

West Highlands/Tulsa Hills

Small Area Plan



Prepared by:
City of Tulsa
Planning and Development Department
Planning Division
175 E. 2nd St. | Tulsa, OK 74103
<https://www.cityoftulsa.org/government/departments/planning/>

Published 2014

Revised 2019

CITY OF TULSA

Dewey F. Bartlett, Jr., Mayor

TULSA CITY COUNCIL

Jeannie Cue, District 2 Councilor

John Fothergill, Council Aide

PLANNING & DEVELOPMENT DEPARTMENT**Planning Division**

Dawn T. Warrick, AICP, Director

Martha M. Schultz, Planner III, Small Area Plans Manager

Stephen Sherman, Planner II, Plan lead

Luis Mercado, Urban Design Planner

Stephen Carr, Senior Planner

*with special assistance from Patrick Fox, Josh Donaldson,
and Emily Koller*

**TULSA METROPOLITAN AREA
PLANNING COMMISSION (TMAPC)**

Michael Covey, Jr., Chairman

John Dix, 1st Vice Chair

John Shivel, 2nd Vice Chair

Ryon Stirling, Secretary

Gail Carnes

Brandon Perkins

Ted A. Reeds, II

Joshua Walker

Mark Liotta, Tulsa County Commissioners' Designee

Dwain Midget, Mayor's Designee

**INDIAN NATIONS
COUNCIL OF GOVERNMENTS (INCOG)**

Richard Brierre, Executive Director

LAND DEVELOPMENT SERVICES

Susan Miller, Director

Dwayne Wilkerson, Assistant Director

Diane Fernandez, Senior Planner

TECHNICAL REVIEW

Airport Operations (Jeff Hough)

City Attorney (Janine VanValkenburgh)

Director of Finance (Gary Hamer)

Economic Development (Jim Coles)

Engineering Services (Henry Som de Cerff)

EMSA (Steve Williamson)

Fire (Mark Sipe)

Grants Administration (Pat Connelly)

Human Rights (Dr. Mike Smith)

Information Technology (J. Brooks)

INCOG Transportation Planning (James Wagner)

Jenks Public Schools (Roger Wright and Ben Ferum)

Parks (Lucy Dolman)

Police Chief (J. Brooks)

River Parks (Matt Meyer)

Streets and Stormwater (Brent Stout)

Tulsa Transit (Bill Cartwright)

Water & Sewer (Clayton Edwards)

CITIZEN ADVISORY TEAM

Tena Alexander

Jason Beasley

Jan Butler

Bob Butler

Jody Cole

Matt Crain

Jana Davis

Rick DeVore

Jane Duenner

Dean Englund

Curtis Faust

John Harper

Joel LaCourse

Christian Osse

Rich Perkins

Sylvia Powell

Kaye Price

Arthur Richey

Gail Rose

Richard Ryan

**DESIGN PARTNERS
AMERICAN INSTITUTE OF ARCHITECTS
EASTERN OKLAHOMA CHAPTER**

Molly Jones, LEED AP BD+C & O+M, President

Lindsey Ellerbach, Executive Director

Jim Healy, Architect

Michael Hoover, LEED AP B+C, Architect

Lisa Horton, LEED AP B+C, Architect

John Sanford, Architect

FACILITIES DONATED BY

Tulsa City-County Library, Zarrow Regional Library

Hampton Inn at Tulsa Hills

American Heritage Bank, 71st and Union Branch

Greenwood Cultural Center

Trinity Baptist Church

About this Document

This policy document is also a record of the public process used to develop the West Highlands/Tulsa Hills Small Area Plan. As a planning guide for many community stakeholders – citizens, property owners, investors, Planning Commissioners and elected officials – it follows the small area planning process prescribed in PLANiTULSA, the Tulsa Comprehensive Plan, and is organized into two main sections: Executive Summary (with reference to the Implementation Matrix) and The Plan.

The Plan was originally adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) on March 24, 2014 and approved by the Tulsa City Council on April 24, 2014.

A revision, to update the Executive Summary and details of the Implementation Matrix, was adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) on **May 15, 2019**, and subsequently approved by the Tulsa City Council.

Hyperlinks to external sources are provided as an appendix and have been intentionally excluded from the text for ease of maintenance.

Executive Summary

The Executive Summary highlights the planning process, including the Vision Statement developed by stakeholders, and key local issues that resulted in policy recommendations. By planning category, the Implementation Matrix reflects those recommendations, summarizes actionable items for capital improvements 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 portion of the city throughout the planning horizon of 10 to 20 years. Details including illustrations, images and analysis of existing data are 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 organizational structure is based on the process set forth in PLANiTULSA to develop Small Area Plans. 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 "Big Ideas" generated from consensus-building activities and the Visioning workshop, to provide a baseline from which to measure progress throughout the planning horizon.

Contents

Acknowledgments.....	iii
Part I: Executive Summary	3
<i>Plan Summary.....</i>	<i>3</i>
<i>Implementation Matrix.....</i>	<i>13</i>
Part II: The Plan	19
<i>Community Participation</i>	<i>19</i>
<i>Existing Conditions.....</i>	<i>27</i>
<i>Vision</i>	<i>71</i>
<i>Recommendations.....</i>	<i>83</i>
<i>Appendix.....</i>	<i>94</i>

This page is intentionally left blank.

Part I: Plan Summary

Introduction

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

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

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

Map 1: West Highlands/Tulsa Hills Plan Area



Part I: Plan Summary

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

This plan's recommendations for future development fall into six categories, identified in the Tulsa Comprehensive Plan: land use and environmental features, transportation, economic development, housing, parks and open space, and legacies and urban design.

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

Process

Plan development followed the six step process described in the appendix of the 2010 Tulsa Comprehensive Plan - commonly referred to as PLANiTULSA - and in *A Guide to Small Area Planning*.

Figure 1: Facilitators, CAT Members, and Other Stakeholders



City Councilor Jeannie Cue (District 2) invited twenty stakeholders with interests in West Highlands/Tulsa Hills to serve on the Citizen Advisory Team (CAT); the CAT remained engaged throughout the process by representing their constituents in the plan area, reviewing and validating key information, and crafting the plan area's Vision and recommendations.

The subsequent key step of the process (known as Technical Review) extended the opportunity for relevant departments of the City of Tulsa and allied agencies to review, comment and clarify findings within the draft plan. Significant responses are reflected in the plan's narrative and recommendations and provided to the CAT for final review. With the CAT's consent and acceptance of a plan draft to forward to TMAPC for adoption, the CAT assumed the role of advocate for the plan's implementation.

At the conclusion of the active public participation phase, the Tulsa Metropolitan Area Planning Commission (TMAPC) considered plan recommendations in a public hearing. On March 19, 2014, TMAPC adopted the plan and forwarded recommendations to the Tulsa City Council for approval. With an effective date of April 24, 2014, Council's approval amended the Tulsa Comprehensive Plan and the plan recommendations became the City of Tulsa's policy guide for planning and development within the West Highlands/Tulsa Hills plan area.

Existing Conditions

West Highlands/Tulsa Hills contains a large variety of land uses: working farms, extensive suburban-style retail developments, parking lots and dense residential subdivisions. The planning challenge is to mitigate conflict and friction between these diverse land-use types, and to ensure that they develop and coexist in an orderly manner. Additionally, flooding presents a major barrier to development. Besides flooding in the plan area's southern corners, there are some topographic impediments to development in certain areas.

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



Small Area Planning is a key strategy for implementing PLANiTULSA. A small area plan is defined in the Comprehensive Plan as any plan that addresses the issues of a portion of the city. The small area planning process should 'include many landowners... be used in areas where significant change is expected... engage issues and people at an intimate scale, resulting in solutions tailored to the area's unique issues... proactively guide rezoning in priority areas to prepare land for desired development.'

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

Part I: Plan Summary

Plan area SWOT participants identified, as strengths and opportunities, the Tulsa Hills shopping center and the need for a full-service grocery store to further capitalize on the area's existing employment specialization in retail. Tax Increment Financing (TIF) was instrumental in developing the Tulsa Hills shopping center and expanding the area's economy.

The plan area's highly educated population, its wealthier residents, its connection to the local highway system and the availability of developable land are an asset for consideration by potential employers looking to site offices. Additionally, West Highlands/Tulsa Hills homes are diverse in terms of architecture, size and cost. Homes are on average more expensive than homes in the rest of the city.

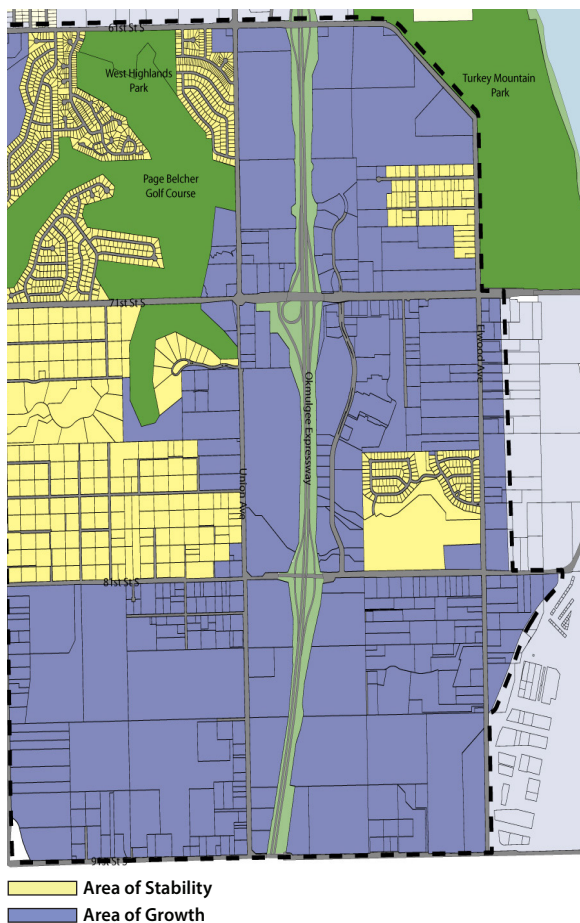
Open space and the resulting rural character defines the plan area's identity, as derived from the stakeholders in the SWOT analysis and Vision Workshop. Open space often borders larger areas of density. However, there is a lack of neighborhood-level parks, or public parks in general. Most open space is privately held.

Land Use Designations

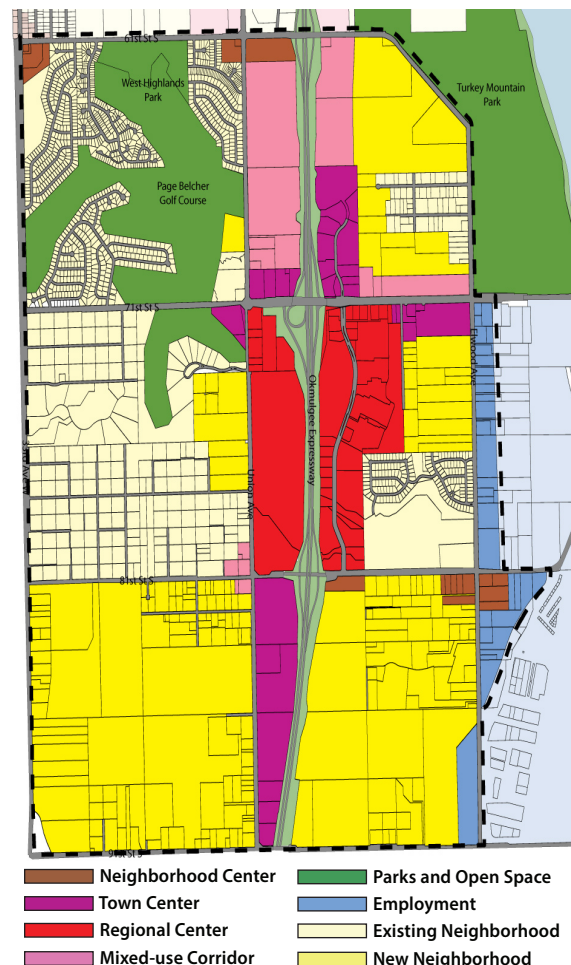
EXISTING NEIGHBORHOOD

Much of the plan area boundary lies within this land use category. Existing neighborhood is intended to preserve and enhance existing single-family neighborhoods, but anticipate infill development, rehabilitation, and improvement of existing homes.

Map 2: West Highlands/Tulsa Hills planitula Stability and Growth Map



Map 3: West Highlands/Tulsa Hills planitula Land Use Map



NEW NEIGHBORHOOD

Primarily, areas designated as ‘ new neighborhood’ are to the south of 81st St S and east of US-75. This category is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity and shall be paired with an existing or new Neighborhood or Town Center.

PARKS AND OPEN SPACE

This category includes existing parks and open space such as the Page Belcher Golf Course and West Highlands Park. These are areas to be protected and promoted through the targeted investments, public-private partnerships, and policy changes identified in the Tulsa Comprehensive Plan.

NEIGHBORHOOD CENTER

Neighborhood Centers are intended to serve surrounding neighborhoods with retail, dining, and services with small-scale mixed-use areas. These were recommended at major corners in order to facilitate local-level retail services without allowing for higher-intensity retail.

TOWN CENTER

The area surrounding US-75 and along 61st Street and 71st Street east of Union Ave is primarily split between Town Center and Mixed-Use Corridor. Town Centers are medium-scale, one to five story mixed-use areas intended to serve a larger area of neighborhoods than Neighborhood centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small lot single family homes at the edges. A Town Center also may contain offices that employ nearby residents. Town Centers also serve as the main transit hub for surrounding neighborhoods and can include plazas and squares for markets and events. These are pedestrian-oriented centers designed so visitors can park once and

walk to number of destinations.

REGIONAL CENTER

The area around the Tulsa Hills Shopping Center and across US-75 is designated regional center. Regional Centers are mid-rise mixed-use areas for large scale employment, retail, and civic or educational uses. These areas attract workers and visitors from around the region and are key transit hubs; station areas can include housing, retail, entertainment, and other amenities.

MIXED-USE CORRIDOR

The area surrounding US-75 and along 61st Street and 71st Street east of Union Ave is primarily split between Town Center and Mixed-Use Corridor. Mixed-Use Corridors are in areas surrounding 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.

EMPLOYMENT

Eastern portions of the plan area are designated employment. Employment Centers are intended to focus on commercial activities such as office, warehousing, light manufacturing, or information technology. Those uses adjacent to neighborhoods require buffering.

Part I: Plan Summary

Recommended Land Use Changes

EXISTING NEIGHBORHOOD

The updated comprehensive land use map removed any 'new neighborhood' designations from the west side of US-75 and changed them to 'existing neighborhood'. In these areas, 'area of growth' was changed to 'area of stability.' It also removed this designation from currently existing neighborhoods on the east side of US-75. This is reflective of desire to maintain rural character, especially on the west side of US-75.

TOWN CENTER

The updated comprehensive land use map expanded the 'Town center' designation on the west side of US-75 and removed 'regional center.' Expanded 'town center' designations to the west of US-75 provide an opportunity to concentrate higher-intensity retail use

on the east side of US-75, while still allowing an option to increase local-level retail services.

MIXED-USE CORRIDOR

The area between Union Ave and US-75 has strong connections to downtown and other amenities. Residents envision stronger multi-modal connections, including trails, sidewalks, bike lanes, and transit.

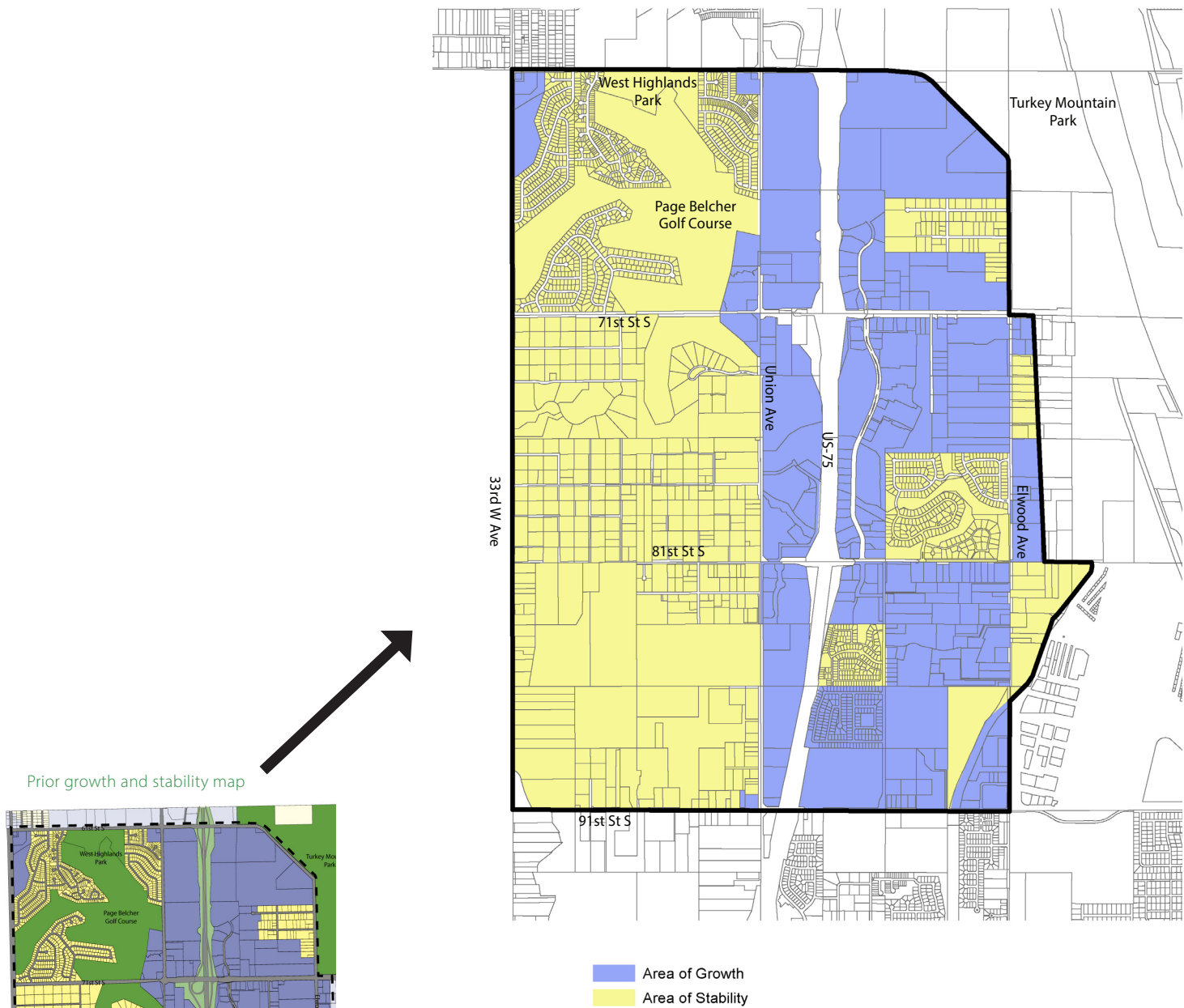
PARKS AND OPEN SPACE

The updated comprehensive land use map decreased the amount of employment designation on the far east side of the plan area in favor of proposed parks and open space. This is currently primarily open space along Hager Creek surrounding the airport.

Figure 2: Vision Workshop Presentation



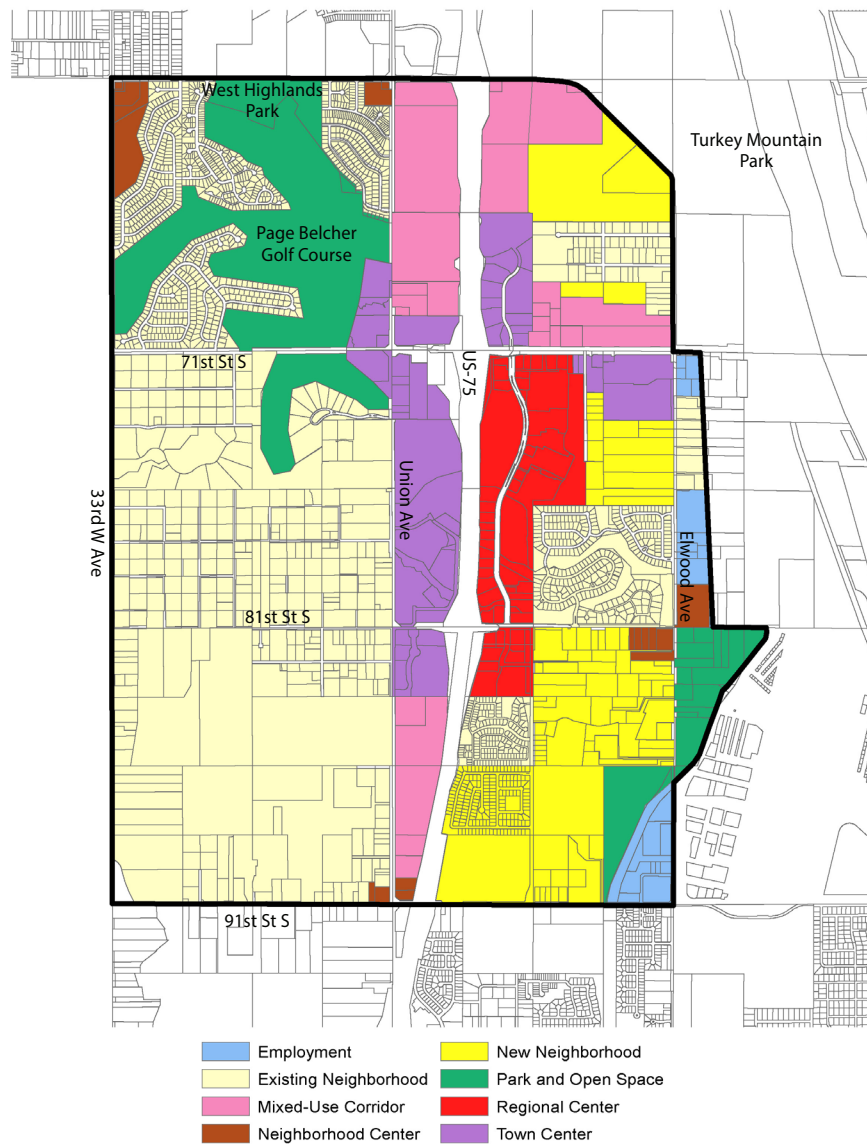
Map 4: West Highlands/Tulsa Hills Recommended Areas of Growth and Stability



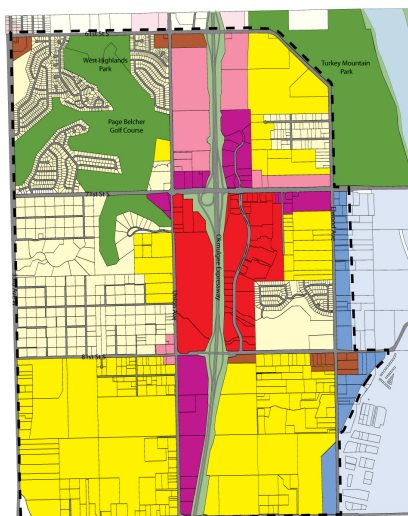
Source: INCOG Mapping Division

Part I: Plan Summary

Map 5: West Highlands/Tulsa Hills Recommended Land Use Designations



Prior land use map



Source: INCOG Mapping Division

Desirable Outcomes

By implementing plan recommendations based upon this consensus vision statement and vision maps, the following desirable outcomes will be attained in West Highlands/Tulsa Hills:

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

Part I: Plan Summary

Priorities, Goals, and Outcomes

The West Highlands/Tulsa Hills Small Area Plan includes six priorities. Each priority has specific goals and implementation recommendations which can be found in the implementation matrix.

Vision Statement

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

A welcoming, attractive, desirable area to live and invest.

Developed in a manner respectful of the rural atmosphere.

A safe, family-friendly community, with retail and recreational services for local residents.

Well-connected to the city's multi-modal transportation system, including trails.

Priority 1: Proposed land uses balance West Highlands/Tulsa Hills stakeholder vision with planitulsa vision.

Priority 2: Prioritize the preservation of open space and the natural environment in future development.

Priority 3: Sustain area's economic growth through the future.

Priority 4: Improve local connections to the metropolitan transportation system.

Priority 5: Protect public welfare and safety.

Priority 6: Ensure implementation of recommendations of West Highlands/Tulsa Hills Small Area Plan.

Implementation Matrix

Priority 1:

Proposed land uses balance West Highlands/Tulsa Hills stakeholder vision with planitulsa vision

Reference	Implementation Measure
Goal 1	Promote stability in parts of the plan area west of Union Avenue through changes to the Tulsa Comprehensive Plan's Land-use and Areas of Stability/Growth maps
1.1	Amend the Tulsa Comprehensive Plan's Land-Use and Areas of Stability/Growth maps to reflect small area plan stakeholders' vision (for reference consult Maps 4 and 5 on pages 9 and 10).
Goal 2	Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as "neighborhoods that blend...amenities, connectivity, and housing options together."
2.1	Ensure implementation of planitulsa Complete Streets policies for the Union Avenue multi-modal corridor and the 71st Street commuter corridor.
2.2	Ensure Jenks West Elementary Schools are connected to surrounding neighborhoods via appropriate sidewalk and road investments.
2.3	Ensure construction of footpaths/sidewalks to connect areas within and outside of neighborhoods in all new single-family subdivisions, unless subdivisions comply with future conservation subdivision and/or low impact development guidelines.
2.4	In new developments east of Union Avenue, support zoning changes from agricultural zoning to corridor, commercial, office, mixed-use and/or residential zoning (should a private request be filed).
2.5	Support residential multi-family development that mixes smaller multi-family buildings (e.g, duplexes and quadplexes) into single-family neighborhoods.
2.6	Support zoning changes and zoning adjustments that support senior housing.
2.7	Support a change to the zoning code that enables a property owner to construct and rent an accessory dwelling unit (commonly known as "mother-in-law flat") on their residential-zoned property. Support Board of Adjustment applications asking for such uses in this area.
Goal 3	Ensure a sound transition between US-75 and the stable neighborhoods west of Union Avenue
3.1	Encourage substantial buffering in CO-zoned lands between US-75 and Union Avenue, including, but not limited to, dense tree or native plantings along Union Avenue, commensurate with degree of land-use intensity.
3.2	Employ transition-sensitive design strategies within CO-zoned sites between Union Avenue and US-75, such as: <ul style="list-style-type: none"> • Building higher-density structures nearer to US-75 (or the middle of the site), and lower-density structures near Union Avenue; • Massing buildings more densely adjacent to US-75 or the middle of the site, and less densely near Union Avenue; and •Siting taller structures in areas with lower elevations, if possible.

Part I: Plan Summary

IMPLEMENTATION MATRIX

Reference

Implementation Measure

- 3.3 In order to minimize traffic, encourage CO-zoned projects along Union Avenue corridor to include points of access on multiple roads (see Figure 3 for an example).
- 3.4 Take deliberate measures to preserve existing healthy, substantive trees and integrate them into site plans.
- 3.5 Encourage multi-family residential developers to build structures that will retain long-term value. Strategies include, but are not limited to:
- Building in-unit structured parking,
 - Use of durable, attractive building materials, and
 - Planning for on-site, well-maintained amenities such as gyms, pools, attractive landscaping and/or open space
- 3.6 To allow for transition-sensitive development of both residences and offices between Union Avenue and US-75, support zoning changes to corridor, commercial, office, mixed-use and/or residential zoning (should a private request be filed).
- 3.7 Support changes to new “rural-residential” zoning use (see measure 4.6), to address configuration issues related to lot splits.
- 3.8 Multi-family development should have smaller structures mixed into residential or commercial neighborhoods.

Priority 2:

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

Reference

Implementation Measure

Goal 4 Integrate new construction with the natural environment and the area's existing bucolic aesthetic

- 4.1 For new construction in New and Existing Neighborhood land-use areas, and Town and Neighborhood Centers, each 1,500 square feet of street yard should have three trees. The Zoning Code (Section 1002.C.1) currently requires only one (1) tree.
- 4.2 Facilitate partnerships between neighborhood stakeholders, developers and regional land trusts such as Land Legacy.
- 4.3 Develop easily-understood, coherent standards for conservation subdivisions which will allow developers to apply conservation subdivision design for new home construction, while minimizing the need to apply for new zoning.
- 4.4 Develop and implement code updates to more easily allow low-impact development (LID) practices, by identifying current elements of zoning, building and other regulatory codes that do not allow LID practices. Ensure developer incentives, such as a streamlined development review process.
- 4.5 Develop a matrix (or checklist), to be used by City of Tulsa Planning staff, of rural design elements which can be used to easily measure how well new construction integrates with bucolic aesthetic. These design elements should pertain less to actual design of homes, and more to the units' siting, greenspace preservation, screening and the use of other nonstructural design materials, such as fencing materials.

Reference

Implementation Measure

- 4.6 Revise zoning code to include a “rural residential” district which allows a limited number of livestock and horses as a use by right, and has larger minimum lot sizes. This can be done by either amending an existing district, or creating a new one.

- 4.7 Support planting of shade trees in public right-of-way during road construction.

Goal 5 Improve park and open space amenities

- 5.1 Develop small gateway mini-park at the northeast corner of Elwood Avenue and 71st Street, and a placemaking landmark near the intersection of US-75 and 71st Street.

Goal 6 Improve flood control

- 6.1 Encourage development of natural drainage areas where appropriate. Examples include natural stream bed restoration and greenspace preservation.

- 6.2 Strictly enforce stormwater requirements in new development, particularly in parts of the plan area with more severe contours (such as the greenfields near Turkey Mountain).

- 6.3 Make necessary road and drainage improvements to prevent closure of area around the 81st Street and Elwood Avenue intersection during rain events. Once completed, re-evaluated Park and Open Space land-use designation for parcels within that flood plain. Assure that any development in those parcels does not exacerbate flooding issues.

- 6.4 Support usage of permeable pavement materials.

Priority 3:

Sustain area’s economic growth through the future.

Reference

Implementation Measure

Goal 7 Promote and maintain the attractiveness of Tulsa Hills retail area

- 7.1 Encourage and allow infill development (including new construction in the parking lots) of Tulsa Hills.

- 7.2 Add decorative place-making elements to 71st Street bridge over US-75.

- 7.3 Encourage more lenient parking requirements for all development, aiming for average daily use as the required amount of parking. Support more lenient parking requirements in zoning code update, and encourage lot sharing.

Goal 8 Encourage neighborhood-level economic development

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

Goal 9 Develop the key industry clusters identified in the 2010 Plan within and near plan area

- 9.1 Encourage locating medical industry facilities along Olympia Avenue between 71st Street and 61st Street. So as to encourage development, support zoning changes to categories which allow for medical uses.

- 9.2 Acknowledge, strengthen and support the vicinity’s regional outdoor amenities, namely Turkey Mountain, Page Belcher Golf Course and other golf courses. Coordinate with future Turkey Mountain Urban Wilderness Area Master Plan.

Part I: Plan Summary

IMPLEMENTATION MATRIX

Reference

- 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.

Implementation Measure

Priority 4:

Improve local connections to the metropolitan transportation system.

Reference

Implementation Measure

Goal 10 Program trail and pedestrian/bicycle improvements throughout area

- 10.1 Ensure sidewalk or multi-use trail construction along all secondary arterials and residential collector streets, as marked in Tulsa Metropolitan Area Major Street and Highway Plan (MSHP).
- 10.2 Establish necessary easement agreements and construct a trail which connects the intersection of Union Avenue and 61st Street to the Riverparks trail system and Turkey Mountain. Add multi-use, bicycle- and pedestrian-friendly improvements to 61st Street bridge over US-75. Amend the trails plan accordingly.
- 10.3 Construct new multi-use trail connection along Union Avenue, connecting the proposed Mooser Creek trail to 91st Street.
- 10.4 Place well-marked pedestrian crossings at major intersections, and particularly on 91st Street near Jenks West Elementary School.
- 10.5 Ensure safe bicycle transit on the 61st and 71st Street bridges.
- 10.6 Amend the Destination 2030 Long Range Transportation Plan to include all recommended improvements. Include all improvements in other relevant transportation plans.
- 10.7 Ensure trail stub-outs in subdivisions of parcels in which trails are planned.

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

- 11.1 Construct a park and ride facility in the area around or within Tulsa Hills. This facility will be encouraged to be a stop for the current Glenpool park and ride service.
- 11.2 Synchronize the 870 and 471 bus lines to the proposed Bus Rapid Transit line on the Peoria corridor (when implemented).
- 11.3 Ensure complete access to any new transit facility via sidewalks and other pedestrian connections within site.
- 11.4 Support already planned future commuter rail improvements.

Goal 12 Maintain excellent automobile connectivity

- 12.1 Ensure better access management strategies for higher-density projects built along Union Avenue (see Figure 3 as an example), including constructing additional ingress/egress points along east-west streets.
- 12.2 Program future widening of Union Avenue, in order to handle current and future traffic capacities and comply with MSHP. Coordinate widening with City of Jenks.
- 12.3 Program the extension of Olympia Avenue from 71st to 61st Street (should private development occur).
- 12.4 As shown in MSHP, plan the extension of Maybelle Avenue from 81st Street to 91st Street (should private development occur).

Reference

Implementation Measure

- 12.5 As shown in MSHP, plan the extension of a north-south residential collector street between Union Avenue and 33rd Avenue, to connect 81st Street and 91st street (should private development occur).
- 12.6 As shown in MSHP, plan the extension of an east-west residential collector street located between 81st Street and 91st Street, to connect Union Avenue and 33rd Avenue (should private development occur).
- 12.7 As shown in MSHP, plan a new residential collector branching south from 61st Street to connect to the extended Olympia Avenue (should private development occur).
- 12.8 Plan for residential collector street to be implemented parallel to Union Avenue, between Union Avenue and US-75 and stretching from 61st Street to 71st Street in CO-zoned and other parcels (should private development occur).
- 12.9 Amend MSHP to show Olympia Avenue extending to 61st Street, and the new planned corridor collector from 61st and 71st Street, between Union Avenue and US-75 (should private development occur).
- 12.10 Implement widenings recommended in Connections 2035.
- 12.11 Encourage adequate infrastructure be in place as new development occurs.
- 12.12 Construct signaling and left-turn improvements on intersection of 71st Street and Elwood Avenue.

Priority 5:

Protect public safety and welfare.

Reference

Implementation Measure

Goal 13 Increase transportation safety for all modes of travel and all types of travelers

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

Goal 14 Maintain neighborhood's current low-crime status

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

Goal 15 Use land-use and design solutions to mitigate and deter criminal behavior

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

Part I: Plan Summary

IMPLEMENTATION MATRIX

Priority 6:

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

Reference

Implementation Measure

Goal 16 Establish benchmarks to measure plan's success in implementing the vision

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