



planit^ulsa

development review guide

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chapter 1 development review guide

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, 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.

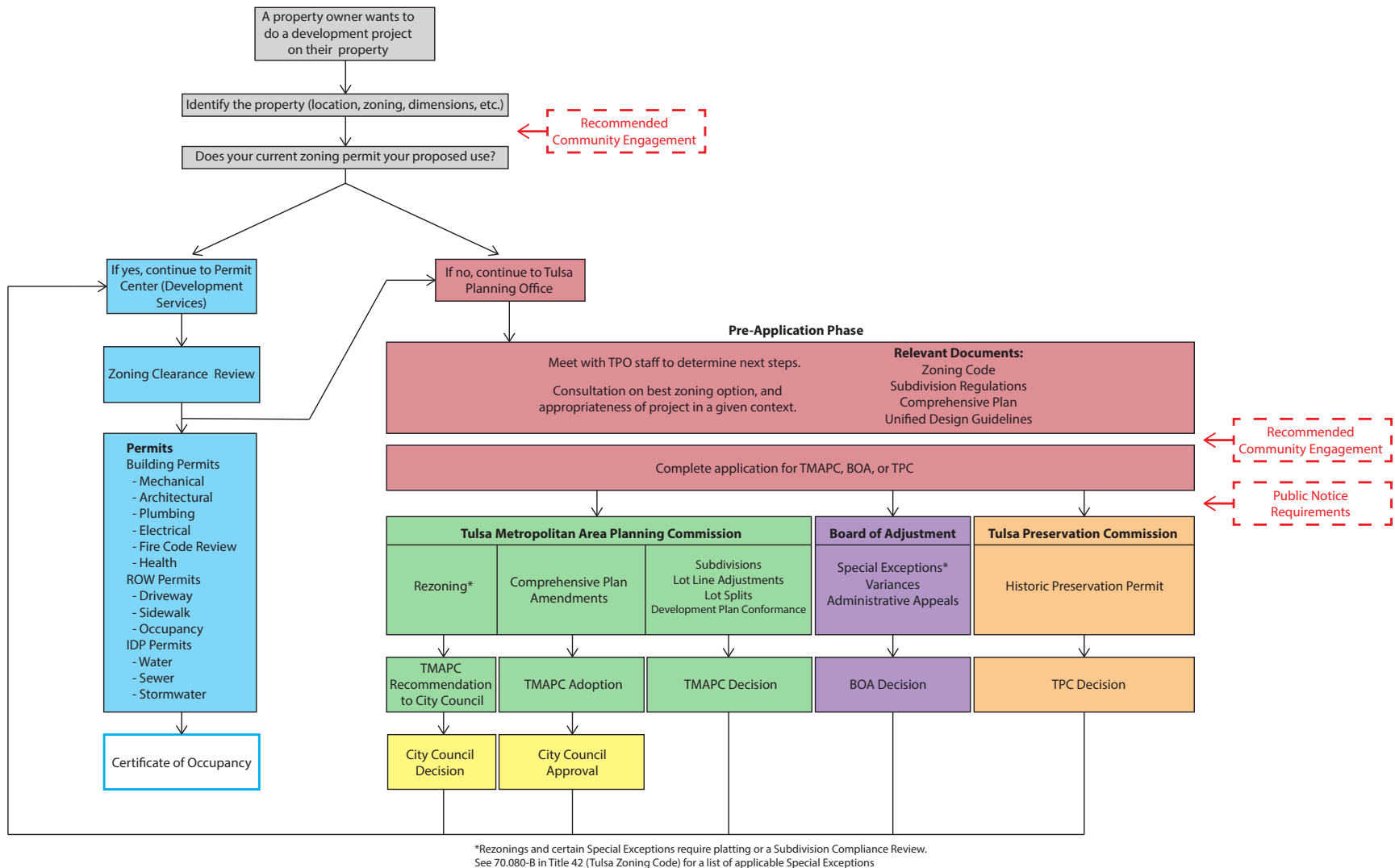
Many of the TMAPC or BOA application types can be administratively approved or can receive a final determination with that respective body after one public hearing. Rezoning applications are sent with a TMAPC recommendation for final approval by the Tulsa City Council.

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.



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, including building permit issuance and a final inspection, 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.

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 Public Works Department
- Private utility companies
- Tulsa Airports Improvement Trust
- 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, TMAPC, 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.

OVERVIEW OF APPLICATION TYPES (cont.)

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.

Statute
State-level laws passed by the legislature.



Ordinance/Codes
City-level laws passed by the City Council.

Regulation/Standard
Rules adopted by appointed authorities and City departments, including design standards.

Policy/Procedure
An established way of conducting business within City departments.

Plan Recommendation
A recommended action adopted by TMAPC and affirmed by City Council in order to change ordinances, regulations, or policies.

Guideline
Voluntary supplemental guidance for regulations, policies, and procedures.

Document	Description
 Comprehensive Plan	State statute enables cities, towns, and counties to develop and adopt non-regulatory comprehensive plans to achieve long-term planning goals related to land use, government operations, and capital improvements. All land use decisions made by staff, TMAPC, BOA, or City Council should conform to the guidance outlined in the comprehensive plan. The Land Use Plan Map identifies what Land Use Designation is assigned to each property in the city, and the characteristics of those classifications should inform the determination of appropriateness. Other associated maps may provide additional contextual consideration to be evaluated for each application to modify the zoning code. Where there is a discrepancy between the comprehensive plan and the desired result of an applicant, amendments to the plan may be pursued to change the Land Use Plan Map or other components of the plan to be congruent with the desired change.
 Small Area Plans	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.

Document	Description
 <p>Zoning Code</p>	<p>The Tulsa Zoning Code (Title 42 of the Municipal Code) is adopted as an ordinance 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.</p>
 <p>Subdivision Regulations</p>	<p>The Subdivision & Development Regulations is adopted as a regulation 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.</p>
<p>Unified Design Guidelines</p>	<p>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.</p>
<p>Infrastructure Design Regulations (Engineering Standards)</p>	<p>This manual of standards 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.</p>
<p>Major Street & Highway Plan</p>	<p>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.</p>

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.

NOTICE REQUIREMENTS

Acting Body	Action Type	Newspaper Notice	Mailed Notice, Radius	Posted Notice	Days in Advance
TMAPC	Zoning Map Amendments (including major amendments to PUDs and development plans)	Yes	Yes, 300'	Yes	20
TMAPC	Minor Amendment to Development Plans	No	Yes, 300'	No	20
TMAPC	Comprehensive Plan Amendment	Yes	Yes, 300'	Yes*	15
TMAPC	Preliminary Plat	No	Yes, Adjacent Neighbors	No	10
TMAPC	Minor Subdivision Plat	No	Yes, Adjacent Neighbors	No	10
BOA	Variances	Yes	Yes, 300'	No	10
BOA	Special Exceptions	Yes	Yes, 300'	Yes**	10
BOA	Minor Special Exceptions	No	Yes, Adjacent Neighbors	No	10
BOA	Administrative Adjustment	No	Yes, Adjacent Neighbors	No	10

*If concurrent with a rezoning application

**Only Special Exceptions involving a use require a posted notice.

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.

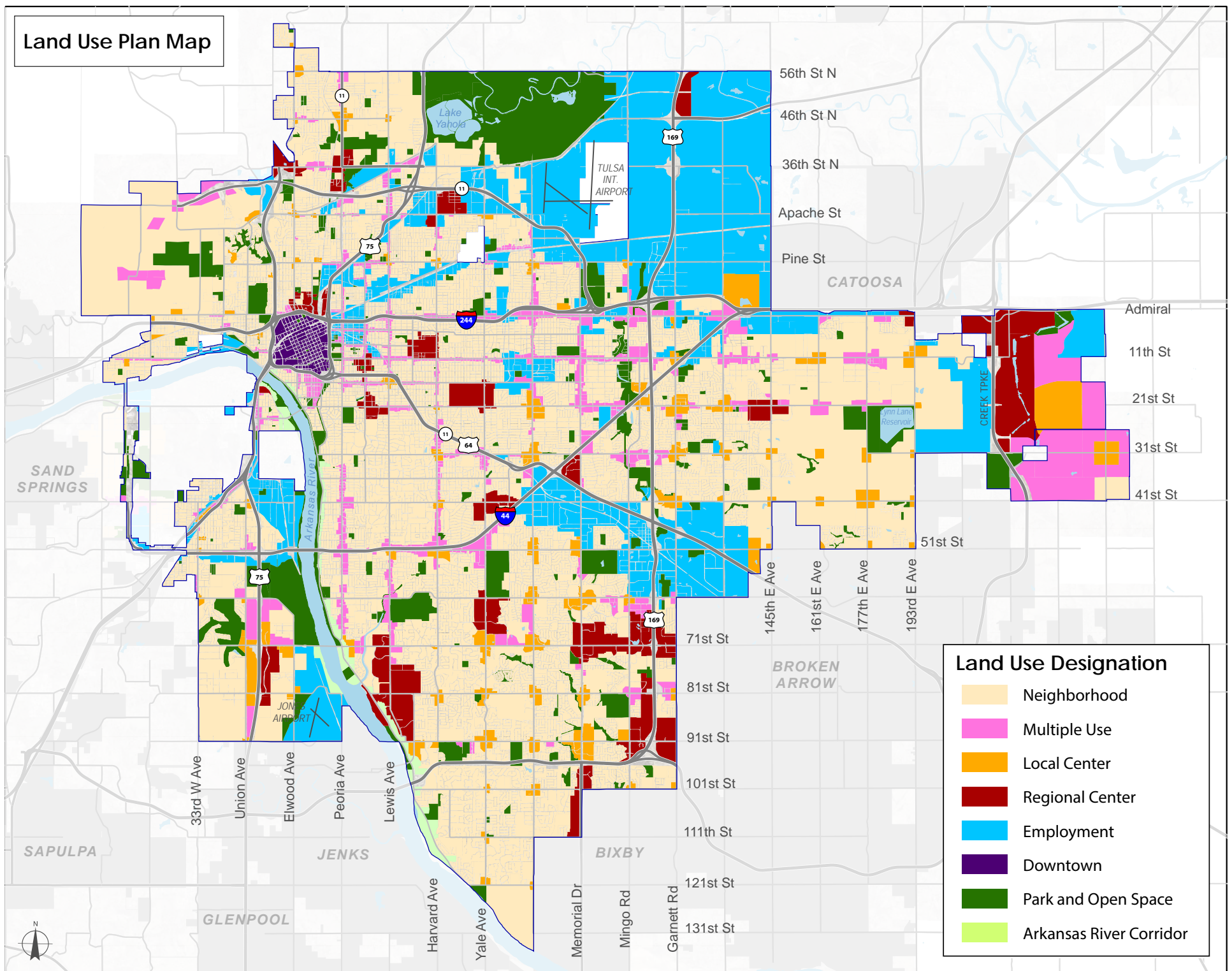
In the previous version of the plan there were three neighborhood designations including: Downtown Neighborhood, Existing Neighborhood, and New Neighborhood. These have been combined into a single "Neighborhood" designation, and the distinction between different areas of the city is re-established in 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.

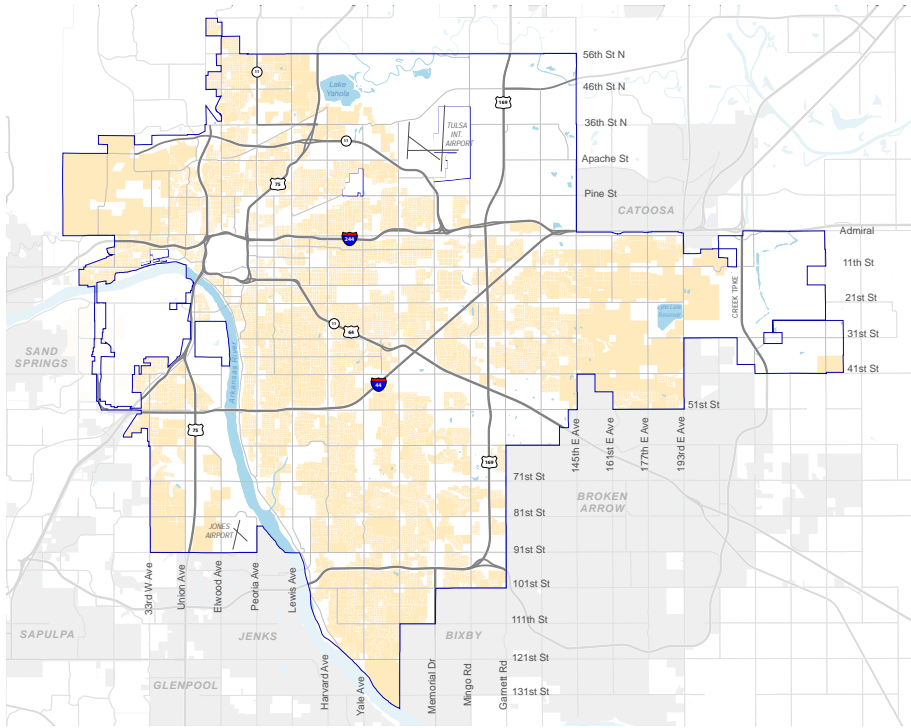
The previous version of the plan included a designation called "Mixed-Use Corridor", and that has been modified to "Multiple Use" in order to allow for areas that are not strictly along a given corridor to have that designation applied, as well as to differentiate the land use designation from mixed-use zoning. Finally, the Main Street land use designation from the previous version of the plan has been removed and replaced 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.

Land Use Plan Map

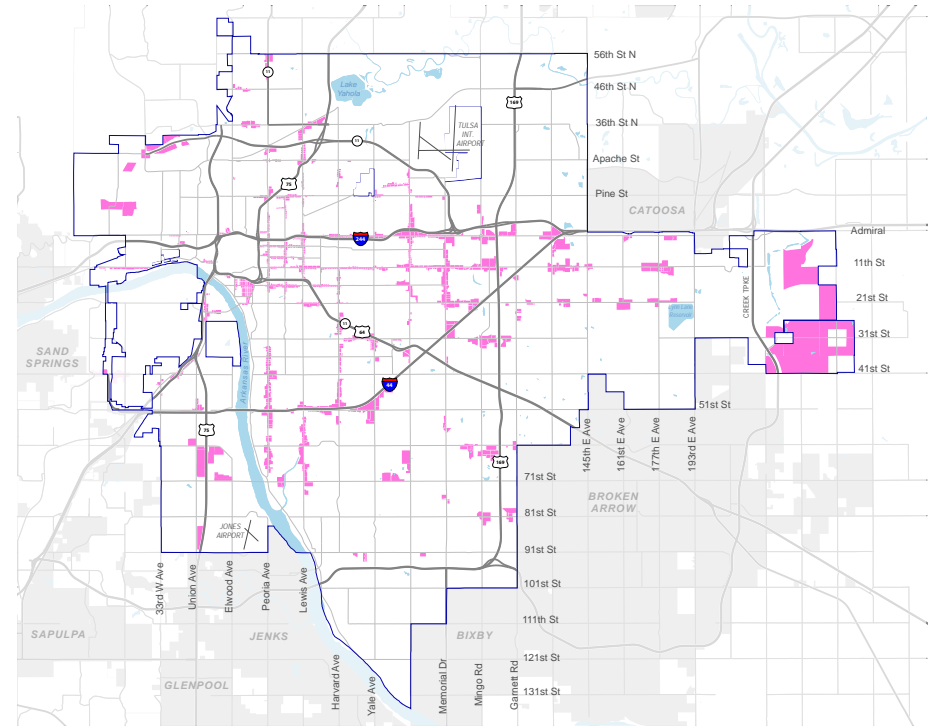


LAND USE PLAN DESIGNATIONS



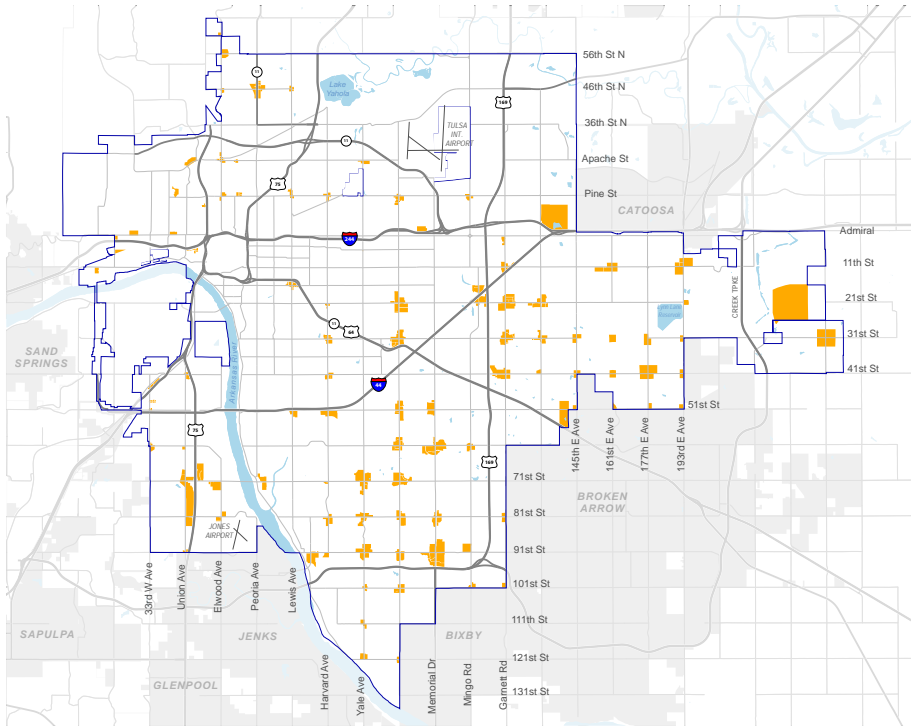
Neighborhood

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.



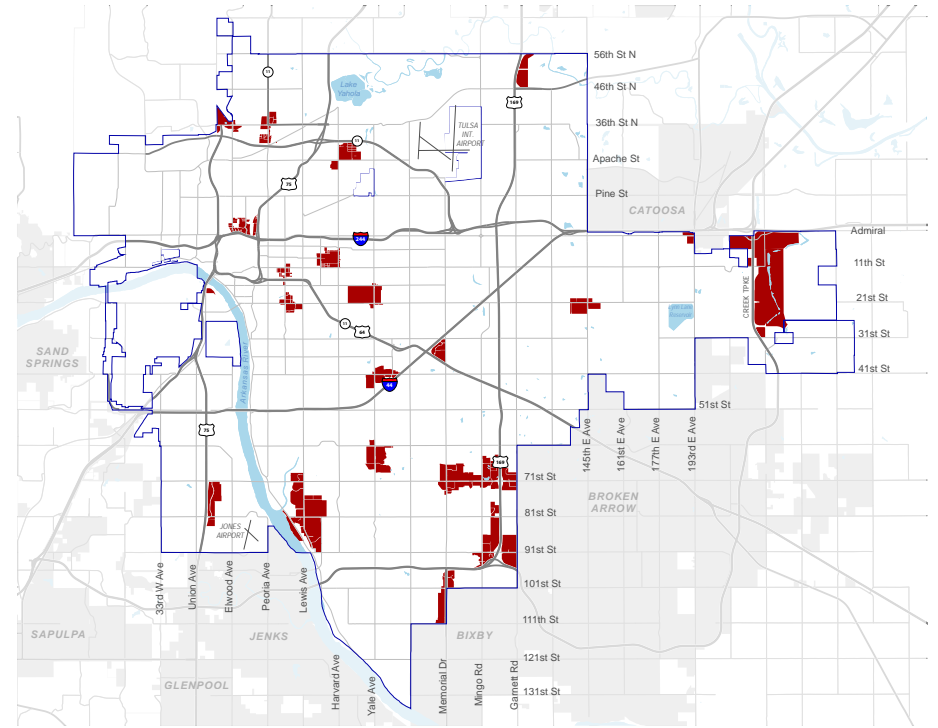
Multiple Use

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.



Local Center

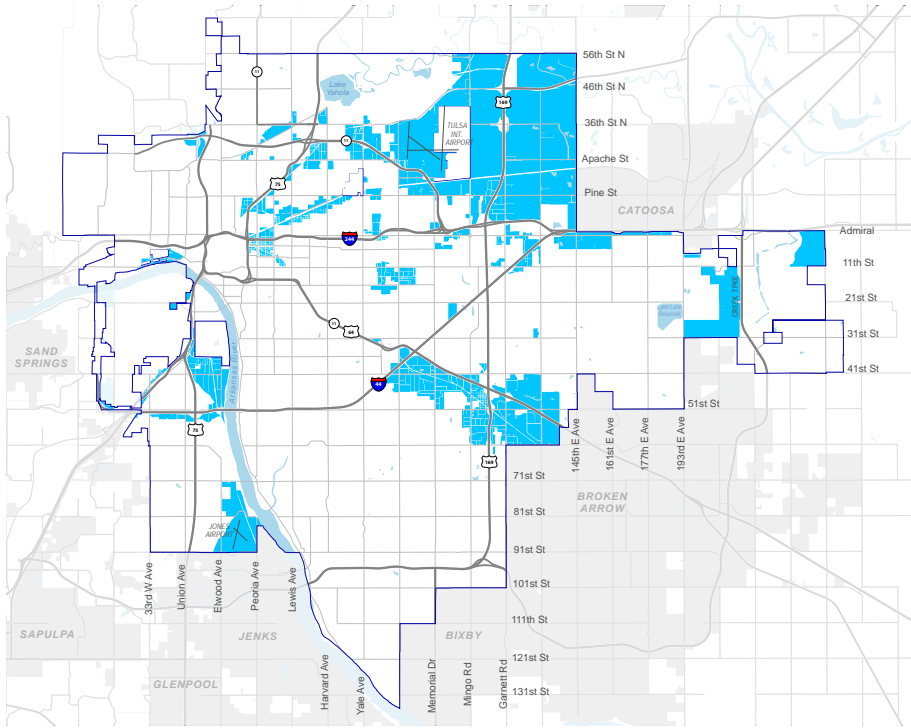
Local Centers serve the daily needs of those in the surrounding neighborhoods. This designation implies that the center generally does not serve an area beyond the nearby neighborhoods. Typical uses include commercial or retail uses that serve the daily needs of nearby residents. In order to introduce 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.



Regional Center

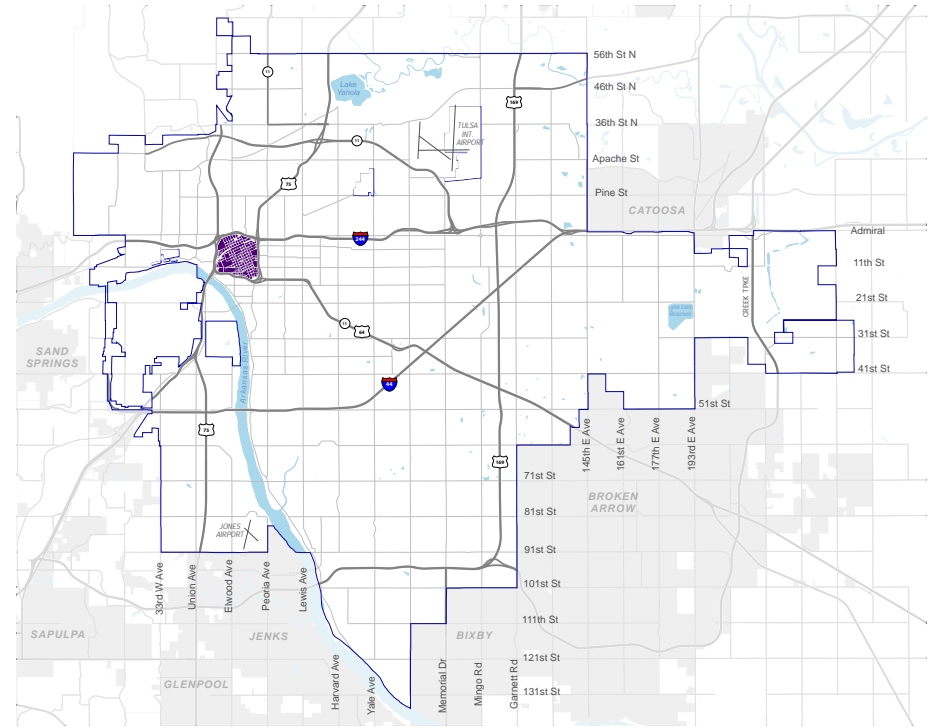
Existing regional trip generators define the Regional Centers in contrast to Local Centers. These centers should be the most connected land use pockets outside of downtown for public transit access and high-capacity arterial streets. New regional trip generators should be permitted in the area with special 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.

LAND USE PLAN DESIGNATIONS



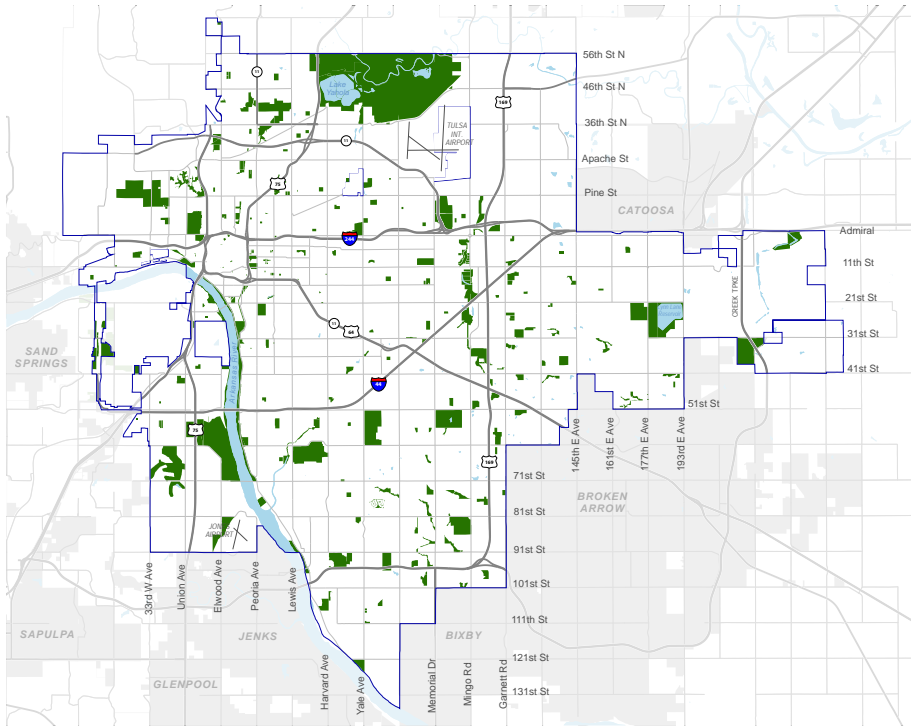
Employment

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.



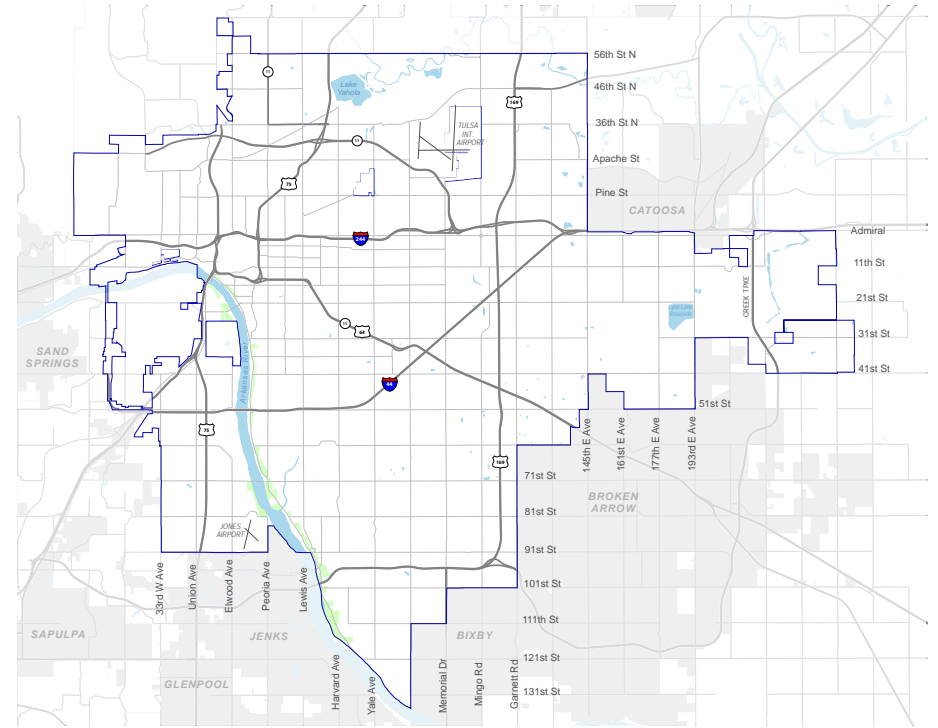
Downtown

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.



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 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.

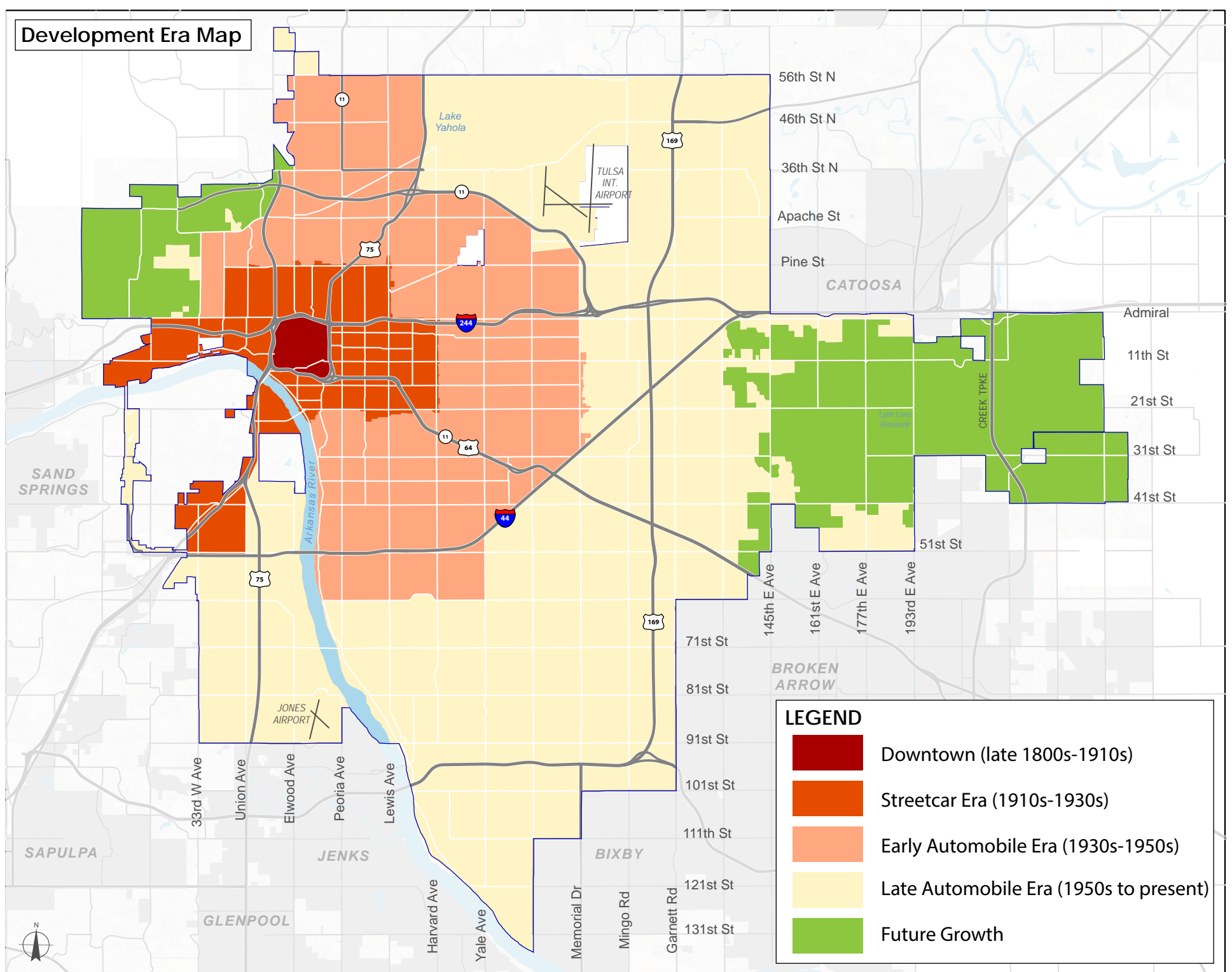
Late Automobile Era - 1950s-present

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.

Development Era Map



DEVELOPMENT ERAS

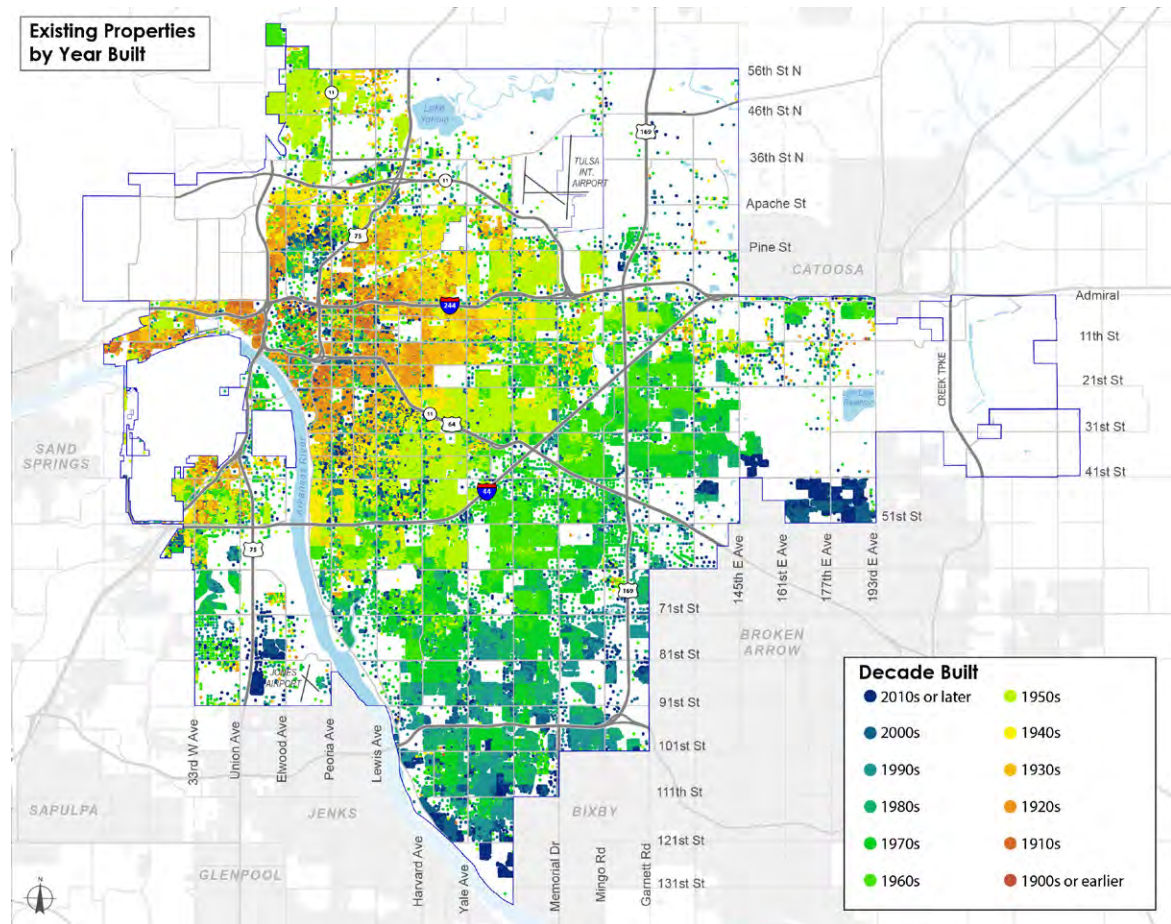
Introduction

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.

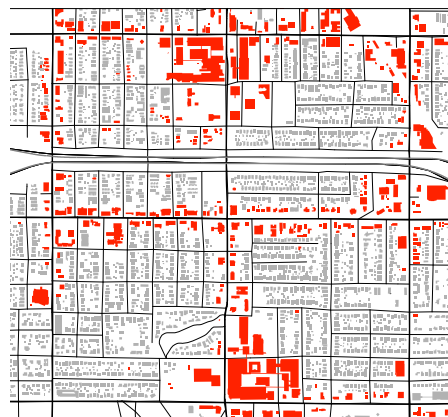
Tulsa's development pattern has responded to the technologies and sensibilities of different time periods. In the four graphics below, examples of the predominant pattern of development are shown for each Development Era Classification except for Future Growth. Moving from the earliest era, Downtown, 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.

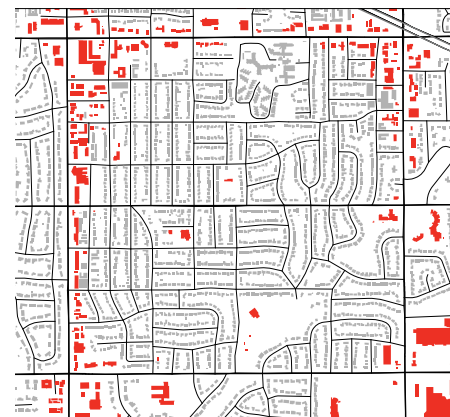
None of these development patterns is superior to the other, and each facilitates different lifestyles that suit the needs of different Tulsans. As the general pattern of development in the city continues to move towards infill, these distinctions can help ensure that new development is appropriate for its context.



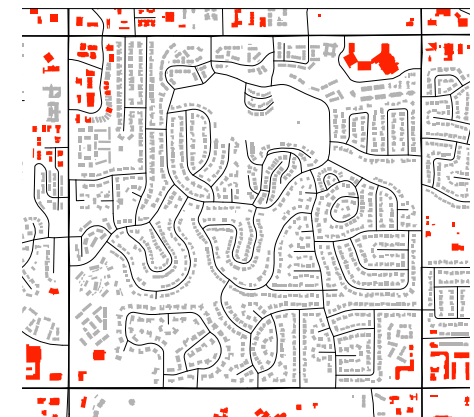
Downtown Era Street Pattern



Streetcar Era Street Pattern



Early Auto Era Street Pattern



Late Auto Era Street Pattern

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 Map designation by each corresponding Development Era classification.

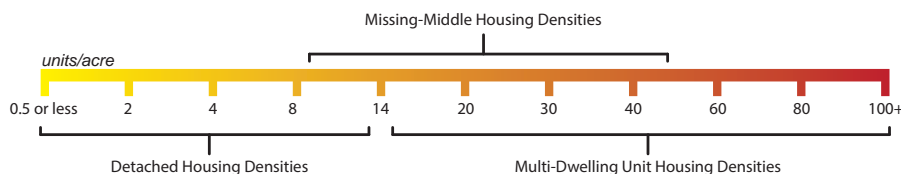
Characteristics Explanation

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.

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.



Detached House



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 to 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).



Townhouse



Cottage House Development



Duplex



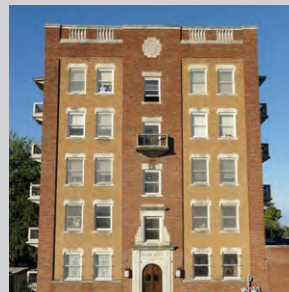
Multi-Unit House



Small Apartments

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).



Medium Apartments



Large Apartments

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

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

STREETCAR ERA - 1910s to 1930s

Description

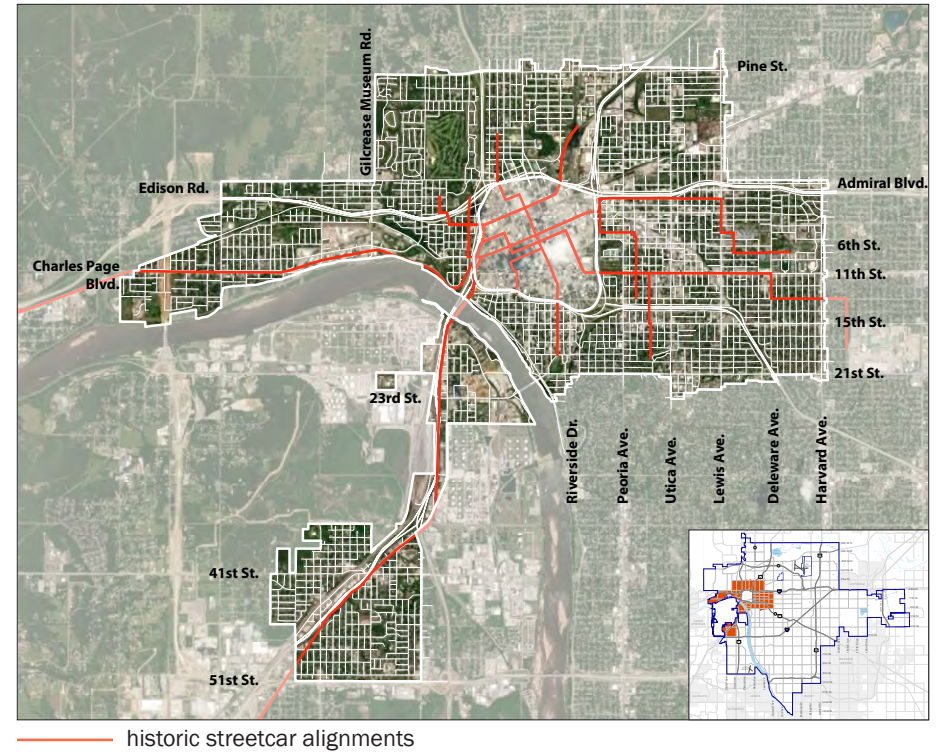
Upon the implementation of streetcar alignments in Tulsa, new neighborhoods began to develop beyond the Downtown area. While this area's urban form was initially determined during the time period between 1910 and 1930, growth has been somewhat continuous throughout history, with a good deal of infill 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

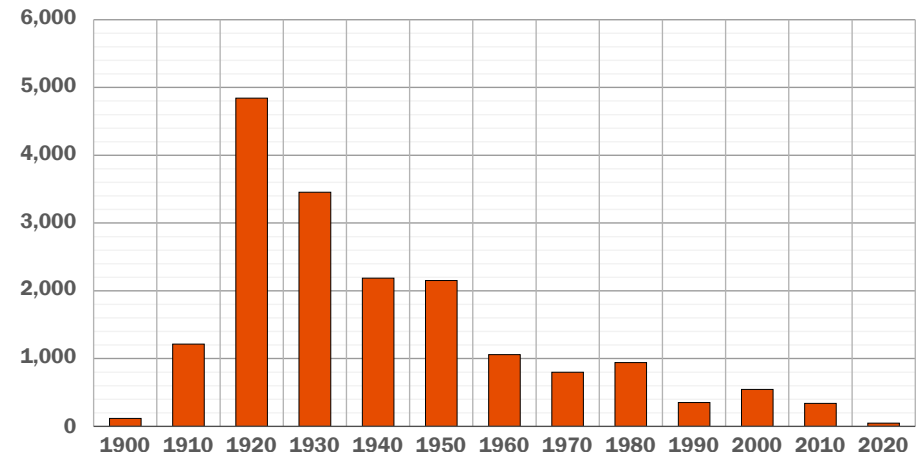
- Developed prior to the proliferation of the automobile
- Streetcars facilitated growth beyond the downtown
- Full integration of land uses or somewhat separated uses on a half-mile grid
- Mix of housing options from large detached homes, small lot detached homes, townhomes, duplexes, triplexes, quadplexes,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



Count of Properties by Decade Built



STREETCAR ERA CHARACTERISTICS BY LAND USE DESIGNATION

	Neighborhood	Multiple Use	Local Center	Regional Center	Employment
Residential Density* - Detached Housing	6 to 13 units/acre	N/A	N/A	N/A	N/A
Residential Density* - Missing Middle Housing	9 to 48 units/acre	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	25 to 108 units/acre	N/A
Commercial Format	N/A	Small	Small, Medium	Small, Medium, Large	Small, Medium
Industrial Intensity	N/A	N/A	N/A	N/A	Low intensity
Urban Form	Minimal Setbacks, 300' block length, Square or short rectangular blocks, Some alleys	Buildings built to the street. Some alleys present.	Buildings built to the street. Bottom floors activated by transparency and individual street-facing entrances. Some alleys present.	Allows for tallest buildings outside of the downtown area. Buildings built to the street. Bottom floors activated by transparency and street-facing entrances. Some alleys present.	Buildings are built up to the street. Some alleys present.
Land Use Diversity	Medium	High	High, Few if any passive uses (surface lots, mini-storage, etc.)	High, Few if any passive uses (surface lots, mini-storage, etc.)	Medium
Mixed-Use Orientation	Vertical, mixed into the overall area or on or near edges as appropriate	Vertical	Vertical	Vertical	Vertical
Connectivity	Access for all transportation modes prioritizing non-auto users, including pedestrians, cyclists, and transit users. Well connected to surrounding commercial areas.	Access for all transportation modes prioritizing non-auto users, including pedestrians, cyclists, and transit users. Well connected to surrounding neighborhoods.	High level of internal connectivity for all modes of transportation with an emphasis on non-automobile users other than emergency services. Connectivity to all surrounding streets.	High level of internal connectivity for all modes of transportation with an emphasis on non-automobile users other than emergency services. Connectivity to all surrounding streets.	Uses are integrated into the existing street grid
Parking	On-street, structured, shared, behind buildings, narrow driveways	On-street, structured, shared, behind buildings	On-street, structured, shared, behind buildings	On-street, structured, shared, behind buildings	On-street, structured, shared, behind buildings
Screening	N/A	Screen for light and sound using minimal techniques.	Screen for light and sound using minimal techniques.	Screen for light and sound using minimal techniques.	Screen for light and sound using moderate techniques.
Signage	N/A	Smaller signs oriented toward non-auto users. Digital signs discouraged.	Smaller signs oriented toward non-auto users. Digital signs discouraged.	Smaller signs oriented toward non-auto users. Digital signs discouraged. Wall signs on high-rises.	Smaller signs oriented toward non-auto users. Digital signs discouraged. 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.

EARLY AUTOMOBILE ERA - 1930s to 1950s

Description

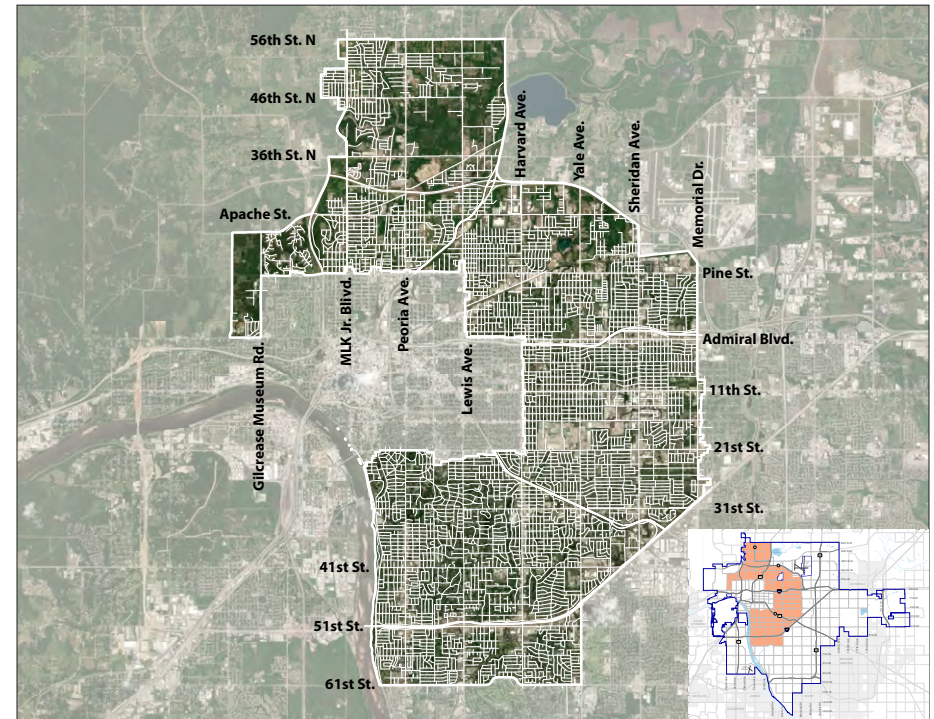
As automobile use began to supplant the use of streetcars in cities across the country, the pattern of urban development changed. From the time of the Great Depression, through World War 2, and prior to the development of the Interstate Highway System, Tulsa's land use pattern became more centered around 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

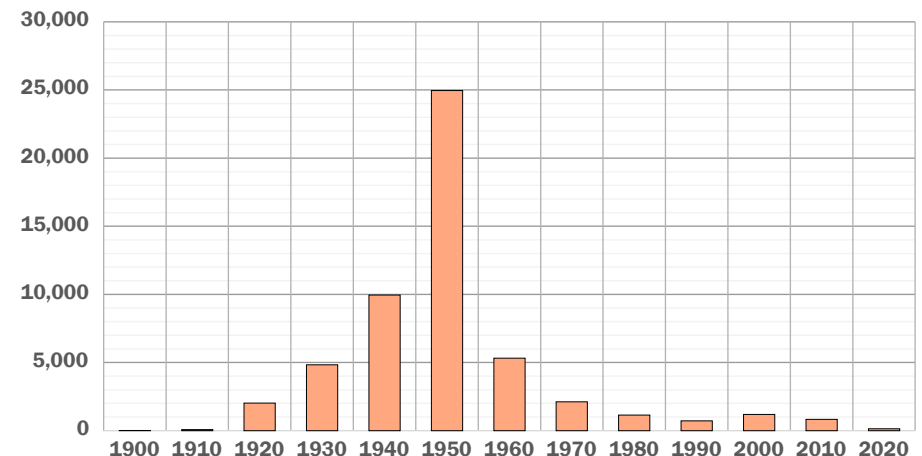
- Mostly commercial, office, industrial, and other active uses along major streets
- Residential and neighborhood-based uses (schools, churches, community centers) within the areas bounded by major streets
- High degree of connectivity from neighborhood streets to the arterial network
- Mix of housing 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



Count of Properties by Decade Built



EARLY AUTOMOBILE ERA CHARACTERISTICS BY LAND USE DESIGNATION

	Neighborhood	Multiple Use	Local Center	Regional Center	Employment
Residential Density* - Detached Housing	2 to 8 units/acre	N/A	N/A	N/A	N/A
Residential Density* - Missing Middle Housing	9 to 40 units/acre	N/A	9 to 40 units/acre	N/A	N/A
Residential Density* - Multi-Dwelling Unit Housing	15 to 40 units/acre	15 to 40 units/acre	15 to 40 units/acre	15 to 40 units/acre	N/A
Commercial Format	N/A	Small, Medium	Small, Medium	Small, Medium, Large	Small, Medium, Large
Industrial Intensity	N/A	N/A	N/A	N/A	Low and medium intensity
Urban Form	Medium Setbacks, 600' block length, Short rectangular and curvilinear blocks	Buildings with small setbacks	Buildings with small setbacks. Entrances are a mix of street-facing and interior-oriented entrances. Outparcels present.	Allows for tallest buildings outside of the downtown area. Buildings with small setbacks. A mix of street-facing and interior-oriented entrances.	Buildings with small setbacks
Land Use Diversity	Medium	Medium	Medium	High	Integrated into a mix of uses, but separated from predominantly residential areas
Mixed-Use Orientation	Vertical or Horizontal, On or near the edges of the neighborhood	Vertical or Horizontal	Vertical or Horizontal	Vertical or Horizontal	Vertical or Horizontal
Connectivity	A balance of different modes of transportation, with a priority on public transit access. Somewhat distinct from surrounding commercial areas.	A balance of different modes of transportation, with a priority on public transit. Somewhat distinct from surrounding neighborhoods.	High level of internal connectivity with a balance of different modes of transportation, with an emphasis on public transit. Connectivity to arterials and collectors.	High level of internal connectivity with a balance of different modes of transportation, with an emphasis on public transit. Connectivity to arterials and collectors.	Uses are integrated into the existing street grid
Parking	Behind, beside, or in front of buildings, medium-width driveways	On-street, behind, or beside buildings. In front along arterials.	On-street, shared, behind, or beside buildings. In front along arterials.	On-street, structured, shared, behind, or beside buildings. In front along arterials.	Shared, behind, beside, or in front of buildings
Screening	Fences, landscaping	Screen for light, sound, and access using moderate techniques.	Screen for light, sound, and access using moderate techniques.	Screen for light, sound, and access using moderate techniques.	Screen for light and sound using moderate techniques.
Signage	N/A	Medium-sized signs visible from a moving vehicle. Digital signs sometimes appropriate.	Medium-sized signs visible from a moving vehicle. Digital signs sometimes appropriate.	Medium-sized signs visible from a moving vehicle. Digital signs sometimes appropriate. Wall signs on high-rises.	Medium-sized signs visible from a moving automobile. Digital signs sometimes 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.

LATE AUTOMOBILE ERA - 1950s to present

Description

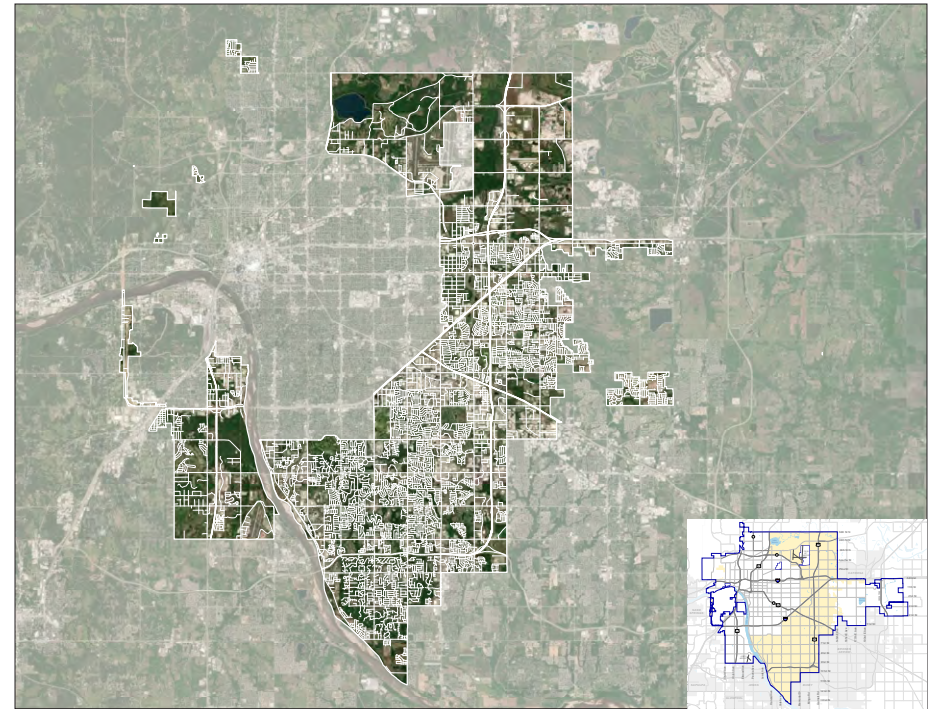
Beginning in the late 1950s and the 1960s major changes occurred to the urban form of Tulsa. Two significant interventions include the introduction of the Interstate Highway System and the annexation events in the 1960s that more than doubled the size of Tulsa. This area of Tulsa has developed simultaneously 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

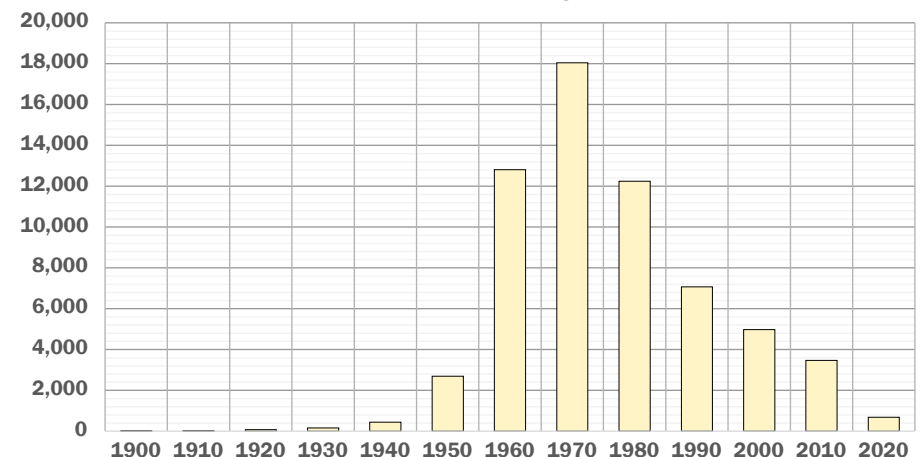
- Developing since the mainstreaming of automobile-centric lifestyles
- High degree of separation between residential and non-residential uses
- Low levels of street connectivity, with no continuous pattern of subdivision streets
- Transportation is nearly exclusively concentrated on the mile-by-mile 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



Count of Properties by Decade Built



LATE AUTOMOBILE ERA CHARACTERISTICS BY LAND USE DESIGNATION

	Neighborhood	Multiple Use	Local Center	Regional Center	Employment
Residential Density* - Detached Housing	0.5 to 8 units/acre	N/A	N/A	N/A	N/A
Residential Density* - Missing Middle Housing	9 to 40 units/acre	N/A	9 to 40 units/acre	N/A	N/A
Residential Density* - Multi-Dwelling Unit Housing	15 to 40 units/acre	15 to 40 units/acre	15 to 40 units/acre	15 to 40 units/acre	N/A
Commercial Format	N/A	Small, Medium, Large	Small, Medium, Large	Small, Medium, Large	Small, Medium, Large
Industrial Intensity	N/A	N/A	N/A	N/A	Low, medium, and high intensity
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

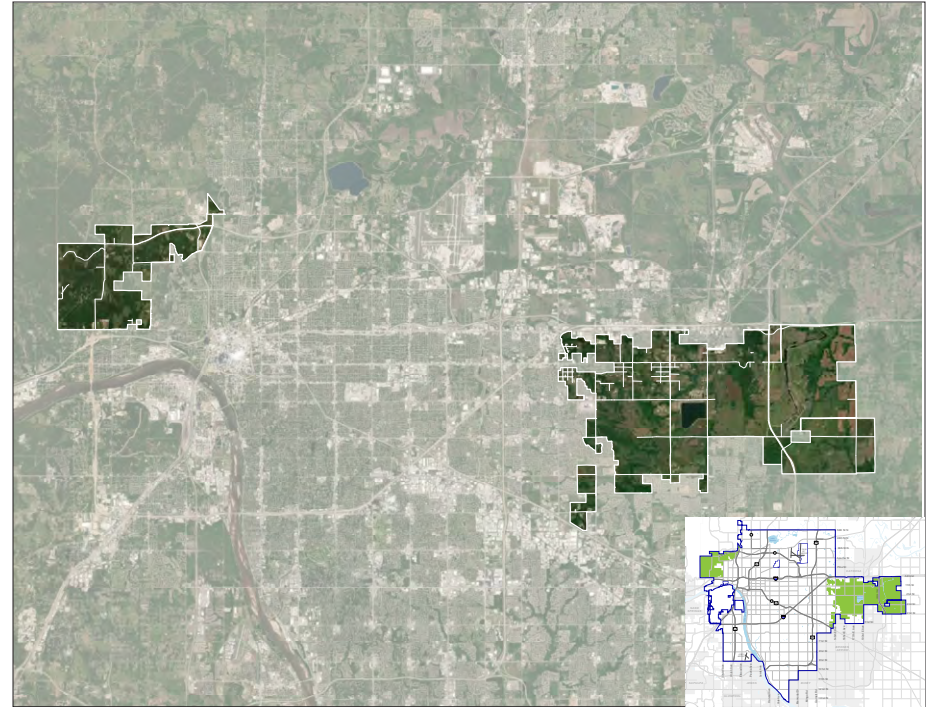
These areas of the city have yet to be developed beyond agricultural uses and present opportunities to ensure the pattern of development is efficient and fiscally responsible. The two primary regions that have yet to develop are the northwest corner of the city, which is all located within Osage County 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



FUTURE GROWTH CONSIDERATIONS FOR LAND USE PLAN DESIGNATIONS

Neighborhood

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.

Multiple Use

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.

Local Center

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.

Regional Center

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.

Employment

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.

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 characteristics. 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 characteristics 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.

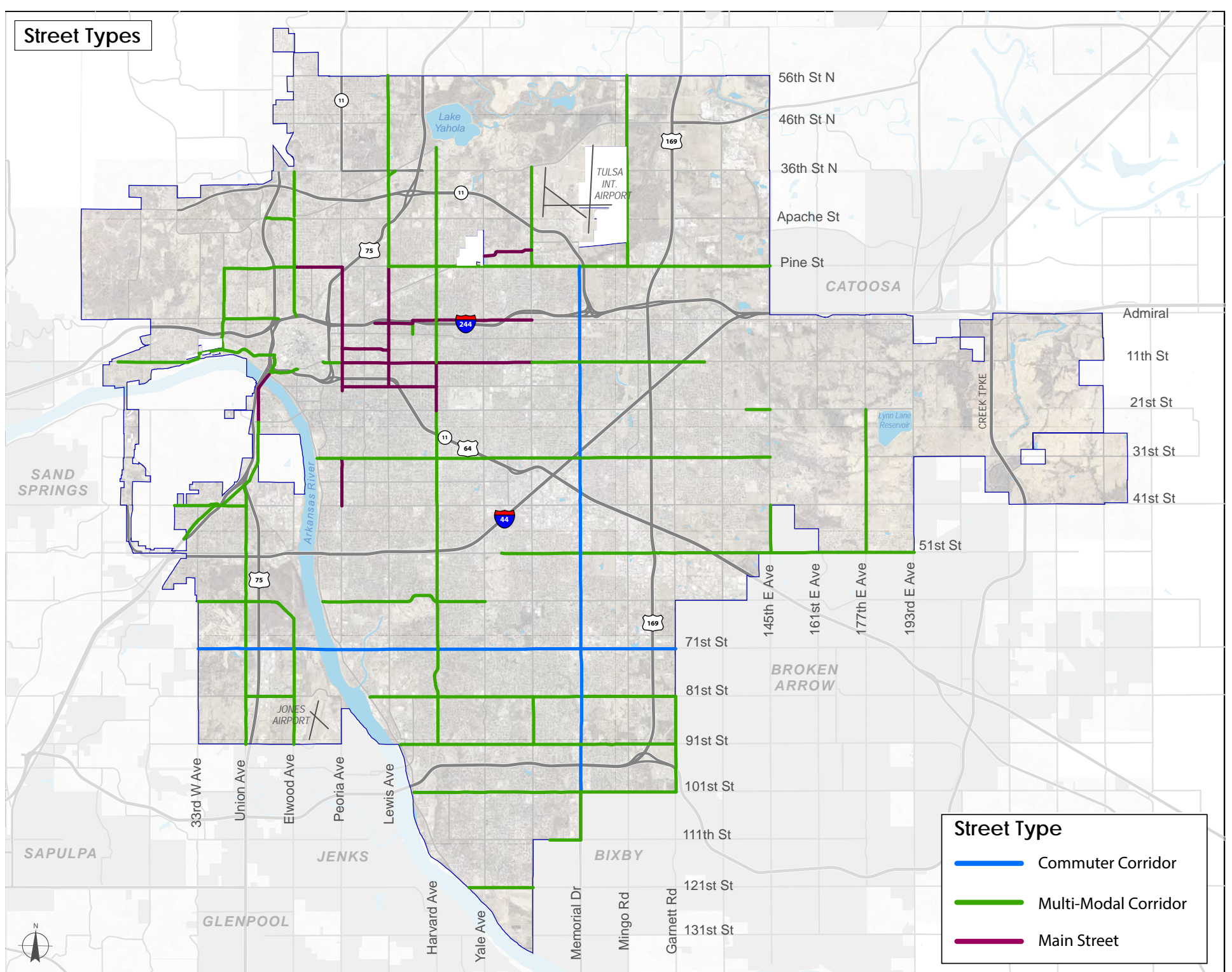
Multi-Modal Street

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.

Street Types



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 do not significantly change 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.

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 Public Works 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:

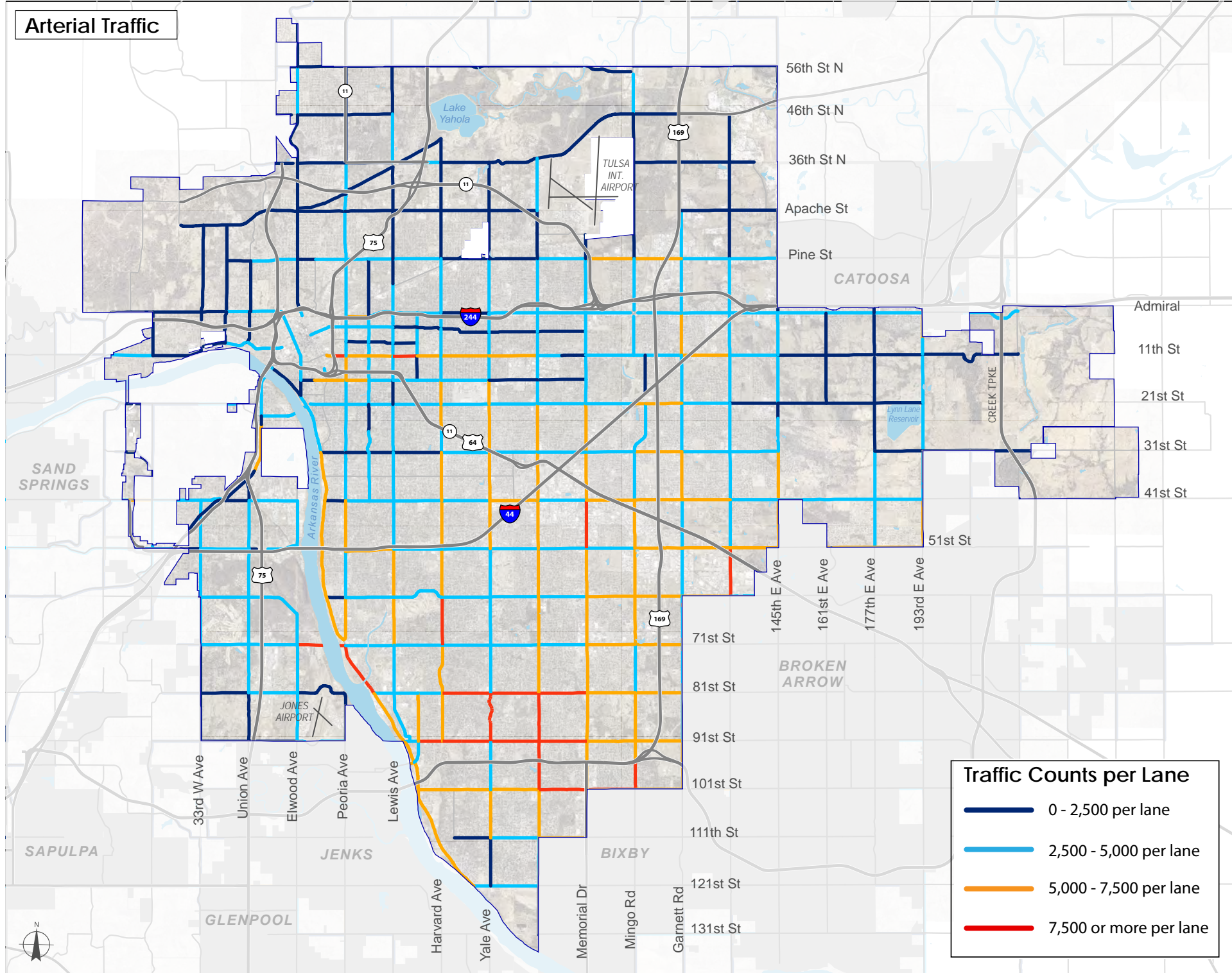
Dark Blue (Less than 2,500 AADT per lane) - These arterials have significant excess capacity and very low congestion levels. These arterials are likely suitable for reallocation of space for other transportation modes. New development is very unlikely to have a noticeable impact on traffic.

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



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:

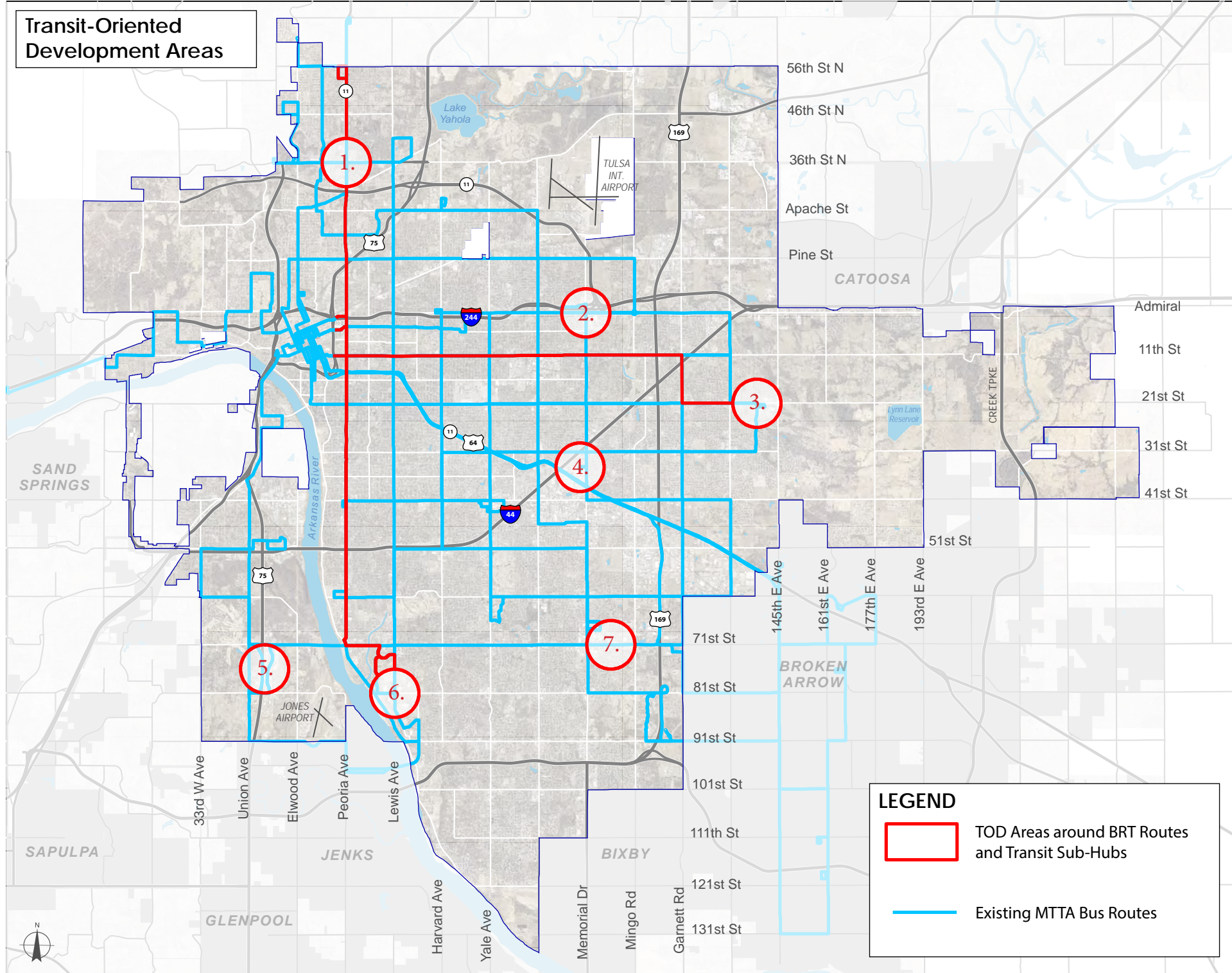
"...compact, mixed-use development near transit facilities providing high-quality walking environments. It usually includes new residential development, office space, and other service amenities that are within a half-mile of public transportation and easily commutable by other means such as walking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

Transit-Oriented Development Areas



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 (TAE0) 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.

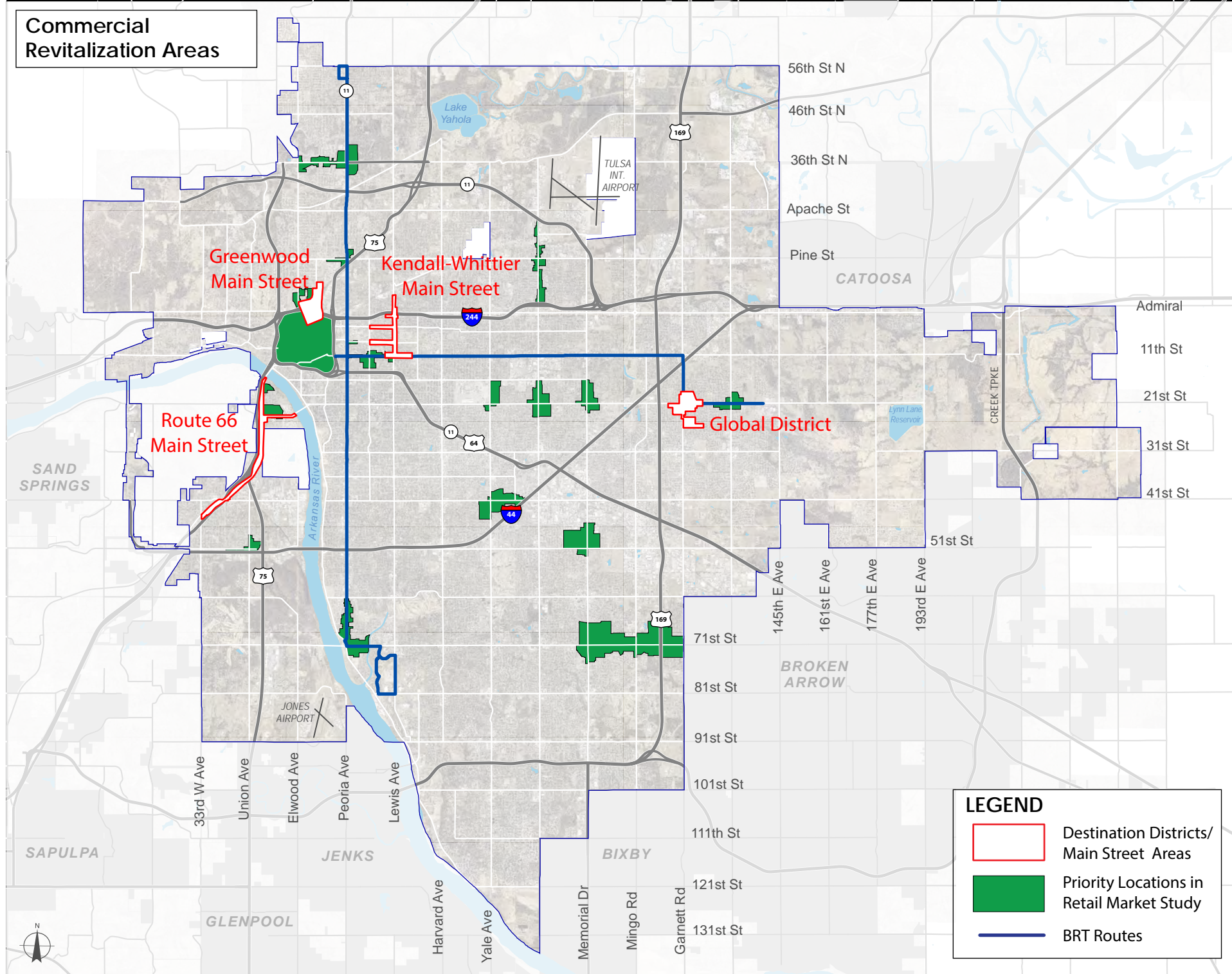
Eligible program users include individuals or businesses who have opened a business along Tulsa's bus rapid transit system after January 1, 2019, and have paid any fees levied by the City of Tulsa in full.

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



Destination Districts/
Main Street Areas

Priority Locations in
Retail Market Study

BRT Routes

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.

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

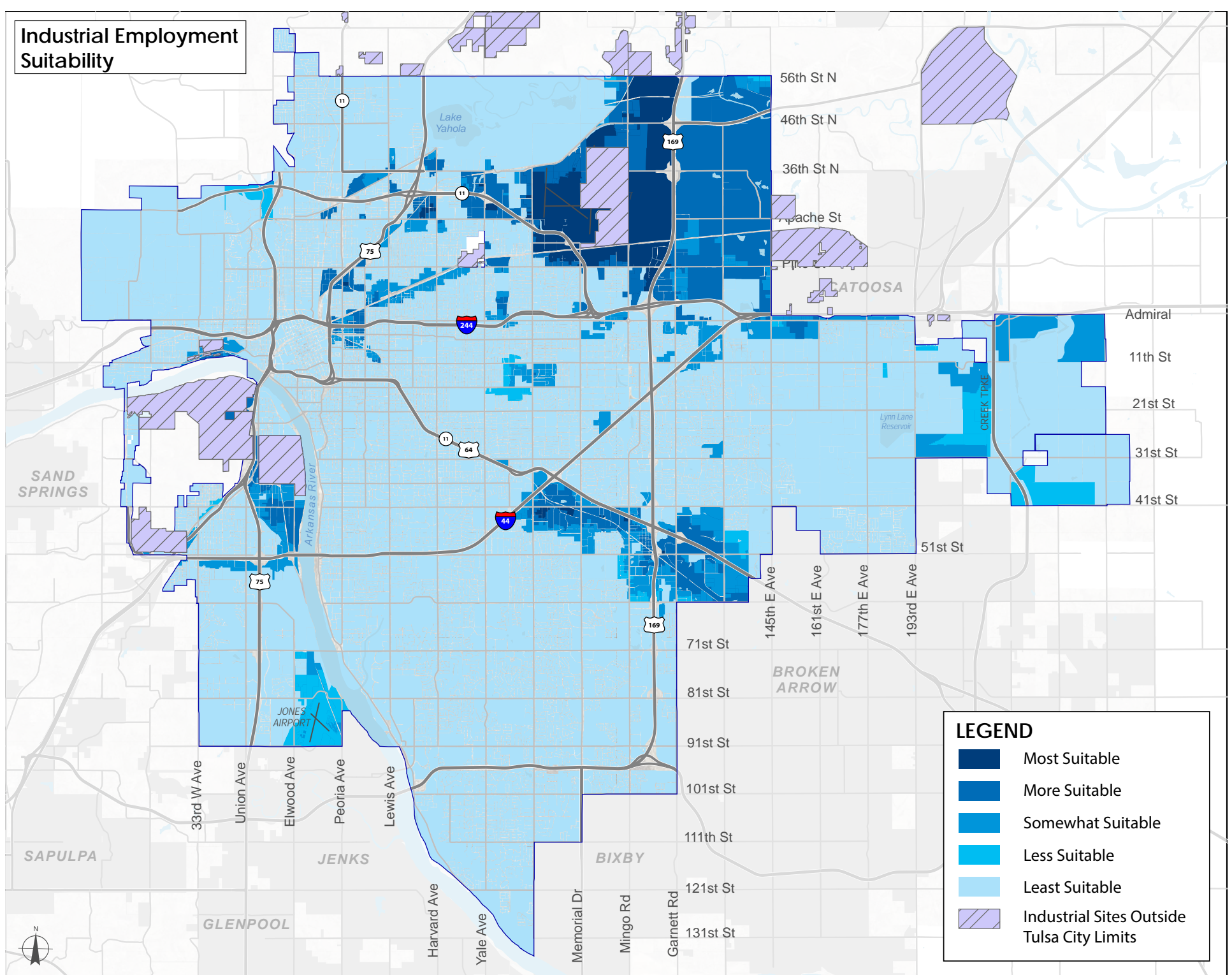
How close is a property to residential areas?

- 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.

Industrial Employment Suitability



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.

Future Land Use

Proximity to Schools
Proximity to Healthcare
Proximity to Social Services
Proximity to Financial Services
Proximity to Eating Places
Proximity to Libraries
Proximity to Parks
Proximity to Retail
Proximity to Social Clubs
Proximity to Places of Worship
Proximity to Arts and Entertainment
Proximity to Healthy Food Sources

Transportation

Access to Sidewalks
Access to Trails
Access to Bicycle Infrastructure
Access to Public Transit
Access to Motor Vehicle
Auto-Auto Collisions
Auto-Cyclist Collisions
Auto-Pedestrian Collisions
Arterial Streets Surface
Neighborhood Streets Surface
Streetlights

Economic Development

Population Growth
Educational Attainment
Employment Density
Labor Force Participation
Median Income
Health Insurance Coverage
Employment Rate
Poverty Rate
Commercial Sq. Ft.

Housing & Neighborhoods

Occupancy Rate
Cost-Burdened Owners
Cost-Burdened Renters
Exposure to Violent Crimes
Housing Density
Evictions
Code Violations
Number of Police Calls

Communities

Population Growth
Proximity to Social Services
Proximity to Places of Worship
Proximity to Social Clubs
Voter Registration
Internet Access

Parks and Recreation

Proximity to Parks
Proximity to Senior Centers
Proximity to Playgrounds
Access to Trails

Environment & Natural Resources

Flood Risk
Electric Vehicle Charging Stations
Tree Canopy
Distance from Highways
Permeable Surface

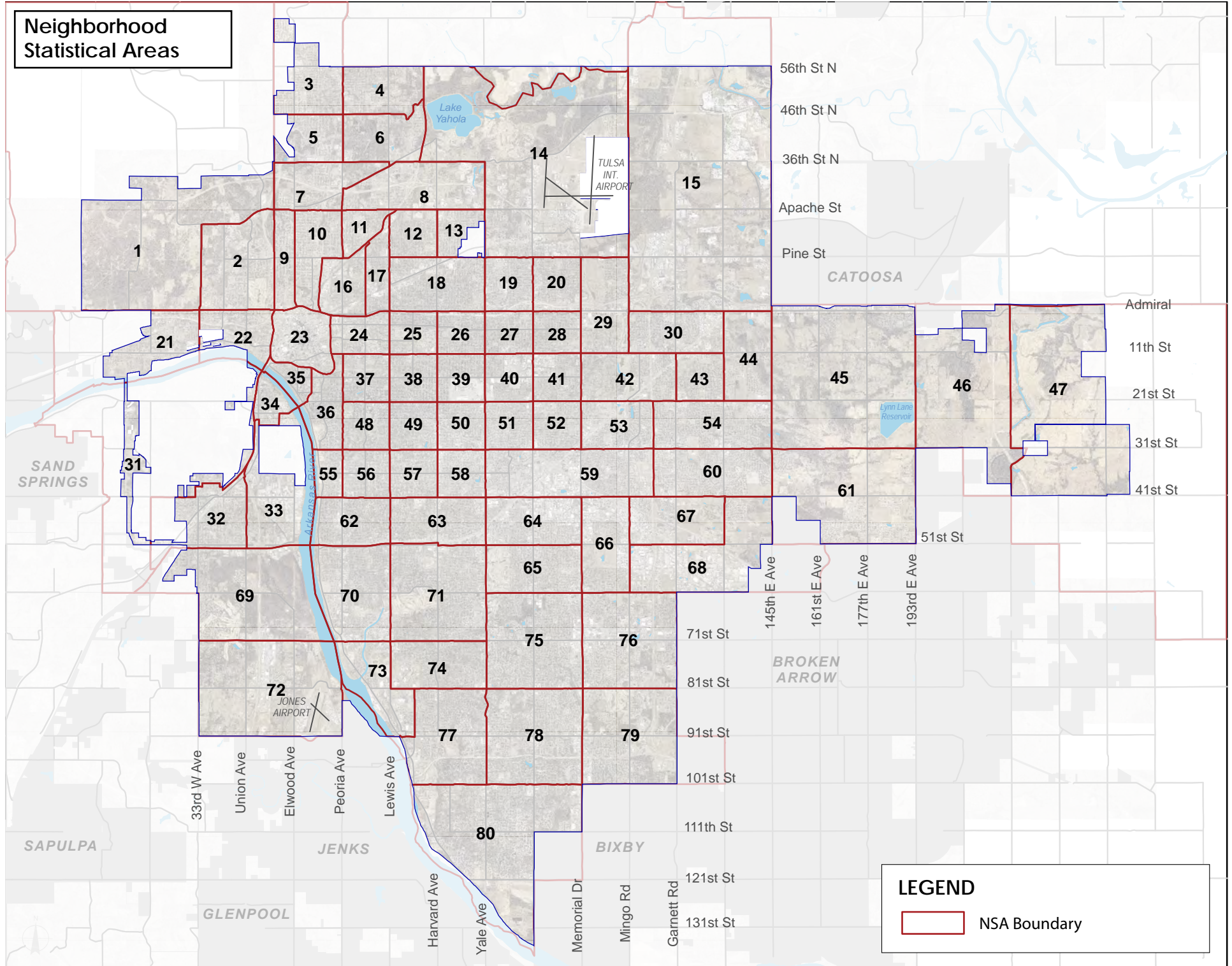
History, Culture, & Creativity

Proximity to Eating Places
Proximity to Schools
Proximity to Libraries
Proximity to Retail
Proximity to Arts & Entertainment
Proximity to Places of Worship
National Register of Historic Places
Destination Districts
Historic Preservation Districts

Public Services

Proximity to Schools
Proximity to Libraries
Fire Response Time
Water Service
Sewer Service
Loose Animal Complaints
Streetlights

Neighborhood Statistical Areas



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.

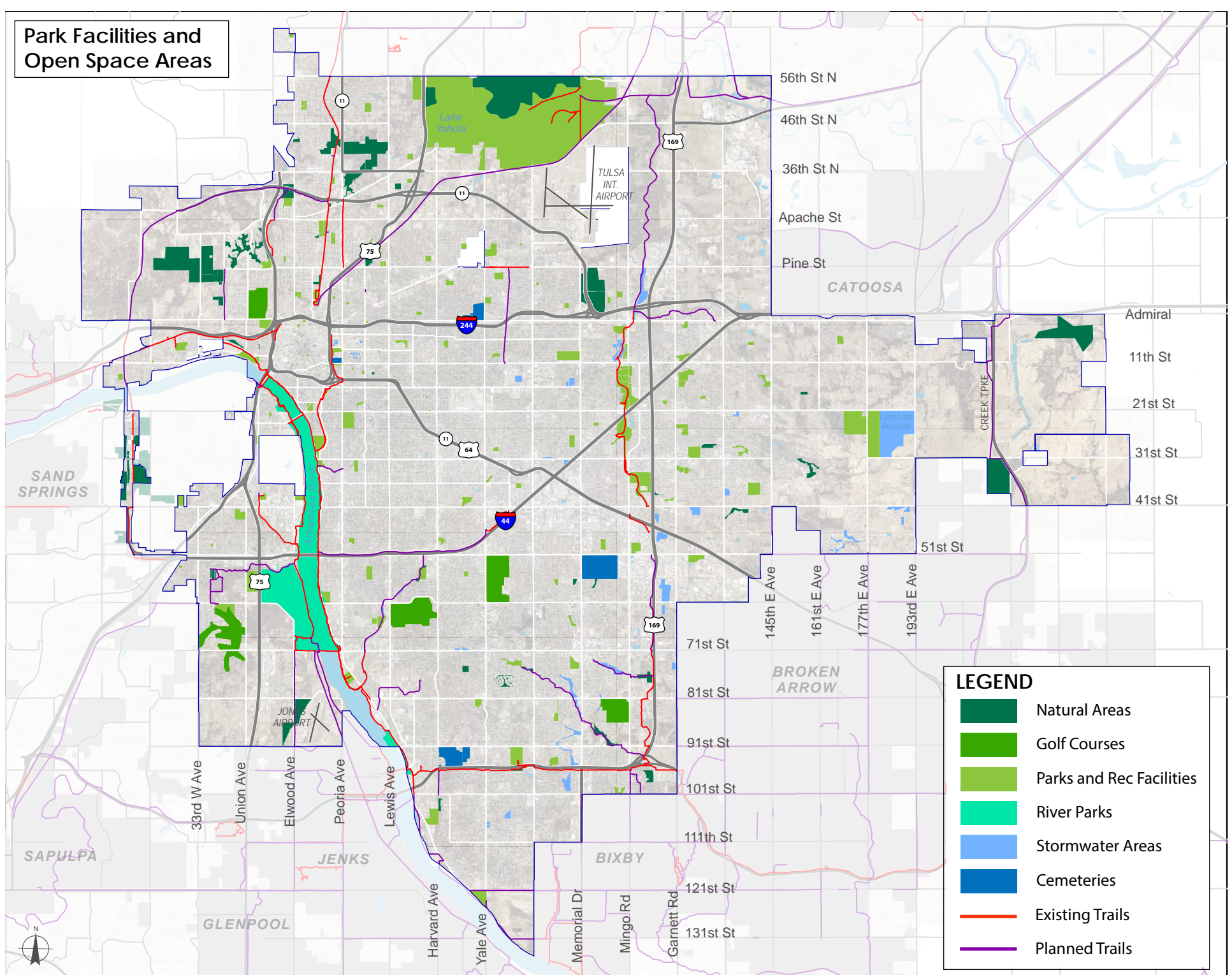
Existing Trails

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.

Park Facilities and Open Space Areas



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.

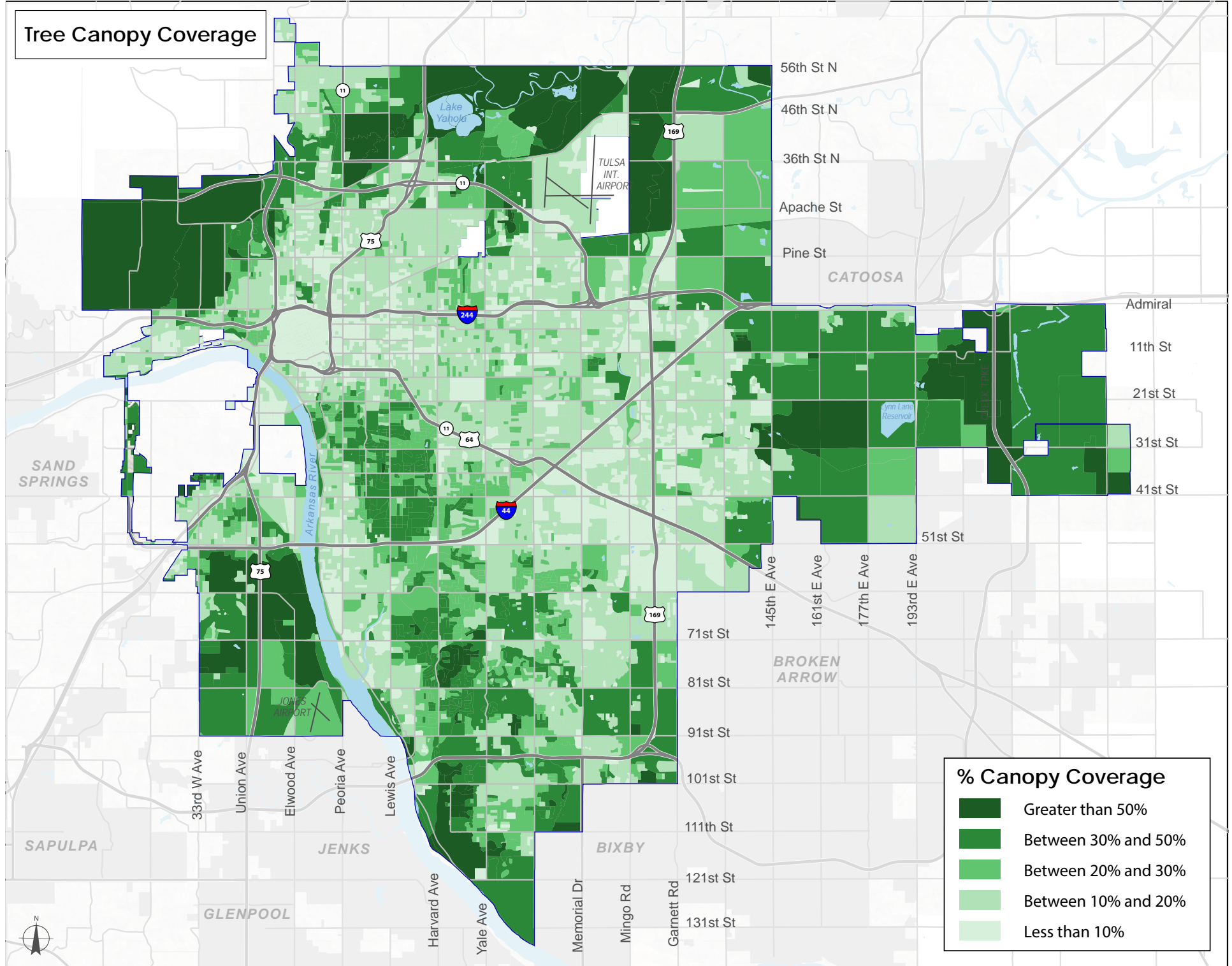
Recommended Approaches

For areas on the map that are in the bottom two categories, 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 on the map with between 20% and 50% canopy coverage, 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 with greater than 50% tree canopy coverage 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. These areas 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



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 Public Works 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.

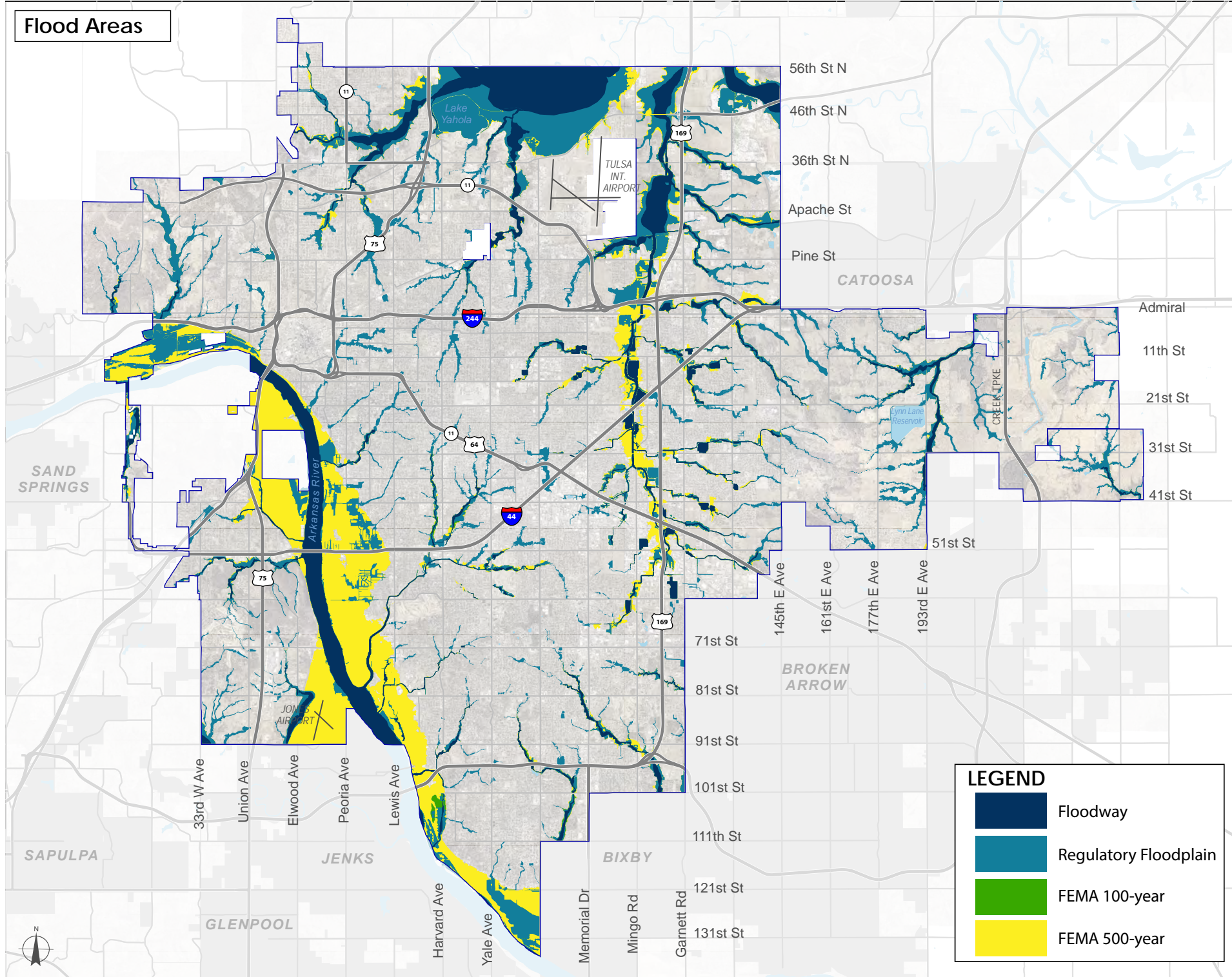
FEMA 100-Year Floodplain

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.

Flood Areas



SMALL AREA PLANS

Introduction

The City of Tulsa has developed several plans for small areas of the city throughout the past several decades. These plans were developed through coordination with stakeholders that are local to these areas in order to identify and plan for the best ways to address issues that are particular to a given area. These plans are referenced during the development review process, and the recommendations inform decisions made about the appropriateness of new development projects. Additionally, recommendations from Small Area Plans are used in the development of voter-approved capital improvement packages.

Plan Status Explanation

As Small Area Plans age, at a certain point recommendations from the plan are no longer used in the determination of voter-approved capital improvement programs. Generally, this is because the recommendations have been completed or they are no longer relevant to the local context. However, these plans are still used during the development review process for land use decisions. This means that there are two types of Small Area Plans in practice, Active Plans, and Plans for Development Review Only. These include the following:

Active Plans

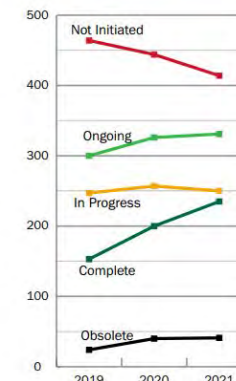
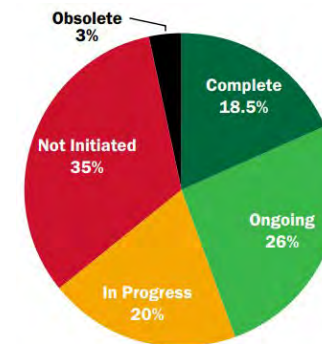
1. 36th Street North Small Area Plan (2013)
2. Berryhill Land Use Plan (2019)
3. Brady Arts District Small Area Plan (2013)
4. Crosbie Heights Small Area Plan (2019)
5. Crutchfield Small Area Plan (2019)
6. Downtown Area Master Plan (2010)
 - a. Arena District Master Plan (2019)
 - b. Walkability Analysis (2018)
7. Eugene Field Small Area Plan (2013)
8. Kendall-Whittier Sector Plan (2016)
9. Pearl District Small Area Plan (2019)
10. Plan66 (2020)
11. Sequoyah Area Neighborhood Implementation Plan (2007)
12. Southwest Tulsa Neighborhood Revitalization Plan (2009/2011)
13. Unity Heritage Neighborhoods Plan (2016)
14. Utica Midtown Corridor Small Area Plan (2013)
15. West Highlands/Tulsa Hills Small Area Plan (2014/2019)

Plans for Development Review Only

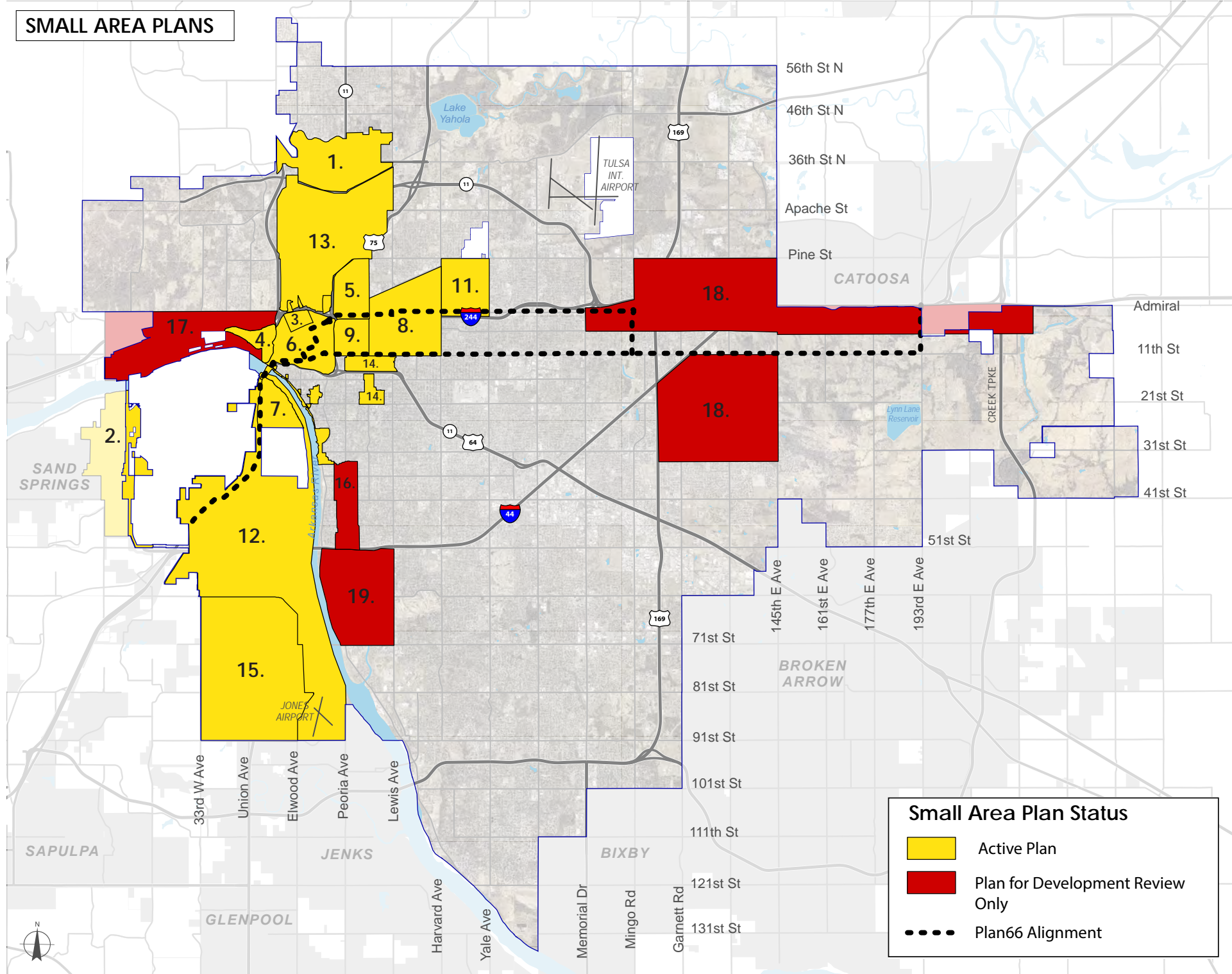
16. Brookside Infill Development Design Recommendations (2002)
17. Charles Page Boulevard Plan (1996/2000)
18. East Tulsa Neighborhood Implementation Plan (2006/2007)
19. Riverwood Neighborhood Plan (2008)

Plan Implementation

Each year, the Tulsa Planning Office releases an Implementation Report that documents the progress made toward the implementation of each of the active Small Area Plans. As of the adoption of this plan and the most recent Implementation Report, There are currently 15 active small area plans, with 1,271 plan recommendations. Among all recommendations, 566 (44.5%) are Complete (235) or Ongoing (331), representing a 7% increase over the previous year. 250 recommendations (20%) are In Progress. 414 recommendations (35%) have not been initiated, a decline of 7%. Finally, 41 (3%) have been identified as obsolete.



SMALL AREA PLANS



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. Neighborhood Character Overlays are a new type of overlay that are defined in the Tulsa Zoning Code, but no overlays have been established as of the adoption of this plan.

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

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.

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.

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.

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.

Zoning Overlay Districts

