2022 Implementation Report

CITY OF TULSA PLANNING OFFICE

Last updated: August 2024

For questions, contact:
Kia Shagena
Tulsa Planning Office
175 E. 2nd St, 4th Floor
Tulsa, OK 74103

Office: 918.596.7645
Email: kshagena@cityoftulsa.org
Website: tulsaplanning.org

Cover: Aero Bus Rapid Transit was launched in late 2019, and includes more frequent service, along with modern buses, and new stations with amenities such as sheltered seating, bike racks, level boarding, wifi and charging stations, and real-time arrival notices.

Table of Contents

About the Implementation Monitoring Program....1
Summary of Implementation Status....1
Neighborhood & Commercial Toolkits....1
What's Next....1
Implementation by Recommendation Type....2
Implementation by planitulsa Chapter....2
Implementation by Plan Area....3
Active Small Area Plan Implementation Reports....4
Active Small Area Plan Map....4
36th Street North....6
Arena District Master Plan....10
Brady Arts District....12
Crosbie Heights....16
Crutchfield....20
Downtown Area Master Plan....24
Eugene Field....26
Kendall-Whittier....30
Pearl District....34
Sequoyah....38
Southwest Tulsa....42
Unity Heritage....46
Utica Midtown....50
Walkability Analysis....58
West Highlands/Tulsa Hills....72

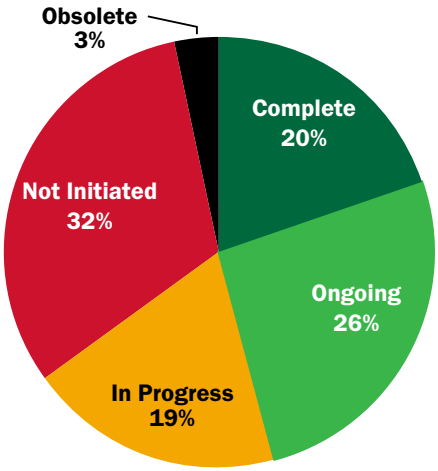
Page left intentionally blank.

About the Implementation Monitoring Program

The Tulsa Planning Office monitors and supports implementation of adopted small area plans. Small area plans engage communities to create a vision for their community in the next 10 to 20 years, and include recommendations related to land use, transportation, housing, and other topics. They are intended as a framework for City and community partner actions, as funding and resources are available. All figures, statuses, and charts are current to July 1, 2022.

Definitions

- **Complete:** Specific one-time projects that have been fully implemented, e.g. a street project
- **Ongoing:** Projects have been initiated and are of a continuous nature, e.g. policy changes
- **In Progress:** Partially completed or are underway
- **Not Initiated:** Projects have not yet been initiated
- **Obsolete:** Not currently recommended for initiation based on a change of conditions or other factors since plan adoption

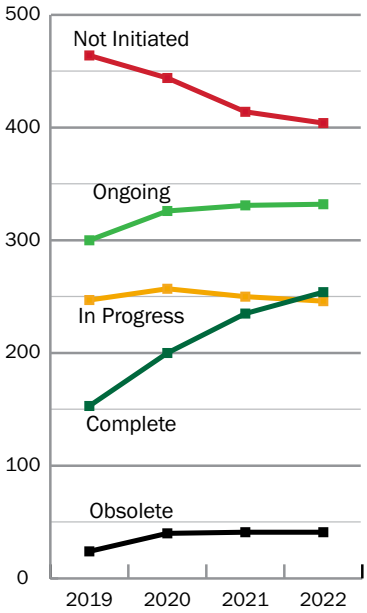


Summary of Implementation Status

There are currently 15 active small area plans, with 1,277 plan recommendations. Overall, implementation of these recommendations continues to increase steadily, though some older plans still lack significant action.

Among all recommendations, 586 (45.9%) are Complete (254) or Ongoing (332), representing a 1.4% increase over the previous year. 246 recommendations (19%) are In Progress. 404 recommendations (32%) have not been initiated, a decline of 1%. Finally, 41 (3%) have been identified as obsolete.

Plan Documents: tulsaplanning.org/resources/plans
Plan Map: tulsaplanning.org/resources/maps



Neighborhood & Commercial Toolkits

In 2020, our team developed toolkits for neighborhoods or commercial districts to accomplish tasks together. Many recommendations found in small area plans could be accomplished by either group, and these two toolkits provide step-by-step instructions on how to accomplish dozens of activities, complete with resources, contact information, and potential funding sources.

View the Toolkits

Neighborhood: tulsaplanning.org/neighborhoods/toolkit
Commercial: tulsaplanning.org/dd/toolkit

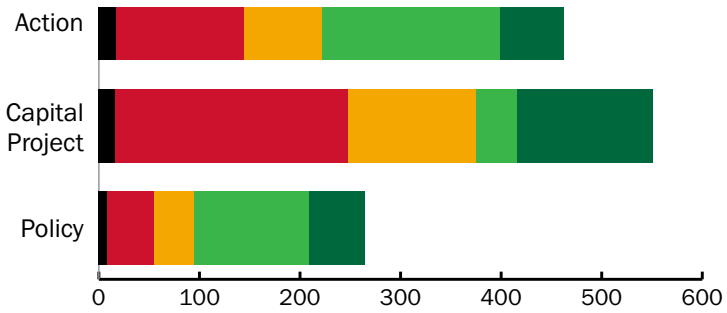
What's Next

Tulsa Planning Office staff continue to support implementation of small area plans in a variety of ways:

- Tracking, monitoring, and geographic analysis or recommendations
- Overlap of small area plan recommendations with strategic planning
- Coordination with City departments and other agencies to advance recommendations through department budgets

Implementation Status by Recommendation Type

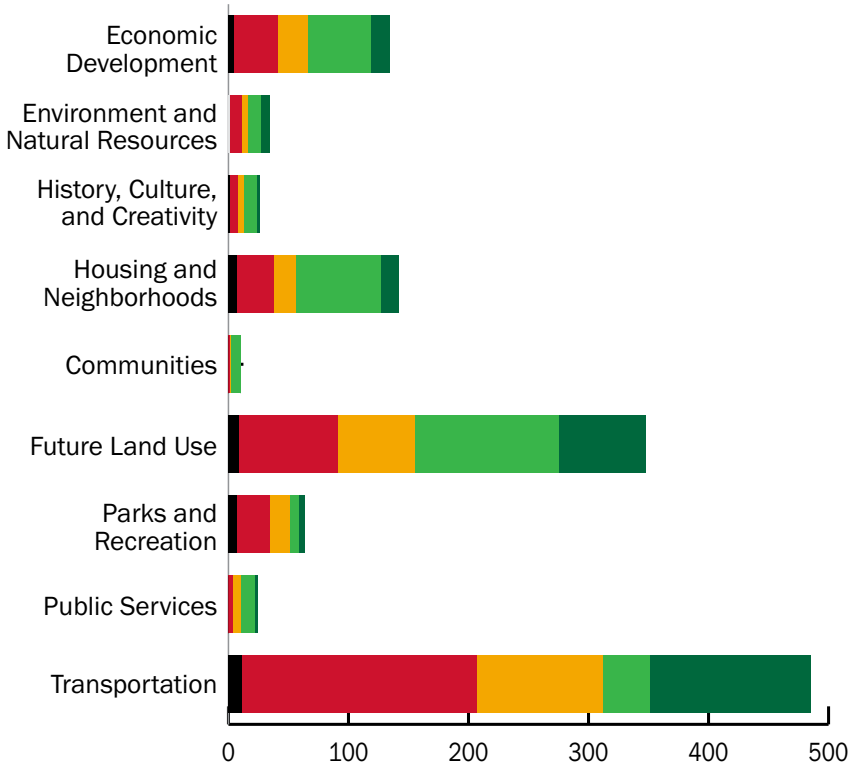
Each recommendation was categorized as a policy, capital project, or action. Policy recommendations had the highest percentage that are Complete or Ongoing (64%), followed by Action recommendations at 52%, and Capital Project recommendations at 32%.



Implementation Status by planitulsa Chapter

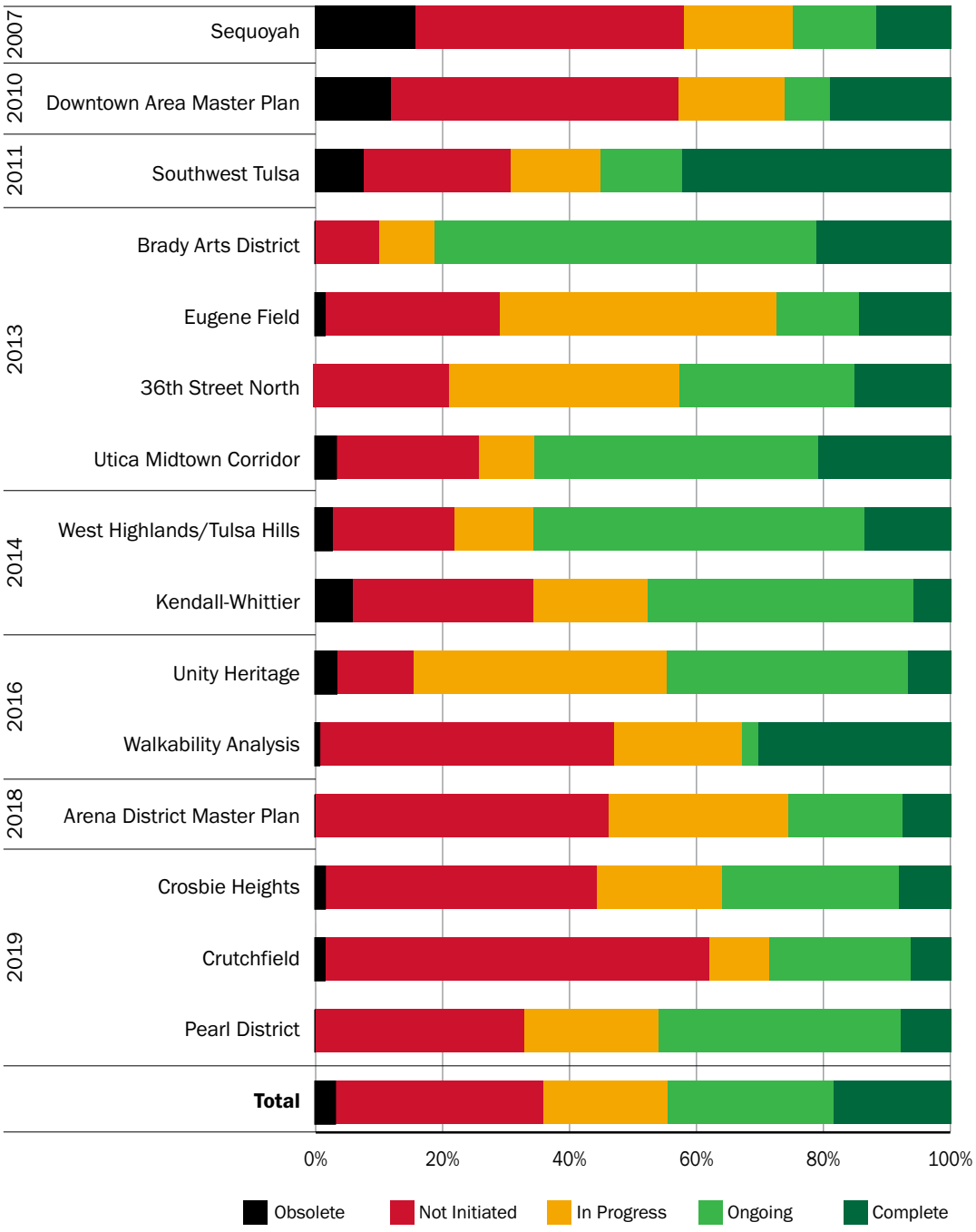
Each recommendation was categorized by planitulsa chapter, in order to understand the alignment between recommendations and the Tulsa Comprehensive Plan (planitulsa). Some recommendations align with multiple chapters, but only one was selected. planitulsa is in the process of being updated, and this chart reflects new proposed chapter designations.

The percentage of Complete/Ongoing recommendations varies by plan chapter. The Communities chapter has the highest percentage of Complete/Ongoing recommendations (80%), followed by Housing and Neighborhoods (61%), Public Services (58%), Land Use (55%), Environment and Natural Resources (53%), Economic Development (51%), History, Culture, and Creativity (50%),Transportation (36%), and Parks and Open Space (20%).

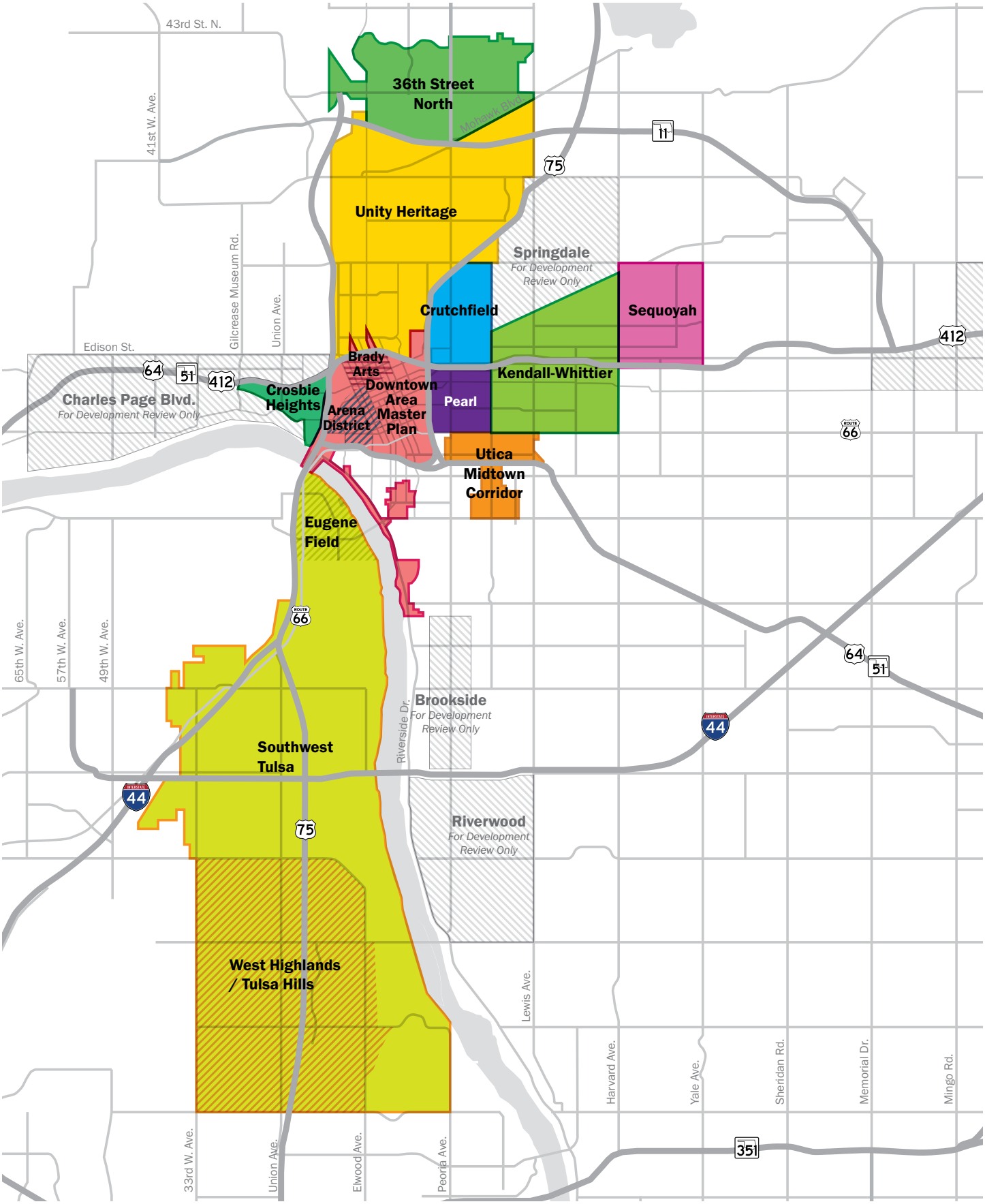


Implementation Status By Plan Area

The percentage complete/ongoing varies by plan, ranging from a low of 21% to a high of 83%. In general, older plans show a higher level of completion than more recently adopted plans; however, this is not true with the Sequoyah Plan and the Downtown Area Master Plan, which have among the highest percentages of 'not initiated' recommendations. More detailed information on plan-specific recommendations is available in the pages that follow. For more information, contact the Tulsa Planning Office.



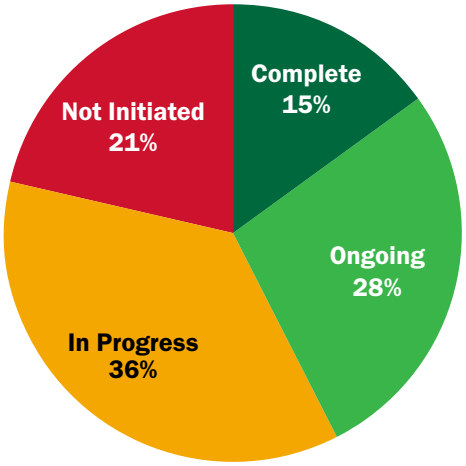
Active Small Area Plans Map



Active Small Area Plan Implementation Reports

36th Street North
Small Area Plan Implementation Report

Adopted in 2013 and amended in 2016, the 36th Street North Small Area Plan identified 30 goals and 80 implementation measures. About 43% of those implementation measures are Complete or Ongoing.



Ref	Implementation Measure	Status
Goal 1: Land-Use decisions are consistent with the Vision, Land Use, and Stability/Growth maps.		
1.1	Use the Vision map to inform the future land-use decision.	Ongoing
1.2	Amend Comprehensive Land Use map to reflect citizens' vision for the plan area.	Complete
1.3	Amend the Stability/Growth map to reflect the citizens' vision for the plan area.	Complete
Goal 2: Promote a mix of uses in new development and redevelopment.		
2.1	Zoning changes to areas identified with Regional Center, Town Center, and Main Street designations should be conducive to mixed uses and multiple uses.	Ongoing
2.2	Zoning changes should support neighborhood-level amenities and retail services (e.g., grocery stores, restaurants, shops) which are close to both single-family and multi-family residential units.	Ongoing
Goal 3: Prepare and adopt policies, tools, and strategies that support transit-oriented development.		
3.1	Encourage intense mixed-use development along Peoria Avenue.	Ongoing
3.2	Ensure that zoning changes will complement the Town Center-designated portion of the plan area.	Ongoing
Goal 4: Identify financial resources to support implementation of a transit-oriented development project.		
4.1	Complete a comprehensive study of public and private funding mechanisms specifically focused on transit-oriented development.	Complete
4.2	Examine public/private financing partnerships available for transit-oriented development projects.	In Progress
4.3	Partner with Tulsa Development Authority for land purchases and assembly.	In Progress
Goal 5: Prepare and adopt policies, tools, and strategies that support Main Street infill efforts.		
5.1	Establish a façade grant program to create uniformity in the Main Street corridor, as well as aid in cost of new development and revitalization.	Not Initiated
5.2	Focus development efforts initially at the east end of the designated Main Street corridor, then expanding west along 36th Street North.	Ongoing
5.3	Ensure zoning is complementary to the Main Street-designated portion of the plan area.	Ongoing
Goal 6: Prepare and adopt policies, tools, and strategies that support the entertainment district.		
6.1	Ensure zoning is complementary to a variety of entertainment-based land uses.	Ongoing

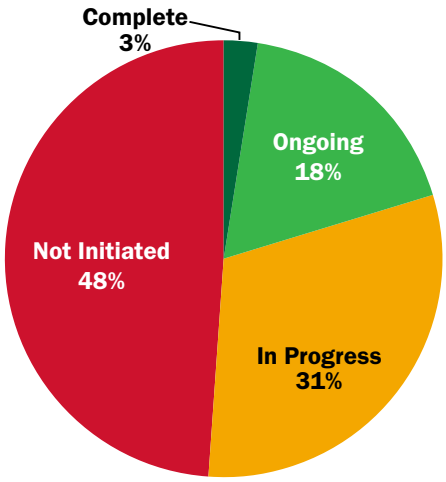
Goal 7: Reduce the negative environmental impact on the plan area's streams and drainage ways.		
7.1	Encourage new development with Low Impact Development solutions and support creation of citywide Low Impact Development guidelines.	Ongoing
7.2	Increase on-site stormwater retention and mitigation with an emphasis on aesthetically pleasing solutions, such as rain gardens.	Ongoing
7.3	Add strategically placed vegetative buffers to help improve water quality of surface water runoff.	Ongoing
Goal 8: Prioritize efforts to clean up and redevelop properties in environmentally sensitive areas or in areas where environmental contaminants could be a factor.		
8.1	Support the findings of the North Tulsa Brownfields Area-Wide Redevelopment Plan, specifically those pertaining to the 3519 North Hartford Avenue site.	In Progress
8.2	Identify properties within the plan area with environmental considerations and establish funding to assist in reclamation efforts.	Ongoing
Goal 9: Support the development of a new industrial facility or park between Dirty Butter Creek and Lewis Avenue, and between 36th Street North and Mohawk Boulevard, while respecting and promoting the future success of neighboring properties.		
9.1	Encourage the development of an industrial facility or industrial park at this location that: 1) incorporates shielded lighting and minimizes light pollution, 2) employs best site management practices during construction to avoid dust and erosion, and 3) minimizes encroachment into the floodplain of Dirty Butter Creek.	In Progress
9.2	To retain the residential character for property on Mohawk Boulevard between Troost Avenue and a point 700 feet west of Lewis Avenue: 1) build a berm to provide visual and noise screening, 2) preserve mature trees where possible to provide screening and shade, 3) do not place ingress and egress points to the industrial site, and 4) place parking areas, rather than buildings, nearer to Mohawk Boulevard.	In Progress
Goal 10: Strengthen the connections of health care facilities to greater transit systems.		
10.1	Ensure future circulation between the Wayman Tisdale Specialty Clinic and other health care facilities to a future bus rapid transit route along Peoria Avenue.	Complete
10.2	Support Peoria Avenue bus rapid transit implementation.	Complete
Goal 11: Redevelop Peoria Avenue/36th Street North intersection to a transit-oriented development		
11.1	Leverage future bus rapid transit (and other transit improvements) along Peoria Avenue to act as the primary transit mechanism for transit-oriented development.	Ongoing
11.2	Develop a transit hub and park-and-ride near intersection.	Complete
11.3	Establish east-west circulator to connect Lewis Avenue to the Osage Casino along 36th St. North.	In Progress
11.4	Investigate the possibility of an assessment district sound Bus Rapid Transit station areas to fund the maintenance of transit facilities along the route.	Not Initiated
Goal 12: Increase mass-transit frequency to and within the plan area.		
12.1	Create partnership between Metropolitan Tulsa Transit Authority, local businesses and employers to increase ridership.	Ongoing
Goal 13: Improve transit stops in the plan area.		
13.1	Add sidewalks to area where stops are present, specifically along the south side of 36th St. North.	In Progress
13.2	Add furnishings, landscaping, and lighting to transit stop areas.	In Progress
Goal 14: Support bicycle infrastructure in plan area.		
14.1	Support Fast Forward Tulsa Regional Transit System Plan (INCOG, 2011) and future bicycle and pedestrian plan for North Hartford Avenue and North Garrison Avenue by adding bicycle improvements.	In Progress
14.2	Amend Bicycle/Pedestrian Master Plan (INCOG, 2013) and bicycle and pedestrian plan to include 39th Street North/ 39th Place North as a bikeway.	Complete
14.3	Add bicycle improvements to 36th Street North, specifically bike lanes and supporting infrastructure.	In Progress
Goal 15: Ensure continuous sidewalks and clearly marked crosswalks throughout plan area.		
15.1	Combine street repair, rebuilds, subdivision plats, and new construction within sidewalk extensions and improvements.	Ongoing

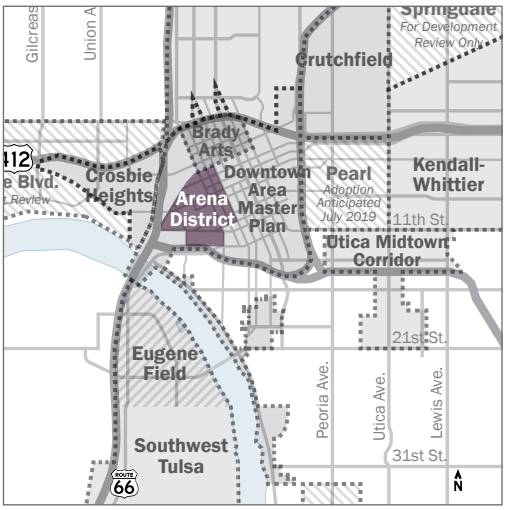
Goal 16: Implement Complete Street concepts along major corridors, as defined in Tulsa City Complete Streets resolution.		
16.1	Improve pedestrian crossings with highly visible markings, better lighting and improved signaling, as well as the addition of curb extensions (bump-outs).	In Progress
16.2	Establish wayfinding that orients pedestrians to neighborhood offerings and promotes identity of plan area.	In Progress
16.3	Plant hardy, aesthetically pleasing landscaping to provide buffering between sidewalks and streets.	In Progress
16.4	Ensure continuous sidewalks along 36th Street North, particularly west of Peoria Avenue.	In Progress
Goal 17: Add streets to improve east-west connections of the plan area.		
17.1	Extend East 39th Street North/East 39th Place North across the Osage Trail, to continue into any new development or redevelopment east of Peoria Avenue.	Not Initiated
17.2	Construct continuous north-south street from Mohawk Boulevard to connect with North Trenton Avenue.	Not Initiated
Goal 18: Construct street infrastructure that supports adjacent land uses.		
18.1	New streets and street rebuilds should follow Complete Streets Guidelines.	Ongoing
18.2	36th Street North should support both land-use needs for a Main Street Corridor designation, and entertainment district in these respective locations.	In Progress
Goal 19: Construct an array of infrastructure improvements in and around the Employment Center east of Dirty Butter Creek that are supportive of both industrial and residential growth.		
19.1	On-site improvements promoting excellent internal circulation options for trucks and employees of the Employment Center.	In Progress
19.2	Carefully design site access points on Mohawk Boulevard, a collector street, to provide employee and truck access on some portions, while retaining the residential character in the center portion.	Complete
19.3	In order to preserve the residential character of the neighborhood to the south, no access points between Troost Avenue and a point 700 feet west of Lewis Avenue are recommended. On-site internal circulation and driveway access should bypass or otherwise help to obviate the need for employee and truck transit through the neighborhood.	Complete
19.4	To promote access for employees and shipping, site access to Mohawk Boulevard is recommended to the west of Troost Avenue and to the east of a point 700 feet west of Lewis Avenue. This will enhance connectivity for employees and trucks traveling to and from Peoria Avenue, Lewis Avenue, and multiple highway connections.	Complete
19.5	Arterial sidewalks and additional street and pedestrian lighting on 36th Street North and Mohawk Boulevard, enhancing connectivity to transit and nearby residential areas.	In Progress
19.6	A side path, cyclo-track, or other bicycle accommodation on Mohawk Boulevard consistent with the Bicycle and Pedestrian Master Plan.	In Progress
19.7	A path through the Dirty Butter Creek floodplain, providing enhanced pedestrian and bicycle connection to the Town Center and Employment Center.	Not Initiated
Goal 20: Promote the plan area as a destination for retail and entertainment services.		
20.1	Create public-private partnerships to identify parcels that will meet the development needs for businesses.	In Progress
20.2	City should recruit and provide incentives for entertainment services, such as a movie theater, recreation equipment and other destination options.	In Progress
Goal 21: Encourage growth of local health-care industry		
21.1	Examine opportunities to market the area for health-care business growth.	Not Initiated
21.2	Work with the plan area's existing health care businesses to identify unmet needs and services, and support land-use regulatory changes which support local health-care industry.	Ongoing
Goal 22: Leverage Osage Trail to create supportive retail and service opportunities around its 36th Street North crossing.		
22.1	Identify potential public-private partnerships to encourage adjacent businesses to have physical or visual interaction with the Osage Trail.	In Progress
22.2	Examine opportunities for a bike share program to be located near crossing.	In Progress

Goal 23: Encourage a range of housing types, including multi-family, townhomes and traditional single family.		
23.1	Promote new single-family residential developments of high quality and at or above market rate by citywide standards.	In Progress
23.2	Support live-work housing units along the Peoria Avenue corridor.	Ongoing
23.3	Develop townhouse infill to transition between single-family residential and commercial properties.	Not Initiated
23.4	Promote a range of workforce, market rate, and high-end housing types within the transit-oriented development.	In Progress
Goal 24: Work with the Tulsa Housing Authority on efforts to improve Comanche Park and the surrounding areas.		
24.1	Begin a transformative plan that takes advantage of both the Town Center land use designation and the bus rapid transit line on Peoria Avenue.	In Progress
24.2	Identify potential partnerships, stakeholders, funding mechanisms and successful strategies used in similar efforts.	In Progress
Goal 25: Remediate dilapidated and abandoned properties.		
25.1	Create rehabilitation grant and revolving loan programs for the plan area.	Ongoing
25.2	Work with existing community home buying programs to promote the plan area through positive branding and other efforts.	Ongoing
25.3	Enforce and monitor fair housing practices.	Ongoing
25.4	Partner with Tulsa Development Authority in assembling of parcels for redevelopment, if necessary.	In Progress
Goal 26: Develop and support a community garden program to provide fresh foods and entrepreneurial opportunities for local residents.		
26.1	Create a partnership between health officials, educational institutions, Tulsa Parks and related groups.	Not Initiated
26.2	Examine funding opportunities for developing infrastructure necessary to support community gardens.	Not Initiated
26.3	Design and implement a farmers' market on the community garden site.	Not Initiated
26.4	Explore possibility of using Hawthorne Pool site as community garden.	Not Initiated
Goal 27: Improve and expand the local trail system.		
27.1	Develop trailhead at Hawthorne Park	Not Initiated
27.2	Assemble the properties necessary for development of ridge trail.	Not Initiated
27.3	Build trail that parallels Flat Rock Creek across north boundary of plan area, with a potential connection to the Osage Casino.	Not Initiated
Goal 28: Improve and increase park offerings.		
28.1	Create new neighborhood park in the Flat Rock Creek tract.	In Progress
28.2	Develop nature trails and nature-based amenities in the Flat Rock Creek tract. Trails should have strong connections to bordering neighborhoods.	Not Initiated
Goal 29: Promote and develop a unique identity for the plan area.		
29.1	Work with citizens to develop a brand for the neighborhood to be used to market the area.	Complete
29.2	Encourage broad participation in the branding efforts.	Complete
29.3	Work with local realtor groups to promote and market the housing opportunities in the plan area.	Ongoing
Goal 30: Develop wayfinding signage to orient and promote the plan area for residents and visitors.		
30.1	Design signage for placement in the plan area.	In Progress
30.2	Create design guidelines for application of signage in the plan area.	Not Initiated
30.3	Make signage visible and functional for both pedestrians and motorists.	Not Initiated

Arena District Master Plan
Implementation Report

Adopted in 2019, the Arena District Master Plan identified 39 implementation measures. About 21% of those implementation measures are Complete or Ongoing.



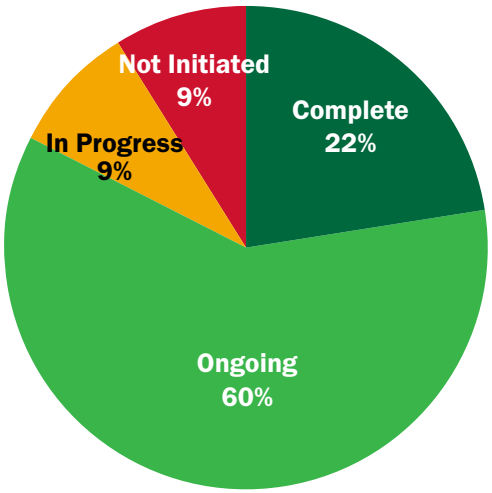


Ref	Implementation Measure	Status
Improve the public realm through streetscaping and wayfinding		
A3.1	3rd Street Streetscape	Not Initiated
A3.2	5th Street Streetscape	Not Initiated
A3.3	Boulder Avenue Streetscape	Not Initiated
A3.4	Denver Street Streetscape	In Progress
D1	6th Street	Not Initiated
D2	7th Street	Not Initiated
D3	8th Street	Not Initiated
D4	Houston Ave	Not Initiated
Public park spaces		
E	Cox Business Center Linear park	Not Initiated
F	Civic Center Commons Reconstruction	In Progress
G	BOK Center Park	Not Initiated
H	New Denver Avenue + 3rd Street Park	Not Initiated
I	Plaza of the Americas Reconstruction	Not Initiated
Short-term Recommendations		
A1	Activate the BOK Center Lawn	Not Initiated
A2	Renovate the Cox Business Center	Complete
Enhance the district's clean and safe program		
A4.1	Create a public safety commission	In Progress
A4.2	Increase police presence and/or expand the ambassador program	Ongoing
A4.3	Prioritize cleanliness	Ongoing
A4.4	Strengthen A Way Home for Tulsa (AWH4T), the City's comprehensive homeless outreach program	Ongoing
A4.5	Pilot 'Healthy Places' place-based initiatives	Not Initiated

Leveraging existing near-term development proposals		
A5.1	Leverage the permitting approval process to require a significant Denver Avenue-fronting retail space as part of a mixed-use entertainment project on the superblock between 1st and 2nd Streets and Denver and Cheyenne Avenues.	Not Initiated
A5.2	Pursue redevelopment of the surface parking lot on the corner of 3rd Street and Denver Avenue	Not Initiated
Intermediate Recommendations		
B1	Design a revitalized Civic Center Plaza that ties into the convention center's new entrance	In Progress
B2	Complete the build out of parcels south of 4th Street that will further establish the core of the Arena District and transform it into a vibrant entertainment and mixed-use neighborhood	Not Initiated
Long-term Recommendations		
Redevelop the Page Belcher Building block and the Denver Avenue Transit Station site		
C1	Page Belcher Building: Determine development framework; Coordinate the disposal of municipal and privately-owned land to development partner(s) capable of executing critical mixed-use development projects in the core of the Arena District; Pursue a 2-stage RFQ and RFP process to identify the appropriate developer for catalytic revitalization.	Not Initiated
C2	Denver Avenue Transit Station: Determine development framework; Coordinate the disposal of municipal and privately-owned land to development partner(s) capable of executing critical mixed-use development projects in the core of the Arena District; Pursue a 2-stage RFQ and RFP process to identify the appropriate developer for catalytic revitalization.	Not Initiated
District Wide Recommendations		
Urban design guidelines		
1.1	Building program and use	In Progress
1.2	Building scale and massing	In Progress
1.2	Building architecture and character	In Progress
1.4	Transparency and active ground floors	In Progress
1.5	Interaction with the public realm and streets	In Progress
1.6	Access and service	In Progress
1.7	Parking location and design	In Progress
Retail and tenanting strategy		
2	Convenience services; Dining/entertainment; Food hall; Full-service restaurant; Future infill concept	Not Initiated
Convention Center Hotel Strategy		
3	Analyze the potential for expanded convention center activity to confirm that a convention hotel can induce additional demand that grows the market; Target the block that currently houses the Tulsa Police Department and Municipal Court for a convention center hotel since the site is City-controlled so it can be targeted for a later intervention once the City has a clear strategy for Convention Center and other upgrades; Fund a convention center hotel through a bond issuance.	In Progress
Governance Plan		
4.1	Maximize Resources by Leveraging Existing Capacities: Where possible, avoid duplicating strong capacities that exist within established public or private entities.	Ongoing
4.2	Achieve Both Accountability and Focus: Provide collaborative decision making, along with clear lines of focused leadership to executive responsibilities to ensure that growth of the Arena District does not come at the expense of another neighborhood.	Ongoing
4.3	Secure Diverse Funding Streams: Secure creative public and private funding mechanisms from new and existing sources.	Ongoing
4.4	Support Brand and Ecosystem Development: Maintain a high-quality brand attractive to the private sector, conventioneers, and residents and provide supportive resources that are essential to drive growth.	Ongoing

Brady Arts District Small Area Plan
Implementation Update

Adopted in 2013, the Brady Arts District Small Area Plan identified 80 implementation measures. About 82% of those implementation measures are Complete or Ongoing.



Ref	Implementation Measure	Status
Goal 1: Create and maintain a historic and aesthetically distinctive area.		
1.1	Preserve/restore historic structures and other assets	Ongoing
1.2	Develop public art and gateways to enhance the historic character and creative spirit	Ongoing
1.3	Install streetscaping and greenspaces complementing the character. (Reference streetscape plan)	Ongoing
1.4	Encourage unique, locally-owned retail, restaurants, and other businesses.	Ongoing
Goal 2: Maintain and build upon district entertainment and cultural venues and activities.		
2.1	Establish consistent name, image, and brand to represent the district's character.	Ongoing
2.2	Promote existing venues including Cain's, Brady Theater, artist studios/galleries, nightclubs, bars.	Ongoing
2.3	Build complementary programming relationships with ONEOK Ballpark, John Hope Franklin Memorial, Greenwood Cultural Center, Living Arts, Philbrook/Adkins Collection, Arts and Humanities' Visual Art Center, Oklahoma Jazz Hall of Fame, OSU-Tulsa, Langston University, and other area attractions.	Ongoing
2.4	Assist in development of new assets such as festivals, galleries, farmers' market, museums and venues featuring music, energy and regional history.	Ongoing
Goal 3: Encourage amenities that benefit a mixed-use community.		
3.1	Attract grocery and daily retail and services.	In Progress
3.2	Develop attractive and useful public spaces.	Ongoing
3.3	Provide accessibility by multi-modal transportation.	Ongoing
3.4	Create safe pedestrian crossings and connections.	Ongoing
3.5	Develop adequate and appropriate street and structured parking.	Ongoing
Goal 4: Create a safe environment for residents and visitors.		
4.1	Install good lighting and wayfinding systems	Ongoing
4.2	Slow traffic, add semaphores, and create safe crossings.	Ongoing
4.3	Add police patrols	Ongoing
4.4	Increase 18-hour presence	Ongoing

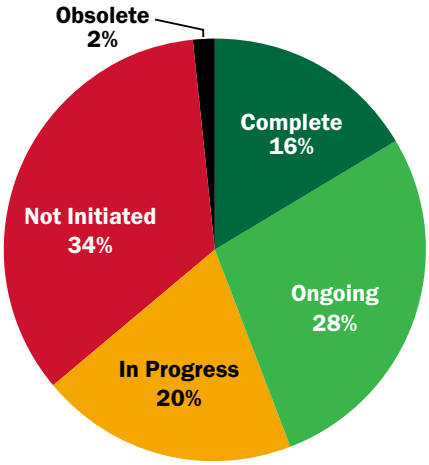
Goal 5: Connect and cooperate constructively with neighboring assets.		
5.1	Facilitate easy movement through multi-modal transportation options.	Ongoing
5.2	Create identifiable transitions to Downtown, Greenwood, Blue Dome, BOK Center, OSU-Tulsa, and Langston University.	In Progress
5.3	Mitigate presence of jail, social service facilities, and vacant properties.	Ongoing
Goal 6: Provide mixed income residential and live/work options.		
6.1	Develop live/work options for artists and craftspeople	Ongoing
6.2	Develop housing for downtown workforce	Ongoing
6.3	Develop housing options for students	Ongoing
Goal 7: Create a model energy efficient, sustainable community.		
7.1	Utilize the park or other public realm spaces for geothermal energy	Complete
7.2	Promote alternative energy sources for new and existing structures	Ongoing
7.3	Encourage energy efficiency retro-fitting of existing buildings	Ongoing
7.4	Encourage energy efficient new construction using state of the art technologies	Ongoing
Goal 8: Develop and support active management, promotion, and advocacy for The Brady Arts District.		
8.1	Empower and strengthen an existing or new entity to coordinate and speak for Brady interest	Complete
8.2	Establish internal communication tools to connect Brady stakeholders	Complete
8.3	Establish vehicles for communication of Brady planning and activity externally	Complete
8.4	Advocate actively with the city in relation to service allocations and other needs and concerns	Ongoing
8.5	Highlight Brady organizations and businesses through ongoing marketing and the coordination of activities, events, and promotions.	Ongoing
Goal 9: Include general design guidelines supportive of cohesive, quality infill development for the district.		
9.1	Customer and tenant parking have been historically provided on-street, in the rear of buildings, in off-street parking lots or adjacent parking lots. This pattern is to continue with the addition of off-street parking structures placed behind primary land uses. Major parking structures are intended to be mixed use with non-parking uses fronting at street level to adjoining streets.	Ongoing
9.2	Provide additional off-street parking facilities through private, public or joint private-public partnerships.	Ongoing
9.3	Avoid and reduce conflicts between utility poles, lines and equipment, and pedestrians and vehicles.	Ongoing
9.4	Respect adjacent buildings through consideration of mass, rhythm, scale, setback, height, building materials, texture and related design elements when developing or redeveloping in the area. (see ES6)	In Progress
9.5	Establish a strong sense of entry into and out from the Brady Village area. Techniques that are recommended include provision of intersection improvements and special pedestrian crossing treatments; provision of special lighting, landscape and/or murals at the Interstate 244 bridge underpasses; improved maintenance painting at the Interstate 244 bridge underpasses; and special murals, banners and signs at appropriate entry points into Brady Village.	Ongoing
9.6	Refuse containers for business operations will be placed from public view or screened with appropriate materials and gated to allow closure from public view and to control the spreading of trash. Appropriate screening includes wooden fences with cap-rails and base-rails, landscaping, or masonry walls or any combination of the above, so long as the refuse containers are appropriately screened from view and provide ready access for the businesses.	Ongoing
9.7	Coordinate wayfinding signs within the district with the adopted wayfinding system for Downtown Tulsa.	Ongoing
9.8	Coordinate landscape plans within the district with the “Downtown Streetscape Master Plan” prepared for Downtown Tulsa and adopted by the Downtown Coordinating Council.	Ongoing

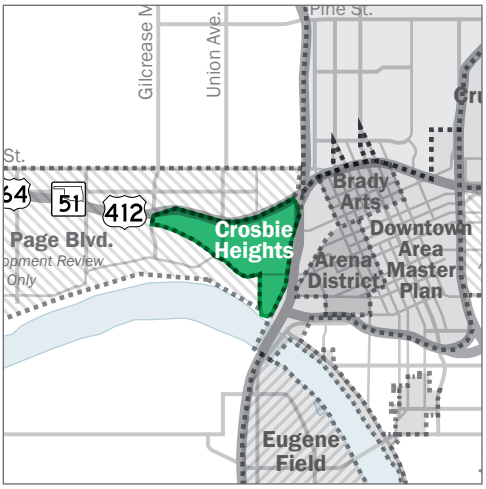
Actions: Preservation		
1.1	Proceed to establish National Registered Historic Districts as recommended and supported by the Brady Village Owners Association, the City of Tulsa, and the Oklahoma Historic Preservation Office.	Complete
1.2	Research district preservation grants and other resources available.	Ongoing
1.3	Organize educational events/symposia for stakeholders, property owners, and residents within the Brady Historic District regarding financial opportunities, preservation, and heritage issues.	Ongoing
1.4	Involve local arts and creative community in projects and activities to increase awareness of built heritage and the importance of understanding it and building on it.	Ongoing
1.5	Explore and develop a fund for building façade improvements in keeping with district character.	Not Initiated
Actions: Public art		
2.1	Work cooperatively to strengthen and attract complementary and viable cultural assets and activities	Ongoing
2.2	Carefully choose events and strictly manage the brand of the district.	Ongoing
2.3	Articulate a clear mission/purpose for public art for Brady; seek adoption by Tulsa Arts Commission	Not Initiated
2.4	Develop an ongoing entity to plan, implement, and maintain public art projects	Ongoing
2.5	Develop functional description for an ongoing overall coordination and marketing entity for Brady.	Complete
2.6	Maintain relationships with cultural organizations in adjacent districts to maximize cooperation, scheduling, collaborative marketing, and other opportunities.	Ongoing
Actions: Placemaking		
3.1	Rebuild Boulder Bridge with pedestrian and transit capacities	Complete
3.2	Improve appearance and lighting of Boston pedestrian bridge; study structural rehabilitation	Complete
3.3	Implement branding including public art and banners as part of streetscaping	Ongoing
3.4	Develop Brady Town Square as multi-purpose public amenity	Complete
3.5	Phase streetscaping to extend from Ballpark and Greenwood into Brady and connecting with downtown, Blue Dome District, BOK center, etc.	In Progress
3.6	Alter Detroit and Cincinnati to become two-way streets with signaling and traffic calming	Complete
3.7	Install lighting for safety and aesthetic improvement in character with historic district	Ongoing
3.8	Implement bike path plan to improve multi-modal access to area	In Progress
3.9	Explore security enhancements, including police substation and bike patrols	Ongoing
3.10	Improve lighting and visual appearance of inter-state overpasses on north side of Brady, and improve pedestrian access to OSU-Tulsa and Langston University campuses.	Ongoing
Actions: Building, Owning, Investing		
4.1	Establish 3-year residential population goals for Brady, linked with downtown housing study	In Progress
4.2	Offer mixed urban lifestyle options and other strategies to attract new residents	Ongoing
4.3	Continue efforts to renovate upper levels of historic buildings for housing	Ongoing
4.4	Conduct a formal parking survey to understand current district wide supply and demand and the future impacts of proposed shared parking facilities, diagonal on-street parking, and the impacts of a parking permit system for residents and workers.	Complete
4.5	Develop “Welcome Package” for new residents and connect them to food and beverage establishments	Not Initiated
4.6	Pursue grants to develop energy and recycling systems to make Brady a demonstration area	Complete
4.7	Establish development objectives for new construction housing projects, including “walk-up” row house or town home options	Not Initiated
4.8	Develop strategies to bring capital partners to the table to encourage investing	Complete
4.9	Develop and implement a fund for storefront improvements.	Not Initiated
4.10	Encourage and support development of grocery store.	In Progress

Actions: Getting it done		
5.1	Formalize BVMA as a membership organization, including owners and others in governance	Complete
5.2	Prioritize annual program of activities	Ongoing
5.3	Develop business plan for support of the Association including key annual income-generating events	Complete
5.4	Explore implementation of Main Street Program	Not Initiated
5.5	Establish formal internal communication network among members and with broader community	Complete
5.6	Form committees as needed around marketing, partnerships, events, advocacy, and investing	Complete
5.7	Set up a one-stop shop for development incentives in the neighborhood, either online or in a storefront	Ongoing
5.8	Seek City Council adoption of this plan as an update to the March 2003 Brady Plan, and as a Small Area Plan within planitulsa.	Complete
5.9	Schedule quarterly review of this plan by the BVMA	Not Initiated

Crosbie Heights Small Area Plan
Implementation Update

Adopted in 2019, the Crosbie Heights Small Area Plan identified 17 goals and 61 implementation measures. About 44% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Goal 1: Stabilize the Crosbie Heights area through changes to planitulsa's Land Use and Areas of Stability/Growth maps		
1.1	Adopt the plan as an amendment to planitulsa.	Complete
1.2	Update planitulsa's Land Use and Areas of Stability and Growth maps to reflect the Crosbie Heights Vision.	Complete
Goal 2: Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as "neighborhoods that blend…amenities, connectivity, and housing options together."		
2.1	Implement planitulsa's Complete Streets policies for the Charles Page Boulevard multi-modal corridor.	Complete
2.2	Provide safe connections via appropriate sidewalk and roadway investments within Crosbie Heights and from Crosbie Heights to adjacent neighborhoods north of Highway 412 and to downtown Tulsa.	In Progress
2.3	Review capital projects in the area to incorporate connection improvements at gateways and crossings as identified in the plan.	In Progress
2.4	In accordance with land use designations, support redevelopment to include a mix of smaller residential structures (e.g., duplexes, triplexes and cottage houses) to provide housing for the socioeconomic diversity (e.g., income, age, mobility) in the neighborhood.	Complete
2.5	In accordance with land use designations, support redevelopment that provides commercial services. Such amendments should address the inclusion of mixed-use developments in those areas.	Ongoing
2.6	Support redevelopment and revitalization projects that utilize urban design elements found in the neighborhood and correspond to the neighborhood's vision.	Ongoing
2.7	Support managed short-term rentals that are not detrimental to the neighboring properties.	Complete
Goal 3: Require appropriate physical transitions between conflicting land uses within Crosbie Heights, and between the neighborhood, the Arkansas River and adjacent highways through design that includes adequate buffers.		
3.1	Support buffers between residential land uses and commercial or employment developments that are commensurate with land use intensities.	Ongoing
3.2	Place fencing, landscaping, and appropriate lighting on public land between private residences and public trails and recreation areas to protect the safety and privacy of property owners.	In Progress
3.3	Require the retention of existing, substantive trees and integration into site plans of future developments.	Ongoing

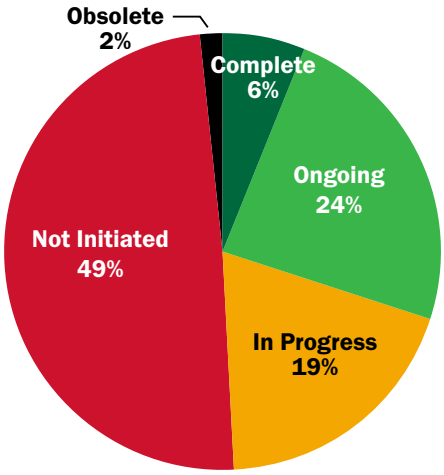
3.4	Maintain the area's historic character by supporting new developments that are appropriate in scale and setbacks to adjacent residential or commercial neighborhoods.	Ongoing
3.5	Address development pattern, massing, scale, and transition in areas designated Downtown Neighborhood to protect neighboring residential areas when taking zoning actions.	Ongoing
Goal 4: Integrate new construction with the natural environment and aesthetics of the area's unique location.		
4.1	New developments should integrate the area's natural topography, floodways, and proximity to the Arkansas River.	Ongoing
4.2	Protect viewsheds of downtown Tulsa and the Arkansas River when approving new development using regulatory tools such as a design overlay.	Not Initiated
4.3	Support and encourage low-impact development (LID) practices to improve stormwater quality and reduce runoff.	Complete
Goal 5: Improve park and open space amenities		
5.1	Develop open space and flood-prone areas with amenities such as community gardens or passive public open spaces.	Not Initiated
5.2	Fund capital improvements and recreation programming in Newblock Park, Joe Station Bark Park, and Owen Park to complement the quality of community life within Crosbie Heights.	Not Initiated
5.3	Fund capital improvements to expand and maintain the regional trail system.	In Progress
Goal 6: Improve and stabilize flood control in Crosbie Heights.		
6.1	Preserve natural drainage areas including natural stream restoration and green space where appropriate.	Not Initiated
6.2	Protect areas with steep slopes by supporting LID and other storm water mitigation technologies in new developments.	In Progress
6.3	Design and implement road and drainage improvements along Charles Page Boulevard and in residential areas to mitigate future potential flooding.	Not Initiated
6.4	Complete property acquisitions associated with the flood mitigation projects.	Not Initiated
6.5	Advocate for continued improvements to the Arkansas River levee system for the long-range protection of properties in Crosbie Heights.	Complete
Goal 7: Promote historic assets and the neighborhood as important to Tulsa's development and as foundations for future economic vitality in Crosbie Heights.		
7.1	Include the history of Crosbie Heights and nearby Newblock Park - including the WaterWorks Art Center – in promotional materials related to Route 66, River Parks trails, and Gilcrease Museum.	Not Initiated
7.2	Install welcoming and directional signs to connect the pedestrian/bicycle trail bridge and other points of entry to and egress from Crosbie Heights.	Not Initiated
7.3	Fund the design, implementation, and maintenance of cultural amenities such as public art, gateway monuments and signage to promote Crosbie Heights' identity.	Not Initiated
Goal 8: Promote revitalization in Crosbie Heights that supports the plan's Vision and enhances the image of Crosbie Heights and designate as an Urban Renewal Area.		
8.1	Encourage and allow compatible infill.	Ongoing
8.2	Support infill development that respects the area's established, older homes and buildings.	Ongoing
8.3	Fund and implement a pilot study of alleyways designated in the plan, to evaluate the feasibility of restoring or repurposing alleyways that continue to enrich the character of the plan area.	Not Initiated
8.4	Work with the Tulsa Development Authority (TDA) to resolve property title issues that impede or prevent redevelopment of vacant and derelict properties in the plan area.	Not Initiated
8.5	Promote the advantages offered within Crosbie Heights and other near-downtown neighborhoods to local developers and realtors.	In Progress
8.6	Promote code enforcement to monitor property maintenance concerns to support stabilization.	Ongoing
Goal 9: Encourage and support convenient neighborhood-level economic development.		
9.1	Support zoning map amendments that correspond with the Crosbie Heights Vision and recommended land uses.	Ongoing
9.2	Support re-purposing older commercial buildings near Quanah Avenue and Archer Street, and the Irving School site in a manner that is compatible in scale and design with the early character of Crosbie Heights.	Ongoing

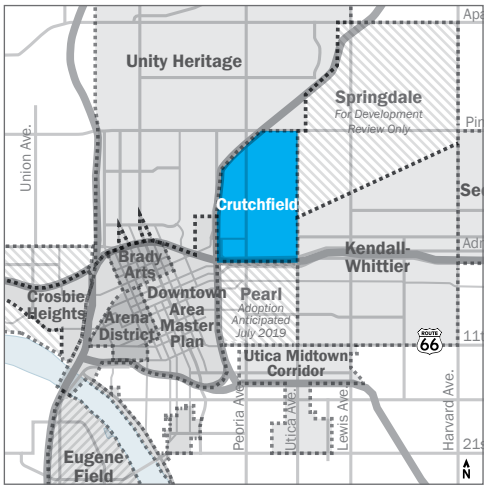
9.3	Support the reconfiguration of parcels in the area west of where W. Archer Pl. ends to accommodate development.	Obsolete
Goal 10: Program trail and pedestrian/bicycle improvements throughout the area.		
10.1	Construct sidewalks or multi-use trails along all secondary arterials and residential collector streets, as designated in Tulsa Metropolitan Area Major Street and Highway Plan (MSHP).	Ongoing
10.2	Design and construct protected/dedicated bike lanes on Charles Page Boulevard and safe connections to nearby bicycle trails.	Complete
10.3	Install well-marked pedestrian crossings and rapid flashing beacons at the Nogales, Olympia and Phoenix Avenue intersections with Charles Page Boulevard.	Not Initiated
10.4	Amend the Connected 2045: Regional Transportation Plan to include all improvements recommended in this plan.	Not Initiated
Goal 11: Program transit improvements to better connect Crosbie Heights to the regional mass-transit system (aka Tulsa Transit).		
11.1	Modify bus route(s) connecting Crosbie Heights to the Tulsa Transit's downtown transit hub (Denver Station) at West 3rd Street and Denver Avenue), to provide neighborhood access to alternate transit routes, including the Bus Rapid Transit service along Peoria Avenue.	Not Initiated
11.2	Fund the installation of improvements (e.g., sidewalks, other pedestrian facilities) that provide complete access to any new transit/bus stop(s).	Not Initiated
Goal 12: Maintain automobile connectivity within Crosbie Heights.		
12.1	Study what left-turn improvements on Charles Page Boulevard within the plan area would be appropriate.	Not Initiated
12.2	Implement on-street and off-street parking solutions within established areas and in areas of new development that support safety and the plan area's Vision to protect the pedestrian realm and preserve the area's historic character.	In Progress
12.3	Change the MSHP designation of Charles Page Blvd to Multimodal Urban Arterial, as supported in the Multimodal Mobility Corridor Study prepared on September 2015.	In Progress
12.4	Retain alleys and existing automobile circulation system.	Ongoing
Goal 13: Increase transportation safety for all modes of travel and all types of travelers.		
13.1	Develop a Sidewalk Improvement Plan to prioritize capital funding to build, replace, or restore sidewalks within Crosbie Heights.	In Progress
13.2	Construct multi-modal travel improvements along Charles Page Boulevard, including a "road diet" that allows for automobile travel, protected bike lanes in both directions, and sidewalks.	Complete
13.3	Fund and implement safety measures, including rapid-flashing beacons and well-marked crossings at the Nogales, Olympia and Phoenix Avenue intersections with Charles Page Boulevard.	In Progress
13.4	Install a traffic circle at the intersection of West 2nd Place, Rosedale Avenue and Charles Page Boulevard to improve safety.	Not Initiated
13.5	Install traffic calming measures, including speed limit enforcement, on Charles Page Boulevard within Crosbie Heights.	Not Initiated
13.6	Install enhanced signage and traffic-calming measures along Charles Page Boulevard, along Quanah Avenue south of Highway 412 and along West Archer Street.	Not Initiated
Goal 14: Foster programs and relationships with all first responders to address public safety issues.		
14.1	Support formal communications programs between the Tulsa Police Department (Gilcrease Division) and community organizations including the Crosbie Heights Neighborhood Association, neighborhood churches, and non-profit organizations, to foster positive relationships and sustain public safety within the plan area.	In Progress
14.2	Develop programs to provide public safety information on an ad hoc basis via social media outlets through the City of Tulsa (e.g., Tulsa Police, Tulsa Fire, Working in Neighborhoods, Planning) to engage residents in support of public safety.	Ongoing

Goal 15: Use planning and design solutions to enhance public safety.		
15.1	Develop a Streetscape Implementation Plan to prioritize public funding to restore/replace or install streetlights, enhance underpasses, and other streetscape features within Crosbie Heights.	In Progress
15.2	Ensure public land, trails, and recreation areas have appropriate lighting, connections, and design solutions to enhance public safety and accessibility.	Not Initiated
Goal 16: Support, develop, and fund awareness programs and access to critical information regarding emergency preparedness and disaster recovery.		
16.1	Fund communications programs to inform residents at risk due to flooding, Arkansas River levee breeches, fire, earthquake preparedness, severe weather, and hazards associated with noxious fumes and possible chemical spills associated with nearby rail and highway facilities.	Not Initiated
16.2	Fund and develop an Arkansas River Levee Plan to assess Tulsa's risks and liabilities associated with the aging Arkansas River levee system, and to prioritize public funding initiatives to replace and maintain the levees system, in cooperation with the U.S. Army Corps of Engineers.	Complete
Goal 17: Establish benchmarks to measure the plan's success in implementing the vision.		
17.1	Establish objective and quantitative benchmarks based on the plan's implementation measures.	Ongoing
17.2	Revisit this plan every five years to review the plan's implementation progress towards achieving the Vision.	Ongoing

Crutchfield Small Area Plan
Implementation Update

Adopted in 2019, the Crutchfield Small Area Plan identified 17 goals and 63 implementation measures. About 30% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Goal 1: Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as "neighborhoods that blend amenities, connectivity, and housing options together."		
1.1	Review zoning requests to ensure that new uses enhance neighborhood stability.	Ongoing
1.2	Continue to support fair housing and fight housing discrimination within Crutchfield through both private and public practices.	Ongoing
Goal 2: Enhance neighborhood amenities.		
2.1	Preserve neighborhood assets, including affordable single-family housing stock; Main Street commercial buildings with storefronts along Peoria and Utica; neighborhood-scale commercial on local streets that is integrated into the neighborhood fabric.	Not Initiated
2.2	Encourage the development of public and private neighborhood-serving amenities in the neighborhood.	Not Initiated
Goal 3: Address vacant and blighted properties.		
3.1	Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.	Not Initiated
3.2	Work with Tulsa Development Authority to provide relocation assistance for residents displaced by condemnation.	Not Initiated
3.3	Work with Tulsa's code enforcement program to ensure housing quality for the health, safety and wellbeing of residents. Consider approaches for public education on topics such as how to report code violations.	Not Initiated
3.4	Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood beautification.	Ongoing
3.5	Address illegal dumping in residential areas with more frequent patrols, citations, and neighborhood cleanup assistance.	Not Initiated
Goal 4: Provide appropriate buffering between residential areas and nearby employment land uses.		
4.1	Promote a gradual transition in height and density between commercial and residential uses, and between residential uses of differing intensity or scale.	Ongoing

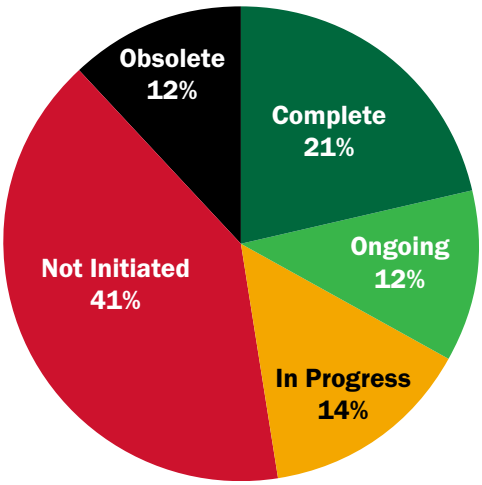
Goal 5: Increase housing choices available in Crutchfield.		
5.1	Support the development of an expanded range of housing types, including single-family housing types such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units.	Ongoing
5.2	Work with Tulsa Development Authority to acquire and sell properties to address blight, improve housing quality and safety, expand access to high quality affordable housing, and contribute to a vibrant mixed-use neighborhood.	Not Initiated
5.3	Encourage compatible, neighborhood-scale development that provides “missing middle” housing types. Mixed-use residential development along major corridors, live-work units, and small-scale, visually compatible multi-unit houses are desirable in neighborhood edge and transition zones between residential and employment uses.	Ongoing
Goal 6: Maintain housing affordability.		
6.1	Support infill housing that fits with the character of the neighborhood.	Ongoing
6.2	Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.	Ongoing
6.3	Consider creating a library of permit-ready building plans for desired infill housing types to expedite infill development.	In Progress
6.4	Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.	Complete
6.5	Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.	Ongoing
6.6	Provide resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.	Not Initiated
6.7	Establish a grant or revolving loan fund to assist low-income and first-time home buyers who wish to buy in Crutchfield. Explore partnership opportunities with Housing Partners of Tulsa.	Not Initiated
Goal 7: Improve park and open space amenities.		
7.1	Prioritize safety improvements for Crutchfield’s three parks (Crutchfield Park, Bullette Park and Latimer Park), to include improved lighting, sidewalk improvements, crossing improvements to access parks, directional signage from Peoria.	In Progress
7.2	Increase police presence to address safety concerns.	Ongoing
7.3	Fund capital improvements (such as playgrounds, fencing, water features, shade structures) and recreational programming for parks in Crutchfield.	In Progress
7.4	Expand shaded areas with trees and picnic shelters.	Not Initiated
7.5	Expand trails network to connect Crutchfield’s parks to regional park and trail amenities.	Not Initiated
7.6	Work with Tulsa Public Schools and Tulsa Police Department to ensure continued funding for programming and maintenance of the Helmzar Challenge Course.	Ongoing
Goal 8: Integrate new construction with the natural environment and aesthetics of the neighborhood.		
8.1	Identify incentives to increase low-impact development (LID) practices for sustainable stormwater management.	In Progress
Goal 9: Improve flood control in Crutchfield.		
9.1	Preserve natural drainage areas, including natural stream restoration and green space preservation.	Complete
9.2	Enforce storm water requirements for new developments.	Ongoing
9.3	Work with Tulsa Development Authority to identify and acquire properties for flood storage and floodplain management. Sites could be used as park or open space.	Not Initiated

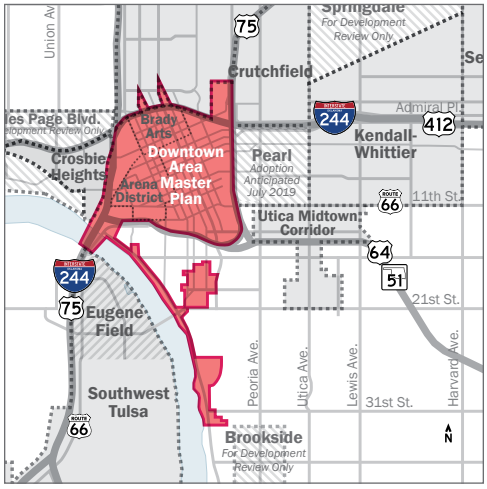
Goal 10: Promote revitalization in Crutchfield that supports the plan's Vision and enhances the image of the neighborhood.		
10.1	Encourage and support compatible commercial and mixed-use infill development.	Ongoing
10.2	Support façade restoration and preservation along Peoria and Utica. Identify funding for a grant program targeting façade improvements, with emphasis on assistance to local, small, or emerging businesses.	Not Initiated
10.3	Encourage transit-supportive development along Peoria, especially near future bus rapid transit stations at Independence and Pine Street. Possibilities include identifying incentives for transit-supportive commercial uses and providing voluntary zoning changes at no cost for properties within a quarter mile of transit stops.	Ongoing
10.4	Identify incentives to support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.	Not Initiated
10.5	Eliminate barriers to adaptive reuse by evaluating parking requirements, permitting fees, or other identified barriers.	Complete
10.6	Develop design guidelines for Main Street areas to ensure walkable design: encourage new construction is aligned with existing building setbacks to better define the "street wall" to encourage a supportive pedestrian environment; encourage ground-floor transparency and entrances facing the street; encourage or require new construction to have ground-floor windows and a street-facing entrance.	Not Initiated
Goal 11: Fund and implement planned pedestrian and bicycle improvements throughout the area.		
11.1	Implement planitulsa's Complete Streets policies for multi-modal corridors along Peoria and Utica.	Not Initiated
11.2	Implement the current Tulsa GO Plan recommendations for sidewalk infrastructure (along Admiral Blvd) and bike infrastructure (along Peoria, Pine, Archer, Lansing, and Independence).	In Progress
11.3	Design and construct protected or dedicated bike lanes along Peoria Blvd to implement the current Tulsa GO Plan recommendations.	Not Initiated
11.4	Design and construct well-marked pedestrian and bicycle crossings of Peoria at Independence and Latimer.	In Progress
Goal 12: Activate large undeveloped tracts of land.		
12.1	Encourage reuse of major vacant industrial infill sites. Maintain contact with current site owners and work proactively with the City's real estate and economic development team to move forward development projects that align with the vision for Crutchfield.	Not Initiated
12.2	Re-establish block pattern as sites redevelop, working with landowners and developers to dedicate road right of way to extend existing streets, sidewalks and bike facilities and create connectivity through the site.	Ongoing
12.3	Explore non-industrial uses if feasible based on clean-up standard for health and safety.	Not Initiated
Goal 13: Improve commercial transportation access.		
13.1	Designate appropriate truck routes through Crutchfield. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.	Not Initiated
13.2	Fund and implement road improvements, especially on routes that support heavy truck traffic.	In Progress
13.3	Encourage continued industrial use of Crutchfield's rail access as a viable asset for existing and potential future businesses in the district.	Not Initiated
Goal 14: Work with residents and businesses to beautify Crutchfield.		
14.1	Promptly address garbage and illegal dumping in the neighborhood.	Not Initiated
14.2	Work with businesses in the area to contain refuse.	Not Initiated
Goal 15: Ensure adequate parking supply using a shared parking approach in Crutchfield.		
15.1	Work with businesses along Peoria and Utica to develop a shared parking approach to provide adequate parking as the corridors redevelop.	Not Initiated
15.2	Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero bus rapid transit station areas.	Not Initiated

Goal 16: Improve physical infrastructure for walking and biking throughout the neighborhood and connections to other districts.		
16.1	Provide safe connections via appropriate sidewalk and roadway investments within Crutchfield, and from Crutchfield to adjacent neighborhoods in all directions, as well as improved walking and biking connections to downtown Tulsa. See Map 13 for key connections.	In Progress
16.2	Update Tulsa GO Plan sidewalk gap map by including the main streets listed in the small area plan, Independence and Archer.	Obsolete
16.3	Fund and implement infill-supportive infrastructure, including sidewalks, alley improvements and streetscaping improvements.	In Progress
16.4	Fund sidewalk improvements for the Peoria, Utica, Independence, Archer, Latimer, and Admiral at a minimum.	In Progress
16.5	Improve connections to nearby districts or neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety and security improvements for walking and biking access across Highway 75 at Archer and at Independence to better connect Crutchfield to downtown Tulsa.	Not Initiated
16.6	Design and fund entranceway/gateway features at key entrances and neighborhood identification throughout area. Specifically, gateways should be located at Archer crossing Highway 75, Independence crossing Highway 75, Peoria at I-244, and Utica at I-244.	Not Initiated
16.7	Reevaluate curb cuts on arterials and main streets for access management.	Not Initiated
16.8	Work with City of Tulsa Engineering to retrofit existing sidewalks and ramps on current arterial and planned main streets (Independence and Archer) for ADA compliance.	Not Initiated
16.9	Create safe mid-block crossings on Utica and Peoria at transit stops, main streets and commercial areas to include continental striping and pedestrian activated signals.	In Progress
Goal 17: Improve public infrastructure to catalyze private investment.		
17.1	Improve transit station areas along Peoria with addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.	Complete
17.2	Explore options to relocate above ground electric power lines in alleys or underground.	In Progress
17.3	Develop a Green Alleyways Program in conjunction with the Engineering Services Department and the Streets and Stormwater Department. Green Alleyways can include light colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.	Not Initiated
17.4	Work with City of Tulsa Water and Sewer department to evaluate the current pipe systems and identify potential future needs for system replacement or sizing upgrades. Develop an approach for updates as Crutchfield continues to redevelop and attract new residents and businesses.	In Progress

Downtown Area Master Plan
Implementation Update

Adopted in 2010, the Downtown Area Master Plan identified 42 implementation measures. About 33% of those implementation measures are Complete or Ongoing.



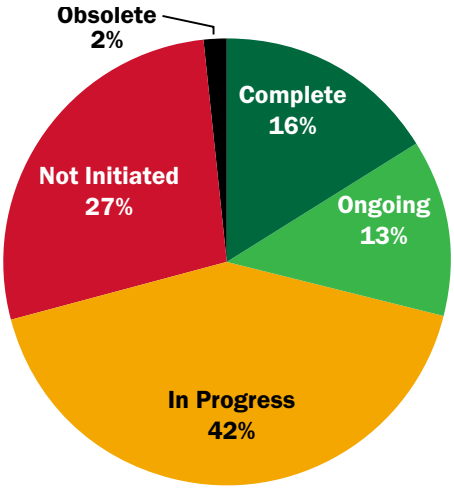


Ref	Implementation Measure	Status
1. Primary Two-Way Street Conversion (from One-way) Group		
1.1	Main Street	Complete
1.2	Cheyenne Avenue	In Progress
1.3	Boulder Avenue	Complete
1.4	Cincinnati/Detroit Avenues within the Brady District; includes OSU-Tulsa Campus area roundabout	Complete
1.5	4th Street	Not Initiated
2. Rail Transit Corridor Grade Separations (First Group)		
2.1	Cheyenne Avenue (Underpass); Pedestrian Only Crossing as an Alternate	Obsolete
2.2	Elgin Avenue (Underpass)	Not Initiated
2.3	Frisco Avenue (Overpass of BNSF and 1st Street)	Obsolete
2.4	Greenwood Avenue (Underpass)	Not Initiated
3. Independence Street Group		
3.1	Extension to Greenwood Avenue and Transit Bridge across Rail Lines	Not Initiated
3.2	Ramps to US 75 (North)	Obsolete
4. Rail Transit Development		
4.1	Tracks and stops	Not Initiated
4.2	Frisco Avenue Grade Separation and Closure of at-grade Crossing	Obsolete
4.3	Southwest Boulevard Grade Separation	Not Initiated
4.4	Arkansas River Rail Bridges	Complete
4.5	Rolling Stock and Maintenance Facility	Not Initiated
5. City Equipment and Materials		
5.1	City Equipment and Materials Move to New Site from “23rd & Jackson” Site	In Progress
6. Sealed Corridor Phase 2		
6.1	Sealed Corridor Phase 2: 1st Street; 2nd Street and Lansing Avenue area; 3rd Street; Archer Street; Guthrie Avenue; Lansing Avenue; and Peoria Avenue	In Progress

7. Convention Center Group		
7.1	Tulsa Police Department (building)	Not Initiated
7.2	Demolition Portion of Civic Center	Not Initiated
7.3	Acquisition/Replacement – Federal Building	In Progress
7.4	Acquisition/Replacement – Central Library	Complete
7.5	Extension and 2-way Fifth Street into Civic Plaza	Complete
8. Open Space Group		
8.1	East Village Park	Not Initiated
8.2	Model Inner Dispersal Loop “Cap” at 3rd Street to 4th Street (east downtown) and Boulder Avenue to Main Street (south downtown)	Not Initiated
8.3	Interchange Park	Not Initiated
9. Continued Street Improvements		
9.1	Parking Structures (1 east, 1 south)	Not Initiated
10. On Street Transit		
10.1	Boulder Avenue on-street transit (streetcar/trolley) corridor from Veterans Park to OSU-Tulsa/ Langston Campus (replaces bus/soft wheel shuttle)	Not Initiated
11. Centennial Walk		
11.1	Southwest Boulevard and Denver Avenue linkage-connection (part of Centennial Walk - phase 2 and 3)	Not Initiated
12. Four Gateways		
12.1	1st/2nd Streets at Union Pacific Rail Lines area - east end of downtown	Complete
12.2	Brady Village/Greenwood Areas - north end of downtown (2) at Detroit and Cincinnati Avenue	Complete
12.3	7th Street exit ramp area in east downtown area	Complete
13. Boston Avenue Pedestrian Bridge		
13.1	Boston Avenue Pedestrian Bridge	In Progress
14. Downtown Street Resurfacing		
14.1	South of BNSF rail lines (streets remaining after completion of prior projects, including 3rd & Kenosha)	Ongoing
14.2	North of BNSF rail lines, Brady Village, Greenwood, etc. (streets remaining after completion of prior projects)	Ongoing
15. Centennial Walk		
15.1	Portions of Phase 2 and Phase 3 Improvements	Not Initiated
16. Downtown Housing and Residential		
16.1	Downtown Housing and Residential	Ongoing
17. Downtown Parking Garages		
17.1	Downtown Parking Garages and Facilities	Ongoing
18. Urban Gateways Program		
18.1	Urban Gateways Program	In Progress
19. Downtown Traffic Signalization		
19.1	Downtown Traffic Signalization	Obsolete
20. Trailhead Facility		
20.1	Trailhead Facility	Complete
21. Utilities		
21.1	Utility Relocations and Improvements (accommodating redevelopment sites)	Ongoing

Eugene Field Small Area Plan
Implementation Update

Adopted in 2013, the Eugene Field Small Area Plan identified 62 implementation measures (including sub-measures). About 29% of those implementation measures are Complete or Ongoing. A large percentage of this plan is in progress and will be implemented as part of the CHOICE Neighborhoods Grant, which was awarded to the Tulsa Housing Authority and City of Tulsa in 2018.



Ref	Implementation Measure	Status
Housing – Development		
Redevelop Brightwater Apartments as a newly constructed mixed-income, mixed-use development offering a variety of housing options.		
1.1	Phase 1 - 93 garden apartments, 12 townhouse units, park, and management building (LEED).	Complete
1.2	Phase 2 - 42 garden apartments and 29 townhouse units.	In Progress
1.3	Phase 3 - 27 garden apartments, 48 townhomes, and 76 mixed-use apartments.	In Progress
2	Increase homeownership opportunities, acquire and rehab existing homes.	Ongoing
3	Construct new single-family homes on infill lots.	Not Initiated
4	Redevelop Riverview Park Apartments as newly constructed mixed-income housing.	In Progress
5	Redevelop Western Pine Apartments as newly constructed mixed-income, mixed-use development.	Not Initiated
Housing – Policy		
6	Re-zone Brightwater redevelopment area as a PUD.	Complete
7	Re-zone future development areas as appropriate.	Ongoing
8	Require new developments achieve green and sustainable best building practices.	In Progress
Parks & Open Space – Development: Improve and/or develop four levels of parks and open space throughout the neighborhood.		
9	Regional Park - River West Festival Park: implement improvements as budgeted.	Complete
10.1	Neighborhood Park- West Tulsa Park: Convert to true neighborhood park with community desired amenities	In Progress
10.2	Neighborhood Park- West Tulsa Park: Surround park with housing to establish “eyes” on the park.	In Progress
11	Pocket Parks: develop throughout the neighborhood as part of overall development plan.	In Progress
12	Tot-lots and community gardens: include within each block of newly developed area.	In Progress
Trails & Bike Lanes – Development: Link all levels of park and open space via a neighborhood trail system.		
13	Develop 10’ wide greenway trail along West 22nd Street from Southwest Boulevard to River West Festival Park.	In Progress

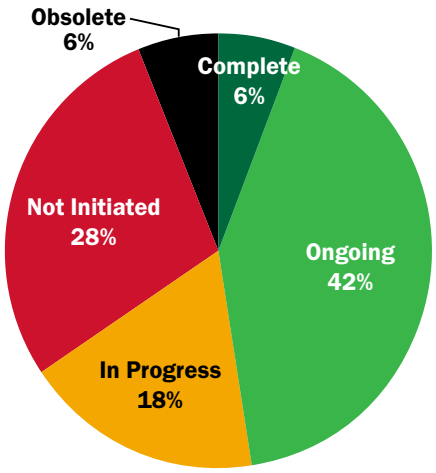
14	Create neighborhood loop along South Jackson Avenue with the development of a new bike lane and multi-use trail.	Not Initiated
15	Provide wayfinding signage, interpretive panels, trail markers throughout neighborhood.	In Progress
16	Incorporate shade structures, seating areas, adjacent on-street parking, native, drought resistant plants along trail system.	Not Initiated
Parks & Open Space/ Trails & Bike Lanes - Policy		
17	Establish guidelines for park amenities appropriate for each level of park development, lighting, seating, pavilions, open lawn space, walkways, trails, and place species.	Complete
18	Require new development to incorporate trails, bike lanes, park and open spaces as appropriate.	In Progress
Public Improvements - Development		
Restore north/south street grid to reconnect neighborhood.		
19.1	Extend South Maybelle Avenue to newly extended West 22nd Street	Complete
19.2	Extend South Nogales Avenue from West 21st Street to West 22nd Street	Complete
19.3	Extend South Phoenix Avenue from West 21st Street to West 22nd Street	In Progress
Reconnect east/west street grid via West 22nd Street.		
20.1	Extend West 22nd Street from Southwest Boulevard to South Phoenix Avenue	Complete
20.2	Extend West 22nd Street from South Nogales Avenue to South Jackson Avenue	Complete
21	Rebuild stormwater infrastructure in redevelopment area.	In Progress
22	Install traffic signal at South Nogales Avenue and West 23rd Street meet ADA requirements.	Not Initiated
Improve Southwest Boulevard.		
23.1	Expand Southwest Boulevard right-of-way to 100’ and streetscape.	In Progress
23.2	Construct continuous 21’6” sidewalk along all new development sites, and include street trees and lighting.	In Progress
Improve West 23rd Street from Southwest Boulevard to bridge.		
24.1	Eliminate center turn lane	Not Initiated
24.2	Narrow lanes and improve pedestrian crossing	Not Initiated
24.3	Construct 14’ sidewalk on both sides of street to facilitate commercial activity	In Progress
Improve South Jackson Street from West 25th Street to Southwest Boulevard.		
25.1	Narrow existing lanes to 12’ and add 8’ bike lanes	Not Initiated
25.2	Widen existing sidewalk on western side of street to 10’	In Progress
Public Improvements – Policy		
26	Establish guidelines for street and sidewalk improvements to facilitate pedestrians, cyclists, and commercial development.	In Progress
27	Require new developments to include street and sidewalk improvements per established guidelines.	Complete
Transportation – Development		
28	Create a parking reserve for River West Festival Park under I-244 Expressway.	Not Initiated
29	Add additional bus shelters at key locations.	Not Initiated
30	Improve and add cycling routes throughout the neighborhood.	Not Initiated
Transportation – Policy/Actions		
31	Use City of Tulsa maintenance yard parking lots for River West Festival Park events.	Not Initiated
32	Create on-street parking throughout the neighborhood.	In Progress

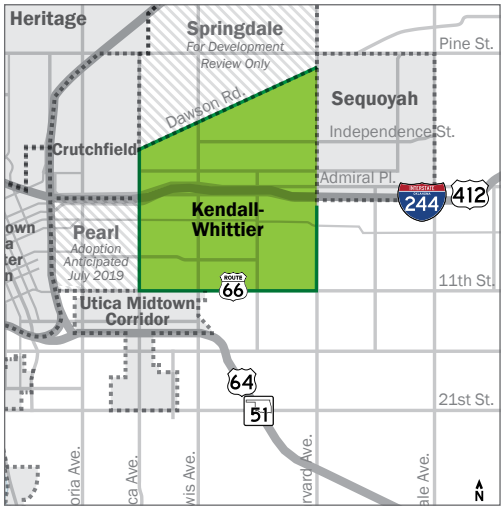
Economic Development – Development		
33	Identify job opportunities and verify skills needed to fulfill jobs.	Ongoing
34	Work with job training providers to design customized training programs for Eugene Field residents.	Ongoing
35	Establish a façade improvement program for commercial corridors.	In Progress
36	Implement business district identification program.	Not Initiated
37	Connect resident entrepreneurs and small businesses to existing technical assistance programs and loan funds.	Ongoing
38	Establish a Farmers Market in cooperation with Red Fork Main Street.	Not Initiated
Economic Development – Policy/Actions		
39	Develop a defined character for Southwest Boulevard and West 23rd Street.	In Progress
40	Develop design standards for commercial corridors.	Complete
41	Complete property analysis for existing commercial properties.	Not Initiated
42	Survey all existing businesses.	Not Initiated
43	Market existing sites to potential retailers and consumer service providers.	Not Initiated
44	Establish Southwest Boulevard as an office address/institutional users.	Obsolete
45	Establish West 23rd Street as primary retail corridor.	Ongoing
46	Establish corner of South Nogales Avenue and West 23rd Street as area of concentration for neighborhood retail.	In Progress
47	Focus auto-oriented commercial users closer to freeway near intersection of West 23rd Street and Southwest Boulevard.	Ongoing
Health & Wellness – Development		
48	Improve access to fresh fruits and vegetables through the expansion of Harvest Market and Global Gardens.	In Progress
Health & Wellness – Policy		
49	Improve transit options, connect residents to jobs and broader range of food choices.	Ongoing
50	Improve recreational opportunities to encourage physical fitness.	In Progress
51	Improve access to health and wellness education access.	In Progress

Page left intentionally blank.

Kendall-Whittier Sector Plan
Implementation Update

Adopted in 2016, the Kendall-Whittier Sector Plan identified eight goals and 67 implementation measures. About 48% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Goal 1: Leveraging neighborhood institutions		
1.1	Work with the University of Tulsa to ensure that benefits to neighborhood residents and businesses are maximized by the actions implemented through their Master Plan	Not Initiated
1.2	Support the development of quality high-density residential development that appeals to a broad spectrum of potential tenants - including students, seniors, young professionals, and families of mixed incomes - around the University of Tulsa.	Ongoing
1.3	Collaborate with Kendall-Whittier Main Street, the University of Tulsa, and other neighborhood entities to create a marketing campaign promoting Kendall-Whittier's shopping and dining, educational opportunities, neighborhood amenities, and other assets.	Ongoing
1.4	Work with churches in the neighborhood to anticipate and develop plans related to long-term impacts pertaining to parking, access and egress, and land needs.	Not Initiated
1.5	Work with local education providers and employers to market curricula, mentorships, and internship opportunities that build a skilled workforce in Kendall-Whittier	Ongoing
1.6	Encourage local institutions to share facilities and maximize the benefits to the community and effectiveness of public resources.	Ongoing
1.7	Work with the Circle Cinema, University of Tulsa, and other local stakeholders to establish spaces and marketing to grow Kendall-Whittier as a local creative and performing arts neighborhood.	Ongoing
1.8	Work with Growing Together Tulsa, the George Kaiser Family Foundation, and other community-minded not-for-profits to implement a comprehensive revitalization and stabilization plan for a healthy, vibrant, and mixed-income community.	Ongoing
1.9	Collaborate with Tulsa Public Schools to support a high-quality education pipeline.	Ongoing
Goal 2: Reconnecting across I-244		
2.1	Work with Oklahoma DOT to develop a plan to screen the I-244 corridor as it passes through Kendall-Whittier Neighborhood	Not Initiated
2.2	Work with ODOT to install a decorative overpass and retaining wall elements at the I-244/Lewis Avenue interchange	Not Initiated
2.3	Work with ODOT to improve the design of the pedestrian overpass to minimize traffic noise and wind that make the overpass uncomfortable or unsafe	Not Initiated
2.4	Maintain the entrances to the Birmingham Avenue pedestrian bridge over I-244, ensuring safe passage is not blocked by overgrowth, deteriorated sidewalks, or litter.	Ongoing

2.5	Expand overpass roadway decks as improvements are made to include adequate pedestrian amenities.	Not Initiated
Goal 3: Revitalizing industrial uses		
3.1	Amend Chapter 15 and Chapter 65 of the City's zoning code to provide more specific and robust standards related to required buffers between light industrial uses and residential lots.	In Progress
3.2	Prohibit the use of barbed wire fences along the edges of industrial properties when visible from residential uses or public right-of-way.	Complete
3.3	Support the reuse or redevelopment of older industrial buildings adjacent to residential areas with uses that are more "neighborhood-friendly" such as offices, restaurants, or local services.	Ongoing
3.4	Limit access to local roadways between residential streets and the northern industrial area in order to reduce truck traffic in neighborhoods	Not Initiated
3.5	Encourage the consolidation and redevelopment of obsolete or under-performing industrial properties	Ongoing
3.6	Utilize vacant land in industrial areas to encourage the expansion of existing uses	Ongoing
3.7	Utilize municipal incentives or outside funding sources to implement key industrial infrastructure improvements and redevelopment projects in the northern industrial areas.	Ongoing
3.8	Establish an industrial circulator running parallel to the Dawson Street rail corridor between Harvard Avenue and Independence Street that would provide access to local uses and minimize truck traffic on residential streets.	Not Initiated
Goal 4: Supporting a healthy neighborhood		
4.1	Install mid-block street lighting on all local streets	Not Initiated
4.2	Identify opportunities for new senior housing and multi-family housing near commercial services, transit services, parks, and other amenities.	Ongoing
4.3	Encourage the reconfiguration of residential block ends to eliminate inadequate lots oriented towards shorter side streets.	Obsolete
4.4	Work with the University of Tulsa to require compliance with residential design standards to ensure compatibility between student housing and surrounding blocks.	Not Initiated
4.5	Facilitate the acquisition and redevelopment of vacant or tax delinquent residential properties.	Ongoing
4.6	Assess all parks and open spaces for safe and secure design, specifically addressing lighting, visual and physical access, areas of concealment or isolation, maintenance, and vandalism.	Ongoing
4.7	Establish a capital program to support residents with the removal of tree stumps and unsightly vegetation.	Not Initiated
4.8	Adopt multi-family design and development standards that ensure they are compatible with the character of the surrounding neighborhood.	Not Initiated
4.9	Continue to strictly enforce regulations prohibiting the parking of vehicles on unpaved portions of residential lots.	Ongoing
4.10	Re-establish Archer Park as a safe and vibrant recreation amenity for the north side of the Kendall-Whittier neighborhood.	In Progress
4.11	Support the redevelopment of Admiral Place from College Avenue to Lewis Place as a mixed-use corridor.	Ongoing
4.12	Establish local open space in the southwestern portion of the neighborhood.	Obsolete
4.13	Modify one-way traffic patterns near Kendall-Whittier Elementary School.	Not Initiated
Goal 5: Preserving Whittier Square		
5.1	Utilize regulatory and financial incentives to encourage the development of quality mixed-use and multi-family housing that attracts young professionals, artists, and entrepreneurs in the area bound by Lewis Avenue, I-244 and 3rd street	Ongoing
5.2	Support the redevelopment of lots fronting on Lewis Avenue on the fringes of Whittier Square as mixed-use areas with a character that is reflective of the historic Whittier Square.	Ongoing
5.3	Work with property owners to expand the boundaries of the Whittier Square Historic District.	Not Initiated
5.4	Explore a diverse range of potential parking solutions.	In Progress
5.5	Redevelop vacant or dilapidated residential lots adjacent to development on Lewis Avenue to create larger commercial and mixed-use lots that can accommodate larger projects and commercial parking.	Ongoing
5.6	Establish a comprehensive streetscape program throughout Whittier Square.	In Progress

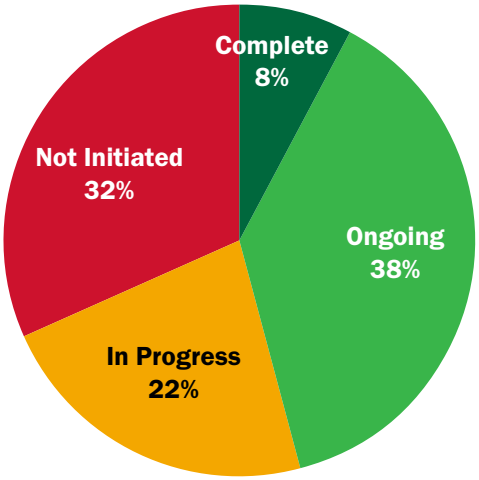
Goal 6: Transforming key corridors		
6.1	As the demand for commercial redevelopment emerges, encourage the expansion of commercial lot depth to support investment and minimize impacts on adjacent neighborhoods.	Obsolete
6.2	Support the redevelopment of secondary commercial uses on 6th Street between Lewis Avenue and Zunis Avenue for new mixed-use and neighborhood-based commercial uses.	Ongoing
6.3	Encourage the redevelopment of commercial sites along 3rd Street to residential or mixed-use structures.	Ongoing
6.4	Utilize zoning regulations and incentives to allow for the acquisition and redevelopment of residential lots on the south side of 10th Street between Lewis Avenue and Columbia Avenue for commercial uses along 11th Street with a full block lot depth.	Obsolete
6.5	Utilize zoning regulations and incentives to encourage the redevelopment of single-family housing and small commercial uses to a planned commercial area at Admiral Place and Harvard Avenue.	Ongoing
6.6	Adopt commercial design standards that would result in development that is attractive and reflective of the character in different parts of Kendall-Whittier.	Not Initiated
6.7	Eliminate conflicts between vehicles and pedestrians caused by poor parking lot access, circulation, and design.	Not Initiated
6.8	As redevelopment occurs, encourage adjacent commercial properties to use cross-across agreements to enhance circulation between lots and increase on-site parking capacity.	Ongoing
6.9	Install neighborhood gateways at key points of entry on Utica Avenue, Lewis Avenue, Harvard Avenue, 3rd Street, 6th Street, and 11th Street.	Not Initiated
6.10	Install decorative rail overpass and retaining wall elements at Lewis Avenue near King Street.	Not Initiated
6.11	Work with City departments and local utility companies to bury or relocate utilities along arterial corridors as redevelopment occurs over time.	Ongoing
6.12	Work with City Departments, the Oklahoma DOT, partner agencies and local property owners on 11th Street and Admiral Place to implement the recommendations of the 2005 Route 66 Master Plan related to informational signs, streetscaping, specific sign and building installations, lighting, banners, landscaping, parking management, and building character.	Ongoing
Goal 7: Creating a multi-modal network		
7.1	Reduce traffic speeds on Admiral Place north of I-244, between Harvard Avenue and Utica Avenue, through posted speed limits, signage, and passive traffic calming (i.e. narrowing of travel lanes, on-street residential parking, etc.).	In Progress
7.2	Install on-street bike lanes in accordance with the 2015 Bike and Pedestrian Master Plan.	In Progress
7.3	Establish a capital program to for sidewalk installation for blocks lacking pedestrian infrastructure.	Complete
7.4	Prioritize investment in pedestrian network improvements in areas around Whittier Square, the Kendall-Whittier Library, schools, and other destinations for youth and seniors.	In Progress
7.5	Explore road diets on primary corridors envisioned as strong pedestrian or mixed-use areas.	In Progress
7.6	Improve pedestrian crossings along arterial roadways through enhanced crosswalk striping, signal phasing, reductions in the crossing distance, and pedestrian signage.	In Progress
7.7	Establish a long-term capital program to improve pedestrian crossings throughout the neighborhood to ensure they are fully ADA accessible and highly visible to motorists.	Ongoing
7.8	Coordinate with utility providers to relocate infrastructure off of sidewalks as incremental improvements are made.	In Progress
7.9	Work closely with Tulsa Transit to assess potential changes to local bus services	Complete
7.10	Work closely with Tulsa Transit to implement BRT service on 11th Street	In Progress
Goal 8: Providing a long-term regulatory framework		
8.1	Continue to support code enforcement in the neighborhood through dedicated resources for enforcement officials.	Ongoing
8.2	Amend Chapter 5 of the City's zoning code to require higher density housing to appropriately manage parking, utilities, trash containers, and other potentially harmful characteristics.	Complete
8.3	Establish a Historic Route 66 Special Area Overlay.	Complete
8.4	Use zoning regulations and district boundaries to encourage the transition or redevelopment of land uses as described in the objectives and recommendations of this Sector Plan.	In Progress

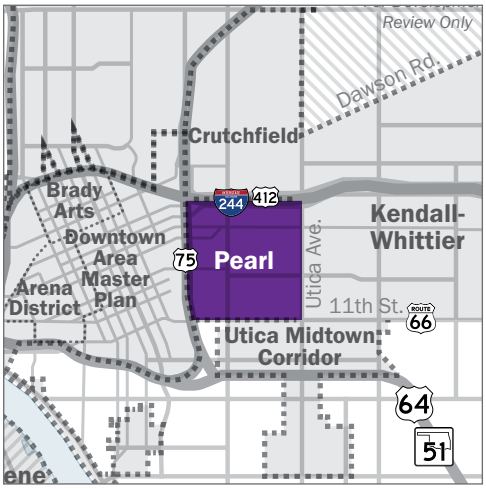
Page left intentionally blank.

Pearl District Small Area Plan

Implementation Update

Adopted in 2019, the Pearl District Small Area Plan identified 18 goals and 76 implementation measures. About 46% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Goal 1: Support compatible residential infill and reinvestment.		
1.1	Support infill housing that fits with the character of the neighborhood. Encourage development that maintains the existing block and street patterns when feasible.	Ongoing
1.2	Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.	Ongoing
1.3	Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.	Complete
1.4	Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.	In Progress
1.5	Consider program to eliminate rezoning fees for residents requesting mixed-use zoning in mixed-use corridors and neighborhoods.	Ongoing
1.6	Develop a capital improvement plan that outlines and prioritizes necessary infrastructure replacement and upgrades, such as water/wastewater, as well as residential streets and alleys.	Ongoing
Goal 2: Provide for a range of housing types including affordable housing compatible with existing neighborhoods.		
2.1	Review and amend ordinances as needed to support the development of an expanded range of housing types, including single family housing such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units.	Complete
2.2	Support mixed-use residential development along major corridors, including live-work units, and small-scale, visually compatible multi-unit houses that are desirable in neighborhood edge and transition zones between residential and employment uses.	Ongoing
2.3	Adopt a home occupation special exception or overlay for entire district to allow Type 2 home occupations by right to provide more flexible live work opportunities.	Not Initiated
2.4	Support owner- and buyer-initiated zoning requests for the Pearl District neighborhood to ensure a range of housing types is allowed (see Table 1).	Ongoing
2.5	Coordinate with franchise utilities to ensure utilities are modernized to meet demands of redevelopment, such as high-speed Internet coverage throughout neighborhood. Bury utilities when possible.	In Progress
2.6	Initiate a Phase 1 historic survey to identify federally qualified historic properties.	Not Initiated

Goal 3: Provide programs to support existing and future homeowners.		
3.1	Establish a grant or revolving loan fund to assist low-income and first-time home buyers who wish to buy in the Pearl District. Targeted homeownership loan programs can assist potential owners in down payments, closing costs or other homeownership expenses.	In Progress
3.2	Establish a program to stabilize and revitalize existing neighborhoods by providing resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.	Ongoing
3.3	Preserve the existing character of neighborhoods and recognize unique character of the neighborhood. Through code enforcement and public/private partnerships, work with owners to maintain homes, comply with codes, and contribute to the neighborhood character.	Ongoing
3.4	Encourage the development of a program to reduce property taxes for homeowners meeting certain improvement and reinvestment thresholds. Such a program would reduce property taxes when owners invest in their homes.	Not Initiated
3.5	Review stormwater issues with Engineering Services to identify strategies to address impacts of the regulatory floodplain on existing properties.	In Progress
Goal 4: Provide stability to areas designated as future flood control ponds by creating a voluntary purchase program of affected lots.		
4.1	Identify lots in the East and West Pond areas and work with the Tulsa Development Authority ("TDA") to develop a voluntary acquisition program where TDA works with the city to acquire properties of owners wishing to sell. Properties would be maintained by the City as parks or other neighborhood amenities.	In Progress
4.2	Create an open space program to provide neighborhood amenities until the properties are used for flood control. Support the use of properties acquired for flood control purposes to be utilized as additional open space amenities within the neighborhood.	Not Initiated
4.3	Work with stakeholders to fund neighborhood amenities, including an interim period to maintain lots as open space amenities until flood control projects can be completed.	Not Initiated
Goal 5: Address vacant and blighted properties.		
5.1	Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.	In Progress
5.2	Work with Tulsa Development Authority to provide relocation assistance for residents displaced by TDA's redevelopment and encourage them to relocate within the neighborhood.	Not Initiated
Goal 6: Revitalize and redevelop vacant properties.		
6.1	Encourage and support compatible commercial and mixed-use infill development.	Ongoing
6.2	Establish local or mobile presence of a business assistance center to aid in the start-up and running of small businesses and home-based businesses in the area.	Ongoing
6.3	Coordinate with franchise utilities to ensure utilities are modernized to meet demands of redevelopment, such as high-speed Internet coverage throughout neighborhood.	In Progress
6.4	Support efforts to provide for necessary infrastructure to accommodate commercial and industrial growth in the area.	Ongoing
6.5	Retain existing zoning for commercial and industrial uses in the Pearl District. Only support zoning changes that have the consensus of the property owner.	Ongoing
6.6	Encourage innovative adaptive reuse of existing structures by exploring tools that would reduce parking requirements or permitting fees for rehabilitating existing buildings.	Ongoing
Goal 7: Provide more retail, dining, and entertainment options.		
7.1	Provide small business assistance to encourage entrepreneurship within the neighborhood.	Ongoing
7.2	Support live-work development that is sensitive to the context of the neighborhood.	Ongoing
7.3	Develop an area-wide parking strategy.	Not Initiated
7.4	Create pedestrian-oriented shopping areas to provide goods, services, and gathering spaces for residents in adjacent neighborhoods. Prioritize sidewalk, lighting and streetscape improvements in shopping areas to spur private development.	Not Initiated
7.5	Encourage and support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.	Ongoing

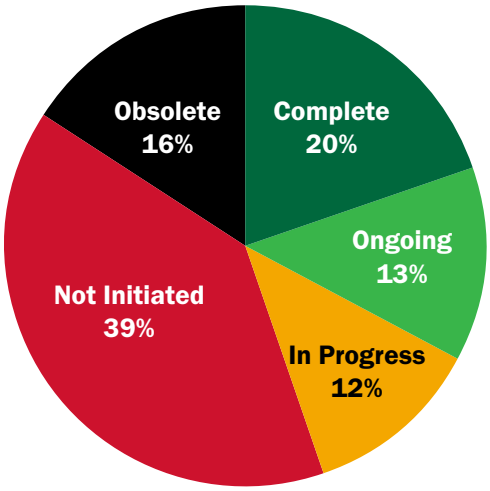
Goal 8: Encourage higher density development in transit rich areas.		
8.1	Evaluate existing conditions and uses within ¼ mile and ½ mile of existing and proposed bus stops.	Complete
8.2	Identify priority sites for infill mixed-use development and incentivize private investment in the development of these sites. Incentives could include strategies such as partnering with brokers, installing enhanced sidewalks and amenities as part of roadway improvements, or partnering with TDA to acquire available sites.	In Progress
8.3	Evaluate multimodal access to existing and proposed transit stops to ensure that transit riders have safe, efficient access to area destinations.	Complete
8.4	Support zoning changes to increase mixed-use density near transit when changes are supported by property owner.	Ongoing
8.5	Encourage transit-supportive commercial and mixed-use development along Peoria Avenue, especially near future bus rapid transit stations.	Ongoing
8.6	Support the addition of amenities, including public toilets, at enhanced stations.	Not Initiated
Goal 9: Improve commercial transportation access.		
9.1	Convert First Street from a one-way to a two-way roadway to improve access and connectivity.	Not Initiated
9.2	Designate appropriate truck routes through the Pearl District. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.	Not Initiated
9.3	Fund and implement road improvements that support heavy truck traffic.	Not Initiated
Goal 10: Ensure adequate parking supply using a shared parking approach in the Pearl District.		
10.1	Work with businesses to develop a shared parking approach to provide adequate parking as corridors redevelop.	Ongoing
10.2	Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero BRT transit station areas.	Not Initiated
10.3	Create a public/private parking strategy that includes a centrally located parking structure.	Not Initiated
10.4	Explore the use of alleys for private parking, as feasible.	Not Initiated
Goal 11: Use Federally-Designated Opportunity Zones to attract appropriate new development.		
11.1	Use the Opportunity Zone incentives to spur appropriate development.	Ongoing
11.2	Promote Qualified Opportunity Funds as an economic development tool for property owners in Opportunity Zones and help identify ways for taxpayers to pair these funds with other incentives.	Ongoing
11.3	Create an implementation framework to ensure equitable economic growth occurs if Opportunity Zones are used for redevelopment. The framework should require that developers receiving tax benefits mitigate displacement and provide for development and/or preservation of affordable homes when new market-rate housing is built.	Not Initiated
11.4	Identify potential incentives to encourage affordable housing through density bonuses or fee waivers for projects inclusive of low- and moderate-income residents.	In Progress
11.5	Tie incentives for investment to performance measurement and reporting.	Not Initiated
Goal 12: Increase personal and property security.		
12.1	Work with property owners to identify safety issues such as vandalism and theft of businesses.	Ongoing
12.2	Explore public/private partnerships to address safety issues and increase security through collaboration with public safety officials.	Not Initiated
12.3	Provide public education programs on increasing safety and security in residential and business areas.	Ongoing
Goal 13: Improve property conditions to increase area safety and security.		
13.1	Work with Tulsa's code enforcement program to ensure housing quality for the health, safety and well-being of residents.	Ongoing
13.2	Initiate proactive targeted code enforcement programs that include citing dumping and addressing graffiti, as well as other code issues.	Not Initiated
13.3	Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood safety and beautification.	Ongoing

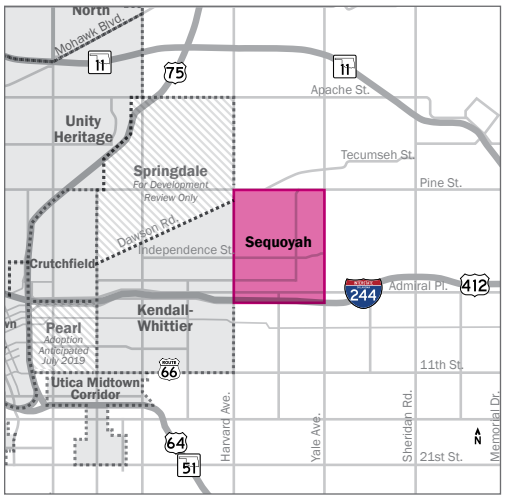
Goal 14: Activate large undeveloped tracts of land.		
14.1	Prioritize infill-supportive multimodal infrastructure, including sidewalks, street improvements, pedestrian lighting, and, where viable, alleys. Ensure that street improvements are consistent with and serve adjacent development types.	Ongoing
14.2	Install infrastructure on arterial streets – Peoria and Utica Avenues, 3rd, 6th, and 11th Streets – to enhance multimodal facilities: well-marked pedestrian crossings, rapid flashing beacons at high traffic intersections, and other streetscape amenities.	Not Initiated
14.3	Work with City of Tulsa Water and Sewer Department to evaluate the current pipe systems and identify potential future needs for system replacement or sizing upgrades; develop an approach for updates as the Pearl District continues to redevelop and attract new residents and businesses.	Ongoing
14.4	Ensure that street improvements are coordinated with other necessary utility upgrades in the area.	Ongoing
14.5	Improve transit station areas along Peoria Avenue with the addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.	Complete
14.6	Improve sidewalks by filling in the GO Plan sidewalk gaps and continued support of City of Tulsa's ADA Arterial sidewalk and curb improvements.	In Progress
14.7	Implement Complete Streets policies for multi-modal corridors along Peoria and Utica Avenues.	Complete
14.8	Explore the use of Tax Increment Financing (TIF) Districts for infrastructure improvements.	Not Initiated
14.9	Improve pedestrian lighting to increase access to transit, retail, employment, and other neighborhood amenities.	Ongoing
Goal 15: Develop a sidewalk improvement plan to prioritize capital funding to build, replace, or restore sidewalks within the Pearl District.		
15.1	Work with Engineering Services to update and maintain the inventory of pedestrian infrastructure, including sidewalk locations and conditions, pedestrian lighting, ADA issues, and other safety needs.	Not Initiated
15.2	Invest in sidewalk infrastructure to reduce or eliminate gaps in the sidewalk network and address ADA compliance issues, prioritizing access to public assets such as Centennial Park, employment centers, as well as connections into Downtown.	In Progress
15.3	Amend GO Plan to add all sidewalk gaps on both sides of arterial streets.	Not Initiated
Goal 16: Improve connections within the district and to adjacent neighborhoods.		
16.1	Improve connections to nearby districts and neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety improvements such as lighting and designated walking and biking access at these locations.	In Progress
16.2	Improve corridors to support economic activity and improve mobility options. Focus on basic infrastructure such as sidewalks, crosswalks, lighting and connections.	In Progress
16.3	Focus on multimodal improvements along major commercial corridors such as 3rd, 6th, and 11th Streets and Utica Avenue to continue current development trends and support the traditional mixed-use character of the district	In Progress
16.4	Use enhanced pedestrian traffic control devices such as flashing lights at high use intersections or crosswalks. Prioritize crossings on arterials such as 11th Street and Utica Avenue.	In Progress
Goal 17: Improve gateways into the district.		
17.1	Design and fund entranceway/gateway features at key entrances, and neighborhood identification throughout area.	Not Initiated
Goal 18: Explore options to move electric power lines underground, or if not possible, relocate them to alleys.		
18.1	Coordinate with franchise utility providers to determine viable options to relocate utilities through a coordinated utility master plan, with a focus on placing utilities underground where feasible.	In Progress
18.2	Develop cost estimates and priorities for utility relocation, looking for strategic opportunities through development projects or other infrastructure investment.	Not Initiated

Sequoyah Area Neighborhood Implementation Plan

Implementation Update

Adopted in 2007, the Sequoyah Area Neighborhood Implementation Plan identified 76 implementation measures. About 33% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Top 15 priorities		
Priority 1	Provide street beautification including landscape, streetscape features, and crosswalk enhancements along Admiral Place.	Not Initiated
Priority 2	Integrate left turn lane from eastbound Admiral Place to northbound Harvard Avenue.	Not Initiated
Priority 3	Incorporate sidewalks on both sides of the Pine Street, from Harvard to Yale Avenues.	Not Initiated
Priority 4	Widen New Haven Avenue and install guardrails west of the creek to create safe zone.	Complete
Priority 5	Provide lighting around perimeter of Sequoyah and Owen Elementary schools to produce a safe zone.	Complete
Priority 6	Adopt logo/theme for signage and banners on Admiral Place to create continuity among businesses.	Not Initiated
Priority 7	Implement median design on Harvard Avenue.	Complete
Priority 8	Provide Sequoyah Park improvements.	In Progress
Priority 9	Rebuild gateway/entryway to entire neighborhood.	Not Initiated
Priority 10	Make intersection improvements on Harvard Avenue and Pine Street more inviting through a clean-up initiative with local businesses.	Not Initiated
Priority 11	Install railroad and industrial buffer zone to help create transition from industrial/ commercial zone to residential zone	Not Initiated
Priority 12	Redesign the intersection improvements at Pine Street and New Haven Avenue.	Not Initiated
Priority 13	Recommend intersection improvements at Pine and Yale Avenue for increased development potential.	Complete
Priority 14	Create buffer zone to industrial site.	Not Initiated
Priority 15	Incorporate original Route 66 theme along Admiral Place.	Ongoing

Admiral Place Projects		
AP 1	Resurface Admiral Place from Harvard Avenue to Yale Avenue.	Complete
AP 2	Construct new curbs and guttering system along Admiral Place.	Complete
AP 3	Reconstruct sidewalks and incorporate greenbelt buffer between the street and sidewalk.	In Progress
AP 4	Create more green space in private parking areas along Admiral Place corridor.	In Progress
AP 5	Develop left turn lane with “turn light” at traffic signal at Yale Avenue west on Admiral Place.	Complete
AP 6	Integrate left turn lane from eastbound Admiral Place to northbound Harvard Avenue.	Complete
AP 7	Encourage the private redevelopment of family-oriented community center in the former nightclub at Admiral Place and Knoxville Avenue.	Obsolete
AP 8	Revive and maintain integrity of all existing buildings on Admiral Place corridor.	Not Initiated
AP 9	Incorporate original Route 66 theme along Admiral Place as business and marketing strategy.	Ongoing
AP 10	Organize businesses to work collaboratively for security purposes and economic development.	In Progress
AP 11	Revive Commercial Plains Architectural Style in the area.	Not Initiated
AP 12	Bury overhead utility lines.	Not Initiated
AP 13	Create monument of Admiral Place’s entire history.	In Progress
AP 14	Business advertising signs should be standardized.	Obsolete
AP 15	Provide textured and painted crosswalks at all neighborhood entrances.	In Progress
Harvard Avenue Projects		
HA 1	Incorporate new streetscaping on median along Harvard Avenue from Admiral Place to Pine Street.	Complete
HA 2	Develop a long-term, sustainable maintenance initiative between Sequoyah Area Neighborhood and Kendall Whittier Neighborhood to maintain Harvard Avenue.	Not Initiated
HA 3	Install left turn lane with “turn light” at traffic signal on Admiral Place at Harvard Avenue.	Complete
HA 4	Install traffic calming device on Harvard Avenue at Latimer Place to slow traffic on Harvard Avenue.	Not Initiated
Pine Street Projects		
PS 1	Construct sidewalks on both sides of the street from Harvard to Yale Avenue.	Not Initiated
PS 2	Expand New Haven Avenue and create a thoroughfare.	Not Initiated
PS 3	Incorporate evergreen trees to the rear of commercial district near Pine Street and Harvard Avenue.	Not Initiated
Yale Avenue Projects		
YA 1	Design and construct a gateway entry at Yale and Independence Street.	Not Initiated
School Projects		
SC 1	Add weatherproof shelters for school children.	Complete
SC 2	Sequoyah School offered to co-facilitate in the annual block party by hosting the event in the school’s facility.	Obsolete
SC 3	Create a program, accessible through the Metropolitan Tulsa Chamber of Commerce, which focuses on developing partnerships between the neighborhood association and the local neighborhood school.	Obsolete
SC 4	Provide sidewalks that connect the pedestrians to school locations.	Complete
Sequoyah Park Projects		
SQ 1	Provide better lighting around walking trail.	Not Initiated
SQ 2	Install water feature (not swimming pool).	Not Initiated
SQ 3	Prevent children from playing in and around creek.	Obsolete
SQ 4	Recommend clean-up of the Neighborhood Creek area.	Not Initiated
SQ 5	Establish and enforce a “no dumping” in neighborhood creek policy.	Ongoing
SQ 6	Maintain and provide limited access to park on Newton Street.	Complete
SQ 7	Install basketball courts (four goals).	Not Initiated

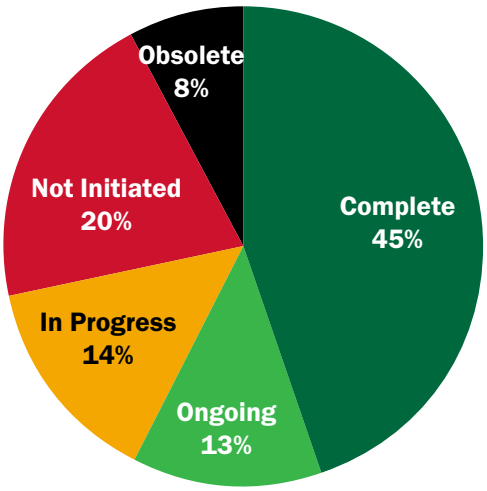
Industrial Site Projects		
IS 1	Create 8’ to 10’ sandstone veneer wall screening around industrial site to the south of the industrial area from Richmond Avenue to Knoxville Avenue.	Obsolete
IS 2	Incorporate tall and skinny evergreen trees, shrubs, and bushes to aid landscaping around perimeter of industrial site.	Obsolete
IS 3	Use concrete pipe for water runoff at Coal Creek and New Haven Avenue.	Obsolete
IS 4	Line existing storm ditch with limestone rip-rap at New Haven Avenue and Coal Creek.	Complete
IS 5	Enhance the appearance of streets.	Not Initiated
IS 6	Clear underbrush on east side on New Haven Avenue.	Not Initiated
IS 7	Coordinate dress-up of railroad right-of-way area.	Not Initiated
IS 8	Invite other industrial businesses to join an industrial park association.	Not Initiated
IS 9	Market this area as a good business location and provide information to Tulsa Metropolitan Chamber of Commerce, Oklahoma Department of Tourism and Commerce, and other appropriate entities to promote business in this area.	Not Initiated
IS 10	Maintenance will be performed by the Industrial division.	Obsolete
IS 11	Privately Funded Public Improvements: Joint ventures with the Private sector and the City of Tulsa to help enhance the Sequoyah Area.	Not Initiated
Social Issues Projects		
SI 1	Create “block captains” to be primary point of contact for neighborhood code violations, including parking violations and public safety/wellbeing.	Obsolete
SI 2	Use the system in place to report violations in the neighborhood.	Ongoing
SI 3	Clarify and understand the guidelines when using the system.	Obsolete
SI 4	Contact Code Enforcement to inspect older, dilapidated, fire charred structures as a way to improve the neighborhood.	Ongoing
Goal 1: Improve the Sequoyah Area Neighborhood Public and Private Infrastructure		
1.1	Streets: Resurface Admiral Place from Harvard to Yale Avenue. Inspect the street system for strengths and weaknesses and resurface and repair all residential and commercial streets accordingly.	Complete
1.2	Sidewalks: Repair/replace on all edges of Sequoyah Area Neighborhood (Admiral Place, Harvard Avenue, Pine Street, and Yale Avenue). Conduct inventory on neighborhood sidewalks and repair/replace as needed, focusing first on routes to schools and commercial areas.	In Progress
1.3	Water and Sewer: Inspect system for strengths and weaknesses. Ensure capacity areas are adequate to meet future industrial needs.	Ongoing
1.4	Parks and Recreation Areas: Improve and upgrade parks to better serve the community. Implement 10-year plan.	In Progress
1.5	Public Safety: Install streetlights and pedestrian crossing.	Ongoing
1.6	Improve Flood Protection: Address recurrent street flooding problems between Oswego Avenue and Quebec Avenue, South of Pine Street.	Not Initiated
Goal 2: Stabilize and Improve Sequoyah Housing Market		
2.1	Neighborhood Inspections: Enforce zoning codes throughout study area.	Ongoing
2.2	Encourage more home ownership.	Ongoing
2.3	Encourage community and neighborhood pride.	Ongoing
Goal 3: Impact the Economic Development in and around the Sequoyah Area Neighborhood		
3.1	Seek out and develop public and private partnerships to help fund and promote economic development in the area.	In Progress
3.2	Identify and convert underutilized commercial sites into office, light manufacturing and small warehouse facilities.	Not Initiated
3.3	Remove/rezone property at Admiral Place and Knoxville Avenue and propose a community center.	Obsolete

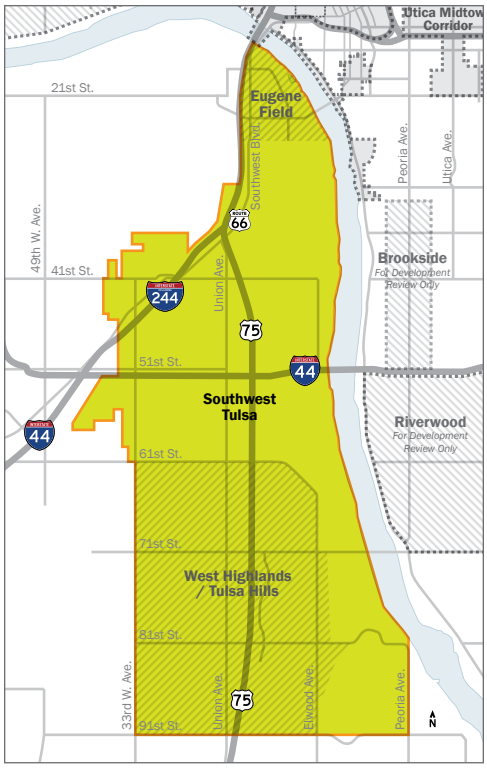
Page left intentionally blank.

Southwest Tulsa Neighborhood Revitalization Plan

Implementation Update

Adopted in 2009 (Phase 1) and 2011 (Phase 2), the Southwest Tulsa Neighborhood Revitalization Plan identified 78 implementation measures. About 58% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Goals		
Goal 1	Eliminate substandard housing the most effective way (rehabilitate and infill)	Ongoing
Goal 2	License all non-owner-occupied properties to raise standards for housing	In Progress
Goal 3	Increase density - to generate interest in development of retail and grocery	In Progress
Goal 4	Create sidewalks for pedestrians and bicycles	In Progress
Goal 5	Bury PSO lines	Not Initiated
Goal 6	Create more buffer zones between mixed use zoned lots	Not Initiated
Goal 7	Create/develop the market place to bring retail and grocery stores to the area	Complete
Goal 8	Take advantage of ODOT Safe Routes to Schools	In Progress
Goal 9	Create a proper mix of residential and commercial zoning	Ongoing
Goal 10	Support code enforcement staff in identifying and eliminating blighting influences	Ongoing
Goal 11	Planned Unit Developments (PUDs) are encouraged in order to minimize the impact of proposed uses of adjacent low intensity residential areas.	Obsolete
Goal 12	Support the Campus Plan	Not Initiated
Goal 13	Participate in the implementation of Route 66 Vision 2025 projects	Ongoing
Goal 14	Support the Red Fork Main Street program	Ongoing
Goal 15	Recruit potential developers and TIF sites (such as Tulsa Hills)	In Progress
Goal 16	Support the development of the west bank of the river	Ongoing
Goal 17	Connect the trail system (Cherry Creek and Mooser Creek) to River Parks and Turkey Mountain	In Progress
Goal 18	Support infill development to the north to decrease migration south of 61st West	Obsolete

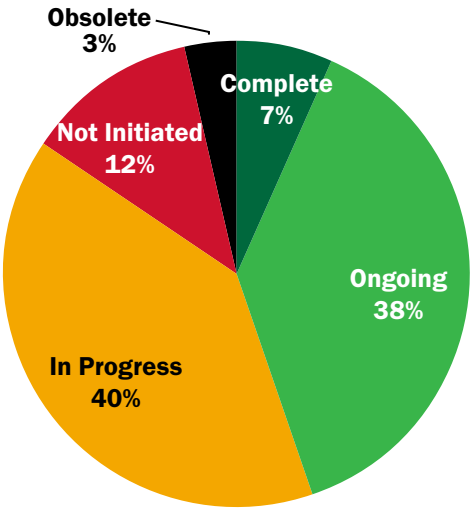
Southwest Planning Team Concepts		
SPT 1.1	Preserve the 1950s filling station on the northwest corner of 17th street and Southwest Boulevard	Complete
SPT 1.2	Introduce mixed-use, walkable infill development on the west side of Southwest Boulevard	Not Initiated
SPT 1.3	Incorporate an on-street bicycle lane to 23rd street and design according to the INCOG bicycle pedestrian plan	Not Initiated
SPT 1.4	Seek approval from the Oklahoma Department of Transportation for 120-150 parking spaces under the highway bridge just north of 17th street and across from OSU Osteopathic Campus, and a parking access driveway off of Southwest Boulevard	Not Initiated
SPT 1.5	Introduce two bike lanes, two parallel parking lanes, and a center turning lane along Southwest Boulevard from the Arkansas River to 23rd Street.	Not Initiated
SPT 1.6	Incorporate thematic benches and street furniture; and coordinate streetlights, banners, and street trees on either side of Southwest Boulevard from the Arkansas River to 23rd Street to help define the area.	Not Initiated
SPT 1.7	Incorporate a new outdoor campus at the OSU Osteopathic site that would add to walkability and give the university a “sense of place”	Not Initiated
SPT 1.8	Transform one or more bus stops along Southwest Boulevard to include a Route 66 theme	Not Initiated
SPT 1.9	Add railroad themed intersection crosswalks at 17th Street to Oklahoma State University and other sites	Not Initiated
SPT 2.1	Bury all above ground utility lines	Not Initiated
SPT 3.1	Renovate craftsman Bungalow as an element of the Route 66 byway facility	Obsolete
SPT 4.1	Support redevelopment of greyfield, currently owned by a private developer	Not Initiated
Route 66: Southwest Blvd alignment		
R66 1	West approach area to Cyrus Avery Route 66 Memorial Bridge - Avery Park Southwest	Complete
R66 2	Cyrus Avery Route 66 Memorial Bridge - Refurbish to 1930’s era appearance	In Progress
R66 3	Area of 33rd West Avenue - Gateway: design and engineering analysis phase	Complete
R66 4	Arkansas River to 33rd West Avenue - informational road signs	Complete
R66 5	Red Fork (Commercial District: 25th West Avenue to 27th West Avenue) - Streetscaping	Complete
R66 6	Arkansas River to West 23rd Street - Streetscaping	Complete
R66 7	Arkansas River to 33rd West Avenue - Route 66 Planters	Complete
R66 8	Streetscaping from 27th WA to 33rd WA	Complete
R66 9	3600-3800 block of Southwest Boulevard - acquisition for Frisco Train Site	Complete
R66 10	3600-3800 block of Southwest Boulevard - public site improvements: design phase	Complete
R66 11	Arkansas River to 33rd West Avenue - Historic/Pearl preservation	Ongoing
R66 12	Arkansas River to 33rd West Avenue - Route Signage	Complete
R66 13	27th West Avenue - artwork commemorating Sue Bland Oil Well	Complete
R66 14	Howard Park - artwork commemorating rail, oil and cattle	Complete
Trails and Sidewalks		
TS 1	Complete design and construction of Union Pacific Railroad underpass to allow for the reopening of Cherry Creek trail	Complete
TS 2	Mooser Creek Trail project	Not Initiated
TS 3	Create amphitheater at the northeast portion of the Remington Elementary site along Mooser Creek Trail	Not Initiated
TS 4	Sidewalk improvements along S Union Avenue between Southwest Boulevard and West 61st Street	In Progress
TS 5	Sidewalk improvements along S 33rd West Avenue between Southwest Boulevard and I-244	Complete

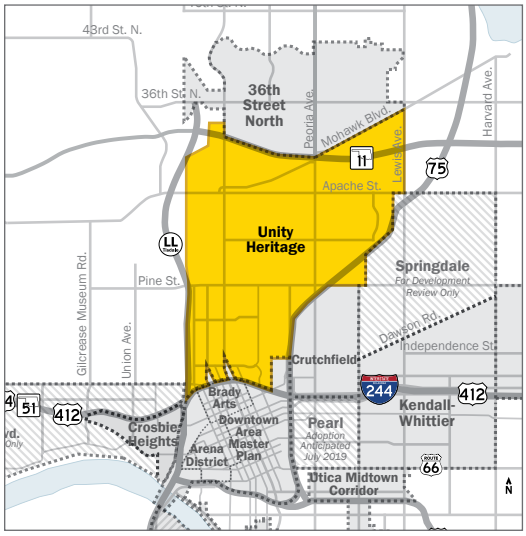
Transportation Park		
TP 1	Prepare site for development, addressing site contours, vegetation, fill dirt, and existing utilities	Complete
TP 2	Attend to and improve utility services, address electrical, water, sanitary sewer, stormwater requirements, and an Arkansas River 'canal.'	Complete
TP 3	Design lighting in a variety of forms consistent with Historic Route 66 styling	Complete
TP 4	Strategically pave site spaces, focusing on historical appearance and integrity, stormwater requirements, and consistency with railroad grade	Complete
TP 5	Safely develop railroad elements of site, including the railbed, railroad crossing, and station platform	Complete
TP 6	Incorporate safe and effective sidewalk and pedestrian design	Complete
TP 7	Landscape development should incorporate planter features, borders, more trees, should keep existing grass, and preserve existing trees	Ongoing
TP 8	Implement site security which addresses the existing fence, incorporates alarms, and includes wrought iron fencing along Southwest Boulevard	Complete
TP 9	Ensure Route 66 Transportation Park site operation includes local groups' input, an audio system, and historic signage.	Complete
Byway Facility		
BF 1	Restore 1920s Craftsman Bungalow to original condition--including the gable covered front porch, drop false bevel siding, exposed rafter tails, and triangular knee braces--to provide a focal point for byway travelers.	Obsolete
BF 2	Construct an outdoor pavilion with parking area behind the remodeled Craftsman Bungalow byway facility	In Progress
Campus Plan		
CP 1	Include infrastructure needs in study, such as sidewalks, intersections, traffic calming, pedestrian circulation, and linkages between the various Tulsa Public Schools, neighborhoods, and Park system.	Complete
CP 2	As a part of the study, analyze the sidewalk system, transportation corridors serving the general area, design considerations, and a ten year update for the Reed Park plan.	In Progress
CP 3	Allow for access to Reed Park from all three school campuses.	Ongoing
CP 4	Improve intersection at 41st and Union to provide a "gateway" for Tulsa Trails System joggers/ bikers into Reed Park from the east.	Obsolete
CP 5	Improve intersection at 40th and Union to be consistent with the intersection at 41st and Union, and to provide an entry way to the school	Obsolete
CP 6	At the intersection of Yukon and Southwest Boulevard, rebuild Yukon with overlay, curb, and gutter.	In Progress
CP 7	Incorporate a themed crosswalk across 37th Street just south of the intersection of Yukon and Southwest Boulevard	Not Initiated
CP 8	At the intersection of 25th W. Ave., W. 41st St., and Southwest Boulevard, create a mural for the north wall of the insurance office on 25th West Avenue depicting the Route 66 train site.	Complete
CP 9	At the intersection of 25th W. Ave., W. 41st St., and Southwest Boulevard, incorporate crosswalks depicting railroad tracks in rubberized paint with centered Webster blue emblem.	Not Initiated

Housing Study		
HS 1	Goal 1: To provide a discussion of the general socio-economic and housing character of Southwest Tulsa	Complete
HS 2	Goal 2: To identify housing stock, needs, and conditions, and present new permit data to determine more market rates and owner-occupied housing construction	Complete
HS 3	Goal 3: To identify, by definition and geographical location, vulnerable populations, i.e., lower income families, minorities, and elderly.	Complete
HS 4	Goal 4: To identify programs available to address the housing needs in the study area.	Complete
HS 5	Goal 5: To stabilize the housing stock by increasing density and maintaining livability and walkability; to improve the sense of neighborhood through infill lots and linkages.	Complete
HS 6	Goal 6: Relationships of housing to the public-school student census, racial and ethnic composition, household size and family income.	Complete
HS 7	Goal 7: Provide information during Comprehensive Plan Update (planitulsa) to accomplish infill housing development.	Complete
HS 8	Goal 8: Promote quality and well-maintained properties and clean up vacant lots.	Complete
HS 9	Goal 9: Promote installation of sewer mains to under-served areas.	Complete

Unity Heritage Neighborhoods Plan
Implementation Update

Adopted in 2016, the Unity Heritage Neighborhoods Plan identified eight goals and 58 implementation measures (including sub-measures). About 45% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Goal 1: Enhance the desirability of all neighborhoods in the planning area.		
1.1	Encourage local leadership and active participation in neighborhood associations	Ongoing
1.2	Establish a tree planting program that would allow residents to request trees to be installed in the public parkway, or provide bulk-rate trees to residents who wish to plant them on their private property.	In Progress
1.3	Develop a residential Curb Appeal Manual to educate homeowners on basic, low-cost projects that can be done to improve neighborhood character.	Complete
1.4	Establish zoning and tax incentives to encourage the development of quality assisted living and senior housing.	Ongoing
1.5	Establish a residential tax abatement program for new development or rehabilitation projects that result in lower lot vacancy, increased home ownership, and higher local property values.	Not Initiated
1.6	Use incentives to require specific multi-family design characteristics that would enhance neighborhood character and integrate development with its context.	In Progress
1.7	Install streetlights throughout the community.	In Progress
1.8	Advocate for and work with the Tulsa Police Department to restore a community policing approach that engages residents through schools, churches, not-for-profits, neighborhood associations and other established networks.	Ongoing
1.9	Expand the number of, and awareness of, opportunities for youth to be active in the community through recreation, athletics, arts and culture, volunteerism, and civic engagement.	Ongoing
1.10	Work with the Oklahoma DOT to install substantial landscape buffers against the Gilcrease Expressway, Tisdale Parkway, and Cherokee Expressway (Highway 75).	In Progress
Goal 2: Preserve and stabilize the area's healthy neighborhoods.		
2.1	Work with local designers, contractors, schools, and material suppliers to provide basic volunteer maintenance for elderly and disabled residents.	Ongoing
2.2	On residential lots with alley access in the Brady Heights Historic District, support homeowners in modifying garage access so that it is provided from the alley and curb cuts from the public street can be removed.	Ongoing

Goal 3: Transform and revitalize neighborhoods most impacted by vacancy or poor maintenance.		
3.1	Strictly enforce maintenance and safety regulations, and encourage participation in the City's Homeowner Rehabilitation Loan Program.	Ongoing
3.2	Utilize the Tulsa Development Authority to acquire vacant, dilapidated or tax delinquent properties, assemble larger project sites, and transfer properties to pre-approved developers.	Ongoing
3.3	Utilize special zoning overlays to allow for higher density residential development around transit services, parks, commercial areas, and other amenities and destinations.	Ongoing
3.4	Support the removal of vacant and dilapidated structures.	Ongoing
3.5	Establish a "vacant neighborhood" program that would allow for the acquisition of undeveloped lots by individuals for an expansion of their lot, or by neighborhood organizations for the development of local open spaces and amenities.	Not Initiated
3.6	Utilize special zoning overlays to allow for innovative and sustainable uses - such as urban agriculture or stormwater management - as primary uses on blocks with large areas of vacancy.	Ongoing
3.7	Consolidate and re-subdivide the lots on predominantly vacant blocks to allow for larger housing models that reflect contemporary housing demand.	Ongoing
3.8	As lot consolidation and re-subdivision occurs, reconfigure public right-of-way to eliminate lots with awkward access or double frontage.	Obsolete
3.9	Assemble vacant lots and develop neighborhood parks in areas under served by existing open spaces and access to recreation.	Obsolete
Goal 4: Capitalize on OSU-Tulsa, Langston University-Tulsa, and proximity to Downtown to spur redevelopment of the southern edge of the Unity Heritage area.		
4.1	Work with OSU-Tulsa, Langston University-Tulsa, and other existing partners to encourage participation in local job training programs and on-campus employment for local residents.	Ongoing
4.2	Coordinate closely with the University Center at Tulsa to establish long-term land needs, anticipated access, and development standards to allow for the healthy expansion of their existing local campus.	In Progress
4.3	Develop a comprehensive, long-term, mixed-use vision for the remainder of the southern redevelopment area.	In Progress
4.3.a	Modified street network that creates more feasible development sites, maintains access to downtown, supports pedestrian and bicycle mobility, and eliminates unsafe intersections.	In Progress
4.3.b	Integrated open spaces that are accessible to many potential users, serve as a transition between land uses, and provide a unifying element through larger sites.	In Progress
4.3.c	Transitions to surrounding neighborhoods through the reduction in scale of non-residential development, buffers along rear property lines, and moderate density housing that reflects local residential character.	Ongoing
4.3.d	Community-based amenities that enhance educations, recreational, or cultural services for nearby residents.	In Progress
4.3.e	Unique urban design elements that take advantage of opportunities for local murals or sculptures, provide interesting gateways into the community, establish focal points for local identity, and complement attractive building and site design.	In Progress
4.4	Improve underpasses at Main Street, Martin Luther King Jr. Boulevard, Detroit Avenue, and Greenwood Avenue as priority connections to Downtown Tulsa through enhanced signage, lighting, and urban design.	In Progress
4.5	Work with the Oklahoma DOT to improve the aesthetic character of the I-244 embankment through decorative landscaping and retaining walls.	In Progress

Goal 5: Build on the presence of industry and employment to add additional jobs and employ local residents.		
5.1	Market existing small business incubator spaces, and develop new ones as needed, as part of the Lansing Business Park in order to support local innovation and entrepreneurship in the Unity Heritage area.	Ongoing
5.2	Support collaboration among Tulsa Public Schools and local employers to establish employment, internship, and mentorship opportunities for high school students in the planning area.	Ongoing
5.3	Work with Tulsa Public Schools, neighborhood advocates, and not-for-profits to establish a Young Leaders Development Program for students who attend Tulsa Public middle and high schools in the planning area.	Ongoing
5.4	Work with local employers, Tulsa Tech, Workforce Oklahoma, OSU-Tulsa, and Langston University Tulsa to design continuing education and adult curricula specifically designed to link local residents to employment in local industries.	Ongoing
5.5	Seek funding to engage professional assistance to develop a branding program for the Lansing Business Park as the "North Tulsa Business Park" to call attention to positive growth and investment happening in the community.	Not Initiated
5.6	Establish a position for a full-time economic development professional to assist with small business development and recruitment to the OSU-Tulsa redevelopment area, Lansing Business Park, and commercial corridors throughout the Unity Heritage area.	Complete
Goal 6: Celebrate the area's history and strengthen its character.		
6.1	Work closely with the Greenwood Cultural Center, OSU-Tulsa, Langston University Tulsa, John Hope Franklin Center for Reconciliation, YMCA, the North Tulsa Economic Development Initiative, local employers, religious institutions, and others to undertake a comprehensive marketing campaign for the area that highlights the community's important history and new investment in neighborhoods, commerce, culture, and industry.	In Progress
6.2	Expand the presence of historical markers and images in and around the Greenwood District that describe important sites, events, and legacies of Black Wall Street.	In Progress
6.3	Integrate into new development locally-themed murals, sculptures, and open spaces that convey the cultural importance of local residents and events.	In Progress
6.4	Install decorative streetscaping and wayfinding on Greenwood Avenue, Denver Avenue, Martin Luther King Jr Boulevard, Greenwood Avenue, Peoria Avenue, John Hope Franklin Boulevard, Pine Street, and Apache Street, prioritizing important nodes centered around commercial, civic, or cultural amenities.	In Progress
6.5	Support collaboration among local schools, churches, and not-for-profits to teach neighborhood history and support intergenerational programs.	In Progress
6.6	Install informational signs and community gateways at interstate exit ramps and along primary arterials as they enter the Unity Heritage area.	In Progress
Goal 7: Enhance local commerce and access to important goods and services.		
7.1	Relocate secondary commercial, auto service, and light industrial uses away from local commercial retail nodes.	Ongoing
7.2	Provide small business support through education, training, and tax incentives.	Ongoing
7.3	Where vacant residential lots abut commercial uses, encourage the conversion of these lots for use as commercial parking that would support commercial redevelopment and provide the opportunity for screening from adjacent residents.	Ongoing
7.4	Provide municipal incentives for healthy food stores, pharmacies, medical services, and other uses that enhance access to critical goods and services.	In Progress
7.5	Proactively market opportunities for low-cost small business loans offered through the Tulsa Economic Development Commission and other local agencies or institutions.	Ongoing
7.6	Work with local retailers to establish and market a "buy local" customer discount program.	Not Initiated
7.7	Support collaboration among the Tulsa Regional Chamber of Commerce, Greenwood Chamber, and other business development advocates to market commercial development opportunities in the area.	In Progress

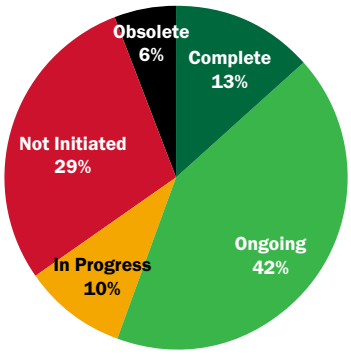
Goal 8: Expand multi-modal transportation options throughout the Unity Heritage Neighborhoods area.		
8.1	Utilize the existing street network (including Main Street, Marshall Street, Virgin Street, and Hartford Avenue) to establish a comprehensive network of on-street bike lanes.	In Progress
8.2	Install dedicated bike infrastructure along key arterials and collectors, including the north side of Pine Street, the east side of Martin Luther King Jr. Boulevard between Virgin and Apache, and on the east side of Hartford along Crawford Park.	Not Initiated
8.3	Work with ODOT to enhance pedestrian crossings at busy roadways through repainted crosswalks, pedestrian refuge areas, pedestrian signals, and modified vehicular signal timing.	In Progress
8.4	Establish a dedicated trail connection between Crawford Park and Lacy Park along Young Street and a portion of the existing Osage Prairie Trail.	Not Initiated
8.5	Continue to install sidewalks on neighborhood blocks that currently lack them, including the area bound by Marshall Street, Elgin Avenue, King Street, and the Osage Prairie Trail, and generally in neighborhoods north of Pine Street.	Not Initiated
8.6	Work with Tulsa Transit to enhance bus transit stops through shelter installations, new signage and scheduling information, and pedestrian-connections to public sidewalks and nearby land uses.	In Progress
8.7	Work with Tulsa Transit to assess new transit routes in order to enhance connectivity to major commercial, employment, recreation, or cultural destinations.	Complete
8.8	Coordinate closely with Tulsa Transit as it plans for Bus Rapid Transit along Peoria Avenue.	Complete

Utica Midtown Corridor Small Area Plan

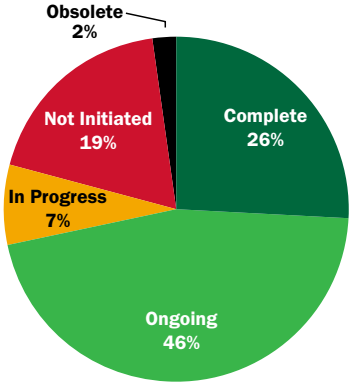
Implementation Update

Adopted in 2014, the Utica Midtown Corridor Small Area Plan identified 158 implementation measures (52 measures were identified for the north portion, 96 measures were identified for the south portion of the plan area, while ten measures were identified as common elements). Overall, about 62% of those implementation measures are Complete or Ongoing.

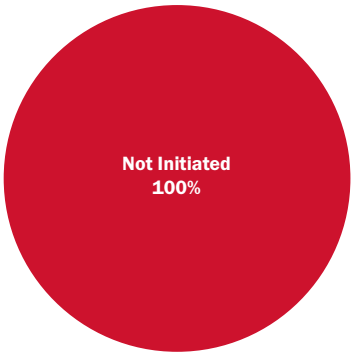
North

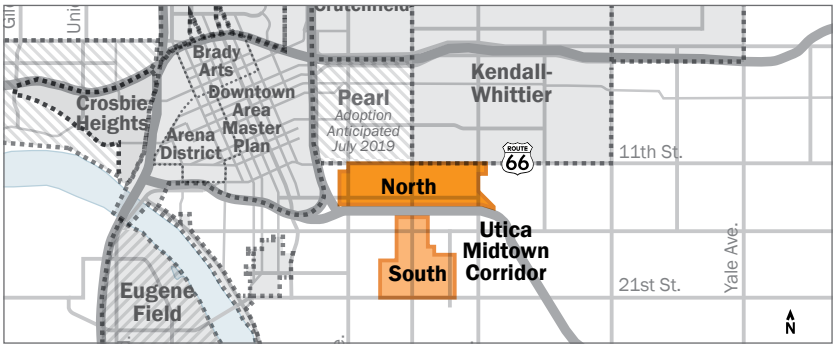


South



Common Elements





Ref	Implementation Measure	Status
North: Land Use and Development		
LU-1	Amend the Growth and Stability Map for this area in the Tulsa Comprehensive Plan as indicated in the Vision Map for Utica Midtown Corridor - North	Complete
LU-2	Improve landscaping to mitigate views of traffic and noise along the Broken Arrow Expressway.	In Progress
LU-3	Create a campus plan for the Hillcrest Medical Center	Not Initiated
LU-4	Amend the Land Use designations for this area in the Tulsa Comprehensive Plan	Complete
LU-5	Amend the Zoning Code with a Mixed-Use Institutional District, to facilitate medical, institutional, and mixed-use development. Coordinate with Ongoing Tulsa Zoning Code updates.	Complete
LU-6	Support zoning change request to Mixed-Use Institutional, where appropriate for specific properties.	Ongoing
LU-7	Amend the Zoning Code with Mixed-Use district, to allow for dense, walkable neighborhoods, particularly along 11th Street, Utica Avenue, and St. Louis Avenue. Coordinate with Ongoing Tulsa Zoning Code updates.	Complete
LU-8	Support zoning change request to Mixed-Use, where appropriate for specific properties.	Ongoing
LU-9	Enforce existing residential property maintenance codes.	Ongoing
LU-10	Promote existing property maintenance programs to area residents and business owners.	Ongoing

LU-11	Require buffering or screening between non-residential areas and adjacent residential areas and neighborhoods and around perimeter parking lots and structures and amend Tulsa Zoning Code as appropriate.	Complete
LU-12	Establish policies that support the adaptive reuse of appropriate buildings, particularly along 11th Street.	Ongoing
LU-13	Encourage surface parking lot locations for businesses along 11th Street to be to the side or rear of properties.	Ongoing
LU-14	In reviewing individual development proposals fronting 11th Street, consider recommendations of the 6th Street Infill and Fast Forward Plans	Ongoing
North: Legacies and Urban Design		
LUD-1	Install Street Parking lot lighting that provides increased security that includes full cut-off fixtures and are dark sky compliant.	In Progress
LUD-2	Improve way-finding signage for pedestrians and bicycles.	Not Initiated
LUD-3	Provide high quality neighborhood gateway and entrance features at appropriate locations.	Not Initiated
LUD-4	Install neighborhood identifiers	Complete
LUD-5	Create streetscape plan, including unified sign system for the plan area.	Not Initiated
LUD-6	Support Route 66 branding along 11th Street South; examples include continuing to provide honorary Route 66 signs along 11th Street South and designation of remaining Route 66 resources; and participating in Route 66 websites and promotional efforts of chambers of commerce.	Ongoing
LUD-7	Consider design principles of Route 66 Master Plan as infill and development occur.	Ongoing
LUD-8	Improve and enhance South St. Louis, South Utica, and South Lewis Avenues underpasses of the Broken Arrow Expressway to increase pedestrian and vehicular safety, image and appearance and enhance connection between the North and South Areas of the Utica Midtown Corridor.	Not Initiated
North: Transportation and Mobility		
TM-1	Carefully analyze street closings to maintain street grid system and area connectivity within the plan area.	Ongoing
TM-2	Connect this area to the City and River Parks Trail system via new bicycle lanes along 13th Street South and other appropriate locations.	In Progress
TM-3	Provide barrier fencing along the railroad rights-of-way to increase security and buffer rail traffic impacts.	Complete
TM-4	Install a sidewalk along 13th Place South.	Not Initiated
TM-5	Install pedestrian intersection improvements as indicated on the Transportation Plan.	Ongoing
TM-6	Narrow travel lanes on 13th Street South to add trees, wider sidewalks and bicycle lane(s) as recommended in the City of Tulsa Complete Streets Procedural Manual.	Not Initiated
TM-7	Coordinate pedestrian and streetscape improvements along 11th Street with design guidelines in Route 66 Master Plan.	In Progress
TM-8	Support existing TMA Major Street and Highway Plan designations of streets.	Ongoing
North: Economic Development		
ED-1	Issue request-for-proposals to solicit developers for vacant properties.	Not Initiated
ED-2	Review existing approval procedures with goal of streamlining the development process.	Ongoing
ED-3	Support integration of neighborhood services, retail, and employment mixed-uses, where appropriate.	Ongoing
ED-4	Support the development of lodging facilities in the plan area.	Ongoing
ED-5	Support creation of citywide land bank for vacant properties for future development.	Not Initiated
ED-6	Initiate Health Neighborhood Pilot Project	Not Initiated
ED-7	Facilitate the creation of a business improvement district (BID) and/or Merchants Association for Route 66.	In Progress
ED-8	Update inventory of remaining Route 66 resources and designate eligible resources to National Register of Historic Places.	Not Initiated
ED-9	Promote retention of Route 66 resources and use of Route 66 Corridor Preservation Grant, other funding as available.	Ongoing

North: Housing		
H-1	Benchmark neighborhood affordability using H+T Affordability Index and publish regular reports.	Ongoing
H-2	Adapt a work-force housing program to encourage eligible HMC personnel to buy and/or rehabilitate housing in the area.	Not Initiated
H-3	Coordinate neighborhood associations to assist the City of Tulsa	Ongoing
H-4	Promote existing programs such as vacant buildings registry, emergency repair grants, and rehabilitation loan programs to North Area residents and property owners.	Ongoing
H-5	Promote home ownership programs.	Not Initiated
H-6	Market the area to hospital employees, students, seniors and families.	Not Initiated
H-7	Target and/or expand home buyer and housing rehabilitation programs in the plan area using local, state, and federal funds and programs.	Ongoing
H-8	Develop targeted historic rehabilitation programs for properties within priority stabilization areas.	Not Initiated
H-9	Identify priority capital projects for neighborhood beautification.	Obsolete
H-10	Establish regular communications with landlords/ property owners regarding property maintenance.	Ongoing
North: Parks and Open Space		
POS-1	Encourage or require open space in private developments including public plazas, public art and gardens.	Ongoing
POS-2	Create a new interior park on the east side of South Utica Avenue.	Obsolete
POS-3	Use the Park Friends program for area park enhancements and improvements.	Obsolete
South—Goal 1: Preserve the integrity and historical residential character of historic Midtown neighborhoods.		
LU-1.1	HP Boundary: Maintain existing Historic Preservation (HP) overlay zoning district boundary.	Ongoing
LU-1.2	Use Regulation: Support underlying zoning regulations by limiting uses that are incompatible with the health, welfare and safety of residents and to the stability of residential neighborhoods.	Ongoing
LU-1.2.a	Discourage surface parking as a primary use for parcels located within the HP overlay zoning district, especially for parcels abutting the HP boundary.	Ongoing
LU-1.3	Transition: Adopt zoning regulations that provide appropriate transition in a HP Buffer Zone that:	Complete
LU-1.3.a	Requires compliance with the Unified Design Guidelines for HP Overlay Zoning Districts	Complete
LU-1.3.b	Sets appropriate height, use and screening requirements to protect residential uses.	Complete
South—Goal 2: Encourage sustainable growth and mixed-use development in Regional Centers to create harmony between institutional and residential uses.		
LU-2.1	Planned Unit Development (PUDs): Encourage use of new mixed-use zoning in lieu of PUDs, where appropriate. The new mixed-use zoning category will be included in the new City of Tulsa zoning code.	Ongoing
LU-2.2	Mixed-Use Institutional (MX-I) Zoning: Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers - such as St. Johns Medical Center - with new jobs, housing and community amenities. Specific recommendations include:	Complete
LU-2.2.a	Zoning: Zoning and other land use regulations should use:	Ongoing
LU-2.2.a.1	Simple language - everyone, not just land use experts, should be able to clearly understand the intent and operation of the regulations.	Ongoing
LU-2.2.a.2	Simple maps - elements of the regulations that can be mapped, should be. Mapping significantly reduces unknown and unintended consequences that arise from complex and conflicting language. Maps also reduce problems that can arise from multiple interpretations of complex language and calculations.	Ongoing
LU-2.2.a.3	Simple charts - charts should be created that organize the information in clear, easy-to-find tables that are specific and concise.	Ongoing
LU-2.2.a.4	Simple diagrams - clearly describing the intent and operation of the regulations through diagrams that show outcomes will reduce problems resulting from differences in interpretation.	Ongoing

LU-2.2.b	Testing: all new regulations should be tested prior to adoption to reduce the possibility for unintended outcomes.	Ongoing
LU-2.2.c	Boundary: include areas designated as “Regional Centers” in the Plan Map within the MX-I Zoning District.	Ongoing
LU-2.2.d	Uses: promote a mix of uses including housing to promote jobs-to-housing balance and pedestrian-oriented retail to enhance walkability.	Ongoing
LU-2.2.e	Development controls: regulations should be streamlined and focus on those regulatory elements that are critical to the appropriate and successful development of individual projects. Examples of critical elements area: the building’s relationship to the street, ground floor transparency, rear access and service, and building massing compatibility.	Ongoing
LU-2.2.f	HP Buffer Zone: Portions of the MX-I District abutting the HP boundary should implement appropriate use, height, screening and character requirements.	Complete
LU-2.2.g	Parking: encourage shared parking between daytime and evening uses (such as offices and residential) to reduce overall parking footprint.	Ongoing
LU-2.3	Design Guidelines: See “Adopt District Design Guidelines” under legacies and urban design recommendations.	Complete
South—Goal 3: Ensure that all new development contributes to the creation of a unified public realm through the use of zoning tools.		
LEG-3.1	Align zoning requirements with the Tulsa Complete Streets Procedural Manual to create walkable streetscapes.	Ongoing
LEG-3.2	Define and implement a minimum sidewalk width based on street type classification.	Complete
LEG-3.3	Define an amenity zone, where appropriate, to shield the pedestrian walkway from traffic and to include street trees, streetlights and public furniture.	Not Initiated
LEG-3.4	Define a build-to-line, measured from the back of the sidewalk, where the building façade must be placed to create a unified streetscape.	Ongoing
LEG-3.5	Require all buildings to have a main entrance facing the street.	Ongoing
LEG-3.6	Promote ground floor uses and their appropriate design and access.	Ongoing
LEG-3.7	Design structures with active ground floors along commercial corridors.	Ongoing
LEG-3.8	Buildings should have a minimum height of two stories.	Not Initiated
South—Goal 4: Provide appropriate and adequate transition between residential and non-residential uses.		
LEG-4.1	Encourage vertical growth of St. John Medical Center with appropriate and adequate transition to the HP Districts.	Complete
LEG-4.2	Create an HP Buffer Zone to regulate use, height, massing and screening requirements for parcels abutting the HP overlay zoning district.	Complete
LEG-4.3	Strengthen screening requirements in zoning code to provide for transitional yards where parking and services at the back of high-density residential or non-residential parcels which abut residential yards.	Complete
South—Goal 5: Adopt District Design Guidelines		
LEG-5.1	Create design guidelines for the proposed mixed-use institutional area and Utica commercial corridor to promote the appropriate development of the district’s character and to provide a unified public realm.	In Progress

South—Goal 6: Study and implement solutions to mitigate impact of commercial and institutional vehicular traffic and parking on residential neighborhoods.		
TR-6.1	Ensure Americans with Disabilities Act (ADA) compliance:	Ongoing
TR-6.1.a	Conduct inventory of curb ramps and sidewalks for ADA compliance	Ongoing
TR-6.1.b	Create curb ramp installation/improvement plan based on inventory findings	Ongoing
TR-6.1.c	Install or retrofit curb ramps and sidewalks as part of future street or sidewalk projects.	Ongoing
TR-6.2	Encourage new construction to minimize traffic impacts by creating appropriate points of ingress and egress, shared and reduced curb-buts, maintaining the street grid system, and providing access to multimodal transportation.	Ongoing
TR-6.3	Identify funding to adequately maintain and re-time traffic signals at key intersections (for example, Utica Avenue and 21st Street). The timing of these signals should consider modifications that not only better manage vehicle flow, but also accounts for the needs of pedestrians.	In Progress
TR-6.4	Continue to incorporate the needs of older adults and disabled persons into local transportation plans.	Ongoing
TR-6.5	Install improved access signage for vehicles and pedestrians approaching the emergency room entrance.	Not Initiated
TR-6.6	Install vehicular safety warning signage for dangerous curve at intersection of Swan Drive, Utica Avenue and East 17th Place.	Complete
TR-6.7	Incorporate Context Sensitive Solutions (CSS) complete street guidelines into road planning, construction and repair.	Ongoing
TR-6.8	Reduce parking requirements for some land uses or modify parking regulations to shift away from parking minimums. Consider establishing parking maximums in the long-term.	Complete
TR-6.9	With existing City staff and resources, conduct speed study on residential streets experiencing high speeds, specifically on Wheeling and Xanthus Avenues.	Not Initiated
TR-6.10	Pursue funding to create a traffic-calming plan for the plan area based on a speed study.	Not Initiated
TR-6.11	Support alternative transportation	Ongoing
TR-6.11.a	Provide enhanced transit stops (ex: benches, trash can, shelter) on Utica Avenue, especially shade for elderly patrons.	Obsolete
TR-6.11.b	Increase frequencies of bus routes and coordinate timing with hospital employee shifts.	Not Initiated
TR-6.11.c	Support connections and wayfinding to Peoria Avenue's high frequency transit route when installed	Not Initiated
TR-6.11.d	Include area in city-wide Bicycle and Pedestrian plan	Complete
TR-6.11.e	Require conveniently located bike racks within all new developments and redevelopments	Complete
TR-6.11.f	Provide secure bicycle racks at all existing major destinations	Not Initiated
TR-6.11.g	Install crosswalk markings on all four legs of the 21st and Utica and Utica and 15th Street intersection	Ongoing
TR-6.12	Reduce transportation and parking demand for St. Johns Medical Center and Cherry Street commercial corridor	Not Initiated
TR-6.12.a	Consider providing incentives for employees to use alternative transportation (ex: preferential parking for carpool, reduced transit fare)	Not Initiated
TR-6.12.b	Work with businesses and property owners to create a parking management and shared parking strategy to mitigate the impact of cars on the pedestrian realm.	Not Initiated
TR-6.12.c	Support development of shared parking and structured parking (e.g. preferential parking for carpools, reduced transit fare)	Not Initiated
TR-6.12.d	Support planning efforts for updating the Tulsa-area bicycle and pedestrian master plan.	Complete
South—Goal 7: Reduce negative visual impacts of non-residential parking on residential areas.		
TR-7.1	Use zoning tools to regulate design and layout of non-residential parking located adjacent to residential areas.	Complete
TR-7.2	Provide clear guidelines and case studies for parking design and layout in areas of transition.	Complete

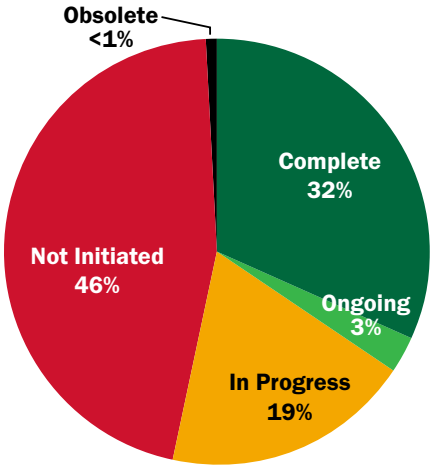
South—Goal 8: Provide safe pedestrian and bike connections between residential areas and neighborhood amenities		
TR-8.1	Construct highly visible, enhanced crosswalks across Utica Avenue to connect the historic neighborhoods and provide improved pedestrian access to Swan Lake Park.	In Progress
TR-8.2	Pursue installation of appropriate pedestrian/bicycle crossing signal at Utica Avenue and 17th Place and other key crossings deemed appropriate by engineering standards. Such crossings enable high volumes of pedestrian to cross safely with less disruption to vehicular travel flow.	Not Initiated
TR-8.3	Pursue funding for streetscape improvements to enhance pedestrian accessibility and safety on Utica Avenue.	In Progress
TR-8.4	Implement City of Tulsa's Complete Streets procedural manual for repaving and new construction.	Ongoing
TR-8.5	Reduce internal car trips and improve residential relationship with open pedestrian access to Victor Avenue walkway.	Complete
South—Goal 9: Retain medical and healthcare and related industry clusters in the area.		
ED-9.1	Adopt a mixed-use institutional zoning category to support the sustainable growth of regional job centers such as St. John Medical Center, with new jobs, housing, and community amenities.	Complete
ED-9.2	Support improvements in research and equipment for continued state-of-the-art healthcare.	Ongoing
ED-9.3	Facilitate continued dialogue between major employers and area residents to address potential conflicts and build on synergistic opportunities.	Ongoing
South—Goal 10: Spur and support entrepreneurial ventures and small businesses in the area.		
ED-10.1	Establish one-stop shop within the City of Tulsa where businesses can access information on all economic development programs, redevelopment tools, and applicable city, state, and federal programs.	Ongoing
ED-10.2	Facilitate redevelopment of vacant and underdeveloped parcels by actively seeking partnerships, projects, programs or policies that are appropriate. Consider uses such as neighborhood-oriented retail, small infill residential.	Ongoing
ED-10.3	Support the development of shared parking facilities that can reduce the burden of parking development for small businesses.	Ongoing
ED-10.4	Adopt a mixed-use zoning category that enables the development of quality multi-family housing options along commercial corridors, bringing new customers to support neighborhood retail.	Complete
South—Goal 11: Engage private partners in area development.		
ED-11.1	Create a Shared Parking task force to identify ideal partnerships and locations to pilot shared parking programs.	Not Initiated
ED-11.2	Encourage area merchants to establish a business association to support marketing, branding, and promotional efforts.	Not Initiated
ED-11.3	Explore development of a South Utica Business Improvement District (SUBID) or other means by which streetscape projects and/or shared parking facilities could be developed, managed, operated, and maintained.	Not Initiated
ED-11.4	Leverage the economic activity generated by healthcare and educational institutions to meet added demand for housing, services, retail, lodging and office uses nearby, in coordination with campus planning efforts.	Ongoing
ED-11.5	Increase frequencies of bus routes and coordinate timing with hospital employee shifts.	In Progress

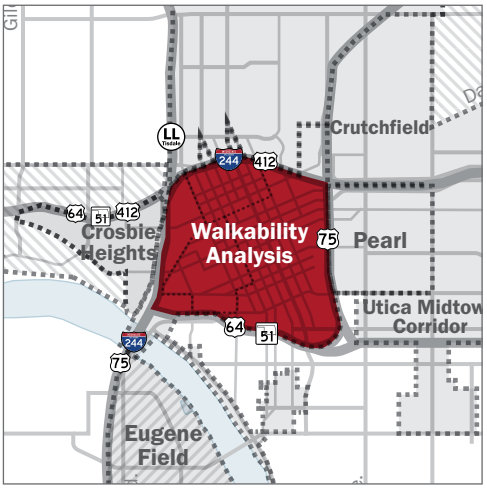
South—Goal 12: Preserve and support stability of the plan area's residential neighborhoods on the National Register of Historic Places.		
H-12.1	Increase code enforcement to maintain aesthetic integrity of the historic neighborhoods.	Ongoing
H-12.2	Provide appropriate transition from institutional and commercial uses at the edge of residential neighborhood.	Complete
H-12.3	Adopt zoning regulations that prohibit parking as primary use in historic residential neighborhoods protected by HP overlay zoning	Complete
H-12.4	Provide capital improvements that enhance and protect existing housing and home values and encourage construction of new housing stock in appropriate areas.	In Progress
H-12.5	Provide a range of housing choices and programs for the area's diverse population, including:	Ongoing
H-12.5.a	Choices that promote aging-in-place, which is defined as the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level.	Ongoing
H-12.5.b	Coordinate with major employers in the area to incentivize employees to purchase homes and live near their workplace.	Not Initiated
H-12.5.c	Working with neighborhood associations to advertise neighborhood parks, schools and amenities to attract new long-term residents.	Ongoing
H-12.5.d	Use zoning tools to facilitate the construction of higher-density infill housing, such as townhomes, in areas of transition between residential and non-residential uses.	Ongoing
South—Goal 13: Enhance existing housing diversity in the plan area.		
H-13.1	Adopt a mixed-use zoning category to allow new housing development in areas currently zoned commercial.	Complete
H-13.2	Support the development of quality housing options targeting young professionals and senior residents.	Ongoing
H-13.3	Support low- to moderate-density redevelopment of the Barnard School site. Such development must comply with Historic Preservation guidelines and should include open space and a green connection component to Swan Lake Park.	Complete
South—Goal 14: Build a connected network of well-programmed neighborhood parks and open spaces.		
P-14.1	Provide for the long-term protection, enhancement, and maintenance of Swan Lake Park.	In Progress
P-14.2	Create new parks and open space.	
P-14.2.a	Investigate opportunities to create a green, pedestrian-oriented connection between Yorktown, St. John Medical Center and Swan Lake Park following community vision.	Not Initiated
P-14.2.b	Encourage new developments to provide open space, plazas, and outdoor gathering spaces and/or landscaped pathways-connections as a component of the development to facilitate high quality mixed-use urban environment.	Ongoing
P-14.2.c	Look for and encourage opportunities to add to the park and open space inventory via new construction or redevelopment.	Ongoing
P-14.2.d	Support open space and park connections in the redevelopment of the Barnard Elementary School site.	Obsolete
P-14.3	Fund streetscape improvements that enhance pedestrian and bicyclist safety and community walkability.	In Progress
P-14.4	Partner with St. John Health System (SJHS) to continue to enhance community education on health, active lifestyles.	Ongoing
P-14.5	Work with SJHS to provide secure public access to the Victor Avenue walkway on the Medical Campus.	Complete
Common Elements —Goal 1: Overcome the barrier of the Broken Arrow Expressway that separates the UMC-North and UMC-South plan areas through aesthetic and connectivity improvements.		
CE-1.1	Provide underpass improvements including lighting, new/ enhanced crosswalks, and sidewalks.	Not Initiated
CE-1.2	Provide appropriate pedestrian lights, vehicle street lights, sidewalks, and crosswalks along 14th Street South. (Coordinate with 13th Place improvements).	Not Initiated
CE-1.3	Comply with the City of Tulsa Complete Streets Procedural Manual.	Not Initiated

CE-1.4	Install appropriate pedestrian crossing signs along 14th Street South.	Not Initiated
CE-1.5	Study appropriate traffic speeds along 14th Street South to determine appropriate traffic calming measures.	Not Initiated
CE-1.6	Encourage shared access drives.	Not Initiated
CE-1.7	Provide streetscape along 14th Street South.	Not Initiated
CE-1.8	Work with ODOT to implement measures that mitigate traffic visibility and noise impacts from Broken Arrow Expressway, including landscape and sound barriers/walls.	Not Initiated
CE-1.9	Encourage use of public right-of-way for amenities.	Not Initiated
CE-1.10	Evaluate City of Tulsa procedures for license agreements.	Not Initiated

Walkability Analysis
Implementation Update

Adopted in 2018 as an amendment to the Downtown Area Master Plan, this Walkability Analysis of downtown identified 264 implementation measures. Overall, about 35% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Biking & Walking		
Bike Facilities		
BW 1.01	When they are reverted to two-way travel Cheyenne and Boulder Avenues are already slated to receive a bike lane in each direction. This strategy is embraced, but the bike lane is replaced by a cycle track wherever space exists, which is in all locations except in Cheyenne north of 1st Street. This facility covers the western half of the center of downtown.	In Progress
BW 1.02	North of Archer, M.L.K. Jr. Boulevard and Detroit Avenue are also being re-striped to include bike lanes. Properly sizing these streets' travel lanes allows for these lanes to be one-way cycle tracks as well. These lanes are instrumental in bringing students northward toward OSU Tulsa and Langston University, and should be continued safely beyond those anchors.	Complete
BW 1.03	South of Archer, Cincinnati Avenue no longer has enough extra space to include cycling facilities, so the pair of cycle tracks are moved east to Elgin Avenue, a two-way street with ample pavement and lower car volumes. The east-west transfer occurs along Archer Street. This cycle track covers the east side of downtown	Complete
BW 1.04	An additional north-south facility is needed on the far west side to connect the western ends of the planned east-west network. This is achieved by placing bike lanes in Guthrie Avenue, a short segment of Heavy Traffic Way, and along Houston Avenue to 3rd Street. At that location, Houston widens, and its traffic loads suggest that one of its northbound travel lanes can be eliminated beyond the southern edge of downtown. This provides the opportunity for cycle tracks to be located on both flanks of the street all the way south to 12th Street, where they will connect with the cycle track there. These changes require construction of the median between 4th and 7th Streets.	Not Initiated
BW 1.05	Finally, a north-south corridor is still needed in the heart of downtown between Cheyenne and Elgin Avenues, which are 5 blocks apart. Midway between them is Boston Avenue, which has the least car traffic and the nicest views in downtown, and also connects directly to Tulsa Community College and its 7,000 in-town students. This facility can eventually reach from 3rd Street past the IDL, where it can continue all the way to 18th Street. The segment of Boston Avenue beyond the IDL should receive a classic 4-to-3 road diet, where its two lanes in each direction are replaced by two bike lanes flanking two driving lanes and a center turn lane.	Not Initiated
BW 1.06	Just south of the north leg of the IDL, sharrows are placed in slow-speed Easton Street to indicate the link between the Trail and the Cheyenne/Boulder facility.	Not Initiated

BW 1.07	With its ample pavement width, low traffic volumes, excellent connections beyond downtown, and its minimal amount of angled parking, Archer Street provides an ideal corridor for a pair of east-west cycle tracks serving the Brady and Greenwood districts.	Complete
BW 1.08	3rd Street has most of the same qualities as Archer, and is the first street south of Archer to reach safely beyond to the IDL, including to the Pearl District and the Midland Valley Trail to the East. West of Cincinnati Avenue, it is wide enough to hold two cycle tracks. Further east, they become standard bike lanes.	Complete
BW 1.09	Between 3rd and 10/11th Streets, only 6th Street provides the opportunity for safe passage from east of the IDL all the way to Houston Avenue. Depending on its width, it receives a pair of either cycle tracks or bike lanes. Between Main and Boston Avenues, the introduction of a median requires one block of sharrow markings instead.	Complete
BW 1.10	Route 66 is planned to approach downtown from the east on 11th Street with a cycle track, and a cycle track is already funded for 12th Street where it brings Route 66 into the west side of downtown. Between these two, that facility should continue as a cycle track along 10th and 11th Streets. Where 10th and Elgin intersect at the new roundabout, sharrows and careful signage will be needed to announce the merge condition.	Complete
BW 1.11	Bike lanes are planned to approach downtown from the east along 13th Street, and these are continued to their terminus on Boston Avenue.	Not Initiated
Crosswalks		
BW 2.01	Priority Network crosswalk striping	Ongoing
BW 2.02	Primary Network crosswalk striping	Ongoing
BW 2.03	Secondary Network crosswalk striping	Ongoing
BW 2.04	Downtown-wide crosswalk striping	Ongoing
BW 2.05	Artistic crosswalks	Not Initiated
Networks of Walkability		
BW 3.01	Prioritize street redesign investment based on where people can be expected to walk	Ongoing
BW 3.02	Prioritize investment along streets (buildings) based on where people can be expected to walk	Not Initiated
BW 3.03	Highest priority buildings: Buildings framing the Boulder, Elgin and Greenwood Avenue railway crossings	Not Initiated
BW 3.04	Highest priority buildings: Buildings framing East 3rd Street and South Boston Avenue as they approach key anchors	Not Initiated
BW 3.05	Highest priority buildings: Buildings framing 1st Street across from the Williams superblock	Not Initiated
BW 3.06	Highest priority buildings: Buildings giving proper edges to Reconciliation Park, ONEOK Field, and Williams Green	In Progress
BW 3.07	Highest priority buildings: A liner building against the blank south wall of the convention center	Not Initiated
Wayfinding		
BW 4.01	The division of downtown into a number of distinct named neighborhoods like Blue Dome and the Greenwood District is also helpful, and could be celebrated more comprehensively.	Not Initiated
BW 4.02	All intersections must receive street-name signs that face in both directions. For streets that are expected to stay one-way for some time—like Cincinnati and Detroit—the City may want to introduce less expensive pedestrian-scale street-name signs to solve this problem.	Not Initiated
BW 4.03	In addition to its more conventional signage, downtown Tulsa would benefit greatly from application of a concept called “Walk Your City,” which replaces or supplements conventional downtown maps with destination-specific signs that identify walking direction and time	In Progress
BW 4.03.a	Walk Your City destinations: Arts District	In Progress
BW 4.03.b	Walk Your City destinations: Guthrie Green	In Progress
BW 4.03.c	Walk Your City destinations: ONEOK Field	In Progress
BW 4.03.d	Walk Your City destinations: Greenwood District	In Progress
BW 4.03.e	Walk Your City destinations: Blue Dome District	In Progress
BW 4.03.f	Walk Your City destinations: Hyatt Conference Center	In Progress
BW 4.03.g	Walk Your City destinations: BOK Center	In Progress

BW 4.03.h	Walk Your City destinations: Cox Convention Center	In Progress
BW 4.03.i	Walk Your City destinations: Denver Avenue Station	In Progress
BW 4.03.j	Walk Your City destinations: Boston and 5th	In Progress
BW 4.03.k	Walk Your City destinations: Tulsa Community College	In Progress
BW 4.03.l	Walk Your City destinations: Boston Avenue Methodist Church	In Progress
Bike Share		
B&W 5.01	Launch BikeShare	Complete
B&W 5.02	Add BikeShare stations to OSU Tulsa and Langston University	Complete
Policy		
Curb Cuts		
P 1.01	Pass a rule allowing no new curb cuts (exceptions for parking structures and necessary auto-oriented businesses)	In Progress
P 1.02	Any new curb cuts should be limited to 20 feet in width for parking structures and 10 feet otherwise	In Progress
P 1.03	Create a properly funded program for closing existing curb cuts that are unnecessary or redundant	Not Initiated
Housing		
P 2.01	Hire housing director	Complete
P 2.02	Identify housing incentives for downtown development	Complete
Parking		
P 3.01	Enforce parking	Ongoing
P 3.02	Create market-based parking pricing	Not Initiated
P 3.03	Review 2-hour maximum policy	Not Initiated
P 3.04	Improve pay stations	Complete
P 3.05	Create Parking Benefits District	Not Initiated
P 3.06	Identify opportunities to decrease parking needs (based on lender requirements) to promote downtown development	Not Initiated
Setting Priorities		
P 4.01	Follow priority schedule	Ongoing
The Kit of Parts		
P 5.01	Driving lanes shall be 10 feet wide except for these exceptions: on slow flow streets, against angle parking, where they shall be 12 feet wide; and if a 22-foot-clear is not otherwise maintained or when directly against a curb, where they shall be 11 feet wide	In Progress
P 5.02	Un-buffered cycle lanes shall be 6 feet wide, unless circumstances require them to be narrower, in which case they shall be no less than 5 feet wide. However, a short stretch of 4-foot lane is acceptable where there is no curb parking and the alternative is a less-safe Sharrow condition. Buffered cycle lanes shall be 5 to 6 feet wide, with 4 feet allowed on limited occasion. When 7 feet is available for cycling, it should be striped as a 4-foot lane with a 3-foot buffer. When 6 feet is available for cycling, it should be striped as a 6 foot cycle lane with no buffer. When 15 feet is available for both curb parking and cycling, it should be striped as a 7-foot parking lane next to a 3-foot buffer next to a 6-foot cycling lane.	In Progress
P 5.03	Parking lanes shall be 8 feet wide except for these exceptions: against a bike-lane buffer or in other rare occasions when space is at a premium, where they shall be a minimum of 7 feet wide; and when there is additional space in the roadway, where they may be as much as 9 feet wide	In Progress
P 5.04	Based on existing parking measurements in downtown Tulsa, parking stalls shall be between 15 and 20 feet deep. If more than 17 feet deep, they shall be angled at 60°. Otherwise, they shall be angled at 45°	In Progress
Loitering		
P 6.01	Pursue a Housing-First policy	Complete
P 6.02	Employ security guards to limit the amount of loitering in certain public spaces	Complete

Streets		
1st Street		
S 1.01	Heavy Traffic Way to Denver Avenue: Street Type 55-ADDA-1W: two westbound driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 1.02	Denver Avenue to Cincinnati Avenue: Street Type 55-ADDA: one westbound driving lane and one eastbound driving lane flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 1.03	Cincinnati Avenue to Greenwood Avenue: Street Type 55-ADDDP: two westbound driving lanes, one eastbound driving lane, one back-in parking lane at a 45° angle, and one parallel parking lane. Near the intersection of Greenwood Avenue, the street becomes Street Type 55-PDDTTP: two westbound driving lanes, one eastbound left-turn lane, and one eastbound turn lane, flanked by two parallel parking lanes.	In Progress
S 1.04	Greenwood Avenue to Hartford Avenue: Street Type 40-PDDT-1W: two westbound driving lanes, one westbound left-turn lane, and one lane of parallel parking on the north curb; After the left -turn lane ends, becomes Street Type 40- PDDP-1W: two westbound driving lanes flanked by two parallel parking lanes.	Not Initiated
S 1.05	Hartford Avenue to Lansing Avenue: Street Type 36-PDDP-1W: two westbound driving lanes flanked by two parallel parking lanes. The three highway lanes should merge to two lanes within three hundred feet west of the intersection of Lansing Avenue	Not Initiated
2nd Street		
S 2.01	IDL to Frisco Avenue: Add a parallel parking lane against the north curb east of where the ramp has ended.	Not Initiated
S 2.02	Denver Avenue to Boulder Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 2.03	Boulder Avenue to Cincinnati Avenue: Street Type 48-PDDDP: two eastbound driving lanes and one westbound driving lane flanked by two parallel parking lanes. Where the street widens to 55 feet just south of the Williams Tower pedestrian overpass, the street should be striped as Street Type 55-ADDDP: two eastbound driving lanes and one westbound driving lane flanked by one back-in parking lane, and one parallel parking lane	Not Initiated
S 2.04	Cincinnati Avenue to Frankfort Avenue: Street Type 55-ADTDP: two driving lanes flanking a center turn lane, with one back-in parking lane at a 45° angle, and one parallel parking lane	Not Initiated
S 2.05	Frankfort Avenue to Greenwood Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes.	In Progress
S 2.06	Greenwood Avenue to IDL: Street Type 55-ADDA-1W: two one-way driving lanes flanked by two head-in parking lanes at a 45° angle	Not Initiated
3rd Street		
S 3.01	IDL to Cincinnati Avenue: Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes against the curbs.	Complete
S 3.02	Cincinnati Avenue to Lansing Avenue: Street Type 44-PBDDBP: two driving lanes flanked by two bike lanes and two parallel parking lanes	Complete
S 3.03	Bridge from Lansing Avenue to Madison Avenue: Street Type 48-PBDDBP: two driving lanes flanked by two bike lanes and two parallel parking lanes.	Complete
4th Street		
S 4.01	Frisco Avenue to the half block east of Civic Center Drive: Street Type 65-ADDA1W: two eastbound driving lanes flanked by two back-in parking lanes at a 90° angle.	Not Initiated
S 4.02	The half block east of Civic Center Drive: Street Type 61-ADDA-1W: two eastbound driving lanes flanked by two back-in parking lanes at a 90° angle. If parking is not allowed along the Post Office curbside, the north angled parking lane should be striped as an additional driving lane next to a curbside drop-off lane.	Not Initiated
S 4.03	The half block west of Denver Avenue: Street Type 53-ADDP-1W: two driving lanes flanked by one back-in parking lane at a 90° angle on the north curb and one parallel parking lane on the south curb. If parking is not allowed along the Post Office, the parking lane along the north curb should instead be striped as a curbside drop-off lane.	Not Initiated
S 4.04	Denver Avenue to Frankfort Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle. Where there is pressure for loading, stripe as Street Type 55-ADTDP: two driving lanes, flanking a center turn lane (which could be used for loading), one back-in parking lane at a 45° angle, and one parallel parking lane.	Not Initiated

S 4.05	Frankfort Avenue to Kenosha Avenue: Street Type 45-ADDP: two driving lanes flanked by one back-in parking lane at a 45° angle and one parallel parking lane.	Not Initiated
S 4.06	Kenosha Avenue to Lansing Avenue: south of the triangle, Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle; north of the triangle, Street Type 26-PDP-1W: one westbound driving lane flanked by two parallel parking lanes; east of the triangle, Street Type 50-ADDP: two driving lanes flanked by one back-in parking lane at a 60° angle and one parallel parking lane	Not Initiated
5th Street		
S 5.01	Denver Avenue to Boulder Avenue: Street Type 24-PDD: one lane in each direction with parallel parking where curb pockets allow.	Complete
S 5.02	Boulder Avenue to Boston Avenue: no changes recommended.	Complete
S 5.03	Boston Avenue to Cincinnati Avenue: Street Type 48-ADDP: one lane in each direction flanked by one back-in parking lane at a 60° angle and one lane of parallel parking.	Not Initiated
S 5.04	Cincinnati Avenue to Elgin Avenue: Street Type 55-ADDA: one lane in each direction flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 5.05	Elgin Avenue to Frankfort Avenue: Street Type 36-PDDP: one lane in each direction flanked by two parallel parking lanes; widens at mid-block to Street Type 50-ADDP: one lane in each direction flanked by one back-in parking lane at a 60° angle and one parallel parking lane	Not Initiated
S 5.06	Frankfort Avenue to Kenosha Avenue: No change	Complete
6th Street		
S 6.01	7th Street to Civic Center Drive: Street Type 56-BDDMDB: two westbound driving lanes and one eastbound driving lane on either side of the median, with two buffered bike lanes.	Complete
S 6.02	Civic Center Drive to Elwood Avenue: Street Type 70-ABDDBA: two driving lanes, two bike lanes, and two back-in parking lanes at a 60° angle. (Existing new head-in parking should eventually be re-striped as back-in.)	Complete
S 6.03	Elwood Avenue to Boulder Avenue: where it is narrower approaching Denver Avenue, Street Type 50-BPDDB: two driving lanes flanked by one parallel parking lane and two buffered bike lanes. Where it widens, Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes.	Complete
S 6.04	Boulder Avenue to Main Street: Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions	Complete
S 6.05	Main Street to Boston Avenue: No change, but stripe sharrows in driving lanes.	Not Initiated
S 6.06	Boston Avenue to halfway between Elgin avenue and Frankfort Avenue: Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions	Complete
S 6.07	At mid-block past Elgin Avenue to Frankfort Avenue: Street Type 50-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions	Complete
S 6.08	Frankfort Avenue to IDL: Street Type 48-PBDDBP: two driving lanes flanked by two parallel parking lanes and two bike lanes; and, where corridor narrows between Frankfort Avenue and Lansing Avenue: Street Type 44-PBDDBP: two driving lanes flanked by two parallel parking lanes and two bike lanes.	Complete
7th Street		
S 7.01	IDL to 6th Street: Street Type 68-BDDTMDB: two westbound driving lanes, one westbound turn lane, and one westbound buffered bike lane on the north side of the median and, to the south, one eastbound driving lane and one eastbound buffered bike lane.	Not Initiated
S 7.02	6th Street to Elwood Avenue: Street Type 50-PDMDP: two driving lanes flanking the center median, and one parallel parking lane on each of the outer curbs.	Complete
S 7.03	Elwood Avenue to Denver Avenue: the section varies, but re-stripe the two driving lanes as ten feet wide, with the lane against the northern curb as a right turn-only, and stripe one lane of back-in parking on the south curb.	Complete
S 7.04	Denver Avenue to Boulder Avenue: Street Type 55-ADDDP-1W: three westbound driving lanes flanked by one back-in parking lane at a 45° angle and one parallel parking lane.	Not Initiated

S 7.05	Boulder Avenue to Cincinnati Avenue: Street Type 55-ADDA-1W: two westbound driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 7.06	Cincinnati Avenue to Frankfort Avenue: No change. Remains as Street Type 55- PDDDDP: four westbound driving lanes flanked by two parallel parking lanes.	Complete
S 7.07	Frankfort Avenue to IDL: Street Type 62-ADDDA: three westbound driving lanes flanked by two back-in parking lanes at a 60° angle.	Not Initiated
8th Street		
S 8.01	Elwood Avenue to Denver Avenue: Street Type 30-PDD-1W: two eastbound driving lanes and one parallel parking lane on the south flank; and, where the cart-path widens, Street Type 36-PDDP-1W: two eastbound driving lanes flanked by two parallel parking lanes; and, where the cart-path widens again, Street Type 45-ADDP-1W: two eastbound driving lanes flanked by one back-in parking lane at a 45° angle and one parallel parking lane. The transition from parallel to angled parking must be designed carefully.	Not Initiated
S 8.02	Denver Avenue to Boulder Avenue: Street Type 48-ADDP-1W: two eastbound driving lanes flanked by one back-in parking lane at a 60° angle and one parallel parking lane	Not Initiated
S 8.03	Boulder Avenue to Main Street: Street Type 36-PDDP-1W: two eastbound driving lanes flanked by two parallel parking lanes.	Not Initiated
S 8.04	Main Street to Detroit Avenue: Street Type 55-ADDA-1W: two eastbound driving lanes flanked by two back-in parking lanes at a 45° angle.	In Progress
S 8.05	Detroit Avenue to Kenosha Avenue: Street Type 55-ADDDP-1W: three eastbound driving lanes flanked by one back-in parking lane to the south at a 45° angle and one parallel parking lane to the north.	In Progress
9th Street		
S 9.01	Denver Avenue to Cheyenne Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane	Not Initiated
S 9.02	Cheyenne Avenue to Boulder Avenue: No change. (Remains as Street Type 30- PDD and Street Type 40-PDDP.)	Complete
S 9.03	Boulder Avenue to Elgin Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
10th Street		
S 10.01	Boulder Avenue to Detroit Avenue: Street Type 50-BPDDB: two driving lanes, one parallel parking lane on the south flank, and two buffered bike lanes. (Alternative: Street Type 50-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions.)	Complete
S 10.02	In those segments where the cart-path widens to 58 feet, add the missing parking lane back to the south side by using Street Type 58-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes.	Complete
S 10.03	Detroit Avenue to Elgin Avenue Roundabout: Street Type 42-DDMD: two westbound driving lanes and one eastbound driving lane separated by a median, with sharrows marked in the outer driving lanes.	Complete
S 10.04	10th & Boulder Intersection - Reconfigure Boulder as proposed in this Study to include two-lane, two-way travel with a southbound cycle track and curb parking as fits. North of the intersection, there is room for angle parking on one flank and parallel parking on the other. South of the intersection, there is room for parallel parking on both flanks.	Complete
S 10.05	10th & Boulder Intersection - Reconfigure Route 66 as proposed in this Study to include two travel lanes, protected by two cycle tracks and one lane of parallel parking.	Complete
S 10.06	10th & Boulder Intersection - Remove the slip lanes at the northeast and southwest corners with limited new construction.	In Progress
S 10.07	10th & Boulder Intersection - Update the crosswalks to the current best practice. Since curbs are being reconstructed, a higher standard of a contrasting material is shown.	Complete
S 10.08	10th & Boulder Intersection - Since we are showing the ideal condition, the two parking lots to the southwest have had their curb cuts closed, since they have alternative access points on other sides.	Not Initiated

11th Street		
S 11.01	Lawton Avenue to Houston Avenue: No change.	Complete
S 11.02	Houston Avenue to Triangle at 12th Street: Street Type 40-PDDP: two driving lanes and flanked by two parallel parking lanes.	Not Initiated
S 11.03	North of 12th Street Triangle: Street Type 22-BD-1W: one westbound driving lane and one westbound bike lane.	Not Initiated
S 11.04	Curved West Edge of Triangle: Street Type 22-BD-1W: one southbound driving lane and one southbound bike lane	Not Initiated
S 11.05	12th Street Triangle to Denver Avenue: Street Type 53-BDDTDB: one westbound driving lane, two eastbound driving lanes, one eastbound turn lane, and two bike lanes.	Complete
S 11.06	Denver Avenue to Boulder Avenue: Street Type 57-BDTDDB: one westbound driving lane, one westbound left-turn lane, two eastbound driving lanes, and two bike lanes; narrows at Carson, to run from Carson Avenue to Boulder Avenue as Street Type 53-BPDDPB: one westbound driving lane and one eastbound driving lane flanked by two parallel parking lanes and two bike lanes. Note that the slip lane south of the triangle at Boulder Avenue should be closed, and any areas where the width of the street differs, should be striped as no-go zone	Complete
S 11.07	Main Street to Boston Avenue: Street Type 48-ADDP: two driving lanes flanked by a parallel parking lane on the south curb and one back-in parking lane on the north curb at a 60° angle; widens to Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle .	Not Initiated
S 11.08	Boston Avenue to Cincinnati Avenue: Street Type 40-PDDP: two driving lanes flanked by two parallel parking lanes; narrows to Street Type 30-PDD: two driving lanes and one parallel parking lane	Not Initiated
S 11.09	Cincinnati Avenue to Detroit Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane.	Not Initiated
S 11.10	Detroit Avenue to Elgin Avenue: No change	Complete
S 11.11	11th Street roundabout east to IDL: No change except to stripe sharrows in the driving lanes until the cart-path becomes wide enough to accept the bike facilities that will continue east of the IDL	Complete
12th Street		
S 12.01	Southwest Boulevard to 11th Street Triangle: Street Type 48-BDTDB: two driving lanes flanking a center turn lane, and two bike lanes at the curb.	Complete
S 12.02	At the 11th Street Triangle: continue the eastbound bike lane along the south flank. The westbound bike lane here wraps the triangle to the north and the west.	Complete
S 12.03	Denver Avenue to exit ramp triangle: No change	Complete
S 12.04	Carson Avenue to Cheyenne Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane on the north curb.	Not Initiated
S 12.05	Cheyenne Avenue to Boulder Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane on the south curb.	Not Initiated
S 12.06	Boulder Avenue to Main Street: Street Type 30-PDD: two driving lanes and one parallel parking lane on the south curb. (Ensure that the hour-restricted parking along south side is allowed at all times.)	Not Initiated
S 12.07	Main Street to Cincinnati Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane on the north curb.	Not Initiated
S 12.08	Cincinnati Avenue to Detroit Avenue: Street Type 24-PDD: a slow-flow street holding two driving lanes and one parallel parking lane.	Not Initiated
S 12.09	Detroit Avenue to Frankfort Avenue: Street Type 26-PDD: a slow flow street holding two driving lanes and one parallel parking lane.	Not Initiated
13th Street		
S 13.01	Boston Avenue to Cincinnati Avenue: Street Type 42-BDDBP: two driving lanes, two bike lanes, and one parallel parking lane along the south curb	Not Initiated
S 13.02	Cincinnati Avenue to IDL: Street Type 48-BPDDB: two driving lanes, two bike lanes, and one parallel parking lane on the north curb	Not Initiated

Archer Street		
S 14.01	Guthrie Avenue to Elwood Avenue: Street Type 55-BPDDDB: two eastbound driving lanes one westbound driving lane, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.02	Elwood Avenue to Denver Avenue: Street Type 48-BDDDB: two eastbound driving lanes, one westbound driving lane, and two buffered bike lanes against the curbs.	Complete
S 14.03	Denver Avenue to Cheyenne Avenue: Street Type 48-BPDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.04	Cheyenne Avenue to Main Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs.	Complete
S 14.05	Main Street to Boston Avenue: Street Type 48-BPDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.06	Boston Avenue to M.L.K. Jr. Boulevard: Street Type 46-BPDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.07	M.L.K. Jr. Boulevard to Detroit Avenue: Street Type 48-BDTDB: two driving lanes flanking a center turn lane, and two bike lanes against the curbs	Complete
S 14.08	Detroit Avenue to Greenwood Avenue: Street Type 48-BPDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.09	Greenwood Avenue to IDL: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes at the curbs.	In Progress
Boston Avenue		
S 15.01	IDL to Archer Street: No change in cart-path. However, install HAWK signal and potentially raised speed table at Archer Street intersection.	In Progress
S 15.02	Cul-de-sac north of 1st Street: Street Type 26-PDD: two driving lanes with a parallel parking lane against the west curb.	Not Initiated
S 15.03	3rd Street to the curve just south of 12th Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curb.	Not Initiated
S 15.04	From the curve south of 12th Street to the IDL: Street Type 45-BPDDB: two driving lanes with two buffered bike lanes at the curbs, with a parallel parking lane protecting the southbound bike lane.	Not Initiated
S 15.05	Re-stripe missing parallel parking where identified	Not Initiated
Boulder Avenue		
S 16.01	IDL to Easton Street: Street Type 35-BDDP: two driving lanes, flanked by a parallel parking lane on the east curb and a southbound buffered bike lane on the west curb.	Complete
S 16.02	Easton Street to 10th Street (Preferred Option): Street Type 55-BPDDA: two driving lanes flanked by a back-in parking lane at a 45° angle on the east curb and a southbound buffered bike lane running along the west curb protected by a parallel parking lane.	Obsolete
S 16.03	Easton Street to 10th Street (Compromise Option): Street Type 55-BPDTDP: two driving lanes flanking a center turn lane, flanked by two parallel parking lanes with a southbound buffered bike lane running along the west curb. This three-lane section should only be used where no other solution can be found for deliveries	Complete
S 16.04	10th Street to IDL: Street Type 44-BPDDP: two driving lanes flanked by two parallel parking lanes on either side, with a southbound buffered bike lane running along the west curb.	Complete
S 16.05	Re-stripe missing parallel parking where identified.	Complete
Cameron Street		
S 17.01	From Boulder Avenue to Main Street, a 48-foot cart-path carries two driving lanes flanked by a lane of head-in parking along the north curb. This parking should be striped as back-in at a 60° angle, and parallel parking should be added to the south curb (Street Type 48–ADDP).	Not Initiated
Cheyenne Avenue		
S 18.01	IDL to Cameron Street: Street Type 43-PBDDP: two driving lanes, two parallel parking lanes, and a northbound bike lane against the east curb.	Not Initiated
S 18.02	Cameron Street to Archer Street: Street Type 35-BDDP: two driving lanes flanked by one parallel parking lane on the east curb and a northbound buffered bike lane on the west curb.	Not Initiated
S 18.03	Archer Street to railroad tracks: Street Type 30-BDD: two driving lanes flanked by a northbound bike lane running along the east curb.	Not Initiated

S 18.04	Railroad tracks to 1st Street: 51-PBDDA: two driving lanes, one northbound bike lane next to a parallel parking lane on the east curb, and one back-in parking lane at a 45° angle against the west curb.	Not Initiated
S 18.05	1st Street to 11th Street: Street Type 55-BPDDA (preferred) or 55-BPDTDP (compromise): two driving lanes, a northbound buffered bike lane against the east curb protected by a parallel parking lane, and one back-in parking lane at a 45° angle against the west curb OR two driving lanes flanking a center turn lane, flanked by two parallel parking lanes, one of which protects a northbound buffered bike lane running along the east curb. The three-lane section should only be used where no other solution can be found for deliveries.	In Progress
S 18.06	11th Street to IDL: Street Type 48-BPDDP: two driving lanes flanked by two parallel parking lanes, one of which protects a northbound buffered bike lane running along the east curb.	Not Initiated
S 18.07	Re-stripe missing parallel parking where identified.	Not Initiated
Civic Center Drive		
S 19.01	Beginning just west of the Aloft Hotel, the deck extending 5th Street toward the convention center façade be replaced by a cascading plaza that steps downward to, and includes, Civic Center Drive. To be welcoming, this plaza should be framed to the south by the Municipal Court, and to the north by a small building that contains active uses. This northern building should align just west of the Aloft hotel	In Progress
Denver Avenue		
S 20.01	IDL to Easton Street: Street Type 56-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 20.02	Easton Street to Cameron Street: Street Type 45-ADDP: two driving lanes, one back-in parking lane at a 45° angle on the west curb, and one parallel parking lane on the east curb.	Not Initiated
S 20.03	Cameron Street to Archer Street: Street Type 55-ADDA: two driving lanes flanked by two lanes of back-in parking striped at a 45° angle, except when the cart-path is 58 feet or wider, in which areas the parking should be striped at a 60° angle.	Not Initiated
S 20.04	1st Street to 7th Street: Street Type 55-(P)DDMDD(P): four driving lanes flanking median islands and turn pockets, with two driving lanes being used as parallel parking lanes at off-peak times.	Not Initiated
S 20.05	7th Street to IDL: No change.	Complete
S 20.06	Replace the jersey barriers at the BOK Center's southeast corner with attractive bollards.	Complete
Detroit Avenue		
S 21.01	IDL to Archer Street: Street Type 59-BPDDDP-1W: three driving lanes, two parallel parking lanes, and a one-way northbound buffered bikeway against the east curb. (The northern part of this section is being completed now.)	Complete
S 21.02	On the bridge from Archer Street to 1st Street: Street Type 61-ADDA-1W: two driving lanes flanked by two back-in parking lanes at a 60° angle.	Not Initiated
S 21.03	1st street to 12th Street: Street Type 55-ADDA-1W: two driving lanes flanked by two back-in parking lanes at a 45° angle. However:	In Progress
S 21.04	Just south of 1st Street, 2nd Street, and 7th Street: Street Type 55-PTDDA-1W: one turn lane, two driving lanes, a lane back-in parking at a 45° angle against the east curb, and a lane of parallel parking against the west curb.	In Progress
S 21.05	12th Street to 13th Street: Street Type 45-ADDP-1W: two driving lanes, a back-in parking lane at a 60° angle against the west curb, and a parallel parking lane against the east curb.	In Progress
S 21.06	Endeavor to close all redundant curb cuts, while limiting the no-parking area around each curb cut to an area within 3 feet of each driveway edge. This will result in a large increase in the number of on-street parking stalls.	Not Initiated
Easton Street		
S 22.01	Add shared lane markings to accommodate connections between trails and the proposed Cheyenne and Boulder Avenue bike facilities. (Street Type 30- PDD)	Not Initiated

Elgin Avenue		
S 23.01	IDL to Archer Street: no change but, if possible, re-stripe head-in parking as back-in.	Complete
S 23.02	Archer Street to railroad: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs. Where the cart-path narrows to 36 feet north of railroad, Street Type 36-BDDB: two driving lanes flanked by two buffered bike lanes.	Complete
S 23.03	Railroad to 7th Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs.	Complete
S 23.04	7th Street to 8th Street: Street Type 55-BDTDPB: two driving lanes, one center turn lane, one parallel parking lane along the eastern edge of the driving lanes, and two buffered bike lanes against the curbs.	Complete
S 23.05	8th Street to 10th Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs.	Complete
S 23.06	At 10th Street roundabout: As the street narrows, transition bike facilities carefully in the following sequence from north to south: from BPDDPB to BDDB to DD with marked sharrows.	Complete
Elwood Avenue		
S 24.01	Framing an at-grade railroad track crossing, a 36-foot cart-path holds two driving lanes, which should be reconfigured as Street Type 36-PDDP: two driving lanes flanked by two parallel parking lanes.	Not Initiated
S 24.02	From 6th to 7th Street, a 36-foot cart-path holds two driving lanes and two parallel parking lanes; this area needs no modification (Street Type 36-PDDP)	Complete
Frankfort Avenue		
S 25.01	2nd Street to 4th Street: Street Type 48-ADDP: two driving lanes, a parallel parking lane against the east curb, and a back-in parking lane at a 60° angle against the west curb; where cart-path widens to 55 feet just south of 3rd: Street Type 55- ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 25.02	4th Street to 7th Street: Street Type 30-PDD: two driving lanes with parallel parking along one flank. (Head-in parking to remain where constructed outside of the cart-path between 4th Street and 5th Street).	Complete
Frisco Avenue		
S 26.01	From 1st Street to 2nd Street, the street is two-way, but it transitions to one-way between 2nd Street and 3rd Street. This stretch should be reconfigured as Street Type 36-PDDP-1W: two driving lanes flanked by two parallel parking lanes.	Not Initiated
S 26.02	South to Civic Center, the street is an automotive access zone. It rarely serves pedestrians, so no changes are recommended.	Complete
S 26.03	From 6th Street to 7th Street, a 36-foot cart-path holds two driving lanes and two parallel parking lanes; no changes are planned (Street Type 36-PDDP).	Complete
Greenwood Avenue		
S 27.01	IDL to Archer Street: Re-stripe existing head-in parking as back-in parking at a 60° angle	In Progress
S 27.02	Archer Street to 1st Street: Street Type 50-ADDP: two driving lanes, a lane of parallel parking against the east curb, and a back-in parking lane at a 60° angle against the west curb.	Not Initiated
S 27.03	1st Street to 2nd Street: Street Type: 50-PDTDP: two driving lanes, a center left-turn lane and two parallel parking lanes against the curbs.	Not Initiated
S 27.04	2nd Street to 3rd Street: Street Type 50-ADDP: two driving lanes, a parallel parking lane on the west curb, and a back-in parking lane at a 60° angle against the east curb in the pocket by the new development.	Not Initiated
Guthrie Avenue		
S 28.01	Current conditions between Archer and Third include two 4-foot shoulders (not marked as bike lanes) flanking two 14- foot driving lanes. This section should be re-striped to include buffered bike lanes flanking 10-foot lanes. (Street Type 36-BDDB).	Not Initiated
S 28.02	The short segment between 1st Street and Heavy Traffic Way is even wider: a 44-foot cart-path holding two driving lanes. Here, in addition to the provision of bike lanes, a parallel parking lane should be added against the west curb. (Street Type 44-PBDDB)	Not Initiated

Heavy Traffic Way		
S 29.01	In this location, a 54-foot cart-path holds four driving lanes, should be re-striped as Street Type 54-BDDDDB: four driving lanes flanked by two 6-foot bike lanes.	Not Initiated
S 29.02	At Houston Avenue, bright paint should be applied to mark the bike lane turn onto Houston.	Not Initiated
S 29.03	Where there is a median for a 50-foot long stretch, the section should be re-striped as Street Type 54- BDDMDDB: the bike lanes must drop to 4 feet in width.	Not Initiated
Houston Avenue		
S 30.01	From Heavy Traffic Way to 3rd Street: Street Type 28-BDDB: two driving lanes flanked by two bike lanes.	Not Initiated
S 30.02	From 3rd Street to 4th Street: Street Type 67-BDDMTDB: two southbound driving lanes flanked by a buffered bikeway on the west curb and, across the median, a northbound driving lane flanked by a left-turn lane and a buffered bikeway on the east curb.	Not Initiated
S 30.03	From 4th Street to 7th Street: Street Type 67-BDDMDPB: two southbound driving lanes flanked by a buffered bikeway on the west curb and, across a moved median, one northbound driving lane, one parallel parking lane, and a buffered bikeway on the east curb.	Not Initiated
S 30.04	From 7th Street to 11th Street: Street Type 48-BDDMDB: two southbound and one northbound driving lanes flanked by buffered bikeways on both curbs. Eliminate the median south of 7th Street.	Not Initiated
S 30.05	The slip lane north of 7th is dangerously wide, and should be narrowed through an edge line marking.	Not Initiated
Kenosha Avenue		
S 31.01	Between 7th and 8th Streets, an absence of marked parking gives the appearance of a single 30-foot driving lane. Mark parking spaces on both flanks. (Street Type 30-PDP-1W	Not Initiated
Main Street		
S 32.01	IDL to Mathew B. Brady Street: No change in cart-path.	Complete
S 32.02	Brady to Archer Street: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 32.03	Bridge from Archer Street to 1st Street: Street Type 40-ADD: two driving lanes with a back-in parking lane at a 60° angle against the east curb.	Not Initiated
S 32.04	1st Street to 2nd Street: A pedestrian-friendly cut-through should also be striped at the east edge of the parking lot between 1st Street and 2nd Street to create walking connectivity.	Not Initiated
S 32.05	3rd Street to 4th Street: Street Type 30-PDDP: a “slow flow” street with two extra narrow driving lanes, a parallel parking lane striped on the west curb, and one parallel parking lane in the pocket on the east curb.	Not Initiated
S 32.06	4th Street to 5th Street: Street Type 24-PDD: a “slow flow” street, with two extra narrow driving lanes and an added parallel parking lane striped on the west curb.	Not Initiated
S 32.07	5th to 6th Street: to remain as Street Type 40–PDDP: two driving lanes flanked by two parallel parking lanes.	Complete
S 32.08	6th to the curve just south of 10th Street: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Complete
S 32.09	From the curve just south of 10th Street south to the IDL: Street Type 45-ADDP: two driving flanked by a back-in parking lane at a 45° angle on the west curb and parallel parking lane on the east curb.	Complete
S 32.10	Re-stripe missing parallel parking where identified.	Complete
Matthew Brady Street		
S 33.01	Denver Avenue to Cheyenne Avenue: Street Type 55-ADDA: two driving lanes and two back-in parking lanes at a 45° angle. Examine possibilities for eliminating excessive curb cuts to enable more on-street parking.	Not Initiated
S 33.02	Cheyenne Avenue to M.L.K. Jr. Boulevard: Street Type 48-PDDA: no change, but Examine possibilities for eliminating excessive curb cuts and converting head-in parking to back-in parking.	Not Initiated
S 33.03	M.L.K. Jr. Boulevard to Elgin Avenue: Street Type 58-ADDA: no changes planned, but examine possibilities for converting head-in parking to back-in parking.	Not Initiated

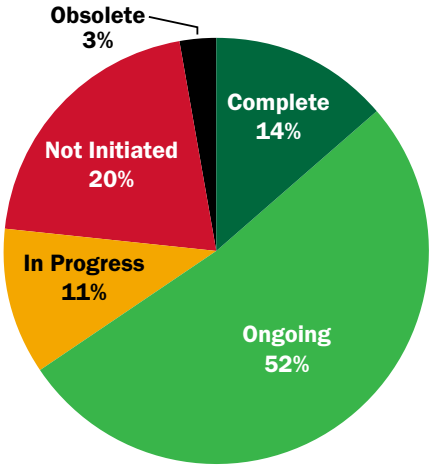
MLK Jr Boulevard / Cincinnati Avenue		
S 34.01	IDL to Cameron Street: Street Type 59-BPDDDP-1W: three southbound driving lanes flanked by two parallel parking lanes and a one-way southbound buffered bike lane on the west curb.	Complete
S 34.02	Cameron Street to Archer Street: Street Type 59-BPDDA-1W: two southbound driving lanes flanked by a back-in parking lane at a 60° angle against the east curb and a parallel parking lane protecting a southbound buffered bike lane running along the west curb.	In Progress
S 34.03	Archer Street to 1st Street: Street Type 61-ADDA-1W: two southbound driving lanes flanked by two back-in parking lanes at a 60° angle	Not Initiated
S 34.04	1st Street to 3rd Street: Street Type 55-ADDA-1W: two southbound driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 34.05	3rd Street to 4th Street, 8th Street to 13th Street: Street Type 55-ADDDP-1W: Three southbound driving lanes flanked by a parallel parking lane and a back-in parking lane at a 45°angle, as already completed between 4th and 8th streets.	Not Initiated
S 34.06	4th Street to 8th Street: No change.	Complete
S 34.07	Endeavor to close all redundant curb cuts, while limiting the no-parking area around each curb cut to an area within 3 feet of each driveway edge. This will result in a large increase in the number of on-street parking stalls.	Not Initiated
One-Way to Two-Way Conversions, Phase One		
S 35.01	Cheyenne	In Progress
S 35.02	Boulder	Complete
S 35.03	1st St, Denver to Greenwood	In Progress
S 35.04	2nd St, Denver to Greenwood	In Progress
S 35.05	4th St, Denver to Detroit	In Progress
S 35.06	5th St, Denver to Boulder	Complete
One-Way to Two-Way Conversions, Phase Two		
S 35.07	Cincinnati	In Progress
S 35.08	Detroit	In Progress
S 35.09	7th St	Not Initiated
S 35.10	8th St	Not Initiated
Avoid Swooping Geometries		
S 36.01	Design left-turn lanes to an urban standard that does not promote increased speed	Not Initiated
S 36.02	Remove intersection turning paths: Detroit Ave at 1st St	In Progress
S 36.03	Remove intersection turning paths: Cincinnati Ave at 1st St and 2nd St	Not Initiated
S 36.04	Remove intersection turning paths: Boulder Ave at 2nd and 7th St	In Progress
S 36.05	Remove intersection turning paths: Cheyenne Ave at 1st St	In Progress
Traffic Signals		
S 37.01	Removal of 32 signals: Cheyenne (map on page 83)	Not Initiated
S 37.02	Removal of 32 signals: Boulder (map on page 83)	Obsolete
S 37.03	Removal of 32 signals: S Main St (map on page 83)	Not Initiated
S 37.04	Removal of 32 signals: S Boston Ave (map on page 83)	Not Initiated
S 37.05	Removal of 32 signals: Elgin (map on page 83)	Not Initiated
S 37.06	Remove pushbutton crossing signals	Not Initiated
S 37.07	Introduce Lead Pedestrian Interval (LPI) devices as feasible (whenever a crossing signal is replaced within Networks of Walkability)	In Progress
Transit		
T 1	Create Downtown Shuttle service through Tulsa Transit	In Progress
T 2	The City should make an effort to bring the Greyhound service either into the Denver Street Station proper, or onto a site closer by	Not Initiated
T 3	Introduction of a high-speed rail line to OKC and beyond; would be essential to move the Denver Street bus hub to the train station, so the services can operate seamlessly	Not Initiated

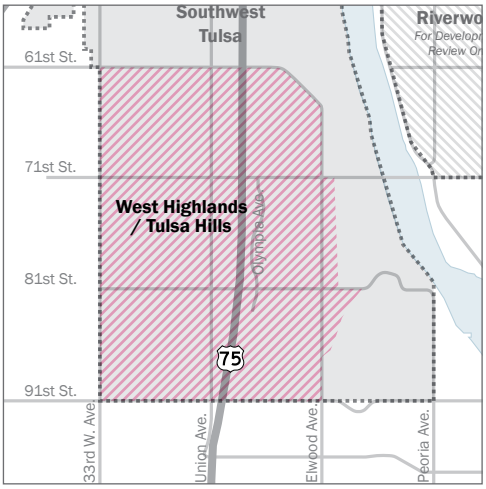
Urban Design		
Zoning Overlay		
UD 1.01	Implement one-page zoning overlay for downtown Tulsa	In Progress
Open Space		
UD 2.01	Create open space at Station Square (1st St between Cincinnati and Boston Aves)	Not Initiated
UD 2.02	Create open space at Blue Dome Green (corner of 2nd and Detroit)	Not Initiated
UD 2.03	Create open space at McNellie's Plaza (corner of 1st and Elgin)	Complete
UD 2.04	As deemed appropriate by John Hope Franklin Center for Reconciliation, improve walkability surrounding John Hope Franklin Reconciliation Park (small street to the south, residential townhouses, street trees vs bushes)	In Progress
Shade		
UD 3.01	Install shade structures along networks of walkability, especially along new Boulder Avenue bridge where an artful canopy could coordinate with the attractive screens already present	Not Initiated
Successful Urban Retail		
UD 4.01	Encourage retailers that adhere to the following criteria: urban building types, continuity, space-making, multiple modes, strategic location of anchors, and sticky anchors	Not Initiated
Sidewalk Dining and Parklets		
UD 5.01	Create parklet program	Complete
UD 5.02	Create program to actively encourage private businesses to place tables and chairs on the sidewalk	Complete
Public Art		
UD 6.01	Murals on blank walls on networks of walkability	In Progress
UD 6.02	Artistic underpass with lighting at Greenwood Street underpass	Complete
Lighting		
UD 7.01	Upgrade lighting in Convention Center area	In Progress
UD 7.02	Upgrade lighting in Greenwood District	Complete

Page left intentionally blank.

West Highlands/Tulsa Hills Small Area Plan
Implementation Update

Adopted in 2014 and amended in 2019, the West Highlands/Tulsa Hills Small Area Plan identified 16 goals and 73 implementation measures. About 66% of those implementation measures are Complete or Ongoing.





Ref	Implementation Measure	Status
Goal 1: Promote stability in parts of the plan area west of Union Avenue through changes to the Tulsa Comprehensive Plan's Land Use and Areas of Stability/Growth maps.		
1.1	Amend the Tulsa Comprehensive Plan's Land-Use and Areas of Stability/Growth maps to reflect small area plan stakeholders' vision	Complete
Goal 2: Promote development of complete neighborhoods, defined in the Comprehensive Plan as "neighborhoods that blend...amenities, connectivity, and housing options together."		
2.1	Ensure implementation for planitulsa Complete Streets policies for the Union Avenue multi-modal corridor and the 71st Street commuter corridor.	In Progress
2.2	Ensure Jenks West Elementary Schools are connected to surrounding neighborhoods via appropriate sidewalk and road investments.	Ongoing
2.3	Ensure construction of footpath/sidewalks to connect areas within and outside of neighborhoods in all new single-family subdivisions, unless subdivisions comply with future conservation subdivisions and/or low-impact development guidelines.	Ongoing
2.4	In new developments east of Union Avenue, support zoning changes from agricultural zoning to corridor, commercial, office, mixed-use and/or residential zoning.	Ongoing
2.5	Support residential multi-family development that mixes smaller multi-family buildings (e.g. duplexes and quadplexes) into single-family neighborhoods.	Ongoing
2.6	Support residential zoning changes and zoning adjustments that support senior housing.	Ongoing
2.7	Support a change to the zoning code that enables a property owner to construct and rent an accessory dwelling unit on their residential-zoned property. Support Board of Adjustment applications asking for such uses in this area.	Ongoing
Goal 3: Ensure a sound transition between US-75 and the stable neighborhoods west of Union Avenue.		
3.1	Encourage substantial buffering in CO-zoned lands between US-75 and Union Avenue, including but not limited to dense tree or native plantings along Union Avenue, commensurate with degree of land-use intensity.	Ongoing
3.2	Employ transition-sensitive design strategies within CO-zoned sites between Union Avenue and US-75, such as:	Ongoing
3.2.1	Building higher-density structures nearer to US-75 (or the middle of the site), and lower-density structures near Union Avenue.	Ongoing

3.2.2	Massing buildings more densely adjacent to US-75 or the middle of the site, and less densely near Union Avenue.	Ongoing
3.2.3	Siting taller structures in areas with lower elevations, if possible.	Ongoing
3.3	In order to minimize traffic, encourage CO-zoned projects along Union Avenue corridor to include points of access on multiple roads.	Ongoing
3.4	Take deliberate measures to preserve existing healthy, substantive trees and integrate them into site plans.	Ongoing
3.5	Encourage multi-family residential developers to build structures that will retain long-term value. Strategies include but are not limited to:	Ongoing
3.5.1	Building in-unit structured parking	Not Initiated
3.5.2	Use of durable, attractive building materials	Ongoing
3.5.3	Planning for on-site, well-maintained amenities such as gyms, pools, attractive landscaping and/or open space.	Ongoing
3.6	To allow for transition-sensitive development of both residences and offices between Union Avenue and US-75, support zoning changes to corridor, commercial, office, mixed-use and/or residential zoning.	Ongoing
3.7	Support changes to “rural-residential” zoning use to address configuration issues related to lot splits.	Complete
3.8	Multi-family development should have smaller structures mixed into residential or commercial neighborhoods.	Ongoing
Goal 4: Integrate new construction with the natural environment and the area’s existing bucolic aesthetic.		
4.1	For new construction in New and Existing Neighborhood Centers, each 1,500 square feet of street yard should have three trees.	Complete
4.2	Facilitate partnerships between neighborhood stakeholders, developers and regional land trusts such as Land Legacy.	Not Initiated
4.3	Develop easily-understood, coherent standards for conservation subdivisions which will allow developers to apply conservation subdivision design for new home construction, while minimizing the need to apply for new zoning.	Not Initiated
4.4	Develop and implement code updates to more easily allow low-impact development (LID) practices, by identifying current elements of zoning, building and other regulatory codes that do not allow LID practices. Ensure developer incentives, such as a streamlined development review process.	Ongoing
4.5	Develop a matrix (or checklist), to be used by City of Tulsa Planning staff, of rural design elements which can be used to easily measure how well new construction integrates with bucolic aesthetic. These design elements should pertain less to actual design of homes, and more to the units’ siting, greenspace preservation, screening and the use of other nonstructural design materials, such as fencing materials.	Obsolete
4.6	Revise zoning code to include a “rural-residential” district which allows a limited number of livestock and horses as a use by right, and has larger minimum lot sizes. This can be done by either amending an existing district, or creating a new one.	Complete
4.7	Support planting of shade trees in public rights-of-way during road construction.	In Progress
Goal 5: Improve park and open space amenities.		
5.1	Develop small gateway mini-park at the northeast corner of Elwood Avenue and 71st Street, and a placemaking landmark near the intersection of US-75 and 71st Street.	Obsolete
Goal 6: Improve flood control		
6.1	Encourage development of natural drainage areas where appropriate. Examples include natural stream bed restoration and greenspace preservation.	Ongoing
6.2	Strictly enforce stormwater requirements in new development, particularly in parts of the plan area with more severe contours.	Ongoing
6.3	Make necessary road and drainage improvements to prevent closure of area around the 81st Street and Elwood Avenue intersection during rain events. Once completed, re-evaluate Park and Open Space land-use designation for parcels within that flood plain. Assure that any development in those parcels does not exacerbate flooding issues.	In Progress
6.4	Support usage of permeable pavement materials.	Ongoing

Goal 7: Promote and maintain attractiveness of Tulsa Hills retail area.		
7.1	Encourage and allow infill development (including new construction in the parking lots) of Tulsa Hills.	Ongoing
7.2	Add decorative place-making elements to 71st Street bridge over US-75	Not Initiated
7.3	Encourage more lenient parking requirements for all development, aiming for average daily use as the required amount of parking. Support more lenient parking requirements in zoning code update, and encourage lot sharing.	Complete
Goal 8: Encourage neighborhood-level economic development.		
8.1	Encourage regulatory changes necessary for a private-sector-led farmers' market within plan area.	Complete
Goal 9: Develop the key industry clusters identified in the 2010 Plan within and near plan area.		
9.1	Encourage locating medical industry facilities along Olympia Avenue between 71st Street and 61st Street. So as to encourage development, support zoning changes to categories which allow for medical uses.	Ongoing
9.2	Acknowledge, strengthen and support the vicinity's regional outdoor amenities, namely Turkey Mountain, Page Belcher Golf Course and other golf courses. Coordinate with future Turkey Mountain Urban Wilderness Area master plan.	Ongoing
9.3	With Tulsa Regional Chamber and the City's Economic Development staff, facilitate application of facilities for state job creation tax credits, should any organization in or near the plan area hire enough workers to qualify.	Ongoing
Goal 10: Program trail and pedestrian/bicycle improvements throughout area.		
10.1	Ensure sidewalk or multi-use trail construction along all secondary arterials and residential collector streets, as marked in Tulsa Metropolitan Area Major Street and Highway Plan (MSHP).	Ongoing
10.2	Establish necessary easement agreements and construct a trail which connects the intersection of Union Avenue and 61st Street to the Riverparks trail system at Turkey Mountain. Add multi-use bicycle and pedestrian friendly improvements to 61st Street bridge over US-75. Amend the trails plan accordingly.	Not Initiated
10.3	Construct new multi-use trail connection along Union Avenue, connecting the proposed Mooser Creek trail to 91st Street.	Not Initiated
10.4	Place well-marked pedestrian crossings at major intersections, and particularly on 91st Street near Jenks West Elementary School.	In Progress
10.5	Ensure safe bicycle transit on the 61st and 71st Street bridges.	Not Initiated
10.6	Amend the Destination 2030 Long Range Transportation Plan to include all recommended improvements. Include all improvements in other relevant transportation plans.	Complete
10.7	Ensure trail stub-outs in subdivisions of parcels in which trails are planned.	Ongoing
Goal 11: Program mass-transit improvements to better connect plan area to regional mass-transit system.		
11.1	Construct a park and ride facility in the area around or within Tulsa Hills. This facility will be encouraged to be a stop for the current Glenpool park and ride service.	Not Initiated
11.2	Synchronize the 870 and 471 bus lines to the proposed Bus Rapid Transit line on the Peoria corridor (when implemented).	Complete
11.3	Ensure complete access to any new transit facility via sidewalks and other pedestrian connections within site.	Ongoing
11.4	Support already planned future commuter rail improvements.	In Progress
Goal 12: Maintain excellent automobile connectivity.		
12.1	Ensure better access management strategies for higher-density projects built along Union Avenue, including constructing additional ingress/egress points along east-west streets.	Ongoing
12.2	Program future widening of Union Avenue, in order to handle current and future traffic capacities and comply with MSHP. Coordinate widening with City of Jenks.	Not Initiated
12.3	Program the extension of Olympia Avenue from 71st to 61st Street (should private development occur).	In Progress
12.4	As shown in MSHP, plan the extension of Maybelle Avenue from 81st Street to 91st Street (should private development occur).	In Progress
12.5	As shown in MSHP, plan the extension of a north-south residential collector street located between Union Avenue and 33rd Avenue, to connect 81st Street and 91st Street (should private development occur).	Not Initiated

12.6	As shown in MSHP, plan the extension of an east-west residential collector street located between 81st Street and 91st Street, to connect Union Avenue and 33rd Avenue (should private development occur).	Not Initiated
12.7	As shown in MSHP, plan a new residential collector branching south from 61st Street to connect to the extended Olympia Avenue (should private development occur).	Not Initiated
12.8	Plan for residential collector street to be implemented parallel to Union Avenue, between Union Avenue and US-75 and stretching from 61st Street to 71st Street in CO-zoned and other parcels (should private development occur).	Not Initiated
12.9	Amend MSHP to show Olympia Avenue extending to 61st Street, and the new planned corridor collector from 61st and 71st Street, between Union Avenue and US-75 (should private development occur).	Not Initiated
12.10	Implement widenings recommended in Connections 2035.	In Progress
12.11	Encourage adequate infrastructure be in place as new development occurs.	Ongoing
12.12	Construct signaling and left-turn improvements on intersection of 71st Street and Elwood Avenue.	Complete
Goal 13: Increase transportation safety for all modes of travel and all types of travelers.		
13.1	Construct multi-modal travel improvements - namely, sidewalks and/or trails - along 71st Street.	Complete
Goal 14: Maintain neighborhood's current low-crime status		
14.1	Facilitate communication between neighborhood groups and Tulsa Police Department, Riverside Division, in order to maintain visible police presence and public safety.	Ongoing
14.2	Facilitate sharing of police information between Riverside Division police officers and local neighborhood groups.	Ongoing
Goal 15: Use land-use and design solutions to mitigate and deter criminal behavior.		
15.1	Construct lighting improvements in West Highlands neighborhood.	Not Initiated
15.2	Encourage the new multi-family developments abide by Crime Prevention Through Environmental Design (CPTED) best practices (where appropriate) including, but not limited to, ample tree planting, common areas in visible locations, ensuring difficult roof access from the exterior, open fencing, thorny bushes next to the home, and other amenities to ensure the developers' attractiveness in the long run (e.g., durable building materials, tree plantings).	Ongoing
Goal 16: Establish benchmarks to measures plan's success in implementing the vision.		
16.1	City of Tulsa Planning Division staff establish objectives and/or quantitative benchmarks.	Ongoing
16.2	Revisit this plan every five (5) years to review progress in implementing these recommendations to achieve the plan's vision.	Ongoing
16.3	Revise the plan as necessary if benchmarks and indicators show insufficient progress towards vision.	Ongoing
16.4	Coordinate monitoring of small area plan implementation with the citywide planitulsa monitoring program.	Ongoing