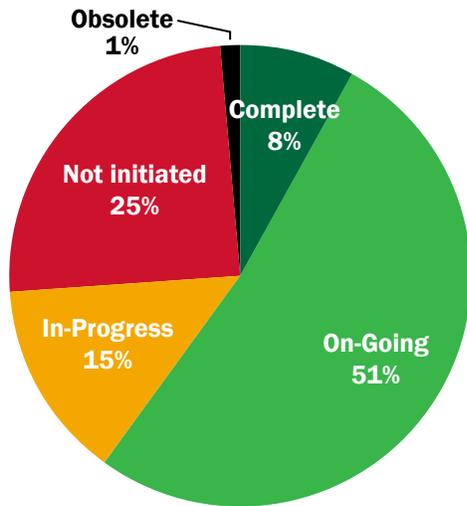


West Highlands/Tulsa Hills Small Area Plan Implementation Update

Adopted in 2014 and amended in 2019, the West Highlands/Tulsa Hills Small Area Plan identified 16 goals and 73 implementation measures. About 59% of those implementation measures are complete or on-going as of July 1, 2019.



Ref	Implementation Measure	Status
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	Complete
Goal #2: Promote development of complete neighborhoods, defined in the Comprehensive Plan as "neighborhoods that blend...amenities, connectivity, and housing options together."		
2.1	Ensure implementation for planitulsa Complete Streets policies for the Union Avenue multi-modal corridor and the 71st Street commuter corridor.	In-Progress
2.2	Ensure Jenks West Elementary Schools are connected to surrounding neighborhoods via appropriate sidewalk and road investments.	On-Going
2.3	Ensure construction of footpath/sidewalks to connect areas within and outside of neighborhoods in all new single-family subdivisions, unless subdivisions comply with future conservation subdivisions and/or low-impact development guidelines.	On-Going
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.	On-Going
2.5	Support residential multi-family development that mixes smaller multi-family buildings (e.g. duplexes and quadplexes) into single-family neighborhoods.	On-Going
2.6	Support residential zoning changes and zoning adjustments that support senior housing.	On-Going
2.7	Support a change to the zoning code that enables a property owner to construct and rent an accessory dwelling unit on their residential-zoned property. Support Board of Adjustment applications asking for such uses in this area.	In-Progress
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.	On-Going
3.2	Employ transition-sensitive design strategies within CO-zoned sites between Union Avenue and US-75, such as:	On-Going

3.2.1	Building higher-density structures nearer to US-75 (or the middle of the site), and lower-density structures near Union Avenue.	On-Going
3.2.2	Massing buildings more densely adjacent to US-75 or the middle of the site, and less densely near Union Avenue.	On-Going
3.2.3	Siting taller structures in areas with lower elevations, if possible.	On-Going
3.3	In order to minimize traffic, encourage CO-zoned projects along Union Avenue corridor to include points of access on multiple roads.	On-Going
3.4	Take deliberate measures to preserve existing healthy, substantive trees and integrate them into site plans.	On-Going
3.5	Encourage multi-family residential developers to build structures that will retain long-term value. Strategies include but are not limited to:	On-Going
3.5.1	Building in-unit structured parking	On-Going
3.5.2	Use of durable, attractive building materials	On-Going
3.5.3	Planning for on-site, well-maintained amenities such as gyms, pools, attractive landscaping and/or open space.	On-Going
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.	On-Going
3.7	Support changes to “rural-residential” zoning use to address configuration issues related to lot splits.	In-Progress
3.8	Multi-family development should have smaller structures mixed into residential or commercial neighborhoods.	On-Going
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 Centers, each 1,500 square feet of street yard should have three trees.	In-Progress
4.2	Facilitate partnerships between neighborhood stakeholders, developers and regional land trusts such as Land Legacy.	Not Initiated
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.	Not Initiated
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.	On-Going
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 nonstructural design materials, such as fencing materials.	Not Initiated
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.	In-Progress
4.7	Support planting of shade trees in public rights-of-way during road construction.	Not Initiated
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.	Obsolete
Goal #6: Improve flood control		
6.1	Encourage development of natural drainage areas where appropriate. Examples include natural stream bed restoration and greenspace preservation.	On-Going
6.2	Strictly enforce stormwater requirements in new development, particularly in parts of the plan area with more severe contours.	On-Going

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-evaluate 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.	In-Progress
6.4	Support usage of permeable pavement materials.	On-Going
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.	On-Going
7.2	Add decorative place-making elements to 71st Street bridge over US-75	Not Initiated
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.	Complete
Goal #8: Encourage neighborhood-level economic development.		
8.1	Encourage regulatory changes necessary for a private-sector-led farmers' market within plan area.	Complete
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.	On-Going
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.	On-Going
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.	On-Going
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).	Not Initiated
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.	Not Initiated
10.3	Construct new multi-use trail connection along Union Avenue, connecting the proposed Mooser Creek trail to 91st Street.	Not Initiated
10.4	Place well-marked pedestrian crossings at major intersections, and particularly on 91st Street near Jenks West Elementary School.	On-Going
10.5	Ensure safe bicycle transit on the 61st and 71st Street bridges.	Not Initiated
10.6	Amend the Destination 2030 Long Range Transportation Plan to include all recommended improvements. Include all improvements in other relevant transportation plans.	Complete
10.7	Ensure trail stub-outs in subdivisions of parcels in which trails are planned.	On-Going
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.	Not Initiated
11.2	Synchronize the 870 and 471 bus lines to the proposed Bus Rapid Transit line on the Peoria corridor (when implemented).	In-Progress
11.3	Ensure complete access to any new transit facility via sidewalks and other pedestrian connections within site.	On-Going
11.4	Support already planned future commuter rail improvements.	In-Progress
Goal #12: Maintain excellent automobile connectivity.		
12.1	Ensure better access management strategies for higher-density projects built along Union Avenue, including constructing additional ingress/egress points along east-west streets.	On-Going
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.	In-Progress

12.3	Program the extension of Olympia Avenue from 71st to 61st Street (should private development occur).	Not Initiated
12.4	As shown in MSHP, plan the extension of Maybelle Avenue from 81st Street to 91st Street (should private development occur).	Not Initiated
12.5	As shown in MSHP, plan the extension of a north-south residential collector street located between Union Avenue and 33rd Avenue, to connect 81st Street and 91st Street (should private development occur).	Not Initiated
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).	Not Initiated
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).	Not Initiated
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).	Not Initiated
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).	Not Initiated
12.10	Implement widenings recommended in Connections 2035.	In-Progress
12.11	Encourage adequate infrastructure be in place as new development occurs.	On-Going
12.12	Construct signaling and left-turn improvements on intersection of 71st Street and Elwood Avenue.	Complete
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.	Complete
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.	On-Going
14.2	Facilitate sharing of police information between Riverside Division police officers and local neighborhood groups.	On-Going
Goal #15: Use land-use and design solutions to mitigate and deter criminal behavior.		
15.1	Construct lighting improvements in West Highlands neighborhood.	On-Going
15.2	Encourage the 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 developers' attractiveness in the long run (e.g., durable building materials, tree plantings).	Not Initiated
Goal #16: Establish benchmarks to measures plan's success in implementing the vision.		
16.1	City of Tulsa Planning Division staff establish objectives and/or quantitative benchmarks.	In-Progress
16.2	Revisit this plan every five (5) years to review progress in implementing these recommendations to achieve the plan's vision.	On-going
16.3	Revise the plan as necessary if benchmarks and indicators show insufficient progress towards vision.	On-going
16.4	Coordinate monitoring of small area plan implementation with the citywide planitulsa monitoring program.	On-Going