INTRODUCTION AND NOTICE TO THE PUBLIC
At this meeting the TMAPC, in accordance with and pursuant to applicable TMAPC Policies and Procedures, will review, consider, discuss, and may take action on, approve, recommend for approval, amend or modify, recommend for approval with modifications, deny, reject, recommend for denial, or defer action on any item listed on the agenda.

Call to Order:

REPORTS:

Chairman's Report:
Work session Report:
Director's Report:

Review and possible approval, approval with modifications, denial, or deferral of the following:

1. Minutes of September 21, 2022 Meeting No. 2874
2. Minutes of October 5, 2022 Meeting No. 2875

CONSENT AGENDA
All matters under "Consent" are considered by the Planning Commission to be routine and will be enacted by one motion. Any Planning Commission member may, however, remove an item by request.

Review and possible approval, approval with modifications, denial, or deferral of the following:

3. **PUD-213-2 Lou Reynolds** (CD 2) Location: West of the southwest corner of East 31st Street South and South Mingo Road requesting a **PUD Minor Amendment** to reconfigure the parking of Development Area A and B

PUBLIC HEARING-REZONING
Review and possible recommendation of approval, approval with modifications, denial, or deferral of the following:

4. **PUD-636-E/Z-5457-SP-5 Mark Capron, Wallace Design Collective** (CD 2) Location: North of the northeast corner of West 81st Street South and South Union Avenue requesting a **PUD Major Amendment** to revise the allowable floor area, landscape and setbacks from the east boundary (Continued from October 5, 2022)

5. **Z-7678 Jeremy Wilkinson** (CD 3) Location: North of the Northeast corner of South Yale Avenue and East 11th Street South requesting rezoning from **RS-2 to RS-5**

6. **Z-7679 Raul Cisneros Jr.** (CD 6) Location: South of the Southeast corner of East 11th Street South and South Quincy Avenue requesting rezoning from **OL to RM-2**

7. **Z-7680 Lou Reynolds** (CD 6) Location: Northwest corner of East 41st Street and South 129th East Avenue requesting rezoning from **CS to CH with an optional development plan**

**PUBLIC HEARING-COMPREHENSIVE PLAN CONFORMANCE**

Review and possible approval, approval with modifications, denial, or deferral of the following:

8. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **Woodland Hills Economic Development Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Woodland Hills Economic Development Project Plan.

### OTHER BUSINESS

9. Presentation of Kirkpatrick Heights/Greenwood Master Plan:

10. Proposed 2023 TMAPC Meeting Dates

11. Commissioners’ Comments

### ADJOURN

CD = Council District

**NOTE:** If you require special accommodation pursuant to the Americans with Disabilities Act, please notify the Tulsa Planning Office at 918-584-7526. Exhibits, petitions, pictures, etc.,
presented to the Planning Commission may be received and deposited in case files to be
maintained Tulsa Planning Office at INCOG. All electronic devices must be silenced during the
Planning Commission meeting.

Visit our website at tulsaplanning.org  email address: esubmit@incog.org

TMAPC Mission Statement: The Mission of the Tulsa Metropolitan Area Planning Commission
(TMAPC) is to provide unbiased advice to the City Council and the County Commissioners on
development and zoning matters, to provide a public forum that fosters public participation and
transparency in land development and planning, to adopt and maintain a comprehensive plan
for the metropolitan area, and to provide other planning, zoning and land division services that
promote the harmonious development of the Tulsa Metropolitan Area and enhance and
preserve the quality of life for the region’s current and future residents.
Case Report Prepared by: Jay Hoyt

Owner and Applicant Information:
Applicant: Lou Reynolds
Property Owner: Disciples Village of Tulsa

Applicant Proposal:
Concept summary: PUD minor amendment to reconfigure the parking of Development Area A and B.

Gross Land Area: 4.12 Acres
Location: West of the SW/c of E 31st St S and S Mingo Rd
Lots 1 & 2, Block 1 Community Village
Development Area A & B

Zoning:
Existing Zoning: RM-1/PUD-213
Proposed Zoning: No Change

Comprehensive Plan:
Land Use Map: Town Center
Growth and Stability Map: Growth

Staff Recommendation:
Staff recommends approval.

Staff Data:
TRS: 9324

City Council District: 5
Councilor Name: Mykey Arthrell-Knezek

County Commission District: 3
Commissioner Name: Kelly Dunkerley
**SECTION I:**  PUD-213-2 Minor Amendment

Amendment Request: Modify the PUD Development Standards reconfigure the parking of Development Area A and B.

Currently, the development standards for PUD-213 require 96 spaces minimum to be provided in Development Area A (Church Property) and 68 spaces to be required in Development Area B (Disciples Village). Currently Development Area B only has 55 parking spaces provided. The applicant proposes to add 11 parking spaces from Development Area A to Development Area B as illustrated on the site plan provided by the applicant. A Lot Line Adjustment application (LLA-471) has been concurrently submitted to transfer those spaces from the lot containing the church in Development Area A to the lot containing Disciples Village in Development Area B. The boundary between Development Area A and B would be adjusted in order to add the acquired parking spaces to Area B and remove them from A.

The applicant has proposed to reduce the required minimum parking spaces in Development Area A to from 96 to 83 and in Development Area B from 68 to 66, as shown on the amendment text exhibit provided by the applicant.

**Staff Comment:** This request is considered a Minor Amendment as outlined by Section 30.010.1.2.c(1) of the City of Tulsa Zoning Code.

"Adjustment of internal development area boundaries, provided the allocation of land to particular uses and the relationship of uses within the project are not substantially altered;"

Staff has reviewed the request and determined:

1) PUD-213-2 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-213.

2) All remaining development standards defined in PUD-213 and subsequent amendments shall remain in effect.

Exhibits included with staff report:
- INCOG zoning case map
- INCOG aerial photo
- INCOG aerial photo (enlarged)
- Applicant Amendment Text
- Applicant Site Plan

With considerations listed above, staff recommends approval of the minor amendment to reconfigure the parking of Development Area A and B.
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2020/2021

PUD-213-2

Subject Tract

19-13 24

Feet

0 200 400

3.4
Subject Tract

PUD-213-2

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2020/2021
COMMUNITY VILLAGE
PUD-213-2
MINOR AMENDMENT

As a result of the impact of the American with Disabilities Act on the projects originally approved in PUD-213, the Applicant proposes this Minor Amendment to reconfigure the parking areas of Development Areas A and B by adjusting the lot lines of Lot 1 and Lot 2, Block 1, Community Village, an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded plat thereof. A lot line adjustment application has been filed concurrently with this Minor Amendment. Exhibits “A” and “B” depict the current lot configuration. Exhibits “C”, “D”, and “E” depict the proposed lot line adjustment.

In order to facilitate such lot line adjustment, the Development Standards of PUD-213-2 are amended as set forth below. Except as modified herein, all other Development Standards shall remain the same.

### DEVELOPMENT AREA A

<table>
<thead>
<tr>
<th>Description</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>NET AREA:</td>
<td>74,887 SF</td>
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<tr>
<td>PERMITTED USES:</td>
<td>No Change</td>
</tr>
<tr>
<td>MINIMUM OPEN SPACE:</td>
<td>No Change</td>
</tr>
<tr>
<td>BUILDING SETBACKS:</td>
<td>No Change</td>
</tr>
<tr>
<td>PARKING:</td>
<td>83 Spaces (Minimum)</td>
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### DEVELOPMENT AREA B

<table>
<thead>
<tr>
<th>Description</th>
<th>Requirement</th>
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<tbody>
<tr>
<td>NET AREA:</td>
<td>119,587 SF</td>
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<tr>
<td>PERMITTED USES:</td>
<td>No Change</td>
</tr>
<tr>
<td>MINIMUM OPEN SPACE:</td>
<td>No Change</td>
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<tr>
<td>BUILDING SETBACKS:</td>
<td>No Change</td>
</tr>
<tr>
<td>PARKING:</td>
<td>66 Spaces (Minimum)</td>
</tr>
</tbody>
</table>

I:/22.0185/01/PUD Minor Amendment-1 (2022.09.20)
Case Report Prepared by: Jay Hoyt

Owner and Applicant Information:
Applicant: Mark Capron
Property Owner: OKLAHOMA VETERINARY REAL ESTATE LLC

Location Map: (shown with City Council Districts)

Applicant Proposal:
Present Use: Vet. Office
Proposed Use: Commercial/Retail

Concept summary: Major Amendment to revise the allowable floor area, landscape, and setbacks from the east boundary

Tract Size: 2.32 ± acres
Location: North of the Northeast corner of West 81st Street South & South Union Avenue

Zoning:
Existing Zoning: PUD-636-B / Z-5457-SP-4

Comprehensive Plan:
Land Use Map: Town Center
Stability and Growth Map: Area of Growth

Staff Recommendation:
Staff recommends approval.

Staff Data:
TRS: 8211
CZM: 51

City Council District: 2
Councilor Name: Jeannie Cue

County Commission District: 2
Commissioner Name: Karen Keith
SECTION I: PUD-636-E / Z-5457-SP-5

DEVELOPMENT CONCEPT: The applicant is proposing to revise the development standards of the PUD/Corridor to increase the allowable floor area from 20,000 sf to 25,289 sf as well as revise the minimum building setback from the east boundary from 50 ft to 25 ft. In addition, the applicant is proposing to revise the landscape requirements to increase the total landscaped area from 10% to 30%, revise the Interior Parking Lot landscaping requirement from 35 sf per space to 18 sf per space and to remove the requirement for a landscaped end cap from the parking area.

Staff Note: Staff supports amending the provisions of the landscape standards in the PUD to conform the chapter 65 of the Tulsa Zoning Code. Except as noted in the Detailed Staff recommendation the original provisions of PUD 636-B will apply.

EXHIBITS:

INCOG Case map
INCOG Aerial (small scale)
INCOG Aerial (large scale)
Tulsa Comprehensive Plan Land Use Map
Tulsa Comprehensive Plan Areas of Stability and Growth Map
Applicant Exhibits:
  Revised Development Standards as submitted
  Concept Site Plan

DETAILED STAFF RECOMMENDATION:

The provisions of PUD-636-E / Z-5457-SP-5 are consistent with the provisions of the PUD and Corridor Provisions of the of the Tulsa Zoning Code and,

Staff has reviewed the corridor district provisions and determined that this amendment does not have an adverse effect on the surrounding property owners therefore,

Staff recommends Approval of PUD-636-E / Z-5457-SP-5 as follows.

  The maximum floor area for PUD-636-E: 30,000 sq. ft.

  Minimum Building setback:
    25 feet from east line of lot-1, block-1 abutting highway 75

  Landscape standards:
    Landscape and screening standards shall conform to the provisions of chapter 65 of the Tulsa zoning code.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

  Staff Summary: The site currently contains a veterinary hospital/pet care facility.

Land Use Vision:

Land Use Plan map designation: Town Center
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.

**Areas of Stability and Growth designation: Area of Growth**

The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial.

**Transportation Vision:**

**Major Street and Highway Plan:** W 78th St S does not have a designation.

**Trail System Master Plan Considerations:** None

**Small Area Plan:** West Highlands Tulsa Hills

**Special District Considerations:** None

**Historic Preservation Overlay:** None

**DESCRIPTION OF EXISTING CONDITIONS:**

**Staff Summary:** The site currently contains a veterinary facility.

**Environmental Considerations:** None

**Streets:**

<table>
<thead>
<tr>
<th>Existing Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>W 78th St S</td>
<td>None</td>
<td>N/A</td>
<td>2</td>
</tr>
</tbody>
</table>

**Utilities:**
The subject tract has municipal water and sewer available.

**Surrounding Properties:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>CO/PUD-636</td>
<td>Town Center</td>
<td>Growth</td>
<td>Multifamily</td>
</tr>
<tr>
<td>South</td>
<td>CO/PUD-636</td>
<td>Town Center</td>
<td>Growth</td>
<td>Multifamily</td>
</tr>
<tr>
<td>East</td>
<td>AG (Hwy 75)/CO</td>
<td>N/A / Regional Center</td>
<td>Growth</td>
<td>Highway/Retail</td>
</tr>
<tr>
<td>West</td>
<td>CO/PUD-636</td>
<td>Town Center</td>
<td>Growth</td>
<td>Multifamily</td>
</tr>
</tbody>
</table>
SECTION III: Relevant Zoning History

History: PUD-636-E

ZONING ORDINANCE: Ordinance number 11827 dated June 26, 1970, established zoning for the subject property.

Subject Property:

PUD-636 October 2000: Ordinance number 19935 dated October 2, 2000. All concurred in approval of a request to rezone a 108+ acre tract of land from CO to CO/PUD-636 and approval of a proposed Planned Unit Development for a mixed-use development on 108 acres, on property located Northwest corner of US Highway 75 and West 81st Street South.

PUD-636-B/ CO/Z-5457-SP-4 January 2014: Ordinance number 23029 dated January 20, 2014. All concurred in approval of a request to rezone a 2.3+ acre tract of land from CO/PUD-636 to CO/PUD-636-B/Z-5457-SP-4 and approval of a proposed Planned Unit Development for multi-family purposes & commercial purposes, on property located north of the northwest corner of West 81st Street and Highway 75.

Surrounding Property:

CO/Z-5457-SP-3/PUD-636-A January 2014: All concurred in approval of a request to rezone a 6.1+ acre tract of land from CO/PUD-636 to CO/PUD-636-A/Z5457-SP-3 and approval of a proposed Planned Unit Development for multifamily and commercial purposes, on property located north of northwest corner of West 81st Street and US highway 75.
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2020/2021

PUD-636-E

18-12 11
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2020/2021

PUD-636-E

18-12 11
Land Use Plan Categories

- Downtown
- Downtown Neighborhood
- Main Street
- Mixed-Use Corridor
- Regional Center
- Town Center
- Neighborhood Center
- Employment
- New Neighborhood
- Existing Neighborhood
- Park and Open Space
- Arkansas River Corridor

SUBJECT TRACT
LAND USE PLAN
TOWN CENTER

PUD-636-E
18-12 11
Lot 1, Block 1  
Nickel Creek Phase III – PUD – 636-E  
Proposed PUD Major Amendment  
Part of Development Area E

In order to expand the existing building and associated parking lot that was originally develop prior to the current code, and to also preserve existing naturally wooded areas the following PUD amendments are proposed. The proposed concept site plan is attached.

The requested Major Amendment would allow:

**Maximum Floor Area**

<table>
<thead>
<tr>
<th>Current</th>
<th>Proposed Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>20,000 SF</td>
<td>25,289 SF (.25 FAR)</td>
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</tbody>
</table>

**Minimum Building Setbacks**

<table>
<thead>
<tr>
<th>Current</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>From the East Boundary</td>
<td>From the East Boundary of Lot 1, Block 1</td>
</tr>
<tr>
<td>50 FT</td>
<td>30 FT</td>
</tr>
</tbody>
</table>

**Total Landscape Area**

<table>
<thead>
<tr>
<th>Current</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>10%</td>
<td>30%</td>
</tr>
</tbody>
</table>

**Interior Parking Lot Landscaping**

<table>
<thead>
<tr>
<th>Standard Code</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 sf per space</td>
<td>18 sf per space</td>
</tr>
</tbody>
</table>

**End Cap and Requirement and Minimum Island Size**

<table>
<thead>
<tr>
<th>Standard Code</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Required</td>
<td>Not Required</td>
</tr>
</tbody>
</table>

All other provisions of the PUD shall remain in effect as previously approved by the City of Tulsa.
**TMAPC**
Tulsa Metropolitan Area Planning Commission

**Case Number:** Z-7678

**Hearing Date:** October 5th, 2022

**Case Report Prepared by:**
Dwayne Wilkerson

**Owner and Applicant Information:**
*Applicant:* Jeremy Wilkinson
*Property Owner:* WILKINSON PROPERTIES LLC

**Location Map:**
*(shown with City Council Districts)*

![Location Map](image)

**Applicant Proposal:**
*Present Use:* Vacant
*Proposed Use:* Detached houses

**Concept summary:** Rezone lots zoned RS-2 to RS-5 on a parcel that is included in the Main Street Land use designation and abuts CH zoning on the west and south.

**Tract Size:** 0.64 ± acres

**Location:** North of the Northeast corner of South Yale Avenue and East 11th Street South

**Zoning:**
*Existing Zoning:* RS-2
*Proposed Zoning:* RS-5

**Comprehensive Plan:**
*Land Use Map:* Main Street
*Stability and Growth Map:* Area of Stability

**Staff Recommendation:**
Staff recommends approval

**City Council District:** 3
*Councilor Name:* Crista Patrick

**County Commission District:** 3
*Commissioner Name:* Kelly Dunkerley

**Staff Data:**
*TRS:* 9303
*CZM:* 38
SECTION I: Z-7678

DEVELOPMENT CONCEPT: The applicant has requested rezoning a tract of land from RS-2 to RS-5 on a parcel that that abuts CH zoning on the west and south. The rezoning request will provide opportunities for a wider variety of housing types at this location.

EXHIBITS:
- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits: None included

DETAILED STAFF RECOMMENDATION:

The applicants request for RS-5 as outlined in case Z-7678 is consistent with the general provisions of the Comprehensive Plan that recognize the importance of appropriate small infill opportunities in existing residential neighborhoods and,

Residential zoning districts are primarily intended to create, maintain, and promote a variety of housing opportunities for individual households and to maintain and promote the desired physical character of existing and developing neighborhoods. While the districts primarily accommodate residential uses, some nonresidential uses are also allowed. Lot and building regulations with the supplemental regulations identified in the RS-5 district provide adequate development standards for the subject property and,

The supplemental standards and uses allowed in the RS-5 district provide a predictable framework for site redevelopment at this location therefore,

Staff recommends Approval of Z-7678 to rezone property from RS-2 to RS-5.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The rezoning request is consistent with the Main Street land use designation.

Land Use Vision:

Land Use Plan map designation: 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. Visitors from outside the surrounding neighborhoods can travel to Main Streets by bike, transit, or car. Parking is provided on street, small private off street lots, or in shared lots or structures.

Areas of Stability and Growth designation: Area of Stability
The Areas of Stability includes approximately 75% of the city’s total parcels. Existing residential neighborhoods, where change is expected to be minimal, make up a large proportion of the Areas of Stability. The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life.

**Transportation Vision:**

**Major Street and Highway Plan:** None

**Trail System Master Plan Considerations:** None

**Small Area Plan:** None

**Special District Considerations:** None

**Historic Preservation Overlay:** None

**DESCRIPTION OF EXISTING CONDITIONS:**

**Staff Summary:** Empty parcel no significant features. The property abuts commercial properties on the west and south and a fuel station/convenience store on the southwest.

**Environmental Considerations:** None that would affect site redevelopment

**Streets:**

<table>
<thead>
<tr>
<th>Existing Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
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</thead>
<tbody>
<tr>
<td>South Allegany Avenue</td>
<td>None</td>
<td>50 feet</td>
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**Utilities:**
The subject tract has municipal water and sewer available.

**Surrounding Properties:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
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<tr>
<td>East</td>
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<td>Stability</td>
<td>Single Family</td>
</tr>
<tr>
<td>South</td>
<td>CH</td>
<td>Main Street Corridor</td>
<td>Growth</td>
<td>Commercial</td>
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<td>West</td>
<td>CH</td>
<td>Main Street Corridor</td>
<td>Growth</td>
<td>Commercial</td>
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**SECTION III: Relevant Zoning History**

History: Z-7678
**Subject Property:**

**ZONING ORDINANCE:** Ordinance number 11816 dated June 26, 1970, established zoning for the subject property.

**SA-4 (Route 66 Overlay) June 2018:** All concurred in approval to apply supplemental zoning, RT66 (Route 66 Overlay), to multiple properties along South 193rd East Avenue, East 11th Street, South Mingo Road, East Admiral Boulevard, East Admiral Place, West 11th Street South, and Southwest Boulevard, on a portion of the subject property along Southwest Boulevard.

**Surrounding Property:**

**SA-4 (Route 66 Overlay) June 2018:** All concurred in approval to apply supplemental zoning, RT66 (Route 66 Overlay), to multiple properties along South 193rd East Avenue, East 11th Street, South Mingo Road, East Admiral Boulevard, East Admiral Place, West 11th Street South, and Southwest Boulevard, on a portion of the subject property along Southwest Boulevard.

**BOA-21668 December 2013:** The Board of Adjustment approved a Variance to permit required parking spaces for expansion of restaurant (Use Unit 12) from 13 spaces to 0 spaces, on property located at 1102 South Yale Avenue East.

**BOA-21109 July 2010:** The Board of Adjustment approved a Variance to permit required side yard in the RS-2 district from 10 ft. to 6 ft. to permit an addition to an existing dwelling, on property located at 912 South Braden.

**BOA-20412-B December 2010:** The Board of Adjustment approved a Variance to permit the required parking to 17 spaces to permit an addition to an existing health club and smoothie bar, on property located at 4821 East 11th Street South.

**BOA-20412-A May 2007:** The Board of Adjustment approved a Modification of the conditions of a previous approval to allow shared parking on an alternative parcel, on property located at 4821 East 11th Street South.

**BOA-20412 January 2007:** The Board of Adjustment approved a Variance to permit the parking requirements to permit a health club and smoothie bar in the existing building, on property located at 4821 East 11th Street South.

**BOA-19698 October 2003:** The Board of Adjustment approved a Variance to permit a roof sign per plan, on property located at 1102 south Yale.

**BOA-19682 October 2003:** The Board of Adjustment approved a Special Exception to permit a single-family dwelling in a CH zoned district, on property located at 934 South Yale.

**BOA-18116 July 1998:** The Board of Adjustment approved a Variance to permit a replacement awning 4' over property line and into street right-of-way, on property located at South of southwest corner East 11th Street & South Yale.

**BOA-17742 July 1997:** The Board of Adjustment approved a Special Exception to permit a public school in an RS-3 zoned district, on property located at Southeast corner of 11th and Yale.
**BOA-17798 August 1996:** The Board of Adjustment approved a *Variance* to permit structure in the planned right-of-way & a Variance of the required setback from 81.5' to 70' to permit construction of a school, on property located at Southeast corner of 11th & Yale.

**BOA-12095 August 1982:** The Board of Adjustment approved a *Special Exception* to permit a day care center in an RS-3 District, on property located at 1135 South Yale Avenue.

**BOA-6588 March 1970:** The Board of Adjustment approved a *Variance* to permit the rear yard requirements of U-1B, to permit building 16 feet from the rear property line, on property located at 910 South Allegheny.
Feet

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2020/2021

Subject Tract 19-13 3

Z-7678
Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2020/2021
Land Use Plan Categories

- Downtown
- Downtown Neighborhood
- Main Street
- Mixed-Use Corridor
- Regional Center
- Neighborhood Center
- Employment
- New Neighborhood
- Existing Neighborhood
- Park and Open Space
- Arkansas River Corridor

Z-7678

19-13 3
Growth and Stability

- Area of Growth
- Area of Stability

Z-7678
19-13 3
I believe that the zoning request to change the lots in question from RS-2 to RS-5 is too drastic a change from the current zoning. The narrowest lot widths in this area are 50 feet, and those lots are very narrow in comparison to most of the homes.

According to the Tulsa Zoning Code, RS-5 minimum lot width is 30 feet. The two vacant lots proposed for the zoning change are each 100 feet wide. 200 feet divided by 4 homes would result in 50-foot-wide lots, the narrowest acceptable lot width in keeping with this neighborhood. 200 feet divided by 5 homes would result in lots only 40 feet wide which would be narrower than any existing lots in the area. Building a maximum of 3 homes in that amount of space would be preferable to 4 or 5.

I would prefer the zoning change be to RS-3 which would allow 3 homes. RS-4 zoning should be the limit granted which would allow for 4 homes on 50-foot-wide lots.

Respectfully yours,

Jeanne Glass
910 S Braden Ave
Tulsa, OK
## Case Report Prepared by:
Dwayne Wilkerson

## Owner and Applicant Information:
**Applicant:** Raul Cisneros  
**Property Owner:** KACE CAPITAL LLC

## Location Map:
*(shown with City Council Districts)*

![Location Map](image)

## Applicant Proposal:
**Present Use:** vacant  
**Proposed Use:** quadplex  
**Concept summary:** Rezone to RM-2 to take advantage of the Neighborhood Infill Overlay (NIO) provisions.  
**Tract Size:** 0.16 ± acres  
**Location:** South of the Southeast corner of East 11th Street South and South Quincy Avenue

## Zoning:
**Existing Zoning:** OL/NIO  
**Proposed Zoning:** RM-2/NIO

## Comprehensive Plan:
**Land Use Map:** Downtown Neighborhood  
**Stability and Growth Map:** Area of Growth

## Staff Recommendation:
Staff recommends approval.

## Staff Data:
**TRS:** 9307  
**CZM:** 37

## City Council District:
**Councilor Name:** Kara Joy McKee

## County Commission District:
**Commissioner Name:** Karen Keith
SECTION I: Z-7679

DEVELOPMENT CONCEPT: Rezone the site to allow residential uses and density to be consistent with the recently adopted Neighborhood Infill Overlay.

EXHIBITS:
- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits: None included

DETAILED STAFF RECOMMENDATION:

Z-7679 requesting rezoning to the RM-2 district is consistent with the recently adopted Neighborhood Infill Overlay and,

Uses and building types within the RM-2 district are consistent with the surrounding zoning pattern and,

RM-2 is consistent with the anticipated development considered in the Downtown Neighborhood land use designation of the comprehensive plan and in the surrounding area therefore,

Staff recommends approval of Z-7679 to rezone property from OL/NlO to RM-2/NlO.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: RM-2 zoning is consistent with the Downtown Neighborhood land use designation

Land Use Vision:

Land Use Plan map designation: Downtown Neighborhood

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

Areas of Stability and Growth designation: Area of Growth

An area of growth is a designation to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to
increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the city as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.”

Transportation Vision:

Major Street and Highway Plan: None that affect site redevelopment

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations:

Neighborhood Infill Overlay was approved this year is an important consideration for the expected development in the RM-2 district.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: 2 story single family home scheduled for demolition with or without the zoning change

Environmental Considerations: None that would affect site development

Streets:

<table>
<thead>
<tr>
<th>Existing Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Quincy Avenue</td>
<td>None</td>
<td>50 feet</td>
<td>2</td>
</tr>
<tr>
<td>Alley</td>
<td>None</td>
<td>None but approximately 20 wide</td>
<td>2</td>
</tr>
</tbody>
</table>

Utilities:
The subject tract has municipal water and sewer available.
Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>CH</td>
<td>Downtown Neighborhood</td>
<td>Growth</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>East</td>
<td>OL</td>
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<td>Growth</td>
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</tr>
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<td>South</td>
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<td>Downtown Neighborhood</td>
<td>Growth</td>
<td></td>
</tr>
<tr>
<td>West</td>
<td>OL</td>
<td>Downtown Neighborhood</td>
<td>Growth</td>
<td></td>
</tr>
</tbody>
</table>

SECTION III: Relevant Zoning History

History: Z-7679

Subject Property:

ZONING ORDINANCE: Ordinance number 11815 dated June 26, 1970, established zoning for the subject property.

SA-5 (Neighborhood Infill Overlay) August 2021: All concurred in approval of a request for a Special Area Overlay on multiple properties along the multiple properties located within certain neighborhoods adjacent to downtown to establishes zoning regulations that are intended to promote the development of alternative infill housing in established neighborhoods. The overlay allows for a variety of residential housing types in a manner that is compatible, in mass and scale, with the character of surrounding properties. The regulations are also intended to promote housing types that accommodate households of varying sizes and income levels and provide for a more efficient use of residential land and available public infrastructure.

SA-4 (Route 66 Overlay) June 2018: All concurred in approval to apply supplemental zoning, RT66 (Route 66 Overlay), to multiple properties along South 193rd East Avenue, East 11th Street, South Mingo Road, East Admiral Boulevard, East Admiral Place, West 11th Street South, and Southwest Boulevard, on a portion of the subject property along Southwest Boulevard.

Surrounding Property:

BOA-23125 May 2021: The Board of Adjustment approved a Variance to permit projecting signs within 30-feet of other projecting signs & a Variance to increase the maximum number of projecting signs allowed in a CH District, on property located at 1404 and 1406 East 11th Street South.

Z-7442 June 2018: All concurred in approval of a request for rezoning a 1.71± acre tract of land from OL & CH to MX1-P-U on property located East of the southeast corner of South Peoria Ave. & East 11th Street South.

BOA-22761 October 2017: The Board of Adjustment approved a Variance to permit two freestanding signs in a CH District to exceed the maximum permitted display area, on property located at 1347 East 11th Street South.
BOA-21848 February 2015: The Board of Adjustment approved a Variance to permit reducing the parking requirement to 0 in an CH district, on property located at 1402 East 11th Street, Suites 1402, 1406, 1408 and 1410.

BOA-21753 August 2014: The Board of Adjustment approved a Variance to permit reducing required parking from 23 spaces to 18 spaces, on property located at 1416 East 11th Street South.

BOA-21645 November 2013: The Board of Adjustment approved a Special Exception to permit required off-street parking to be located on a lot other than the lot containing the primary use to allow a restaurant, on property located at 1018 & 1019 South Rockford Avenue East, 1501, 1503 & 1505 East 11th Street South.

BOA-17136 August 1995: The Board of Adjustment approved a Variance to permit required setback from the centerline of East 11th Street from 50' to 35' to replace an existing sign, on property located at 1330 East 11th Street.

BOA-15927 February 1992: The Board of Adjustment approved a Variance to permit the 50' required setback from the centerline of East 11th Street to 32' to permit a sign, on property located at 1342 East 11th Street South.

BOA-12645 July 1983: The Board of Adjustment approved a Use Variance to permit replacement of a nonconforming structure (Storage building) with a new metal building under the provisions Section 1670, on property located at 1112 South Rockford Avenue.

BOA-11443 April 1981: The Board of Adjustment approved a Special Exception to permit a ceramic operation in a CS District, on property located at 1330 East 11th Street.

BOA-7241 February 1971: The Board of Adjustment approved a Special Exception to permit operating a machine shop in a CH District, on property located at 1335 East 11th Street.

BOA-5772 March 1968: The Board of Adjustment approved a Variance to permit operation of a paint and body shop on, on property located at 1407 East 11th Street.

BOA-5544 September 1967: The Board of Adjustment approved a Variance to permit the erection of a service station canopy 33 feet required setback of 50 feet from the centerline of East 11th Street, on property located at 1347 East 11th Street.
Subject Tract

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2020/2021
SUBJECT TRACT
LAND USE PLAN
DOWNTOWN NEIGHBORHOOD

Land Use Plan Categories
- Downtown
- Downtown Neighborhood
- Main Street
- Mixed-Use Corridor
- Regional Center
- Town Center
- Neighborhood Center
- Employment
- New Neighborhood
- Existing Neighborhood
- Park and Open Space
- Arkansas River Corridor

Z-7679
19-13 07
6.9
## Case Report

**Case Number:** Z-7680 with optional development plan

**Hearing Date:** October 19, 2022

### Case Report Prepared by:
Dwayne Wilkerson

### Owner and Applicant Information:
- **Applicant:** Lou Reynolds
- **Property Owner:** KEY PLUS PROPERTIES LLC

### Location Map:
(Shown with City Council Districts)

![Location Map](image)

### Applicant Proposal:
- **Present Use:** Commercial Center
- **Proposed Use:** Commercial Center

**Concept summary:** Rezone from CS to CH with optional development plan to support a wider variety of uses but prohibit uses not normally considered appropriate in a Neighborhood Center.

- **Tract Size:** 4.59 ± acres
- **Location:** Northwest corner of East 41st Street and South 129th East Avenue

### Zoning:
- **Existing Zoning:** CS
- **Proposed Zoning:** CH with optional development plan

### Comprehensive Plan:
- **Land Use Map:** Neighborhood Center
- **Stability and Growth Map:** Area of Growth

### Staff Recommendation:
Staff recommends approval.

### Staff Data:
- **TRS:** 9420
- **CZM:** 49

### City Council District:
- **City Council District:** 6
- **Councilor Name:** Connie Dodson

### County Commission District:
- **County Commission District:** 1
- **Commissioner Name:** Stan Sallee
SECTION I: Z-7680

DEVELOPMENT CONCEPT:

The proposal is to rezone from CS to CH with optional development plan to support a wider variety of uses but prohibit uses not normally considered appropriate in a Neighborhood Center.

EXHIBITS:

INCOG Case map
INCOG Aerial (small scale)
INCOG Aerial (large scale)
Tulsa Comprehensive Plan Land Use Map
Tulsa Comprehensive Plan Areas of Stability and Growth Map
Applicant Exhibits: Original submittal

DETAILED STAFF RECOMMENDATION:

The CH district is primarily intended to accommodate high-intensity commercial and related uses primarily in the core area of the city and encourage use of properties and existing buildings along older commercial corridors and minimize encroachment and adverse land use impacts on stable residential neighborhoods.

CH zoning in this existing shopping center is not normally appropriate without a development plan limiting some objectionable uses however the CH district provides some advantages to allow additional redevelopment opportunities including reduced parking requirements and increased floor area allowances and,

The existing shopping center has experienced some growth and employment opportunities for uses not allowed in a CS district and are not allowed without a zoning change. The CH district with the development plan allows compatible uses that are consistent with the expected future development of the area and prohibits objectionable uses that are not normally included in a Neighborhood Center and

The optional development plan is consistent with the provisions of Section 70.040 of the Tulsa Zoning Code therefore,

Staff recommends Approval of Z-7680 to rezone property from CS to CH but only with the optional development plan as defined in Section II below.

SECTION II OPTIONAL DEVELOPMENT PLAN STANDARDS:

The optional development plan standards will conform to the provisions of the Tulsa Zoning Code for development in CH district with its supplemental regulations and accessory use provisions.

All uses categories, subcategories or specific uses and residential building types are allowed in a CH district except the following prohibited uses.

PROHIBITED USE CATEGORIES, SUBCATEGORIES AND SPECIFIC USES:

Self-Storage (May be allowed with approval of a special exception)

Vehicle Sales and Service are allowed except the following specific uses are prohibited:
Commercial Vehicle Repair/Maintenance  
Truck Stop  
Commercial Vehicle Sales and Rentals  
Personal Vehicle Sales and Rentals  
Vehicle Body and Paint Finishing Shop

All Wholesale, Distribution and Storage uses and subcategories

All Industrial uses and subcategories.

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

**Staff Summary:** CH zoning with the optional development plan is only consistent with the expected development in a Neighborhood Center with the provisions outlined in the optional development plan.

**Land Use Vision:**

*Land Use Plan map designation:* Neighborhood Center
This land use designation should include small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to number of destinations.

*Areas of Stability and Growth designation:* Area of Growth
An area of growth is a designation to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile."

**Transportation Vision:**

*Major Street and Highway Plan:*

East 41st Street South is considered a multi-modal corridor. Future development should emphasize plenty of travel choices such as pedestrian, bicycle and transit use. Multimodal streets are located in high intensity mixed-use commercial, retail, and residential areas with
substantial pedestrian activity. These streets are attractive for pedestrians and bicyclists because of landscaped medians and tree lawns. Multi-modal streets can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street. To complete the street, frontages are required that address the street and provide comfortable and safe refuge for pedestrians while accommodating vehicles with efficient circulation and consolidated-shared parking.

Streets on the Transportation Vision that indicate a transit improvement should use the multi-modal street cross sections and priority elements during roadway planning and design.

**Trail System Master Plan Considerations:** None

**Small Area Plan:** None

**Special District Considerations:** None

**Historic Preservation Overlay:** None

**DESCRIPTION OF EXISTING CONDITIONS:**

**Staff Summary:** The subject property was originally developed as a neighborhood shopping center with a wide variety of retail uses including offices, restaurants grocery store and a fueling station at the corner.

**Environmental Considerations:** None that would affect site development with additional allowed uses.

**Streets:**

<table>
<thead>
<tr>
<th>Existing Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>East 41st Street South</td>
<td>Secondary Arterial Classified as a multi modal corridor</td>
<td>100 feet</td>
<td>6 lanes, 2 westbound, 4 eastbound including turn lanes</td>
</tr>
<tr>
<td>South 129th East Avenue</td>
<td>Secondary Arterial</td>
<td>100 feet</td>
<td>6 lanes, 2 northbound, 4 southbound including turn lanes</td>
</tr>
</tbody>
</table>

**Utilities:**
The subject tract has municipal water and sewer available.
Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>CS</td>
<td>Neighborhood Center</td>
<td>Growth</td>
<td>Mixed Commercial uses including car wash, mini storage</td>
</tr>
<tr>
<td>East</td>
<td>CS</td>
<td>Existing Neighborhood</td>
<td>Growth</td>
<td>Multi family and</td>
</tr>
<tr>
<td>South</td>
<td>SR</td>
<td>Employment</td>
<td>Growth</td>
<td>Undeveloped</td>
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<tr>
<td>West</td>
<td>CS</td>
<td>Neighborhood Center</td>
<td>Growth</td>
<td>Commercial and mini storage</td>
</tr>
</tbody>
</table>

SECTION III: Relevant Zoning History

History: Z-7680

Subject Property:

ZONING ORDINANCE: Z-4017 December 1971: All concurred in approval of a request for rezoning a 153.90+ acre tract of land from AG to RD, RS-3, RM-1, & CS on property located at the northwest corner of the intersection of 41st Street South and 129th East Avenue.

BOA-16631 April 1994: The Board of Adjustment approved a Special Exception to reduce the number of off-street parking spaces or to allow required parking on a lot other than the lot containing the principal use & a Variance of the all-weather surface requirement for parking, on property located at 12747 East 41st Street.

BOA-12814 October 1983: The Board of Adjustment approved a Variance to permit the erection of a free-standing canopy in conjunction with a gasoline service station in a CS zoned district, on property located at Northwest corner of east 41st street and 129th East Avenue.

Surrounding Property:

BOA-20124-A July 2009: The Board of Adjustment approved a modification of the previously approved site plan, on property located at 4019 South 127th East Avenue.

BOA-20124 August 2005: The Board of Adjustment approved an amendment to a previously approved plot plan (BOA-16712) to add an addition to the existing office building, on property located at 12752 East 49th Street South.

BOA-18101 July 1998: The Board of Adjustment approved a Special Exception to permit a mini-storage in a CS district and/or Special Exception for a mini-storage and a car wash in a CS district & a Variance of the required setback from the centerline of East 40th Street South from 50' to 26', on property located at Southwest corner East 40th Street South & 129th east Avenue.

BOA-17323 March 1996: The Board of Adjustment approved a Special Exception to permit a temporary tent for a 7-day period in July or August each year for five years to permit the Gatesway International Balloon Festival, on property located at Southwest corner of East 41st street and South 129th East Avenue.
PUD-221-E August 1996: All concurred in approval of a proposed Planned Unit Development amendment on a tract of land to add a Use Unit 4, 100’ high monopole cellular telephone antennae tower to the permitted uses on a tract approximately 100’ x 100’ in size, immediately east of an existing apartment complex. Planned for residential uses and the area to the north, across 41st street contains duplexes and single-family homes on property located East of 129th East Avenue on the 41st street South.

BOA-17190 September 1995: The Board of Adjustment approved a minor amendment to a previously approved site plan and request approval for “Building 14” to be built either 20' deep as currently shown on the approved site plan or at 25' deep as an option, on property located at Southeast corner of 127th East Avenue and East 40th Street South.

BOA-17064 June 1995: The Board of Adjustment approved a Special Exception to permit a temporary tent for a period from August 1, 1995, through August 7, 1995, for the Gatesway Foundation to conduct the Gatesway International Balloon Festival, on property located at 4500 South 129th East Avenue.

BOA-17024 April 1995: The Board of Adjustment approved an amended site plan previously approved by BOA-16712, on property located at Southeast corner of 127th East Avenue & east 40th Street South.

BOA-17006 March 1995: The Board of Adjustment denied a request for a minor special exception to amend a previously approved site plan (BOA-16712), on property located at Southeast corner of East 40th Street & South 127th East Avenue.

BOA-16789 September 1994: The Board of Adjustment approved an amended site plan approval, on property located at Lots 3 & 4, Block 1, Park Plaza Addition.

BOA-16712 June 1994: The Board of Adjustment approved a Special Exception to permit Use Unit 17 (mini Storage) in a CS District, & a Special Exception to permit a single-family residence to be used as a manager’s residence & a Variance of the required setback from the centerline of South 127th East Avenue and 40th Street South & a Variance to permit open air storage or display of merchandise within 300’ of the abutting R district, on property located at Southeast corner of 127th East Avenue and East 40th Street.

BOA-15631 March 1991: The Board of Adjustment approved a Special Exception to permit Use Unit 17 (mini-storage business) in a CS District & a Special Exception to permit a single-family dwelling to be used as a manager’s residence in a CS District & a Variance of the required setback, as measured from the centerline of 127th East avenue, from 50’ to 25’ & a Variance of the required setback, as measured from the centerline of 40th Street south, from 50’ to 25’ & a Variance to permit open air storage or display of merchandise offered for sale within 300’ of an adjoining R District, on property located at Southeast corner of 127th East Avenue and East 40th Street South.

BOA-8914 February 1976: The Board of Adjustment approved a Special Exception to permit a modification of the screening requirement where the purpose of screening requirement cannot be achieved in a CS District, on property located at North and West of 41st and 129th East Avenue.

Z-4017 December 1971: All concurred in approval of a request for rezoning a 153.90+ acre tract of land from AG to RD, RS-3, RM-1, & CS on property located at the northwest corner of the intersection of 41st Street South and 129th East Avenue.

74

REVISED 10/13/2022
Subject Tract

Z-7680

Aerial Photo Date: 2020/2021

Note: Graphic overlays may not precisely align with physical features on the ground.
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2020/2021
APPLICATIONS SUBMITTAL

OPTIONAL DEVELOPMENT PLAN

TMAPC Case No. Z-7680

October 19, 2022

In connection with the rezoning of the following described Property, to-wit:

See Exhibit “A” attached hereto.

to the Commercial-High District, the Applicant respectfully requests that pursuant to Section 40.04-B.2. of the Tulsa Zoning Code, the rezoning of the Property be approved with the additional development limitations set forth below.

1. Use. The Property may be used for all principal uses permitted as-of-right or special exception in the Commercial-High District, except:

   Vehicle Sales and Service

   Commercial Vehicle Repair/Maintenance
   Truck Stop
   Commercial Vehicle Sales and Rentals
   Personal Vehicle Sales and Rentals
   Vehicle Body and Paint Finishing Shop

   Wholesale, Distribution and Storage

   Industrial.
Item

Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Woodland Hills Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Woodland Hills Economic Development Project Plan.

Background

As defined by the Tulsa Comprehensive Plan, a Tax Increment Financing District (TIF) is “a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.”

The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

One of the Act’s tools is tax increment financing, which allows a city, town, or county to direct the apportionment of an increment of certain local taxes and fees to finance public project costs in order to stimulate development in the defined area. The sales tax increment is the portion of sales taxes collected each year that are generated by the project(s) in the increment district, as determined by a formula approved by the governing body. The increment district is established by the development and approval of a project plan, which specifies the project area, the boundaries of the increment district, the objectives for the project area, the activities to be carried out in furtherance of those objectives, and the costs.

The Woodland Hills Economic Development Project Plan is a sales tax-only TIF. The Project Area is the area in which project activities will take place and project expenditures may be made. The Project Plan Area can be generally described as the area focused on the westernmost anchor tenant space for Woodland Hills Mall, located just northeast of the intersection of South Memorial Drive and East 71st Street, and then including adjacent quarter sections of property along East 71st Street from approximately one-half mile west of Woodland Hills Mall and extending east to the intersection of East 71st Street and U.S. Highway 169.

The project plan area includes one Increment District from which the increment is generated, generally described as the parcel containing the westernmost anchor tenant space of Woodland Hills Mall.

A map showing the boundaries of the Increment District and Project Area is included on the next page.
The **Principal Objectives** of the Project and Increment District, within commercial areas, are:

A. To retain or expand employment, to attract major investment in the area, and reverse economic stagnation.
B. To preserve and enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the Project and the apportionment of incremental sales tax revenues.
C. To stimulate private commitments to invest and reinvest in the commercial areas.
D. To provide an avenue to spur community reinvestment in an aging commercial corridor.

To achieve these objectives, the Project’s **Principal Actions** will consist primarily of the following:

A. Project planning, design, and approval.
B. Construction and/or repair of public improvements, streets, streetscapes, utilities and other public infrastructure and facilities serving commercial areas within the Project Area.
C. Installing appropriate landscape and streetscape improvements, including lighting, signage, and sidewalks serving commercial areas within the Project Area.
D. Redevelopment of an approximately 200,000-square-foot structure into a regional anchor sporting goods store.
E. To support the redevelopment and activation of underutilized or vacant commercial property and support the revitalization of the commercial corridor.
Review of the Project Plan for Conformance with the Tulsa Comprehensive Plan

Prior to submittal to City Council, TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Staff analysis will focus on four aspects of the Tulsa Comprehensive Plan: the Major Street and Highway Plan; GO Plan; Land Use Map; and Comprehensive Plan Priorities.

A. Major Street and Highway Plan

The Major Street and Highway Plan (MSHP) classifies both 71st Street and Memorial Drive in the Project Plan Area as Primary Arterials and designates them as Commuter Corridors. Mingo Road is classified as a Secondary Arterial, and US Highway 169 as a Freeway. There are a few smaller Collector Streets in the Project Plan Area, as well, serving as connections between neighborhoods and the arterial street network.

B. GO Plan

a. Sidewalk Gaps

The GO Plan identifies large segments of Memorial Drive, and one segment of 71st Street in the Project Plan Area as a top priority for eliminating existing gaps in the sidewalk network, while Mingo Road just south of 71st Street is in the Priority 2 group. Much progress has been made toward eliminating these gaps, and only one gap remains in the Project Plan Area (shown on the map below in red): the Priority 1 segment along Memorial Drive from 66th Street to the entrance to Woodland Hills Mall and the Project Increment District, at approximately 69th Street.
b. **Bicycle Facilities**

There are many planned bicycle facilities in the Project Plan Area. Approximately a half mile of 71st Street, from 85th E. Ave. to 92nd E. Ave. is identified as a Bike Corridor, which calls for bike lanes when possible. Each of the terminating streets are designated for Bike Lanes that eventually connect to a planned trail that runs east through the Project Plan Area to the Mingo Trail. In addition, there are a few planned signed bicycle routes in the Project Plan Area that would connect residential areas and Woodland Hills Mall to the larger, planned bicycle infrastructure network.

C. **Comprehensive Plan**

a. **Land Use Designations**

A large amount of the land within the Project Plan Area is designated as Regional Center (shown in red), underscoring this corridor’s economic importance to the city and larger metropolitan area. Existing Neighborhood (light yellow) surrounds the Regional Center, with a few small areas designated as Parks and Open Space. There is one area in the southeastern portion of the Project Plan Area designated as New Neighborhood (darker yellow), but a substantial portion of that land has recently been acquired by the City of Tulsa to be developed into a new park. There is also one small section of land designated as a Mixed-Use Corridor, at 76th Street and Memorial Drive.
These land use designations are described in the *Tulsa Comprehensive Plan*:

- **Regional Centers** are mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses. They attract many workers, residents, and visitors every day, and are considered transit hubs.

- **Parks and Open Space** are areas to be protected and promoted through the targeted investments, public-private partnerships, and policy changes identified in the Parks, Trails, and Open Space chapter. Zoning and other enforcement mechanisms will assure that recommendations are implemented. No park and/or open space exists alone: they should be understood as forming a network, connected by green infrastructure, a transportation system, and a trail system. Parks and open space should be connected with nearby institutions, such as schools or hospitals, if possible.

- **New Neighborhood** 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.

- **A Mixed-Use Corridor** is a land use designation consisting of a combination of high-capacity transportation facilities, such as roads, bus or rail lines, and bikeways or sidewalks with connections to commercial, retail, employment, and residential uses. They serve as major transportation spines for the city and provide surrounding neighborhoods with amenities and services.

### D. Comprehensive Plan Priorities

The *Tulsa Comprehensive Plan* contains multiple priorities, goals, and policies to promote economic development in order to attract investment, enhance the tax base, stimulate economic growth, and improve the quality of life in and around the City. Following are portions of the Comprehensive Plan (not all encompassing) that align with the objectives of the Woodland Hills Economic Development Project Plan and can be implemented through the benefits of the Project Plan.

#### Land Use

- **Policy 3.1:** “Promote pedestrian-friendly streetscapes by designing pedestrian-friendly streetscapes and encouraging new developments to provide pedestrian-oriented amenities and enhancements, including... Public art, benches, trash receptacles, bike racks and other amenities that enhance the quality of the pedestrian experience; Walkways and sidewalks that differentiate the pedestrian space from the auto realm; Pedestrian-oriented streetlighting to increase the sense of safety and reduce the impact of light pollution; Trees and other landscaping to visually enhance the space as well as provide shade and a cooler microclimate. Native or drought resistant species should be encouraged...”

- **Policy 3.4:** “Allocate City funds and find other funding to enhance pedestrian amenities on streets in priority areas.”
• Policy 7.1: “Enhance Tulsa’s rights-of-way so they both serve as great public places and promote multi-modal travel. Enhance current roadways with a combination of light fixtures, signs, and sidewalks to make the city’s roads unique, and to help residents and visitors recognize that they are in Tulsa. Provide comfortable and attractive pedestrian and bicycle facilities within existing and new developments.

• Policy 7.2: “Consider aesthetic needs as an equal to vehicular capacity demands when planning and designing transportation rights-of-way.”

• Policy 13.4: “Ensure the continued development of sidewalk improvements with other improvements on major arterial corridors where opportunities to enhance the pedestrian environment exist.”

Economic Development

• Policy 4.2: “Prioritize infrastructure projects that support retention and expansion of businesses in target clusters.”

Parks, Trails, and Open Space

• Policy 1.9: “Develop landscaping standards to appropriately manage run-off created by impervious surfaces.”

• Policy 6.6: “Implement tree planting requirements for new developments, including parking lots and building setback areas.”

• Policy 12.7: “Work with public agencies and community groups to ensure safe pedestrian corridors.”

Staff Recommendation

The Objectives and Principal Actions in the Project Plan and supporting Increment District are fully consistent with the Major Street & Highway Plan, GO Plan, Land Use designations, and Comprehensive Plan Priorities. The Project Plan and resulting revenues generated by the TIF will benefit the public realm and public amenities in the surrounding area, contributing to the implementation of recommendations found in each of the adopted plans evaluated.

Staff recommends approval of the Woodland Hills Economic Development Project Plan, finding it to be in conformance with the Tulsa Comprehensive Plan.

Attachments

• Woodland Hills Economic Development Project Plan and supporting Increment District
WOODLAND HILLS
ECONOMIC DEVELOPMENT PROJECT PLAN

PREPARED BY:
THE CITY OF TULSA, OKLAHOMA

AND

THE TULSA AUTHORITY FOR ECONOMIC OPPORTUNITY

WITH THE ASSISTANCE OF:
CENTER FOR ECONOMIC DEVELOPMENT LAW
301 North Harvey, Suite 100
Oklahoma City, Oklahoma 73102
(405) 232-4606
econlaw@econlaw.com
WOODLAND HILLS ECONOMIC DEVELOPMENT PROJECT PLAN

I. DESCRIPTION OF PROJECT

The Woodland Hills Economic Development Project Plan is a project plan as defined under the Oklahoma Local Development Act, 62 O.S. § 850, et seq., and is referred to here as the “Project Plan.” The Project is being undertaken by the City of Tulsa, Oklahoma (“City”) in order to redevelop a portion of the Woodland Hills Mall and surrounding commercial areas. By redeveloping a portion of the mall into a regional destination, the Project is hopeful to stave off potentially blighting influences and reinvigorate an important commercial corridor in the City, which will help achieve some of the City’s development objectives, improve the quality of life for its citizens, stimulate private investment, and enhance the tax base. At the heart of this Project is the renovation and redevelopment of a vacant anchor tenant space into a new-to-market regional sporting goods and retail operation. This Project Plan is a critical element in fostering public-private partnerships to make that redevelopment happen and provide for general improvements to the surrounding commercial corridor (“Project”), and can be achieved only by means of the financing tools available under the Oklahoma Local Development Act (“Act”).

An increment district provides funding for public sector costs to stimulate the private commercial redevelopment and provide public improvements to and beautification of the surrounding area. The Project will be financed from a combination of public and private sources, including apportionment of sales tax increments from an increment district to be established pursuant to the authorizations in this Project Plan. The new private investments are anticipated to be more than $65,000,000 and provide for more than 150 full-time (or equivalent) jobs.

II. BOUNDARIES OF PROJECT AREA AND INCREMENT DISTRICT

The Project Area is the area in which Project activities will take place and Project expenditures may be made, and can be generally described as the area focused on the westernmost anchor tenant space for Woodland Hills Mall, located just northeast of the intersection of South Memorial Drive and East 71st Street, and then including adjacent quarter sections of property along East 71st Street from approximately one-half mile west of Woodland Hills Mall and extending east to the intersection of East 71st Street and U.S. Highway 64.

The increment district is the area in which increment revenues will be collected. It has been temporarily identified for purposes of this Project Plan as “Increment District A,” and will be assigned a number (e.g., Increment District No. _____) when it becomes effective by action of the Tulsa City Council as described in Section VI below and as required by § 856(B)(3) of the Act. Increment District A, as established in Section VI below, can be generally described as the parcel containing the westernmost tenant space of Woodland Hills Mall. Legal descriptions of the Project Area and Increment District A are provided on Exhibit A, and the boundaries of each are illustrated on Exhibit B.

III. ELIGIBILITY OF PROJECT AREA

In order to establish a tax increment district, Section 856(B)(4)(a) of the Act requires the City to find that the proposed Project Area or Increment District meets one of the following criteria:

1. Is a reinvestment area,
2. Is a historic preservation area,
(3) Is an enterprise area, or
(4) Is a combination of the areas specified in divisions (1), (2) and (3) of this subparagraph.

All of Increment District A and a majority of the Project Area lie within a state-designated enterprise zone, and therefore qualifies as an enterprise area. Additionally, the Project Area qualifies as a reinvestment area. Section 853(17) of the Act defines “reinvestment area” as:

any area located within the limits of a city, town or county requiring public improvements, including but not limited to transportation-related projects identified by any transportation authority pursuant to Section 1370.7 of Title 68 of the Oklahoma Statutes, to reverse economic stagnation or decline, to serve as a catalyst for retaining or expanding employment, to attract major investment in the area or to preserve or enhance the tax base or in which fifty percent (50%) or more of the structures in the area have an age of thirty-five (35) years or more. Such an area is detrimental to the public health, safety, morals or welfare. Such an area may become a blighted area because of any one or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning. Such an area includes a blighted area as defined in Section 38-101 of Title 11 of the Oklahoma Statutes at the time of approval of the project plan.

The Project Area will require public improvements to support and serve the Project, which will in turn serve as a catalyst to retain and expand employment and new investment in the surrounding area and community. The primary structure comprising Increment District A is over thirty-five (35) years in age, and has experienced increasing levels of vacancy and depreciation over the last several years. Accordingly, the proposed Project Area and Increment District qualify as a reinvestment area under the Act.

IV. OBJECTIVES

The principal objectives of the Project and Increment District A are, within commercial areas in the Project Area:

A. To retain or expand employment, to attract major investment in the area, and reverse economic stagnation.

B. To preserve and enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the Project and the apportionment of incremental sales tax revenues.

C. To stimulate private commitments to invest and reinvest in the commercial areas.

D. To provide an avenue to spur community reinvestment in an aging commercial corridor.

V. STATEMENT OF PRINCIPAL ACTIONS

Implementation actions for the Project, including all necessary, appropriate and supportive steps, will consist principally of the following:
A. Project planning, design and approval.

B. Construction and/or repair of public improvements, streets, streetscapes, utilities and other public infrastructure and facilities serving commercial areas within the Project Area.

C. Installing appropriate landscape and streetscape improvements, including lighting, signage, and sidewalks serving commercial areas within the Project Area.

D. Redevelopment of an approximately 200,000-square-foot structure into a regional anchor sporting goods store.

E. To support the redevelopment and activation of underutilized or vacant commercial property and support the revitalization of the commercial corridor.

VI. ESTABLISHMENT OF INCREMENT DISTRICT

A. This Project Plan established Increment District A, a sales tax increment district.

B. The increment of the City’s sales taxes generated by Increment District A is a portion of the City’s non-dedicated sales tax attributable to investment and development within Increment District A. The sales tax increment shall be two percent (2%) of the gross proceeds or gross receipts derived from all sales in Increment District A that are taxable under the sales tax code of Oklahoma (including any and all amendments thereto and revisions thereof). The sales tax increment shall also include two percent (2%) of the gross proceeds or gross receipts generated by investment, construction, and development that is taxable under the sales tax code of Oklahoma, that takes place in Increment District A pursuant to a development or redevelopment agreement under which development financing assistance is provided from sales tax (“Development Assistance Agreement”) and which obligates the developer to provide periodic reporting of sales and use taxes paid in connection with construction projects within Increment District A (increment sales tax from taxable sales and from construction activity, collectively, “Sales Tax Increment”). The Sales Tax Increment may be used to pay Project Costs authorized pursuant to Section IX of this Plan, for a period not to exceed 15 years from the effective date of Increment District A, or the period required for payment of the Project Costs authorized pursuant to Section IX of this Plan, whichever is less.

C. During the period of apportionment, the apportionment fund (1) shall be available to pay Project Costs under Section IX, (2) shall constitute special funds of the City, or, at the direction of the City, funds of TAEO (as defined in Section VIII.B.), and (3) shall not be subject to annual appropriation as a part of the general fund of the City.

D. Project Costs shall mean (1) the costs authorized to be paid by apportioned tax increments pursuant to Section IX of this Plan, and (2) additional costs necessary or appropriate to implementing this Plan authorized by Section IX.B, which may be approved and incurred without amendment to this Plan.

E. Increment District A shall commence as of the date determined by the Tulsa City Council in accordance with Section 856(B)(2) of the Act, which determination shall not occur until an economic development agreement for the Project has been approved.
VII. OVERSIGHT AND APPROVAL OF INCREMENT REVENUES FOR PROJECT COSTS

A. Oversight Procedures. Prior to expenditure of funds from the Increment District established under this Project Plan, the proposed development and budgetary allocation of increment shall be considered and approved in accordance with the procedures contained in Section VII.

B. Initiation of the Consideration and Approval Process. Initiation of the consideration and approval process for expenditures within the Project Area shall be undertaken by City staff and staff of the Authority, acting under such procedures as each may prescribe from time to time.

C. Recommendation by the Woodland Hills TIF Oversight Committee. The Woodland Hills TIF Oversight Committee shall be chaired by the Mayor, their successor, or an alternative designee from the Mayor, and shall include a representative of the Tulsa Planning Office, the City Councilor from District 7, or an alternative designee from the Councilor, the City Councilor from District 8, or an alternative designee from the Councilor, a representative from the Tulsa Authority for Economic Opportunity, a representative from the City’s Finance Department, and a representative from the City’s Engineering Services department. The Woodland Hills TIF Oversight Committee shall review proposed expenditures in light of:

- Project objectives,
- City development priorities and policies
- Project feasibility, and
- Funding availability.

The Woodland Hills TIF Oversight Committee shall submit its recommendation to the Authority within 60 days after its final proposal from staff.

VIII. PROJECT AND INCREMENT DISTRICT AUTHORIZATIONS

A. The City of Tulsa is designated and authorized as the principal public entity to carry out and administer the provisions of this Project Plan and to exercise all powers necessary or appropriate thereto as provided in the Act, 62 O.S. § 854.

B. The Tulsa Authority for Economic Opportunity, a public trust ("TAEO"), or another public entity designated by the City pursuant to Section VIII, is authorized and designated to carry out those provisions of the Project related to issuance of bonds or notes as provided in Section 863 of the Act, subject to approval of the governing body of the City of any specific notes or bonds. Such public entity of the City is authorized to assist in carrying out this Project Plan and to exercise all powers necessary or appropriate thereto pursuant to Section 854 of the Act, except for approval of this Project Plan and those powers enumerated in paragraphs 1, 2, 3, 4, 7, 13 and 16 of Section 854, which are reserved by the City. As a public entity designated by the City, TAEO, or another public entity designated by the City is authorized to: (1) issue tax apportionment bonds or notes, or both; (2) incur Project Costs, pursuant to Section IX of this Project Plan; (3) provide funds to or reimburse the City for the payment of Project Costs and other costs incurred in support of the implementation of the Project; and (4) incur the cost of issuance of bonds for payment of such costs and to accumulate appropriate reserves, if any, in connection with them. Project Costs shall mean (a) the public costs authorized to be paid by apportioned tax increments pursuant to Section IX of this Project Plan, and (b) costs necessary or appropriate to implement this Project.
Plan other than costs authorized by Section IX, which may be authorized without amendment to this Project Plan.

C. The Executive Director of TAEQ, Kian Kamas, her successor in office, or her designee shall be the person in charge of implementation of the Project Plan in accordance with the provisions, authorizations, and respective delegations of responsibilities contained in this Project Plan. The Executive Director of TAEQ, her successor in office, or her designee is authorized to empower one or more designees to exercise responsibilities in connection with Project implementation.

IX. BUDGET OF ESTIMATED PROJECT COSTS TO BE FINANCED BY TAXES APPORTIONED FROM THE INCREMENT DISTRICT

A. The Project Costs that will be financed by the apportionment of sales tax increments from Increment District A are:

**ACQUISITION, CLEARANCE, AND PUBLIC IMPROVEMENTS** .................. $ 10,000,000

Including specifically but not limited to: site acquisition, environmental remediation, demolition and clearance of acquired property for uses consistent with this Plan, transportation improvements (e.g., road construction and widening, etc.); infrastructure improvements (e.g., water system, sanitary sewer, storm drainage, sidewalks, utility relocation, etc.); and public amenities (e.g., streetscapes, landscaping, lighting, water features, parks and other public spaces, etc.).

**DEVELOPMENT FINANCING ASSISTANCE** ...........................$ 18,800,000

Including specifically but not limited to: acquisition of right-of-way or other land for uses consistent with this Plan, assistance for business location, relocation, expansion, or private owner or tenant improvements, and job creation.

**ADMINISTRATION—4% of revenues, not to exceed** ...............$ 1,200,000

**TOTAL PROJECT COSTS** ..........................................................$ 30,000,000

Plus, financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs.

B. **Additional Project Costs.** Additional costs necessary or appropriate to implement this Project Plan that are to be financed by other than apportioned Sales Tax Increment may be approved by the City at any time. The provisions of this Section IX are not a limitation on Project Costs to be financed by other than apportioned sales tax increments.

C. **Budget Reallocation.** TAEQ is authorized to reallocate budget category funds between the Public Improvements and Development Financing Assistance Project Cost categories as necessary to implement this Project Plan, provided that total Project Costs do not exceed $30,000,000, exclusive of
financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs.

X. FINANCING PLAN AND REVENUE SOURCES

A. Financing Plan. The proposed private development will generate tax increments necessary to pay authorized public costs of the Project. The financing of the projected private development in the area will be provided by private equity and private debt financing secured by the private development.

B. Financing Authorizations. The implementation of the Project Plan shall be financed in accordance with financial authorizations, including both fund and asset transfers, as may be authorized from time to time by the City.

C. Financing Revenue Sources. The revenue sources expected to finance Project Costs authorized by Section IX are the portion of the increments attributable to investment and development within Increment District A. Project Costs will be paid by the City and/or TAE0.

D. Financial Reports and Audits. The redevelopment activities undertaken by the City, pursuant to this Project Plan, shall be accounted for and reported by the appropriate and necessary annual fiscal year audits and reports.

E. Other Necessary and Supporting Costs. TAE0, or another public entity designated by the City pursuant to Section VIII, is authorized to issue bonds and notes and to apply for and obtain grants from other sources for costs incurred or to be incurred in connection with the Project and the construction of improvements therein in addition to Project Costs to be financed pursuant to Section IX.

XI. ESTIMATED PRIVATE AND PUBLIC INVESTMENTS STIMULATED BY THE PROJECT, AND ASSOCIATED FINANCIAL IMPACTS

A. Estimated Private and Public Investment. The total estimated private investment is over $65,000,000, not including the estimated $30,000,000 in aggregate public investment. Private investment in the area is expected to consist of the Project and other various new retail, office, commercial, or hotel development, and other new business development. Public investment will include infrastructure improvements, landscape and streetscape improvements, site acquisition, clearance, and environmental remediation.

B. Estimated Public Revenue. The Sales Tax Increment, which will serve as the revenue source for financing the Project Costs authorized by Section IX, is the public revenue directly attributable to the Project defined by establishment of Increment District A. Both the City and the State will experience increases in sales tax revenues that are not a part of the Sales Tax Increment. Ad valorem taxing entities will experience additional revenues from increasing values from the Project and near and adjacent to the Project.

Sales Tax Increment revenues anticipated to be collected and apportioned pursuant to this Project Plan are estimated to average $2,000,000 annually. The development anticipated by the Development Assistance Agreement will not result in a measurable increase in demand for services by or in costs to the City, whose public sector costs will be substantially defrayed from apportioned Sales Tax Increment and non-apportioned new sales tax revenue. The public revenue anticipated includes increased tax revenue
both inside and outside Increment District A. The economic benefits of the Project Plan for the City as the affected taxing jurisdiction indicate positive financial impacts for the community as a whole. The aggregate impacts on the City from implementation of the Project Plan are positive and include the achievement of the objectives set forth in Section IV.

C. **Financial Impacts on Taxing Jurisdictions.**

1. *Generally.* Under the Project Plan, all Sales Tax Increment revenues will be apportioned to the apportionment fund for use by the City, or TAEO or another public entity designated by the City, to pay for authorized project costs. Once Increment District A terminates, the increment shall be distributed pursuant to sales and use tax statutes. The Project Plan only captures a portion of the City’s non-dedicated sales taxes collected within Increment District A. Currently the City receives no sales taxes within Increment District A, the existing commercial space lies vacant. With the development of the Project Area, the City can expect increased sales tax revenues as businesses begin to occupy Increment District A and sales taxes begin to be collected, with a portion of the City’s sales taxes provided to fund Project Costs and the remainder flowing to the City. The benefits of the Project will be significant for the City, other taxing jurisdictions, and for the greater community. The actual increase in demand for services, if any, will be limited for those taxing jurisdictions, with potential increases in demand discussed in Section XI.C.2 below.

2. *Special Effects from the Potential $65 Million in Private Investment.* The Project exclusively impacts the City, as it only captures a portion of the City’s sales taxes. The City will become responsible for maintenance of all new public infrastructure to be built, in addition to providing general municipal services to serve the Project (i.e., police, fire protection, utilities). To offset those increased service demands, the Project’s additional employment and retail opportunities within the City will generate new sales tax revenues for the City. Increment District A is proposed to be a sales tax increment district, with the City including 100% of its undedicated sales tax revenues (2.0% effective rate) generated by the Project as increment, so the City will forego significant revenue until Increment District A terminates. Ad valorem taxing jurisdictions will receive the benefit of increased property values and resulting increases in revenue from ad valorem taxes.

D. **Impacts of Business Activities.** Isolating the specific impacts of Project on the greater community is difficult, but through correlation of demands for commercial space within Increment District A, a meaningful calculation of effects on business activities is possible. Commercial developments reflect corresponding growth in economic demands for a spectrum of business activities in retail, commercial, office, and industrial categories. The following analysis is based on a projected private investment of $65 million and does not include indirectly stimulated economic impacts.

As public and private development occurs, construction will result in temporary jobs and completion of development projects will result in permanent jobs, particularly in commercial, industrial, and mixed-use developments.
Once construction of the primary redevelopment project wraps up, long-term employment and other impacts will result:

<table>
<thead>
<tr>
<th>Projected Development</th>
<th>Construction-Related Employment(^1)</th>
<th>Construction-Related Labor Income(^1)</th>
<th>Construction-Related Value Added(^1)</th>
<th>Construction-Related Output(^1)</th>
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</thead>
<tbody>
<tr>
<td>$65,000,000</td>
<td>up to 809</td>
<td>$45,035,164</td>
<td>$56,963,932</td>
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</tbody>
</table>

The increased presence of individuals working in the Project Area will further stimulate demand for development and increase the opportunity of potential customers for new businesses in the Project Area.

E. Conclusions. The Project will have a positive long-term financial benefit for the community, the City, other taxing jurisdictions, and business activities. Correspondingly, no appreciable adverse impact is likely to result from the Project for the taxing jurisdictions or business activities within the Project Area. The impact of anticipated development on the provision of governmental services is balanced by the project costs and revenue allocations authorized by the Project Plan, which addresses public costs associated with the Project and minimizes the burden of providing additional government services.

XII. LAND USE

Existing uses and conditions of real property in the Project Area are shown on the map attached as Exhibit C. The proposed improvements to and the proposed uses of the real property in the Project Area are shown on Exhibit D.

XIII. MISCELLANEOUS PROVISIONS

Although no changes in zoning are necessary to accommodate this Project at this time, it is possible that a change in zoning may be desirable. This Project Plan complies with the objectives and priorities of PLANiTULSA, the City’s Comprehensive Plan.

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\(^1\) Includes direct construction jobs, indirect jobs, and induced jobs, and associated impacts, based on IMPLAN Economic Indicator Study.

\(^2\) Includes direct jobs from the primary redevelopment project (the regional anchor sporting goods store), indirect jobs, and induced jobs, and associated impacts based on IMPLAN Economic Indicator Study.
Project Area

The Northern Half (N/2) of the Northwest Quarter (NW/4) of Section 7, Township 18 North, Range 14 East of the Indian Meridian; and

The Southwest Quarter (SW/4) of Section 6, Township 18 North, Range 14 East of the Indian Meridian; and

The South Half (S/2) of Section 1, Township 18 North, Range 13 East of the Indian Meridian; and

The North Half (N/2) of Section 12, Township 18 North, Range 13 East of the Indian Meridian; and

The Southeast Quarter (SE/4) of Section 2, Township 18 North, Range 13 East of the Indian Meridian; and

The Northeast Quarter (NE/4) of Section 11, Township 18 North, Range 13 East of the Indian Meridian.

Increment District A

A parcel of land lying in the Southwest Quarter of Section 1, Township 18 North, Range 13 East of the Indian Base and Meridian.

Beginning at a point 864.04 feet North and 60.93 feet East of the Southwest Corner of Section 1, Township 18 North, Range 13 East, said point being 60.00 feet East of the West Line of Section 1, Township 18 North, Range 13 East; thence N.00°03'42"E., along a line 60.00 feet from and parallel to the West Line of Section 1, Township 18 North, Range 13 East, a distance of 100.00 feet; thence along a curve to the left, said curve having a radius of 50.00 feet, and center of said curve being located 994.00 feet North and 100.07 feet East of the Southwest Corner of Section 1, Township 18 North, Range 13 East, a distance of 46.42 feet; thence due East, a distance of 190.95 feet; thence N.00°03'42"E., a distance of 179.53 feet to a point of tangency with a curve; thence along a curve to the right, said curve having a radius of 139.00 feet, a distance of 148.14 feet; thence N.61°07'30"E., a distance of 357.32 feet; thence S.30°00'00"E., a distance of 332.15 feet; thence due South, a distance of 343.06 feet; thence due West, a distance of 26.28 feet; thence S.30°00'00"W., a distance of 121.24 feet; thence due West, a distance of 66.97 feet; thence S.30°00'00"W., a distance of 391.39 feet; thence along a curve to the right, said curve having a radius of 364.00 feet, and center of said curve being located 655.00 feet North and 655.71 feet East of the Southwest Corner of Section 1, Township 18 North, Range 13 East, a distance of 500.42 feet; thence N.00°03'42"E., a distance of 228.61 feet; thence due West, a distance of 191.05 feet to a point of tangency with a curve, thence along a curve to the left, a distance of 46.31 feet, said curve having a radius of 50.00 feet to a point 864.04 feet North and 60.93 feet East of the Southwest Corner of Section 1, Township 18 North, Range 13 East, the point of beginning.
OUR LEGACY, OUR COMMUNITY
a renewed vision for North Tulsa
Placeholder text to be replaced with narrative from Leadership Committee Co-chairs -->
ACKNOWLEDGMENTS

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# TABLE OF CONTENTS

## 01 PLAN OVERVIEW

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION</td>
<td>10</td>
</tr>
<tr>
<td>PLANNING PROCESS &amp; THE COMMUNITY VOICE</td>
<td>18</td>
</tr>
<tr>
<td>COMMUNITY VISION &amp; GUIDING PRINCIPLES</td>
<td>22</td>
</tr>
<tr>
<td>COMMUNITY SNAPSHOT AND CHANGE OVER TIME</td>
<td>30</td>
</tr>
</tbody>
</table>

## 02 MASTER PLAN

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHAT DOES OUR FUTURE LOOK LIKE?</td>
<td>46</td>
</tr>
<tr>
<td>MASTER PLAN ELEMENTS</td>
<td>52</td>
</tr>
<tr>
<td><strong>REBUILD</strong> How will we rebuild our thriving community?</td>
<td></td>
</tr>
<tr>
<td><strong>MOVE</strong> How will we move in the future?</td>
<td></td>
</tr>
<tr>
<td><strong>CONNECT</strong> How will we connect with open spaces and each other?</td>
<td></td>
</tr>
<tr>
<td><strong>INNOVATE</strong> How will we be a more socially, economically, and environmentally sustainable district?</td>
<td></td>
</tr>
<tr>
<td><strong>HONOR</strong> How will we honor, examine, and elevate our stories?</td>
<td></td>
</tr>
<tr>
<td>BIG MOVES REQUIRING FURTHER STUDY &amp; ANALYSIS</td>
<td>72</td>
</tr>
<tr>
<td>MARKET DEMAND AND DEVELOPMENT FEASIBILITY</td>
<td>74</td>
</tr>
<tr>
<td>INTRODUCTION AND METHODOLOGY</td>
<td>.74</td>
</tr>
<tr>
<td>DEMAND DRIVERS AND MARKET THEMES:</td>
<td>.75</td>
</tr>
<tr>
<td>OPPORTUNITY SITES</td>
<td>.84</td>
</tr>
</tbody>
</table>
03 HOW DO WE GET THERE: POLICIES, PARTNERS, & ACTIONS

- INTRODUCTION .................................................. 104
- PLAN IMPLEMENTATION & EARLY ACTIONS .................. 116
- ASPIRATIONAL PROJECTS REQUIRING FURTHER STUDY .... 143

04 DESIGN GUIDELINES: RECOMMENDATIONS FOR IMPLEMENTATION

- INTRODUCTION & OVERVIEW ................................ 149
- MOBILITY ............................................................ 152
- ARCHITECTURAL ELEMENTS .................................. 161
- LANDSCAPE & PUBLIC REALM ............................... 172

APPENDICES (SEPARATE)

- APPENDIX A: COMMUNITY ENGAGEMENT (FULL SUMMARY)
- APPENDIX B: EXISTING CONDITIONS REPORT
- APPENDIX C: PREVIOUS PLANS SUMMARY
- APPENDIX D: BEST PRACTICES / PROFILES OF ORGANIZATIONAL STRUCTURES
HOW OUR TEAM IS ORGANIZED

The master plan process was overseen by an 11-member Leadership Committee responsible for helping to guide and shape the entire process from kick-off to implementation, with staff leadership and support from the Mayor’s Office, Tulsa Authority for Economic Opportunity (TAEO)/PartnerTulsa, and the Tulsa Planning Office.

CITY + TAEO / PARTNERTULSA TEAM

RODRIGO ROJAS
Deputy Chief of Staff, Mayor’s Office

KIAN KAMAS
Executive Director, PartnerTulsa

DEMAURI MYERS
Neighborhood Revitalization Manager, PartnerTulsa

JONATHAN BUTLER
Senior Vice President of Community Development, PartnerTulsa
LEADERSHIP COMMITTEE

The 11-member Leadership Committee is responsible for working to ensure that the plan meets resident needs and that the publicly-owned land is redeveloped in a way that brings economic benefits to North Tulsa.
Our Legacy, Our Community: A Renewed Vision for North Tulsa defines the community’s aspirations and creates a framework for redevelopment of three publicly-owned sites within the context of the larger Kirkpatrick Heights / Greenwood neighborhoods. Through this process, the City of Tulsa, the 11-member Leadership Committee, and planning team have been committed to creating a development framework that reflects the community’s needs today and aspirations for the future. A key tenet of the plan is an implementation structure that places ownership and governance in the hands of Greenwood stakeholders and leaders – one that ensures the social and economic benefits of redevelopment are experienced by Black Tulsans, by descendants of the Race Massacre, and by future generations and their heirs.

With this planning process and its implementation, Tulsa can start the healing process required to address the historical inequities of segregation and race-based violence of the 1921 Race Massacre as well as the displacement resulting from Urban Renewal programs that damaged what was once a thriving mixed-use and mixed income African American community. With 56-acres of publicly owned land, there is an opportunity to rebuild the walkable, dynamic, and innovative community and reclaim the legacy of Greenwood. The master plan implementation can begin to address long-standing inequities between North and South Tulsa and support the community’s spirit of resilience.

Residents have voiced the need for housing, retail, entertainment, parks and recreation, supporting infrastructure, and a mix of uses with small businesses – connected, walkable, places to be. New development will be rooted in the past, celebrating the legacy of Greenwood, while looking ahead to a vibrant future. It must meet the needs of the generations to come and provide opportunities for Black Tulsans to grow and invest in their communities. In order to achieve the vision, the master plan elements include land use, urban design and open space, mobility, and economic development policies describing how the community will:

- **REBUILD** mixed-use destinations that are affordable and welcoming;
- how residents and visitors will **MOVE** between and through walkable nodes with increased ease of mobility;
- and how residents can **CONNECT** to the land, to each other, and to the entrepreneurial spirit and legacy of Greenwood through new enterprise and local ownership.
- Future development will **INNOVATE** through technology, connection to place and people, and support of local business;
- it will **HONOR** the Legacy of Greenwood and Black Wall Street as it was, through sharing and learning from the past to support the generations of today and inspire the generations of tomorrow.
A RENEWED VISION FOR NORTH TULSA

2021 marked the 100-year centennial of the 1921 Tulsa Race Massacre. Nearly nine years after the massacre, the Greenwood District rebuilt and exceeded the number of businesses it had prior to the massacre. But with public disinvestment, predatory lending, redlining, Urban Renewal programs, and the redistribution of spending and wealth that followed desegregation, these forces combined to ultimately lead to the mid-century decline of Black Wall Street.

Construction of Interstate-244 and US Highway 75 and subsequently the University Center at Tulsa meant that homes and businesses were torn down and residents were further displaced. The Kirkpatrick Heights / Greenwood area has undergone dramatic social and physical changes over the decades, and as downtown growth and investment continues, many residents fear displacement as property values increase.

In 2018, the Tulsa Development Authority regained control over a portion of the land after plans for a multi-university campus did not meet expectations, and a settlement was reached to return major portions of land previously held by the University Center at Tulsa Authority. That settlement laid the foundation for the city and its partners to initiate this master plan and define a new, community-led vision for Greenwood and the surrounding area.

“The goal is to create an equitable and forward leaning plan that envisions a future for historic Greenwood that matches residents’ history and experiences and ensures those with ties can stay.”

- BURLINDA RADNEY
Leadership Committee Member
LACK OF HOUSING OPTIONS & CHOICES

Tulsa’s population grew by 5% over the past decade, with downtown expanding by 25%. At the same time, the study area experienced a small net gain of about 1%. Demographics across the city are changing as some North Tulsa neighborhoods experienced a significant decline in their Black populations, while White and Hispanic populations have increased across downtown and North Tulsa zip codes. Within the master planning area, the majority of the 1,700+ housing units (97%) are single-family dwellings – providing little diversity in housing type. Homeownership is significantly lower in the study area (30%) than across the city (51%). Rising median home prices, an older housing stock, and increased demand for property north of downtown are concerns for long-time residents, North Tulsa residents, and descendants who could become priced out as the demand grows.

PHYSICALLY DIVIDED COMMUNITY & FEW MOBILITY OPTIONS

Streets with wide rights-of-way and few pedestrian amenities make it difficult to navigate the neighborhoods, and to travel to and from the core of the historic Greenwood district. The study area represents the convergence of two separate street networks, where the historic downtown grid meets the residential patterns north of Highway I-244 and where large institutions and development have removed large swaths of the historic street grid. Large building footprints and difficult circulation also exist at the super block of Emerson Elementary and through the OSU Tulsa campus. Railroad tracks, large vacant parcels, and the highway create physical, visual, and psychological barriers that separate the community. Lack of sidewalks on some streets (e.g., John Hope Franklin Boulevard) limit pedestrian connectivity and safety.

HISTORY OF DISINVESTMENT & DISPLACEMENT

Historically a vibrant, mixed-use Black community with strong local ownership and entrepreneurship, the study area has been impacted in the decades following the devastation of the 1921 race massacre by policies and actions that have greatly altered the physical landscape. These include the removal and clearing of the neighborhood’s

WHY DO WE NEED A PLAN?

The master plan presents the opportunity to leverage 56-acres of publicly owned land to support community priorities and address disinvestment. The plan vision, framework, and development concepts address current challenges:

1. OUR LEGACY, OUR COMMUNITY
homes, business, and streets to make way for the construction of Interstate-244 (1967) and US Highway 75. I-244 has severed streets and acts as a physical barrier between thriving downtown Tulsa and North Tulsa. The 1980s brought new development to the area, with a multi-university conglomerate moving into Greenwood, creating the University Center at Tulsa (UCAT). UCAT was planned to occupy 200-acres of land, where the University of Oklahoma, Oklahoma State University, Langston University, and Northeastern State University would offer undergraduate and graduate level courses. UCAT was projected to grow by the year 2000, with expansion plans moving into adjacent vacant land for building research facilities and more housing. However, the universities did not meet the expected growth, and the plan to expand fell through, leaving the land vacant for decades to come. These changes have led to a separation of residential and commercial/services into distinct areas that are disconnected and not easily accessible. Years of disinvestment have also left the neighborhood with numerous vacant parcels (22% of land area), most notably in the center of the study area.

**LIMITED OPTIONS FOR COMMUNITY TO INFLUENCE DEVELOPMENT**

The community has participated in numerous planning efforts in the past, including the Greenwood Heritage Neighborhood Sector Plan (2016) - many of the vision components and ideas have been reiterated during this planning process. Through interventions such as zoning overlays (applied to encourage healthy neighborhood retail and food options, neighborhood infill and "middle missing" housing, preserve historic character) the city can help to shape development and change. Still direct community influence can be challenging and time-consuming, especially given infrastructure barriers; large, institutional landowners; non-local community ownership of land; and commercial lending / financial barriers facing small developers.

**RAPIDLY GROWING & CHANGING CITY**

Recent downtown investment, the explosion of the Arts District, new residential, arts and entertainment, hotels and museums, are all fueling investment and energy south of I-244. The city is attracting new residents and is seeing shifting demographics as the Black population has decreased in North Tulsa and residents are moving further away from the city center. Tulsa’s population grew by 5% over the past decade overall, while the downtown population grew by 25%. During the past two decades, North Tulsa neighborhoods experienced a significant decline in their Black populations. According to US Census estimates, the broader North Tulsa area was 90% Black in 2000 versus 64% today. At the same time, the share of Hispanic or Latino identifying residents increased throughout Tulsa.
01 Create a community driven process.
Residents and stakeholders must be engaged throughout the planning process to be able to make informed decisions about their future – and to ensure that the plan reflects the needs and desires of the North Tulsa community.

02 Preserve & celebrate the legacy of historic Black Wall Street.
The spirit of African American entrepreneurship is foundational to Greenwood, the outcomes of the planning process must build generational wealth for residents and descendants.

03 Determine ownership, control & economic benefit.
The planning process will include study and exploration of the potential management and ownership of the publicly owned sites, reinforcing the city’s commitment to work with the Leadership Committee and stakeholders to identify a clear management and ownership structure.

04 Promote sustainable infill economic development.
Build on the once thriving commercial districts and identify new uses for underutilized parcels that leverages opportunities for intensification and adaptive reuse.
Introduce much needed housing.
Diverse housing is needed but must be developed in a manner that limits fear of displacement, includes housing affordable to all income levels helping to alleviate residents’ cost burden as well as moderate and higher-income housing attractive to a range of needs.

Bridge physical divide & past isolation.
Improvements should lead to pedestrian-friendly environments, safe crossings and streets, enhanced transit connections, and improved visual access.

Improve public realm & public space.
Create a network of public spaces that tells the stories of the neighborhood, while offering a comfortable, vibrant, and historically resonant urban landscape central to the legacy of Greenwood.

Introduce development standards & design guidelines.
That enables compact, well-designed, pedestrian- and street-friendly, higher-density, and mixed-use projects, and celebrate the unique cultural and historic community ties.
THE STUDY AREA

The planning process focuses on three distinct publicly owned opportunity sites, totaling 56-acres of land, in the Kirkpatrick Heights / Greenwood area of North Tulsa. In addition to the publicly owned sites, the master plan includes a framework and strategies for the larger study area defined by Pine Street to the north, US Highway 75 to the east, the rail line to the south (Archer Street), and LL Tisdale Parkway to the west.

Local landmarks in the study area include the Greenwood Cultural Center; John Hope Franklin Center for Reconciliation; the historic Vernon A.M.E. Church, Mt Zion Baptist Church, and First Baptist Church North Tulsa; Oklahoma State University – Tulsa, Langston University, Emerson Elementary School, Carver Middle School, Rudisill Library; and the Rev. B.S. Roberts Park. Plans are moving forward for redevelopment of the historical Evans-Fintube site (former Oklahoma Ironworks building) into a mixed-use destination. The Heights Historic District (formerly known as Brady Heights) is located on the western edge of the study area and made up of mostly pre-1920s homes with a wide range and blend of architectural styles that gives it a unique character typically not seen in modern neighborhoods.

FIGURE 1: STUDY AREA BIRDSEYE VIEW
Image Source: Google Earth
Publicly Owned Sites / Opportunity Sites

Study Area

Historic Greenwood Main Street District

The Heights Historic District

Arts District

Evans Fintube Redevelopment Site

Public Schools + Universities

Parks & Recreation

Osage Prairie Trail

AERO BRT line
The Our Legacy Tulsa planning process kicked off in August of 2021 and is led by the City of Tulsa, Tulsa Authority for Economic Opportunity (TAEO) – now PartnerTulsa – and an 11-member Leadership Committee appointed by Mayor Bynum, in coordination with a planning and design team led by WRT. The planning process is supported by local engagement partners led by World Won Development as well as consultant team members P.U.M.A, TSW, and Studio Zewde. At the onset of the planning process, Leadership Committee members helped to define community engagement goals and set the tone and visual identity for Our Legacy Tulsa. Community engagement and input has been vital to the planning process. Efforts included a series of community meetings, surveys, workshops, design charrettes, and informal conversations, as well as small focus groups, stakeholder interviews, and online engagement – all of which provided interactions with thousands of residents who have
shaped development of the master plan. Highlights of the public engagement process are noted in the final master plan, a full summary of engagement during the planning process can be found in APPENDIX A: Community Engagement (Full Summary). The community voice has shaped everything from the vision statement and guiding principles to the design and land use concepts for the three publicly owned sites, early action projects and implementation strategies.
4 COMMUNITY OPEN HOUSE WORKSHOPS
October 28 + 30, 2021
April 7, 8, + 9, 2022

5 STUDENT WORKSHOPS
April 5 - 8, 2022

13 COMMUNITY POP-UPS
Nov 2021 - Mar 2022

17 STAKEHOLDER INTERVIEWS
Oct 2021 - Feb 2022

4 VIRTUAL COMMUNITY MEETINGS
Jan - May 2022

1 DRAFT PLAN PRESENTATION
June 28, 2022

44 touchpoints
800+ community stakeholders
COMMUNITY VISION & GUIDING PRINCIPLES

THE VISION

Our community is the heartbeat of Greenwood and North Tulsa. A community that is thriving and built from the ground up with a strong foundation that emerged from our hearts, our people, and our heritage. We are the keepers and guardians of our culture as Black Tulsans, our legacy, and our community, connecting this generation to the next.

FIGURE 2: ILLUSTRATIVE SITE PLAN
GUIDING PRINCIPLES

The following nine Guiding Principles are the values that form the foundation for the plan. They are derived directly from the extensive stakeholder engagement process.
OUR COMMUNITY IS ENVISIONED AS AN ...

#1
INCLUSIVE PLACE

with space for everyone - our youth, our elders, our future generations.

Objectives

» Develop a network of locally owned businesses that will support the vision for redevelopment (commercial, retail, services, recreation, entertainment, office, and amenities).

» Add recreational amenities and programming to open spaces and parks to provide recreation and community gathering spaces for all ages.

» Create new opportunities for infill development and activation of large, institutional uses for mutual benefit with the community.

#2
INNOVATIVE PLACE

that builds generational wealth and ownership by removing barriers to access – creativity, technology, education, and entrepreneurship.

Objectives

» Build community ownership and close the wealth gap for Black residents (e.g., land trust, locally-owned development, community benefit agreement, CDCs).

» Attract diverse businesses, including small cafes, restaurants, entertainment, offices, artist and performance spaces, music venues, recreation, and BIPOC-led business incubators.

» Create jobs and opportunities for entrepreneurs and developers that support residents and attract people to live and work in the area.
#3
**ROOTED PLACE**

with cultural spaces for gathering and community building - fun, vibrant, multi-generational, engaging.

Objectives

» Provide new, authentic spaces to support creative endeavors and media (public art, music, film/radio/TV, dance, community performances) and reflect local culture and legacy.

» Build on the success of the Juneteenth celebration by creating a series of spaces that support annual events and recognizes the connection between past and present.

#4
**INSPIRATIONAL PLACE**

that evokes and celebrates our legacy and heritage and carries it forward for those who follow us - art, landscape design, placemaking, future.

Objectives

» Success is measured as the equity gap is closed for North Tulsa residents and when the offspring of North Tulsa ancestors benefit and prosper from investment and rebuilding.

» Visually link the past to the future through art, signage, historic preservation, and storytelling.
HISTORIC PLACE
that preserves and celebrates the legacy of historic Black Wall Street and the Greenwood Community.

Objectives

» Every site within the master planning area should undertake an archaeological investigation prior to major construction projects to identify African American heritage sites.

» Collaborate with research institutions and initiatives including the Mapping Historical Trauma in Tulsa to document and protect these critical sites of memory.

» Explore opportunities to build on the impact of the expanded National Register of Historic Places designation for Greenwood, as well as local and state historic resources and opportunities.

» Build on the draw of the Historic Greenwood District Main Street (HGDMS) to support economic development, interpretation, and tourism.

HEALTHY PLACE
that cultivates well-being - fresh foods, spiritual health, sustainable development, and community resilience.

Objectives

» New development should incorporate innovate solutions for stormwater management and district energy production.

» Hold new buildings to a high standard for energy efficiency, healthy indoor environments, and recycled materials.

» Increase access to fresh foods and markets through community-operated farmers markets, a co-op grocery or smaller market models, Community Supported Agriculture (CSA)-models, community gardens, and education and skill-building classes centered on growing and producing healthy foods and value-added products.
#7
**CONNECTED PLACE**
where relationships are nurtured - physical, social, and community services and amenities.

Objectives

» Improve mobility by reconnecting Greenwood / Kirkpatrick Heights to Downtown and surrounding neighborhoods (connect missing sidewalks, invest in lighting, add signage, improve street tree coverage, etc.).

» Expand transit and mobility options that promote walkability and reduce vehicular traffics and reduce parking demand.

» Design surface parking and parking garages to reduce their impact on the street and pedestrian realm and limit points of conflict.

» Create a variety of attractive and flexible public spaces (indoor, outdoor, rooftop, streets, plazas, parks) to support community gatherings.

» Provide mixed-use, walkable districts that allow for interaction and community building.

» Provide a vibrant public realm that includes streetscapes that can function as public spaces to support ground floor retail/commercial and civic/community uses.

#8
**WELCOMING PLACE**
with housing that supports and meets the needs of all residents - all ages, and all income levels.

Objectives

» Preserve existing affordability and create new housing that is affordable at a range of incomes (low, moderate, and high) allowing residents to build wealth and return to Greenwood.

» Develop diversity in housing types and sizes that are attractive to young people, small to larger households, retirees, and elders.

» Develop housing in a range of ownership models that build local wealth (e.g., homeownership, shared equity models, community housing development organization – CHDO, continue to establish formal partnerships with local developers).

» Create quality urban environments with pedestrian promenades, family, and youth gathering spaces.
RESOURCED PLACE

with a wide range of community amenities and services – building wealth and prosperity for Black North Tulsans.

Objectives

» Involve the community in all phases of project development from design, construction, to operation and maintenance.

» Ensure that projects are financially sustainable with a return on investment that supports ongoing operations, maintenance, and growth.

» Each project that is developed contributes to and supports the goal of developing a diversified local economy with a balanced mix of uses including employment, residential, and amenities.

» Build community ownership for Black residents and North Tulsans through support for incubators and building a pipeline of local developers.
COMMUNITY SNAPSHOT AND CHANGE OVER TIME

FOUNDING 1906

Greenwood began as a Freedom Colony, after former slaves and freedmen settled in the area. In 1906, O.W. Gurley officially founded Greenwood as an all-black township – a place for Black Tulsans to live, work, and invest. O.W. Gurley and J.B. Stradford, a local businessman, were influential in growing the community by encouraging land ownership and cooperative economics to build wealth and success within the community. They were the leading forces behind Greenwood becoming the most commercially successful and affluent Black community in the United States - earning the moniker “Black Wall Street.” (Gara, 2020)

KIRKPATRICK HEIGHTS ADDITION

Land located in Publicly Owned Opportunity Site 1 that was formally part of the Near Northside community and part of the Burgess family’s Cherokee land allotment that was officially added to the City of Tulsa in 1911.

1918 View of North Tulsa (Library of Congress)
**RACE MASSACRE OF 1921**

By 1921, Greenwood was an oasis for Black Tulsans. A community of around 10,000 working professionals and residents, the neighborhood held everything needed for daily life - homes, grocery stores, hotels, nightclubs, billiard halls, theaters, medical offices, and churches. However, the success that took years to build was erased after rumors of an incident between a young black man and white woman circulated and led to a mob of white rioters charging into Greenwood on May 31, 1921. The violence lasted roughly 24 hours, resulting in 35 city blocks burned down, hundreds dead, and over 800 injured. The violence ended on June 1 after Governor Robertson declared martial law and the National Guard arrived in Tulsa. (Tulsa Historical Society)

**LOSSES FROM 1921 RACE MASSACRE**

- Left over 10,000 homeless
- $2 million dollars in losses of real estate & personal property ($30 million today)
- 191 businesses destroyed, as well as a junior high school, hospital, and several churches
- Families lost wealth that could have shaped & secured their futures for many generations.

*Despite all this, the community persevered and rebuilt Greenwood by 1922.*
MAJOR IMPACTS OF 1921

The day-long massacre left over 10,000 homeless and resulted in over $2 million dollars in losses of real estate and personal property, an amount that is equivalent to $30 million today. The entire commercial district was destroyed, including 191 businesses, a junior high school, several churches, and the only hospital in the area (Moreno, 2021). In addition to physical property, families lost wealth that could have shaped and secured their futures for many generations. Despite all the losses, the community banded together and began rebuilding within a week, determined to bring back the life and success of Greenwood. However, they encountered many hurdles to rebuilding, including industrial zoning and changes to the fire code. Insurance companies created more challenges by refusing to pay out claims, forcing Greenwood residents and business owners to use personal funds and private loans to rebuild (Perry, 2021). Despite these challenges, the community persevered and by 1922 the Greenwood community had rebuilt and was well on its way to becoming Black Wall Street once again.

"Black Tulsa is a happy city. It has new clothes ... scars are there, but the City is impudent. Thank God for the grit of Black Tulsa.

-- W.E.B. DUBOIS, 1926

"There is probably no other case in the history of America where a group of people in similar hostile community so quickly and so completely rebuilt a ‘new Jerusalem upon the ashes of a fallen city’ with so limited financial resources.

-- JESSIE O. THOMAS, 1929
social worker

Source: www.yesmagazine.org
For decades after the Massacre, Greenwood continued to thrive as a Black enclave in the northern part of the city. Businesses and homes were rebuilt, and the legacy and success of Black Wall Street was restored for 45 years. The Tulsa Model Cities Program, a result of the Demonstration Cities and Metropolitan Redevelopment Act of 1966, led to major changes in the neighborhood. Homes and businesses were torn down to build Interstate-244 and Highway 75, creating a physical and social barrier between North Tulsa and the rest of the city. The physical fabric of the once dynamic, walkable community was dissolved. This, coupled with desegregation, led to long-term community members relocating to other parts of the city and spending their dollars elsewhere. Urban renewal changed the once densely populated neighborhood, leaving behind vacancy and reminders of previous development (Jefferies, 2017).
THE UNIVERSITY CENTER AT TULSA (UCAT)

The 1980s brought new development to the area, with a multi-university conglomerate moving into the previously cleared land in Greenwood, creating the University Center at Tulsa (UCAT). UCAT was planned to occupy 200-acres of land, where University of Oklahoma, Oklahoma State University, Langston University, and Northeastern State University would offer undergraduate and graduate level courses. UCAT was projected to grow by the year 2000, with expansion plans moving into adjacent vacant land for building research facilities and more housing. However, the universities did not meet the expected growth, and the plan to expand fell through, leaving the land vacant for decades to come.

IMPACT OF CAMPUS AND HIGHWAY

Built in a previously dense, walkable neighborhood that included the original location of Booker T. Washington High School, the area formerly known as UCAT changed the physical fabric and feel of the area. Highway construction and plans for the university expansion broke the pre-urban renewal walkable grid and created large superblocks that disrupted the connection to downtown and introduced uses that felt separate from the neighborhood.
RECENT PAST AND TODAY

The neighborhood continued to see decline throughout the 1980s, with little to no improvement. The 1990s brought efforts to bring wealth and investments back into the community, including the opening of the Greenwood Cultural Center in 1995, launching the modern era of Greenwood. The Greenwood Cultural Center served as a new community anchor providing the missing context, history, and legacy of Greenwood. Through the early 2000s, official investigations into the massacre were made; John Hope Reconciliation Park was built; and planning for commemoration activities for the 100-year anniversary of the Massacre began. Greenwood Rising, a legacy project of the 1921 Tulsa Race Massacre Commission opened in 2021. Despite these investments, challenges of vacancy, auto-oriented street design, and limited pedestrian activity remain.

In 2021, the study area had a population of 5,356, approximately 1% of the City of Tulsa. The community, previously predominately Black, is 53% Black and 36% White. The study area has a 19% vacancy rate and 13% unemployment rate, double the citywide rate, and about 30% of residents own their homes. The median income in the neighborhood is $28,574 as compared to $49,158 citywide. (Esri BAO, 2021)

*Steps to nowhere* in Kirkpatrick Heights Addition (Michael D. Bates)
View looking towards Downtown Tulsa (Nearmap)
The focus of the master plan is the redevelopment of 56-acres of publicly owned land grouped into three main opportunity sites. Once the home of a successful and affluent Black community, these sites have remained vacant and underutilized.

With previous plans for housing and university expansion falling through and more attention and investments moving north of Downtown and into the study area, these three sites provide an opportunity to bridge the long-standing divide in a way that is equitable and does not lead to gentrification and displacement. In 2018, an opportunity presented itself for the Tulsa Development Authority (TDA) to regain control of the three sites, thus spurring the conversation about meaningful redevelopment.
SITE 1: THE CORE

*Kirkpatrick Heights Addition*

*(45.2 Acres)*

The Kirkpatrick Heights Addition area is the largest of the three at 45.2 acres, between OSU-Tulsa, the Heights Historic District, Emerson Elementary, and Interstate 244. This area was an independent neighborhood that was added to the City of Tulsa in 1911 as part of the Burgess family’s Cherokee land allotment. Once a mostly residential neighborhood with small blocks and a walkable character, the area has remained mostly vacant since the late 1960s, suffering without implementation of the planned university expansion.

Site 1 is not only the largest, but the most noticeably vacant site as it sits in the middle of the neighborhood surrounded by residential and educational institutions. The site also holds signs of previous development – with driveways and staircases along the streets that once led to homes and businesses. Site 1 is made up of 63 parcels, all now publicly owned (TDA) with the exception of the standing Salvation Army Rehabilitation Center (located between N. Main Street, East Fairview Street, and N. Boston Avenue, approximately 2.8 acres in size).

Future land use designations are described as Downtown Neighborhood and Regional Center. The Greenwood Heritage Neighborhood Sector Plan suggested this area can be used as a “Live and Work” district and include uses such as retail; restaurants oriented towards students, faculty and residents; open space; research offices; hotels; or housing that provides transition to existing neighborhoods. Existing zoning is ‘Commercial’ and ‘Residential Multi-Family’ with a Neighborhood Infill Overlay and Healthy Neighborhoods Overlay.
1915

Mainly residential, with only a few larger parcels holding other uses. The blocks and buildings followed a similar form, on small residential scale streets.

1967

Still mainly residential, the area begins to see larger uses and buildings in the southern blocks. This aerial was taken months before the area was demolished to make way for I-244.

2021

The area has remained largely vacant since the late 1960s, suffering without implementation of the planned university expansion. The largest site at 45.2 acres, the Salvation Army Rehabilitation center is the only standing structure today.

FUTURE

What can this land become?
SITE 2: GREENWOOD PLAZA

Greenwood Avenue
(6.35 acres)

Located within the same block as the historic Vernon AME Church and across from the Greenwood Cultural Center and OSU Tulsa, Site 2 is the smallest of the three sites and within the historic Greenwood District. The location of the Juneteenth Festival, this area attracted an estimated 50,000 visitors in 2021 with art, music, wellness, vendors, and food. Site 2 is also adjacent to the Evans-Fintube site and USA BMX headquarters, separated by the rail lines.

Originally following a different block structure, this site held residential homes and a public school along the original Greenwood Avenue commercial corridor. The buildings were burned down during the Massacre (excluding Vernon AME Church); the area was rebuilt and by the late 1960s held mostly residential, with some larger uses along the railroad. Today the street and block patterns are completely changed, following OSU Tulsa’s development and expansion starting in the 1980s.

Future land use is designated as Regional Center and the Greenwood Heritage Neighborhood Sector Plan suggests a range of employment, entertainment, and retail uses. Existing zoning is ‘Commercial’ with a Neighborhood Infill Overlay and Healthy Neighborhoods Overlay. The community has emphasized the significance and importance of hosting Juneteenth at this location. Ideas include a more permanent event space (e.g., amphitheater), flexible park and plaza spaces, recreation, entertainment, small vendors and businesses, and community amenities.
1915
Originally following a different block structure, this site held homes and a public school along the original Greenwood Avenue commercial corridor.

1967
Burned down during the Massacre (excluding the Vernon AME Church) the area was rebuilt and by the late 1960s held mostly residential, with some larger uses along the railroad.

2021
Today the area is very different, the street structure was completely changed in the 1980s to build out OSU Tulsa, creating a large, vacant superblock. Adjacent to Site 2 are three important community anchors: Vernon AME Church, Mt. Zion Baptist Church, and Greenwood Cultural Center.

FUTURE
What can this land become?
SITE 3: THE GREEN STITCH

Osage Trail Stormwater Detention Area
(18.5 acres)

Located on the eastern edge of the study area, Site 3 extends from Oklahoma Street down through B.S. Roberts Park. This area includes a portion of the Osage Prairie Trail, and is adjacent to mainly residential and park uses, and across the railroad tracks from services and amenities like Morton Comprehensive Health. Site 3 includes two large stormwater detention basins, collecting excess stormwater from surrounding neighborhoods to the north. The basins have a footprint of 7.3 acres and can hold up to 42 acres of water. These basins are part of the Dirty Butter Creek basin, collecting water from the surrounding neighborhoods, park, and Lansing Industrial Park. As with Site 1, traces of historic streets are visible, as well as the presence of old growth trees.

Given its current use for stormwater detention, improvements to Site 3 must make sure that this critical infrastructure function can remain. Future land use is designated as Parks and Open Space, and already the site includes vegetated areas that connect to walking paths, the Osage Prairie Trail, and BS Roberts Park (also planned new home of the Rudisill Library expansion).
**DEVELOPMENT OVER TIME**

**1967**
This area was a densely populated residential neighborhood. Following a similar block structure as the surrounding blocks, there was clear connections across to the residential neighborhood to the east.

**2021**
Today the area is entirely vacant lots between residential blocks. The southern portion is part of B.S. Roberts Park, which recently opened its new fitness equipment park. The area also connects to the southern end of the Osage Prairie Trail.

**FUTURE**
What can this land become?

**FIGURE 6: SITE 3 DEVELOPMENT OVER TIME**
WHAT DOES OUR FUTURE LOOK LIKE?

**REBUILD**
how will we rebuild our thriving community?

**MOVE**
how will we move in the future?

**CONNECT**
how will we connect with open spaces and each other?
Create The Core, a vibrant mixed-use destination rich with community amenities and a well-designed public realm that draws residents, workers, and visitors.

Encourage higher intensity mixed-use development on the blocks closest to downtown with creative spaces, office, retail, and residential uses.

Redesign the existing stormwater management basins as Resiliency Parks to manage storm water and serve as recreational and open space amenities supporting community health and wellness.

Extend the Greenwood Cultural Corridor north along Greenwood Avenue with the creation of Greenwood Plaza, a new programmable public space, along with new streetscaping and wayfinding elements.

Extend the Cultural Corridor along Main Street to the heart of the new mixed-use district bringing new entertainment, dining, and shopping options.

Establish the Greenwood Streetcar a circulator that will connect cultural assets, entertainment, job centers and neighborhoods.

Realign and redesign MLK Jr. Blvd to function as an attractive multi-modal, gateway corridor connecting downtown and North Tulsa.

Create a sustainable district built for the future with new development incorporating resilient infrastructure and energy production.
FIGURE 8: OVERALL DEVELOPMENT FRAMEWORK
A PLAN DEVELOPED THROUGH DIRECT STAKEHOLDER ENGAGEMENT

The planning process kicked off in August 2021 and included a series of community meetings, surveys, hands on design charrettes (workshops), and informal conversations, as well as small focus group discussions and stakeholder interviews which directly informed development of the master plan. Through an iterative process, the design team explored shared themes and community aspirations using graphics and models to test concepts with the public in ways that would build understanding, excitement and support.

Based on stakeholder workshops and facilitated discussions, key themes emerged around – Community; Economy; Culture + Heritage Preservation; and Infrastructure + Environment. These themes were then distilled into the vision and guiding principles for the plan. A clear and organizing theme that was consistently heard throughout the planning process was the ‘need to ensure equity, ownership, and wealth-building for Black residents’. In addition, community members wanted to ensure that the cultural history and heritage of North Tulsa is not only preserved but showcased in the future projects developed on the three sites.

During the April 2022 design workshops, Wyking Garrett presented the Africatown Community Land Trust in Seattle, WA as a case study for community ownership.

Concept drawings from youth workshops held on-site at North Tulsa public schools. With guidance from the Leadership Committee, the planning team focused on ways to engage youth and make sure that the plan included the vision and aspirations of the next generation of stewards.
The April 2022 workshop series was designed using an interactive community “charrette” format – allowing hands on participation in the design process with residents using site models and other props to facilitate dialogue.

Hands on student workshops were held at schools throughout North Tulsa to bring the youth voice into the planning & design process. (April 2022)

Conceptual design for Site 3: The Green Stitch – Stormwater Resiliency presented to stakeholders during the April 2022 multi-day design workshops. (WRT, April 2022)
REBUILD
How will we rebuild our thriving community?

THE CORE
vibrant mixed-use neighborhood with pedestrian friendly streets

GREENWOOD PLAZA
community space honoring the culture and history of Greenwood

GREEN STITCH
stormwater park with active and passive spaces

create vibrant, mixed-use destinations

create an affordable and welcoming place for all

increase amenities and services
Site 1: The Core

The Core is intended to rebuild a vibrant and resilient mixed-use community that honors the Black Wall Street spirit and legacy of Greenwood, establishing a new residential community, and creating spaces that nurture the culture of creativity and diversity of talent found in North Tulsa.

The 45-acre site will be become the heart of a walkable mixed-use destination with residential, retail, commercial, office/innovation, and civic uses. High-quality green buildings are designed to inspire a new generation, grow local talent, and establish a new community of creatives and innovators from business to fashion, design, technology, and multimedia, incrementally nurturing a creative/maker culture and providing flexible workspaces that will amplify the character of the district. New buildings with elements such as art, flexible floor plans, and landscaping, when coupled with branding and placemaking elements, will hone a sense of place and promote a local character and flavor that is uniquely Greenwood. New industries can provide unique products and experiences such as marketplaces with small manufacturers who can offer locally made goods and host community events that can draw people to the district.
Site 2: Greenwood Plaza

“Black Wall Street as Promenade”

Site 2 is reimagined as a community hub that builds off the legacy of historic Black Wall Street, the cultural institutions found along the corridor (Greenwood Cultural Center, the shops and business that are part of the Greenwood Chamber of Commerce, Vernon AME, Greenwood Rising), and responds to community needs for a place to gather and celebrate.

The site will be rebuilt as a multi-functional community space that honors the past with streets that are traced and redesigned as promenades through open, flexible green spaces that brings people together for a variety of year-round activities from Juneteenth to smaller seasonal performances and celebrations.

FIGURE 10: SITE 2 FRAMEWORK
Site 3: The Green Stitch - Stormwater Resiliency Park
‘A Park that Tells a Story’

Site 3 engineered stormwater detention basins will be rebuilt as ‘A Park that Tells a Story’ providing a space for memory and healing, as well as opportunities for recreation, reflection, and wellness.

Two conceptual approaches were considered for Site 3: The Green Stitch-Stormwater Resiliency Park. With plans for a new Rudisill Library being built adjacent to BS Roberts Park, the option shown here shows more activity on the southern portion of the site to reflect adjacent uses. The northern portion of the site is designed into a community memorial that will tell the story of the site’s past while offering space for gathering and remembrance. The southern portion of the site will be redesigned as a public park focused on active recreation and youth programming, both areas will continue to serve the stormwater management function. It is recommended during the design development phases more engineering studies of stormwater capture and compatibility with the proposed land uses are considered and those more advanced design concepts are presented to stakeholders for additional input.
PLACEMAKING

The placemaking framework capitalizes on the local community’s assets and potential with the intention of creating a dynamic place where people want to be. This includes vibrant streetscapes, parks, and plazas that are essential to creating an attractive place to live, visit, and socialize. The design of the spaces will reflect cultural aspects of shaping space, curating stories of Greenwood and North Tulsa within the landscape and fostering new and dynamic experiences for current and future users.
DESTINATION CRENshaw

Destination Crenshaw is a community-led response to the expansion of the Metro LAX/Crenshaw Line. In the face of a threat to the neighborhood’s vibrant Black culture, Destination Crenshaw emerged to repair, revitalize, and sustain LA’s most iconic Black business corridor. This linear series of parks and outdoor gallery spaces will celebrate the heart of the largest Black community on the West Coast through arts and culture, while fostering economic development, job creation, and environmental healing.

The corridor will feature: 11 parks, a public amphitheater, over 100 commissioned art works, and new street trees. The 1.3-mile expanse of Crenshaw Boulevard will be comprised of four zones highlighting: Arts, Entertainment, & Creativity, History & Black Ingenuity, Education & Youth Empowerment, Togetherness, in celebration & protest.

The initiative is led by a nonprofit entity which, beyond physical development, has provided Covid-19 assistance to the corridor’s 43 businesses, and ensured that 70% of the project’s construction workers live in Crenshaw. Destination Crenshaw will continue to serve the community after the reparative infrastructure project is complete. The project has been financed through a combination of Tax Increment Financing, New Market Tax Credits ($30M), an Enhanced Infrastructure Financing District, philanthropy, and county and state funding ($6.5M). Destination Crenshaw, designed by Perkins and Will and Studio MLA, is scheduled to open in Fall 2022.

Source: https://destinationcrenshaw.la/
Planting Palette

**Street Trees**

A continuous row of large street trees are envisioned along the lengths of the corridors to reinforce the character of each of the major streets while creating a comfortable and attractive streetscape. The street trees will provide a host of benefits including improving air quality by capturing pollutants and reducing urban heat island effect.
Green Infrastructure

Materiality: Porous paving
Other Contemplative Spaces
Street Furnishings

Street Furnishings

Furnishings will enhance community livability and help to define the community character. The street furnishing palette will include pedestrian-scale streetlights, trash receptacles, benches, bike racks, and bollards.

Seating

Integrated seat walls, lounge platform, moveable tables, and moveable chairs.
Public Art & Installations

Public art, murals, decorative lighting and streetscape elements will help to tell the stories of Greenwood and Kirkpatrick Heights, of individual spaces and people through history and artistic interpretation.
MOVE
How will we move in the future?

ON FOOT
walkable streets, amenities

BY TRANSIT
streetcar line, bus stop amenities

IN A CAR
parking, connected street grid

BY BIKE
bike lanes, bike share, etc

strengthen connections
create walkable, mixed-use nodes
increase mobility options
THE DESIGN INTENT

The plan creates a holistic mobility network that bridges the new district to the adjacent neighborhoods and downtown, providing safe options for pedestrians, bicyclists, drivers, and transit users. Elements of this new multi-modal network include:

Connectivity + Placemaking

Reintroduce the street grid and alleys at Site 1 to improve connectivity, support walkability, and enhance transit use. The urban grid is connected, and new blocks are developed to provide numerous pedestrian access points and safe crossings.

Streetscapes incorporate public art and green infrastructure to create an identity, add visual interest, and support safe access and connections.

- Redesign John Hope Franklin as a true boulevard with improved crossings and pedestrian-scale lighting and street trees.
- Redesign and reroute Martin Luther King Jr. Boulevard as a two-way boulevard which can include a center landscape median, enhanced pedestrian crossings, and placemaking elements.
- Explore realignment of Greenwood Avenue.

**FIGURE 12: MOBILITY FRAMEWORK: CONNECTIVITY + PLACEMAKING**
Multi-Modal Connectivity

Extend trail connections and create new and improved pedestrian paths between destinations.

Enhance the gateways into the neighborhoods. There are several barriers that limit the connection of the district to the rest of the city. I-244 provides street level connections that are currently unwelcoming and feel unsafe. Through the design of art and lighting projects along the underpasses, these connections can become beautiful well-lit passages that become gateways to the north. Prioritize highway underpass improvements to support the redevelopment of Site 1 include N. Main, N. Boulder, and N. Boston Avenue.

FIGURE 13: MOBILITY FRAMEWORK: MULTI-MODAL CONNECTIVITY
Greenwood Streetcar

A new Greenwood Streetcar is proposed to connect the district to adjacent neighborhoods and assets. The plan enhances the opportunity for transit service with a grid of small blocks (averaging 350-400 feet long) similar to the blocks found in the historic core of downtown Tulsa. With the current level of activity on-site, the Greenwood Streetcar is a long-term project and the master plan did not include a traffic study.

Recognizing that the future land use strategy will increase the number of people living in the area as well as retail and services that would attract residents beyond the planning area as development is phased in and transit improvements are implemented, a traffic study may be needed to further refine the street design and manage traffic flow.

**FIGURE 14: MOBILITY FRAMEWORK: GREENWOOD STREETCAR**
CONNECT

How will we connect with open spaces and each other?

**RESIDENTS**
- tree-lined streets, vibrant and active gathering spaces, intimate pocket parks, cultural landmarks, safe and clean park spaces

**VISITORS**
- walkable mixed-use developments with vibrant gathering spaces, cultural & entertainment events at flexible open spaces

- create an identity through vibrant spaces that honors the history and tells the story of North Tulsa
- manage stormwater & incorporate green energy
- provide welcoming & flexible gathering spaces
- lush, verdant gardens & plants that provide seasonal interest and supports community health
All streets within the district are designed as Complete Streets that provide safe, accessible and convenient transportation facilities for all modes of travel and accommodate all users.
To support household wealth and develop a vibrant local economy the plan aims to increase job density with a wide variety of job producing uses from small scale entrepreneurship, incubator, co-working space, creative maker and production spaces, creative office, technology and innovation, health and wellness enterprises, hotel and hospitality and other uses that can grow and evolve this mixed-use neighborhood.

New development presents an ideal opportunity to incorporate sustainable and innovative design strategies for district energy production, as well as to achieve stormwater detention and discharge by designing streets with bioretention swales and rain gardens that beautify and manage water. New buildings can be designed to be energy efficient to create healthy indoor environments and will include water conservation strategies.

Green infrastructure will be incorporated within and around new development including sidewalks, courtyards and rooftop gardens, green roofs, and walls of parking decks. Large and commercial rooftops should be optimized and maximized for solar photovoltaics.

On existing sites, surface parking on undeveloped land presents the opportunity for energy production using semi-temporary, large scale photovoltaic arrays (multiple solar panels electrically wired together to form a much larger installation that can produce greater amounts of solar electricity).
AFRICATOWN COMMUNITY LAND TRUST (ACLT)

ACLT was established in response to Seattle’s vanishing Black population to “acquire, steward, and develop land assets that are necessary for the Black/African diaspora community to grow and thrive in place in the Central District”. ACLT is guided by an Equitable Development Framework that centers asset ownership, resource and space allocation, community participation and agency, community capacity development, and sustainable community benefit. With several development projects completed or underway, ACLT seeks to create a cultural innovation zone that connects physical, intellectual, and cultural assets, establishes pathways to innovation industry clusters, and offers a unique, global destination. This Central District features a block-level focus on entrepreneurship, technology, culture, and arts.

ACLT’s mixed-use developments, which include the revitalized Liberty Bank Building (opened in 2018) and Africatown Plaza (in progress), feature 245 units of affordable housing, ground-floor retail space for Black-owned businesses, public art, and community spaces. In addition, ACLT – in partnership with the City – is converting a historic fire station into a hub for entrepreneurship, technological innovation, and business development. ACLT envisions the development, the William Grose Center for Cultural Innovation, as the cornerstone of a new ecosystem for economic empowerment and community-driven development.

Source: https://www.africatownlandtrust.org/projects/
HONOR

*How will we honor, examine, and elevate our stories?*

In crafting the landscape elements of the master plan, one primary goal was to understand how the history of Greenwood can shape and celebrate its future. While the story of Greenwood, as it is often recounted, is shaped by the 1921 massacre, an historical approach led to an examination of its deep roots as a Freedmen’s town composed by a collection of land allotments. We understood that even before its growth into a thriving epicenter of business, industry, and commerce, this land possessed a storied past of self-determination and resilience. Close examination of Greenwood’s historical conditions and phases of growth allows the community to see the traces of its past in its contemporary condition.

**Traces of former streets**

The proposal for the Town Center calls back the neighborhood’s historic residential character. Before the land was cleared, it was home to a community knit together by narrow streets and alleyways. Much more than conveyances, the streets and alley were hubs of activity; these spaces were places where life happened.

The persistence of the old growth trees and vegetation tell the story of Greenwood’s residential communities, as they recall historic sight lines and echo the front and back yards that are now all but invisible. Structural remnants – faded, dissolving streets and building foundations – also provide glimpses into the institutions and urban grain that knitted the community together. The master plan process allowed us to examine and elevate these elements such that all three sites are deeply embedded in the historic fabric of the neighborhood and honor its legacy.
DSNI is a nonprofit entity that empowers residents of the Dudley Triangle - situated in a historically Black community - to organize, create, and control a vibrant, diverse, and high-quality neighborhood. The initiative was created in the 1990s by Dudley residents organizing to reclaim their neighborhood after rampant disinvestment, arson fires, and dumping by public and private actors ravaged the community. DSNI created a comprehensive plan for the neighborhood and was granted eminent domain authority by the City of Boston to acquire over 30 acres of vacant land, placing it in a community land trust (CLT) to protect affordability and enable development without displacement. Through a community-driven request for proposal (RFP) process, DSNI has developed 98 permanently affordable homes for ownership and rental, as well as parks, playgrounds, urban farm sites, community facilities, and new businesses throughout the neighborhood. Only two parcels remain vacant today with pending RFPs. The first 36 units developed by DSNI had a total development cost of $5.4M. DSNI’s annual budget is funded by government sources (one-third), corporate and foundation grants, events, individual donations, and earned income. Private contributions are incentive by MA’s Community Investment Tax Credits, which provide a 50 percent credit on donations to “high-impact, community-led economic development initiatives.”

As the lead collaborator of Dudley Triangle’s comprehensive community development initiatives, DSNI supports public advocacy, resident empowerment and leadership, and placemaking activities that celebrate, preserve and link the neighborhood’s diverse cultures. In 2012, DSNI partnered with a local foundation and Artplace America to establish the Fairmount Cultural Corridor, “a local creative economy that...support[s] vibrant, livable neighborhoods along the Fairmount Commuter Line” through the collaboration of residents, artists, community organizations, and businesses. Initially piloted around a single train stop that served as a cultural center, the initiative was extended along the corridor in 2014. DSNI’s role included collecting intergenerational stories, training residents in oral history, and sharing residents’ stories.

Source: https://www.dsni.org/
BIG MOVES REQUIRING FURTHER STUDY & ANALYSIS

The master planning process included the study and exploration of the three publicly owned opportunity sites within the context of the larger North Tulsa planning area. Through the engagement process, stakeholders identified several visionary projects that will require further analysis and design beyond the scope of the master plan effort. They are referenced here not in order of preference (since there was not enough analysis completed to allow stakeholders to prioritize) but to capture the discussion and ideas generated. It is recommended as part of the implementation strategy that these projects are studied further and additional stakeholder engagement is used to develop goals for feasibility studies that will provide the depth of information required to understand social, environmental, and economic benefits that align with the vision for the future outlined in this plan. Projects for further study include: removal or redesign of I-244, design of a Streetcar system, realignment of MLK Jr. Boulevard, plan for a Welcome Center, and study a pedestrian / bicycle bridge connection to the Evans Fintube site. Section 4 of the master plan provides more in-depth discussion of the analysis and next steps.

REMOVAL OF I-244

Re-knitting the urban fabric destroyed during urban renewal. Options discussed include:

1. Burying the intrusive freeway and redeveloping the reclaimed land as mixed-use development blocks;
2. Rerouting the traffic flow and utilizing the freeway infrastructure as a new highline park and open space amenity;
3. Redesigning the freeway as an at grade multi-modal boulevard.

Designed in the early 1950s, Rochester, New York’s Inner Loop Highway completely cut off its business district from surrounding neighborhoods. Recent USDOT TIGER grant funding is facilitating replacement of some sections of the loop, especially where traffic counts are lowest, into an at-grade boulevard (Inner Loop East Above), freeing up land for redevelopment and improved circulation.
**BRIDGE CONNECTION TO THE EVANS FINTUBE SITE**

Designing a pedestrian and bicycle bridge at E. Independence connecting to the Evans Fintube site (Proposed Greenwood Cultural Innovation District), USA BMX, and AERO Bus rapid Transit Corridor Along N. Peoria Avenue. Design a pedestrian and bicycle bridge connecting Greenwood Avenue and E. Archer Street.

Improve connections to the redeveloped Evans Fintube site along E. Archer Street.

**WELCOME CENTER**

Create a Landscape of Reconciliation and Storytelling on Standpipe Hill connecting residents and visitors to the history of the neighborhood.

Improve connections along MLK JR Boulevard and N. Detroit Avenue below I-244.
Market Demand and Development Feasibility

Introduction and Methodology

Key findings from market research conducted for the Kirkpatrick Heights Greenwood Site Master Plan are summarized in this section. The process included quantitative research on demographic and market dynamics, a review of past reports and studies, bolstered by observations from "the field" and interviews with local stakeholders. Data was compiled using primary and secondary sources including ESRI Business Analyst, US Census, City of Tulsa plans and reports, real estate research, and other available sources.

A note about the COVID-19 pandemic:

Due to the lag time in data availability, some of the data used in this analysis is from before 2020 (pre-pandemic). To the extent possible, the data is tempered with qualitative insights about "post-pandemic" market expectations.

Evans-Fintube Redevelopment:

The Evans-Fintube redevelopment is a concurrent PartnerTulsa-led redevelopment project located in the eastern portion of the master plan study area. Current negotiations are focused on Phase 1 development plans, which are centered on the historic rehab of the Oklahoma Iron Works Building. The redevelopment at full build-out may include a hotel, performance hall, retail spaces, a makerspace, food hall, and beer garden. Some residential units are also planned for the mixed-use tower. While the Evans-Fintube project will undoubtedly impact certain aspects of the Kirkpatrick Heights/Greenwood Plan, the proposed uses do not present significant market competition.

The proposed (2022) site plan for the Evans-Fintube redevelopment will include a mix of uses and added residential and retail demand. Source: Team Alchemy
DEMAND DRIVERS AND MARKET THEMES:

Three key market areas/opportunities emerged with the community’s feedback and expressed interest in housing, retail and restaurants, office, and arts and cultural uses. Supporting research is summarized below and provided in more detail in the appendix.

1. **RECONNECTING NORTH TULSA**

Community feedback reveals a strong preference for development that builds new economic opportunities for residents and that elevates cohesiveness (culturally, socially, and in terms of the physical neighborhood fabric). This relates to the need for more locally serving retail and services. There is also demand for quality office and workplaces, as well as creative and cultural spaces, which serve the Greenwood district and North Tulsa more broadly.

2. **SHOWCASING THE BLACK EXPERIENCE**

The broader study area contains many important sites that root residents and visitors alike in the unique historical and cultural aspects of the Black experience. There is an opportunity to capitalize on, better highlight, and expand upon these draws – to both increase economic prosperity and to prevent erasure of the area’s legacy.

3. **EXPANDING THE DOWNTOWN DESTINATION**

There are opportunities to develop the study area opportunity sites for some uses that build on downtown Tulsa’s regional (and national) appeal, while maintaining and expanding Greenwood’s cultural legacy.
The demand outlook for new housing development in the Kirkpatrick Heights/Greenwood study area is very strong. The study area (particularly Site 1) could accommodate over 1,000 new housing units over the next 10-20 years.

There is strongest market potential for single family and attached infill housing units, townhouses, and affordable multi-family apartments.

Aligning with anticipated market demand, affordable and moderately priced housing should be a key focus, and new development should accommodate a range of incomes. There is also widespread desire to ensure pathways to attainable homeownership.

The Kirkpatrick Heights/Greenwood neighborhoods have experienced significant demographic change over the past decade. Gentrification is evidenced by shifts in race & ethnic composition, as well as income and educational attainment. And like many cities across the country, housing prices rose considerably in recent years, especially since the onset of the pandemic. The median home value in the study area increased by over 60% between 2010 and 2019, compared to just 20% citywide. There is also a significant concentration of short-term rentals. North Tulsans have justifiable concerns about not only affordability for existing and future generations, but about the adverse consequences of real estate being bought up by investors from outside of the community.

Both market research and stakeholder feedback reveal a strong preference for a walkable, neighborhood-scale, mix-used redevelopment that is conducive to organic community gathering and includes thoughtfully designed green space.

**1,765**

**HOUSING UNITS**

- **Owner Occupied**: 30%
- **Renter Occupied**: 48%
- **Vacant**: 22%

**MEDIAN HOME PRICES**

- **STUDY AREA**: $159,198, 60% increase 2010-2019
- **TULSA**: $229,021, 20% increase 2010-2019

SOURCE: ESRI BAO COMMUNITY PROFILE, 2021
PROJECT ROW HOUSES (PRH)

Project Row Houses is a community platform that enriches lives through art and collective creativity in Houston’s Historic Third Ward, the oldest African American neighborhood in the city. Project Row Houses spans five city blocks and 39 structures that provide space for artists, neighbors, and enterprises to participate in various neighborhood development and community enrichment activities, as well as art programs. PRH primarily engages under-resourced individuals, young single mothers, small enterprises, and artists.

PRH’s community enrichment initiatives include an Incubation Program that supports artists and creative entrepreneurs in the early stages of project development. The program provides space, time, and mentorship for project development, as well as a collaborative community of artists, activists, and neighborhood stakeholders. As part of its art programs, PRH also serves as the management entity for the Third Ward Cultural Arts District. Created by the Texas Commission on the Arts in 2020, the district leverages innovative arts and culture engagement to “preserve, protect, inspire, and share the artistic and cultural legacy of the Historic Third Ward with current and future generations of artists and creatives.” The Cultural District designation provides spaces of healing and safe places for artists to create and thrive, as well as access to state funding for arts organizations and increased economic activity, tourism, and historic preservation. PRH applied for the cultural district designation with support from Lord Cultural Resources, who led a planning process – including community and stakeholder engagement, cultural asset inventory, and development of a cultural plan and marketing plan – to develop the vision, strategies, and priorities for the district.

Source: https://projectrowhouses.org/
Retail leakage data demonstrates significant market potential for more restaurants and food services.

The study area could be well poised for a new small-scale grocery store in the longer term as the area develops and density increases. Most North Tulsa neighborhoods, including the study area, are considered “food deserts.”

There is evidence of demand for neighborhood-serving retail stores that sell basic household goods. North Tulsa is underserved by “general merchandise stores,” with $16 million in annual sales leaving North Tulsa as consumers shop outside of the area to get their needs met.

Other categories with demand that is unmet by current supply include: pet stores, sporting goods, and furniture stores.

**FLATBUSH CENTRAL**

Flatbush Caton Market has served as a hub for local vendor businesses selling world-class Caribbean and globally themed goods for over 20 years. As Flatbush faces gentrification pressures, NYC’s Economic Development Corporation (EDC) recently partnered with city government and a coalition of community organizations to redevelop the market as a mixed-use development that will include a new and improved Flatbush Caton Market, as well as new commercial, residential, and community uses. Flatbush Central, a 14-story building that opened in early 2022, features 10,000 SF of ground-floor commercial retail space for the market’s longtime local vendors. The development includes: a food hall that holds 5 vendors, two bars, and a test kitchen; a business incubator with 5,000+ SF of commercial kitchen, personal care production, and media and technology lab space; classrooms; office space for the Caribbean American Chamber of Commerce and Industry; and 255 luxury rental apartments. The development is 100% affordable to households making between 40% to 165% of the area median income.

NYC EDC selected Urbane and BRP Companies to purchase, redevelop, and manage the development. The all-Black team envisioned the space “as a bonafide center of Caribbean-ness, situated in an integrated center of community wealth for Central Brooklyn’s Caribbean diaspora.” Urbane’s CEO describes Flatbush Central as a new model for real estate and economic development that can respond to the gentrification and displacement of communities of color.

NEIGHBORHOOD SERVING RETAIL (AND SERVICES)

» The largest nearby shopping area is a commercial cluster that includes Seminole Hills Shopping Center (71K sq. ft. retail) and Shoppes on Peoria (17K sq. ft. retail), which have some of the highest traffic volumes anywhere north of I-244.

» There are a growing number of retail and restaurant options south of I-244 in Historic Greenwood and the Arts District. One example is the Archer Building renovation, now home to dozens of art studios, apartments, and more than ten retailers. The new six-story mixed-used Vast Bank building opened in the summer of 2020, with professional offices, a rooftop restaurant, and several ground-floor retail tenants.

» The new retail south of I-244 tends to be boutique, specialty establishments, rather than everyday goods and services. And while new retail space has been added south of I-244, there has been very little new retail inventory north of the highway. There is a small commercial pocket in Kirkpatrick Heights (Fulton Street Café and Books).

» In the Historic Greenwood District (specifically in and around the intersection of Greenwood and Archer), new Black-owned businesses have recently opened, many owned by younger generations with renewed interested in revitalizing Black commerce – including dining, fitness, art galleries, and other specialty retail. These businesses include the Black Wall Street Liquid Lounge, Black Wall Street Tees & Souvenirs, Silhouette Sneakers, Black Wall Street Gallery, and TheMuscleSquadLab. This block is also characterized by several small service businesses including legal services, accounting and financial firms, and hair salons and barber shops.

» There may be an opportunity to create a centralized marketplace to host a variety of vendors and retail businesses. For example, the New Black Wall Street Market outside of Atlanta, GA, recently opened a space for 120 vendors that promotes affordable lease rates to help reduce barriers to entry and showcases Black-owned companies from across the region.

» In addition to general household goods and services, other niche retail opportunities include: Pet Stores (44% of North Tulsa residents are pet owners, while virtually no stores in the area), Sporting Goods ($10.5 million in potential sales), and Furniture Stores (estimated $11 million gap).

BLACK TECH STREET

While traditional office development may be impacted by the Covid-19 pandemic and changes in conventional office space usage, there is an opportunity to include flexible spaces for creatives and new technologies. There is a burgeoning movement called Black Tech Street to forge Tulsa’s Black Innovation Economy. New Site 1 development can provide a home base for entrepreneurs and visionaries on the road to “building truly inclusive and equitable economies.”
Grocery and Fresh Foods

» There is an annual grocery retail gap of approximately $6.3 million within three miles of the study area.

» Save-A-Lot and Oasis Fresh Market are the only grocery options within a mile of the study area. A third grocery store is planned at 2nd Street & Cincinnati Avenue that will serve the study area. As the area develops, increased demand could make it feasible to support a second small-scale grocery in the study area.

» There are several discount grocery retailers like Family Dollar, which lack fresh food inventory. There is also a high concentration of fast-food chains north of the study area.

» The study area - and North Tulsa more broadly - are “low food access” communities. There is also a high concentration of low-income tracts where a significant proportion of households (more than 100 housing units) do not have a vehicle and are more than ½ mile from the nearest supermarket. This has implications for walkable access to groceries.

Decatur Fresh

Decatur Fresh is an affordable, international grocery market built in a food desert as part of a large-scale, mixed-use development project managed by Denver Housing Authority (DHA). In addition to addressing food insecurity, the market seeks to celebrate and preserve the surrounding neighborhood’s diverse cultural makeup, enhance economic opportunity for youth, and serve as a shared community space. Serving a community of approximately 2,000 residents, Decatur Fresh caters its inventory to consumer preferences, offering “culturally relevant bulk dry goods and spices, produce, meat and dairy products, frozen items, grab and go breakfast and lunch, coffee, juice bar, household staples, and other items.” All residents of the DHA development receive discounts, in addition to their federal and state government food assistance.

The market partners with a community organization to provide a 120-hour paid internship program that equips youth, ages 14 to 24, with certifications and skills to work in food retail management and customer service – a stepping stone to other educational or career opportunities. The market exterior also features art works by a young local artist and other youth in the community. The Gateway project anchoring Decatur Fresh will create nearly 1,000 subsidized homes, as well as market-rate apartments. DHA financed the market’s development with a loan.

Source: http://www.decaturfresh.com/
Restaurants

» Leakage data indicates significant market demand for restaurants and food services. According to ESRI estimates, over $16 million in potential bar and restaurant sales are leaving North Tulsa every year (in other words, the consumer demand cannot be met by the existing supply).

» Stakeholders desire dining options in closer proximity to residential areas, particularly fast-casual and take-out restaurants. Establishments where residents and university employees can grab a coffee, quick lunch, or a drink, are also desired.

» There has been a surge in new dining establishments in the study area portion south of the highway: at least thirty new restaurants, cafes, bars, and breweries have opened in the Arts District and Historic Greenwood since 2015 alone. However, they are not necessarily serving the needs of the North Tulsa community in terms of financial, social, or physical accessibility.

» There will continue to be demand over the next 10+ years for a range of new dining and food options, particularly with new residential growth projected for the Kirkpatrick Heights/Greenwood study area.

Office

» While conventional wisdom would suggest new office space as a key component of the study area’s redevelopment, the pandemic has challenged our assumptions around the office sector. In the near term, given sluggish COVID-19 recovery, (and likely in the long term due to changing workforce preferences), there is soft demand for conventional office space. Conventional office opportunities may be restricted to owner-user options, at least in the near term.

» Overall, moving forward, office and commercial development should consider smaller floor plates, new office designs, and flexible uses.

» A hybrid work model is here to stay. The market demand for flex and co-working spaces remains very strong. In addition to coworking spaces, there may be a significant opportunity for additional commercial space for emerging businesses – particularly Black enterprises.

» Quality office and workplaces would be attractive for growing businesses as well as a variety of creative uses including film offices, art shows, and cultural tourism.

» A new business incubator is opening in the Greenwood district, with aspirations to become one of the largest women’s business incubators in the country. Its mission is to increase opportunities for female entrepreneurs – especially Black women small-business owners in the Greenwood district and throughout Tulsa.

"I love the idea of reclamation... temporary pop-ups for restaurants and businesses that give different communities the opportunities to reclaim these spaces...."

- VIRTUAL MEETING PARTICIPANT
Feb 2022 - “Big Ideas” at Site 2
ARTS AND CULTURAL

- There is demonstrated support for more arts and cultural uses, particularly a permanent location for cultural events like Juneteenth, spaces to uplift and showcase local artists, and strategies to preserve the Greenwood Race Massacre history and subsequent rebuilding and investment.

- Positive tourism and visitation trends, plus the existing vibrant local arts scene (particularly for music and entertainment), underscore market potential and need for more entertainment venues with flexible spaces for music, performance, and dance. Community members also desire a wider array of interactive, well-maintained parks, green space, and community facilities (especially geared toward youth, families); as well as more community meeting spaces (besides churches and the library).

Tulsa 2022 Juneteenth Festival (Christopher Creese)
TOWN HALL EDUCATION ARTS RECREATION CAMPUS (THEARC)

THEARC is a state-of-the-art campus that provides high-quality educational, health, cultural, recreational, and social service programs to historically under-resourced communities in D.C.’s 7th and 8th wards. Managed by community-based nonprofit Building Bridges Across the River (BBAR), THEARC houses 14 nonprofit partners and features a 365-seat community theater, black box theater, 0.5-acre urban farm, regulation-size gymnasium, libraries, computer labs, classrooms, dance studios, music and visual arts studios, an art gallery, public playgrounds, and more. Pioneered by a local developer, THEARC began with a 110,000 SF building in 2005 and has expanded to include a second 92,000 SF building, as well as a youth shelter.

With year-round programming provided by BBAR and the resident partners, THEARC is a one-stop-shop where neighbors can participate in dance, music, and fine arts classes, K-12 education, continuing education, urban agriculture, wellness classes, and recreation, as well as receive medical and dental care for free or at a substantially reduced cost. BBAR’s direct programming includes iCAN – a technical theater and arts management youth internship program, community supported agriculture, healthy cooking classes, two major festivals, and coordination of a robust annual theater season. THEARC’s on-site partners include several music and dance schools, a Boys and Girls Club, satellite health and arts programs from well-established local institutions, a pre-school, and two K-12 schools. BBAR provides resident partners free office, rehearsal, classroom, program, performance space and facilities management.

Source: https://bbardc.org/
OPPORTUNITY SITES

SITE 1: THE CORE

SITE 2: GREENWOOD PLAZA

SITE 3: THE GREEN STITCH

OUR LEGACY, OUR COMMUNITY
Site 1, “The Core” provides the greatest opportunity to meet the community goals established through the planning process. The Core envisions a vibrant walkable, welcoming place with a variety of uses anchored by a flexible and programmable public space. As part of the planning process, two options were studied with the goal of creating the density of uses that could create a unique North Tulsa destination with a range of retail, cultural spaces, and amenities as well as provide the variety of housing necessary to create the critical mass of people living and working within the district. Both options build off the strengths of the Historic Heights District and burgeoning Arts District, extend the street grid, incorporate future transit improvements, and include a dense mixed-use program with greater height towards downtown and reduction of height along the northwestern portion closest to the historic Heights neighborhood.
Option A: Main Street Green

The Main Street Green option is built on a 1.2-acre public space, which becomes a hub for daytime and evening activities. The Green will be framed by a 200-250 seat indoor cultural space for visual and performing arts, rehearsal studios, classrooms, and workshops. The green rooftop courtyard will serve as the focal point of the site and will be designed to engage the street and draw people in at the nexus of Main and John Hope Franklin Boulevard.

The community was asked to vote on which option they preferred at the in person Draft Plan Reveal presentation and through a survey on the plan website. The preferred option was Option A.

**FIGURE 16: OPTION A CONCEPT PLAN**

This a view of the 3-D site model looking south towards downtown.

**FIGURE 17: OPTION A MASSING DIAGRAM**
Option B:
The Wedge

The Wedge is a 1.5-acre triangular public space that on John Hope Franklin Boulevard creating the center of the mixed-use district framed by shops, restaurants, and cafes with residential above.

Both options A and B include a mixed-use program with a variety of uses to support the vision for a walkable, mixed-use district. This option is showing approximately 935 Residential Units, 360,575sf Ground floor retail/Services and Amenities.

Note that these are conceptual design proposals and that the impact of existing City & utility infrastructure in the area has not been investigated. During the implementation phase additional engineering and traffic studies will need to be conducted to finalize the design approach and consider infrastructure access & costs.
FIGURE 20: OPTION A PROPOSED OPEN SPACE

PLACEMAKING ELEMENTS

Paul Patterson
Sam Kittner / Georgetown BID
CUDA Studio
FIGURE 21: OPTION B PROPOSED OPEN SPACE
Site Plan and Program

Both options A and B include a mixed-use program with a variety of uses to support the vision for a walkable, mixed-use district.

- **Pedestrian oriented commercial corridor:** Emphasizing Main Street as a pedestrian oriented commercial corridor with 3-8 story buildings.

- **Range of housing:** Provide housing units with a range of types, configurations, and sizes from cottages, townhomes, multifamily residential and live/work units. This will help to establish a diverse resident base at all stages of life (millennials, young families, seniors, low, mid, moderate income).

- **A range of retail and services** are concentrated along The Core on Main Street and John Hope Franklin Boulevard in small format spaces that can support a vibrant local economy, and meet stakeholder needs for more dining and shopping options in North Tulsa.

- **Large scale retail:** The mixed-use blocks south of E. Fairview include larger format retail that could accommodate a large grocery store chain as well as hotel and hospitality use.

- **Arts and cultural amenities** (galleries, theatres, performance spaces, and flexible multi-use indoor spaces) suitable for a myriad of community events.

- **Food courts and market halls.**

- **Indoor and outdoor recreational amenities.**

- **Innovation:** office, co-working, research, and space for emerging technologies provide an economic base and jobs for area residents.

- **Live/work maker spaces** will provide small street level retail frontages with two floors of living space above. These makerspaces are designed and equipped for creatives to develop their ideas into products that can be sold onsite in ground floor spaces.

- **The multi-modal circulation and parking strategies are intended to reduce the need for parking and limit vehicular traffic, creating a vibrant, interconnected vehicular environment. Parking lots are tucked behind buildings and accessible via alleyways; parking structures (G) will be incorporated into mixed-use blocks.**

- **Parks, plazas, and open space amenities that incorporate resilient infrastructure.** Parks and plazas can be designed with permeable paving that allow infiltration, and native plan materials that create habitat and reduced water need supporting the aesthetic goals of the district. Green roofs can offer multiple benefits including reducing stormwater discharge through absorption, storage and infiltration, thermal cooling during warm weather and insulating buildings during cold weather. Green roofs are also attractive and can provide habitat for wildlife such as birds and insects.
NOTE:
At the intersection of John Hope Franklin and North Main St, there are two different proposals being illustrated (p.86–87). Option A: Main Street Green proposes that a traffic circle be installed and Option B the Wedge maintains the existing four way intersection. Note that both options will require evaluation by a Traffic Engineer to confirm that the rights-of-way can accommodate all the streets, turning radii, proposed intersections, and support safe pedestrian crossings.

LEGEND
- Existing Streets
- Proposed Streets
- Proposed Alleys

FIGURE 23: SITE 1 STREET RE-ALIGNMENT

The master plan has accommodated parking needs for new users based on the following recommendations:

- **Maximize on-street parking** to support an efficient and convenient access to shops and retail. The on-street parking will also enhance traffic calming measures and encourage pedestrian activity.

- **Provide accessible surface parking** behind retail uses along Main Street and John Hope Franklin Boulevard.

- **Residential parking**: smaller residential units are parked onsite.

- **Providing shared parking facilities** that enable both surface and garages to be shared amongst multiple user groups. An example of this is the theatre, restaurants, and other uses that may have increased demand in the evening in spaces vacated by office and other uses with high daytime parking requirements.

- **Parking garages** are placed along the freeway edge to quickly move cars off the road and minimize the impact on local users.
The plan creates a holistic mobility network that bridges the new district to the adjacent neighborhoods and to downtown by extending and reconnecting the street grid and historic alley ways. The reconnected urban grid creates larger development blocks south of John Hope Franklin Boulevard and smaller neighborhood scaled blocks to the north creating safe options for pedestrians, bicyclists, drivers, and transit users.
The struggle for Greenwood, when told, often begins and ends with the 1921 massacre. The massacre is but one chapter in a longer story – a continuous battle fought through urbanism. To carry this story into the future, we are tracing previous chapters of Greenwood’s history such that the future will be continually shaped by the past.

The Cultural Corridor is composed of Sites 2 and 3. The bounds of both sites capture the historic core of Greenwood and the northern extents of Black Wall Street. Responsive to the community’s feedback, the design for the Cultural Corridor centers around a recollection and celebration of the past, and a steadfast dedication toward the future of the site and the everyday, lived experience of the community.

Sites 2 and 3 recall and honor their historic identity in both their proposed spatial configuration and function. The planning and design team compiled historic maps of the neighborhood and then traced its streets and alleyways; an exercise which yielded a spatial framework for the development of both sites. Site 2, conceived as a promenade, reflects historic Black Wall Street in its civic orientation as a commercial and entertainment center. Site 3 reflects the area’s history as a close-knit residential community in its reconceptualization as a community memorial and youth-centered public park.

Two conceptual approaches were developed for Sites 2 and 3 that create community amenities while keeping the sites core function of managing stormwater. Figure 25 Illustrates a concept for the Green Stitch a Stormwater Resiliency Park with a landscape designed to manage stormwater and provide active recreation and sites for contemplation. Site 2 Greenwood Plaza is shown with a multi-purpose public plaza and amphitheater designed to host large gathering as well as daily use. Building on the activation of the Greenwood corridor, the OSU parking lot north of Site 2 is illustrated with additional mixed-use development along the corridor that can activate the corridor and provide additional amenities while significant parking is retained behind the buildings. There are currently over 500 parking spaces on the OSU Tulsa lot between N. Greenwood Avenue and the Osage Prairie South Trailhead that are currently underutilized. A shared parking approach would limit environmental impacts of paving to build more parking, reduce costs and provide mutual benefits to the community. The design of the sites increase bicycle and pedestrian access along the corridors with connections to the existing Osage Prairie Trail extended into both sites and a pedestrian/bicycle bridge is proposed to connect east to USA BMX and Evans Fintube.

Two conceptual approaches were explored for Site 2 and 3. Additional design and engineering studies will be required to advance the concepts and allow both sites to serve their stormwater management functions and support the uses described here as part of the Cultural Corridor.
FIGURE 25: CULTURAL CORRIDOR ILLUSTRATIVE PLAN

SITE 3: THE GREEN STITCH
STORMWATER RESILIENCY PARK
1 Stormwater Resiliency Park with recreational amenities
2 Wetland Planting
3 Memorial Entrance
4 Planned Rudisill Library
5 Pedestrian pathways replicating historical grid
6 Existing BS Roberts Park
7 Existing Osage Prairie Trail Head

GREENWOOD PLAZA
8 Proposed Bicycle and Pedestrian Bridge
9 Potential Future Development
10 Multi-Function Plaza
11 Proposed Trail Extension
12 Amphitheater
13 Lawns
FIGURE 26: SITE 2 GREENWOOD PLAZA RENDERING
SITE 2: GREENWOOD PLAZA

Site Plan and Program

» **Commercial corridor**: Creating space along Greenwood Avenue for pop-up shops and food vendors.

» **Community hub**: Site 2’s adjacency to Greenwood Avenue creates the ideal conditions for large-scale community gathering space.

» **Promenades and Plazas**: Pedestrian walkways and generous hardscaped plazas knit this site together and offer shaded, comfortable means of circulation through the site and opportunities for smaller performances and spaces for vendors. The hardscape materials selected for the plazas and walkways should consider sustainability with permeable paving that allows infiltration, and durable materials for future maintenance, fire protection, utility access, and food trucks, vendors, and entertainment vehicles to access the Market Plaza.

» **Storytelling**: the paving and hardscape throughout the site provides opportunities for inscriptions that will help tell the story of Greenwood.

» **Open Space**: Ample open space provides opportunities for formal events and celebrations as well as casual, intimate gatherings.

» **Passive and active recreation**: A mix of opportunities are present within the design to allow both large events, smaller more intimate programs, and moments of reflection, walking, and enjoying the landscape.

» **Amphitheater**: The amphitheater, situated in the middle of the site, offers the support of existing use of the site, like Juneteenth festivals, while also creating the potential for year-round performances and celebrations.
THE GREEN STITCH

1. Stormwater Resiliency Park with recreational amenities
2. Wetland Planting
3. Memorial Entrance
4. Planned Rudisill Library
5. Pedestrian pathways replicating historical grid
6. Existing BS Roberts Park
7. Existing Osage Prairie Trail Head

OSAGE PRAIRIE TRAIL
GREENWOOD AVE
NEWTON PL
GREENWOOD AVE
MARSHALL PL
MARSHALL ST
LATIMER CT
LATIMER PL
LATIMER ST
KING ST
LANGSTON UNIVERSITY - TULSA
CARVER MIDDLE SCHOOL
OKLAHOMA ST
OKLAHOMA ST
MORTON HEALTH CENTER
COMMUNITY FOOD BANK
MARSHALL PL
MARSHALL ST
LATIMER CT
LATIMER PL
LATIMER ST
KING ST
LANGSTON UNIVERSITY - TULSA
CARVER MIDDLE SCHOOL
OKLAHOMA ST
OKLAHOMA ST
MORTON HEALTH CENTER
COMMUNITY FOOD BANK
SITE 3: THE GREEN STITCH

Site Plan and Program

» Community memorial: Site 3’s northern basins provide the opportunity to tell the story of Greenwood from its founding to the present day, with special attention towards the spacial legacy of urban renewal.

» Storytelling: Pathways can be used to tell the story of this place through art and poetry. The sides of the large stormwater basins, inscribed with quotes and passages about the history of the neighborhood, are transformed into interactive storytelling features.

» Wet meadow: The northern basins will be planted with native, wet meadow species that will anticipate and mitigate stormwater collection and runoff.

» Walkways and Promenades: New walkways will allow circulation across and through the southern memorial spaces, and provide access to the Osage Trail.

» Public park: A public park in the southern basins within the limits of existing detention facility will provide much-desired park space adjacent to Carver Middle School, St. Monica Catholic Church, and the new Rudisill Library. During the design a full stormwater analysis will needed to understand the potential impacts on stormwater capture. Its is critical that changes to the elevation of the detention ponds, do not have a negative impact on flooding in the area.

» Active recreation: The southern basins are able to accommodate youth-sized playing fields for community use.

» Youth programming: recreational elements such as sports fields and open space are geared towards the community’s youth.

» Floodable areas: Both the northern and southern basins are planted with flood-tolerant vegetation; the resilient planting strategy will enhance the spirit of reflection and community intimacy.

» Pedestrian circulation: direct connection to Greenwood Avenue and the Osage Prairie Trail facilitate pedestrian circulation throughout the site and to the adjacent neighborhood and other community assets and amenities.

FIGURE 28: SITE 3 ILLUSTRATIVE PLAN
Site 3: The Green Stitch is envisioned as a Stormwater Resiliency Park that tells the story of the site’s past while offering space for passive recreation, gathering and remembrance. The site will be designed to showcase innovative strategies for green stormwater infrastructure and to support quality of life with trails, art, and a lush planting palette.
03 How Do We Get There: Policies, Partners, & Actions
INTRODUCTION

In 2018, when the Tulsa Development Authority regained control over the three parcels assembled for the creation of the master plan, the city’s stated goal was to create a framework for the publicly owned sites that would represent the community’s vision within the context of the larger neighborhood. The city also emphasized a goal of ensuring that their economic development partners, Leadership Committee, and consultant team were committed to identifying an implementation structure that places ownership and governance in the hands of Greenwood stakeholders and leaders – one that ensures the social and economic benefits of redevelopment are experienced by the community itself.

Lead planning and design consultant WRT, and a team of economic advisors from Progressive Urban Management Consultants (P.U.M.A.) began working with the city, PartnerTulsa, and the Leadership Committee in the Spring of 2022 to help identify and recommend potential pathways to implementation of the master plan. In April 2022, the consulting team led a series of community focus groups that began introducing concepts of community led and community-based entities that could serve as potential models for governance and stewardship of the master plan’s real estate parcels. The April 2022 Community Design Workshops featured practitioners from Seattle, Washington and Houston, Texas who described their work leading community land trusts and land banks. P.U.M.A. focused their research and analysis on Community Development Corporations, Community Land Trusts, and Community Benefits Agreements. As the planning and design phase of the master plan was nearing completion, it became clearer that the parallel conversations to identify a potential governance model needed more focused and specialized expertise to support the successful implementation of the master plan.
Working with the consulting team, identifying a successful path to implementation requires

1. More **Organizational Research** to understand and identify which potential governance model could work best for the planning area.

2. Identification of the **Immediate Next Steps** necessary to begin implementation of a new governance model for the Plan area.

3. **Managing the Interim** of how PartnerTulsa will support early development activities and help to incubate an independent, community-led governance model long-term.

**ORGANIZATIONAL RESEARCH**

Successful implementation of the master plan will require leveraging more knowledge of national best practices to develop the appropriate community-led organization and governance model to lead redevelopment in the Kirkpatrick Heights-Greenwood area. To effectively advance the goals of implementing the master plan, PartnerTulsa should hire a senior-level staff member to lead next steps and ensure rapid progress and strong execution. The proposed staff member will be tasked with developing a strong understanding of the types of organizational and governance models that could be implemented, and will work with the City, and the local community to lead the process to form the entity that would ultimately support redevelopment of the parcels. As long-term governance recommendations are implemented, PartnerTulsa can transition responsibility to a new entity; in the interim, this staff member will support execution of immediate next steps and serve as a primary point of contact and communication for residents, stakeholders, and partners. All actions taken to implement the master plan will be in accord with Oklahoma law.
Community Development Corporation (CDC)

What is a CDC?

Community development corporations (CDCs) are 501(c)(3) non-profit organizations that are created to support and revitalize communities, especially those that are historically neglected. CDCs often deal with the development of affordable housing. They can also be involved in a wide range of community services that meet local needs such as education, job training, healthcare, commercial development, and other social programs.

While CDCs may work closely with a representative from the local government, they are not a government entity. As non-profits, CDCs are tax-exempt and may receive funding from private and public sources.

CDCs can range from large, well-established organizations to community groups that meet in churches or rec centers. Large or small, CDCs have in common their involvement in development work. They generally have staff and some degree of incorporation.

CDCs are self-identified. That is, there is no specific tax ID or certification that distinguishes a CDC from other non-profits. There are state and local associations that work specifically with CDCs but there has been no national association directly representing CDCs since the National Congress for Community Economic Development (NCCED) dissolved in 2006.

CDCs are set up and run by community members or local groups like churches and civic associations. A key feature of CDCs is the inclusion of community representatives in their governing/advisory boards. While it’s difficult to enforce because CDCs act independently, the rule of thumb is at least one-third of the board is comprised of local residents.

Typically, a significant portion of funding comes from local government and through state and federal grants, such as the U.S. Department of Housing and Urban Development’s Community Development Block Grant. CDCs can also receive funding from philanthropic foundations like the Ford Foundation and the Surdna Foundation.

CDCs may also apply for funding through intermediary organizations that receive government resources and then allocate funding to community groups.
Benefits of a CDC Model:

CDC’s anchor capital in communities by developing residential and commercial property, ranging from affordable housing to shopping centers and even businesses.

At least one-third of a CDC’s board is typically composed of community residents, allowing for the possibility of direct, grassroots participation in decision-making. CDCs’ work to enhance community conditions oftentimes involves neighborhood organizing, a process critical for empowering residents and gaining political power.

UNITY COUNCIL
Oakland, CA

Overview:
The Unity Council has worked with the largely Latino community in the Fruitvale District of Oakland for the past four decades. Its programs, which reach over 12,000 people a year, include affordable housing development, small business assistance, job training, childcare, youth services and senior care.

Operating Budget: $20,065,657

Funding Sources: 46% Government
28% Grants/Contributions,
23% Rents
3% Earned Income

Staff Size: 57 Staff
Executive Team, Program Leadership, Property Management, Administration

Board Size: 11
UCO board is made up of Oakland Community leaders including local non-profit and foundation leadership as well as leadership from tech and the finance sectors in Oakland.

Impact Last Year (2021)

» Served 11,172 people

» 2,395 families received financial assistance

» 194,312 meals distributed

» $885,772 given in rental subsidy

» 183,300 distributed to local small businesses and essential workers
What is a CLT?

Community land trusts (CLTs) are nonprofit, community-based organizations tasked with holding land “in trust” for the benefit of people in the community. Typically, land in a CLT is owned collectively, but the houses are owned individually by residents.

Traditionally, CLTs purchase and retain title to the land under detached houses, attached townhouses, or multi-unit condominiums. The land is leased to residents long-term (typically a 99-year ground lease), who hold a deed to their individual homes. Some CLTs use other legal mechanisms, including deed covenants, second mortgages, or cooperative housing models, to convey ownership and subsidize properties.

In the vast majority of CLTs, the initial homebuyer signs a deed covenant with the CLT when purchasing the home that if the home is sold, it must be resold to another income-qualified buyer at an affordable rate. When selling home-owners will receive what was invested, plus an inflation factor established by the CLT.

A community land trust is land that is owned collectively, but the houses are owned individually by families. And so they are building equity, are building wealth, but doing so outside of the speculative economy. There is a contract, there’s an agreement amongst all the neighbors, residents, the community land trust, to keep the housing permanently affordable.

Benefits of a CLT Model:

In addition to the development of affordable housing, many land trusts are involved in a range of community-focused initiatives including homeownership education programs, commercial development projects, and community greening efforts.

Community Land Trusts allow low- and moderate-income people to access and build equity through homeownership, preventing displacement due to rising property values, land speculation and gentrification.

CLTs provide successful homeownership opportunities for generations of lower-income families and are an effective strategy to reduce the displacement of legacy residents. CLTs allow residents to pass the property lease and ownership of the home to their children, which promotes generational wealth-building within families.

The foreclosure rate in Community Land Trusts are very low. If you subsidize a family for buying a home in a community land trust, 90% of them are still in their private home five years later compared with 50% in the private market.
URBAN LAND CONSERVANCY

Denver, CO

Overview:
Urban Land Conservancy (ULC) acquires, preserves, and develops real estate to under-served areas for long-term community benefit. Through the acquisition, development and preservation of real estate in urban areas, they support neighborhoods with community assets such as schools, affordable housing, community centers and nonprofit facility space. Community Land Trust is one of the models used to meet organizational goals. ULC has a diverse range of programs and services outlined below.

LAND BANKING: ULC land banks parcels of land in Metro Denver to preserve the affordability of future developments for long term community benefit.

COMMUNITY DEVELOPMENT: ULC provides expertise and resources to community partners and facilitates the community development process.

PRESERVATION: ULC preserves both commercial and residential buildings to promote long term affordability in an increasingly unaffordable city. Through the preservation of these spaces, nonprofits and residents can continue to rent affordably and remain in their communities.

Operating Budget: $10,214,464

Funding Sources:
- 38% Program Services
  rental income, development fees, misc
- 37% Grants + Contribution
- 21% Net gain from sale of non-inventory assets
- 4% Investment incomes and dividends
- 3% Earned Income

Staff Size: 18 Staff
Property / Assets Management and Acquisition, Communications, Finance, Administration

Board Size: 12
State Land Board, Finance, Local Foundations, Food + Agriculture Non-Profit, State Department of Revenue
COMMUNITY BENEFIT AGREEMENT (CBA)

What is a CBA?
A Community Benefits Agreement is a contract between a developer and community-based organizations representing residents’ interests. The agreement spells out the benefits the community will receive in return for supporting (or at least remaining neutral to) the developer’s project in their neighborhood.

CBAs are most effective with large development projects in urban areas with diverse community coalitions when the developer is motivated to garner community support to obtain benefits such as public subsidies, sale of public property, zoning changes, other public-managed investments, and/or approval of the proposed project. City support for a CBA and the community coalition’s goals strengthen the coalition’s negotiation position.

These agreements can help ensure more equitable development, enabling existing residents to benefit from new activity and opportunities in neighborhoods threatened by gentrification and displacement.

What is Included in a CBA?
CBA’s often include benefits such as guaranteed minimums for local hiring, the inclusion of affordable units in new housing, and the development or improvement of parks or community facilities, open space, public art. Depending on the neighborhood and the project, other commitments in the CBA may include; environmental benefits, job training, right-to-organize commitments, funding for community services, and quality of life considerations.

Benefits of a CBA Model:
CBAs provide a way for residents to enforce promises the developers make to the community during the approval process. In addition, development projects that incorporate resident ideas, experience, and knowledge are tailored to the specific community, and thus more likely to be beneficial to all residents.

These projects are more likely to attract local businesses, new jobs, spending within the community, and enhance the sense of belonging for those who already live there. As a result, projects subject to a CBA will result in meaningful returns desired by residents, not just profit to the developer.

The process of negotiating a CBA also encourages coalition-building and new alliances among community groups that may care about different issues or have different constituencies, uniting them to create a more powerful alliance in their negotiations with developers.

Effective coalitions often have a community presence—people know who they are and know they can be effective advocates. Sometimes this happens because the coalition has a record of accomplishment of winning campaigns. Or it may be that its members are known in the community as strong leaders.

In some cases, a new coalition needs to develop a strategy to build awareness of its existence and goals, appearing at community and city meetings, requesting meetings with city leaders, hosting educational sessions about equitable development. These relationships and this visibility communicate to the developer that the coalition has the power to work in favor of development with a CBA, or against the development if there is no agreement.
CASE STUDY

OBAMA CBA
Chicago, IL

Overview:
Chicago’s City Council passed the Woodlawn Housing Preservation Ordinance, a historic law with the potential to stop the displacement of thousands of low-income and working-class Black residents who live near the future Obama Presidential Center. The efforts were led by the Obama Community Benefits Agreement (CBA) Coalition.

The Coalition sought to win commitments from the Obama Foundation, the University of Chicago, and the City (which subsidizes the project with taxes) to share the benefits of the big development with the long-time residents of Woodlawn, the mostly Black neighborhood connected to Jackson Park. They wanted commitments to train and hire local residents for jobs generated by the library, as well as housing protections for long-time neighborhood residents, among other benefits.

Outcomes

» The reservation of 52 City-owned vacant lots for affordable housing for people earning up to 50% of the Area Median Income.

» A “right of first refusal” for tenants, meaning that a landlord who decides to sell their building must offer their tenants the option to purchase it first before going on the market.

» A $1 million commitment to the Home Improvement Grant Program, allowing Woodlawn residents who have owned and lived in their home for more than five years to apply for grants of up to $20,000 dollars.

» A $500,000 commitment to the Renew Woodlawn program, which helps low- and middle-income people buy homes in the neighborhood.

Enforcement

How a CBA is enforced depends on who signed it and what enforcement provisions it contains. As a CBA is a legally binding contract, it can be enforced only by a party that has signed it. CBAs that are incorporated into development agreements can be enforced by the government, as well as by community groups.

Note:
Based on case studies, CBAs that exist within a city ordinance and are triggered by an agreed-upon threshold, instead of being created project by project tend to be more successful in meeting the needs of the community.
Implement initial actions in the Kirkpatrick Heights Greenwood Site Master Plan through the leadership of PartnerTulsa, while developing and incubating a community-led governance model to support community ownership and long-term efforts.

Following the adoption of the master plan, PartnerTulsa will assign or hire staff to lead implementation of the Plan and initiate a Phase II effort related to long-term, community-led governance structures that will support redevelopment, programming, and maintenance of the sites. Phase II planning work should identify and develop the recommended business model for a community-led organization that PartnerTulsa will incubate and will include additional analysis on hybrid approaches for redevelopment that could include a mix of Community Land Trust and Community Development Corporation models.

As PartnerTulsa is executing Phase II governance work, a formal Advisory Committee should be established as a sub-committee of the Tulsa Development Authority, with that sub-committee charged with reviewing and recommending policy frameworks for redevelopment, supporting development of RFPs, reviewing proposals, and providing general guidance related to plan implementation efforts. This Advisory Committee should be comprised of 7-9 members and be identified through a public application process that defines key skill sets needed for community members.

PartnerTulsa is working with the City and key Departments, and the Leadership Committee to identify the immediate actions that must be taken to begin implementation of the plan and to establish a new governance model for the Plan area.

**ADVISORY COMMITTEE AREAS OF EXPERTISE**

Committee members should have a range of backgrounds, viewpoints, and experiences. Professional experience in areas such as real estate, housing and commercial development, business improvement districts or management, arts and culture, design, creative placemaking, public space and event activation, community organizing, and leadership is recommended.
Immediate next steps for successful implementation of the plan include:

<table>
<thead>
<tr>
<th>ACTION</th>
<th>OWNER</th>
<th>TIMELINE</th>
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<tbody>
<tr>
<td>1 Establish a Technical Working Committee of key City, Tulsa Planning Office, and PartnerTulsa staff to identify and execute initial steps required in advance of development (i.e. – zoning, platting, etc.)</td>
<td>PartnerTulsa in coordination with City Departments and TPO</td>
<td>Technical Working Committee established within three (3) months of plan adoption</td>
</tr>
<tr>
<td>2 Hire staff lead to manage implementation actions and additional research and actions on developing a community-led governance model.</td>
<td>PartnerTulsa</td>
<td>Staff hired within six (6) months of plan adoption</td>
</tr>
<tr>
<td>3 Establish an Advisory Committee comprised of 7-9 community members with key skill sets needed to review and recommend policy frameworks for redevelopment, support development of RFPs, review proposals, and provide general guidance related to plan implementation efforts.</td>
<td>PartnerTulsa</td>
<td>Advisory Committee established within six (6) months of plan adoption</td>
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<tr>
<td>4 Identify funding for and develop RFP to solicit services, including legal services, to support developing the business plan and legal framework for a community-led governance model.</td>
<td>PartnerTulsa</td>
<td>Funding identified and RFP released within one (1) year of plan adoption</td>
</tr>
<tr>
<td>5 Leverage federal grant funding opportunities.</td>
<td>City of Tulsa, PartnerTulsa</td>
<td>Immediately and ongoing</td>
</tr>
<tr>
<td>6 Develop a plan and full funding strategy for implementation of the Greenwood Plaza concept leveraging the City of Tulsa’s implementation funds.</td>
<td>City of Tulsa, PartnerTulsa</td>
<td>Plan developed within one (1) year of plan adoption</td>
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MANAGING THE INTERIM

Early actions recommended in the plan will require the leadership and resources of PartnerTulsa. PartnerTulsa will support early development activities and help to incubate an independent, community-led governance model long-term. Forming the organization that will lead redevelopment of the Kirkpatrick Heights-Greenwood area long-term will require a specialized legal consultant and staff to lead additional work and to ensure that the results of this planning process and creation of the master plan will culminate in transformational change for this community and the entire city of Tulsa. Additionally, PartnerTulsa should plan to take the following substantive early policy actions to support early development steps, as efforts to establish a community-led governance model are in development and subsequently in the incubation stage.

LEVERAGING HISTORIC LEVELS OF FEDERAL FUNDING

Now more than at any point in recent history, there is substantial federal funding available to support local community and economic development efforts. The Biden Administration’s focus on place-based interventions that help address historic inequities place projects tied to this master plan in a competitive position that increase the potential to secure major federal funding. The City of Tulsa and PartnerTulsa should leverage these opportunities and seek to identify federal funding that can support plan implementation. Specific programs to consider and pursue include the U.S. Department of Transportation’s Reconnecting Communities Pilot Program, and other programs which are likely to be announced following the approval of the Inflation Reduction Act and the Infrastructure Investment and Jobs Act of 2022.
3.1 Identify and outline key community benefits which developments and developers must meet to align with Master Plan priorities and goals such as inclusion of affordable housing, utilization requirements for small and minority contractors, outreach requirements, etc. Adopt community benefit requirements formally through a Resolution of the Board of Commissioners of the Tulsa Development Authority and require inclusion of these benefits in any RFPs for development.

3.2 Utilize massing recommendations to establish projected total investment in the Plan Area in support of development of a Tax Increment Finance (TIF) District to support development and implementation of the Master Plan.

Incorporate key goals and policy priorities in the TIF Project Plan to ensure the TIF serves as a primary tool for implementation of the master plan’s goals and objectives.

3.3 Identify early development actions and RFP strategies that will:

3.3.1 Provide opportunities to generate substantial increment through a TIF District

that can support implementation of the master plan and major public investments recommended in the Plan.

3.3.2 Create a legal framework for developments that

1. Can create revenue streams that can be used for the financial benefit of a future community-led governance model

2. Preserves the ability to transfer land to a Community Land Trust upon completion of development.

3.4 In coordination with PartnerTulsa, Tulsa Planning Office, and City Departments, identify critical public infrastructure projects to be added to the City of Tulsa’s Capital Improvement Plan, in order to ensure consideration for future public tax package votes.
PLAN IMPLEMENTATION & EARLY ACTIONS

NEAR TERM (YEARS 1-3)

Within the first one to three years of the implementation program there are several high-profile and visible projects that can be initiated to gain momentum, build trust between the city and community, and make progress on turning the community’s vision into a reality.

STRATEGIES:

A1. UTILIZE CITY OF TULSA IMPLEMENTATION FUNDING FOR CREATIVE PLACEMAKING AND PUBLIC IMPROVEMENTS.

A2. ADOPT A FORMAL COMMUNITY BENEFIT POLICY FRAMEWORK FOR REDEVELOPMENT.

A3. DEVELOP A ZONING STRATEGY AND AUTHORIZE TECHNICAL STUDIES AND SITE FEASIBILITY ANALYSIS.

A4. EVALUATE ESTABLISHING A BUSINESS IMPROVEMENT DISTRICT (BID) TO SUPPORT LONG-TERM PLACEMAKING EFFORTS, PROGRAMMING, AND CLEAN AND SAFE, MAINTENANCE, AND BEAUTIFICATION CRITICAL TO THE NEIGHBORHOOD’S LONG-TERM SUCCESS.

A5. DEVELOP A COMMUNICATIONS PLAN AND ONGOING STAKEHOLDER ENGAGEMENT STRATEGY.

A6. BUILD LOCAL COMMUNITY CAPACITY TO SUPPORT COLLABORATION, BUILD TRUST, AND ENABLE COMMUNITY MEMBERS TO GAIN THE SKILLS NEEDED TO TAKE PART IN THE REBUILDING OF THE DISTRICT.
A1. UTILIZE CITY OF TULSA IMPLEMENTATION FUNDING FOR CREATIVE PLACEMAKING AND PUBLIC IMPROVEMENTS.

There is broad agreement within the community about the need for and development of a community hub that includes a permanent amphitheater that will provide an event space for Juneteenth, as well as allow the spaces to be opened up for more events and community gatherings, which include music, outdoor movie nights, shows, and other programmed events. It will also allow for informal gatherings, celebrations, recreation, and honoring the past. In order to provide short-term improvements and early action, the plan recommends development of a Greenwood Pop-Up Plaza at Site 2.

A1.1 Develop Greenwood Pop-Up Plaza at Site 2.

As part of the master plan process, the planning team hosted a virtual design charrette to bring together ideas for activating Site 2 with a pop-up plaza and explored ideas and preferred uses with local students over the course of five sessions during the April 2022 Community Design Workshop sessions. The WRT design team utilized the public input collected to develop preliminary conceptual options to include flexible space for events, food and market vendors and potential programming components for special events (e.g., lights, hammocks, art, misting station, rolling entertainment, games, flexible spaces) and landscape installation. As part of the implementation process, a more refined conceptual design needs to be developed that considers site infrastructure, access, grading and stormwater management and identify any potential design and constructibility challenges. Additional stakeholder engagement should be integrated into the final design and development phases.

A multi-phased scope of services for the project may be organized to include:

- **Phase 1:** Schematic Design and Selection of Preferred Alternative and Conceptual Design Cost Estimating
  - Construction plans developed with a sufficient level of detail to convey design intent, materials, cost estimate, and initiate initial design reviews with relevant city agencies, and demonstrate constructibility. This may include grading plans, landscape and materials, site amenities, lighting and utilities.

- **Phase 2:** Preliminary Design (60% Construction Documents)

- **Phase 3:** Final Design and Final Construction Cost Estimate
  - This phase will advance all plans, specifications, details and estimates to 100% level while obtaining the necessary permits and approvals needed for construction.

- **Phase 4:** Bidding

- **Phase 5:** Construction
Funding partnerships and sponsors, as well as marketing, project management, security, event booking, insurance, and overall structure are all factors that will need to be considered. The Delaware River Waterfront Corporation (in Philadelphia) provides a model for a nonprofit mission-based organization that focuses on activating and transforming the waterfront into community spaces for over 10 years and can serve as a model for designing and activating Site 2.

A1.2 Create a program to expand Small Business Incubation at Greenwood Pop-Up Plaza.

To support and grow local businesses and vendors and create flexible spaces for small business owners in North Tulsa to evolve and test out their models without committing to a long-term storefront or lease. This incubation program should be targeted to businesses and entrepreneurial ideas for retail, food, art, services, entertainment, and other diverse business types that reflect the vision and concepts of the master plan – and the historic legacy of Black Wall Street. PartnerTulsa should identify existing community organizations, such as the Historic Greenwood Main Street or TEDC that could serve as the lead partners for the incubation and popup program, and provide startup funding to support the success of the program.
DELWARE RIVER WATERFRONT CORPORATION (DRWC)

DRWC is a nonprofit with a mission to “design, develop, program, and maintain” amenities located along Philadelphia’s waterfronts for public enjoyment. Its mission is to create destinations for recreation, culture, and commercial activities for residents and visitors alike. Following a long-range vision and master plan process, DRWC began a series of implementation projects, which have been successful in bringing new life into once underutilized and vacant spaces. Early funding sources included grants and sponsorships, however over time revenue has grown and the spaces are becoming more permanent and financially resilient. For example, the Blue Cross RiverRink (shown above) includes seasonal ice skating and roller skating, as well as games, rides, food, and small local markets in support of locally-owned businesses. Each space operated by DRWC includes coordinating staff, security, and year-round maintenance staff. A full-time marketing staff organizes multiple parks and events / programs throughout the year. Start-up event costs are about $300,000 for a seasonal event with an operating budget of $1 million for the year for spaces like Spruce Street Harbor Park. Partnerships have been essential to the success of the day to day activities and special pop-up events.

Source: https://www.delawareriverwaterfront.com/
A2. ADOPT A FORMAL COMMUNITY BENEFIT POLICY FRAMEWORK FOR REDEVELOPMENT.

As efforts are underway to develop the business plan for a future community-led organization to support redevelopment long-term, it is critical that PartnerTulsa and the Tulsa Development Authority adopt a clear and rigorous policy framework that provides the legal structure to ensure developments meet community benefit expectations. A Community Benefit Resolution should be adopted by the Tulsa Development Authority Board of Commissioners within the first 12-months of adoption of the plan, and prior to any RFPs are developed or issued. The Community Benefit Resolution will include language that compels the future site development partner(s) to implement the vision of the plan and ensure maximum economic benefit for North Tulsans. This Resolution would then be translated into Development Agreements (contracts) which would serve as the binding framework that would provide accountability with developments and projects. Model language is provided:

» Definition: A Development Agreement is a contract between a developer and the Tulsa Development Authority that binds the developer to set requirements. The Community Benefits Resolution would establish the requirements that must be included in all Development Agreements that reflect residents’ interests. The agreement specifies the benefits community will receive as a result of the planned development.

» What is typically included: The Community Benefits Resolution and corresponding Development Agreements can include guaranteed minimums for local hiring, guaranteed minimums for use of small businesses, the inclusion of affordable housing units, and the development or improvement of parks or community facilities, open space, and public art, if permitted by state law. Other commitments in the Community Benefits Resolution may include, if permitted by state law, environmental benefits, job training, right-to-organize commitments, funding for community services, and quality of life considerations.

» Recommended Additions: The Community Benefits Resolution and corresponding Development Agreements should include specific promises with an enforcement mechanism and defined consequences.

» A strong Development Agreement should clearly explain how many people or what communities it intends to help (their age, gender, race, income level, and other demographic data) and include deadlines for meeting goals. Without specifics, it’s hard to prove that a developer isn’t meeting its commitments, which makes it hard to hold the developer accountable both in and out of court.
A3. **DEVELOP A ZONING STRATEGY AND AUTHORIZE TECHNICAL STUDIES AND SITE FEASIBILITY ANALYSIS.**

The publicly owned sites currently have two zoning overlays: Neighborhood Infill Overlay to encourage missing-middle housing and Healthy Neighborhood Overlay to encourage a diversity of retail activity in the area. The initial recommendation, pending further study and consultation with the Tulsa Planning Office is to adopt a zoning strategy, including design standards that may be public or private in nature, that support the goals of the plan, and ensure a vibrant mixed-use district with public spaces; active ground floor uses; setbacks; screened parking; and sustainable design. **Outline components for detailed design guidelines are included in Chapter 4.**

Although full architectural design guidelines were not part of the scope of work for this study, the master plan recommends that design controls be further developed and instituted as part of the redevelopment strategy. New development should consider innovative solutions for stormwater management and district energy production, holding new buildings to a high standard for energy efficiency and creating healthy indoor environments. Long term, further testing and analysis of the transportation and mobility recommended improvements is suggested (e.g., study road configuration options; test feasibility of a circulator/streetcar through the district; redesign MLK as a true boulevard).

A3.1. **Secure funding sources for implementation, including establishing a Tax Increment Finance (TIF) District.**

The adopted FY 2023 City of Tulsa budget included $2,000,000 in funding to support early actions for the Greenwood pop-up plaza at Site 2. In order to ensure this early project has maximum impact and benefit, additional fundraising is likely needed. PartnerTulsa should lead efforts to identify and solicit sources of funding for this project, to include philanthropic and corporate grants, and state and federal grant opportunities.

Beyond this early implementation funding, establishing a TIF District over the publicly-owned sites will provide a key source of revenue to support development and public improvements in the short- and long-term. PartnerTulsa should undertake the following actions:

» Initiate establishment of a TIF District through either amendment of the Downtown Master TIF to expand the Project Plan Boundaries or through adoption of a separate Project Plan. Increment Districts should be identified based upon recommended phasing in order to maximize the ability to gain a full 25-years of revenue capture in each section of the plan.
» Establish clear guidelines that specify the amount of TIF resources that are available to support private development and the amount of resources that will be dedicated to public improvements identified in the plan.

» Identify and support early projects that can generate substantial TIF increment that can be dedicated to early implementation needs, such as site preparation, street improvements, beautification and placemaking efforts, public art, etc.

» Plan for the use of Tax Apportionment Revenue Bond issuances with major projects to create an up-front funding source for major public improvements.

» Leverage the Advisory Committee outlined in Section 3.1-1 as a review and oversight body as a means of ensuring transparency, accountability, and alignment with the Plan as funding decisions are made.

A4. EVALUATE ESTABLISHING A BUSINESS IMPROVEMENT DISTRICT (BID) TO SUPPORT LONG-TERM PLACEMAKING EFFORTS, PROGRAMMING, AND CLEAN AND SAFE, MAINTENANCE, AND BEAUTIFICATION CRITICAL TO THE NEIGHBORHOOD’S LONG-TERM SUCCESS.

The Plan as envisioned will require long-term funding mechanisms and structures to be in place to ensure adequate resources for the maintenance and beautification of public spaces (such as the Greenwood Plaza, recommended park space identified in Site 2, or enhanced streetscaping throughout the District). PartnerTulsa should strongly consider establishing a Business Improvement District over Site 2 while the site is under the ownership of the Tulsa Development Authority. Considerations that should be made include:

» Evaluate best-practices nationally for structuring a BID that includes residential and commercial properties and develop an assessment structure that minimizes burdens on property owners, while providing steady revenues that will benefit those owners long-term.

» Plan for the transition of management and leadership of the BID to the community-led organization identified in Section 3.1-1 following an initial incubation period under PartnerTulsa.

» Evaluate opportunities to partner with the Downtown Tulsa Partnership’s current clean and safe contractors to achieve economies of scale and make early implementation more feasible.
Tax increment financing (TIF) is a public tool that reallocates newly generated tax dollars for up to 25 years for supporting development or redevelopment in certain, limited areas of a city, town, or county. Downtown Tulsa currently has six TIF districts, including in the Greenwood district in the vicinity of Archer Street and Greenwood Avenue.

In Oklahoma, the terms and conditions for using TIF are provided in the Local Development Act (Act) (62 O.S. §§ 850-869), enacted by the State in 1992 and has been amended several times. TIF is used to help generate private development projects through the funding by tax dollars of public improvements and other eligible project costs defined in the Act.

When private investments within a TIF district lead to higher property values, the resulting increase in property tax revenue is reinvested within the district. That funds improvements promoting the success of the private investments, benefiting the district and the City through job creation and economic prosperity. It can also help retain businesses and their employees, along with attracting new ones.

**How does TIF work?**

TIF works by apportioning an increment of local taxes to fund eligible project costs. When a TIF district is established a base amount is set. When the project generates tax revenues above the base, the new revenues are used to help pay the costs of new project.

**How Can TIF Revenues Be Used?**

TIF revenues may be spent only for publicly approved project costs within a specific geographic area, known as the Project Area. The Local Development Act defines project costs to include a wide range of public expenditures, including: The cost of public works, public improvements, land acquisition, clearance, and grading, Financing, professional services, administration, interest, fees, and Assistance in development financing for private projects.
**A5. DEVELOP A COMMUNICATIONS PLAN AND ONGOING STAKEHOLDER ENGAGEMENT STRATEGY.**

PartnerTulsa is a willing partner that can contribute the needed skills, tools, and legal guidance necessary to support plan implementation, especially during the initial phases of development. Additionally, there is a need to continue working towards building trust between community members and PartnerTulsa. The following recommendations support PartnerTulsa serving as the initial implementation lead as community capacity is built and a transition to a community-led governance and implementation structure happens. It is recommended that PartnerTulsa develops a communication strategy for ongoing coordination between stakeholders, plan partners and the public at large. The communication strategy should include:

» Schedule quarterly community briefings to share progress and listen to stakeholder concerns and ideas. These in-person progress update meetings could be recorded and shared on the project website.

» Utilize the www.ourlegacytulsa.org website as a communication and implementation platform to share updates and measure progress.

» Provide key project updates on the website to maintain transparency and keep the community informed of next steps and timelines.

» Share the decision-making structure and process for prioritization during the initial stages of development and beyond. It will be important to provide regular updates, community conversations, and updates over time as changes occur and the community and the implementation organization becomes more active.

**A6. BUILD LOCAL COMMUNITY CAPACITY TO SUPPORT COLLABORATION, BUILD TRUST, AND ENABLE COMMUNITY MEMBERS TO GAIN THE SKILLS NEEDED TO TAKE PART IN THE REBUILDING OF THE DISTRICT.**

The master plan implementation will require a team of advocates who understand the implementation process and can support ongoing engagement and communication. To support capacity building, encourage power sharing, and to engage youth, we propose building the capacity of residents to take part in the more detailed planning and implementation activities. This effort will not only serve the master plan but can also build capacity for other efforts in North Tulsa.
INCREMENTAL DEVELOPMENT ALLIANCE (IDA)

Incremental Development Alliance (IDA) is a not-for-profit alliance of real estate development practitioners, private sector partners, and grassroots groups who train citizens to become small developers, helping to support neighborhood revitalization and assist city champions with coordinating development across the country. It was formed to grow the capacity of every-day people to develop hard-working, loveable, valuable small buildings in their neighborhoods. They offer aspiring developers training and mentorship to help them take the first steps toward their small-scale real estate development projects. In addition, they coach civic leaders on how to cultivate patient, healthy real estate development at a scale accessible to locals, starting with supportive regulations.

PHILADELPHIA’S CITIZENS PLANNING INSTITUTE

The City of Philadelphia’s Citizen Planning Institute can serve as a model for this program. The mission of CPI is to empower interested and active citizens to be more effective advocates for planning positive neighborhood change and development at both neighborhood and city-wide levels.

Citizens Planning Institute (CPI) is the education and outreach arm of the Philadelphia City Planning Commission. CPI introduces Philadelphians, who “love where they live”, to the activities of city planning, zoning, and development so they can help shape and preserve their neighborhoods. CPI’s main activity is an eight-week course, offered every spring and fall, to a new and diverse group of 30 residents who bring new-found skills and resources back to their neighborhood organizations. A similar model for Tulsa that builds capacity and helps to implement the master plan could include: 1) Orientation to the Kirkpatrick Heights / Greenwood master plan and urban planning; 2) Effective outreach and engagement; 3) Introduction to real estate development processes; 4) Implementation of early action projects.
DEVELOPMENT AND PHASING STRATEGY

STRATEGIES:

D1. CREATE NEW NEIGHBORHOODS WITH A VARIETY OF HOUSING AS PART OF THE FIRST PHASE OF DEVELOPMENT.

D2. BUILD FROM STRENGTHS OF THE GROWING ARTS DISTRICT AND PLANNED INVESTMENT ALONG N. MAIN AND BOULDER STREETS.

D3. IMPLEMENTATION OF THE SITE 1 CONCEPTS (OPTION A OR OPTION B) WILL REQUIRE THAT THE CITY OF TULSA AND/OR PARTNERTULSA ACQUIRES THE 2.7 ACRE SALVATION ARMY SITE WHICH IS DIRECTLY IN THE CENTER OF SITE 1.

D4. PLACEMAKING AND CULTURAL HERITAGE

D5. SMALL BUSINESSES AND AMENITIES

D6. INFRASTRUCTURE INVESTMENTS
D1. **CREATE NEW NEIGHBORHOODS WITH A VARIETY OF HOUSING AS PART OF THE FIRST PHASE OF DEVELOPMENT.**

The Historic Heights District represents the most complete pre-1920 neighborhood surviving in Tulsa today. The Heights is known for its wide range and blend of architectural styles that gives it a unique character typically not seen in modern neighborhoods. The Heights is characterized by a strong grid pattern with historic homes of varying design styles and mature street trees. New development along the eastern edge of Site 1 will respect the history and character of the Heights, extend the street grid, and develop new residential and mixed-use buildings that take cues from this historical setting in materials and design features including generous front porches.

To encourage a return to the neighborhood, Phase 1 needs a range of residential typologies (from affordable, workforce, moderate, upscale, luxury) that invites Black North Tulsans back into Greenwood and to establish a new residential community at the very first stages of development. This can lay the foundation for a land trust model by offering development of some or all of these more residential projects to be done through ground leases to allow for the transfer of the land to a Trust.

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**CHANGING NEIGHBORHOOD DYNAMICS**

Many Downtown-adjacent neighborhoods in cities similar to Tulsa have experienced drastic demographic change over the past two decades. Involuntary displacement (or “gentrification”) is evidenced by significant shifts in race & ethnic composition, as well as in indicators like income and educational attainment, in addition to sharp increases in real estate valuation. North Tulsans have legitimate concerns about gentrification, retention of neighborhood character, affordability, sense of community, and economic resilience.

*See Appendix B: Existing Conditions Report for more discussion on neighborhood change.*
D2. BUILD FROM STRENGTHS OF THE HISTORIC GREENWOOD DISTRICT MAIN STREET, GROWING ARTS DISTRICT AND PLANNED INVESTMENT ALONG N. MAIN AND BOULDER STREETS.

D2.1. Arts District

South of I-244, the Tulsa Arts District is a growing part of Downtown and one of oldest areas in the city. The Arts District is a popular tourist destination with numerous restaurants, clubs, museums, and businesses in a walkable, vibrant urban environment. The portion of N. Main Street closest to I-244 has several existing and current development projects that create a direct connection to a new mixed-use destination on Site 1. This includes:

» **Cain’s Ballroom** – historic live music and concert venue located at 423 N Main Street.

» **Oklahoma Museum of Popular Culture (OKPop)** – Located on 422 N. Main Street, the $40+ million project will include a 52,500sf museum featuring movies, radio, television, and music that tells the story of Oklahoma’s impact on popular culture.

» **311 N. Boulder St** – planned mixed use development with 88 apartments, 90-room 4-star hotel, 200 parking spaces, and 20,000sf of retail.

» **Davenport Urban Lofts** – A $30 million, 9-story mixed-use building with condos, retail and office located at 405 N. Main Street.

» **Western Supply** – located on 424 N. Boulder St, this project is expected to be mixed-use in nature and will add substantial numbers of new housing units to Downtown.

Both Site 1 Concepts (A and B) propose mixed-use development along Main Street that builds on the proximity to the vibrant and growing Arts District. These concepts extend the cultural corridor north providing new spaces to support creative endeavors including fashion, media, public art, music, film/radio/TV, dance and theater, and cultural entertainment. Utilization of TIF in this area can be utilized for public infrastructure improvements that support/catalyze these developments.

In 2021, the Oklahoma Arts Commission and Oklahoma Department of Transportation began planning for investments through the Oklahoma Art in Public Places program to enhance the six underpasses connecting the Arts and Greenwood Districts to the major sites in the Plan Area. These investments have the opportunity to serve as key early implementation steps to create greater connectivity between the districts. As the implementation process for these investments advances, PartnerTulsa will work with the OAC, ODOT, community stakeholders, and residents to facilitate robust ongoing community engagement and create spaces for additional community input to ensure the projects align with the vision of this Master Plan.
D3. IMPLEMENTATION OF THE SITE 1 CONCEPTS (OPTION A OR OPTION B) WILL REQUIRE THAT THE CITY OF TULSA AND/OR PARTNERTULSA ACQUIRES THE 2.7- ACRE SALVATION ARMY SITE WHICH IS DIRECTLY IN THE CENTER OF SITE 1.

The current Salvation Army sites includes a resident drug and alcohol rehab center with a capacity of about 80 all-male residents at any time. All residents participate in therapy and work on site in the warehouse and sorting facility, helping to organize donations and get them ready for resale to benefit this and other Salvation Army programming. Relocating the Salvation Army building and current services should also include a strategy in collaboration with local service providers (e.g., Housing Solutions) to provide needed services and housing for the chronically homeless population who are camping in the area on Site 1 and beneath the I-244 underpass.

D2.2. Historic Greenwood District Main Street (HGDMS)

Building on the district’s already existing draw as one of the nation’s most prominent destinations for Black history and culture, there is a unique opportunity to leverage and support the existing Historic Greenwood District Main Street (HGDMS) which includes unique cultural destinations that draws local, regional and international visitors.

- Greenwood Cultural Center - preserves and promotes positive images of the community and provides educational and cultural experiences.
- John Hope Franklin Reconciliation Park - 3 acre historical and cultural passive park space memorializing the 1921 Race Massacre and tells the story of African Americans’ role in building Oklahoma.
- Vernon AME Church - symbol of the work and perseverance during reconstruction and after the 1921 Race Massacre.
- Greenwood Rising - museum sharing the story of Greenwood and its community.
- Mount Zion Baptist Church - pillar in the Black community since the rebuilding of Greenwood after the 1921 Race Massacre.

and several food, and retail attractions.
D4. PLACEMAKING AND CULTURAL HERITAGE

D4.1 Creating a unique destination with a strong sense of place will be critical to the success of the plan and to capturing the unique history and story that is Greenwood.

During the planning process, the planning team presented two options on how Site 1 can be developed. Both options create a space that is authentic to the history and context; provides opportunities to socialize and build community; and can evolve over time based on the needs and influences of the evolving and growing community. There was overwhelming public support for Option A: Town Square. During implementation the feasibility and infrastructure cost may require additional refinements to what is ultimately built.

» **Option A: Town Center** – Both N. Boulder Avenue and N. Boston Place allow the opportunity to develop both sides of the street. A public gathering space in the form of a 1.2-acre public park, Main Street Square anchors the mixed-use development.

» **Option B: The Wedge** – Built along John Hope Franklin Boulevard, the wedge creates a space for both formal and informal destinations along the neighborhood’s primary east-west corridor.

D4.2 Greenwood has a compelling story that descendants and stakeholders alike felt needed to be a central feature of the plan.

This story can also serve as an economic draw for African American travelers as well as a destination for a local, regional, and international audiences. There is an opportunity to build on this legacy to make sure that the accurate story of Greenwood’s founding, prosperity, decline, and resurgence is told that can both honor the legacy, as well as serve as a sustainable economic draw for the district. The entity responsible for the development of the sites with funding from the BID should hire a consulting expert to develop a cultural tourism plan centered on the histories, lived realities and aspirations of Black culture and experience as part of an educational/tourism opportunity, particularly on Site 2 and on Site 1 adjacent to Arts District.
We’ve been able to confirm through our many studies among domestic and international travelers that the African American story in America is one that resonates with cultural travelers of all types—the general market traveler, the international visitor—because the story of African Americans is the story of America. African Americans have contributed to the evolution of almost every facet of our culture – music, food, dance, art, literature, academics and social change movements. The success of attractions such as the Civil Rights Trail, Mississippi Blues trail, historic Overtown in Miami, and tours of Harlem gospel choirs, all of which are attended heavily by Germans, Japanese as well as American travelers, is testament to the universal draw of the African American experience.

-- MANDALA RESEARCH
D5. SMALL BUSINESSES AND AMENITIES

Develop a network of locally owned businesses that will facilitate community wealth building, activate the street, provide a diverse array of services and amenities, and support the vision for a vibrant mixed-use district. Ground floor retail along Main Street between E Independence Street and E Fairview Street is envisioned to be small-scale storefronts that are accessible to local entrepreneurs and can provide a diverse range of goods and services – as well as establish a unique character and destinations. Uses are envisioned to include small cafes, restaurants, entertainment, offices, artist spaces, gift shops, and BIPOC-led business incubators. Three-story Live/Work walkup units are proposed facing onto the Main Street Green that provide a flexible first-floor retail/office space with a two-level living unit above.

Specific strategies to facilitate the development and growth of small businesses include:

» Include a minimum requirement for use of Small Business Enterprises (SBEs) in development projects, if permitted by state law.

» Support and develop programs that promote the development and advancement of small and minority developers and contractors to create opportunities for individuals to participate in physical redevelopment and construction opportunities.

» Leverage existing programs such as MORTAR Tulsa with TEDC to identify and support black-owned and other small businesses, providing business plan development support and access to capital. Consider developing cohorts that target developing and preparing small businesses as retail and commercial spaces are proposed and constructed to align graduates of the program with tenanting efforts.

» Leverage existing small business lending programs and the planned Greenwood Entrepreneurship Incubator at Morton and planned revolving loan fund to increase resources available for black-owned and other small businesses.

» Develop targeted outreach strategies to ensure small businesses and residents are aware of PartnerTulsa’s permitting liaison services and provide concierge support to small businesses seeking to establish operations in the plan area.

This effort should leverage the tools and resources of existing organizations including Greenwood Chamber of Commerce, Black Wall Street Chamber, TEDC Creative Capital and others.
D6. INFRASTRUCTURE INVESTMENTS

Both Site 1 Concepts (A and B) utilize the existing infrastructure found in the right-of-way and will require investments and upgrades to create the vibrant public realm that is envisioned and encompasses the design of streetscapes – that can also function as public spaces supporting ground floor retail/commercial and civic/community uses. These include mobility improvements like generous sidewalks, street tree plantings, benches and planters, and other elements described in Section 4 (Land Use Policies and Preliminary Design Guidelines).

The City of Tulsa in recent years has invested millions in roadway, infrastructure, lighting, sidewalks, ADA improvements, and the creation of multi-modal corridors in some of the key corridors included in the master plan. The master plan envisions higher intensity mixed use at Site 1 that will require additional study and feasibility analysis of the proposed new extended streets to accommodate necessary infrastructure for future development as well as increased multi-modal traffic demand. This provides an opportunity to better connect local neighborhoods and districts to area assets and amenities and extend multi-modal options.

As part of developing the phasing and implementation strategy further, PartnerTulsa and the City need to identify funding sources for public improvements like parks – including City of Tulsa capital improvement funds and annual budget, local foundations, and corporations (i.e. Gathering Place patron model).

The City already includes a number of well-designed public spaces that serve as a community amenities and well used destinations while also providing significant infrastructure functions. Guthrie Green built on the former industrial land includes innovative technology: a geothermal well that generates over 600 tons of heating/cooling distributed through underground pipes to serve the onsite park pavilion café and restrooms as well as adjacent sites; solar panels on the pavilion; bioswales to manage stormwater and LED lighting.
# Proposed Phasing

## Phase IA Development Program

<table>
<thead>
<tr>
<th><strong>Mixed Use</strong></th>
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<tbody>
<tr>
<td>Retail</td>
<td>206,400 sf</td>
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<tr>
<td>Office</td>
<td>47,000 sf</td>
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<tr>
<td>Residential (900 - 1,200 sf)</td>
<td>215,600 sf</td>
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<tr>
<td><strong>Townhomes</strong></td>
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<tr>
<td>2-story (1,400 sf)</td>
<td>47 units</td>
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<tr>
<td>3-story (2,700 sf)</td>
<td>24 units</td>
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<tr>
<td><strong>Civic / Theater</strong></td>
<td>65,400 sf</td>
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<tr>
<td><strong>Parking Structure</strong></td>
<td>96,900 sf</td>
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<tr>
<td><strong>Open Space</strong></td>
<td>61,595 sf</td>
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**Total Residential Units:** 289

## Phase IB Development Program

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<tr>
<td>Retail</td>
<td>126,500 sf</td>
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<tr>
<td>Office</td>
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<tr>
<td>Residential (900 - 1,200 sf)</td>
<td>289,600 sf</td>
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<td><strong>Total Residential Units:</strong></td>
<td>241</td>
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## Phase II Development Program

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<th><strong>Live / Work</strong></th>
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<tbody>
<tr>
<td>Retail</td>
<td>16,600 sf</td>
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<td>Residential (900 sf)</td>
<td>37 units</td>
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<tr>
<td><strong>Mixed Use</strong></td>
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<tr>
<td>Retail</td>
<td>52,100 sf</td>
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<tr>
<td>Office</td>
<td>77,600 sf</td>
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<tr>
<td>Residential (900 - 1,200 sf)</td>
<td>304,900 sf</td>
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<tr>
<td><strong>Townhomes</strong></td>
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<tr>
<td>3-story (2,700 sf)</td>
<td>32 units</td>
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<tr>
<td><strong>Apartments (900 - 1,200 sf)</strong></td>
<td>62 units</td>
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<tr>
<td><strong>Cottage Court</strong></td>
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<tr>
<td><strong>Duplex</strong></td>
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<tr>
<td><strong>Parking Structure</strong></td>
<td>136,800 sf</td>
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<td><strong>Open Space</strong></td>
<td>58,700 sf</td>
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<tr>
<td><strong>Green Roof</strong></td>
<td>12,1500 sf</td>
</tr>
</tbody>
</table>

**Total Residential Units:** 203

**Note:** Mixed-use development with retail and amenities as shown in this plan are often more successful in more urbanized places with significant density, the retail shown in Both Site 1 Concepts (A and B) can be more achievable as the residential uses are developed and there is increased density in the area.
FIGURE 31: PHASING DIAGRAM
FIGURE 32: PHASE 1A DEVELOPMENT

Recent market analyses (i.e., City of Tulsa 2019, Evans Fintube 2020, WRT/PUMA 2022) identify robust demand for housing in the Kirkpatrick Heights/Greenwood study area. Over a ten-plus year development horizon, more than 1,000 units could be absorbed. In the near-term (i.e., next three years), there is an opportunity to accommodate a variety of low- to medium-density housing types that are not currently being developed in North Tulsa.

At least 250 new residential units could be accommodated in the initial development phase of Site 1 (i.e., initiated within the next three years), with potential for an additional ~750 units to be absorbed in subsequent phases over the course of a ten-year period.
Phase 1A is characterized by townhouses and apartments (i.e., units in mixed use buildings) that help generate demand for the commercial and civic uses also proposed in this phase.

**Townhomes:**
- The western and northern portions of Site 1, adjacent to the existing single-family neighborhoods, could accommodate townhome units. Attached and detached townhomes, duplexes, and cottages were residential typologies with widespread support from the community.

**Mixed Use Residential:**
- There is market support for upper-floor apartment uses above ground-floor retail in 2- and 3-story mixed-use buildings that will characterize much of the built form along Main Street and south of John Hope Franklin Boulevard.

**Live-Work Units:**
- In addition, community feedback generated interest in live-work units (e.g., for artists) – Phase 1A development could accommodate a limited number of this type of residential unit.

**Home Ownership:**
- Initial development should accommodate community prioritization of attainable home ownership options (for North Tulsans in particular).

While residential development is a key focus of the initial phase, it is important to establish complementary uses that resident can enjoy. Current market dynamics (e.g., gaps in retail supply), bolstered by anticipated residential population growth, also help to justify new commercial uses in Phase 1A developed concurrently with residential.

**Retail & Restaurants:**
- There is clear evidence that smaller-format retail and restaurant businesses could be supported in the initial phases. A range of ground floor retail footprints should be offered to accommodate the spectrum of neighborhood-serving retail and service businesses desired by current and future residents.

**Mixed-Use Office:**
- The area between Interstate 244 and John Hope Franklin Boulevard is perhaps best suited for mixed-use office because of its proximity to downtown. Only a limited proportion of the total project is envisioned for office use due to the uncertain and evolving nature of office work post-pandemic.

Civic uses are also a key feature of Phase 1B.

**A Town Green:**
- Bordered by residential and commercial uses, this would provide valuable recreation, community gathering, and activated spaces to benefit residents, businesses, and visitors. The Town Green concept also serves as a catalyst and an enhancement for value and development potential to properties that surround it.

**Theater / Performance Space:**
- A key center point of the vision for Site 1 is the development of a theater/performance space, which could help solidify the neighborhood “brand” as a community-oriented cultural hub.
Phase 1B fills in the gap between Fairview St. and the freeway and leverages the opportunity for mid- to high-density development that captures the development momentum from the downtown and Arts District areas. This area would be ideal for commercial uses, including a grocery store desperately needed by the community. These blocks are envisioned to be higher density with structured parking.
Phase 2 builds on the momentum of Phase 1A+1B, expanding the residential footprint east to MLK Jr. Boulevard over several contiguous blocks.

This phase is characterized by duplexes, cottages, townhomes, a handful of single-family homes, and several apartment complexes. The “stand alone” apartment complexes are best suited along MLK Jr. Boulevard where there is a concentration of existing higher density multi-family development. The cottage and single-family residences are best suited along the internal neighborhood streets. Within this new neighborhood are many pocket parks and green spaces to reflect the desire among residents for more informal gathering spaces.

Phase 2 could accommodate additional mixed-use residential buildings in the blocks south of John Hope Franklin Boulevard. While the downtown and Arts District areas are experiencing continued development in mid- and high-rise apartment products that might begin to saturate demand for this product type, Phase 1B will test the market.
1. OPEN SPACE AND PUBLIC REALM INVESTMENTS

Enhancing gateways and connections with new streetscape improvements, community amenities, signage, and art (described in Section 2) will have an immediate impact on the experience and community awareness of investment. Gateway improvements on Greenwood Avenue (Site 2) and Main Street (Site 1) are needed – including improving the highway underpasses to make them inviting connectors.

Improve lighting, cleanliness, pathways and add public art at key gateways. For example, a music heritage theme on Main Street connecting to the music amenities in the Arts District is one approach to visually link and solidify demand for a multi-use performance venue / entertainment uses. A Freeway Underpass Enhancement Project with proposed art and lighting project is another early action that could be implemented to transform the derelict underpass along N. Main Street and N. Boulder Street into safe, vibrant spaces using light and art to express the complex history of Greenwood.

Investments and improvements such as these should be identified as eligible expenditures within the proposed TIF District. Additionally, PartnerTulsa should proactively identify and seek out grant opportunities aligned with public space, art, and other investments. Should a Business Improvement District be deemed suitable, a BID could provide long-term funding and resources to support the maintenance and upkeep of these improvements.

2. NEIGHBORHOOD STABILIZATION

During the planning process, residents expressed concerns over gentrification and loss of cultural and historical ties to the core of Greenwood as demographic and economic shifts forced more Black Tulsans further into North Tulsa and out of the near downtown neighborhoods. Stakeholders also expressed a desire for housing at all price points to enable a wide range of households to live in the area. As described in the Existing Conditions Report (Appendix B p.30-36), the data shows that North Tulsans have legitimate concerns about housing affordability for existing and future generations evidenced by significant shifts in race and ethnic composition, as well as income and educational attainment.

- The study area median home value increased by over 60% between 2010 and 2019, compared to just 20% citywide.
- Most North Tulsa census tracts have lower median household incomes compared to the city as a whole and experienced only modest gains over the past decade. Meanwhile, the section of the study area north of the highway experienced a fairly drastic increase in median household income, rising 65% between 2010 and 2019 from $18,970 to $31,354.
- Study area census tracts north of the highway were 78% Black in 2000, compared to 59% in 2020, representing a loss of nearly 900 Black individuals.
As the plan is implemented and the 45.2-acre Site 1 is developed into a mixed-use destination, it will be critical that strategies are in place to prevent further displacement of existing North Tulsa households within the study area and stabilize the area's healthy neighborhoods.

The City’s commissioned Downtown & Surrounding Neighborhoods Housing Study & Strategy has recommendations that support community priorities echoed through this planning process. Engagement during the 2020 Housing Study & Strategy led to the creation of a Neighborhood Infill Overlay to help ease the zoning-related burdens on housing development in near-downtown neighborhoods. The overlay is intended to promote and provide the “missing middle” housing that can accommodate varying sizes and income levels.

## NORTH / NORTHEAST PREFERENCE POLICY

The North/Northeast Preference Policy offers housing opportunities to those who have already been displaced so they can return to their communities. An innovative example to recognize and address historic injustices of displacement through urban renewals in historically Black neighborhoods in Portland, the policy gives preference to affordable units in the area if they, their parents, or grandparents have a current or former address in the area.

As a first step in affordable homeownership, residents who receive preference in Portland then work with Homeownership partners (i.e., a community land trust) who help ensure residents can afford to live in these neighborhoods. The Portland Community Land Trust, known as Proud Ground, ensures that the land remains affordable so income-qualified households have access to affordable homes.

Source: https://shelterforce.org/2018/04/03/displaced-residents-given-preference-for-homeownership-opportunities-in-portland/
Additional neighborhood stabilization strategies that should be employed include:

» Support and expand attainable homeownership opportunities through programs that assist low and moderate-income homebuyers and homeowners.

» Explore the creation of a mortgage-lending Community Development Financial Institution (CDFI) focused on North Tulsa

» Use the Housing Opportunity Partnership (HOP) – program as a vehicle to create homeownership opportunities and identify partners for down payment assistance and credit counseling

» Provide property tax assistance for low-income homeowners

» Expand financial and technical assistance for rehabilitation

» Leverage publicly owned assets and utilize tax abatement for quality, mixed-income infill development within the existing neighborhood fabric.

» Create and implement a right to return policy that offer housing opportunities to North Tulsa residents who may have already been displaced from the area priority for units as part of the housing program proposed for Site 1 of the KPHM.

» Expand land bank capacity to return vacant properties to productive use.

» Improve the quality and availability of affordable and workforce housing in partnership with Tulsa Housing Authority, nonprofit and other housing providers.

» Expand supports to prevent and address eviction and homelessness.

» Preservation of existing affordable housing stock.

» Develop programs to support existing homeowners to maintain and stay in their homes. This may include home maintenance, avoiding foreclosure, support for home improvements and renovations.

» Establish a community land trust to create long-term affordable homeownership opportunities as part of the Site 1 implementation.
ASPIRATIONAL PROJECTS REQUIRING FURTHER STUDY

1. STREETCAR STUDY

As part of the multi-modal strategy to expand transit and mobility options that promote walkability and reduce vehicular traffic and reduce parking demand, the master plan proposes a streetcar to link amenities and destinations. While the idea of a streetcar had significant public support during the engagement process, additional study would be needed to assess the feasibility of a streetcar for the district. Considerations would include identifying a preferred vehicle whether it is a modern streetcar or branded shuttle or other transit options, route, ridership, and potential parking and traffic impacts, as well as developing an implementation strategy for initial construction costs and the continuing operating cost. In the short-term a branded shuttle or micro transit options that connects users to specific destinations in concert can be utilized while the district is being developed and more density and intensity of uses are introduced.

CASE STUDY

COAST FUTURA - A MODERN, BATTERY-ELECTRIC STREETCAR

In 2021 the Santa Cruz Regional Transportation Commission (SCCRTC) designated electric passenger rail as the preferred alternative use to the publicly-owned rail corridor along the a multi-use trail. A fall 2021 demonstration was organized to show a modern electric rail vehicle. Two routes ran for nine days in October 2021 for a total of 68 trips carrying 2,100 passengers.

While not a proposal for rail service, this demonstration was an opportunity to garner community discussion around zero-emission rail transit and growing conversations around light rail service, as well as opportunity to include state and federal funding sources to create hope for the future. Source: coastfutura.org
2. I-244 HIGHWAY REMOVAL STUDY

Built in the late 1960s through the heart of the Greenwood business district, Interstate 244 represents for many residents a disregard for homes and businesses that occupied that space before the highway construction. It remains a visual and physical barrier between downtown and the Kirkpatrick Heights / Greenwood area. The idea to consider removal, redesign, or even undergrounding portions of I-244 emerged early in the planning process, and proponents would like to see it removed to make room for additional development and opportunities for local, Black ownership and wealth. Cities across the country are addressing the often negative impacts of highway development through cities and towns – separating neighborhoods and forcing businesses to relocate, or often cutting off access to natural amenities like waterfronts.

RECONNECTING COMMUNITIES

The 2022 federal infrastructure funding package includes $1 billion for freeway removal and capping projects, and has been characterized as a first stop in restoring and reconnecting communities and the ideas are gaining momentum as one approach to redressing historic inequities of urban renewal policies. Further study is needed, and conversations continue locally as to the best approaches. Long-term planning for the removal, continued conversations with community members, local leaders, and the Oklahoma Department of Transportation are needed to move the project forward and provide additional redevelopment opportunities that build Black household wealth.
3. **MARTIN LUTHER KING JR BOULEVARD REALIGNMENT STUDY AND BOULEVARD STREETSCAPING**

The realignment and redesign of Martin Luther King Jr. Boulevard is proposed for it to function as an attractive multi-modal, gateway corridor connecting downtown and North Tulsa and is central to the redevelopment of Site 1. The feasibility of the potential realignment will require additional study to identify potential engineering challenges that may need to be addressed including topography, existing utilities, and connections to adjacent sites. This may also include examining additional configurations and will require coordination and approval with ODOT and incorporated in the planning study for I-244. Additional studies should include a traffic study, a Multi-Modal Level of Service analysis, geometric design concept and a cost benefit analysis as the City has already invested millions in roadway, infrastructure, lighting, sidewalks, ADA improvements.

4. **WELCOME CENTER AND COMMEMORATIVE LANDSCAPE**

The city’s first water tower was constructed in 1904, giving the site of Standpipe Hill its name. A cultural and historically significant location, as witness to the 1921 Race Massacre, OSU-Tulsa dedicated a historical monument in 2014. There is community interest in enhanced use and activity at Standpipe Hill given its significance and meaning to Greenwood. Proposed ideas include a welcome center, a commemorative landscape, gardens, and seating or pathways.

5. **AN ICONIC PEDESTRIAN AND BICYCLE BRIDGE CONNECTING THE DISTRICT TO EVANS FINTUBE AND USA BMX**

Residents explored ideas for east / west connections through the April Design Workshops and many were attracted to the idea of being able to get across the railroad tracks and be able to move between these new spaces, linking with the Osage Prairie Trail network, and taking advantage of the recent development of the USA BMX and the planned / future development of the Evans Fintube site. Considerations in exploring the feasibility of this investment would include additional public and stakeholder engagement to evaluate criteria for bridge alternatives and proposed concepts. As concepts are developed structural, civil, environmental, and cost benefit analysis will need to be performed and regulatory constraints will need to be determined.
DESIGN GUIDELINES
RECOMMENDATIONS FOR IMPLEMENTATION
INTRODUCTION & OVERVIEW

WHY DO WE NEED GUIDELINES?

These Design Guidelines were created as part of Our Legacy, Our Community – Kirkpatrick Heights Greenwood Site Master Plan to ensure that future development of the three publicly owned sites located within the larger community study area create a place for people to live, enjoy nature, recreate, and work.

USING THE GUIDELINES

These design guidelines are recommended for all land uses located within Opportunity Site 1, 2 and 3 shown on the adjacent context map, which may be referred to or cited as the “Design Guidelines” or “Guidelines”. The Guidelines are intended to provide general urban design and placemaking strategies for all new development and redevelopment within the bounds of the context map and are not comprehensive in scope. While each site and project may have a unique set of opportunities and constraints, these guidelines would help to ensure that development adheres to context sensitive design and contributes to creating a cohesive character where multiple individual developments tie into a locally authentic sense of place that exemplifies the unique characteristics and history of the Kirkpatrick Heights and Greenwood community. All of City of Tulsa standards for safety, accessibility, and design of streets and buildings apply. The following design guidelines should be considered in the development of a zoning strategy, design of public infrastructure, and in drafting development agreements for the publicly owned sites.

WHAT OTHER TYPE OF GUIDANCE IS NEEDED?

Following adoption of the master plan, additional phases of design and engineering will be required prior to project implementation. These studies will inform overall design choices and will likely include: transportation and traffic study, infrastructure and utilities study, analysis of stormwater detention and maintenance, and analysis of project costs and benefits.

DESIGN GOALS

» Create vibrant nodes of activity
» Honor the history and character of the Kirkpatrick Heights and Greenwood Community
» Ensure context sensitive and sustainable design
RECOMMENDED USE ZONES & BUILDING TYPOLOGIES

Site 1: The Core is divided into different development zones which include a variety of recommended building typologies representing the community’s input into the design concepts for Site 1 (Options 1 & 2). A description of each recommended use category, drawing from Tulsa’s Zoning Code, is included below to guide future development. A more fine-grained approach to zoning strategy, development agreements, design of public infrastructure, and public realm will be defined through the implementation process.

REGIONAL MIXED-USE
Intended to accommodate employment, retail, civic, and entertainment uses that draw visitors and workers from the region. A 3-8 story building type is envisioned that accommodates ground floor retail, restaurants, office, or other commercial uses with upper story office or residential uses. A non-residential use such as a hotel could also be included.

COMMUNITY MIXED-USE
Intended to accommodate retail, service, entertainment and employment uses. A 1-5 story building type is envisioned that accommodates ground floor retail, restaurants, office, or other commercial uses with upper story residential or office uses.

NEIGHBORHOOD MIXED-USE
Intended to accommodate small-scale retail, service, and dining uses. A 1-3 story building type is envisioned that accommodates retail or other commercial activities on the ground floor with upper office or residential uses. A high degree of window transparency and active uses should be concentrated on the ground floor. N. Main St. frontage in Zone 1 and 2 are the recommended location for this typology.

ASSEMBLY AND ENTERTAINMENT
Entrainment venues are utilized to create a vibrant node of activity on a site. Appropriate uses include restaurants, food trucks, convenience retail, pop-up vendors, temporary festival booths and temporary event stages.

PUBLIC, CIVIC AND INSTITUTIONAL
A building type that typically accommodates civic or cultural uses. Examples could include but are not limited to: police and fire facilities, recreation and meeting space, museums, performance spaces, and libraries.

Parks & Recreation
A land use typology that is reserved for open space and public realm linkages. This may include trails, a town green, pocket parks, community gardens, bridges, recreational facilities, and other low-intensity conservation activities.

RESIDENTIAL BUILDING TYPOLOGIES
Residential Multi-Family
A building type (e.g., an apartment or condo building) that accommodates 4 or more dwelling units vertically or horizontally integrated, not including the townhouse building type. Not for non-residential use, except live work.

Multi-Unit House
A building type that contains 3 or 4 dwelling units that share common walls and/or ceilings. A multi-unit house has the appearance of a large, detached house with one visible entrance from the street.

Cottage House
A small single-family building type that is located on a small lot that is clustered around a common open space or shared courtyard and accommodates parking in the rear.

Townhouse
A building type that accommodates 3 or more dwelling units where each unit is separated by a common side wall. Units cannot be vertically mixed. Not for non-residential use, except live work.
SITE 1: THE CORE
Kirkpatrick Heights Addition
(45.2 Acres)

DEVELOPMENT OPTION 1

DEVELOPMENT OPTION 2

LEGEND

ZONE 1
Use Category + Building Typologies
» Regional Mixed-Use
» Community Mixed-use
» Neighborhood Mixed-Use
» Civic/Institutional
» Parks & Recreation

ZONE 2
Use Category + Building Typologies
» Community Mixed-use
» Neighborhood Mixed-Use
» Civic/Institutional
» Assembly & Entertainment

ZONE 3
Use Category + Building Typologies
» Residential Multi-Family
» Multi-Unit House
» Cottage House
» Parks & Recreation

ZONE 4
Use Category + Building Typologies
» Civic / Institutional Building
» Townhouse
» Parks & Recreation
MOBILITY

New development should work within the master plan’s proposed mobility framework for the study area. The Mobility Framework plan highlights the master plan study areas existing transportation and trail corridors plus recommends future connectivity throughout the study area and the surrounding region.

VEHICULAR CIRCULATION + STREET HIERARCHY

The study area is the site of convergence of two separate street networks, where the historic downtown grid meets the residential patterns north of highway I-244, where large institutions and development over time has dissected the historic street grid.

Martin Luther King Jr Boulevard and Greenwood Ave are the two main north-south thoroughfares that connect south across highway I-244 into Downtown and further into North Tulsa. MLK Jr Boulevard is a secondary arterial, a two-way, four-lane road north of E Independence Boulevard and an urban thoroughfare going south, as a one-way, three-lane street with a buffered bike lane. Greenwood Avenue is a residential collector, a two-way, two-lane road connecting south into downtown and north through OSU Tulsa, Langston University, and residential areas.

Railroad tracks and highways make east-west connections more difficult. Within the study area, Pine St provides the only through access across LL Tisdale Parkway and across the railroads on I-75. Other east-west streets, like Marshall St, serve the local connections within the neighborhood; however, they end abruptly on either end of the study area boundary.

STREETS + BLOCKS

The image of any city is reflected in its streets, from the width and conditions of the street to the streetlights and sidewalks that frame them. When coordinated, they create a distinctive sense of place and define how a city presents itself to the public. There are several key elements that must be considered in order to create a positive sense of place in a community. These include street walls and building massing, street trees, intersections, pedestrian crossings, signage, and street furniture.
Notes: If Site 1, Option A Main Street Green is selected, a traffic circle at the intersection of John Hope Franklin Boulevard and North Main Street may require that additional right-of-ways be asked to accommodate all the streets, turning radii, and proposed intersections. Traffic geometry for both options & the multiple streets coming together, will need to be evaluated by a Traffic Engineer. Additional city and utility infrastructure in the area and relocation costs will require further study.
Street Design Principles

» Land uses and buildings change regularly but streets have a much more permanent nature. Providing narrower streets and smaller blocks in a refined grid pattern enhances land uses adaptability, phasing, walkability, and identity for an area.

» Streets are shared facilities between pedestrians, transit, and vehicles. Streets should be designed to equitably accommodate a variety of users, from pedestrians, cyclists, and playing children, to vehicular movement and freight delivery.

» Streets are one of the most visible, heavily used, and costly public spaces in neighborhoods and communities. A design approach that acknowledges the role they play in defining a neighborhood or community and encourages vibrant activity is critical.

» On-street parking should be provided whenever possible to reduce demand for off-street parking. This will maximize developable land, reduce heat gain from pavement and minimize paved/impervious surfaces.

Street Sections

The street design and block patterns for the Kirkpatrick Heights Master Plan is intended to create a walkable district that supports an active mixed-use environment. As existing roads are redesigned and new roads that complete the street grid are constructed, building frontages should respond and orient themselves accordingly. The following street sections represent proposed designs for specific street corridors that have been identified as part of the master plan.

As part of the early stages of implementation, PartnerTulsa will evaluate establishing a Business Improvement District (BID) to support long-term programming, maintenance and beautification efforts for the district. Where possible, design of lights and other amenities should be standardized for future maintenance, replacement, and upkeep. Additional studies, design, and engineering will be required prior to implementation.
Main Street Design Concept

» 80' wide right-of-way
» Two-way, one-lane street that accommodates proposed street car route
» On-street parallel parking
» On-street, separated bike lane with landscaped medians
» Street tree, lighting, and furniture zone
» Wide sidewalks adjacent to building front

**FIGURE 36: MAIN STREET CONCEPTUAL STREET SECTION**

Note: This street section illustrates on-street parking on both sides of the street. Another option would be to have on-street parking only on one side of the street which would provide a wider pedestrian zone with amenities which can include cafes and outdoor dining.
John Hope Franklin Boulevard Design Concept

» 92’ wide right-of-way
» Two-way, one-lane street that accommodates proposed street car route
» On-street parallel parking
» Separated bike lane with landscaped medians
» Street tree, lighting, and landscape strip
» Wide sidewalks adjacent to building front

FIGURE 37: JOHN HOPE FRANKLIN BOULEVARD CONCEPTUAL STREET SECTION
Martin Luther King Jr Boulevard Design Concept

» 100’ wide right-of-way
» Two-way, two-lane boulevard with landscaped center island
» On-street, separated bike lane with landscaped strips

» Street tree, lighting, and landscape zone
» Wide sidewalks adjacent to building front

Figure 38: Martin Luther King Jr Boulevard Conceptual Street Section

- APARTMENTS
- LANDSCAPE MEDIAN manages runoff from the street and buffers traffic
- REALIGNED MLK JR providing continuous 2-way service from downtown into North Tulsa
**FRONTAGES**

Orienting buildings and development along key frontages will create an active and welcoming street presence for new development located within the three opportunity sites.

**Primary Streets**

The principal frontage for a building site. This is where storefronts, residential front doors, and access to pedestrians will be. These streets may include on street parking, landscaping, wayfinding, and other placemaking elements that create an active and inviting streetscape.

**FIGURE 39: PRIMARY STREET FRONTAGES**
Secondary / Side Streets

A frontage that is not the primary street and not the service/loading zone. These streets will typically serve local traffic, connecting primary streets and parking/service areas.

Alleyways / Service

The desired location for loading and service/trash/etc. When there is no dedicated alleyway, curb cuts for access to service and loading may occur on side streets. Where feasible, it is recommended that service and loading not be accessed via a primary street. Parking in the alley should be restricted to allow for service vehicles. For residential development, it is recommended that a rear alley for access and parking be provided and turning radius/visibility be anticipated in design.

**FIGURE 40: RESIDENTIAL STREET FRONTAGES**
PARKING

Location

» While parking is a necessity, parking lots should be located behind buildings or located to minimize the visibility of parking areas.

» Off-street parking in shared structures or surface lots should be provided in convenient locations that are located behind buildings or screened by a combination of low walls, berms, and/or attractive landscaping.

» Alleyways are the desired location for back of house operations, loading, and service/trash pickup for commercial and mixed-use.

Access

» When there is no dedicated alleyway, curb cuts for access to service, loading, and parking should occur on side streets.

» Access to service, loading, and parking should occur on side streets. Where feasible, it is recommended that service and loading not be accessed via a primary street.

» For residential uses, rear access via an alleyway or private drive is the desired location for parking. Guests should utilize on-street parking.
ARCHITECTURAL ELEMENTS
BUILDING MASSING AND BUILT FORM

» A key element in the identity of an area is the form of the buildings and how they create the street wall. The street is often described by urban designers as "a large outdoor room". The ability to shape the room exists on every street and its walls are defined by the primary facades of the buildings that front them. How the building mass is distributed on a site usually has the greatest impact on a community's overall appearance and on the strength of the street wall. Breaking down large floor plates and varying a building's height through the creation of smaller structures or facades is a valuable tool when designing large projects that consume half a block or more. To control the quality and character of the block edges and street wall, the following guidelines should be considered:

× Breaks in the street wall should be limited to those necessary to accommodate pedestrian pass throughs, public plazas, entry forecourts, and/or permitted vehicular access driveways.

× An identifiable break should be provided between a building's ground-level floor and upper floors. This break could consist of a change of material, change in façade articulation, or similar means.

× Where possible, multi-story buildings should consider using upper floor stepbacks to create a more comfortable scale for the public realm.

× Break large projects into a series of appropriately scaled buildings so that no building is more than 300 feet in length.

× Building massing and height for higher density development should step down in character and scale in order to provide a more contextual transition to lower density land uses.
BUILDING ROOFS

» Building roofs will be visible in many cases, either by surrounding buildings, the highway, or downtown — therefore roofs should be an integral aspect of the buildings design and viewed as an expressive opportunity that should be attractive and usable for outdoor use, energy production, and/or potential stormwater solutions.

× Building heights and roof-lines should be modulated with parapets or roof lines to create a visually appealing skyline and add character to the overall massing.

× Where roofs are viewed from above, they should be considered as another building façade and designed to provide an attractive view from above.

× Usable terraces on building roofs and podiums are encouraged where possible. Shade trellises and open structures should be designed as part of the overall roof composition.

× Green roofs are encouraged and should be insulated to minimize heat and noise transfer and use regionally appropriate plant species to minimize water consumption requirements.

× Buildings are encouraged to provide solar ready infrastructure such as solar panel curb standups, conduit, and roof water spigots that minimize the cost and effort of adding solar capacity at a later date.

× The use of high albedo, non-reflective material is encouraged to mitigate heat island effect.
**ACTIVATION**

» The base or ground level of buildings should animate the street by containing active uses supported by generous windows, building entrances, and outdoor spaces at the street level.

× Active uses include street level residential units with street facing facades, offices and lobbies, and retail/restaurants that meet and engage the sidewalk with ample windows, displays, and inviting entrances.

» Blank walls are defined as having no active uses including no windows or doorways. Building facades that face a street, pedestrian pass through, or open adjacent open space should greatly limit the use of blank walls.

» Main building entrances should be prominent and expressed by architectural elements such as taller volumes, recessed doorways, canopies/awnings, lighting, public art, water features, and/or special materials and paving.

» All residential ground level floor units that face a public right-of-way and are not accessed via a common shared main entry, should provide a street-facing entrance area (patio/stoop) that serves as a transitional area between the building and the public realm.

» Canopies or awnings should be provided for the sun, wind, rain, and snow protection of pedestrians. Their design should be integrated with the building architecture.

» Many suggested features will require the adjacent property owner to enter into License and Use Agreements with the City of Tulsa. These features would include anything attached to or mounted on the exterior of the building that extends beyond the property line. Canopies and awnings will also require a License or Use Agreement for their placement.
BUILDING FAÇADE ARTICULATION AND VARIATION

» The face of buildings should be purposefully articulated in order to make legible the various building (ie: uses such a lobby, residential, retail, etc.) and segments (ie: base, middle, and top), and reduce its apparent mass. The building façade should also help create a strong sense of identity for the building and be designed where the massing, building details, and entries are proportionally related.

» The three segments of the building’s base, middle, and top should be articulated with elements such as: cornices, string courses, stepbacks, recesses and projections, change in floor height, and changes in color and material. Inclusion of awnings and balconies will require License or Use Agreements.

¼ The Base Section

¼ Should utilize shallow or zero lot line setbacks and relate directly to the street and add to the vitality of the public realm. Doorways must have safe egress.

¼ Retail should maximize the use of windows and include signs and awnings that reflect the character of the district.

¼ Residential should be defined through active elements such as doors, patio/stoops, and/or material or color differences.

¼ Retail entrances should be easily identifiable and distinguishable from residential entrances. They should be reinforced with elements such as recessed doorways, awnings, special lighting, windows, color, and materials.

¼ Middle Section

¼ Should differentiate from the base and top sections through the use of materials, articulation, and/or color.

¼ Where used, balconies should be designed as an integral component of the building form, limit risk of falling objects, on and provide a depth that makes the space usable.

¼ Top Section

¼ Should define the roof line and help screen roof top elements from street view.
BUILDING CORNERS

» Key intersections within the master plan (e.g., at primary street intersections) will have a significant impact on the image and identity of the overall development. Building corner design at these key locations should help create unique gateways and establish an overall character for the neighborhood.

× Buildings at key intersections should have special architectural treatments that reinforce the street corner’s importance as a public realm element. This may be achieved through a change in form or massing, a contrasting façade finish, and/or transparency.
BUILDING MATERIALS

» Building materials and colors should be carefully selected to achieve an overall built form that accentuates the uniqueness of individual buildings and adds to the fabric of the street.

» Materials should be high quality, durable, and should be suited to the local environment.

» To the extent possible, locally sourced materials should be used to help establish a palette that works with climate, light, history, and the culture of a place.

» Materials and colors should highlight and reinforce unique forms within a building, such as the base and corner elements, entrances, and other prominent features.

» Building materials should turn the corner of a building. Where material changes from one façade to the next occur, the change should be developed as an integral part of the design theme for the building and should not appear to have an abrupt edge.
**MECHANICAL SCREENING**

» Where possible, roof mechanical exhaust vent and equipment projections should be clustered and set back from the edge of the buildings that are visible from the street.

» Rooftop mechanical equipment including elevator/stair cores should be screened from view of neighboring units. The screening should be part of the building top composition with materials that are consists to the overall building color, material palette.

» At-grade mechanical equipment/material storage should be screened from view. Sound created by mechanical units should be mitigated when adjacent to residential and mixed-use/main street areas where a high-level of pedestrian activity is anticipated.

» All refuse disposal dumpsters should be screened on all sides.
**PARKING STRUCTURES**

- Parking structures, whether stand alone or part of a multi-use block building, should be screened so that they do not negatively impact the streetscape or other public spaces. Facades should be wrapped by active uses or visual screens.

- Parking entrances should be situated away from direct sight lines and in areas that are away from high pedestrian or vehicular traffic areas, and enhanced by the use of canopies, landscaping and setbacks.
PLACEMAKING

» Placemaking refers to the process of transforming specific sites and spaces in the community into vibrant, welcoming places that reflect the area's distinct sense of beauty, history, and identity. These are places where people want to be; places that are active and inviting, that foster connections between people, and contribute to the sense of identity for a place. Placemaking elements include but are not limited to: Streetscapes and Streetscape elements such as furniture, lighting, seating, signage, landscaping, and public art.

» City of Tulsa Standards Numbers 800 through 850 include standards to consider for long-term maintenance and design.
STREETSCAPE GUIDELINES

» Designing a streetscape is comparable to designing a building which contains a unified composition of rooms or spaces, spaces with well-defined edges, orderly rhythms of windows and structural elements, and hierarchy of spaces. A well-designed streetscape includes:

× A unified relationship between pedestrians and building spaces.
× Well defined edges with consistent treatment and gateways that let users know they have arrived in a particular neighborhood or district.
× A rhythmic and logical use of trees, furniture, paving and plantings.
× Attractive and functionally appropriate street lighting.
× A consistent and harmonious family of street furnishings.
× A hierarchy of spaces that helps define the use of the streets.
× Attractive and durable materials, varied to reflect functional and aesthetic needs.
× Appropriate scale to how users will experience the environment.
× Offer safety and security to its users.
× Consideration of long-term maintenance, potential wear and tear of materials selected, and local climate conditions.
STREETSCAPE FURNISHINGS

Benches

» Benches should provide comfortable, low maintenance seating and should be well crafted and utilize non-abrasive materials that can withstand cracking, rotting, and sagging.

» Potential locations include places intended for gathering, logical resting places along sidewalks and pathways, in ornamental gardens or landscape areas, and places with views or interpretive information.

» When possible, locate benches near lighting and plantings. Lighting makes them more useful at night and improves observability. Tree plantings provide shade during the day and some shelter from rain.

» Benches may have public art applied to them or be integrated as public art projects, subject to city review and approval * in accordance with City of Tulsa Standards Numbers 820.

Tables, Chairs, and Umbrellas

» Tables and chairs can be movable or fixed, provide seating along streetscapes, public plazas, and parks/open spaces, and may be defined with paving treatments, landscaping, or lighting. In the right-of-way, tables and chairs must be removable for emergency considerations.

» Use tables and chairs in the public realm to create social space and add activity to an area.

» Private areas with tables and chairs may be surrounded by a railing. Railings or other boundaries may be required when alcoholic beverages are served. Railings required by code should be consistent with the district’s branding and furnishing standards.

» The use of umbrellas or other shade structures over tables are encouraged but should not impede pedestrian circulation.
Bike Racks

» Permanently anchor bike racks to a paved surface. Use vandal resistant bolts or other attachments that prevent removal by common tools.

» Bike racks should be placed at logical locations, such as a town square, at stopping points along trails and at other major destinations and activity centers.

» Well-placed bike racks encourage bicycle transportation and do not block entrances or pedestrian routes. Locate racks near major building or central entrances.

» The exterior surface of the rack should be nonabrasive, non-marring, and durable to minimize the need for refinishing or repair.

Transit Stops & Shelters

» Transit stops provide designated locations at which passengers board or exit transit vehicles. Shelters are structures located at some transit stops to protect passengers from weather.

» All transit stops and shelters should be coordinated and approved by the Tulsa Metropolitan Transit Authority.

» Stops ad shelters must be fully accessible to people with disabilities.

» All transit stops should be marked by standard signs that have a clean, legible design, provide pertinent information, and be well maintained.

» Shelter design should not conflict with the adjacent streetscape.

» Shelters should meet functional requirements with minimal structure and avoid materials like Plexiglas that are easily vandalized and difficult to repair.

» Provide adequate lighting at transit stops to improve safety and identify locations. Lighting may be ambient or incorporated into shelters.
» Business, neighborhood associations, and other groups may sponsor an Adopt-A-Shelter program to monitor and report problems and assist with outline maintenance and upgrades.

**Waste & Recycling Receptacles**

» Receptacles shall be built of durable material and anchored to the ground.

» Materials should be consistent with the look and feel of other streetscape elements such as benches, streetlights, railings, and surrounding buildings.

» Receptacles should not clutter the sidewalk or block the pedestrian travel way.

» When possible, receptacles should be located near lighting and other street furnishings.

» Receptacles should have a decorative shell enclosure with high performance finish that resists vandalism and graffiti.

» Receptacles should have interior polyethylene liners to contain waste. Bins should allow users to drop material in it without requiring pulling, lifting or pushing.

**Lighting**

» Adequate lighting is a critical factor in creating safe, comfortable, attractive pedestrian friendly environments. This involves not just the use of streetlights, but also lighting for sidewalks, pedestrian paths, alleys and building entrances.

» Lighting should be provided in all areas used by pedestrians and vehicles. In high pedestrian areas, light fixtures should be spaced close together to create a continuous and uniform lighting level.

» Lighting design and materials should complement the architectural character of the development and where appropriate, pedestrian light poles should accommodate banners, signage and/or hanging flower baskets.
Bollards help separate vehicular and pedestrian areas, provide low-level lighting, security for sensitive buildings and calling attention to traffic calming devices.

» Bollards should coordinate with other street furnishings and be made with durable materials.

» Bollards should incorporate contrasting detail at the base or waist level to aid people with sight impairments.

» Bollards should not create hazardous and expected obstacles to pedestrians, cyclists, and other non-motorized vehicles.

» Locate as needed to segregate vehicle and non-vehicle areas. Bollards can be removable or retractable to allow flexibility when access is needed.

» Where appropriate, lighted bollards should be used to provide useful lighting for pedestrians and motorists to emphasize travel pathways.

» If removable bollards are used, then an agreement needs to be in place with the adjacent property owner for the upkeep and removal of the bollards, as needed.
Railings & Fencing

» Railings help pedestrians negotiate stairs, steep grades, help protect them from potential hazards, and can define special areas like dining and/or landscape beds. Fences are used to define public and private property or to delineate changes in use or user groups within an area.

» Railings and fencing should be coordinated with other street furnishings and be made of durable, rust resistant materials.

» Private Areas within the public ROW require a License or Use Agreement with the City. Any Railings used in the ROW will also require a License or Use Agreement.

» Materials such as chain link and barbed wire are prohibited.

» Fencing should be carefully located and when adjacent to the public realm, made of materials and designed to be consistent with the character of the district.

» Tall, opaque, security style fences should not be located in front yards or along streetscape edges where a high level of walkability and pedestrian friendly activity is intended. If residential fencing is utilized in front yards or for the creation of a front courtyard, the fencing material should be no taller than 4 ft. in height and should utilize materials that are consistent with the design of the residential dwelling.

» Fencing should be discouraged except for defining private areas.

» Railings that are utilized to delineate outdoor dining along the streetscape should be no taller than 4 ft. in height and provide for visibility into the space.
PUBLIC ART

» Public art includes sculptures, murals, mosaics, wall art, and other two- and three-dimensional installations designed and placed in outdoor public spaces.

» Public art may be used to interpret the history, character, or people of an area and may include but are not limited to: landscaping, fencing, brickwork, glasswork, gates, lighting, seating, street furniture, signage, water, use of color, painted murals, and artifacts.

» Placement of public art should not interfere with sight lines for pedestrians and motorists.

» Identify maintenance needs, license agreements, safety considerations, and replacement costs during the design process and/or prior to installation.

» Placement should be site-sensitive and encourage public view.

» Art selections should recognize diverse types of art and create a varied environment.

Shadow of a Face, a planned monument honoring abolitionist Harriet Tubman designed by architect Nina Cooke John (Newark, New Jersey)
STREETSCEPE HARDSCAPE MATERIALS

» High quality and durable materials such as concrete and pavers should be utilized for sidewalks, plazas, courtyards, and other open space areas. Decorative pavers are encouraged to accent tree wells and landscape.

» All paving materials used must ensure compliance with ADA standards for accessible design ensuring public safety. Any material other than concrete used in the public pathway will require a License or use Agreement.

Concrete pavers
Decomposed granite
Brick
Corten steel
Gray concrete
Powder coated black metal
STREETSCAPE LANDSCAPE MATERIALS

» Local or adaptive species with low maintenance should be utilized in all planting design, in accordance with the City of Tulsa Tree Ordinance and approved Street Tree List.

» The use of canopy street trees along sidewalks and open space should be utilized for shade coverage.

» Accent trees and ground plane plantings should be utilized to add accent to placemaking.

» Shrubs, grasses, and perennial plants should be utilized where buffers and/or visual interested is needed.

» Avoid the use of tall plants (greater than 3’ in height) where visual clearance is needed such as playgrounds.
GATEWAY ELEMENTS

» Gateways create identifiable access points at key street intersections (e.g., at primary street intersections) and create a first and lasting impression with users as they enter or leave place.

» Gateways should introduce the character of the area through materials and design elements.

» Gateways may be integrated into plazas, span overhead, may stand alone as landscape features, or be applied to existing structures such as bridges and/or underpasses.

» Overhead spans of street right-of-way should comply with Oklahoma Department of Transportation to allow or vehicular traffic.
SIGNAGE & WAYFINDING

» Signage should be artful, creative, add visual interest to the street, and complement the overall building design. Signage should be utilized to identify a business or residential project and be clearly identifiable to customers, yet not be visually objectionable.

» Location: Signs should not obscure architectural elements such as pilaster, cornice lines, capping, or openings. License agreements are required in the right-of-way.

» Materials: Signs should be designed of high-quality materials consistent with the overall building architecture.

» Legibility: Sign typeface should be clearly legible

» Style: Sings should be of a style representative of the overall building and district character, while ensuring the business is appropriately represented.

» Orientation: Signs should be oriented to face pedestrians

» Lighting: Sign lighting should be subtle and reinforce the overall façade design.
PRIVATE OPEN SPACE

Private buildings and residences generally have three distinct open spaces:

» Private at-grade patios and stoops within the building setback zone

• Private ground level patios and stoops create space for individual expression and opportunities for casual neighborly encounters. They should contribute to a safe and engaging public realm by having direct access from the street.

• Stoops and patios at grade should be designed to achieve usable space for residents, while also providing safety measures to ensure the space is defensible. Defensible design includes gates and railings, and appropriate landscaping to provide a buffer from the street, while also allowing visual connection between the street and residence.

» Private above grade balconies and rooftop deck

• Private above-grade outdoor open space should be designed to a high standard and be carefully programmed and located to ensure usability. Private open spaces include terraces, patios, balconies, and possibly rooftop spaces that are intended for the use of individual residents within a unit.

» Common (shared) open spaces

• Common open spaces are intended for the use of all occupants within a building or building cluster and include rooftop spaces and internal plazas and courtyards.

• Common open spaces should be inviting, interesting, safe, and provide a variety of programmed spaces to appeal to a varied of users. This may include planters, paved areas, gardens, pools/water features, and/or play areas.
CONSULTANT TEAM

WRT | Planning Team Lead
Planning, Urban Design, Architecture, Landscape
Architecture, Graphics & Branding

WITH SUPPORT FROM:

P.U.M.A. (Progressive Urban Management Associates)
Economic Advisors

Studio Zewde
Historic Interpretation + Design

TSW
Tulsa-based firm providing support with engagement, planning and design

World Won Development + Standpipe Hill Strategies
Local Engagement Partner
2023 Proposed SCHEDULE

Tulsa Metropolitan Area Planning Commission (TMAPC)

Regular meetings of the TMAPC are held on the first and third Wednesday of each month at 1:00 p.m. in the One Technology Center, 175 E. 2nd Street, City Council Chambers, 2nd Level, Tulsa, Oklahoma.

Work sessions of the TMAPC are held, as necessary, typically prior to regular TMAPC business in the One Technology Center, 175 E. 2nd Street, in a room location to be announced at the time an agenda is posted.

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*Date was changed to 4th Wednesday due to Spring Break

March 15 is original date

10/12/2022