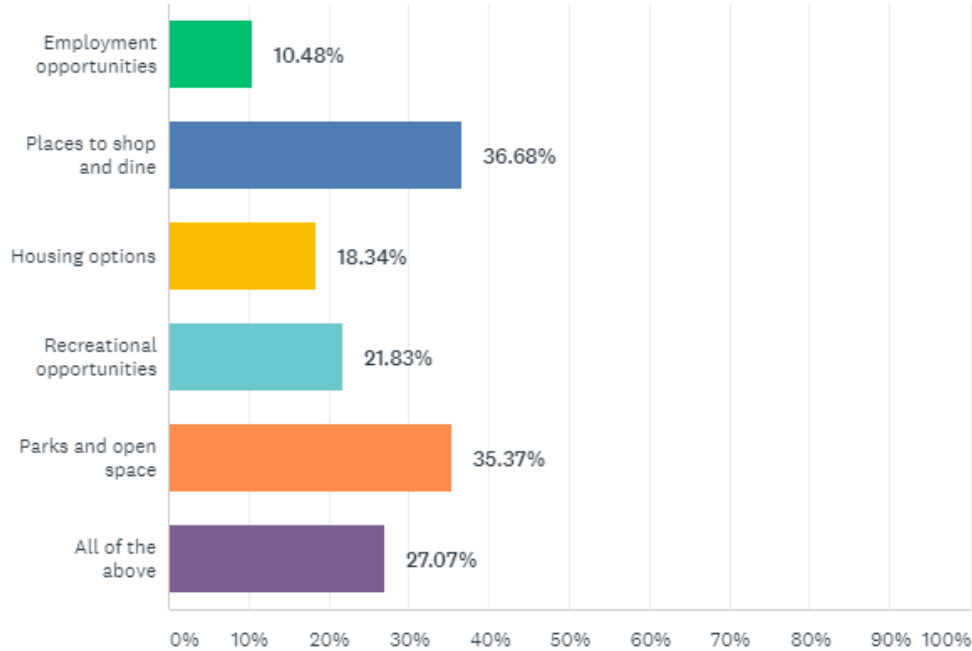


## QUESTION #6: MY PREFERRED MODE OF TRANSPORTATION IS...

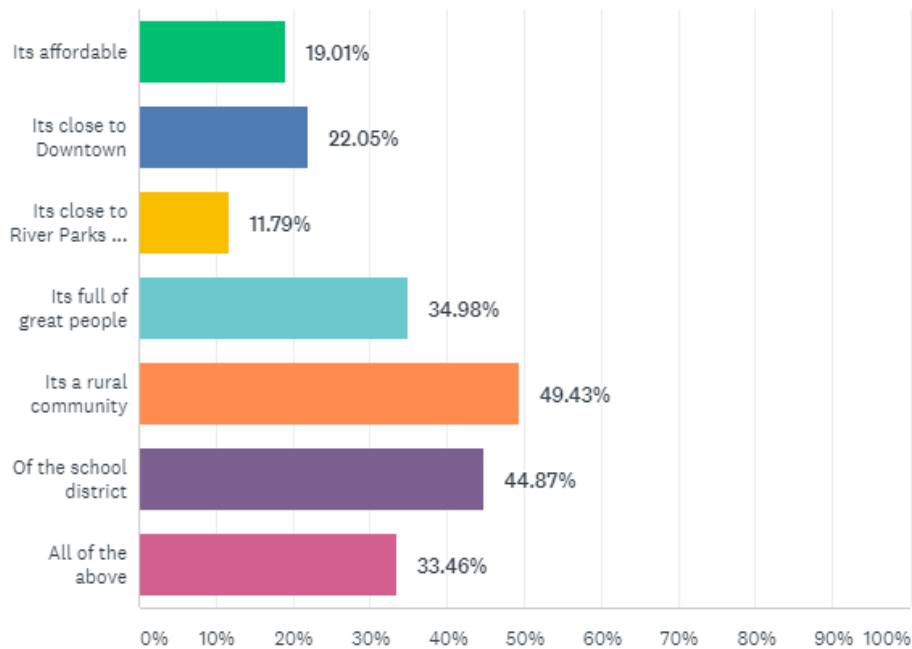


# APPENDIX B: KICK OFF SURVEY RESULTS

## QUESTION #7: I WISH BERRYHILL HAD MORE...

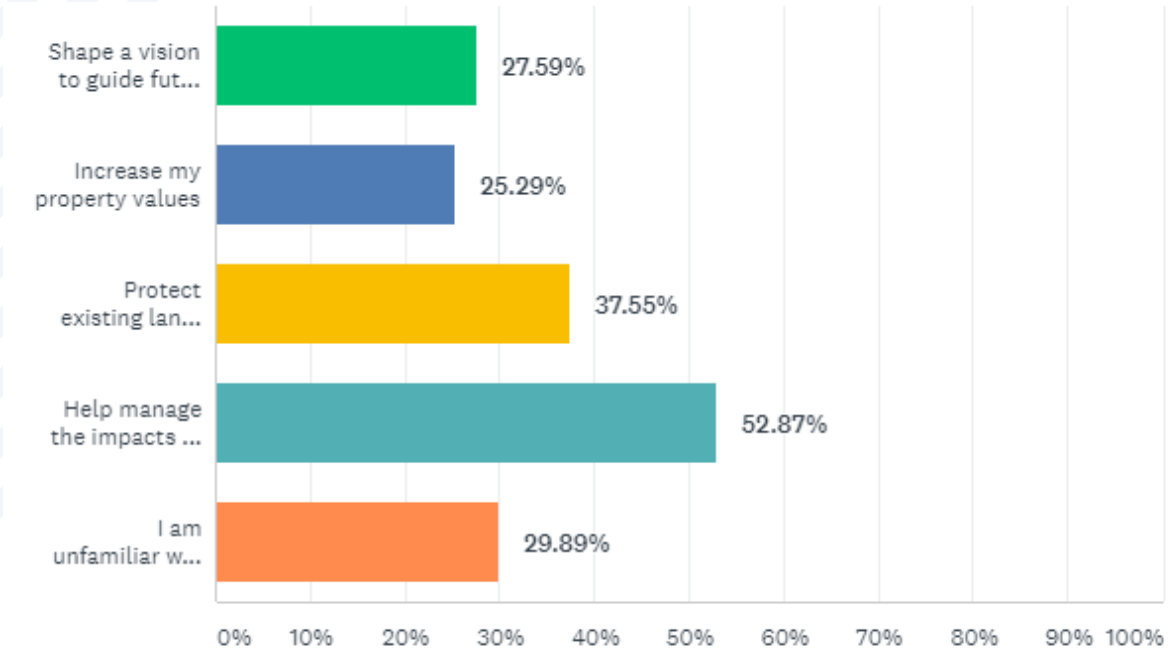


## QUESTION #8: I LIKE BERRYHILL BECAUSE...



# APPENDIX B: KICK OFF SURVEY RESULTS

QUESTION #9: I HOPE THE BERRYHILL LAND USE PLAN WILL...



# APPENDIX C: BERRYHILL WRAP UP SURVEY RESULTS

# APPENDIX C: BERRYHILL WRAP UP SURVEY RESULTS