planitulsa

future land use

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INTRODUCTION

Looking Back

The patterns of growth and urban underline development throughout Tulsa's history have led to the city we live in today. Through episodes of extreme growth in the 1920s and 1950s, Tulsa became and remains one of the 50 largest cities by population in the country. With a land area of more than 200 square miles, Tulsa is also one of the 50 largest cities by geography. In order to accommodate this growth throughout the decades, as well as to ensure Tulsa's stature among the other municipalities in the region and the state, the city limits of Tulsa have grown through annexation such that development has been able to continue to occur on the fringes of the city, creating vast areas of suburban development. Until the last 20 years, the abundance of greenfield sites suitable for development easily facilitated the proliferation of residential subdivisions, first expanding to North Tulsa, then to East Tulsa, and most recently to South Tulsa.

Where We Are Today

As greenfield sites become fewer and less desirable due to restrictive site conditions, there has been a significant and continuous shift in the development pattern toward infill development. In the decade between 2010 and 2020 roughly 50% of new development occurred in areas of existing development. From 2000 to 2010, 40% of new development was infill, and from 1990 to 2000, 20% of new development was infill. These figures represent numerically the physical reality that Tulsa's growth has

Tulsa Planning Office staff reviewing a submitted plat for compliance with regulations.

reached the city limits in most areas of the city, and now development has doubled back to occur in areas with existing development. This trend towards infill development illuminates the need for land use regulations that are accommodating of new growth in existing areas with enhanced consideration of how development can occur in ways that are sensitive to existing uses, neighborhoods, and residents.

While the continuous growth of Tulsa through previous decades has created an abundance of housing that has led to Tulsa having one of the most affordable housing markets in the United States, this has come at a significant

cost with regard to the distribution of public infrastructure and public services. The relatively low density of residential development in Tulsa, as well as limitations on operational funding for municipalities in Oklahoma, has created an environment where maintenance of streets, utilities, and other infrastructure lags due to a lack of capacity and funding. Similarly, public services, such as public transit, police, and fire services, have been continuously stretched thinner and thinner to serve new development though revenues and budgets have grown more slowly. It is generally agreed upon by all Tulsans that land use decisions should be made in ways that promote fiscal responsibility for the City of Tulsa, and in a period of modest population

growth, with a significant natural shift towards infill development, the opportunity to align land use decisions and fiscal responsibility has never been more within reach.

Since the adoption of planitulsa in 2010, there have been significant changes in the structure and processes of land use regulation. In 2019 the Tulsa Planning Office was established at INCOG to bring together the "Current Planning" function of development review and the "Long Range Planning" function focused on plan development and implementation. Prior to this merger the Long Range Planning function was a part of the City of Tulsa, while the Current Planning function has been housed at INCOG since the 1970s. Now that the two offices have been combined into one, plans can be more closely developed in coordination with the staff that implement plan recommendations through land use regulation. This unification provides a more consistent approach to developing recommendations to the Tulsa Metropolitan Area Planning Commission and the City of Tulsa Board of Adjustment for informed land use decision making.

Looking Forward
Land use decisions are only as effective as the scope of the impacts evaluated through the development review processes utilized by the City. Residents routinely express concerns over the impact new development will have on things like traffic, flooding, the impact on wildlife and habitat, neighborhood characteristics, and many other things. Ensuring that land use decisions are made based on the consideration of these concerns, fiscal and economic policy, as well as health and equity considerations can help improve the quality of life for all residents of Tulsa.

Effective land use planning balances the interests of private property owners, the broader community vision, the preservation of historic places, and the conservation of natural resources.

The way land uses are designated in the comprehensive plan has significant implications for what development is permissible in a given area of the city. Designations that lack specificity can cause confusion among different stakeholders as to what the "plan" is for an area, but designations that are too specific may restrict reasonable growth. Striking a balance is important for informed and consistent decision making for land use changes and development.

The update to planitulsa has led to a simplified list of land use designations and introduced the concept of the Development Era Map.

What planning decisions are best for suburban edges of the community are not necessarily the right approach for areas of the city near downtown. That is the goal of the Development Era Map – to provide guidance on what types of development are most appropriate given the surrounding physical context.

Changes to the Land Use Designation system include the following. Downtown Neighborhood, Existing Neighborhood, and New Neighborhood have been combined into one "Neighborhood" designation, and distinctions are made for neighborhoods based on their Development

Era Map classification. Mixed Use Corridor has been changed to Multiple Use to account for areas with a mix of uses that are not necessarily along a corridor alignment and to differentiate the designation name from mixed-use zoning categories and building types.

Main Street has been removed and replaced with Multiple Use, and the streets that were designated Main Street are now reflected in the Major Street and Highway Plan. This change will ensure that Main Street areas are not chipped away over time by comprehensive plan amendments. Regional Center, Town Center, and Neighborhood Center have been changed to Regional Center and Local Center, as there were not clear ways to distinguish among the three classifications. Regional Centers are centralized areas based around land uses that have a "regional" draw, while Local Centers are centralized areas that nearly exclusively serve surrounding neighborhoods.

KEY IDEAS

Subject Matter Experts

The Tulsa Planning Office staff team met with all of the government employees who work in the land use approval realm to identify what steps ought to be taken to improve the current approach. Subject matter experts were also engaged to determine what new issues have arisen since the adoption of planitulsa in 2010 that should be included in the updated plan. Key ideas raised in these discussions include:

- Land Use decisions should promote economic vitality in equitable ways.
- Land use decisions should promote fiscal responsibility within the service distribution approach of the City of Tulsa.
- Permitting and approval processes should be transparent and predictable.
- Special focus should be given toward infill development and the sensitivities needed to protect existing neighborhoods.
- Revitalization efforts should be well-planned and include significant community involvement.
- Neighborhoods and commercial areas should be well-connected through a wide variety of transportation systems.
- Historic buildings and neighborhoods should be protected and preserved.
- Land Use decisions should promote environmental sustainability.

Community Members

Through numerous public engagement efforts, residents of Tulsa provided a great deal of input, much of which was in alignment with what was heard from subject matter experts. Key ideas heard through community engagement include:

- There should be more engagement and open communication between developers, the City, and Tulsa residents regarding new development.
- More mixed-use and transit-oriented development (TOD) would benefit the city.
- Bike and pedestrian travel should be a consideration in land use decisions.
- Development review and permitting processes should be transparent and consistent.
- Historic buildings and neighborhood characteristics should be preserved.
- Sustainable development practices should be prioritized in land use decisions.

Goal 1

Tulsa's land use decisions promote fiscal stability and move the city towards the community's vision.

The Land Use Plan Map and other development review related policies of the plan should guide development in a way that both facilitates the use of property while considering and achieving broader community goals and objectives. Fiscal stability refers to the ability of the City of Tulsa to fulfill its responsibilities of public service and infrastructure, as well as the facilitation of economic activity associated with land use policy.

Strategy 1.1
Continuously evaluate and update existing regulations, policies, or plans that guide the implementation of land use policies.

Strategy 1.2
Ensure that public projects in the right-of-way are context sensitive and urban design elements align with existing regulations, policies, and plans for the City of Tulsa.

Strategy 1.3
Ensure that future development and policy recommendations align with the categories in the Land Use Plan Map and the Development Era Map.

Strategy 1.4
Ensure a transparent and accessible process of City decision-making on land use, development approvals, and capital improvement plans.

Goal 2

Tulsa's development review process is transparent, efficient, timely, and consistent.

The process of development review should be easy to understand for the public and clearly communicated between staff, decision makers, the development community, and the community at-large. Consistency in the process and the decision-making will lead to a more coherent process and built environment product.

Strategy 2.1
Each department involved in development review maintains a website with clear application instructions and checklists for each application.

Strategy 2.2
Departments involved in development review should provide accessible notices, materials, and assistance throughout the development review process.

Strategy 2.3
Reviewers should be cross-trained in different aspects of review to maintain service in the absence of other reviewers or during times of attrition.

Strategy 2.4
Encourage early and ongoing communication between the development community and the public.

Goal 3

Economic development is facilitated at the neighborhood, city, and regional scales.

The land use framework for the city should accommodate economic growth at all levels of development <u>scale</u>. This includes designating areas for local business development, large-scale employment centers, industrial areas, and highway and rail corridor uses.

Strategy 3.1
Strategically leverage public infrastructure, land, and investments to support and spur economic development.

Strategy 3.2
Focus regional investments along major transportation corridors, including highways and public transit routes.

Strategy 3.3
Ensure there is an adequate supply of <u>pad-ready sites</u> for the full range of employment land uses.

Strategy 3.4
Encourage continued growth and investment in downtown as a major center for jobs, transit, services, and civic and cultural institutions for the entire city and region.

Strategy 3.5
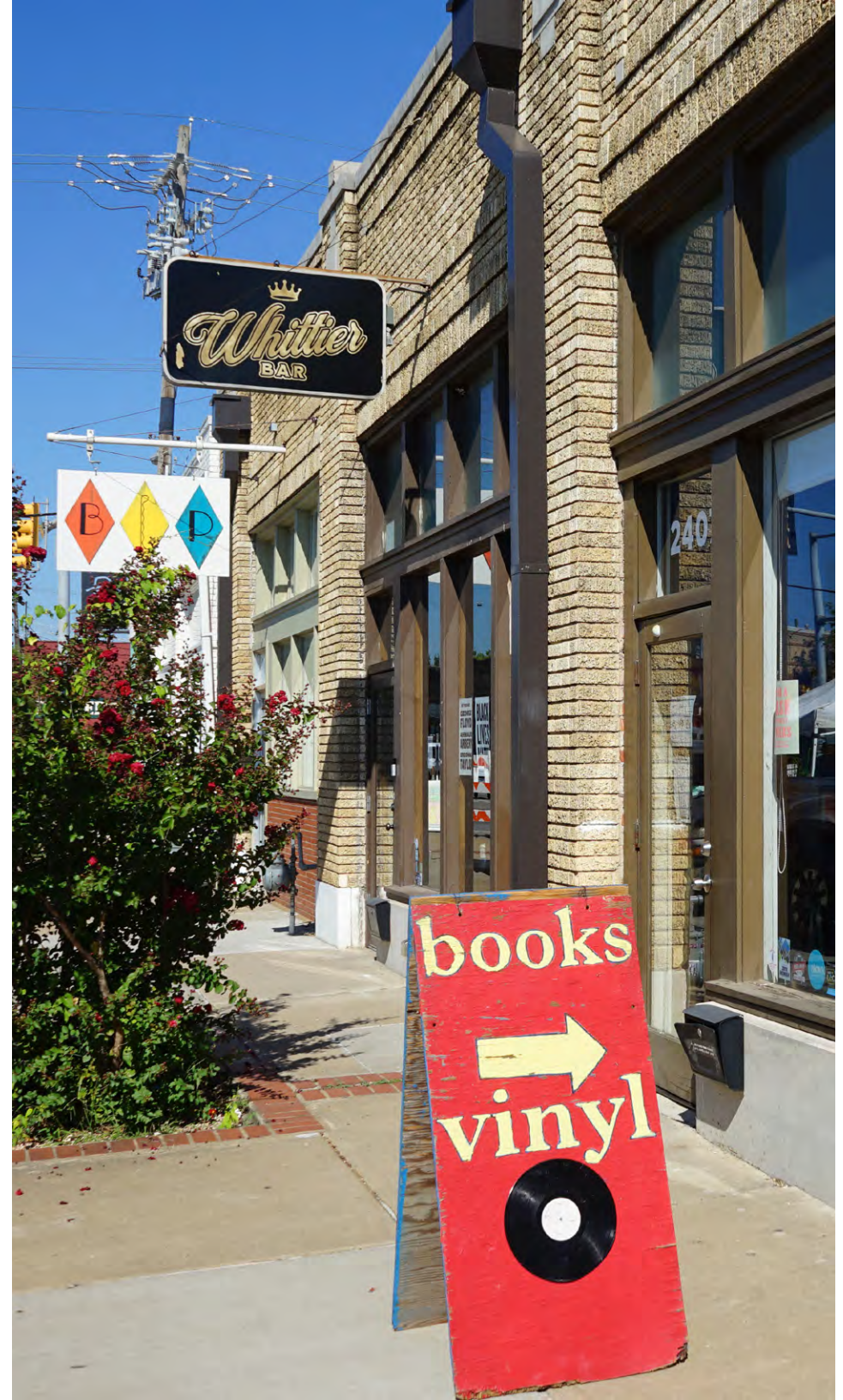Promote quality Local Centers which serve the needs of the surrounding neighborhood population.

Strategy 3.6
Encourage development that fills existing market gaps and provides for the necessities of life.

Strategy 3.7
Ensure the land use environment is capable of providing spaces for entrepreneurs to thrive.

Goal 4

Redevelopment, revitalization, and enhancement programs are focused in areas that have been economically disadvantaged.

Public funding to promote redevelopment and revitalization should be spent in areas of the city that have been historically excluded from economic growth. These efforts should be informed by engagement with the community, occur with sensitivity to the existing land use context, and provide a benefit to the surrounding residents.

Strategy 4.1
Use the Tulsa Planning Office's Strategic Planning approach to prioritize planning interventions with a focus on addressing spatial and socioeconomic disparities.

Strategy 4.2
Incorporate public and community benefits requirements into development activities that use public assistance.

Strategy 4.3
Consider displacement effects of public plans or investments, and work with community members to mitigate potential negative impacts.

Strategy 4.4
Promote the adaptive reuse and rehabilitation of vacant or underutilized structures and buildable land to aid the revitalization of area neighborhoods and development of affordable housing.

Strategy 4.5
Support and strengthen the capacity of community development corporations (CDCs) and other community investment organizations.

Goal 5

Tulsa's neighborhoods are recognized for distinct characteristics, and development occurs with sensitivity to local context.

As development trends in Tulsa have shifted from predominantly greenfield to a balance with infill development, it is imperative that new development in existing areas is sensitive to existing context and residents. Neighbors should be empowered to organize and advocate on behalf of their interests.

Strategy 5.1
Establish Neighborhood Character Overlays to preserve neighborhood characteristics through urban design standards.

Strategy 5.2
Use Historic Preservation Overlays to ensure changes made in the area are consistent with the historic and architectural characteristics of the neighborhood.

Strategy 5.3
Ensure appropriate transitions are provided between nonresidential and residential uses.

Strategy 5.4
Promote the Tulsa Planning Office's Neighborhood Toolkit to empower neighborhoods to better manage their built environment.

Goal 6

Commercial areas and activity centers complement their surrounding neighborhoods.

Tulsa's commercial districts and corridors are hubs of economic activity and should be easily accessed by all Tulsans. As commercial areas grow, they should develop in ways that are consistent with the surrounding existing commercial development and in ways that are beneficial to surrounding neighborhoods.

Strategy 6.1
Accommodate reasonable commercial development along Main Streets and other commercial corridors.

Strategy 6.2
Encourage transit-oriented commercial, mixed-use, and residential development along existing and planned bus rapid transit (BRT) routes.

Strategy 6.3
Coordinate with surrounding municipalities and counties to ensure consistent land use planning and development requirements along highways.

Strategy 6.4
Implement access management standards to ensure safe transportation connections to and through commercial areas.

Goal 7

Residential and mixed-use areas are well connected to surrounding land uses.

Areas that are predominantly residential or mixed-use should have adequate transportation infrastructure for residents to easily access the land uses that surround them. In addition to automobile connectivity, public transit, sidewalks, and bicycle infrastructure should all facilitate safe, efficient, and enjoyable access from neighborhoods to commercial areas, natural areas, and other neighborhoods.

Strategy 7.1
Ensure the street grid has a suitable level of connectivity to reduce the need to travel solely on arterial streets.

Strategy 7.2
Encourage multi-modal transportation infrastructure as a part of new subdivision development.

Strategy 7.3
Strategically locate new multi-modal infrastructure in developed areas of the city to better connect existing neighborhoods to their surroundings.

Strategy 7.4
Incorporate appropriate uses that support residents' daily needs into predominantly residential areas.
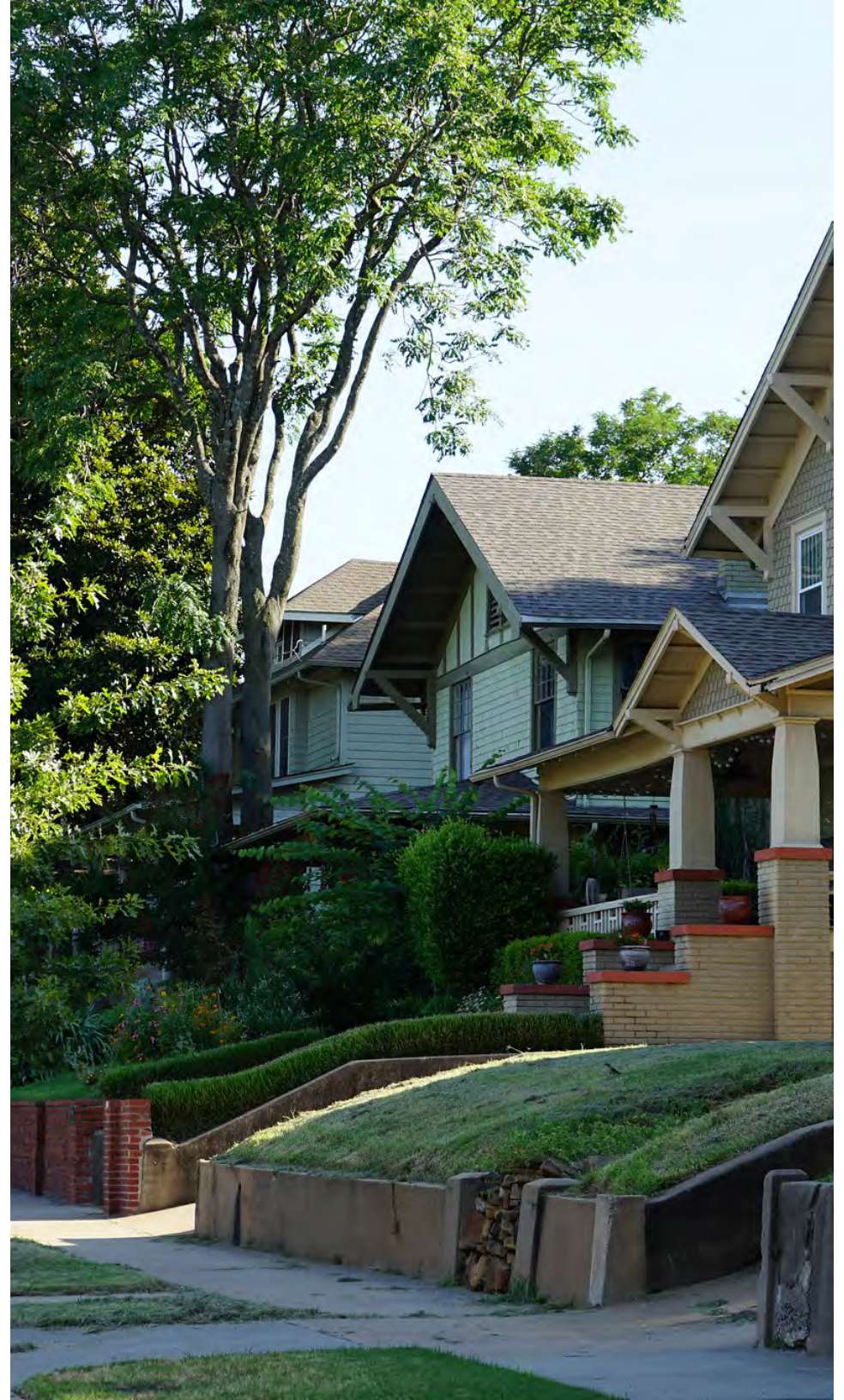
Goal 8

Tulsa's natural and architectural assets are preserved and enhanced.

Tulsa's place as the major city in Green Country sets it apart from other cities in Oklahoma because of the wealth of lush natural landscapes and the Arkansas River. This location facilitated rapid growth in the early 20th century, and the city we inherit today includes countless architectural assets from the past. This natural and historical context should be protected and enhanced by the changes made in the city today.

Strategy 8.1
Identify assets for protection and preservation, and initiate measures through regulatory changes or partnerships with appropriate agencies.

Strategy 8.2
Develop guidelines for development near natural assets including recommendations for design, buffers, appropriate uses, and mitigation.

Strategy 8.3
Enhance landscaping, including tree preservation and planting, when establishing development plans for undeveloped areas.

Strategy 8.4
Enhance publicly-held properties within floodplains and natural areas for public use.

Goal 9

Tulsa is a leader in sustainable development practices.

Global climate change has many long-term consequences for the Tulsa area. While issues like sea level rise will not affect the region, the increase in the frequency and intensity of major flooding events, as well as the increase in the number of very hot days, has significant implications on the resilience of Tulsa's distribution of stormwater and other utility services. By incorporating more natural design elements such as tree canopy and landscaping, mitigation of these negative impacts of climate change is possible.

Strategy 9.1
Enhance guidance for low-impact development (LID), and incentivize LID approaches in development.

Strategy 9.2
Support and incentivize adaptive reuse of buildings, infill development, and brownfield redevelopment.
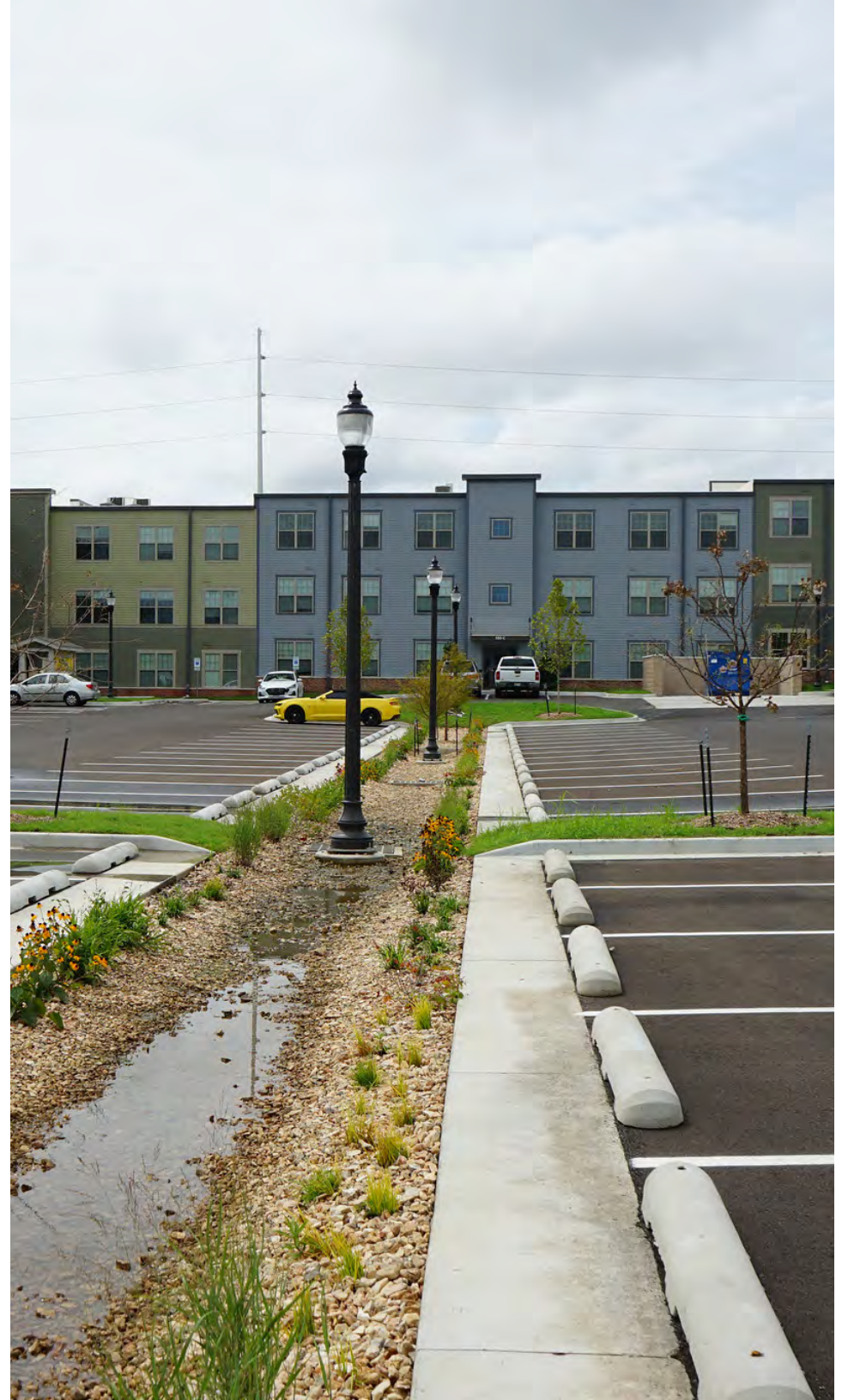
Strategy 9.3
Encourage the use of native landscaping to ensure longevity of life and appropriate habitat for native species.

Strategy 9.4
Use sustainable development practices during public development and infrastructure projects.

Strategy 9.5
Explore and promote applicable grants, tax credits, and other programs to encourage LID.

Goal 10

Future growth is balanced with the ability of the City to provide public services, utilities, and infrastructure.

In order for Tulsa to maintain today's standard of living, new development must be serviceable by the full suite of public services and infrastructure provided by the municipal government. When the rate of development outpaces the City's ability to provide these services, the quality of public safety, utilities and infrastructure maintenance, and quality of life services is degraded for all residents.

Strategy 10.1
Define development guidelines for areas that are difficult to serve with public safety, utility, or transportation infrastructure.

Strategy 10.2
Prioritize compact development and infill development for more efficient use of existing infrastructure and services.

Strategy 10.3
Seek ways to increase funding for government services by diversifying funding sources.

ACTION TABLE

This table includes the goals and strategies outlined in the previous pages with specific actions that will help to achieve the intent of the goals and strategies. Each specific action includes what type of action it is and what parties should be involved in order to implement the action. All of these goals, strategies, and actions 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. Any action taken to implement a specific strategy or action included in this table or a policy recommended elsewhere in this chapter will be in accord with Oklahoma law.

| OVERARCHING GOAL |
| GENERAL STRATEGY |
| SPECIFIC ACTION |

LU X.X.X

| Chapter Abbreviation | Overarching Goal ID | General Strategy ID | Specific Action ID |
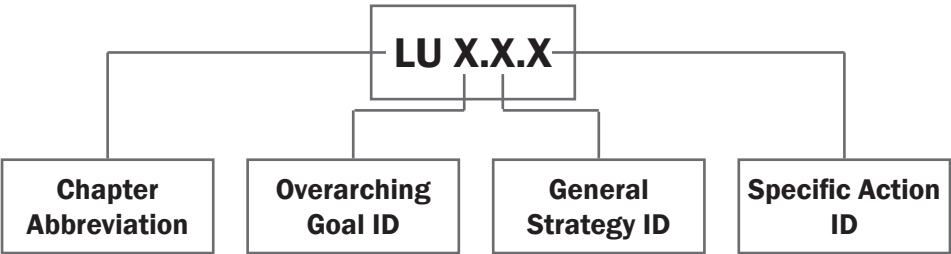
ID	Action Required	Action Type	Involved Parties
LU 1	**Tulsa's land use decisions promote fiscal stability and move the city towards the community's vision.**		
LU 1.1	Continuously evaluate and update existing regulations, policies, or plans that guide the implementation of land use policies.	Strategy	Multiple
LU 1.1.1	Continue to meet regularly to review and discuss implementation issues and new trends that will result in amendments to the <u>zoning code</u>.	Policy	Tulsa Planning Office Development Services Legal
LU 1.1.2	Continue to ensure that all land use recommendations align with all adopted plans.	Policy	Tulsa Planning Office
LU 1.1.3	Work with other departments to identify obstacles to infill development, including infrastructure capacity and public investment priorities.	Partnership	Tulsa Planning Office
LU 1.1.4	Implement incentive programs that align with existing plans, policies, and studies.	Program	TAEO Tulsa Planning Office

ID	Action Required	Action Type	Involved Parties
LU 1.2	Ensure that public projects in the right-of-way are context sensitive and urban design elements align with existing regulations, policies, and plans for the City of Tulsa.	Strategy	Multiple
LU 1.2.1	Evaluate existing land use and development trends to identify opportunities for increased land use intensity to support transit-oriented development along major transit corridors.	Policy	Tulsa Planning Office
LU 1.2.2	Establish and enhance identity through distinctive streetscape elements, such as gateway signage, wayfinding elements, lighting, and banners.	Standards	Community Development Tulsa Planning Office
LU 1.2.3	Assess and promote programs that enhance the public realm, such as sidewalk cafes and parklets, and ensure design does not negatively impact the public right-of-way.	Program	Tulsa Planning Office
LU 1.2.4	Evaluate the need to enhance screening, landscape elements, and/or public art to ensure compatibility between uses.	Policy	Tulsa Planning Office Public Works
LU 1.2.5	Incorporate landscape design guidance and street tree list recommendations into public infrastructure reviews (i.e. engineering reviews).	Standards	Tulsa Planning Office Development Services Public Works
LU 1.3	Ensure that future development and policy recommendations align with the categories in the Land Use Plan Map and the Development Era Map.	Strategy	Tulsa Planning Office
LU 1.3.1	Ensure that Development Review Guide maps and comprehensive plan policies guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, and efficiently coordinate land use and infrastructure needs.	Policy	Tulsa Planning Office
LU 1.3.2	Utilize the Development Review Guide maps in conjunction with comprehensive plan policies to evaluate zoning consistency, including proposed zoning map amendments and zoning text changes.	Policy	Tulsa Planning Office
LU 1.3.3	Continue to include recommendations from Small Area Plans in the development of staff recommendations for land use decisions.	Policy	Tulsa Planning Office

ID	Action Required	Action Type	Involved Parties
LU 1.4	Ensure a transparent and accessible process of City decision-making on land use, development approvals, and capital improvement plans.	Strategy	Multiple
LU 1.4.1	Align capital investment to implement the comprehensive plan vision and land use policies.	Policy	Mayor's Office City Council Finance Tulsa Planning Office
LU 1.4.2	Provide information about development projects, properties, and land use issues in an accessible, convenient, and understandable manner.	Policy	Tulsa Planning Office Development Services
LU 2	**Tulsa's development review process is transparent, efficient, timely, and consistent.**		
LU 2.1	Each department involved in development review maintains and updates a website with clear application instructions and checklists for each application.	Strategy	Multiple
LU 2.1.1	Ensure forms and websites are up-to-date and accessible for residents with disabilities or limited English proficiency.	Policy	Tulsa Planning Office Development Services Communications
LU 2.1.2	Criteria utilized for discretionary decisions should be recorded and communicated to applicants.	Policy	Tulsa Planning Office
LU 2.2	Departments involved in development review should provide accessible notices, materials, and assistance throughout the development review process.	Strategy	Multiple
LU 2.2.1	Explore the establishment of translation services including evaluations of cost and functionality.	Policy	Tulsa Planning Office Development Services Communications
LU 2.2.2	Consider including tenants when sending required mailed notices about development cases.	Policy	Tulsa Planning Office

ID	Action Required	Action Type	Involved Parties
LU 2.3	Cross-train reviewers in different aspects of review to maintain service in the absence of other reviewers or during times of attrition.	Strategy	Development Services
LU 2.3.1	Establish professional development opportunities based on best management practices for public agencies to cross-train plan reviewers and ensure consistency and continuity of service among reviewers.	Policy	Development Services
LU 2.4	Encourage early and ongoing communication between the development community and the public.	Strategy	Multiple
LU 2.4.1	Provide guidance for contacting and engaging with neighborhood level organizations and groups.	Policy	Tulsa Planning Office Development Services
LU 2.4.2	Encourage meetings between developers and residents to identify and address issues prior to the official submittal of projects for approval.	Policy	Tulsa Planning Office
LU 2.4.3	Work to outline expectations for public outreach required for a development project.	Partnership	Tulsa Planning Office City Council TMAPC
LU 3	**Economic development is facilitated at the neighborhood, city, and regional scales.**		
LU 3.1	Strategically leverage public infrastructure, land, and investments to support and spur economic development.	Strategy	Multiple
LU 3.1.1	Implement strategic investments in broadband infrastructure to expand local economic development capacity.	Capital	TAEO
LU 3.1.2	Establish a clear and navigable program for the lease of publicly-owned facilities or sites.	Program	Asset Management TAEO
LU 3.1.3	Encourage Tulsa Development Authority to channel underutilized land and assets under their ownership into employment and commercial use through site assembly, rehabilitation, remediation, and retrofitting.	Program	TAEO Community Development Tulsa Planning Office Public Works

ID	Action Required	Action Type	Involved Parties
LU 3.1.4	Collaborate with regional partners on federal investment opportunities including Economic Development Administration (EDA) grants.	Partnership	City of Tulsa INCOG
LU 3.2	Focus regional investments along major transportation corridors, including highways and public transit routes.	Strategy	Multiple
LU 3.2.1	Direct the majority of employment growth and change to areas of the city with access to major transportation infrastructure, such as highways, railroads, public transportation, the airport, and the Tulsa Ports.	Policy	Tulsa Planning Office TAEO
LU 3.2.2	Maintain large employment and industrial land accessibility by investing in the maintenance and enhancement of streets and highways that serve as corridors for trucking, other freight, and access to the ports.	Policy	TAEO Public Works INCOG ODOT
LU 3.2.3	Locate industrial uses in areas that are most economically suitable and have minimal negative impact on sensitive land uses.	Policy	Tulsa Planning Office TAEO
LU 3.3	Ensure there is an adequate supply of pad-ready sites for the full range of employment land uses.	Strategy	Multiple
LU 3.3.1	Monitor and address employment land needs through a reoccurring suitability analysis in order to meet industrial and commercial demand.	Analysis	TAEO Tulsa Planning Office
LU 3.3.2	Identify gaps in utilities and infrastructure capacity of employment land uses through recurring analysis in partnership with local utility companies.	Analysis	Tulsa Planning Office TAEO Water & Sewer Public Works Development Services Tulsa Fire Dept. Tulsa Police Dept. Private Utilities

ID	Action Required	Action Type	Involved Parties
LU 3.4	Encourage continued growth and investment in downtown as a major center for jobs, transit, services, and civic and cultural institutions for the entire city and region.	Strategy	Multiple
LU 3.4.1	Maintain downtown as the city's densest urban neighborhood, incorporating the highest potential density of commercial and residential land use.	Policy	City of Tulsa Tulsa Planning Office DTP
LU 3.4.2	Expand public parks and spaces in the downtown area, including pocket parks, alley activation, plazas, courtyards, rooftop gardens, and privately-owned public open spaces.	Capital	DTP City of Tulsa
LU 3.4.3	Encourage a 24-hour downtown with a diverse mix of uses and activation at all different times of the day.	Policy	DTP
LU 3.5	Promote quality Local Centers which serve the needs of the surrounding neighborhood population.	Strategy	Tulsa Planning Office
LU 3.5.1	Explore approaches to activate and rehabilitate existing or historical neighborhood commercial activity.	Policy	Tulsa Planning Office Community Development
LU 3.5.2	Use urban design concepts that encourage compact, safe, attractive, and accessible Local Centers.	Standards	Tulsa Planning Office
LU 3.6	Encourage development that fills existing market gaps and provides for the necessities of life.	Strategy	Multiple
LU 3.6.1	Adjust zoning and development codes as needed to allow for a supply and density of housing capable of accommodating demand at all income levels.	Code Changes	Tulsa Planning Office
LU 3.6.2	Promote a mix of essential services in Local Centers including grocery stores, education, childcare, health, and social services.	Policy	Tulsa Planning Office TAEO

ID	Action Required	Action Type	Involved Parties
LU 3.6.3	Encourage infill development on underutilized surface parking lots, particularly in the downtown area.	Policy	Tulsa Planning Office TAEO DTP
LU 3.6.4	Fund and promote the Retail Incentive Policy as an opportunity to sustain, revitalize, and rehabilitate existing retail development, particularly in areas lacking commercial uses.	Program	TAEO
LU 3.6.5	Incentivize grocery store development in underserved areas of the city.	Incentives	TAEO Tulsa Planning Office
LU 3.7	Ensure the land use environment is capable of providing spaces for entrepreneurs to thrive.	Strategy	Multiple
LU 3.7.1	Evaluate regulations to identify potential modifications that allow increased use of mobile, pop-up, and temporary businesses.	Code Changes	Tulsa Planning Office Legal
LU 3.7.2	Promote activation of vacant City-owned property and facilities for lease to business and commercial uses as appropriate.	Program	Asset Management TAEO
LU 4	**Redevelopment, revitalization, and enhancement programs are focused in areas that have been economically disadvantaged.**		
LU 4.1	Use the Tulsa Planning Office's Strategic Planning approach to prioritize planning interventions with a focus on addressing spatial and socioeconomic disparities.	Strategy	Tulsa Planning Office
LU 4.1.1	Include pre-analysis to ensure publicly-funded implementation projects align with Strategic Planning core principles.	Policy	Tulsa Planning Office
LU 4.1.2	Ensure that new plans authored by the Tulsa Planning Office include prioritization analysis in line with Strategic Planning guidelines.	Policy	Tulsa Planning Office
LU 4.1.3	Regularly update data and indices used for Strategic Planning analysis to align with changes to the City of Tulsa's priorities.	Policy	Tulsa Planning Office

ID	Action Required	Action Type	Involved Parties
LU 4.2	Incorporate public and community benefits requirements into development activities that use public assistance.	Strategy	TAEO
LU 4.2.1	Identify and implement tax increment financing (TIF) districts capable of generating revenues for affordable housing development. This should be defined for rental households at or below 80% of median family income and owner-occupied households at or below 120% of median family income.	Incentives	TAEO
LU 4.2.2	Explore the requirement of Community Benefits Agreements for development projects that receive significant allocations from TIF Districts.	Incentives	TAEO
LU 4.2.3	Evaluate dedicating a portion of the ad valorem increment generated by TIF Districts located within the Tulsa Public School District catchment area to the school district.	Incentives	TAEO
LU 4.3	Consider displacement effects of public plans or investments, and work with community members to mitigate potential negative impacts.	Strategy	Multiple
LU 4.3.1	Include recommendations for mitigating residential displacement during planning in areas where public investment is expected to increase property values.	Policy	Tulsa Planning Office TAEO
LU 4.3.2	Inform community members potentially affected by public investment projects in a timely and accurate manner, using various communication platforms.	Policy	Tulsa Planning Office TAEO Public Works Communications Community Development
LU 4.3.3	Keep ongoing and up-to-date contact information of neighborhood associations, local organizations, and advocacy groups in order to effectively reach community members for outreach.	Policy	Community Development Tulsa Planning Office Communications

ID	Action Required	Action Type	Involved Parties
LU 4.4	Promote the adaptive reuse and rehabilitation of vacant or underutilized structures and buildable land to aid the revitalization of area neighborhoods and development of affordable housing.	Strategy	Multiple
LU 4.4.1	Promote the Emergency Repair Grant Program to connect low-income residents with funding to improve their health and safety.	Program	Community Development
LU 4.4.2	Connect low- and moderate-income households to the Rehabilitation Loan Program to address lead-based paint (LBP), electrical/mechanical/plumbing (EMP), structural and interior repairs, and energy efficiency programs.	Program	Community Development
LU 4.4.3	Promote the Housing Opportunity Partnership (HOP) program to neighborhoods with renovation needs.	Program	Community Development
LU 4.4.4	Assemble sites that can be put to more productive use through land banks, land trusts, and brownfield remediation.	Policy	TAEO Community Development
LU 4.4.5	Work with neighborhoods to foster revitalization through the Vibrant Neighborhoods Partnership program.	Program	Community Development Community Partners
LU 4.4.6	Permit and facilitate alternative options for healthy food access, including urban agriculture, community gardening, food forests, and farmers' markets.	Policy	Tulsa Planning Office Development Services Tulsa Parks
LU 4.5	Support and strengthen the capacity of community development corporations (CDCs) and other community investment organizations.	Strategy	Multiple
LU 4.5.1	Implement the use of public trusts, including Neighborhood Real Estate Investment Trusts, Community Investment Trusts, and land banks, to provide funding for targeted neighborhood needs, including affordable housing, affordable commercial space, and infrastructure improvements.	Policy	TAEO Community Development Finance
LU 4.5.2	Provide educational resources to community members to establish new Community Housing Development Organizations.	Program	Finance TAEO Community Partners

ID	Action Required	Action Type	Involved Parties
LU 4.5.3	Identify and pursue funding opportunities for local community development work, including the use of micro-loans, grant programs, and low-interest and zero interest loan programs.	Program	TAEO Tulsa Planning Office Community Development
LU 5	**Tulsa's neighborhoods are recognized for distinct characteristics, and development occurs with sensitivity to local context.**		
LU 5.1	Establish Neighborhood Character Overlays to preserve neighborhood characteristics through urban design standards.	Strategy	Multiple
LU 5.1.1	Create clear eligibility criteria with boundaries that reflect a cohesive built environment that represents common characteristics and the setting of the neighborhood.	Code Changes	Tulsa Planning Office Neighborhoods
LU 5.1.2	Develop design standards that are compatible in scale with existing buildings, promote open space, and reflect the unique character of the neighborhood.	Code Changes	Tulsa Planning Office Neighborhoods
LU 5.2	Use Historic Preservation Overlays to ensure changes made in the area are consistent with the historic and architectural characteristics of the neighborhood.	Strategy	Tulsa Planning Office
LU 5.2.1	Identify additional neighborhoods that may be appropriate for a Historic Preservation Overlay.	Policy	Tulsa Planning Office
LU 5.2.2	Continue to work with the Tulsa Preservation Commission to give applicants clear information regarding design standards.	Policy	Tulsa Planning Office
LU 5.2.3	Develop a standardized process and provide guidance for neighborhoods that want to apply a Historic Preservation Overlay designation.	Policy	Tulsa Planning Office
LU 5.3	Ensure appropriate transitions are provided between nonresidential and residential uses.	Strategy	Tulsa Planning Office
LU 5.3.1	Encourage infill development that adds complementary uses and is compatible in form and scale to the immediate surrounding development.	Policy	Tulsa Planning Office

ID	Action Required	Action Type	Involved Parties
LU 5.3.2	Promote building and massing guidance for commercial and office uses adjacent to neighborhoods to ensure they are neighborhood-scale, well designed, appropriately located, and consistent with the existing development context.	Policy	Tulsa Planning Office
LU 5.3.3	Encourage the conservation of the urban tree canopy through the utilization of existing trees as screening between uses.	Policy	Tulsa Planning Office
LU 5.3.4	Encourage the preservation, enhancement, and creation of on-site open space that can be used as a buffer between different uses.	Policy	Tulsa Planning Office
LU 5.3.5	Encourage landscape design and site improvements that complement the appearance of surrounding land uses.	Policy	Tulsa Planning Office
LU 5.4	Promote the Tulsa Planning Office's Neighborhood Toolkit to empower neighborhoods to better manage their built environment.	Strategy	Tulsa Planning Office
LU 5.4.1	Ensure that the Neighborhood Toolkit provides access to programs and partners to improve neighborhoods.	Policy	Tulsa Planning Office
LU 5.4.2	Update the Neighborhood Toolkit information based on new programs, events, trainings, and other useful resources for neighborhoods.	Policy	Tulsa Planning Office
LU 6	**Commercial areas and activity centers complement their surrounding uses.**		
LU 6.1	Accommodate reasonable commercial development along Main Streets and other commercial corridors.	Strategy	Multiple
LU 6.1.1	Develop partnerships with established commercial organizations (Business Improvement Districts, Main Street organizations, Destination Districts, etc.) to facilitate coordination between businesses and the surrounding neighborhoods.	Partnership	Community Development TAEO
LU 6.1.2	Dedicate capital funding to the enhancement of streetscapes in commercial districts.	Capital	City of Tulsa TAEO

ID	Action Required	Action Type	Involved Parties
LU 6.1.3	Incorporate design guidelines into development plans to minimize negative impacts on adjoining neighborhoods by blending edge conditions through the diversification of land uses and housing choices.	Policy	Tulsa Planning Office
LU 6.2	Encourage transit-oriented commercial, mixed-use, and residential development along existing and planned bus rapid transit (BRT) routes.	Strategy	Multiple
LU 6.2.1	Incentivize rezoning of properties along BRT lines to mixed-use zoning as recommended in the associated BRT Land Use Frameworks.	Incentives	Tulsa Planning Office TAEO
LU 6.2.2	Coordinate rezoning incentives with commercial revitalization incentives to further encourage mixed-use improvements.	Incentives	Tulsa Planning Office TAEO
LU 6.2.3	Support higher-density residential development along BRT corridors in locations identified in corresponding Land Use Frameworks.	Policy	Tulsa Planning Office TAEO
LU 6.3	Coordinate with surrounding municipalities and counties to ensure consistent land use planning and development requirements along highways.	Strategy	Multiple
LU 6.3.1	Coordinate regional discussions about the best ways to develop highway corridors that include planners, economic development professionals, transportation professionals, industry leaders, local residents, and others.	Partnership	Tulsa Planning Office INCOG TAEO ODOT OTA
LU 6.3.2	In general, reserve highway-adjacent properties for nonresidential uses to maximize economic potential and reduce negative health outcomes associated with sensitive uses in proximity to highway particulate matter and ground-level ozone.	Policy	Tulsa Planning Office
LU 6.4	Implement access management standards to ensure safe transportation connections to and through commercial areas.	Strategy	Multiple
LU 6.4.1	Implement access management standards based on street type and surrounding land uses.	Standards	INCOG Transportation Public Works Tulsa Planning Office

ID	Action Required	Action Type	Involved Parties
LU 6.4.2	Close unused driveways to the extent possible when resurfacing, rehabilitating, or replacing streets through capital improvement projects.	Policy	Public Works
LU 7	**Residential and mixed-use areas are well connected to surrounding land uses.**		
LU 7.1	Ensure the street grid has a suitable level of connectivity to reduce the need to travel solely on arterial streets.	Strategy	Multiple
LU 7.1.1	Develop connectivity standards that distinguish between connectivity within a new development and connectivity from a new development to surrounding areas.	Standards	Tulsa Planning Office Public Works Development Services
LU 7.1.2	Require stub street connections in new subdivisions, and develop criteria to ensure that stub connections provide a suitable alternative route to connect neighborhoods.	Standards	Tulsa Planning Office Development Services
LU 7.1.3	Ensure that block lengths are within a range that promotes walkability.	Standards	Tulsa Planning Office Development Services
LU 7.1.4	Develop mid-mile street plans for greenfield areas of the city that will develop in the future to ensure a hierarchy of streets and to reduce congestion on the mile-by-mile grid of arterial streets.	Planning	Public Works Tulsa Planning Office Development Services
LU 7.1.5	Implement spacing and length limitations on cul-de-sacs and dead-end streets in new subdivisions.	Policy	Tulsa Planning Office Development Services
LU 7.1.6	Assess the impact of major development projects on the arterial network, and evaluate what other connections could be made to reduce the traffic impact.	Planning	Tulsa Planning Office Public Works
LU 7.2	Encourage multi-modal transportation infrastructure as a part of new subdivision development.	Strategy	Multiple
LU 7.2.1	Develop standards to secure easements for planned trail corridors through new development.	Standards	Tulsa Planning Office Development Services INCOG Transportation

ID	Action Required	Action Type	Involved Parties
LU 7.2.2	Explore further reduction of <u>parking minimums</u> for mixed-use and nonresidential uses.	Policy	Tulsa Planning Office
LU 7.3	Strategically locate new multi-modal infrastructure in developed areas of the city to better connect existing neighborhoods to their surroundings.	Strategy	Multiple
LU 7.3.1	Prioritize pedestrian, bicycle, and transit connections to public parks, schools, libraries, and other community-based land uses.	Planning	Tulsa Planning Office INCOG Transportation Public Works Tulsa Transit
LU 7.3.2	Prioritize pedestrian, bicycle, and transit connections from neighborhoods to surrounding retail and employment corridors and centers.	Planning	Tulsa Planning Office INCOG Transportation Public Works Tulsa Transit
LU 7.3.3	Prioritize streets for pedestrian and bicycle infrastructure improvements in areas of the city that have high population density and low rates of automobile ownership.	Planning	Tulsa Planning Office INCOG Transportation Public Works
LU 7.4	Incorporate appropriate uses that support residents' daily needs into predominantly residential areas.	Strategy	Multiple
LU 7.4.1	Further develop screening standards between incompatible uses and transitioning standards between compatible land uses at the edges of commercial districts and residential neighborhoods.	Code Changes	Tulsa Planning Office
LU 7.4.2	Encourage new subdivisions to include nonresidential uses that serve the residents of the subdivision.	Policy	Tulsa Planning Office
LU 7.4.3	Evaluate and enhance supplemental regulations in the zoning code to improve compatibility between uses.	Code Changes	Tulsa Planning Office Development Services

ID	Action Required	Action Type	Involved Parties
LU 8	**Tulsa's natural and architectural assets are preserved and enhanced.**		
LU 8.1	Identify assets for protection and preservation, and initiate measures through regulatory changes or partnerships with appropriate agencies.	Strategy	Tulsa Planning Office
LU 8.1.1	Maintain a publicly available inventory of historic structures on the National Register of Historic Places, and supplement it with a list of properties eligible for placement on the Register.	Policy	Tulsa Planning Office
LU 8.1.2	Encourage preservation easements to protect historic structures.	Policy	Tulsa Planning Office
LU 8.1.3	Explore and promote the adoption of new historic preservation districts.	Policy	Tulsa Planning Office
LU 8.1.4	Identify natural assets, including waterways, conservation areas, and park areas, for the Park and Open Space Land Use Category.	Analysis	Tulsa Planning Office
LU 8.2	Develop guidelines for development near natural assets including recommendations for design, buffers, appropriate uses, and mitigation.	Strategy	Tulsa Planning Office
LU 8.2.1	Develop zoning regulations for developments adjacent to natural assets to provide appropriate buffers and limitation on the intensity of use.	Code Changes	Tulsa Planning Office
LU 8.2.2	Enhance the Subdivision and Development Regulations with guidance for development near natural assets.	Standards	Tulsa Planning Office
LU 8.3	Enhance landscaping, including tree preservation and planting, when establishing development plans for undeveloped areas.	Strategy	Tulsa Planning Office
LU 8.3.1	Encourage development plans for new development near sensitive environmental areas in order to enhance landscaping and other protections for natural assets.	Policy	Tulsa Planning Office

| ID	Action Required	Action Type	Involved Parties
LU 8.3.2	Provide incentives for developments to encourage additional landscaping and tree planting. This could include a reduction in parking requirements for enhanced landscaping.	Incentives	Tulsa Planning Office
LU 8.4	Enhance publicly held properties within floodplains and natural areas for public use.	Strategy	Multiple
LU 8.4.1	Create an inventory of publicly held property, and identify opportunities for improvements.	Planning	Tulsa Planning Office Public Works Tulsa Parks Asset Management
LU 8.4.2	Add park amenities and opportunities for education, recreation, and conservation within natural areas.	Capital	Tulsa Parks
LU 9	**Tulsa is a leader in sustainable development practices.**		
LU 9.1	Enhance guidance for low-impact development (LID), and incentivize LID approaches in development.	Strategy	Multiple
LU 9.1.1	Create a working group of relevant City departments and outside experts to develop enhanced LID standards.	Policy	Public Works Tulsa Planning Office
LU 9.1.2	Incentivize the use of LID by providing further reductions in parking requirements for the use of promoted standards.	Code Changes	Tulsa Planning Office Development Services
LU 9.2	Support and incentivize adaptive reuse of buildings, infill development, and brownfield redevelopment.	Strategy	Multiple
LU 9.2.1	Identify barriers to redevelopment of existing buildings, and revise zoning regulations to address issues.	Code Changes	Tulsa Planning Office Development Services
LU 9.2.2	Identify potential brownfield sites that may be well suited for redevelopment, and develop an approach for remediation.	Analysis	Tulsa Planning Office TAEO

ID	Action Required	Action Type	Involved Parties
LU 9.3	Encourage the use of native landscaping to ensure longevity of life and appropriate habitat for native species.	Strategy	Multiple
LU 9.3.1	Update the <u>Recommended and Prohibited Tree Species</u> list when necessary with recommendations developed by experts such as <u>Up With Trees</u>, US Forestry Department, Audubon, and others.	Policy	Tulsa Planning Office
LU 9.4	Use sustainable development practices during public development and infrastructure projects.	Strategy	Public Works Asset Management All Departments as Relevant
LU 9.5	Explore and promote applicable grants, tax credits, and other programs to encourage LID.	Strategy	TAEO
LU 10	**Future growth is balanced with the ability to provide public services and infrastructure.**		
LU 10.1	Define development guidelines for areas that are difficult to serve with public safety, utility, or transportation infrastructure.	Strategy	Multiple
LU 10.1.1	Develop an approach for reviewing the serviceability of new development for Fire, Police, Parks, Asset Management, and Water & Sewer.	Planning	Tulsa Planning Office Public Works Tulsa Fire Dept. Tulsa Police Dept. Tulsa Parks Asset Management Water & Sewer
LU 10.1.2	Develop serviceability maps, and update them on a regular recurring basis.	Policy	Tulsa Planning Office
LU 10.2	Prioritize <u>compact development</u> and infill development for more efficient use of existing infrastructure and services.	Strategy	Tulsa Planning Office
LU 10.2.1	Enable "Missing Middle" housing types in developed areas of the city by updating the zoning code.	Code Changes	Tulsa Planning Office

ID	Action Required	Action Type	Involved Parties
LU 10.2.2	Permit manufactured housing subdivisions in more areas of the city, particularly those that are not primarily industrial in land use.	Policy	Tulsa Planning Office
LU 10.3	Seek ways to increase funding for government services by diversifying funding sources.	Strategy	Multiple
LU 10.3.1	Explore Public Safety Districts to access ad valorem taxes for Tulsa Police Department and Tulsa Fire Department operations, reducing the volatility associated with sales tax funding.	Advocacy	Mayor's Office City Council INCOG
LU 10.3.2	Consolidate Community Development Block Grants (CDBG) and HOME Investment Partnership Program (HOME) federal funding into specific programs so that City positions administering these programs can be funded by those dollars.	Policy	Finance Community Development

SELECTED CITY COMPARISON

Tulsa Planning Office staff selected this set of 6 cities from the review of more than 30 comprehensive plans from across the United States. These cities were selected for the broad spectrum of land use approaches outlined in their respective comprehensive plans. The metrics chosen for this chapter include measures of growth and density. While Tulsa is lagging behind the rest of the cities with regard to population and employment growth, it has comparable levels of residential and employment density to several of the selected cities.
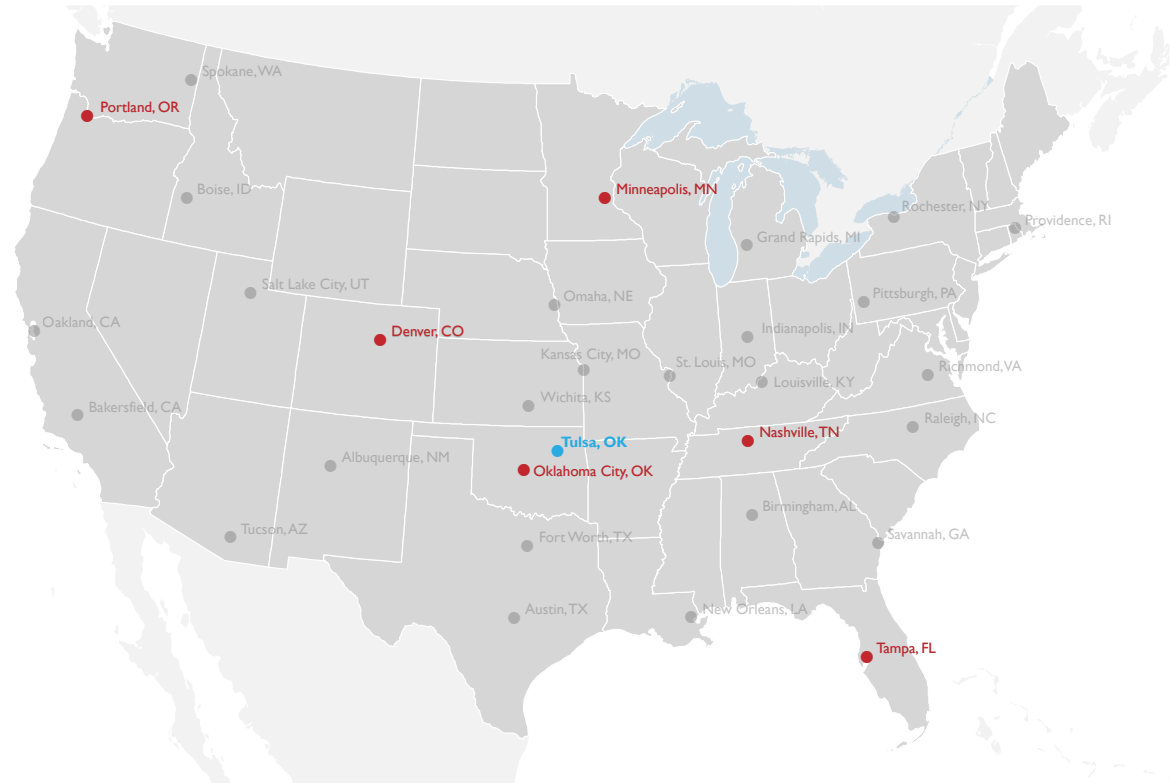
■ Most Favorable ■ Least Favorable

Metric	Units	Tulsa, OK	Portland, OR	Denver, CO	Oklahoma City, OK	Minneapolis, MN	Nashville, TN	Tampa, FL
Population Growth (2010-2020)	% Change	6.4%	15.1%	23.8%	20.8%	13.3%	17.3%	15.5%
Employment Growth (2010-2021)	% Change	6.8%	20.1%	31.0%	18.8%	14.7%	19.8%	35.5%
Residential Density	Units per Acre	1.46	3.22	3.42	0.71	5.24	0.99	1.55
Employment Density	Jobs per Acre	3.59	13.83	16.67	1.67	53.41	3.34	13.51

FEATURED METRIC
Population Growth

% Population Change 2010-2020

% Change in Population
- 6.8% or Greater
- 3% to 6.8%
- 1% to 3%
- 0.1% to 1%
- 0% to 0.1%
- -1% to 0%
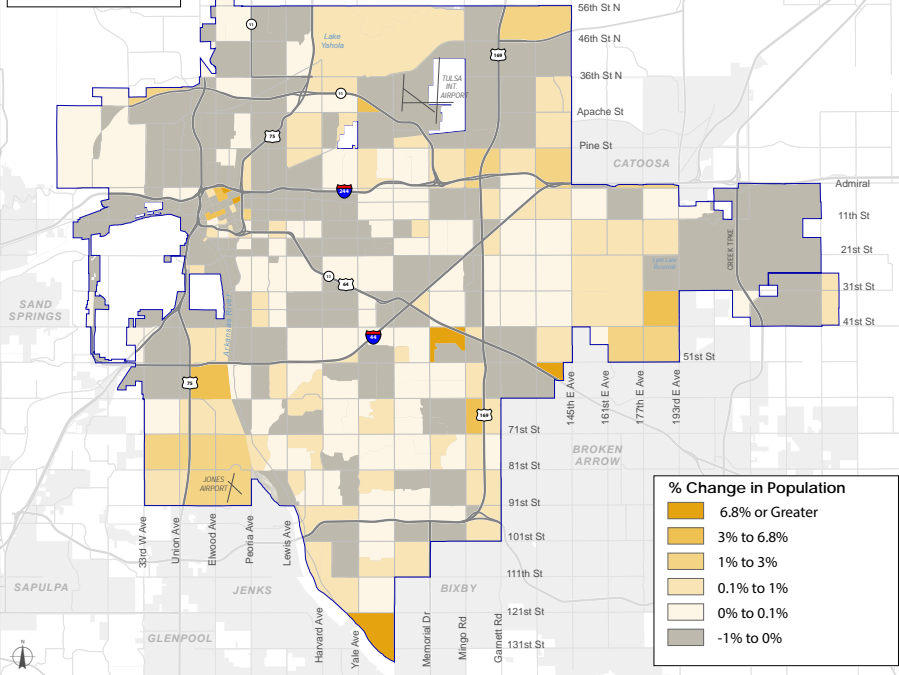
Tulsa has experienced growth in the past decade; however, it has the lowest percentage of population growth when compared to the selected cities. At 6.4%, this is less than half of the growth of the cities identified in Table A. The rest of the Tulsa Metropolitan Statistical Area (MSA) grew at more than double the rate of Tulsa proper, at a rate of 13.8%. This illustrates the continued suburban growth pattern than has extended beyond Tulsa's city limits. Within the city limits there are pockets of growth and decline in the past decade. The areas that have grown the most (in blue) include the area north of Broken Arrow, Tulsa Hills, and Downtown. The areas that have lost the most population in the past decade include the neighborhoods surrounding the Gathering Place, West Tulsa, North Tulsa, and areas surrounding the University of Tulsa campus. This could be caused by a number of things; for example, several multi-dwelling unit housing complexes have been removed from some of these areas in the past decade.

Employment Growth

When compared to the selected cities, Tulsa also has the lowest percentage of Employment growth. Tulsa's number of employed residents increased from 178,581 in 2010 to 190,755 in 2020, an increase of 12,174 or 6.8%. Recognizing potential job centers and proactively planning for new employment uses is crucial to providing heightened employment growth.

Residential Density

Tulsa ranks in the middle among the selected cities for residential density, with approximately 1.46 housing units per acre. Lower density limits the City's ability to efficiently provide public services and infrastructure to Tulsa residents. It is important to prioritize infill development in the future to increase density and make City services more efficient for everyone.

Employment Density

Tulsa has an Employment Density of 3.56 jobs per acre and is on the low end among the selected cities. Increasing employment density will encourage more people to migrate towards Tulsa from the surrounding suburbs and even cities outside of the MSA.

EQUITY & RESILIENCE CONSIDERATIONS

FOOD INSECURITY

Nutrition is a significant component of individual physical health and well-being. Despite this, many geographies and communities do not have easy access to grocery stores or other venues to purchase nutritious foods. Moreover, the affordability of healthy options in comparison to less healthy options can present a barrier for low-income residents. In addition to geographic access and cost, the amount of time needed to complete the task of purchasing groceries, particularly in the context of long trips with limited public transit and pedestrian infrastructure, reduces the likelihood that healthy foods can be incorporated into a consistent routine. Without adequate time and education on meal preparation, healthy eating habits can be difficult to maintain. According to the USDA Food Access Atlas, food deserts in Tulsa are present in north Tulsa and along the Charles Page Boulevard corridor, and 1 in 4 Tulsans live within a defined food desert. In contrast, south Tulsa and Midtown have numerous options at various price points.

Recommendations

LU.ER.1 Incentivize grocery store development in underserved regions of the city.

LU.ER.2 Invest in transportation and mobility options that target food access for marginalized people groups.

LU.ER.3 Support mobile grocery distribution services, particularly to serve older adults and other Tulsans with mobility limitations.

LU.ER.4 Permit and facilitate the development of alternative options for healthy foods including urban agriculture, community gardening, food forests, and farmers' markets.

URBAN/SUBURBAN SPRAWL

Tulsa's large area and relatively low density development pattern require residents to travel substantial distances to accomplish their daily needs of food access, healthcare access, employment access, and more. The sprawling infrastructure and public service areas also lead to difficulties in maintaining streets and utilities, as well as adequate service levels for public safety, public transit, park and recreation options, and public school districts. Tulsa's geographic context also includes significant disparity in terms of wealth and health outcomes based on where a household is located, as well as persistent segregation by race and

ethnicity. This creates a significant opportunity gap that favors Tulsans with means over historically underserved communities.

Recommendations

LU.ER.5 Ensure that new development can be adequately served by infrastructure and public services provided by the City.

LU.ER.6 Promote new housing and other developments in existing areas of the city, particularly along bus rapid transit (BRT) and other transit alignments.

LU.ER.7 Increase transportation options and availability in areas where automobile access is limited.

LU.ER.8 Permit mixed-use development that colocates many uses to reduce the number of and length of trips required to access goods and services.
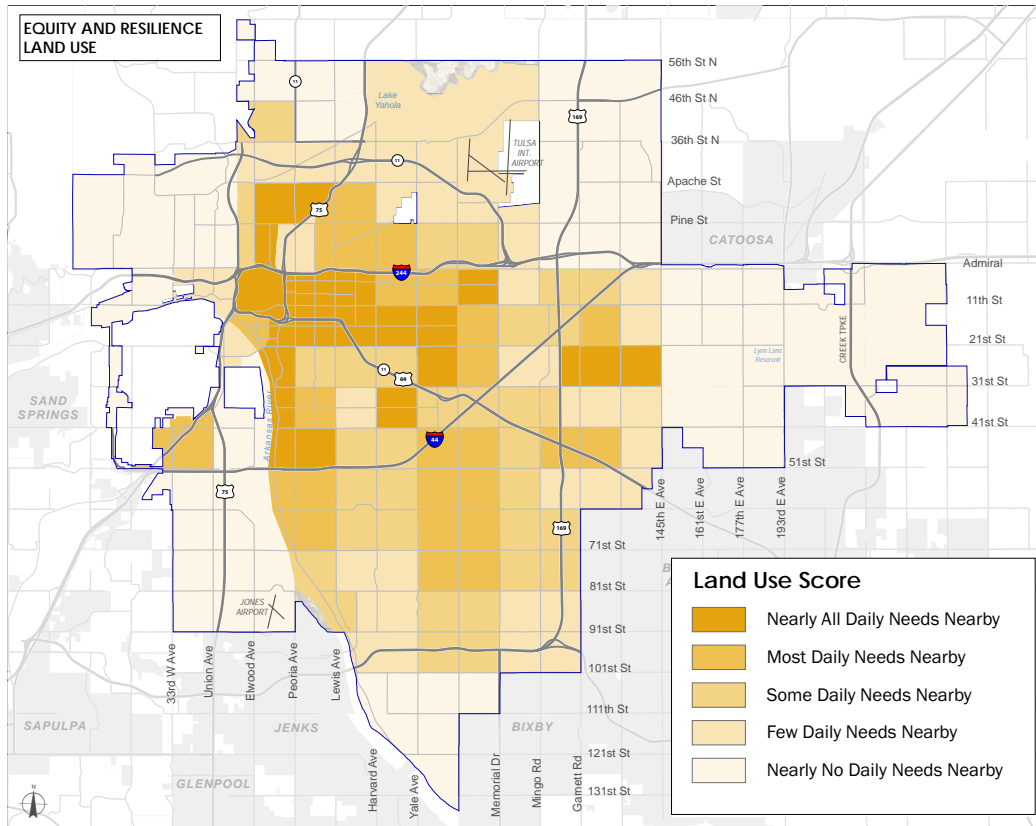
INCOMPATIBLE LAND USES

Land use decisions are often made in order to ensure land uses that present some level of incompatibility are separated. Incompatibility can arise due to environmental hazards such as air, soil, water, noise, or light pollution. Industrial uses and highways are two examples of uses that are often incompatible with more sensitive land uses, such as neighborhoods, parks, or schools. While zoning and land use plans provide much of the needed guidance to ensure separation is adequate, there are disparities in Tulsa with regard to what communities bear the burden of living in proximity to potential harmful land uses. These include west Tulsa, whose proximity to heavy industrial uses presents risks associated with air quality. Where these dynamics exist presently, mitigation efforts can be pursued to reduce the associated risks to local residents.

Recommendations

LU.ER.9 Discourage the development of sensitive land uses in close proximity to highways and industrial areas.

LU.ER.10 Pursue landscaping and other buffering between existing sensitive land uses and high-intensity uses.

EQUITY AND RESILIENCE LAND USE

Land Use Score
- Nearly All Daily Needs Nearby
- Most Daily Needs Nearby
- Some Daily Needs Nearby
- Few Daily Needs Nearby
- Nearly No Daily Needs Nearby

This map is generated using data from the Tulsa Planning Office's Neighborhood Conditions Index (NCI).

GEOGRAPHIC DISPARITIES

The above map identifies areas where land uses associated with daily needs are concentrated, as well as areas where those uses are absent. While some areas on the edges of the city have low access, they generally have low or low-density population. Locations such as Crutchfield, Dawson, and neighborhoods south of the airport, which contain significant populations, have few land uses associated with residents' daily needs. The downtown area, Brookside, and neighborhoods east of downtown have nearly all daily needs in close proximity.

INDICATORS USED IN MAP

- 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/Entertainment
- Proximity to Healthy Food Sources

RELEVANT EQUALITY INDICATORS*

- INDICATOR 5: Existing Jobs by Geography
- INDICATOR 43: Food Deserts by Geography

RELEVANT RESILIENT TULSA ACTIONS**

- ACTION 12: Incentivize grocery store development in underserved communities.
- ACTION 26: Establish an Innovation District and Prototyping Zone

VULNERABLE POPULATION GROUPS

- Low-Income households
- Racial and ethnic minority populations
- Older adults
- Youth
- Persons with physical and/or cognitive disabilities
- Suburban populations with lack of pedestrian, bicycle, and public transit infrastructure
- Justice-involved persons
- Households without access to an automobile

*Equality Indicator reports are issued annually by the City of Tulsa.
**Resilient Tulsa Strategy was adopted by the City of Tulsa in 2018.

HEALTH & WELLNESS CONSIDERATIONS

Urban Density

Health Impact	Associated Health Outcome
Higher levels of physical activity associated with less driving	Reduction in obesity, cancer, diabetes, and cardiovascular disease
Stress and social isolation associated with low urban density	Increase in anxiety and depressive disorders

Tulsa Context

Tulsa does not have a traditional concentric density pattern where higher density residential is located near the urban core of the city. In fact, some of Tulsa's highest levels of residential density are located near the city limits, where apartment complexes have clustered along major arterial corridors like Memorial Rd. and Garnett Rd. The urban form of the areas near the urban core are more well-suited to accommodating residential density, with greater levels of street connectivity, more walkable infrastructure, and a more varied mix of land uses. Despite this condition, there is relatively little Missing Middle housing and multi-family housing in this area when compared to cities of similar size.

Policy Recommendations

LU.HW.1 Ensure development density is supported by the ability to provide public services in a given area.

LU.HW.2 Prioritize development density along public transit corridors in ways that are sensitive to neighboring areas.

LU.HW.3 Increase density near the downtown area in ways that do not significantly alter the experience of living in such neighborhoods.

Urban/Suburban Sprawl

Health Impact	Associated Health Outcome
Low levels of physical activity	Increase in obesity, cancer, diabetes, and cardiovascular disease
Poor air quality from increased automobile usage	Increase in asthma and other respiratory or cardiovascular diseases.

Tulsa Context

Tulsa has a long history of annexation and expansive growth. In the last 10 years the proportion of greenfield subdivision development to infill development has flipped. This is due in large part to exhausting the available supply of undeveloped land. The remaining greenfield development in Tulsa is focused in two areas. First is the Tulsa Hills/West Highlands area, where there is still room to grow, but recent zoning initiatives reflect a desire to leave the area less developed. Second, development from the north of Broken Arrow has spilled into east Tulsa through a part of the Broken Arrow School District. Continued expansion puts pressure on the City's ability to adequately provide and maintain infrastructure and public services.

Policy Recommendations

LU.HW.4 Define development guidelines for areas that are difficult to serve with public safety, utility, or transportation infrastructure.

LU.HW.5 Collaborate with school districts on site selection based on new growth.

LU.HW.6 Support and incentivize adaptive reuse of buildings, infill development, and brownfield redevelopment.

Transit-Oriented Development (TOD)

Health Impact	Associated Health Outcome
Higher levels of physical activity associated with less driving	Reduction in obesity, cancer, diabetes, and cardiovascular disease
Reduced automobile collisions associated with less driving	Reduction in severe injury, fatality, and post-traumatic stress
Affordability associated with public transportation use	Increased capacity to spend money on healthy choices

Tulsa Context

The development of the Peoria bus rapid transit (BRT) route and the upcoming Route 66 BRT route, in conjunction with the "transit sub-hubs" identified in Tulsa Transit's Connecting Progress report, provide new opportunities to incorporate transit-oriented development (TOD) in Tulsa. The existing Mixed-Use zoning incentive program along both the Peoria BRT corridor and the upcoming Route 66 BRT corridor promotes development that best uses the investments in public transit.

Policy Recommendations

LU.HW.7 Encourage TOD around existing transit and BRT routes.

LU.HW.8 Incentivize rezoning to Mixed-Use zoning as a tool to achieve TOD.

LU.HW.9 Develop incentives to support TOD in areas with higher percentages of low-income residents and residents who use transit.

LU.HW.10 Develop policies for these incentives that ensure continued affordability of housing as part of TOD.

LU.HW.11 Acquire land (public entities) in strategic locations (certain stops, subhubs, etc.) to develop equitable TOD.

LU.HW.12 Develop funding sources or programs to support existing residents in areas that will likely be impacted by TOD to mitigate concerns of displacement.

Highway Pollutants and Sensitive Land Uses

Health Impact	Associated Health Outcome
Poor air quality from proximity to highway automobile emissions	Increase in asthma and other respiratory or cardiovascular diseases

Tulsa Context

Sensitive land uses, such as parks, schools, and residential areas are at risk of negative health outcomes associated with air pollution that emanates from highway traffic in the form of ground-level ozone or particulate matter. The Los Angeles Health Department as a part of their response to non-attainment determined that these uses are potentially unsafe within 500' of a highway corridor. In Tulsa 62 schools, 35 parks, and significant amounts of residential land fall within this 500' buffer of local highway corridors.

Policy Recommendations

LU.HW.13 Establish a highway zoning buffer and discourage new development of sensitive land uses, such as schools, parks, and neighborhoods, within the buffer without appropriate landscaping or buffering interventions.

LU.HW.14 Partner with Up With Trees to prioritize an increase in urban canopy coverage for areas with sensitive land use in proximity of a highway.

LU.HW.15 Partner with Tulsa Public Schools to understand potential for filtering or altering air-inlet locations of existing schools in proximity of a highway.

Food Deserts

Health Impact	Associated Health Outcome
Lack of access to healthy foods	Reduction in obesity, cancer, diabetes, and cardiovascular disease
Reduced automobile collisions associated with less driving	Reduction in severe injury, fatality, and post-traumatic stress
Affordability associated with public transportation use	Increased capacity to spend money on healthy choices

Tulsa Context

Roughly one in four Tulsa households are in a food desert, where grocery stores are not locating due to market considerations. This requires residents of food desert locations in Tulsa to either travel long distances to access quality groceries or to settle for foods with lower nutritional value. To address food deserts, the City of Tulsa has partnered with community partners on a variety of initiatives, including the subsidizing of a new grocery store in North Tulsa. Additionally, having the opportunity to participate in urban agriculture can help to mitigate the negative impacts of food deserts and decrease the reliance on processed foods.

Policy Recommendations

LU.HW.16 Continue to incentivize grocery store development in areas of the city that qualify as food deserts.

LU.HW.17 Reduce barriers to fresh food by creating a tool and resource sharing program available to urban agriculture uses.

- Collect tools that can be checked out by <u>community garden</u> groups.

- Establish a program to promote and educate groups on the availability of urban agriculture within residential areas.

LU.HW.18 Promote the availability of community gardens and community supported agriculture in residential land use zones in recognized food deserts.

FUNDING PRIORITIES

The departments that are most involved in the development review process and the administration of the City of Tulsa's land uses are Development Services and the Tulsa Planning Office. Capital costs are relatively low in comparison with other functions of the City; however, there are needs that would help to streamline processes to facilitate a more efficient experience for applicants that engage in the development review process.

In the Development Services Department there is a specific need to increase staff for zoning clearance reviews. This stage of the process is intended to precede the other permitting stages. Zoning clearance reviews can result in an applicant being diverted to the Tulsa Planning Office before being approved for other necessary permits. Adding more reviewers when feasible will ensure greater efficiency in the process for applicants.

Additionally, the Development Services Department has need for capital investment in technology upgrades for outward-facing digital information. This information would assist applicants with the process by connecting them with tools and resources to ensure their applications are complete when beginning the process.

The Tulsa Planning Office has need for funding to facilitate community engagement. This funding would go toward technological tools such as survey services, data mapping interfaces, as well as translation services and physical marketing materials to reach broader audiences to participate in planning processes.

REGIONALISM CONSIDERATIONS

Due to the large city limits of Tulsa, and the expansion of housing subdivisions in greenfield areas of the region, the City of Tulsa is limited in its ability to maintain needed infrastructure and public service distribution at levels expected by residents of the city. Suburban development patterns emanating from neighboring communities such as Broken Arrow, Bixby, and Jenks are crossing into the City of Tulsa despite often being marketed as part of the neighboring communities, and residents in those subdivisions, for all intents and purposes, believe they are in those communities. In order to properly serve these areas, the City of Tulsa should seek development phasing of these areas to ensure that infrastructure and public service distribution are available at appropriate levels.

The Land Use Plan for the City of Tulsa should be aligned with the land use plans of unincorporated Tulsa County and the municipalities that abut the city limits. Where there are opportunities to enhance commercial retail areas adjacent to neighboring communities, these locations should be developed in ways that attract customers into the city limits of Tulsa to support local economic development goals.

GLOSSARY OF TERMS

Access Management – The practice of planning and regulating driveways or other access points along streets to improve safety, facilitate traffic flow, and reduce conflicts along transportation routes.

Ad Valorem - A type of tax whose amount is based on the value of real estate or other goods or transactions.

Adaptive Reuse - The restrained alteration of a historic resource to accommodate uses for which the resource was not originally constructed, but in such a way so as to maintain the general historical and architectural character.

Affordable Housing - Housing on which the occupant is paying no more than 30% of gross income for housing costs, including utilities.

Air Quality – The degree to which air in a location is polluted, usually measured by an index.

Alley Activation – The conversion of an alley into a public space through cleanup efforts and the installation of art, lighting, seating, or other amenities.

Annexation - The act of formally including property in the corporate limits of a municipality.

Arterial (Street) - A major street designated on the Major Street and Highway Plan as an arterial, parkway or scenic drive.

Attrition - A reduction in staff within an organization as employees leave and are not replaced.

Block Length - The distance between property lines at opposite ends of a block in a subdivision.

Broadband Infrastructure - A network of telecommunications equipment and technology necessary to provide high speed internet and other telecommunication services for end-user (e.g. cables, fiber optics, wiring).

Brownfield Sites - A property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Buffer - A barrier or distance between objects.

Built Environment - The various constructed facilities that, combined, define the boundaries of where people live, work, play, and learn.

Bus Rapid Transit (BRT) - A bus-based public transport system designed to have better capacity and reliability than a conventional bus system.

Business Improvement District (BID) – A defined area within which businesses are required to pay an additional tax in order to fund projects within the district's boundaries.

Capital Assets - Physical things owned by the City.

Capital Improvements Plan (CIP) – A community planning and fiscal management tool used to coordinate the location, timing, and financing of physical construction projects or permanent structural alterations or repairs to existing City assets.

Catchment Area - The geographical area from which students are allowed to attend a specific school.

Climate Change – Refers to the expected frequency of weather patterns over long periods of time that relates to interactions between Earth's systems (e.g. a change in weather patterns over a 100 year period).

Community Benefits Agreement - A contract signed by community groups and a real estate developer that requires the developer to provide specific amenities and/or mitigations to the local community or neighborhood.

Community Development Block Grant (CDBG) – A program of the U.S. Department of Housing and Urban Development, which funds local community development activities with the stated goal of providing affordable housing, anti-poverty programs, and infrastructure development.

Community Development Corporations (CDCs) - A not-for-profit organization incorporated to provide programs, offer services and engage in other activities that promote and support community development. CDCs usually serve a geographic location such as a neighborhood or a town.

Community Garden – Plots of land, usually in urban areas, that are a shared, semi-public space where people in the surrounding neighborhood share the opportunity of maintaining a garden space to provide physical and social benefits.

Community Housing Development Organizations (CHDOs) - A private nonprofit, community-based, service organization that has, or intends to obtain staff with the capacity to develop affordable housing for the community it serves.

Community Investment Organization - An organization that lends money to build vibrant communities, strengthen local businesses, and provide homes for families.

Community Investment Trust - A wealth-building approach that offer residents the opportunity to purchase equity shares in a project and benefit financially from new development in their neighborhood.

Compact Development – A land use and design concept that promotes relatively high-density residential development with mixed land uses, an efficient public transport system, and an urban layout that encourages active transportation, low energy consumption, and reduced pollution.

GLOSSARY OF TERMS

Connectivity - The density of connections in path or road networks, and the directness of links. A well-connected network has many short links, numerous intersections, and minimal dead-ends.

Conservation Area - Areas of land that are protected to preserve the environmental, architectural, or historical interests of a place.

Corridor - Pathways connecting places and spaces together (e.g. Interstate 35 is a main corridor through several states.)

Courtyard - An unroofed area that is either completely or mostly enclosed by walls of buildings.

Cul-de-sac - A local street that is permanently terminated at one end by a vehicle turnaround.

Detached House - A principal residential building, other than a manufactured housing unit or mobile home, that contains only one dwelling unit and that is located on a single lot that is not occupied by other principal residential buildings.

Developer - A person, or persons, who buys and prepares land for residential, commercial, or industrial use.

Development – Any man-made change to improved or unimproved real estate.

Development Plan - The plan and drawings submitted for planning review by an applicant in order to gain approval to pursue development of a property.

Development Review - The process of local government evaluating development plans; from the density, zoning use, to the physical and social impacts of development in the city.

Disparity - A noticeable and usually significant difference or dissimilarity.

Displacement - When residents of an area of forced to leave due to increases in housing costs that make the area unaffordable.

Easement - A grant by a property owner for the use property by a public authority or private entity for a specific purpose.

Easement - A grant by a property owner for the use property by a public authority or private entity for a specific purpose.

Equity - Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential.

Floodplain - A low-lying region adjacent to rivers or streams in which during times of flooding stretches beyond the banks of the river/stream channels.

Food Desert - Areas that are characterized by poor access to healthy and affordable food.

Food Forest - A diverse planting of edible plants that attempt to mimic the ecosystem and patterns found in nature.

Form - The physical shape of a building, set of buildings, site layout, or layout of a buildings along a corridor or in a specific area.

Gateway Signage - A road sign at the border of the city, district, or neighborhood that introduces visitors to the area.

Greenfield Sites - Land that has not previously been developed beyond an agricultural intensity.

Ground-Level Ozone - Also known as Tropospheric Ozone, it is formed when pollutants emitted by cars, power plants, industrial boilers, refineries, and other sources chemically react in the presence of sunlight.

HOME Investment Partnership Program (HOME) - Funding to states and localities to be used exclusively for affordable housing activities to benefit low-income households.

Implementation - The process of putting a decision or plan into effect.

Incentivize - To provide things that motivate or encourage one to do something; to provide with a payment or concession to stimulate greater output or investment.

Infill Development - New construction in existing areas of the city, particularly older parts of the city.

Infrastructure - The basic physical and organizational structures and facilities (e.g. buildings, roads, power supplies) needed for the operation of a society or enterprise.

Infrastructure Review (Engineering Review) - Preliminary review of proposed public infrastructure developments and improvements.

Innovation District - Zones in cities where public and private actors work to attract entrepreneurs, startups, business incubators, generally with the aim of revitalizing depressed downtown areas.

Justice Involvement - The state of being or having been arrested, put to trial, incarcerated, or any other type of involvement with the justice system.

Land Bank - A governmental or nongovernmental nonprofit entity established, at least in part, to assemble, temporarily manage, and dispose of vacant land for the purpose of stabilizing neighborhoods and encouraging re-use or redevelopment of urban property.

Land Trust - A legal entity that takes ownership of, or authority over, a piece of property at the will of the property owner.

Land Use - A term used to describe the human uses of land, such as economic and cultural activities, that are practiced at a given location.

GLOSSARY OF TERMS

Lead-Based Paint - Paint containing lead, which is a highly toxic metal that may cause a range of health problems if exposed.

Local Center, Regional Centers, Multiple Use Areas - Designations included in the Land Use Plan Map of this comprehensive plan (see Development Review Guide for details.)

Low Impact Development (LID) - A land planning and engineering design approach to manage stormwater runoff as part of green infrastructure, emphasizing conservation and use of on-site natural features to protect water quality.

Low-Moderate Income Households - Families and individuals whose Annual Incomes do not exceed eighty percent (80%) of the median family income or such other income limits as determined by HUD.

Main Street Organization - An organization dedicated to helping revitalize older and historic commercial districts.

Mass - Refers to the volume of space occupied by a built structure, as well as the relationship between multiple structures, open space, and adjacent structures.

Median Income - The income amount that divides a population into two equal groups, half having an income above that amount, and half having an income below that amount.

Metropolitan Statistical Area (MSA) - A region that consists of a city and the surrounding communities that are linked by social and economical factors.

Micro-Loan - A small sum of money lent at a low interest rate to a new business.

Missing Middle Housing - Housing types with densities between detached houses and apartment buildings, such as duplexes, triplexes, quadplexes, and small apartment buildings.

Mixed-Use Zoning - Zoning that permits a kind of urban development that blends multiple uses, such as residential, commercial, cultural, institutional, or entertainment, into one space, where those functions are to some degree physically and functionally integrated.

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, used in this plan to describe medium and large apartment and condominium structures.

Multi-Modal Transportation Infrastructure - Transportation infrastructure where more than one form of transportation is accommodated.

Municipality - A city or town that has corporate status and powers of self-government.

National Register of Historic Places - Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Neighborhood Character Overlay - A zoning overlay that establishes zoning regulations that are intended to promote the development of compatible infill housing in established neighborhoods.

Neighborhood Real Estate Investment Trust - Investment partnerships that connect and enable residents to become shared owners of properties in their communities.

Neighborhood-Scale - The size, height, and other physical metrics that are commonplace for buildings and urban design in a given neighborhood.

Non-Attainment - Not meeting national standards for surrounding air quality.

Pad-Ready Sites - A site that has all necessary utilities, infrastructure, zoning, and other conditions that make it immediately suitable for development.

Parking Minimum - Local laws that requires commercial and residential complexes to have a minimum number of off-street parking spaces.

Parklet - A small platform that takes the place of one or multiple on-street parking spaces and that extends the sidewalk to provide space for seating, tables, or other public amenities.

Particulate Matter - All liquid and solid particles suspended in the air, many of which are hazardous.

Plan Reviewer - A person who oversees the permitting process of a project to make sure plans comply with building and other codes before construction.

Plat - A graphical representation of a subdivision showing the division of land into lots, blocks, streets, alleys, or other divisions and dedications.

Plaza - An open public square, or marketplace, usually located near urban buildings.

Pocket Park - A small outdoor space, usually no more than ¼ of an acre, most often located in an urban area surrounded by commercial buildings or houses.

Pop-up Commercial Use - A temporary retail space that is typically used to introduce a new product line, test a new market or generate awareness for a product or cause.

Preservation Easement - A legal document between a private property owner and a governmental entity to protect a specific historical property or element of a property.

GLOSSARY OF TERMS

Public Safety District - An assessment district that funds public safety services (law enforcement, emergency response, etc.) for the area within the district.

Redevelopment - The process of constructing new development typically after demolishing previously existing development.

Rehabilitation - The process of recreating a historic resource to a state of efficiency or soundness by repair or alteration designed to encourage its continued use, but without noticeably changing the exterior appearance of the historic resource.

Rehabilitation Loan Program - A program that provides loans to moderate to very low-income residents to assist with structural and interior home repairs, weatherization, energy efficiency, etc.

Remediation (Environmental) - The removal of pollution or contaminants from environmental media such as soil, groundwater, sediment, or surface water.

Retail Incentive Policy - The City of Tulsa approach to the distribution of public funding to promote the development of retail establishments.

Retrofit - The refurbishment of an existing building to change its use or make it more energy efficient.

Revitalization - The act or process of giving new life or fresh vitality or energy to someone or something.

Right-of-Way (ROW) - Land dedicated or acquired for use as a public way, in which public infrastructure, utilities, and services are distributed.

Scale - Refers to the size or level of something.

Screening - Physical barriers, such as fencing and landscaping, between land uses that minimize auditory and visual interactions.

Sensitive Land Use - Land that is sensitive to emissions from industry and infrastructure (e.g. residential development, hospitals, parks, schools).

Sidewalk Café - An open-air, fenced-in seating area located on a sidewalk directly adjacent to a business.

Site Assembly - The joining of adjacent properties in order to create a larger site for development.

Strategic Planning - Process used by organizations to identify their goals, the strategies necessary to accomplish those goals, and the internal performance management system used to monitor and evaluate progress.

Street Tree - A tree (or trees) planted in the public right of way, either in the space between the sidewalk and road, or in the absence of sidewalks.

Streetscape - The natural and built fabric of the street, or the design quality of the street and its visual effect.

Stub Street - A street that is temporarily terminated, but that is planned for future continuation.

Sub-Hub - For Tulsa Transit, where several transit routes converge, facilitating transfers to transit services that reach a variety of locations in the city.

Subdivision - Any division of land resulting in in the creation of 5 or more lots, parcels, tracts, or areas, or any division of land involving the right-of-way or alignment of an existing or proposed street or highway.

Suitability Analysis - An analysis that establishes the suitability of a location based on a set of criteria.

Sustainability - Managing resources to meet the needs of the present without compromising the ability of future generations to meet their own needs.

Tax-Increment Financing (TIF) Districts - A public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects in a defined area.

Transit-Oriented Development (TOD) - A type of urban development that maximizes the amount of residential, business, and leisure space within walking distance of public transport.

Tree Canopy - The layer of leaves, branches, and stems of trees that cover the ground when viewed from above. In urban areas, tree canopy can refer to the amount of tree canopy coverage a city has.

Underutilized Structure - A building or structure that is characterized by vacancy, partial vacancy, deterioration, or safety hazards that limit its use.

Urban Agriculture - The practice of cultivating, processing, and distributing food in, or around, towns, cities, metropolitan areas.

Urban Design - Urban design involves the arrangement and design of buildings, public spaces, transport systems, services, and amenities.

Walkability - The extent to which the built environment is safe and inviting for pedestrians and for the presence of people living, shopping, visiting, enjoying or spending time in an area.

Wayfinding - The process or activity of ascertaining one's position and planning and following a route.

Zoning Code and Map - The municipal ordinances that regulate land use and property design and the map that identifies the applicable zoning district for properties governed by the zoning code.

RELEVANT CITY DEPARTMENTS, PROGRAMS, PLANS, AND EXTERNAL ORGANIZATIONS

Asset Management Department - A department of the City of Tulsa that manages and maintains City-owned facilities, fleet, and equipment.

Communications Department - A department of the City of Tulsa that aims to facilitate open and accountable access to city government for the citizens of Tulsa and assist in communicating the prioritized initiatives set by the administration and all other City departments.

Community Development Division - A division of the Department of City Experience that administers community and economic development programs and initiatives, supporting residents in creating economically viable and sustainable communities through neighborhood partnerships, housing programs, and community development initiatives.

Current Planning – Refers to a division of the Tulsa Planning Office that reviews development proposals, rezonings, subdivisions, special exceptions, variances, and ensures new development occurs in conformance with the comprehensive plan and other planning documents.

Destination Districts - The Department of City Experience's program to stimulate economic development, foster authentic cultural expression, develop civic pride, and deepen the connections to places in order to retain talent, attract new residents, and increase tourism opportunities.

Development Era Map – A map contained within the Development Review Guide of this plan that indicates the era when different parts of Tulsa developed in order to ensure new development is consistent with context.

Development Review Guide - A chapter of this plan that contains the main guidance for development to be considered during the development review process in order to ensure all interested parties are informed about the process.

Development Services Department - A department of the City of Tulsa that promotes safety, livability, and economic growth through efficient and collaborative application of building and development codes.

Economic Development Administration (EDA) – A federal government administration dedicated to facilitating regional economic development efforts in communities across the nation.

Emergency Repair Grant Program - A program that provides grants to very low income residents to make emergency repairs to conditions that threaten the health and safety of occupants.

Equality Indicators - An annual report created through partnership between the City of Tulsa and the Community Service Council to measure and track disparities among subgroups of Tulsans over time.

Finance Department - A department of the City of Tulsa that maintains the finances of the City.

Historic Preservation Overlay - An overlay that supplements underlying zoning with the goal of preserving historical characteristics of an area. Substantial changes and new development have design guidelines in addition to the regulations of the underlying zoning, and cases are heard by the Tulsa Preservation Commission.

Housing Opportunity Partnership (HOP) - A City of Tulsa program to address more than 300 vacant, abandoned, and uninhabitable properties that are in such disrepair they constitute a public nuisance and are eligible for renovation or demolition.

Indian Nations Council of Governments (INCOG) - The Indian Nations Council of Governments provides short and long range planning services for specific towns, counties and Tribal governments.

INCOG Transportation - As a function of the Metropolitan Planning Organization (MPO) for the Tulsa area, INCOG Transportation facilitates a cooperative effort with federal, state, and local governments and other transportation agencies to assess the area's transportation requirements and to develop comprehensive, multi-modal plans and programs that address the needs and goals of the region.

Land Use Plan Map - A map included in the Development Review Guide of this plan that depicts the planned land use designations that provide guidance regarding the appropriate characteristics of new development in different parts of the city.

Legal Department - The City Attorney and the Legal department provide all the City's municipal legal services. The department prepares and reviews ordinances, resolutions, executive orders and contracts, while handling litigation, claims and controversies involving the City.

Long-Range Planning - Refers to the function of the Planning and Design division of the Tulsa Planning office, including the development and implementation of plans across a variety of topics, as well as the management of programs associated with the implementation of plans.

Major Street and Highway Plan - The plan that identifies the major street and highway classifications and City of Tulsa street designations for purposes of right-of-way allocation, potential street design/layout, and eligibility for certain federal funds.

Mixed-use Zoning Incentive Program - An initiative to encourage pedestrian and transit oriented redevelopment along Peoria and Route 66 Bus Rapid Transit corridors.

RELEVANT CITY DEPARTMENTS, PROGRAMS, PLANS, AND EXTERNAL ORGANIZATIONS

Neighborhood Toolkit - A toolkit created by the Tulsa Planning Office that offers information on how to organize a neighborhood, launch projects, celebrate with neighborhood events, access resources, and more.

Oklahoma Department of Transportation (ODOT) - A State of Oklahoma transportation department that seeks to provide safe, economical, and effective transportation networks for the people, commerce and communities in Oklahoma.

Public Works Department - A department of the City of Tulsa that is responsible for planning, directing and coordinating the construction and maintenance of streets and public facilities, managing all related engineering services, and maintaining stormwater systems.

Recommended and Prohibited Tree Species List - A guide for which species of trees satisfy the tree planting requirement of the Tulsa Zoning Code.

Resilient Tulsa Strategy - A planning report created by the Mayor's Office of Resilience & Equity in 2018 to outline approaches to enhance Tulsa's resilience to social and environmental shocks and stressors.

Subdivision and Development Regulations - A set of regulations governing the design, improvement, creation of subdivisions and additional developments.

Tulsa Authority for Economic Opportunity (TAEO) - The merger of five public entities to create a single, independent organization to lead the City of Tulsa's community and economic development efforts.

Tulsa City-County Library - A government entity serving Tulsa County that strives to promote lifelong learning and literacy in all forms.

Tulsa Development Authority (TDA) - A City of Tulsa authority that partners with the Tulsa Authority for Economic Opportunity (TAEO) to revitalize areas and encourage private and public reinvestment to support economic growth.

Tulsa Fire Department - A department of the City of Tulsa that provides fire safety and paramedic services to Tulsa residents.

Tulsa Metropolitan Area Planning Commission (TMAPC) - A joint city-county commission that makes recommendations for zoning requests, plans, and ordinances for the City of Tulsa and unincorporated areas of Tulsa County.

Tulsa Parks - A department of the City of Tulsa that aims to create, provide, and preserve quality parks and recreation opportunities that meet community needs for the health and wellbeing and for all Tulsans.

Tulsa Planning Office - A division of the Department of City Experience that administers the zoning and planning process for the City of Tulsa.

Tulsa Police Department - A department of the City of Tulsa that provides law enforcement and safety services to Tulsa residents.

Tulsa Port of Catoosa/Tulsa Port of Inola - An inland multi-modal shipping complex and 2000-acre industrial park located at the head of navigation for the McClellan-Kerr Arkansas River Navigation System.

Tulsa Preservation Commission - The Tulsa Preservation Commission runs the City of Tulsa's historic preservation program through the preservation and protection of Tulsa's many historic resources.

Tulsa Transit (MTTA) - The public transit system operating buses and paratransit for Tulsa metropolitan area.

Up With Trees - An organization that plants trees and promotes the preservation of tree canopy in Tulsa.

Vibrant Neighborhoods Partnership (VNP) - The Department of City Experience's community-driven program to holistically improve neighborhood infrastructure and enjoyment through targeted public support and service delivery in collaboration with neighborhood residents.

Water & Sewer Department - A department of the City of Tulsa that manages, operates, and maintains the City's water and wastewater systems.

Zoning Clearance Review/Permit - A review by the City of Tulsa that may result in a permit that affirms that an applicant's desired land use is appropriate given the zoning of the applicant's property.

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Tulsa Planning Office Current Planning

Tulsa Planning Office Implementation

City of Tulsa Development Services

Tulsa Metropolitan Area Planning Commission

City of Tulsa Board of Adjustment

Local Builders, Architects, and Engineers

Community Engagement Activities

Housing and Neighborhoods Policy Survey

Local Homebuilder Roundtable Discussions

Neighborhood Infill Public Meeting

Resident Input Sessions

Resident Input Survey

Resident Input Emails and Phone Calls

Plans Reviewed and Incorporated

Route 66 Master Plan (2003)

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