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INTRODUCTION

Purpose of this Guide
This guide is a collection of the information for the implementation of the comprehensive plan through the development review process. The different sections of the guide cover procedural components of the process, as well as maps and land use guidance to determine the appropriateness of new development across the city. This information is intended to help clarify the development review process for residents, applicants, government staff, and decision makers to arrive at a more consistent, predictable, and efficient process.

Relationship to Other Chapters of the Plan
In addition to the content of this guide, planitulsa’s nine topic chapters have recommendations that can be relevant to the development review process. These recommendations are found in each chapter’s “Action Table” and describe how staff should conduct business and what considerations are important to ensure development is consistent with the vision established by the community in the comprehensive plan. All of the goals, strategies, and actions of the plan are derived from engagement with the Tulsa community and subject matter experts, past planning efforts conducted by the City of Tulsa and partner agencies, best practices from cities across the United States, and research and data analysis conducted by Tulsa Planning Office staff.

Online Interface
All of the information contained within the maps of this guide are available through an online interface accessible through the Tulsa Planning Office website. This interface facilitates searching properties by their address and returning the relevant information regarding Land Use Designation, Development Era Classification, Major Street & Highway Plan Designation, and all Context Maps, as applicable. This interface will be updated regularly, and it should serve as the primary source for up-to-date maps that are used in the process of development review.

Sections of this Guide

Development Review Process Overview
The Development Review Process Overview outlines the development review process. It includes descriptions of relevant authorities, legal frameworks, planning guidance, and the expectations for public engagement during the development review process.

The Land Use Plan Map
The Land Use Plan Map reflects the community vision for future growth. The Land Use Plan Map identifies eight Land Use Plan Designations, and each property in the city is assigned a Land Use Plan Designation. The Land Use Plan Designation of a property provides guidance on the type of development that is appropriate for the property, based on existing conditions and planned future growth. Decision makers considering development applications review the Land Use Plan Designation of a property together with the Development Era Classification of the property with the objective that new development is compatible in use, form, and orientation with existing conditions.

Development Era Map
The Development Era Map divides the city into five areas according to when the areas were originally developed and assigns a Development Era Classification to each of the five areas. This distinction is intended to provide guidance that allows for new development to be consistent with and sensitive to existing development in the area. Guidance is also provided for undeveloped areas of the city.

Context Maps
A series of Context Maps is included for additional consideration by decision makers when reviewing development applications. These maps include data gathered to prepare other chapters of this comprehensive plan and provide information on topics such as transportation, economic development, neighborhoods, parks & recreation, environment & natural resources, public services, and history, culture, & creativity.
DEVELOPMENT REVIEW PROCESS OVERVIEW

Development Review Introduction
The City’s development review process is in place to ensure that the regulations of the zoning code and other applicable regulations are followed and that the goals of the comprehensive plan and other adopted guiding documents are realized. Over the next several pages, this section of the Development Review Guide will provide useful information for understanding the City’s development review process.

Does The Current Zoning Permit The Proposed Use?
When a property owner proposes a new use of existing construction or new construction on or development of a property, the first question to ask is “Does the current zoning permit the proposed use?” The answer to this question will determine what steps are needed to gain approval for a development application. Members of the public can check a property’s zoning classification by consulting the Zoning Map on the INCOG website. Permitted uses within the zoning classification are shown in the applicable Use Regulation table in the City of Tulsa Zoning Code.

Zoning Clearance Review
If after preliminarily assessing the existing zoning the proposed use appears to be permitted, then the next step is to submit the appropriate application to the Development Services Department’s Permit Center. There, staff will initiate a series of reviews. Normally, the first review conducted is a Zoning Clearance Review to determine whether the existing zoning of a project site permits the proposed use. If the existing zoning classification permits the proposed use, other reviews will be conducted before a Building Permit or a Certificate of Occupancy can be issued. If the Zoning Clearance Review concludes that the proposed use is not permitted by the existing zoning classification, an application to the Tulsa Metropolitan Area Planning Commission (TMAPC) for rezoning or to the City Board of Adjustment (BOA) for a special exception or variance, as appropriate, should be filed in the Tulsa Planning Office before permitting reviews can be continued.

Working with the Tulsa Planning Office
If the existing zoning classification of a property does not permit the proposed use, the Tulsa Planning Office can help to determine the best course of action to obtain zoning approvals. Before an application is made to the TMAPC or the BOA potential applicants will have the opportunity to meet with Tulsa Planning Office staff to determine the most appropriate path forward.

Commission and Board Hearing Process
Detailed descriptions of TMAPC and BOA, as well as the types of applications they hear, can be found on pages 6-9 in this guide.

Many of the TMAPC or BOA application types can be administratively approved or can receive a final determination with that respective body after one public hearing. Rezoning applications are sent with a TMAPC recommendation for final approval by the Tulsa City Council.

When an applicant files an application to TMAPC, Tulsa Planning Office staff will prepare a staff report with a recommendation for approval or denial. When an application is made to the BOA, Tulsa Planning Office staff prepares a case report, outlining the facts of the case and all relevant information, but does not include a recommendation.

Notice must be given of the hearing on an application to the TMAPC or BOA. For more information about noticing requirements, refer to pages 12-13 of this guide.

Once a rezoning application has been filed, it will then be on the agenda of a TMAPC meeting, which will include a public hearing and discussion from the Commissioners. This results in a vote on whether to recommend approval of the case or not. If TMAPC recommends approval, the case is sent to the City Council for final approval.

The rezoning application appears on Council agendas three times. First, at a Council committee meeting, where Tulsa Planning Office staff gives and explains the TMAPC recommendation and consistency with policy and intent of the comprehensive plan. This appearance is only discussion between Councilors and staff with no vote or public comment. The next appearance is at the City Council meeting, where public input is heard. City Council votes either to approve the application, approve with modifications, or deny. In most cases the application needs a simple majority to pass. At the following City Council meeting the application appears again for Council adoption of an ordinance rezoning the property.
This draft plan will require major revision and overhauls in this chapter and throughout the plan considering the recent organizational changes announced regarding the planning office moving back to the city from INCOG and the Mayoral reorganization of departments creating a new Department of City Experience/City Design Studio the Planning Office will be aligned with in the new organizational structure, almost to the point of warranting starting the process over from scratch.

“The City’s Working in Neighborhoods (WIN) Department will formally transition to DCE with a key focus on citizen-centric design and engagement. Six sections/offices will comprise the new department, including: Animal Welfare; Neighborhood Inspections; Community Development and Housing; Tulsa Planning Office; City Design Studio; and the Mayor’s Office of Resilience and Equity (MORE).

As part of the new DCE structure, Planning staff will be incorporated back into the City of Tulsa, and MORE will be formally established in the organizational structure to continue the City’s work to achieve equality for all Tulsans. Moving Housing policy to the Department of City Experience will consolidate housing efforts and solidify the City’s commitment to increasing housing stock in Tulsa.

The Design Studio in DCE will lead the design process for the City as well as lead the community engagement process for projects as they happen. The division will be made up of architects, planners, and urban designers, frequently inviting students, volunteers, and design professionals to participate in its decision-making processes.”


“Under the planned reorganization, the city’s Working In Neighborhoods Department will be renamed City Planning, Design and Neighborhoods.

The department will include the Tulsa Planning Office, two divisions currently under WIN — Animal Welfare and Code Enforcement — and two new divisions, Community Development and Design.”

Further Review and Certificate of Occupancy
After any necessary approval by the City Council, TMAPC, the BOA, or the Tulsa Preservation Commission, the Development Services Permitting staff can resume other development reviews. Staff will evaluate the details of engineering and architectural components of the application and issue a Letter of Deficiency (LOD) if revisions are needed for compliance with adopted codes.

Once all necessary stages of the permitting and development review process have been satisfactorily completed, a Certificate of Occupancy will be issued to approved applications. This certificate indicates that the use is allowed, and that the structure is fit for occupancy and verifies compliance with all relevant codes.
#002

Posted by Brent C Isaacs on **02/07/2023** at **11:02am** [Comment ID: 913] - [Link]
Type: Suggestion
Agree: 2, Disagree: 0
This seems to be leaving a lot of steps out in permitting that should probably be spelled out if the goal is to make Tulsa's development process transparent.

#003

Posted by Brent C Isaacs on **02/07/2023** at **10:59am** [Comment ID: 912] - [Link]
Type: Suggestion
Agree: 6, Disagree: 0
Why would a certificate of occupancy be issued as no physical development has occurred by this point? It seems like it would be the issuance of a building permit or demolition permit.

#004

Posted by Robert M Harrington on **01/17/2023** at **11:03am** [Comment ID: 750] - [Link]
Type: Question
Agree: 0, Disagree: 0
Why is this not a solid box?

#005

Posted by Brent C Isaacs on **02/07/2023** at **11:06am** [Comment ID: 914] - [Link]
Type: Suggestion
Agree: 3, Disagree: 0
Additional arrows are needed to show that a development project must go back through permitting. I think it needs to be explained when the TPC is involved in review. That isn't included.

#006

Posted by Arthur Miranda on **11/23/2022** at **10:04am** [Comment ID: 331] - [Link]
I would love for this step to be re-considered as they did in Raleigh in 2020 - https://www.bloomberg.com/news/articles/2020-02-06/why-raleigh-s-citizen-advisory-groups-got-silenced - these steps are a great opportunity for wealthy individuals to redirect growth away from their areas (Midtown and South Tulsa) and make sure it just goes somewhere else so their suburban lifestyle 2 miles from downtown doesn't disappear. Is there any other reason why the neighborhood infill overlay stopped so short of its potential around south of downtown besides wealthy residents complaining?

#007

Posted by Robert M Harrington on 01/17/2023 at 11:03am [Comment ID: 749] - Link

How come there's no mention of Neighborhood associations representation in this development review section?
ROLE OF COUNCIL, BOARDS, AND COMMISSIONS

Tulsa City Council
The Tulsa City Council is the final decision-maker on zoning map amendments (rezoning) and Zoning Code text amendments.

Applications reviewed by Tulsa City Council:
- Zoning Code Text Amendments
- Zoning Map Amendments (rezoning), including Major Amendments of PUDs and of other Development Plans
- Comprehensive Plan and Amendments
- Subdivision Plats

Tulsa Metropolitan Area Planning Commission (TMAPC)
TMAPC’s mission is to provide unbiased advice to the Tulsa City Council and the Tulsa County Board of Commissioners on development and zoning matters; to provide a public forum that fosters public participation and transparency in land development and planning; to adopt and maintain a comprehensive plan for the metropolitan area; and to provide other planning, zoning, and land division services that promote the harmonious development of the Tulsa Metropolitan Area and enhance and preserve the quality of life for the region’s current and future residents. TMAPC is composed of 11 members. 7 members are appointed by the City of Tulsa, and 4 members are appointed by Tulsa County.

Applications reviewed by TMAPC:
- Zoning Map Amendments (rezoning), including Major Amendments of PUDs and of other Development Plans
- Minor Amendments of PUDs and of other Development Plans
- Zoning Code Text Amendments
- Preliminary and Minor Subdivision Plats
- Type 2 Lot Splits and Lot Line Adjustments
- Accelerated Release of Building Permits
- Modifications to Subdivision and Development Regulations
- Change of Access on recorded subdivision plats
- Comprehensive Plan Amendments
  - Text Amendments
  - Map Amendments

Applications reviewed by staff on behalf of TMAPC:
- Type 1 Lot Splits and Lot Line Adjustments
- Exempt Land Divisions
- Final Subdivision Plats
- Subdivision & Development Regulations – Compliance Reviews

City of Tulsa Board of Adjustment (BOA)
The City of Tulsa Board of Adjustment is authorized to grant variances and special exceptions in accordance with the provisions of the Tulsa Zoning Code. The City BOA is composed of five members appointed by the Mayor.

Applications reviewed by BOA:
- Variances of zoning code requirements
- Special Exceptions authorized in the zoning code

Applications reviewed by staff on behalf of BOA:
- Administrative Adjustments as authorized by the zoning code

Tulsa Preservation Commission
The Tulsa Preservation Commission promotes Tulsa’s welfare through the preservation and protection of historic resources. The commission is composed of eleven members who have demonstrated an interest in historic preservation. The Preservation Commission reviews and approves applications for Historic Preservation Permits, as required by the Tulsa Zoning Code for properties located in Historic Preservation Overlay Districts. Projects requiring review include, exterior alterations, additions, new construction, and demolition of buildings. The Preservation Commission also reviews zoning map amendments that establish or change the boundaries of HP Overlay Districts. This process includes a public hearing, and recommendations are sent to TMAPC for review and then to the Tulsa City Council for a final decision.

Applications reviewed by Tulsa Preservation Commission:
- Historic Preservation Permit
- Zoning Map Amendments that establish or change the boundaries of HP Overlay Districts
OVERVIEW OF APPLICATION TYPES

Applications reviewed by the TMAPC:

Rezonings, also known as Zoning Map Amendments, change the zoning classification of a property and are adopted by ordinance. Staff reviews and makes recommendations on rezoning requests to the TMAPC who will then make a final recommendation to the Tulsa City Council. If approved, a new ordinance will be published that changes the official zoning map. The rezoning process typically takes ~120 days. Applicants should expect to pay fees to initiate the application, and those costs can be found at tulsaplanning.org. Owner-initiated rezoning may include adoption of a development plan, which is mandatory in some instances and voluntary in others (Optional Development Plan).

Preliminary Subdivision Plats
A subdivision plat is required by statute when a tract is divided into 5 or more lots. New right of way and easements are dedicated to the public by means of the plat, and access management is addressed. A preliminary plat must be reviewed and approved by the TMAPC for compliance with the Tulsa Metropolitan Area Subdivision and Development Regulations. Preliminary plats are first reviewed by the Technical Advisory Committee, which include representatives of the following:
- Tulsa Planning Office
- City of Tulsa Development Services Department
- City of Tulsa Engineering Services Department
- Private utility companies
- Airport Authority
- Neighboring Communities

Following review by the Technical Advisory Committee, a set of conditions and required revisions is provided to the TMAPC to be incorporated in its approval of the preliminary plat.

Authorizations for Accelerated Release of Building Permits in conjunction with property required to be platted.

When a property is required to be platted certain permits may not be issued until the plat is complete. Applicants may request an accelerated release of building permits while the plat is being processed if components of the plat are not required to meet other code requirements and development needs. Applications for accelerated release of building permits are reviewed by the Technical Advisory Committee and may only be submitted in conjunction with, or following approval of, a preliminary subdivision plat.

Modifications to Subdivision and Development Regulations
If a project faces a unique circumstance or demonstrates an inability to meet certain criteria of the Subdivision & Development Regulations, a modification to the regulations may be applied for. Applications for modification are reviewed by the Technical Advisory Committee before a hearing by the TMAPC.

Change of Access on recorded subdivision plats.
Access restrictions are frequently imposed by plats. If a previously platted site is being redeveloped and revisions to the existing access are needed, applicants must request a change to platted limits of access. Change of Access applications must be reviewed and approved by the City Traffic Engineer before being submitted to the Tulsa Metropolitan Area Planning Commission for final approval.

Comprehensive Plan Amendments

Text Amendments
Text amendments are necessary on occasion if there is a need to change a goal, strategy, or action in the comprehensive plan. Text amendments are initiated by either the TMAPC or the City Council. The process to amend comprehensive plan text includes a hearing by the TMAPC to consider adoption of the amendment, followed by a Council Committee meeting for discussion, then a Council meeting to determine if the adopted amendment should be approved.

Land Use Map Amendments
Land Use Map amendments are necessary if a development proposal is inconsistent with the map designation. Land Use Map amendments can be initiated by either the affected property owner, TMPAC, or City Council. The process to amend a map designation includes a hearing by the TMAPC to consider adoption of the amendment, followed by a Council Committee meeting for discussion, then a Council meeting to determine if the adopted amendment should be approved.
Airport Authority should read Tulsa Airports Improvement Trust
Lot Line Adjustments
Lot line adjustments are used to combine multiple, existing abutting lots into a single lot. They can also be used to alter a single boundary between or reconfigure the shapes of existing abutting lots given that more lots are not created than the number of lots that existed before the adjustment. New lots created as the result of a lot line adjustment must conform to all zoning requirements and requirements of the Subdivision and Development Regulations. Lot line adjustments requiring no modification of the Subdivision and Development Regulations or action of the BOA are reviewed and can be administratively approved by the Tulsa Planning Office. Lot line adjustments requiring modification of the Subdivision and Development Regulations or action of the BOA are reviewed and approved by the TMAPC. Applications are also reviewed by applicable City departments.

Lot Splits
Lot splits are land divisions of platted or unplatted property that result in the creation of no more than 4 lots, including the parent tract and any remainder tracts. New lots created as the result of a lot split must conform to all zoning requirements and requirements of the Subdivision & Development Regulations. Lot splits requiring no modification of the Subdivision and Development Regulations or action by the BOA are reviewed and can be administratively approved by the Tulsa Planning Office. Lot splits requiring modification of the Subdivision and Development Regulations or action of the BOA are reviewed and approved by the TMAPC. Applications are also reviewed by applicable City Departments.

Exempt Land Divisions
Pursuant to state statutes, certain land divisions do not require a subdivision plat or lot split approval and are exempt from the subdivision and lot split procedures found in the Subdivision & Development Regulations. Exempt Land Divisions are those land divisions in which all lots to be created are more than 5 acres in area and no more than 4 lots are being created, including the parent tract and any remainder tracts. Exempt Land Divisions are reviewed and administratively approved by the Tulsa Planning Office.

Final Subdivision Plats
Final plats are submitted following the approval of a preliminary plat. Final plats must reflect any requirements determined at the time of preliminary plat review and must receive final approval from all relevant parties prior to administrative approval by TMAPC staff and forwarding to the City Council for approval.

Subdivision & Development Regulations – Compliance Reviews
The Tulsa Zoning Code requires compliance with the Subdivision and Development Regulations for properties that have been rezoned by the property owner and for specific uses identified in Section 70.080 of the Code. For properties already in compliance either by previous platting or other instruments, a compliance review can be requested as an alternative to the plat process. Compliance Reviews are reviewed and administratively approved by the Tulsa Planning Office.

Applications reviewed by BOA:
Variances of zoning code requirements
A Variance is a grant of relief from strict compliance with the regulations of the Tulsa Zoning Code. The intent of a variance is to alleviate unnecessary hardships or practical difficulties caused by strict enforcement of the code. Variances are not intended to provide relief for inconveniences or financial burdens.

Special Exceptions authorized in the zoning code
A Special Exception is a grant of permission for a particular use or development feature authorized by regulations of the Tulsa Zoning Code if approved by the Board of Adjustment. The Board of Adjustment must find that the requested Special Exception would be in harmony with the spirit and intent of the zoning code, and it will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

Appeals of decisions of administrative officials or the Tulsa Preservation Commission
Appeals to the Board of Adjustment of administrative decisions may be filed by any person who alleges errors in determinations made by staff in the administration, interpretation, or enforcement of the zoning code. Appeals from decisions of the Tulsa Preservation Commission may also be made to the Board of Adjustment.
Administrative Adjustments as authorized by the zoning code
Administrative Adjustments provide a streamlined approval procedure for minor modifications to specific zoning code regulations and are reviewed and approved by the Tulsa Planning Office. Authorized administrative adjustments are defined by the Tulsa Zoning Code.

Applications reviewed by Tulsa Preservation Commission:
Historic Preservation Permit
An Historic Preservation Permit (HP Permit) is the document issued by the Tulsa Preservation Commission to approve proposed work within Historic Preservation Overlay Districts. An HP permit is required for demolition, new construction, or changes to existing buildings, structures, or lots within HP Overlay Districts. Some changes, such as interior alterations, the planting of vegetation, or ordinary maintenance, are exempt from the requirement for an HP Permit. Complex projects, such as proposals for new construction, are reviewed by the Historic Preservation Permit Subcommittee in a workshop format before being forwarded to the Tulsa Preservation Commission for review and approval.
RELEVANT CODES AND PLANNING DOCUMENTS

Several documents regulate and guide development in Tulsa. These include codes, regulations, policies, and plan recommendations, all of which work together to realize the community’s vision for land use development. City of Tulsa and Tulsa Planning Office staff will refer to all of these documents during different stages of the development review process.

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<th>Document</th>
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<tr>
<td>Statute</td>
<td>State-level laws passed by the legislature.</td>
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<tr>
<td>Ordinance/Codes</td>
<td>City-level laws passed by the City Council.</td>
</tr>
<tr>
<td>Regulation/Standard</td>
<td>Rules adopted by appointed authorities and City departments, including design standards.</td>
</tr>
<tr>
<td>Policy/Procedure</td>
<td>An established way of conducting business within City departments.</td>
</tr>
<tr>
<td>Plan Recommendation</td>
<td>A recommended action adopted by TMAPC and affirmed by City Council in order to change ordinances, regulations, or policies.</td>
</tr>
<tr>
<td>Guideline</td>
<td>Voluntary supplemental guidance for regulations, policies, and procedures.</td>
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Small area plans (SAPs) have been developed and adopted by the City of Tulsa as amendments to the comprehensive plan. These SAPs have recommendations that are specific to a defined boundary within the city limits but use the same land use classifications when recommending changes to the Land Use Plan Map. Policy recommendations from SAPs are considered in addition to policy recommendations from the comprehensive plan and allow for decision-making that is tailored to the desires of the residents of the bounded SAP area.
This proposed Comprehensive Plan should clearly state the order of precedence between the CP and the SAPs and clearly list all SAPs that are being incorporated as of the adoption of this Plan and the intentions with respect to incorporation of future SAPs.

The documents should be identified by their type (statute/ordinance/policy etc.) It should be clear to the public that the Comprehensive Plan is not an ordinance/law but rather is an aspirational document. It should be clear that the Zoning Code and Subdivision Regulations are ordinances and regulatory. In its current form, this draft does not provide such clarity.

The current Comprehensive Plan specifically makes SAPs take precedence over conflicts with the Comprehensive Plan - this provides a measure of predictability of expectations to land development. Why doesn't this proposed Comprehensive Plan clearly state the order of precedence between the CP and the SAPs and clearly list all SAPs that are being incorporated as of the adoption of this Plan and the intentions with respect to incorporation of future SAPs.
All the small area plans being incorporated into this update should be individually listed in this section instead of just a generalized blanket proclamation of inclusion, to ensure all plans are, indeed, included.

#013

Posted by Aaron Griffith on 12/14/2022 at 7:37pm [Comment ID: 623] - Link
Type: Question
Agree: 22, Disagree: 0

It appears there are parallels between certain shared elements in the draft and these plans, have they been considered and have they informed the process of this plan update?

#014

Posted by Robert M Harrington on 01/17/2023 at 11:06am [Comment ID: 751] - Link
Type: Question
Agree: 6, Disagree: 0
wheres the lewiston gardens study that should have been put into a small area plan?

#015

Posted by Aaron Griffith on 12/14/2022 at 9:17pm [Comment ID: 624] - Link
Type: Suggestion
Agree: 24, Disagree: 0
It seems like this update would benefit greatly from the influence and inclusion of the 2019 All Hazard Mitigation Plan https://www.cityoftulsa.org/media/18120/2019-all-hazard-mitigation-plan-2.pdf as a relevant code or planning document to inform the draft update’s development.
<table>
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<th>Document</th>
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<tr>
<td>Zoning Code</td>
<td>The Tulsa Zoning Code (Title 42 of the Municipal Code) is adopted and used for the purpose of protecting and promoting the public health, safety, and general welfare. It is the primary tool for implementing the policies and goals of the comprehensive plan and other relevant adopted plans of the City. All properties within the city limits of Tulsa have a zoning designation that relates to the use and form of the structures on that property. A building or structure may not be erected, located, moved, reconstructed, extended, or structurally altered except as allowed by this zoning code.</td>
</tr>
<tr>
<td>Subdivision Regulations</td>
<td>The Subdivision &amp; Development Regulations are adopted by the Tulsa Metropolitan Area Planning Commission to regulate the division of land in the City limits and ensure that newly created lots comply with all requirements of the Tulsa Zoning Code and are served by essential utilities and infrastructure for the purposes of being developed. Design criteria as well as review and approval procedures are major components of the adopted set of regulations.</td>
</tr>
<tr>
<td>Unified Design Guidelines</td>
<td>The Unified Design Guidelines are the basis on which the Tulsa Preservation Commission and its staff review HP Permits. The guidelines offer a set of standards for the treatment of historic properties within HP Overlay Districts.</td>
</tr>
<tr>
<td>Infrastructure Design Regulations (Engineering Standards)</td>
<td>This manual serves as a guide for the successful completion of infrastructure improvements constructed in the public Right-of-Way, easements, and other areas of interest to the City of Tulsa. It is intended for use by anyone involved in the infrastructure development process required for constructing improvements within the city. This ensures that all public improvements are constructed to City Standards, durable, dependable, orderly, sustainable, maintainable, do not jeopardize the public safety and welfare, and do not unduly increase development costs. This manual includes all privately funded and constructed infrastructures that will become public property upon formal acceptance by the City.</td>
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<tr>
<td>Major Street &amp; Highway Plan</td>
<td>The Major Street and Highway Plan identifies the major street and highway classifications within the City of Tulsa for the purposes of right-of-way requirements and proposed design. The plan makes recommendations on street design pertaining to lane widths, sidewalk widths, bike lanes, street trees, and other right-of-way improvements.</td>
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#016

Posted by Aaron Griffith on 02/07/2023 at 10:03am [Comment ID: 905] - Link
Type: Question
Agree: 9, Disagree: 0
This plan seems to be informed, influenced and includes information from Intelligent Transportation System element plans like this one detailing Tulsa’s ITS architecture, yet there don’t seem to be any relevant documents on the subject listed in this section.


Why is that and shouldn’t they be included here?

Also how will the personal data from travelers being mined, harvested, and collected be utilized and protected from cyberthreats and ransomware attacks?

#017

Posted by Robert Brejcha on 02/23/2023 at 5:06pm [Comment ID: 1041] - Link
Type: Question
Agree: 2, Disagree: 0
The current Zoning Code references the Comprehensive Plan in numerous sections and requires zoning decisions to be made which do not conflict with the Comprehensive Plan - why then is the Comprehensive Plan being represented as something that is not a law?
ENGAGEMENT EXPECTATIONS

Recommended Neighbor Engagement
The Tulsa Zoning Code requires that notice be given of the hearing on certain applications, and the type of notice required varies according to the application to be considered. Communication between the applicant and surrounding property owners and residents is not required but is highly recommended.

The Tulsa Zoning Code encourages applicants to engage the neighboring property owners and residents and provides:

1. Neighbor communications are encouraged by the board of adjustment, planning commission and city council to help:
   • educate applicants and neighbors about one another’s interests;
   • resolve issues in a manner that respects those interests; and
   • identify unresolved issues before initiation of formal public hearings.

2. Applicants are encouraged to submit a summary of their neighbor communication activities at or before the first required public hearing. The recommended content of such summaries is as follows:
   • Efforts to notify neighbors about the proposal (how and when notification occurred, and who was notified);
   • How information about the proposal was shared with neighbors (mailings, workshops, meetings, open houses, fliers, door-to-door handouts, etc.);
   • Who was involved in the discussions;
   • Suggestions and concerns raised by neighbors; and
   • What specific changes (if any) were considered and/or made as a result of the neighbor communications.

Although communication with neighbors is not required, many cases have been delayed late in the approval process to permit the neighbors to meet with the applicant to learn about the proposed project and to provide feedback to the applicant on the possible impact to the community. Applicants should use their best judgment to determine how much engagement is needed to adequately communicate intent, and to generate local buy-in on the proposed project.

Engagement is recommended to occur prior to entering the development review process, as well as after discussions with the Tulsa Planning Office staff. See the diagram on page 5 for more information.

Required Notice
Tulsa Planning Office staff are required by ordinance to provide notice of pending cases. The requirements differ by the type of case. Details of notice requirements are outlined in the table on page 13.

Newspaper Notice
A notice of public hearing for a TMAPC or BOA agenda item is published in the Tulsa World. This notice includes the case number, applicant name and contact information, action requested, location of the subject property, legal description, current and proposed zoning, links to the application and associated zoning categories, and information about how and when to attend the public hearing or to leave comments in lieu of in-person participation.

Mailed Notice
A notice of public hearing for a TMAPC or BOA agenda is mailed to property owners surrounding the location of a development application. The notice radius depends on the type of application, and will either be only to adjacent neighbors or to neighbors within a 300’ radius of the property line. This notice includes all of the details that are included in the Newspaper Notice with the addition of a site map.

Posted Notice
All meeting agendas for TMAPC are physically posted at City Hall in a visible location on the exterior of the building on 2nd St. It is also required that information regarding the pending case is posted on a sign on the property.

In addition to these three notices, Tulsa Planning Office notifies neighborhood associations adjacent to a proposed development, and all agendas are shared on the Tulsa Planning Office website and social media accounts.
#018

Posted by Robert M Harrington on 01/17/2023 at 11:08am [Comment ID: 753] - Link
Type: Question
Agree: 2, Disagree: 0
Why are the 7 contiguous properties from the proposed development not considered here?

#019

Posted by Sarah Kobos on 01/11/2023 at 1:57pm [Comment ID: 693] - Link
Agree: 1, Disagree: 0
typo: should be "development"

#020

Posted by pam on 03/05/2023 at 9:58am [Comment ID: 1110] - Link
Type: Question
Agree: 3, Disagree: 0
Why isn't there a primary chapter on Public Health and Safety?
What about Property Rights? Seems to me these are fundamental issues critical to citizens of Tulsa.

#021

Posted by Pamela Gotcher on 03/03/2023 at 2:32pm [Comment ID: 1084] - Link
Type: Question
Agree: 2, Disagree: 0
what is the rational to avoid making it a requirement to communicate with those who will be most impacted: the surrounding property owners and residents?

#022

Posted by Robert M Harrington on 01/17/2023 at 11:07am [Comment ID: 752] - Link
Type: Question
Agree: 12, Disagree: 0
Why aren't neighborhood associations mentioned here?
<table>
<thead>
<tr>
<th>Acting Body</th>
<th>Action Type</th>
<th>Newspaper Notice</th>
<th>Mailed Notice, Radius</th>
<th>Posted Notice</th>
<th>Days in Advance</th>
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<td>TMAPC</td>
<td>Zoning Map Amendments (including major amendments to PUDs and development plans)</td>
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<td>Yes</td>
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<td>TMAPC</td>
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<td>Yes, Adjacent Neighbors</td>
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<tr>
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<td>Variances</td>
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<td>Special Exceptions</td>
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</table>

*If concurrent with a rezoning application
#023

Posted by Austin Chapman on 01/12/2023 at 1:49pm [Comment ID: 707] - Link
Type: Suggestion
Agree: 4, Disagree: 0
To clarify we only require posted notice on Special Exceptions for Use, not all Special Exceptions.

#024

Posted by Robert Brejcha on 02/23/2023 at 5:16pm [Comment ID: 1043] - Link
Type: Question
Agree: 2, Disagree: 0
Is "development plans" being used here as a reference to Small Area Plans?
**LAND USE PLAN MAP**

**Introduction**
The Land Use Plan Map designates the preferred land use types for all areas within the city limits. It is used during the development review process to evaluate if rezoning cases are consistent with the vision established by the community during the development of the comprehensive plan. The land use plan map is updated based on amendments made to the plan, either through individual development applications, through land use planning exercises, or through routine housekeeping updates conducted by Tulsa Planning Office staff.

**Approach**
The Land Use Plan for Tulsa focuses on preserving what exists today while accommodating needed growth. While the Downtown area functions as a central location for the city, centers are distributed across the city to serve the needs of residents near their homes. Employment lands are located along major highways, railways, and around the Tulsa International Airport. Parks and Open Space designations protect existing outdoor recreational and natural areas, while special focus is given to the land use development along the Arkansas River to ensure it remains an asset for all members of the Tulsa community.

**Origin and Modifications**
Tulsa’s Land Use Plan Map incorporates the vision established by the community during the planning processes between 2008 and 2010 that led to the adoption of planitulsa. This map has been modified as a part of the 2022 plan update to simplify some concepts for easier interpretation and implementation. In particular a handful of changes have been made to the Land Use Plan Designations.

In the previous version of the plan there were three neighborhood designations including: Downtown Neighborhood, Existing Neighborhood, and New Neighborhood. These have been combined into a single “Neighborhood” designation, and the distinction between different areas of the city is re-established in the Development Era Map. Similarly, the previous version of the plan had three levels of centers: Regional Centers, Town Centers, and Neighborhood Centers. Over years of reviews, the distinction between Town Center and Neighborhood Center has been difficult to establish in a consistent way, therefore these have been re-categorized into two designations: Regional Center and Local Center. The distinction between these two designations is whether the Center serves a local area or a larger regional area, based on existing land uses.

The previous version of the plan included a designation called “Mixed-Use Corridor”, and that has been modified to “Multiple Use” in order to allow for areas that are not strictly along a given corridor to have that designation applied, as well as to differentiate the land use designation from mixed-use zoning. Finally, the Main Street land use designation from the previous version of the plan has been removed and replace with Multiple Use. The Main Street designation remains in the Major Street and Highway Plan, and any properties in a Multiple Use Land Use Designation along a street that is designated Main Street will be held to the same standards as the previous plan. This was done in order to ensure that Main Streets in Tulsa exist in their entirety for future generations.

More detailed description of each of the Land Use Plan Designations can be found in the next several pages of this guide. All land use changes that were established in small area plans have been carried over to this updated land use plan map, and any changes are consistent with the modifications described above.
This language referencing "small area plans' should state that the intent is to carry over all changes established in small area plans and that in the event of any inconsistency between the map and the provisions of the relevant small area plan, the provisions of the small area plan will control.

We have seen specifically where the Comprehensive Plan map did not reflect the land use set forth in the corresponding small area plan.

"...any changes..." Changes to what? Changes to the provisions of small area plans??

This proposed Comp Plan needs to clear as its intentions with respect to small area plans.
#027

Posted by Brent C Isaacs on 02/07/2023 at 11:11am [Comment ID: 915] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Again, I don't like the land use designation of employment. That isn't traditionally viewed as a land use.

#028

Posted by Arthur Miranda on 11/23/2022 at 9:45am [Comment ID: 327] - Link
Type: Question
Agree: 0, Disagree: 0
Maybe I remember wrong but isn't the City developing a new park here around 71st and 169?

#029

Posted by Robert M Harrington on 01/17/2023 at 11:10am [Comment ID: 754] - Link
Type: Question
Agree: 7, Disagree: 0
Is this Map Accurate? there are more business light properties along the lews corridor between 15th and 21st that are not represented here on this map.

#030

Posted by Donald Edwards on 12/13/2022 at 2:21pm [Comment ID: 611] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Regarding the 56 acres of land in Tulsa not required for construction of the inter dispersal loop (IDL).
Part of the original area known as urban renewal; the land was purchased with United States tax money for use by Tulsa.

The world temperature has changed considerably since before construction of the IDL. The world is getting hot. One and a half degrees centigrade per year. The answer is to cool the earth and it depends on the entire earth participating in the cooling efforts. Global Warming tipping point is upon us quickly. It appears that the United States
is a major contributor to the heat.

Most Tulsans know of the things we can do to help reduce the heat and carbon dioxide in the air and cool the earth surfaces. We can accomplish both of these things by planting and caring for deciduous trees. Planting trees in the 56-acre area will function to absorb CO2 generated within the IDL and return the CO2 gas as oxygen in addition to cooling the air. In turn, this gives the people of Tulsa the opportunity to show that we care about our environment and the health of our earth.

Requirements:
1. Work supervision and selection of deciduous trees by a landscape architect. (Trees that will grow to shade the area within 10 years).
2. Provide survey and locate all on-site active utility lines and depth.
3. Demolition of foundation to 18 inches deep.
4. Preparation of soil by disc to 12 inches deep.
5. Metered Irrigation system specific to tree needs using Arkansas River water fed through a water tower.

Thank you for your consideration of this project.

Donald L Edwards
5364 East 26th ST
Tulsa, OK 74114
(918)289-4060
(918)951-0218
LAND USE PLAN DESIGNATIONS

Neighborhood
Neighborhoods are “Mostly Residential Uses” which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low-intensity uses that support residents’ daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off of an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access off of a lower-order street separated from the arterial, then it would be considered Neighborhood.

Multiple Use
Multiple Use areas are “Mostly Commercial or Retail Uses” which include restaurants, shops, services, and smaller format employment uses. This land use designation is most common in areas of the city from earlier development patterns, with Local Centers being more commonplace in newer parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.
#031

Posted by Brent C Isaacs on 02/07/2023 at 11:19am [Comment ID: 917] - [Link]

Type: Suggestion

Agree: 6, Disagree: 0

I think there needs to be an effort to introduce denser multi-family residential development into multiple use areas. Tulsa has way too much commercial space that it will probably never fill. I think multi-family development should be encouraged in multiple use areas.
**Regional Center**

Existing regional trip generators define the Regional Centers in contrast to Local Centers. These centers should be the most connected land use pockets outside of downtown for public transit access and high-capacity arterial streets. New regional trip generators should be permitted in the area with special consideration given to the transportation access and circulation. Regional trip generators include universities, malls, large medical campuses, casinos, big-box shopping centers, and very large churches.

**Local Center**

Local Centers serve the daily needs of those in the surrounding neighborhoods. This designation implies that the center generally does not serve an area beyond the nearby neighborhoods. Typical uses include commercial or retail uses that serve the daily needs of nearby residents. In order to introduce a regional trip generator, the entire local center designation should be amended to be Regional Center with significant input from all affected properties and nearby neighborhoods.
**Employment**

The employment designation is intended to accommodate offices, warehousing and storage, manufacturing and assembly, and industrial processes. The “Industrial Site Suitability” map corresponds to the Employment land use designation and indicates where uses that are potentially incompatible with sensitive land uses are best suited to locate. This directs industrial uses to particular areas of the city while discouraging industrial in close proximity to Neighborhood areas.

**Downtown**

The area within the Inner Dispersal Loop (IDL) highway is generally understood to be the downtown area of Tulsa. This area has fewer development limitations than most areas of the city, and a high density of employment, residential, mixed-use, commercial, retail, and institutional uses. Land uses and transportation infrastructure in this area should be primarily pedestrian-oriented, with parking either on street, behind buildings, or in structured parking garages.
Regarding the 56 acres of land in Tulsa not required for construction of the inter dispersal loop (IDL). Part of the original area known as urban renewal; the land was purchased with United States tax money for use by Tulsa.

The world temperature has changed considerably since before construction of the IDL. The world is getting hot. One and a half degrees centigrade per year. The answer is to cool the earth and it depends on the entire earth participating in the cooling efforts. Global Warming tipping point is upon us quickly. It appears that the United States is a major contributor to the heat.

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5. Metered Irrigation system specific to tree needs using Arkansas River water fed through a water tower.

Thank you for your consideration of this project.

Donald L Edwards
5364 East 26th ST
Tulsa, OK 74114
Has there been thought given to where we want future employment to go? Is this reflective of today's conditions or future conditions?
Park and Open Space
The Park and Open Space designation includes parks, trails, public sports complexes, country clubs, stormwater facilities, forests, and cemeteries. While these individual uses differ greatly, the general goal of this designation is to ensure these areas remain in their current undeveloped state, and that new development in near proximity does not encroach in ways that undermine the purpose of the property. Active parks and open space should be further activated by development that faces these uses.

Arkansas River Corridor
The Arkansas River Corridor comprises a mix of uses - residential, commercial, recreation, and entertainment - that are well connected and primarily designed for the pedestrian. This Corridor is characterized by a set of design standards that support and enhance the Arkansas River Corridor as a lively, people-oriented destination. The Corridor connects nodes of high-quality development with parks and open space. The natural habitat and unique environmental qualities are amenities and are respected and integrated as development and redevelopment occur. The future development of this Corridor is intended to complement the residential character of adjacent thriving neighborhoods by providing appropriate transitions and connections to the Arkansas River.
DEVELOPMENT ERA MAP

Introduction
At an area of 224 Sq. Mi., Tulsa is a city whose urban form covers the full spectrum of urban environments, from the high-density downtown area to the newly developed suburban neighborhoods on the city’s edge. While all part of the same city, these areas require different approaches to ensure land use decisions are appropriate for their context. How neighborhoods are developed, buildings are designed, streets are engineered, and public spaces are managed all can depend on the existing context. Growth is inevitable, in all parts of the city, and it is the goal of this section to ensure the right approach for the right part of town.

Interaction with Land Use Plan
The Land Use Plan Designations described on previous pages are universally applied across the city. The Development Era framework allows for a differentiation within each Land Use Plan Designation by the area of the city it falls within. Therefore, if a property is designated as “Neighborhood” on the Land Use Plan, and “Early Automobile Era” on the Development Era Map, it would be identified as “Neighborhood - Early Automobile Era”. This allows for a more tailored approach to land use planning than just using the Land Use Plan Designations.

Development Era Considerations
The way the city developed in each defined era is differentiated by several characteristics. Growth occurred in ways that maintained connections to key destinations of the city, and transportation infrastructure innovations led to changes in the pattern of development. As time progressed Tulsans transitioned from walking and horse-drawn carriages, to streetcars, to the adoption and proliferation of the automobile. These changing transportation systems had a significant effect on the organization of both transportation infrastructure and land use in the city. Each Development Era area retains the historic underlying street grid and block layout, and it is important that development decisions reflect and preserve the functionality of those underlying systems.

Development Era Classifications Overview

Downtown Era - late 1800s-1910s
Downtown is the oldest part of the city and developed prior to the advent and proliferation of the automobile. This area is limited to the land inside of the Inner Dispersal Loop (IDL), as this forms a distinct boundary between Downtown and the surrounding areas.

Streetcar Era - 1910s-1930s
The Streetcar Era area is the second level of the Development Era Map and encompasses those areas of the city that also predate the proliferation of the automobile and maintain a highly walkable urban form. These areas emerged as the streetcar suburbs and commercial main streets prior to World War II.

Early Automobile Era - 1930s-1950s
The Early Automobile Era area includes those parts of the city that developed prior to and after World War II but prior to the major annexations of the 1960s. These neighborhoods developed during the rise of the automobile, but generally maintain a rectilinear street grid with homes on smaller lots.

Late Automobile Era - 1950s-present
In the late 1950s and early 1960s the suburbs grew at a tremendous rate in the Tulsa metropolitan area. It was at this time that surrounding communities, such as Broken Arrow, began to grow at a rapid pace. At this time, the City of Tulsa annexed more than 100 square miles, and neighborhood subdivisions began to proliferate from the core of the city toward the suburban communities.

Future Growth
Some areas of the city have yet to be developed, and it is important to consider the impacts of converting land from a rural or natural setting to that of a developed area. These areas should be ready for growth to occur with regard to infrastructure, the distribution of public services, and the fiscal and economic realities of the region.
Tulsa already has more infrastructure than it can maintain (streets, pipes, public services). We should focus on redevelopment opportunities that maximize use of existing infrastructure and public services, rather than planning for further expansion. Tulsa has vast areas of underutilized land (including desolate shopping centers, empty parking lots, old industrial sites, and underutilized RS zoning districts) already served by streets, water, sewer, storm water, fire, police, (theoretically) transit, etc. This is where "growth" should occur... if we aspire to generate enough tax dollars to pay for/maintain what we've already built.
DEVELOPMENT ERAS

Introduction
Over the next several pages the five Development Era Classifications are described in detail in order to inform the review of development proposals for their appropriateness in different parts of the city.

Tulsa’s development pattern has responded to the technologies and sensibilities of different time periods. In the four graphics below, examples of the predominant pattern of development are shown for each Development Era Classification except for Future Growth. Moving from the earliest era, Downtown, to the latest era, Late Automobile, three key differences are apparent:

1. Straight streets become more curvilinear;
2. The level of connectivity decreases;
3. Residential uses become more separated from other uses.

None of these development patterns is superior to the other, and each facilitates different lifestyles that suit the needs of different Tulsans. As the general pattern of development in the city continues to move towards infill, these distinctions can help ensure that new development is appropriate for its context.
Hello.
I currently live in mingo valley and feel very disconnected from inner Tulsa.

Can we please create proper bike lanes throughout the town. Do we really need 4(2 each way) lane car roads going through the town at every level?

Furthermore, what's the rule for company owning land but not developing it? Walmart owns a big concrete plot which looks awful. Buy back? Create a food truck center?

#036

I would strongly disagree that some development patterns are not superior to others. The late auto era street pattern, with its larger lots and less straightforward paths from point to point, make transportation car dependent. No other mode of transportation really fits into this pattern. We are facing climate change and caking our neighborhoods into car dependency forever by encouraging non-grid patterns only makes this worse. Also, saying each style "suits the needs of different Tulsans" implies those needs will never change, and the areas where those late-auto-era folks live (looks like a Jenks school district) are "meant" for a certain type of individual who can drive everywhere, and not for anyone else.
**Relationship to Land Use Plan Designations**

Land Use Plan Designations that are affected by the Development Era Map include: Downtown, Neighborhood, Multiple Use, Local Center, Regional Center, and Employment. Land Use Map designations that are not affected by the Development Era Map include: Arkansas River Corridor Overlay and Parks and Open Space. The next several pages provide descriptions for each affected Land Use Plan designation by each corresponding Development Era classification.

**Characteristics Explanation**

Combinations of Land Use Plan Designations and Development Era Classifications (LU-DE) have differing urban form characteristics. These characteristics were defined by the predominant real-world conditions of each LU-DE combination in the city today, and these should be considered along with the immediate surrounding context of any development project.

**Residential Density**

Residential density ranges were developed based on the densities permitted for different housing types in the most common zoning categories in each Development Era Classification. The graphic below illustrates the full range of recommended densities by the three categories of housing types.

1. Detached Housing - This category includes Detached Houses and Patio Houses as defined in the Tulsa Zoning Code.
2. Missing Middle Housing - This category includes Townhouses, Cottage House Developments, Duplexes, and Multi-Unit Houses, and small Apartments and Condominiums as defined in the Tulsa Zoning Code.
3. Multi-Dwelling Unit Housing - This category includes medium and larger Apartments and Condominiums as defined in the Tulsa Zoning Code.

---

**Commercial Format**

Commercial Format describes the most appropriate size of commercial development for a given LU-DE. These include: small format, such as what would be found on historic main streets; medium format, such as a medium-sized grocery store; and large format, such as big-box stores.

**Industrial Intensity**

Industrial Intensity describes the appropriate level of industrial development based on its potential impact on surrounding land uses.

**Urban Form**

Urban Form includes descriptions of appropriate setbacks, common block lengths, and block shapes.

**Land Use Diversity**

Land Use Diversity describes what mixing of uses is appropriate in each LU-DE, with high, medium, and low levels of diversity.

**Mixed-Use Orientation**

Mixed-Use Orientation describes whether a property with multiple uses including a residential component should have those stacked vertically or positioned adjacent to each other horizontally.

**Connectivity**

Connectivity describes what modes of transportation should be prioritized and to what degree a given LU-DE should be physically connected to its surroundings.

**Parking**

Each LU-DE has descriptions of preferred parking orientation, with types including on-street, structured parking, behind a structure, beside a structure, or between a structure and the road. This category also includes recommendations on driveway widths, including narrow, medium-width, and larger-width.

**Screening**

This section describes recommended levels of screening between uses of differing types.

**Signage**

In this section the most acceptable forms of signage are described for each LU-DE.
Land use should include surveillance characteristic for each LU-DE. Perhaps more surveillance is acceptable in commercial districts, less in private residential areas.
DETACHED HOUSING
Freestanding residential buildings, typically occupied by a single family who are either the owners or are tenants under contract with the owner. In the Tulsa Zoning Code, two building types fall into this category: Detached House and Patio House.

MISSING MIDDLE HOUSING
Missing Middle Housing refers to house-scale buildings with multiple units, and are often “missing” in cities like Tulsa that have high concentrations of detached housing and multi-dwelling unit housing. These housing types have been more difficult to develop due zoning regulations that exclude these building types or have site design requirements that make these housing types impractical, as well as difficulty with financing due to the limited number of properties that can be used for comparison. In the Tulsa Zoning Code, five building types fall into this category: Townhouse, Duplex, Multi-Unit House (triplex, quadplex, etc.), Cottage House Development, and small Apartment/Condominiums (10 or fewer units).

MULTI-DWELLING UNIT HOUSING
A classification of housing where multiple housing units are contained within one building or multiple buildings within a complex or community. In the Tulsa Zoning Code one building type falls into this category: Apartment/Condominium (More than 10 units).
#038

Posted by Wilma on 11/29/2022 at 9:55am [Comment ID: 396] - Link
Type: Suggestion
Agree: 8, Disagree: 0

I’m all for development but not when you come in to put a bandaids on it just to satisfy the people of color, if you’re going to develop then develop like you do out South better main streets in neighborhoods, not some cheap asphalt messy job like you started in my neighborhood, tear them dam streets out and concrete like you out East and South. If you’re going to build home build quality homes not those that look cheap no landscaping and greenery. You have already started developing off Pine and it’s amazing the apartment or townhouses look good coming up but the cheap brick takes away let alone single glass window why not put in window panes for the windows instead of a single sheet of glass. Looks cheap is cheap. Why develop at all if you just throwing up something to appease the people and continue to take the money and build and redo streets out South. It’s ridiculous! Let be clear I don’t want low income housing in the area I live, you need to screen the people and see if they work rather than just put them in a home apartment to destroy. You want to see developments that look nice then take your crew and the Mayor and walk and drive in the Whittier area by TU, look at those homes and apartments. Most people on welfare are not going to take care or have pride in the property it’s just a place to lay their head. Now for those that work and want something nice I’m for but not the ones that work the system to destroy and make it worse for those who do want something nice. I like my neighborhood and interesting thing most whites are buying properties from Denver, Cheyenne, Main and the city is putting in speed bumps on the streets you wouldn’t do it when it was predominately blacks, now you look at a home they the whites look at you like you don’t belong in the neighborhood, I live by Tulsa country club our streets need to be redone, NOT WITH ASPHALT, but torn out and concrete like you do the ones out South and East, because our streets are concrete. For certain neighborhoods there should be ordinances no more than two vehicles on property, you have 3, 4, 5 cars spending the night or temporarily living there. If it’s in the contract upon them moving in that would eliminate excessive vehicles. Also in the contract property must be kept cleaned of all trash upon grounds and trash containers not overflowing with trash on grounds. I want to see developments and businesses but that can’t happen if you are putting a bandaids on it.

Reply by Aaron Griffith on 11/30/2022 at 1:14pm [Comment ID: 419] - Link
Type: Suggestion
Agree: 24, Disagree: 0

Not enough is being done to protect existing residents from gentrification induced displacement by infill development in Tulsa.
The voices of those with less resources or time availability, are far too often diminished or muted in the decision making process.

We can and should do better by them.

#039

Type: Suggestion
Agree: 6, Disagree: -30
I would love to see more missing middle housing being legalized by the zoning code everywhere in the city. Multi-dwelling and missing middle are truly affordable options where young people can afford and want to live in. We have so little of it in places like Brookside and Cherry Street. We built a world-class park near Brookside but only the people who can afford single family homes in the area are able to walk there everyday.

Reply by Jose J on 12/01/2022 at 7:14pm [Comment ID: 470] - Link
Agree: 5, Disagree: -26
Very much agree. We need more of this to bring housing costs down for everyone.

#040

Posted by Sarah Kobos on 01/11/2023 at 2:48pm [Comment ID: 695] - Link
Agree: 3, Disagree: -14
Tulsa definitely needs more missing middle housing. These are the types of multi-family properties that merge seamlessly into neighborhoods, and create a diversity of options for people as they age and their needs change. (Allowing people to downsize/upsize without leaving a beloved neighborhood.) Not everyone needs or wants single family housing, and in Tulsa, the only choices seem to be single-family, or giant, corporate-owned, apartment complexes owned by out-of-state investors. MMH creates the type of small-scale apartments where everyone in the building knows each other. It also allows people to buy an income-generating property (up to a 4-plex, if the owner lives in one unit) using standard FHA mortgages. The rents from the other units pay for the mortgage of the building. This arrangement makes it more likely that the rental property is well-maintained and adds wealth to the community through local ownership.

Reply by Karyn Weitl on 01/19/2023 at 3:01pm [Comment ID: 775] - Link
Agree: 1, Disagree: -12
Very well said Sarah- thank you!
DOWNTOWN ERA - late 1800s to 1910s

Description
Downtown Tulsa began as a small town that sprung up around the Frisco railroad. This is evident in the orientation of the street grid within downtown that is not aligned by compass directions, as the rest of the city is, but by the orientation of the railroad corridor. Throughout Tulsa’s history, the downtown area has remained the primary location for intensive development, major employment uses, and tourism destinations. While the downtown area originally developed during the first few decades of Tulsa’s existence, there are many more structures that were built during the 1970s and 1980s, corresponding to the clearing of city blocks during Urban Renewal and the fluctuations of the oil and gas industry. Over the decades, the infrastructure of downtown has been retrofit to accommodate commuter traffic, with the introduction of the Interstate Highway System, one-way streets, and large areas of surface parking. In recent years, however, there have been efforts to return the downtown to a more pedestrian and bicycle friendly condition by converting one-way streets to two-way streets, promoting infill development of underutilized blocks, and the enhancement of pedestrian and bicycle infrastructure.

Characteristics
- Developed prior to the full streetcar system and the proliferation of the automobile
- Full integration of land uses with a vertical mix of uses
- High-density residential development
- Major destinations drawing large numbers of visitors

Priorities
- Walkability
- Urban Design
- Revitalization of Historic Properties
- Housing Type Variety
- Mixed-Use and High-Rise Development
- Major Employment and Headquarters Uses
- Parking Lot Infill/Parking Strategies

DOWNTOWN ERA CHARACTERISTICS BY LAND USE DESIGNATION

<table>
<thead>
<tr>
<th></th>
<th>Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached Housing Density</td>
<td>N/A</td>
</tr>
<tr>
<td>Missing Middle Housing Density</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Multi-Dwelling Unit Housing Density</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Commercial Format</td>
<td>Small, Medium, Large</td>
</tr>
<tr>
<td>Industrial Intensity</td>
<td>Low</td>
</tr>
<tr>
<td>Urban Form</td>
<td>No Setbacks, 325’ block length, Square blocks</td>
</tr>
<tr>
<td>Land Use Diversity</td>
<td>High</td>
</tr>
<tr>
<td>Mixed-Use Orientation</td>
<td>Vertical</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Access for all modes of transportation, prioritizing non-auto users</td>
</tr>
<tr>
<td>Parking</td>
<td>On-street, behind buildings, structured, narrow driveways</td>
</tr>
<tr>
<td>Screening</td>
<td>N/A</td>
</tr>
<tr>
<td>Signage</td>
<td>Smaller signs oriented toward non-auto users, Digital signs discouraged. Wall signs on high-rises.</td>
</tr>
</tbody>
</table>
**STREETCAR ERA - 1910s to 1930s**

**Description**
Upon the implementation of streetcar alignments in Tulsa, new neighborhoods began to develop beyond the Downtown area. While this area’s urban form was initially determined during the time period between 1910 and 1930, growth has been somewhat continuous throughout history, with a good deal of infill development occurring each decade. This Development Era contains some of Tulsa’s oldest residential areas, and there are great examples of how different housing types, different architectural styles, and land uses that support residents’ daily needs and lifestyles can exist in proximity to each other. Alterations to the urban form have occurred, primarily to accommodate automobile access, with the introduction of highways that disconnected pre-existing streets.

**Characteristics**
- Developed prior to the proliferation of the automobile
- Streetcars facilitated growth beyond the downtown
- Full integration of land uses or somewhat separated uses on a half-mile grid
- Mix of housing options from large detached homes, small lot detached homes, townhomes, duplexes, triplexes, quadplexes, small apartment buildings, large apartment buildings, vertical and horizontal mixed-use

**Priorities**
- Walkability, Bikeability, and Public Transit Access
- Historic Preservation
- Housing Type Variety
- Mixed-Use Development/Transit-Oriented Development (TOD)
- Commercial Districts
- Streetscapes
Tulsa will NOT be walkable and safe if "innovative" limited intake shelter policies are adopted as proposed. These policies focus on shelter intake; the end result means strays are left to roam since they're denied shelter entry in order to meet so-called "livesaving" metrics. This is why we are experiencing so many loose dog attacks: lack of enforcement of our current very strong animal ordinances and an institutional mindset against enforcement as a priority. We need to push back on flawed policies being promoted because we'll only have more risks to those walking in neighborhoods if they are adopted and more animal suffering outside shelter walls for strays denied access to the shelter. The public shouldn't bear the burdens of policies that leave strays at large.
<table>
<thead>
<tr>
<th>Residential Density* - Detached Housing</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 to 13 units/acre</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential Density* - Missing Middle Housing</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 to 48 units/acre</td>
<td>N/A</td>
<td>9 to 48 units/acre</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential Density* - Multi-Dwelling Unit Housing</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 to 108 units/acre</td>
<td>25 to 108 units/acre</td>
<td>25 to 108 units/acre</td>
<td>25 to 108 units/acre</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commercial Format</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Small</td>
<td>Small, Medium</td>
<td>Small, Medium, Large</td>
<td>Small, Medium</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Industrial Intensity</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Low intensity</td>
</tr>
</tbody>
</table>

### Urban Form
- **Neighborhood Multiple Use Local Center Regional Center Employment**

| Neighborhood Multiple Use Local Center Regional Center Employment |
|---------------------------------------------------------------|------------------|
| Residential Density* - Detached Housing                      | N/A              | N/A              | N/A              | N/A              |
| Residential Density* - Missing Middle Housing                | N/A              | 9 to 48 units/acre | N/A              | N/A              |
| Residential Density* - Multi-Dwelling Unit Housing            | 25 to 108 units/acre | 25 to 108 units/acre | 25 to 108 units/acre | N/A              |

### Land Use Diversity
- **Neighborhood Multiple Use Local Center Regional Center Employment**

| Neighborhood Multiple Use Local Center Regional Center Employment |
|---------------------------------------------------------------|------------------|
| Residential Density* - Detached Housing                      | N/A              | N/A              | N/A              | N/A              |
| Residential Density* - Missing Middle Housing                | N/A              | 9 to 48 units/acre | N/A              | N/A              |
| Residential Density* - Multi-Dwelling Unit Housing            | 25 to 108 units/acre | 25 to 108 units/acre | 25 to 108 units/acre | N/A              |

### Mixed-Use Orientation
- **Neighborhood Multiple Use Local Center Regional Center Employment**

| Neighborhood Multiple Use Local Center Regional Center Employment |
|---------------------------------------------------------------|------------------|
| Residential Density* - Detached Housing                      | N/A              | N/A              | N/A              | N/A              |
| Residential Density* - Missing Middle Housing                | N/A              | 9 to 48 units/acre | N/A              | N/A              |
| Residential Density* - Multi-Dwelling Unit Housing            | 25 to 108 units/acre | 25 to 108 units/acre | 25 to 108 units/acre | N/A              |

### Connectivity
- **Neighborhood Multiple Use Local Center Regional Center Employment**

| Neighborhood Multiple Use Local Center Regional Center Employment |
|---------------------------------------------------------------|------------------|
| Residential Density* - Detached Housing                      | N/A              | N/A              | N/A              | N/A              |
| Residential Density* - Missing Middle Housing                | N/A              | 9 to 48 units/acre | N/A              | N/A              |
| Residential Density* - Multi-Dwelling Unit Housing            | 25 to 108 units/acre | 25 to 108 units/acre | 25 to 108 units/acre | N/A              |

### Parking
- **Neighborhood Multiple Use Local Center Regional Center Employment**

| Neighborhood Multiple Use Local Center Regional Center Employment |
|---------------------------------------------------------------|------------------|
| Residential Density* - Detached Housing                      | N/A              | N/A              | N/A              | N/A              |
| Residential Density* - Missing Middle Housing                | N/A              | 9 to 48 units/acre | N/A              | N/A              |
| Residential Density* - Multi-Dwelling Unit Housing            | 25 to 108 units/acre | 25 to 108 units/acre | 25 to 108 units/acre | N/A              |

### Screening
- **Neighborhood Multiple Use Local Center Regional Center Employment**

| Neighborhood Multiple Use Local Center Regional Center Employment |
|---------------------------------------------------------------|------------------|
| Residential Density* - Detached Housing                      | N/A              | N/A              | N/A              | N/A              |
| Residential Density* - Missing Middle Housing                | N/A              | 9 to 48 units/acre | N/A              | N/A              |
| Residential Density* - Multi-Dwelling Unit Housing            | 25 to 108 units/acre | 25 to 108 units/acre | 25 to 108 units/acre | N/A              |

### Signage
- **Neighborhood Multiple Use Local Center Regional Center Employment**

| Neighborhood Multiple Use Local Center Regional Center Employment |
|---------------------------------------------------------------|------------------|
| Residential Density* - Detached Housing                      | N/A              | N/A              | N/A              | N/A              |
| Residential Density* - Missing Middle Housing                | N/A              | 9 to 48 units/acre | N/A              | N/A              |
| Residential Density* - Multi-Dwelling Unit Housing            | 25 to 108 units/acre | 25 to 108 units/acre | 25 to 108 units/acre | N/A              |

* Residential density ranges based on densities permitted for different housing types in the most common zoning categories in each Development Era Classification.
EARLY AUTOMOBILE ERA - 1930s to 1950s

Description
As automobile use began to supplant the use of streetcars in cities across the country, the pattern of urban development changed. From the time of the Great Depression, through World War 2, and prior to the development of the Interstate Highway System, Tulsa’s land use pattern became more centered around the mile-by-mile grid of major streets that follows the boundaries of the township and range system. During this time period, Tulsa saw some of the fastest growth that has occurred in the city’s history, consistent with population growth across the United States. Detached house neighborhoods with a variety of architectural styles proliferated through the area, and a relatively low level of redevelopment has occurred over time as compared to the Downtown Era and the Streetcar Era.

Characteristics
• Mostly commercial, office, industrial, and other active uses along major streets
• Residential and neighborhood-based uses (schools, churches, community centers) within the areas bounded by major streets
• High degree of connectivity from neighborhood streets to the arterial network
• Mix of housing options from large detached homes, small lot detached homes, townhomes, and duplexes. Triplexes, quadplexes, small and large apartment buildings, vertical and horizontal mixed-use along transit corridors

Priorities
• Walkability, Bikeability, and Public Transit Access
• Historic Preservation
• Housing Type Variety
• Mixed-Use Development
• Commercial Revitalization
• Compatibility of Scale for Neighborhood Development
• Tapered Transitions Between Commercial Corridors and Residential Areas
<table>
<thead>
<tr>
<th>Residential Density* - Detached Housing</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 to 8 units/acre</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential Density* - Missing Middle Housing</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 to 40 units/acre</td>
<td>N/A</td>
<td>9 to 40 units/acre</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential Density* - Multi-Dwelling Unit Housing</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 to 40 units/acre</td>
<td>15 to 40 units/acre</td>
<td>15 to 40 units/acre</td>
<td>15 to 40 units/acre</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commercial Format</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Small, Medium</td>
<td>Small, Medium</td>
<td>Small, Medium, Large</td>
<td>Small, Medium, Large</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Industrial Intensity</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Low and medium intensity</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Urban Form</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Land Use Diversity</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>Integrated into a mix of uses, but separated from predominantly residential areas</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mixed-Use Orientation</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical or Horizontal, On or near the edges of the neighborhood</td>
<td>Vertical or Horizontal</td>
<td>Vertical or Horizontal</td>
<td>Vertical or Horizontal</td>
<td>Vertical or Horizontal</td>
<td>Vertical or Horizontal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>A balance of different modes of transportation, with a priority on public transit access. Somewhat distinct from surrounding commercial areas.</td>
<td>A balance of different modes of transportation, with a priority on public transit. Somewhat distinct from surrounding neighborhoods.</td>
<td>High level of internal connectivity with a balance of different modes of transportation, with an emphasis on public transit. Connectivity to arterials and collectors.</td>
<td>High level of internal connectivity with a balance of different modes of transportation, with an emphasis on public transit. Connectivity to arterials and collectors.</td>
<td>Uses are integrated into the existing street grid</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Behind, beside, or in front of buildings, medium-width driveways</td>
<td>On-street, behind, or beside buildings. In front along arterials.</td>
<td>On-street, shared, behind, or beside buildings. In front along arterials.</td>
<td>On-street, structured, shared, behind, or beside buildings. In front along arterials.</td>
<td>Shared, behind, beside, or in front of buildings</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Screening</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fences, landscaping</td>
<td>Screen for light, sound, and access using moderate techniques.</td>
<td>Screen for light, sound, and access using moderate techniques.</td>
<td>Screen for light, sound, and access using moderate techniques.</td>
<td>Screen for light and sound using moderate techniques.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signage</th>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
</table>

* Residential density ranges based on densities permitted for different housing types in the most common zoning categories in each Development Era Classification.
LATE AUTOMOBILE ERA - 1950s to present

Description
Beginning in the late 1950s and the 1960s major changes occurred to the urban form of Tulsa. Two significant interventions include the introduction of the Interstate Highway System and the annexation events in the 1960s that more than doubled the size of Tulsa. This area of Tulsa has developed simultaneously with the development of surrounding communities, such as Broken Arrow, Owasso, Jenks, and Bixby. Though the growth of this area has been consistent for more than 60 years, the vast majority of developable land has been developed, leading to a decline in the number of properties being built each decade since the 1970s.

Characteristics
- Developing since the mainstreaming of automobile-centric lifestyles
- High degree of separation between residential and non-residential uses
- Low levels of street connectivity, with no continuous pattern of subdivision streets
- Transportation is nearly exclusively concentrated on the mile-by-mile grid.
- Major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion.
- Non-residential uses are predominantly organized into centers at the intersections of major arterial streets.

Priorities
- Commercial Revitalization
- Placemaking
- Community Gathering Opportunities
- Conservation of Natural Areas
- High Degree of Privacy
- One-Stop Shopping
- Commuting Routes
Privacy should translate to limited or no surveillance infrastructure installed by public or private companies except for what home owners install, and 5G should be optional for neighborhoods.
# Late Automobile Era Characteristics by Land Use Designation

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Multiple Use</th>
<th>Local Center</th>
<th>Regional Center</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td><em><em>Residential Density</em> - Detached Housing</em>*</td>
<td>0.5 to 8 units/acre</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><em><em>Residential Density</em> - Missing Middle Housing</em>*</td>
<td>9 to 40 units/acre</td>
<td>N/A</td>
<td>9 to 40 units/acre</td>
<td>N/A</td>
</tr>
<tr>
<td><em><em>Residential Density</em> - Multi-Dwelling Unit Housing</em>*</td>
<td>15 to 40 units/acre</td>
<td>15 to 40 units/acre</td>
<td>15 to 40 units/acre</td>
<td>15 to 40 units/acre</td>
</tr>
<tr>
<td><strong>Commercial Format</strong></td>
<td>N/A</td>
<td>Small, Medium, Large</td>
<td>Small, Medium, Large</td>
<td>Small, Medium, Large</td>
</tr>
<tr>
<td><strong>Industrial Intensity</strong></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

- **Urban Form**
  - Deep Setbacks, 1000' block length, Long rectangular and curvilinear blocks
  - Buildings with varied setbacks
  - Buildings with varied setbacks. Entrances oriented to interior parking (office park style.) Outparcels are present.
  - Allows for tallest buildings outside of the downtown area. Buildings with varied setbacks. Entrances are oriented to the interior parking of the center (office park style). Outparcels are present.
  - Buildings have large setbacks from major streets.

- **Land Use Diversity**
  - Low
  - Medium
  - Medium
  - Medium
  - Low level of diversity with industrial uses focused in specific geographic areas

- **Mixed-Use Orientation**
  - Horizontal, On edges of the neighborhood
  - Horizontal
  - Horizontal
  - Horizontal
  - Horizontal

- **Connectivity**
  - Auto-oriented with accommodation of alternative modes of transportation. Separated from surrounding commercial areas.
  - Auto-oriented with accommodation of alternative modes of transportation. Separated from surrounding neighborhoods.
  - High level of internal connectivity. Auto-oriented with accommodation of alternative modes of transportation. Connectivity to arterials.
  - High level of internal connectivity. Auto-oriented with accommodation of alternative modes of transportation. Connectivity to arterials.
  - Uses are accessed from major arterials and may have some internal street connectivity

- **Parking**
  - In front or beside buildings, larger width driveways
  - Behind, beside, or in front of buildings
  - Shared, behind, beside, or in front of buildings
  - Shared, behind, beside, or in front of buildings
  - Shared, behind, beside, or in front of buildings

- **Screening**
  - Fences, landscaping
  - Screen for light, sound, and access using significant techniques.
  - Screen for light, sound, and access using significant techniques.
  - Screen for light, sound, and access using significant techniques.
  - Screen for light, sound, and access using significant techniques.

- **Signage**
  - N/A
  - Full-scale highway-visible signs. Digital signs sometimes appropriate.
  - Full-scale highway-visible signs. Digital signs sometimes appropriate.
  - Full-scale highway-visible signs. Digital signs often appropriate. Wall signs on high-rises.
  - Full-scale highway-visible signs. Digital signs often appropriate. Wall signs on high-rises.

*Residential density ranges based on densities permitted for different housing types in the most common zoning categories in each Development Era Classification.
**FUTURE GROWTH**

**Description**
These areas of the city have yet to developed beyond agricultural uses and present opportunities to ensure the pattern of development is efficient and fiscally responsible. The two primary regions that have yet to develop are the northwest corner of the city, which is all located within Osage County and where the Gilcrease Expressway will connect, and the far east area of the city from roughly 145th E Ave. to beyond the Creek Turnpike.

**Characteristics**
- Predominantly agricultural uses
- No subdivision streets or connectivity beyond the mile-by-mile grid
- A lack of public service distribution (fire, police, public transit, etc.)
- A lack of utility infrastructure (water, sewer, broadband, etc.)
- Exposed bedrock and extreme slope in some areas

**Priorities**
- Ability to provide public services, such as fire response, law enforcement, parks and recreation, transportation, water, and sewer
- Implementation of the planned streets in the Major Street and Highway Plan
- Land use planning to establish frameworks for decision making
- Conservation of natural areas
How are “natural areas” defined in the context of undeveloped land?
### FUTURE GROWTH CONSIDERATIONS FOR LAND USE PLAN DESIGNATIONS

<table>
<thead>
<tr>
<th>Designation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood</td>
<td>Neighborhood development in Future Growth areas should be well connected to the arterial network and setup with street stubs to accommodate future connectivity to surrounding subdivisions. Higher density is only preferred when adjacent to developed areas, e.g., “leapfrog” subdivisions should be low density to not strain public service distribution.</td>
</tr>
<tr>
<td>Multiple Use</td>
<td>In general, commercial and retail uses in Future Growth areas should be located on arterial streets or on existing or planned streets that are easily accessed by the arterial street grid. Where development is occurring at the intersection of significant streets, local center is the preferred designation.</td>
</tr>
<tr>
<td>Local Center</td>
<td>Local Center is the primary land use designation for commercial and retail development in Future Growth areas, where businesses and offices are co-located in nodes at the intersection of arterial streets. To compensate for the lack of transportation network connectivity, these areas should share transportation access across property lines, moving automobiles through the center without requiring a trip on an arterial street.</td>
</tr>
<tr>
<td>Regional Center</td>
<td>A Regional Center in a Future Growth area represents an opportunity for a significant planned development approach where rezoning and site assembly are pursued to tailor the future growth of the area to support uses of regional significance.</td>
</tr>
<tr>
<td>Employment</td>
<td>Economic development projects in Future Growth areas should be serviceable by infrastructure and public services (police, fire, asset management, etc.), whether by existing capacity or public investment through incentives. These uses can be established as the first step in land use development, and co-location or business park development are highly encouraged.</td>
</tr>
</tbody>
</table>
**Major Street & Highway Plan**

**Introduction**
The Major Street and Highway Plan identifies the street type for all functionally classified streets in Tulsa. Functional classification refers to streets that move road users across the city’s network of streets. Neighborhood streets are not included in the classification. Streets that are part of the functional classification are eligible for federal funding in the form of grants from a variety of programs. The street types in the Major Street and Highway Plan include:

- Freeway
- Parkway
- Scenic Drive
- Primary Arterial
- Secondary Arterial
- Urban Arterial
- Residential Collector
- Commercial/Industrial Street
- Commercial/CBD/Industrial Street

In the plan each of these street types has a corresponding cross-section that illustrates the amount of right-of-way needed for the street, as well as the different modes of transportation that the street type is designed to support, such as automobiles, buses, cyclists, and pedestrians.

The 2010 version of planitulsa added a layer to the Major Street and Highway Plan for the consideration of land uses along streets. This map was developed as a part of the visioning process for the plan, and includes three categories:

**Main Street**
Main Streets are the streets whose land uses have maintained their historic or urban character. Buildings have minimal setbacks, pedestrian infrastructure is safe and comfortable, and many buildings have a mix of uses, whether multiple storefronts, or a combination of retail and residential on different floors of the building. On-street parking, bicycle lanes, pedestrian islands, and curb extensions are used to slow traffic to a speed that is safe for pedestrians and cyclists. These streets are prime candidates for economic development and community development investment efforts.

New construction and renovations of existing properties should be consistent with the existing character of the Main Street, and maintain a high degree of pedestrian accessibility. Setbacks should be minimal, and parking should be located on street, on the side of a building, or behind the building. Uses should be predominantly mixed-use, commercial, or higher density residential. Connectivity should be maintained to surrounding neighborhoods, but transitions between Main Street and Neighborhood areas should be considerate of potential compatibility issues, such as noise, light, and parking. Interactions between Main Streets and neighborhoods should be identified and mitigated, but should not cause a decrease in quality of either environment.

**Multi-Modal Street**
Multi-modal streets support commercial and residential development along major arterial streets. These streets align with the recommendations for on-street bicycle infrastructure established in the 2015 GO Plan, and they should be evaluated for feasibility with regard to the reallocation of street space for bicycle facilities.

**Commuter Street**
Commuter streets prioritize the efficient movement of large numbers of automobiles, with access management techniques utilized to minimize the frequency of turning movements along the corridor. This reduces the chance of collisions that could lead to congestion. Other transportation modes, such as public transit and pedestrian infrastructure, are provided and designed in ways that protect the users from dangerous interactions with the automobile traffic. Medians and pedestrian islands are appropriate for increased pedestrian safety, as well as separation between traffic heading in each direction. Bicycle infrastructure is not recommended on Commuter Streets unless it is a multi-use path separated from the street.
#044

Posted by Sarah Kobos on 01/11/2023 at 2:58pm [Comment ID: 696] - Link

Agree: 1, Disagree: 0
typo: established

#045

Posted by Sarah Kobos on 01/11/2023 at 3:11pm [Comment ID: 697] - Link

Type: Suggestion
Agree: 2, Disagree: -8

Would love to see Tulsa analyze the use of roundabouts instead of expensive, complex, multi-lane intersections to improve efficiency and reliability, while preventing high-speed, life-threatening crashes (including deadly T-bones). Often "crossing the street" on foot means traversing up to 8 lanes of traffic that is moving in multiple directions at once. Many of these intersections have been widened b/c so many cars stack up while drivers wait for red lights to turn green. If drivers could proceed through intersections at a calm and safe speed, our streets could be less like highways, and pedestrian crossings could be narrowed and simplified to make them safer for everyone.
Yale is not a commuter corridor?

I would like to see more enforcement of semi trucks and armored cars not using my neighborhood streets when exiting highway 51 into Lewiston Gardens. Loomis uses Atlanta street from 15th all the way to 21st street. Why is this not enforced?
Purpose
The purpose of this Arterial Traffic map is to add context to discussions about the traffic impacts of new development. The City of Tulsa Traffic Operations Division of the Streets & Stormwater Department gathers traffic counts on a recurring basis. These counts have been joined to the arterial grid, averaged for each individual segment, and then divided by the number of lanes for each segment. This results in a count of Average Annual Daily Traffic (AADT) per lane. Using standardized values from the Federal Highway Administration (FHWA) for the level of AADT that constitutes congestion, the map is classified in four levels:

**Dark Blue (Less than 2,500 AADT per lane)** - These arterials have significant excess capacity and very low congestion levels. These arterials are likely suitable for reallocation of space for other transportation modes. New development is very unlikely to have a noticeable impact on traffic.

**Light Blue (Between 2,500 and 5,000 AADT per lane)** - These arterials have low levels of congestion. These arterials may be suitable for reallocation of space for other transportation modes. New development is unlikely to have a noticeable impact on traffic.

**Orange (Between 5,000 and 7,500 AADT per lane)** - These arterials have a medium level of congestion. They are not suitable for reallocation of space for other transportation modes. New development may have a noticeable impact on traffic. Further study may be warranted to inform the decision-making process.

**Red (Greater than 7,500 AADT per lane)** - These arterials have a high level of congestion. They are not suitable for reallocation of space for other transportation modes, and expansion projects are warranted. Traffic studies may be necessary to ensure new development does not significantly increase traffic congestion on the arterial. Mitigation approaches related to the intensity of a development or the type of use may be needed.

**ARTERIAL TRAFFIC**

**Introduction**
Increased traffic congestion is one of the most common concerns raised by residents and decision-makers during rezoning and at other points in the development process. Tulsa has a substantial arterial grid generally aligned with the township and range boundaries, that is along a 1-mile by 1-mile grid. This arterial network provides a significant level of redundancy, particularly in the older parts of the city where the street grid between the arterial grid also provides alternative routes for road users. Congestion is not commonplace across the city, but for sections of South Tulsa, where street connectivity is minimal except for arterials, and where automobile reliance rates are the highest in the city, traffic congestion does occur.

**Causes of Traffic Congestion in Tulsa**
Areas of the city that were developed since the 1960s have been designed with very little street redundancy, with mid mile connector streets being uncommon. Additionally, uses are separated such that destinations, like commercial, retail, and employment uses, are all concentrated along the arterial streets. This organization of transportation infrastructure and land uses leads to streets that are both meant to serve as mobility corridors and corridors to access destinations, causing congestion. This is especially pronounced during times of the day when large numbers of drivers are commuting to and from work, or when schools are doing drop-off and pick-up.

Where possible, new developments should be required to provide useful connectivity that adds alternative routes to the street grid. This can be designed in ways that does not alter the desired character of the area, but this requires consistent implementation of connectivity goals by City of Tulsa and Tulsa Planning Office staff when subdivisions and other development projects are submitted for approval.
Need to update the Subdivision regulations to require street connectivity and workable street grids in new land development. (No need to continue making the mistakes of the past decades.)
Regarding urban planning.
One very annoying thing is all red light intersections.
Please start accommodating roundabouts. This is proven to ease congestion and also as side effect less pollution.
TRANSIT-ORIENTED DEVELOPMENT AREAS

Introduction
The City of Tulsa and the Metropolitan Tulsa Transit Authority (MTTA) have made significant investments in enhanced public transit service in the past decade. Several plans have been adopted that outline the vision for public transit service in Tulsa, including the Fast Forward Regional Transit Plan (2012), and Connecting Progress (2018).

The Fast Forward Regional Transit Plan identified potential corridors for bus rapid transit (BRT) in Tulsa, which led to the establishment of the Peoria Aero BRT and the Route 66 Aero BRT alignments. The Connecting Progress comprehensive operations analysis led to the re-routing of MTTA’s transit lines to create a grid system rather than the preexisting hub-and-spoke system. As a part of this re-routing several “Sub-Hubs” were identified to serve as connections among multiple transit routes. These locations include:
1. 36th St. N. and N. Peoria Ave.
2. E. Admiral Pl. and Memorial Dr.
3. E. 21st St. and S. 145th E. Ave.
4. E. 33rd St. and S. Memorial Dr.
5. S. Olympia Ave. at Tulsa Hills
6. E. 81st St. and S. Lewis Ave.
7. E. 71st St. and S. Memorial Ave./S. Mingo Ave.

In order to align land use planning with the transit investments, the City of Tulsa offers incentives to property owners to create transit-oriented development. The City Council initiated a Mixed-Use Rezoning program, for property owners along BRT routes to rezone their properties to mixed-use at no cost. In tandem with this rezoning program, the City has made all commercial properties along the BRT alignments eligible for Commercial Revitalization Revolving Loan Fund program dollars to rehabilitate properties. These monies are available for all commercial properties, but those properties that pursue the Mixed Use Rezoning program become eligible for a higher loan amount from the Commercial Revitalization Revolving Loan Fund program.

Purpose
The Federal Highway Administration (FHWA) and the United States Department of Transportation (USDOT) define transit-oriented development (TOD) as:

“...compact, mixed-use development near transit facilities providing high-quality walking environments. It usually includes new residential development, office space, and other service amenities that are within a half-mile of public transportation and easily commutable by other means such as walking and biking.”

Tulsa’s BRT alignments and transit sub-hubs present an opportunity to encourage TOD in strategic places that make getting around without an automobile more feasible.

TOD Principles

- Promote compact development with sufficient density to support transit ridership located within easy walking distance of transit stops.
- Promote mixed-use development that accommodates pedestrian activity and connections to and from transit stations.
- Include engaging, high quality public spaces, such as small parks or plazas, as organizing features and gathering places for the neighborhood.
- Encourage a variety of housing choices near transit facilities to accommodate a wide range of ages and incomes.
- Ensure compatibility and connectivity with surrounding neighborhoods.
- Low-density, auto-oriented development patterns should be minimized where feasible.
- Automobile parking should be oriented on sites such that it does not separate the pedestrian realm from building entrances.
COMMERCIAL REVITALIZATION AREAS

Purpose
The purpose of this Commercial Revitalization Areas map is to identify what properties would be potentially eligible for Commercial Revitalization Revolving Loan funds and other commercial revitalization opportunities. If a property is located along one of the BRT corridors, within a Destination District boundary, or within one of the 13 priority locations identified in the City of Tulsa Retail Market Study and Strategy pertinent information about each program is made available to connect applicants with the relevant opportunities.

Specific Program Opportunities

Revolving Loan Fund
The Tulsa Authority for Economic Opportunity (TAEQ) manages a Commercial Revitalization Revolving Loan Fund program to provide funding to rehabilitate commercial properties along established bus rapid transit (BRT) alignments in Tulsa. This program is also available to properties within the boundaries of the Destination Districts program and the 13 priority locations identified in the City of Tulsa Retail Market Study and Strategy. These areas represent a special focus for redevelopment support by the City of Tulsa, and property owners who pursue rezoning or other development review procedures should be made aware of what opportunities are available to them to assist in their redevelopment efforts.

Retail Redevelopment and Development Fund
The Retail Redevelopment and Development Fund is a Revolving Loan Fund (RLF) intended to provide low-cost capital to retail entrepreneurs and developers. For retail entrepreneurs, the loans can be used to fund tenant improvements, purchase equipment, etc. For developers, the loans are intended to encourage the redevelopment and development of commercial properties and incentivize the proliferation of Transit Oriented Development (TOD). Individuals or businesses who use the funds must open a business or redevelop/develop property along the Bus Rapid Transit (BRT) lines or in one of the 13 priority locations identified in the City of Tulsa Retail Market Study and Strategy.

The loan terms are recommended to the City of Tulsa by the Tulsa Economic Development Corporation (TEDC), who administers the program. Because developers and entrepreneurs can use the RLF, there are no set limitations on the loan amounts or terms, which will be determined on an individual basis; however, the terms of the loan reflect the City’s intention to provide low-cost capital to individuals who contribute to commercial revitalization and transit-oriented development.

Development Fee Reimbursement Program
The Development Fee Reimbursement Program is intended to offset the costs of opening a brick and mortar businesses along Tulsa’s Bus Rapid Transit (BRT) system. The fees associated with opening a business are frequently overlooked and can prove determinative of a business’ success.

Eligible program users include individuals or businesses who have opened a business along Tulsa’s bus rapid transit system after January 1, 2019, and have paid any fees levied by the City of Tulsa in full.

Destination District Program
This program was designed with the understanding that some of Tulsa’s most unique retail assets exist within neighborhood commercial districts. Frequently, the success of these neighborhood centers is dependent upon district management organizations that secure community buy-in, synthesize a unified community vision for the district, and help implement that vision through programs and events within the neighborhood. The success of this approach is illustrated by Kendall Whittier Main Street.

While this program will not directly benefit retail entrepreneurs and businesses, it will indirectly benefit them by ensuring a vibrant, walkable, and successful neighborhood. Commercial revitalization funding for Destination Districts is transmitted through an annual allocation to the program manager to facilitate a collective approach to revitalization in these areas.
Commercial Revitalization Areas

- Greenwood Main Street
- Kendall-Whittier Main Street
- Route 66 Main Street
- Global District

Legend:
- Destination Districts/Main Street Areas
- Priority Locations in Retail Market Study
- BRT Routes

Page 70
Printed 04/18/2023
If a development "opportunity" presents itself in any area not highlighted in green, will it be denied?
ECONOMIC INCENTIVE AREAS

Introduction
Several tax incentives are available to enhance development in different parts of Tulsa. In particular, these incentive areas are focused in low- to moderate-income areas with the intention of supporting revitalization that improves the quality of life for local residents. To ensure that incentives are taken advantage of when available, applicants for development review should be made aware of the opportunities available.

Purpose
The purpose of the Economic Incentive Area maps is to identify where development incentives are available to applicants in the development review process. These maps show four incentive types; in some locations incentive opportunities overlap. For projects that fall within these boundaries, information will be available to connect applicants to these incentive programs.

Incentive Types
New Market Tax Credits
The New Market Tax Credit program is a federal incentive program established in 2000 to increase the level of private investment in low-income communities. The program is designed to allow qualified community development entities (CDEs) to use their local knowledge and expertise to decide which businesses to invest in or lend to with the funds they raise with the new market tax credits. Most businesses located in low-income communities could qualify for loans or equity. Typical firms could include: small technology firms, inner-city shopping centers, manufacturers, retail stores, or micro-entrepreneurs. Residential rental property does not qualify as a qualified active low-income business. The process for accessing New Market Tax Credits for businesses is a competitive application process administered by the federal government.

Opportunity Zones
Opportunity Zones, much like New Market Tax Credits, are intended to increase investment in low-income communities. Instead of there being dedicated funds for a competitive process, Opportunity Zones are established so that Opportunity Funds, which are repositories for unrealized capital gain investment, are invested by at least 90% into Opportunity Zone areas. New development within these areas may be eligible for funding through these Opportunity Funds, and can be established by the developer themselves, or developers can access existing Opportunity Funds to finance their project. Applicants whose projects are within an Opportunity Zone should connect with the Tulsa Authority for Economic Opportunity (TAEO) to learn what options are available to them.

Tax Increment Financing Districts
Tax Increment Financing (TIF) districts are created pursuant to State statutes (Local Development Act, Title 62 O.S. sec. 850 and following.) Any increases in property taxes generated above the level of taxes at the onset of the TIF district are defined as an “increment” which can be reinvested into the area in any number of ways. Similarly, a portion of sales tax generated within the TIF boundaries above the base rate could be eligible for reinvestment into the area. Each TIF district has a unique set of rules, and applicants that are seeking to develop property in these areas should connect with TAEO to learn what opportunity exists.

Low Income Housing Tax Credits
The Low-Income Housing Tax Credit (LIHTC) subsidizes the acquisition, construction, and rehabilitation of affordable rental housing. The federal government issues tax credits to state and territorial governments, then State housing agencies award the credits to private developers of affordable rental housing projects through a competitive process. Developers generally sell the credits to private investors to obtain funding. Once the housing project is placed in service, investors can claim the LIHTC over a 10-year period. Many types of rental properties are LIHTC eligible, including apartment buildings, detached houses, townhouses, and duplexes. Project income requirements include:

- At least 20% of the project’s units are occupied by tenants with an income of 50% or less of area median income (AMI) adjusted for family size.
- At least 40% of the units are occupied by tenants with income averaging no more than 60% of AMI, and no units are occupied by tenants with income greater than 80% of AMI.
#051

Posted by Josh Kunkel on 12/11/2022 at 4:04pm [Comment ID: 572] - Link
Type: Question
Agree: 17, Disagree: 0
Should business improvement districts be included here as well?
If a development "opportunity" presents itself in any area not highlighted in green, will it be denied?
INDUSTRIAL EMPLOYMENT SUITABILITY

Introduction
Cities should be well positioned to attract businesses from a broad spectrum of industries. This requires that land be identified for future business development, and that distinctions are made between areas that are more or less suitable for different employment types. Access to major infrastructure, the capacity to expand local infrastructure and public services, as well as access to financial incentives all increase the desirability of sites for economic development purposes. Some industries are less suitable in proximity to sensitive land uses, such as residential neighborhoods and sensitive natural habitat. Zoning and other regulations are in place to mitigate the potential negative impacts associated with industrial uses.

Purpose
The purpose of the Industrial Suitability map is to add distinction to the Land Use Plan Map regarding where industrial uses are most suitable. This map applies criteria to evaluate industrial suitability in the Employment land use designation. Within these areas there is variability regarding what properties are more or less suitable for industrial uses. In general, heavy industrial uses are uncommon within the city limits; however, light and medium industrial uses exist, and as new development of this intensity arises, having distinction between Employment areas that are more or less suitable will ensure efficient economic development, stable quality of life for residents, and adequate public service and infrastructure availability for employers.

Criteria for Suitability
The Industrial Site Suitability map includes four criteria categories:

1. Incentives
What incentive are available that will facilitate industrial development?
- Opportunity Zones
- New Market Tax Credit areas
- TIF Districts

2. Infrastructure Investment Required
What infrastructure exists for a given property, and how costly would it be to serve a currently unserved property?
- Arterial Street Capacity
- Railroad Access
- Public Transportation Access
- Water and Sewer Access

3. Proximity to Existing Major Infrastructure
How close is a site to major transportation infrastructure?
- Access to Highways
- Access to the Tulsa International Airport
- Access to the Tulsa Port of Catoosa and Tulsa Port of Inola

4. Residential Proximity
How close is a property to residential areas?
- Proximity to Residential Areas

Suitability Classification
Areas designated “Most Suitable” have many or all of the criteria used in this analysis, indicating that incentives and infrastructure are in place to support new development and that these areas should be prioritized for industrial development. Areas designated “More Suitable” may lack certain incentive opportunities or have fewer infrastructure options than Most Suitable areas but are still priority locations for industrial development. “Somewhat Suitable” areas are either located in relative proximity to existing residential areas or lack utility infrastructure and incentives. These areas may be better for non-industrial employment uses that require less infrastructure or have reduced impacts on adjacent properties. Areas that are designated “Less Suitable” lack many of the basic requirements for industrial development and should be reserved for non-industrial uses employment uses unless significant infrastructure, utility, and public service investments are undertaken. “Least Suitable” areas include all Land Use Designations other than Employment and are not well suited for employment development. Industrial corridors in older parts of the city should continue to develop industrial uses, but with enhanced consideration of compatibility concerns with nearby residential uses.
The entire city of Tulsa appears to be highlighted with some color from the map legend, does that mean any land in Tulsa can be up for development?
# Neighborhood Statistical Areas

## Introduction

In order to provide information about the context of an area where a development project is occurring, the Tulsa Planning Office has developed a citywide map of Neighborhood Statistical Areas. These 80 areas are aligned with federal Census Tract geometry and will allow for comparisons over time for dozens of data points. The Tulsa Planning Office Strategic Planning program uses these boundaries to generate annual reports aligned with the nine comprehensive plan chapters.

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PARK FACILITIES AND OPEN SPACE AREAS

Introduction
Tulsa’s parks, trails, and recreational facilities set it apart from the other cities in Oklahoma. Ensuring assets that exist today endure for future generations is of equal importance to enhancing and expanding the network of facilities to increase the number of residents who can safely recreate, commune with nature, and gather with their community.

Purpose
The purpose of the Park Facilities and Open Space Areas map is to identify park and open space areas that may need to be considered during the development review process. Where a development project is occurring in adjacent to one of these areas, different recommendations from this plan may apply.

Facility Type and Recommended Actions

Natural Areas
Tulsa’s development throughout the past century has reduced the amount of natural areas in the city; however, there are still significant stands of forest, either in managed recreational areas, such as Turkey Mountain or Mohawk Park, or stormwater management areas, such as along the Mingo Creek corridor. Development adjacent to these areas should have minimal impact, and development intensity should be limited, particularly where flooding concerns exist.

Golf Courses
In general golf courses in Tulsa are surrounded by developed areas. In some cases residential uses are integrated into the golf course, and in other instances the courses are fully separated from surrounding uses. Where permitted and desired, residential integration into golf courses is encouraged. Consideration should be given to future transportation connectivity in cases where golf courses change uses.

Regional Parks
Development that occurs adjacent to a regional park should compliment the regional park without damaging the existing experience of the park. Residential areas should be oriented toward the park, and access for pedestrians, cyclists, and automobiles should be maintained to a high degree.

Neighborhood Park
Much like regional parks, development adjacent to a neighborhood park should seek to minimize environmental changes to the park setting. Residential properties should be oriented to face the park, and access to the park from neighboring residential areas should be maintained.

River Parks
The River Parks system is among the most treasured community resources in Tulsa. Development adjacent to these parks should follow the guidance of the Arkansas River Corridor Land Use Designation (see page 19).

Stormwater Areas
Development adjacent to stormwater areas that are used for recreational purposes should treat those like any other park facility.

Cemetery
Development that occurs adjacent to cemeteries should be at all times respectful of the character of the cemetery. Buffering should be used for any uses more intense than detached and missing middle development.

Sports Complex
New development adjacent to existing public sports complexes should seek to be connected to the complex without obstructing access to and from the facility. Buffering between uses should be sought to guard residential areas from bright stadium lights, and complex attendees from adjacent commercial or industrial uses.

Existing Trails
New development that abuts an existing trail should create an access point from the property to the trail. The development should not create an uncomfortable or unsafe environment on the trail (e.g., long blank walls.)

Planned Trail
New development that occurs where a future multi-use trail is planned will be required to dedicate a portion of the site through an easement to accommodate the future trail right-of-way. The development of the site should be done in such a way that the future trail is easily accessed and does not negatively impact the users of the developed property.
Planned trail and commuter rail line passes through airport runway protection zone (RPZ). Additional communication and FAA approval are required.
Park Facilities and Open Space Areas
#055

Posted by **Jose J** on **12/01/2022** at **7:56pm** [Comment ID: 471] - [Link]

*Type: Suggestion*

*Agree: 3, Disagree: -1*

A multi-use path connecting the proposed developments out east with Mingo valley trail should be included. Run it along 11th since its pretty low traffic.

#056

Posted by **Jose J** on **12/01/2022** at **8:10pm** [Comment ID: 472] - [Link]

*Type: Suggestion*

*Agree: 3, Disagree: 0*

A multi-use path could also travel along 4th/6th pl connecting Mingo Valley Trail and eastside to downtown.

#057

Posted by **Arthur Miranda** on **11/23/2022** at **10:00am** [Comment ID: 330] - [Link]

*Type: Suggestion*

*Agree: 0, Disagree: -3*

I mean - Southern Hills, Tulsa CC, and Meadowbrook are not quite green areas for the purpose of overall enjoyment by the population right? Feels disingenuous to paint those green here - if only they at least had a running/walking path around them like LaFortune does.

#058

Posted by **Preslie** on **12/02/2022** at **10:37am** [Comment ID: 477] - [Link]

*Type: Suggestion*

*Agree: 1, Disagree: -29*

Would it ever be possible to remove the Cincinnati exit that goes over Maple Park and create a trail instead?

Reply by **Aaron Griffith** on **12/05/2022** at **10:36am** [Comment ID: 506] - [Link]

*Type: Suggestion*

*Agree: 29, Disagree: -1*
No, this is a terrible idea and the Midland Valley trail already runs adjacent to it.

**TREE CANOPY COVERAGE**

**Introduction**
Tulsa sits in the middle of Green Country, and the lush foliage and tree canopy are key features that residents care greatly about. Tree canopy is well known to enhance quality of life and property values, to mitigate environmental concerns, as well as to increase visitation of commercial areas. Loss of tree canopy is a constant concern heard in the development review process, for all of the reasons listed above, as well as for the maintenance of wildlife habitat.

**Purpose**
This purpose of the Tree Canopy Coverage map is to identify the amount of tree canopy coverage for each Census block, to allow for consideration during the development review process. This map uses the land cover dataset produced by the United States Geological Survey (USGS) and has been joined to the Census block geometry, which closely aligns with Tulsa’s street grid. As streets are natural separations between areas where trees can grow, the city blocks between the streets each function as a patchwork piece of the urban tree canopy. Where tree canopy is abundant, the goal is to maintain it, and where tree canopy is sparse, to enhance it.

**Existing Conditions**
According to the dataset from USGS, the average Census block in Tulsa has a 16% tree canopy coverage. In residential areas this value ranges between 0% in some locations near downtown, to as high as 80% in some partially developed fringe areas of the city. The downtown and surrounding neighborhoods in particular lack tree canopy coverage. Coupled with higher than average amounts of impervious surface, these areas would reap significant benefits from an increase in tree canopy. Historic and affluent areas of the city tend to have the highest levels of tree canopy.

**Recommended Approaches**
For areas on the map that are red or yellow, preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

For areas in light green and dark green on the map, significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Areas of the map in blue are mostly undeveloped sections of the city. Development will naturally have an impact on tree canopy, but all effort should be taken to preserve a substantial portion of the tree canopy in these areas. Portions in blue should have the highest level of preservation to maintain the existing habitat and recreational places in the city. Future land use planning for Future Growth areas should include the goal of tree canopy preservation.
Tree Canopy Coverage

% Canopy Coverage

- Greater than 50%
- Between 30% and 50%
- Between 20% and 30%
- Between 10% and 20%
- Less than 10%

Greater than 50%
Between 30% and 50%
Between 20% and 30%
Between 10% and 20%
Less than 10%
#059

Posted by Josh Kunkel on 12/11/2022 at 4:08pm [Comment ID: 574] - Link

Type: Suggestion

Agree: 3, Disagree: -2

The development in this zone should be encouraged to work with the natural environment vs destroy it like Tulsa Hills did. Compact and dense development should be prioritized to maintain the natural environment.
FLOOD AREAS

Introduction
Tulsa is well known for the substantial investments made into stormwater infrastructure to handle the frequent flooding events that are commonplace in communities adjacent to prairie rivers. In 2019 there were unprecedented flows in the Arkansas River from releases from the Keystone Dam that tested the viability of the levee system. Flooding occurred in areas of the city near Brookside, while numerous neighborhoods located behind levees were evacuated. Significant flooding also occurred in Bird Creek in North Tulsa, which unearthed decades-old landfills in Oxley Nature Center within Mohawk Park. These events not only create an elevated risk of loss of life, but could have substantial ramifications for property damage as well. Development in Tulsa should always consider the potential impacts of flooding.

Tulsa is one of only two cities in the United States to achieve a Class 1 rating in the National Flood Insurance Program’s Community Rating System. This achievement is due to the diligence of City departments to ensure proper flood mitigation, and represents a major shift from the 1980s when Tulsa was number one in the number of federally declared disasters.

Purpose
The Flood Areas map is intended to identify where the different flood-prone areas of the city are located to inform the development review process. If an applicant’s property is thought to be within one of the floodplains, they should consult the City of Tulsa Engineering Services Department for a Flood Zone Determination. This process will determine what floodplain type a property is in, as well as what associated regulatory requirements are applicable. All new construction and substantial improvements (investing 50% or more of the property’s initial value in rehabilitation or expansion) are required to pursue the Flood Zone Determination. These investments in properties relative to initial value are calculated on a 10-year rolling basis, such that any aggregate investment of 50% or greater would trigger the process.

There are four flood areas shown on the map with differing implications for development activity:

Floodway
The floodway is the primary conveyance area of a waterway where water is actively flowing on a continuous or periodic basis, such as river and creeks. The floodway must remain open in order to allow flood waters to pass. Development of any kind is not appropriate within this region.

City Regulatory Floodplain
The City Regulatory Floodplain in Tulsa is based upon the floodplains delineated in the studies conducted for each of the City’s drainage basins. It is drawn at the 1% per year storm event, commonly referred to as the 100-year floodplain. For new construction or substantial improvements, all uses will be required to follow City regulations to build up above the regulatory floodplain level.

FEMA 100-Year Floodplain
The Federal Emergency Management Agency (FEMA) has designated areas of high risk for flood using the estimate of an event that has a 1% chance of occurring each year. Properties within this area are required to follow the guidelines established by FEMA in order to qualify for the National Flood Insurance Program (NFIP). Because the FEMA 100-Year Floodplain overlaps with the City Regulatory Floodplain, it is largely unshown on the map on page 53.

FEMA 500-Year Floodplain
FEMA has also designated areas of lower but still possible risk of flooding using the estimate of an event that has a 0.2% chance of occurring each year, referred to as the 500-year floodplain. Restrictions on development in these areas only applies to uses that are part of critical emergency response efforts in a flooding event, such as fire stations or emergency operations centers.
2019 Tulsa experienced one of the worst floods in almost 33 years, why is there not more put into this section regarding enhancing storm water facilities?
The regulatory flood plain in the pearl district is a significant inhibitor to the development of this neighborhood that could otherwise be providing a vibrant opportunity for many Tulsans that is downtown adjacent.

Josh is right. The regulatory flood plain is the biggest problem in the way of development. Far bigger a problem than flooding. Whoever made the regulatory flood plain missed the mark greatly. Having developed in the Pearl, I have seen first hand, over the shoulder of the surveyor how greatly flawed the regulatory flood plain is. On my own property, there are two points whose elevation differs by 4 feet. These points are 145 feet apart. The higher point is in the flood plain, the lower is not. I am not exaggerating. We must use LiDAR to learn the actual flood plain and true percentages of permeable and impermeable ground so that we can accurately prepare for the future.

Tulsa’s attempts to exaggerate flooding problems in this area as a guise to illegally enact eminent domain for economic redevelopment ponds is disgraceful, especially when considering that mandating low impact development standards in the area would mitigate the majority of issues occurring in the area.


Save the Pearl.
ZONING OVERLAY DISTRICTS

Introduction
Zoning overlay districts provide specific regulations for certain areas of the city with the intention of achieving goals that aren't addressed by the base regulations of the Tulsa Zoning Code. In some cases, overlay districts increase restrictions to favor one type of development over another. In other cases restrictions are alleviated by an overlay district to encourage more development activity in general and to broaden the scope of permitted development types in an area. Zoning overlays are also a tool used to preserve and enhance the historic characteristics of places. All zoning overlays can be found in Chapter 20 of Title 42 of the Tulsa Code of Ordinances.

Purpose
The purpose of the Zoning Overlay Districts map is to identify the areas of the city that have regulatory overlay districts. When a project application is for a location within one or more of these areas, Tulsa Planning Office staff will reference the corresponding ordinances during the development review process. Information on each overlay will be made available to applicants to ensure understanding.

Area Descriptions

Historic Preservation Zoning Overlay Districts
There are seven Historic Preservation Overlay Districts in Tulsa as of the adoption of this plan. Applicants whose projects are located within these geographic areas will be required to pursue approval of the Tulsa Preservation Commission for most projects that involve new construction, addition, or modification to the building exterior. For projects that are strictly rezoning, no review from Tulsa Preservation Commission is required, but stakeholders will be notified of the proposed changes.

Route 66 Overlay
The Route 66 overlay alleviates restrictions on signage, allowing business and property owners to construct signs that are larger than are typically permitted, and that extend into the right of way and above the roof line of their structure.

River Design Overlay
The purpose of the River Design Overlay is to govern the form, function, design, and use for properties located within the defined boundaries, with the goal of maintaining and promoting the river as a valuable asset for economic development and quality of life. This is achieved through the addition of supplemental zoning standards to existing zoning districts. The overlay includes three zones:

1. A zone that overlays River Parks land directly connected to the river. This zone is intended to protect recreational uses, and only allows limited development that is compatible or complementary to park uses.
2. A zone that includes areas that abut the river but are not public or park land. This zone will require new development to be oriented toward the river and abutting streets.
3. A zone for areas on the east of Riverside Drive, which would require structures to be built up to the right of way with special requirements for landscaping and parking orientation.

Healthy Neighborhoods Overlay
The Healthy Neighborhoods Overlay was approved by the City Council in 2018 to restrict the development of small box discount stores. This is achieved by a dispersal requirement that all new discount stores must be built at a minimum of one mile from any existing discount stores. Stores may be exempt from these requirements if they are over 12,000 sq. ft. or if they dedicate at least 500 sq. ft. to the sale of fresh meats, fruits and vegetables. The overlay also encourages access to healthy foods by permitting the sale of food products from community gardens without a Board of Adjustment approval. Additionally, parking requirements are reduced by 50% for full-service grocery stores constructed within the overlay boundary.

Neighborhood Infill Overlay
The Neighborhood Infill Overlay was approved by City Council in 2021 in order to facilitate the development of infill housing in the neighborhoods surrounding downtown. This is an implementation item of extensive surveying and planning to achieve housing affordability in Tulsa. The overlay provides relief from lot area and parking requirements, and allows new housing types to be built by right on residentially zoned property. These adjustments allow for increased density in areas that were built to accommodate it but have been constricted by zoning code regulations more well-suited for suburban development styles.
#062

Posted by Aaron Griffith on 12/12/2022 at 5:39pm [Comment ID: 606] - Link

Type: Question

Agree: 26, Disagree: 0

Why aren’t neighborhood character overlays listed in this section?
The Lewiston Garden Corridor study/plan is not marked on this map, why is it missing?

This map does not show the Owen Park, Buena Vista and Tracy Park neighborhoods being exempted from the neighborhood infill overlay, why not?


https://www.publicradiotulsa.org/local-regional/2021-10-22/council-adopts-zoning-change-to-allow-more-housing-types-around-downtown

Tracy Park should be listed as a Historic Preservation zoned district on this map.