
Crutchfield Small Area Plan

TULSA PLANNING OFFICE



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About this Document

This policy document is also a record of the public process used to develop the Crutchfield Small Area Plan. As a planning guide for many community stakeholders - citizens, property owners, investors, Planning Commissioners and elected officials – it follows the small area planning process prescribed in PLANiTULSA, the Tulsa Comprehensive Plan, and is organized into two main sections: Executive Summary (with reference to implementation matrix) and The Plan.

The Executive Summary and details of the Implementation Matrix were adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) on March 6, 2019, and approved by the Tulsa City Council on May 1, 2019.

Hyperlinks to external sources are provided as an appendix and have been intentionally excluded from the text for ease of maintenance.

Executive Summary

The Executive Summary highlights the planning process, including the Vision Statement and Guiding Principles developed by stakeholders, and key local issues that resulted in policy recommendations. By planning category, the Implementation Matrix reflects those recommendations, summarizes actionable items for capital improvements and supports policy decisions deemed necessary to implement the plan's Vision.

Adopted concepts and policies provide the basis for land use and development decisions for this portion of the city throughout the planning horizon of 10 to 20 years. Details including illustrations, images and analysis of existing data are presented in the Plan to provide background and context for how these recommendations were formulated but will not be cited as policy.

The Plan

The Plan's organizational structure is based on the process set forth in PLANiTULSA to develop Small Area Plans. Content from overlapping process steps may be addressed in more than one chapter of the Plan. Plan chapters include an inventory of existing conditions and relevant data, details of the community engagement process, and "Big Ideas" generated from consensus-building activities and the Visioning workshop, to provide a baseline from which to measure progress throughout the planning horizon.

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Part I: Executive Summary

Plan Summary

The Crutchfield Small Area Plan is a guide for the future development of this Tulsa neighborhood, located northeast of downtown, from I-244 to E. Pine Street, and Hwy 75 to N. Utica Ave. The planning process relied upon extensive resident and stakeholder participation, detailed research into the existing conditions within the plan area, and in-depth consideration of plan recommendations by area stakeholders, City of Tulsa departments and affiliated agencies.

The Crutchfield Small Area Plan supports future decisions related to land use, transportation,

housing, and economic development issues unique to the neighborhood. The plan also serves as a key strategy to implement the vision and goals of PLANiTULSA, the Tulsa Comprehensive Plan.

Through the small area planning process, issues and strategies were developed and vetted with the hands-on assistance of the Citizen Advisory Team (CAT), composed of residents and stakeholders. This plan will help guide citywide decision making; it is intended that TMAPC and the City Council will consider the Crutchfield Small Area Plan when evaluating zoning cases and development plans that affect the neighborhood. This plan will also inform decisions related to delivery of municipal services,

Map 1: Crutchfield Plan Area



Part I: Executive Summary

like public safety and water and sewer services, as well as capital investments in public infrastructure.

The look and feel of the Crutchfield neighborhood continue to reflect development patterns of the early 20th century. As one of Tulsa's earliest mixed-use neighborhoods, Crutchfield has a traditional street grid pattern that includes a mix of single-family residences and neighborhood scale retail, as well as substantial areas of industrial and other employment uses. Residential and commercial uses range in the current state of repair, from recently built Habitat for Humanity homes and well-maintained older homes to vacant lots and structures in disrepair.

Process

The small area planning process followed the six-step process prescribed in PLANiTULSA's appendix and in *A Guide to Small Area Planning*.

City Councilor Vanessa Hall-Harper (District 1) invited nine stakeholders with interests in Crutchfield to serve on the Citizen Advisory Team (CAT). The CAT remained engaged throughout the process by representing their constituents in the plan area, reviewing and validating key information, and crafting the Crutchfield vision statement and recommendations.

Technical Review extended the opportunity for relevant departments of the City of Tulsa and allied agencies to review, comment and clarify findings within the draft plan. Significant responses are reflected in the plan's narrative and recommendations and provided to the CAT for final review. With the CAT's consent and acceptance of a plan draft to forward to the Tulsa Metropolitan Area Planning Commission (TMAPC) for adoption, the CAT assumed the role of advocate for the plan's implementation.

At the conclusion of the active public participation phase, TMAPC considered plan recommendations in a public hearing. On March 6, 2019, TMAPC

adopted the plan and forwarded recommendations to the Tulsa City Council for approval. With an effective date of May 1, 2019, Council's approval amended the Tulsa Comprehensive Plan and the plan recommendations became the City of Tulsa's policy guide for planning and development within the Crutchfield plan area.

Land Use Designations

DOWNTOWN NEIGHBORHOOD

The Downtown Neighborhood land use category is reflective of the area's established residential character and proximity to downtown. These areas are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature neighborhood-scale parks and open space.

EXISTING NEIGHBORHOOD

The Existing Neighborhood category is intended to preserve and enhance Tulsa's existing single-family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code.

MAIN STREET

Main Streets are Tulsa's classic linear centers. They are comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the ground-floor of buildings, and street trees and other amenities. Parking is provided on street, small private off street lots, or in shared lots or structures.

EMPLOYMENT

Employment area is intended to focus on commercial activities such as office, warehousing, light manufacturing, and information technology. The northwestern and southern portions of the plan area are among the city's most active centrally located industrial lands. These areas have been historically industrial and are anticipated to remain so in the future.

MIXED-USE CORRIDOR

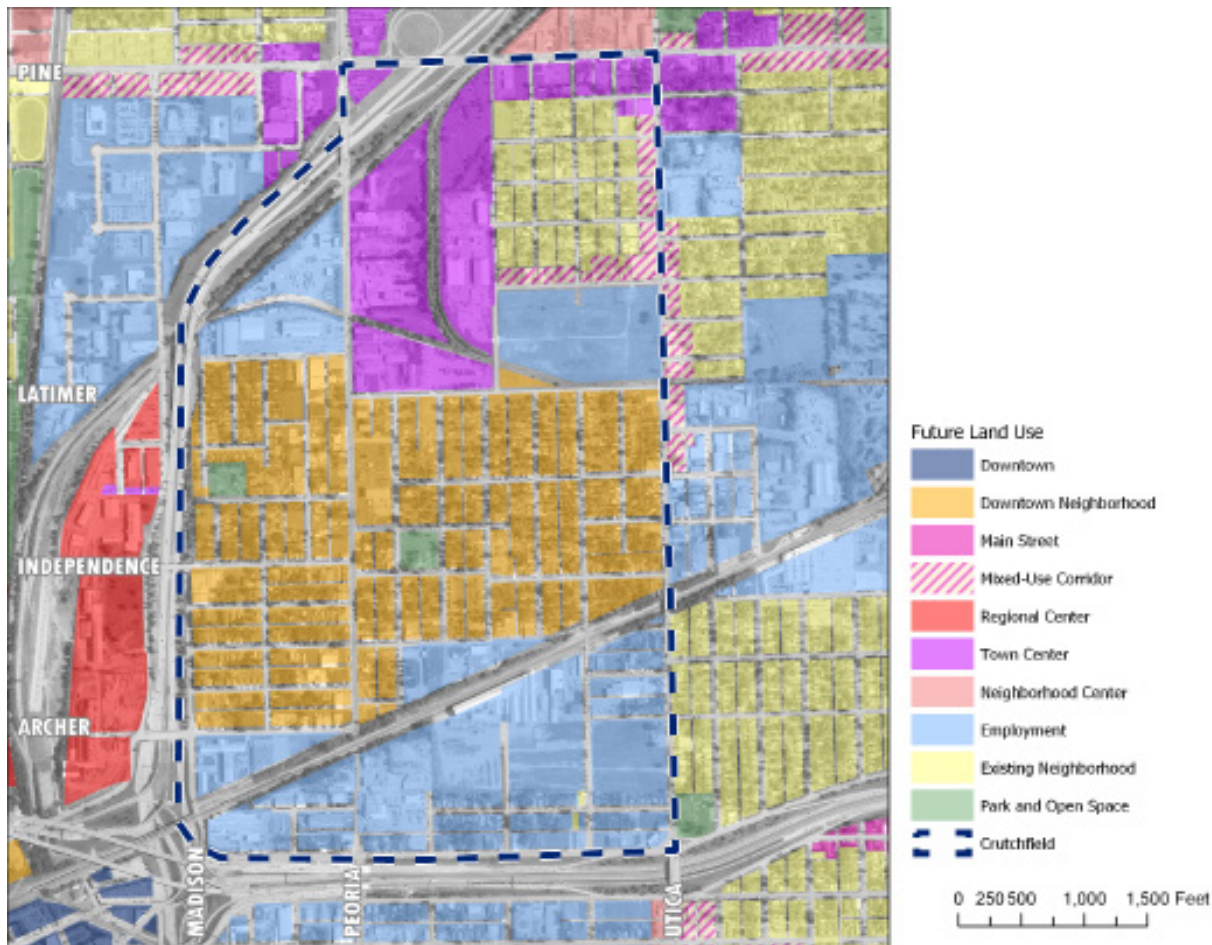
Sections of Utica and Latimer in the northeast portion of the study area are designated Mixed-Use Corridor. Mixed-Use Corridors pair high-capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort are

emphasized, and buildings along the corridors are built to the sidewalk, with windows, storefronts, and active ground-floor uses.

TOWN CENTER

Town Centers are medium-scale, one-to-five story mixed-use areas intended to serve a larger area of neighborhoods than Neighborhood Centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small-lot single-family homes at the edges. A Town Center also may contain offices that employ nearby residents.

Map 2: PLANiTULSA Future Land Use



Future Land Use Recommendations

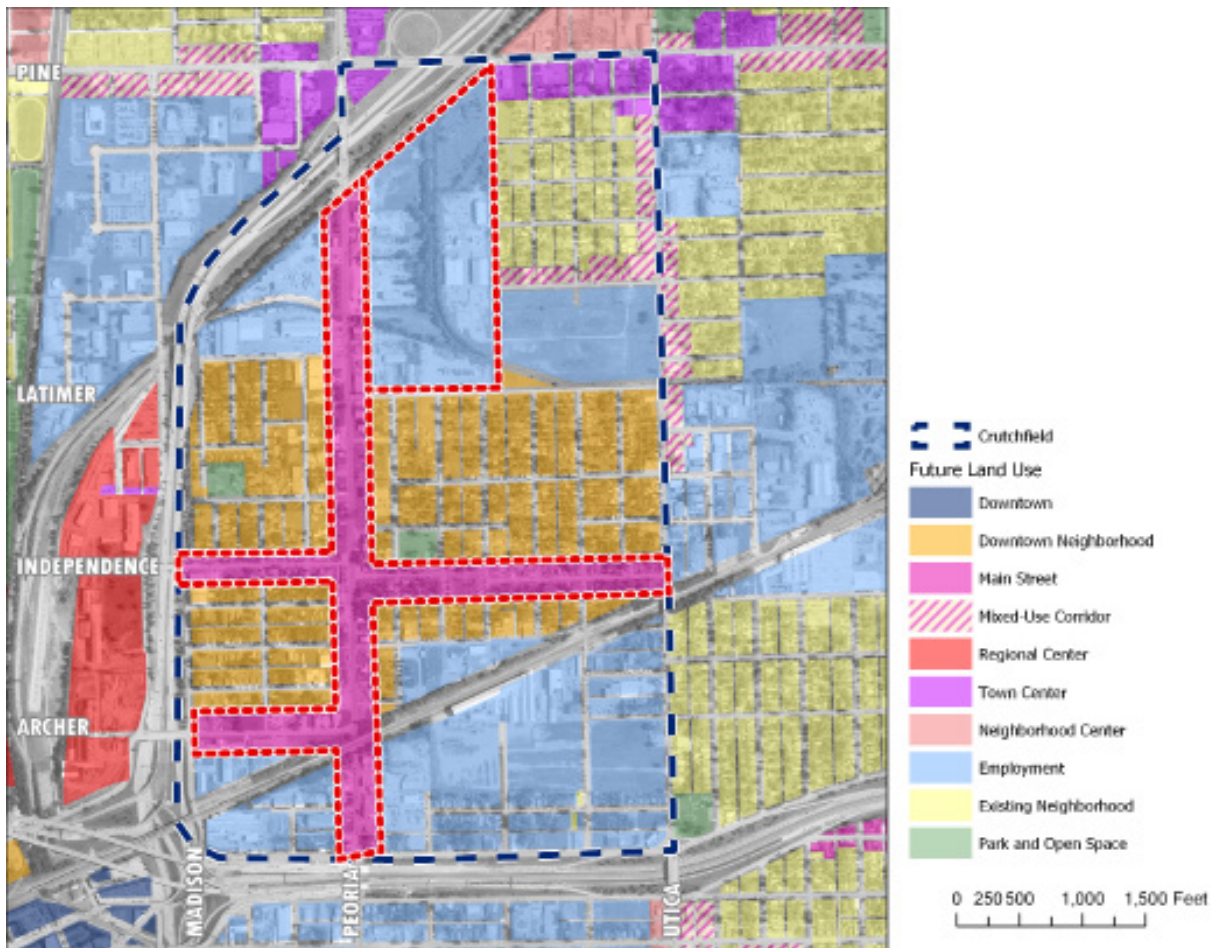
Throughout the planning process, the CAT discussed the need for redevelopment and infill development balanced with maintaining the neighborhood's character and identity. Due to this, few changes to the land use map are recommended as part of this plan. The recommended land use changes are shown in Map 3. Future Land Use Recommended Changes.

1. EMPLOYMENT. The area designated as Town Center in the PLANiTULSA land use map is currently active employment land and will likely remain employment for the next 10-20 years. In

respecting active current use, the future land use map should be changed from Town Center to Employment.

2. MAIN STREET. In recognizing the desired urban form for walkable transit-oriented mixed-use corridors, several key streets have been designated Main Street. Specifically, the properties along the Peoria corridor extending from I-244 to Pine Street, properties along Independence from Hwy 75 to Utica, and properties along Archer from Hwy 75 to Peoria should be changed to Main Street.

Map 3: Future Land Use Recommended Changes



Vision Statement

The future of Crutchfield is lively, welcoming, and well connected. The neighborhood attracts new residents and businesses and improves connections to neighboring areas. The neighborhood is known for its unique mix of quality housing choices, strong business, effective transportation, and safe and healthy options for walking and biking. Crutchfield continues to be a vibrant mixed-use neighborhood.

Crutchfield Small Area Plan Priorities

The Crutchfield Small Area Plan includes five priorities. Each priority has specific goals and implementation recommendations, which can be found in the Implementation Matrix.

- Priority 1:** Stabilize and revitalize existing residential areas, while preserving housing affordability and increasing housing choice.
- Priority 2:** Support compatible residential infill and reinvestment.
- Priority 3:** Improve corridors to support economic activity and improve mobility options.
- Priority 4:** Support development that increases employment and commercial opportunities.
- Priority 5:** Improve urban infrastructure to support health and wellness and catalyze development.

Part I: Executive Summary

Priority 1:

Stabilize and revitalize existing residential areas, while preserving housing affordability and increasing housing choice.

Goal 1	Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as “neighborhoods that blend amenities, connectivity, and housing options together.”
1.1	Review zoning requests to ensure that new uses enhance neighborhood stability.
1.2	Continue to support fair housing and fight housing discrimination within Crutchfield through both private and public practices.
Goal 2	Enhance neighborhood amenities.
2.1	Preserve neighborhood assets, including affordable single-family housing stock; Main Street commercial buildings with storefronts along Peoria and Utica; neighborhood-scale commercial on local streets that is integrated into the neighborhood fabric.
2.2	Encourage the development of public and private neighborhood-serving amenities in the neighborhood.
Goal 3	Address vacant and blighted properties.
3.1	Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.
3.2	Work with Tulsa Development Authority to provide relocation assistance for residents displaced by condemnation.
3.3	Work with Tulsa’s code enforcement program to ensure housing quality for the health, safety and well-being of residents. Consider approaches for public education on topics such as how to report code violations.
3.4	Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood beautification.
3.5	Address illegal dumping in residential areas with more frequent patrols, citations, and neighborhood cleanup assistance.
Goal 4	Provide appropriate buffering between residential areas and nearby employment land uses.
4.1	Promote a gradual transition in height and density between commercial and residential uses, and between residential uses of differing intensity or scale.

Priority 2:

Support compatible residential infill and reinvestment.

Goal 5	Increase housing choices available in Crutchfield.
5.1	Support the development of an expanded range of housing types, including single-family housing types such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units.
5.2	Work with Tulsa Development Authority to acquire and sell properties to address blight, improve housing quality and safety, expand access to high quality affordable housing, and contribute to a vibrant mixed-use neighborhood.
5.3	Encourage compatible, neighborhood-scale development that provides “missing middle” housing types. Mixed-use residential development along major corridors, live-work units, and small-scale, visually compatible multi-unit houses are desirable in neighborhood edge and transition zones between residential and employment uses.
Goal 6	Maintain housing affordability.
6.1	Support infill housing that fits with the character of the neighborhood.
6.2	Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.
6.3	Consider creating a library of permit-ready building plans for desired infill housing types to expedite infill development.
6.4	Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.
6.5	Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.
6.6	Provide resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.
6.7	Establish a grant or revolving loan fund to assist low-income and first-time homebuyers who wish to buy in Crutchfield. Explore partnership opportunities with Housing Partners of Tulsa.
Goal 7	Improve park and open space amenities.
7.1	Prioritize safety improvements for Crutchfield’s three parks (Crutchfield Park, Bullette Park and Latimer Park), to include improved lighting, sidewalk improvements, crossing improvements to access parks, directional signage from Peoria.
7.2	Increase police presence to address safety concerns.
7.3	Fund capital improvements (such as playgrounds, fencing, water features, shade structures) and recreational programming for parks in Crutchfield.
7.4	Expand shaded areas with trees and picnic shelters.
7.5	Expand trails network to connect Crutchfield’s parks to regional park and trail amenities.

Part I: Executive Summary

7.6 Work with Tulsa Public Schools and Tulsa Police Department to ensure continued funding for programming and maintenance of the Helmzar Challenge Course.

Goal 8 Integrate new construction with the natural environment and aesthetics of the neighborhood.

8.1 Identify incentives to increase low-impact development (LID) practices for sustainable stormwater management.

Goal 9 Improve flood control in Crutchfield.

9.1 Preserve natural drainage areas, including natural stream restoration and green space preservation.

9.2 Enforce storm water requirements for new developments.

9.3 Work with Tulsa Development Authority to identify and acquire properties for flood storage and floodplain management. Sites could be used as park or open space.

Priority 3:

Improve corridors to support economic activity and improve mobility options.

Goal 10 Promote revitalization in Crutchfield that supports the plan's Vision and enhances the image of the neighborhood.

10.1 Encourage and support compatible commercial and mixed-use infill development.

10.2 Support façade restoration and preservation along Peoria and Utica. Identify funding for a grant program targeting façade improvements, with emphasis on assistance to local, small, or emerging businesses.

10.3 Encourage transit-supportive development along Peoria, especially near future bus rapid transit stations at Independence and Pine Street. Possibilities include identifying incentives for transit-supportive commercial uses and providing voluntary zoning changes at no cost for properties within a quarter mile of transit stops.

10.4 Identify incentives to support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.

10.5 Eliminate barriers to adaptive reuse by evaluating parking requirements, permitting fees, or other identified barriers.

10.6 Develop design guidelines for Main Street areas to ensure walkable design: encourage new construction is aligned with existing building setbacks to better define the "street wall" to encourage a supportive pedestrian environment; encourage ground-floor transparency and entrances facing the street; encourage or require new construction to have ground-floor windows and a street-facing entrance.

Goal 11	Fund and implement planned pedestrian and bicycle improvements throughout the area.
11.1	Implement PLANiTULSA's Complete Streets policies for multi-modal corridors along Peoria and Utica.
11.2	Implement the current Tulsa GO Plan recommendations for sidewalk infrastructure (along Admiral Blvd) and bike infrastructure (along Peoria, Pine, Archer, Lansing, and Independence).
11.3	Design and construct protected or dedicated bike lanes along Peoria Blvd to implement the current Tulsa GO Plan recommendations.
11.4	Design and construct well-marked pedestrian and bicycle crossings of Peoria at Independence and Latimer.

Priority 4:

Support development that increases employment and commercial opportunities.

Goal 12	Activate large undeveloped tracts of land.
12.1	Encourage reuse of major vacant industrial infill sites. Maintain contact with current site owners and work proactively with the City's real estate and economic development team to move forward development projects that align with the vision for Crutchfield.
12.2	Re-establish block pattern as sites redevelop, working with land owners and developers to dedicate road right of way to extend existing streets, sidewalks and bike facilities and create connectivity through the site.
12.3	Explore non-industrial uses if feasible based on clean-up standard for health and safety.
Goal 13	Improve commercial transportation access.
13.1	Designate appropriate truck routes through Crutchfield. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.
13.2	Fund and implement road improvements, especially on routes that support heavy truck traffic.
13.3	Encourage continued industrial use of Crutchfield's rail access as a viable asset for existing and potential future businesses in the district.
Goal 14	Work with residents and businesses to beautify Crutchfield.
14.1	Promptly address garbage and illegal dumping in the neighborhood.
14.2	Work with businesses in the area to contain refuse.
Goal 15	Ensure adequate parking supply using a shared parking approach in Crutchfield.
15.1	Work with businesses along Peoria and Utica to develop a shared parking approach to provide adequate parking as the corridors redevelop.
15.2	Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero bus rapid transit station areas.

Part I: Executive Summary

Priority 5:

Improve urban infrastructure to support health and wellness and catalyze development.

Goal 16	Improve physical infrastructure for walking and biking throughout the neighborhood and connections to other districts.
16.1	Provide safe connections via appropriate sidewalk and roadway investments within Crutchfield, and from Crutchfield to adjacent neighborhoods in all directions, as well as improved walking and biking connections to downtown Tulsa. See Map 13 for key connections.
16.2	Update Tulsa GO Plan sidewalk gap map by including the main streets listed in the small area plan, Independence and Archer.
16.3	Fund and implement infill-supportive infrastructure, including sidewalks, alley improvements and streetscaping improvements.
16.4	Fund sidewalk improvements for the Peoria, Utica, Independence, Archer, Latimer, and Admiral at a minimum.
16.5	Improve connections to nearby districts or neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety and security improvements for walking and biking access across Highway 75 at Archer and at Independence to better connect Crutchfield to downtown Tulsa.
16.6	Design and fund entranceway/gateway features at key entrances and neighborhood identification throughout area. Specifically, gateways should be located at Archer crossing Highway 75, Independence crossing Highway 75, Peoria at I-244, and Utica at I-244.
16.7	Reevaluate curb cuts on arterials and main streets for access management.
16.8	Work with City of Tulsa Engineering to retrofit existing sidewalks and ramps on current arterial and planned main streets (Independence and Archer) for ADA compliance.
16.9	Create safe mid-block crossings on Utica and Peoria at transit stops, main streets and commercial areas to include continental striping and pedestrian activated signals.
Goal 17	Improve public infrastructure to catalyze private investment.
17.1	Improve transit station areas along Peoria with addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.
17.2	Explore options to relocate above ground electric power lines in alleys or underground.
17.3	Develop a Green Alleyways Program in conjunction with the Engineering Services Department and the Streets and Stormwater Department. Green Alleyways can include light colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.
17.4	Work with City of Tulsa Water and Sewer department to evaluate the current pipe systems and identify potential future needs for system replacement or sizing upgrades. Develop an approach for updates as Crutchfield continues to redevelop and attract new residents and businesses.

Part II: The Plan

Chapter 1: Introduction

Implementing PLANiTULSA

Since the adoption of the Tulsa Comprehensive Plan (known as PLANiTULSA) in 2010, the City of Tulsa has developed and implemented a program to conduct small area planning in neighborhoods and districts across the city. Building on the efforts of the 2004 Crutchfield Neighborhood Revitalization Master Plan, the Crutchfield Small Area Plan establishes a community-based vision for the area, and addresses issues such as parks, amenities, mobility, long-term land uses, adjacency and other neighborhood compatibility standards. This plan recommends short- and long-term implementation measures and action items to realize the vision of a lively, welcoming, and well-connected mixed-use neighborhood. This plan supersedes the 2004 plan.

The City of Tulsa works with community stakeholders to develop small area plans that are based on community desires. Small area plans are adopted as amendments to the PLANiTULSA comprehensive plan and are key to implementing city-led initiatives across many agencies.

Boundary

The Crutchfield Small Area Plan area is located northeast of downtown Tulsa. It is bounded by Pine Street on the north, Utica Avenue on the east, Interstate 224 on the south, and Highway 75 on the west. The plan area boundary is larger than the 2004 plan area, now extending south past the railroad tracks to Admiral Boulevard.

Crutchfield at a Glance

The Crutchfield neighborhood of Tulsa, Oklahoma is located within walking distance to downtown but cordoned off by highways, rail lines, and other barriers. There is strong community interest in reinvestment in housing and employment, as well as improving and strengthening the physical links between Crutchfield and other neighborhoods that would bring more attention and provide more welcoming entrances to the area.

Map 4: Crutchfield Plan Area



Chapter 2: Community Participation

Community Engagement Process

Step 1: Initiate

After Crutchfield was selected for a Small Area Plan Update, staff executed the INITIATE step to formally begin the planning process. All property owners within the boundary were notified that the planning process would begin. Staff contacted key stakeholders to serve on the Citizen Advisory Team, and staff began to gather data required for the plan.

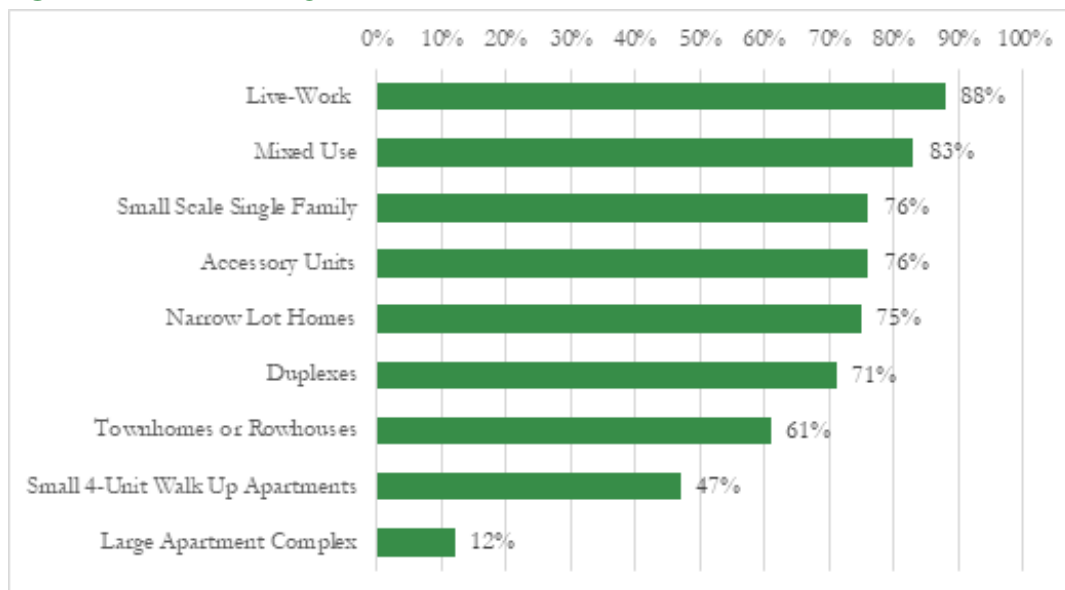
Step 2: Engage

This step began the process of community engagement. The initial meeting of the Citizen

Advisory Team (CAT) included orientation to the planning process, basic rules of engagement, and preliminary discussions about schedule commitments. The CAT was formed as a first line to communicate with community residents and stakeholders. The CAT helps to ensure that the Small Area Plan is aligned with the needs, aspirations, and concerns of the Crutchfield community.

The Small Area Plan Update Kick-Off event included an introduction to City staff and the staff from the consulting firms, a description of the Plan Update process, presentation of existing conditions and information from the previous Small Area Plan and the Sector Plan, and a mapping activity.

Figure 1. Desired Housing in Crutchfield



Source: May 2018 workshop polling results to the question, “Does this type of housing have a place in Crutchfield?” Results include responses of “Strongly Agree” or “Somewhat Agree.”

Step 3: Understand

The first public workshop was held in March 2018. Workshop attendees participated in a live polling activity, where they answered questions on neighborhood challenges and assets, and prioritized outcomes. The workshop also featured an interactive mapping exercise, where participants identified opportunities for new housing and businesses, community centers and services, and infrastructure upgrades.

A second workshop was held in May 2018, where attendees answered polling questions that focused on specific recommendations for housing, economic development, and improvements for parks, public spaces, and streetscapes. A mapping exercise allowed attendees to illustrate where in Crutchfield these improvements and investments were most needed.

In addition to learning from the Crutchfield community at the workshops, the project team conducted thorough existing conditions research. This research included touring the study area, studying prior planning efforts in the area, conducting a demographic analysis, and mapping community assets and infrastructure.

Step 4: Envision

The results of the workshops were presented at the second CAT meeting in June 2018. The CAT discussed the results and used them to draft an initial vision statement and goals for the SAP.

Step 5: Explore

After completing initial public outreach, existing conditions research, and discussing the vision and goals of the plan with the CAT, the project team drafted plan recommendations for Crutchfield. These recommendations were presented and discussed at the third CAT meeting, in September 2018.

After the CAT meeting, the project team refined

the plan recommendations. These recommendations were presented at an open house in October 2018. Attendees were able to see a presentation and posters on the recommendations and were invited to give feedback through discussions with the project team and written comments.

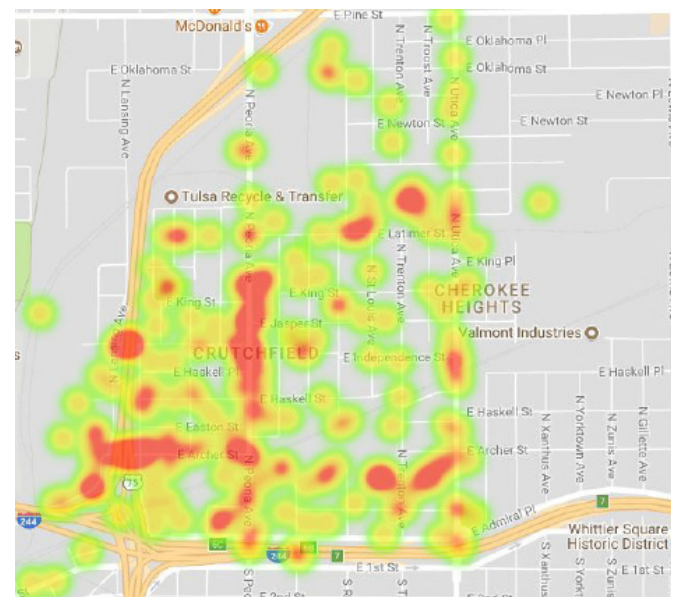
Step 6: Consent

Following the open house, the project team finalized the plan draft and provided the document for CAT and inter-agency review. At this step in the process, stakeholders arrived at consensus regarding the community's long-range vision, principles that would guide future decisions, and priority actions to implement key recommendations.

Plan Adoption

Plan adoption is the final step, wherein the formal written plan is submitted to the TMAPC for adoption, then forwarded to the City Council for approval. At the completion of this step, the Tulsa Comprehensive Plan is amended for this area of the City.

Workshop 1 Input: All Comments Received



Chapter 3: Existing Conditions

Location and Context

The Crutchfield plan boundary encompasses 0.78 square miles, located northeast of downtown Tulsa. Bordered on the north by Pine Street, Highway 75 to the west, I-244 to the south, and Utica Avenue to the east, Crutchfield is centrally located and easily accessible.

The plan area's proximity to local amenities provides the neighborhood with access to downtown Tulsa in minutes, and highway connectivity provides ready access to the entire metropolitan area. Bus rapid transit will be coming soon to the Peoria corridor, providing a great link north and south along one of Tulsa's main thoroughfares. Additionally, recreational opportunities like the Helmzar Challenge Course and three neighborhood parks are convenient for Crutchfield residents.

Crutchfield is a historically mixed-use neighborhood, with residential, commercial, and industrial land uses in close proximity. Major industrial sites in the area include the Tulsa Recycle and Transfer Plant, Brainerd Chemical, Specialty Bakery, Airgas, and the former Dowell Schlumberger site, among many others. Although outside the study area, the former Evans Fintube site is located just west of the plan area across Highway 75; its future is a major consideration for Crutchfield, as it is the future site of the USA BMX headquarters, and redevelopment of the site could have a strong positive impact on the district if access across Highway 75 is improved. The area boasts a historic landmark, the Outsiders House Museum, which was featured in Francis Ford

Coppola's 1983 film *The Outsiders*.

Encircled by highways and crossed by railroad tracks, the Crutchfield neighborhood feels somewhat isolated from downtown and nearby neighborhoods. Given these conditions, quality placemaking could take place in the form of gateways and improved bike and pedestrian connections.

History

The majority of Crutchfield was first platted and developed between 1910 and 1917, with many more homes being built through the 1940s. Industrial and commercial sites, including heavy manufacturing, grew alongside this residential development, oftentimes expanding into residential neighborhoods as the businesses grew. These industrial uses benefitted from access to the nearby main rail line, and several spur lines were built to serve manufacturers in the area. Many employees of these businesses lived in the area and were able to walk to work.

Growth in Crutchfield slowed in the 1960s, and the area began to show signs of decline in the following decades, exacerbated by the oil bust of the early 1980s. In the 1990s, a neighborhood group was formed to address some of the neighborhood's immediate issues, such as deteriorated and vacant buildings, absentee landlords, code violations, crime, and vandalism. The neighborhood association eventually turned their attention towards long-range planning, playing an essential role in initiating and creating the 2004 Crutchfield Neighborhood Revitalization Master Plan.



The Outsiders House Museum, a historical landmark in Crutchfield



Crutchfield Parks and Ropes Course



An example of a house built by Habitat for Humanity

Part II: The Plan



Existing mixed residential and church



An example of a house built by Habitat for Humanity



Existing residential rehabilitation



Bus stop at Peoria Ave and E King Pl

Public Facilities and Services

While there are few public facilities and services located within the Crutchfield plan boundary, Crutchfield's proximity to downtown and other central city neighborhoods allows residents access to many services available in those areas.

EDUCATION

There are no schools within the plan boundary. Crutchfield is split between three elementary school boundaries- Springdale, Sequoyah, and Emerson; and two junior/senior high school boundaries- McLain and Central. The Helmzar Challenge Course provides indoor and outdoor ropes courses, classroom activities, team building events, and is open to the public to rent by the public. Two higher education facilities, Langston University Tulsa and Oklahoma State University Tulsa are located just across Highway 75.

PUBLIC SAFETY – POLICE AND FIRE

Crutchfield is within the Gilcrease Division of the Tulsa Police Department. The Gilcrease Division includes Downtown Tulsa and extends to the west, east, and north to the Tulsa municipal boundaries.

Tulsa Fire Station 3 is located just outside of the plan area boundaries, on the southeast corner of Utica Avenue and Archer Street.

HEALTH AND MEDICAL SERVICES

While there are no major medical facilities in Crutchfield, two hospitals are located less than two miles from the study area – Hillcrest Medical Center and Oklahoma State University Medical Center.

Other Plans and Studies

PEORIA AVENUE BUS RAPID TRANSIT LAND USE STRATEGY (2017)

Tulsa's first Bus Rapid Transit (BRT) line is expected to begin service in 2019, and will run along Peoria Avenue, passing through Crutchfield. There are two

planned stations in the study area – an enhanced station at Pine Street and Peoria Avenue, and a local station at Independence Street and Peoria Avenue. The 2017 *Peoria Avenue BRT Land Use Framework* details strategies and recommendations for land use and development, transit and connectivity, urban design, zoning, and economic development for each of the planned enhanced stations along the route. Recommendations for the Pine Street Station include a destination town center in the station area, improved pedestrian and bike facilities and connections, streetscape improvements, and potential zoning changes to mixed-use designations at key intersections.

PLANITULSA COMPREHENSIVE PLAN (2010)

PLANiTULSA is the first complete update of Tulsa's comprehensive plan since 1978. The plan guides the physical development of Tulsa over time through a set of goals and policies related to land use, housing, economic development, transportation, parks, trails, and open spaces. The planning process created a vision for the City of Tulsa that reflects the needs and dreams of all citizens over a 20- to 30-year planning horizon. PLANiTULSA prescribes the development of small area plans to implement citywide objectives by addressing unique local issues in their plan areas.

CRUTCHFIELD NEIGHBORHOOD REVITALIZATION MASTER PLAN (2004)

In 2004, a community-led planning effort comprised of Crutchfield property owners, business owners, and residents, developed the Crutchfield Neighborhood Revitalization Master Plan to guide redevelopment of the neighborhood. Despite the planning effort, revitalization in Crutchfield has been slow between 2004 and 2018.

The 2004 plan envisions a Crutchfield that is “clean, economically viable, safe and secure.” To achieve this

vision, five plan goals were established:

1. Improve the Crutchfield Neighborhood Infrastructure and preserve the existing residential areas for residential use.
2. Modify current land use practices to more closely reflect the existing uses and conditions within the neighborhood to infill on small lots and ensure compatible infill development in the future. Modify design and land use standards to support improved design as a means of protecting residential areas from incompatible commercial/ industrial uses.
3. Stabilize and improve housing market in the area and advocate the building of a new K-8 public school in the area.
4. Advocate for economic development, commercial revitalization and employment.
5. Identify ways in which the delivery of social service to the area can be improved.

Demographics

Crutchfield demographics were analyzed using Tulsa County, OK Census Tract 12, Block Group 1, the closest geographic fit to the Crutchfield study area boundaries. Data comes from US Census Bureau 2016 ACS 5-year estimate.

POPULATION AND RACE

Crutchfield had a population of 1,863 people. The majority of Crutchfield residents (61%) identify as Hispanic or Latino, a much larger percentage

than Tulsa as a whole (15%). There is a much lower percentage of White (Non-Hispanic) residents in Crutchfield (19%) than Tulsa (56%). The two geographies have similar percentages of Black or African American residents, Native American residents, and residents who identify as two or more races.

AGE

Crutchfield is younger than Tulsa as a whole – one-third of residents in Crutchfield are younger than 18, compared to one-quarter of Tulsa residents. Additionally, the proportion of Crutchfield residents over 65 (6%) is lower than Tulsa overall (13%).

INCOME DISTRIBUTION

The median household income (MHI) in Crutchfield is \$26,424, only 61% of the MHI in Tulsa overall (\$43,045). More than half of Crutchfield households have incomes below \$30,000, and only 14% of households have incomes greater than \$60,000. In Tulsa, 35% of households earn less than \$30,000 per year, and 35% of households have incomes greater than \$60,000

HOUSING MIX, OWNERSHIP, AND VALUE

The majority (86%) of residences in Crutchfield are detached single-family homes. In Tulsa, detached single-family homes make up 63% of housing. There is a smaller proportion of multifamily dwellings in Crutchfield (10%) than in Tulsa as a whole (33%). In 2016, 45% of houses in Tulsa were owner occupied compared to 35% in Crutchfield.

Table 1. Total Population

	Total Population in 2016
Tulsa	391,906
Crutchfield	1,893

Table 2. Median House Value for All Owner- Occupied Housing Units

	2016
Tulsa	\$129,206
Crutchfield	\$39,212

Tables 1 and 2: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

The median house value in Crutchfield is only a third of that reported for the City: \$39,212 in 2016 compared to \$129,206 for the City.

Housing

OWNERSHIP TRENDS

Significantly fewer housing units in Crutchfield are owner occupied than in Tulsa as a whole. Only 35% of houses are owner occupied compared to 45% citywide. Owner occupied homes in the plan area have decreased from 53% in 1990.

HOUSING VACANCY

Housing unit vacancy, defined as the difference between the number of households living within the study area and the number of housing units located in that same area, has fluctuated greatly over the past twenty-five years. Both Tulsa and Crutchfield experienced some lowering of housing vacancy rates between 1990 and 2000. While the rates for Tulsa have continued to climb ever since, the rates for Crutchfield spiked in 2010 and decreased slightly by 2016. However, those rates are still almost double the rate for the City of Tulsa as a whole.

Figure 2. Housing Type

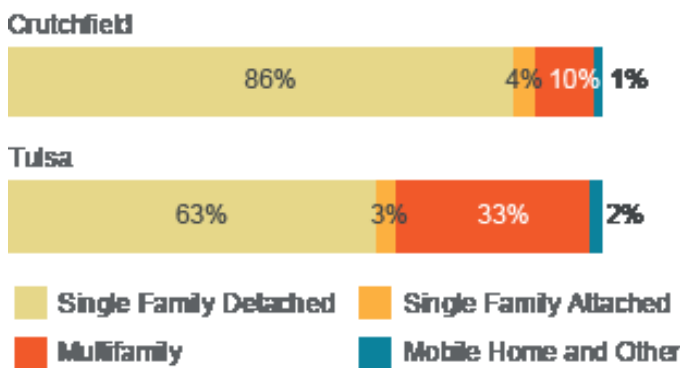


Table 3. Owner Occupied Units

	1990	2000	2010	2016
Tulsa	49%	51%	48%	45%
Crutchfield	53%	38%	33%	35%

Table 3: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

Table 4. Property Vacancy

	1990	2000	2010	2016
Tulsa	12%	8%	11%	12%
Crutchfield	29%	22%	28%	23%

Table 4: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

Part II: The Plan

Figure 3. Age

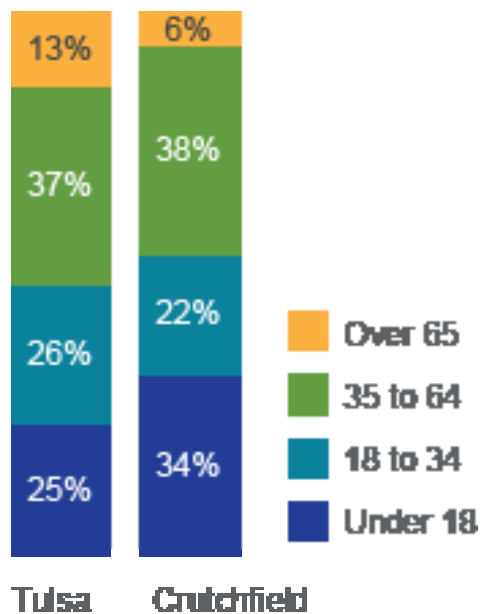


Figure 4. Median Household Income

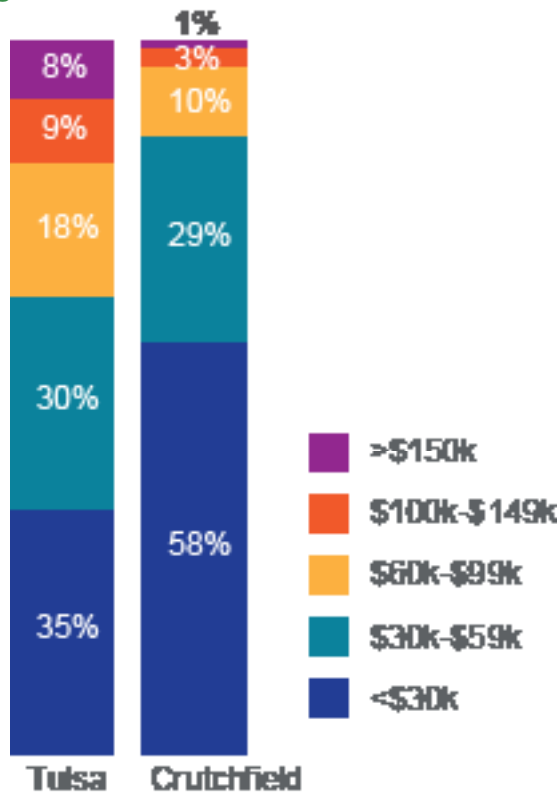


Figure 5. Race and Ethnicity

Crutchfield



Tulsa



- White (Non-Hispanic)
- Hispanic or Latino
- Black or African American (Non-Hispanic)
- Two or More Races
- American Indian and Alaskan Native (Non-Hispanic)
- Asian (Non-Hispanic)
- Some Other Race
- Native Hawaiian and Other Pacific Islander (Non-Hispanic)

Figures 2-5: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

NEIGHBORHOOD TRENDS

Blighted Physical Conditions

The Crutchfield neighborhood is a blighted area within the meaning of Oklahoma Urban Renewal Law. The Crutchfield Neighborhood Blight Study, completed in July 2018, details the blighting conditions that exist in the plan area. While parts of the Crutchfield area are well maintained homes and businesses, many buildings in Crutchfield have fallen into disrepair, and some structures are unsafe for habitation. There are several vacant parcels and abandoned structures.

As of July 2018, the City of Tulsa had plans to issue 105 demolition orders for structures in the

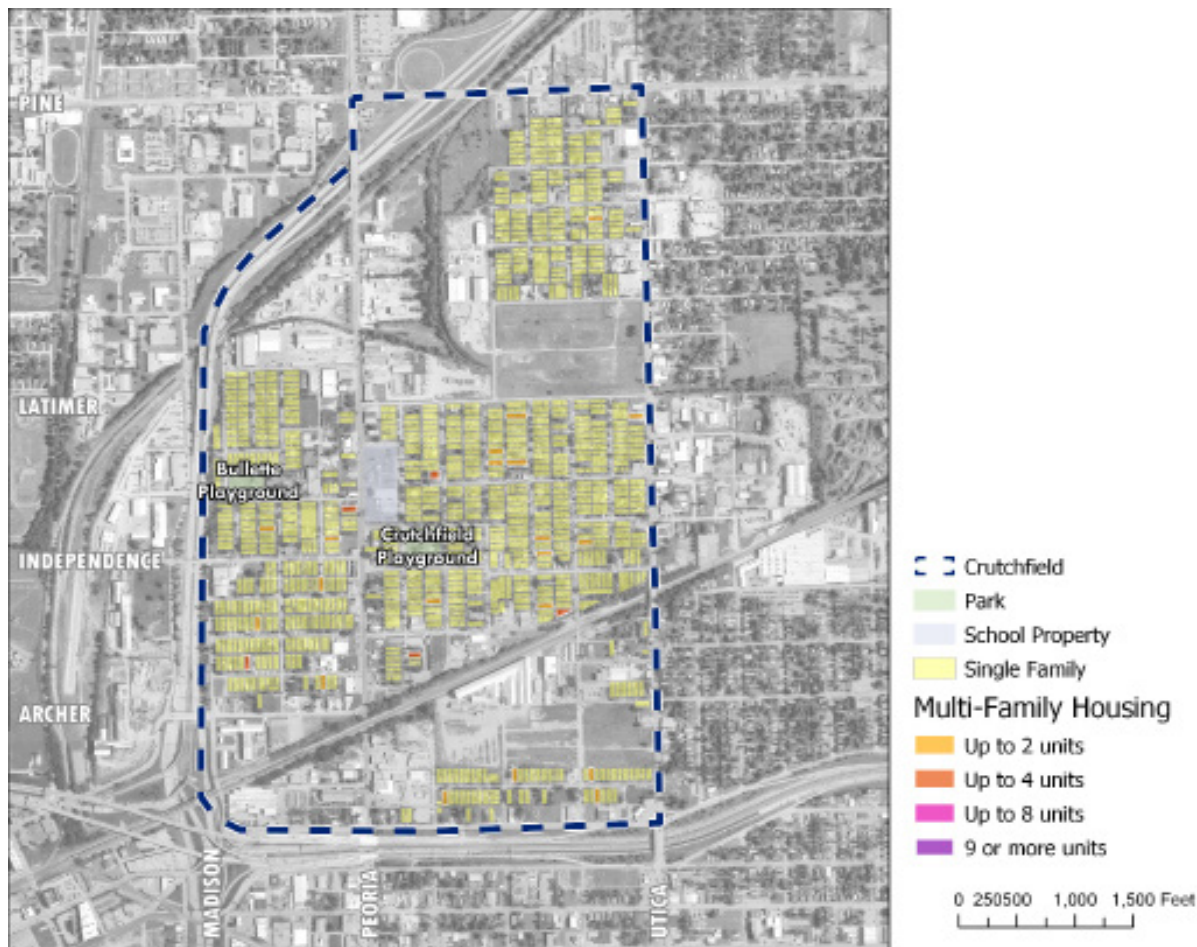
Crutchfield area within the following 12 months. Sidewalks along major arterials have major issues or are classified as dangerous. City officials and community members agree that Crutchfield will benefit from reinvestment and rehabilitation for the health and safety of the neighborhood.

Land Use

EXISTING LAND USE

Crutchfield is not defined by any one land use; it is a truly mixed-use area, with single-family and multi-family residential, commercial, and industrial uses all in close proximity. Residential uses are primarily in the middle and northeast of the study area.

Map 5. Housing Types



Part II: The Plan

Residences are primarily single-family, with some duplexes and smaller multi-family developments spread throughout.

Commercial uses line major arterials, such as Peoria Avenue and Utica Avenue. Industrial uses, including both light and heavy industrial, are located in the north and south of the study area, adjacent to highways and rail lines.

VACANT PARCELS

There are several vacant parcels in the area, including large parcels within industrial areas, and many smaller vacant parcels within residential areas. These vacancies create opportunities for infill development that spur the creation of new homes and jobs within Crutchfield.

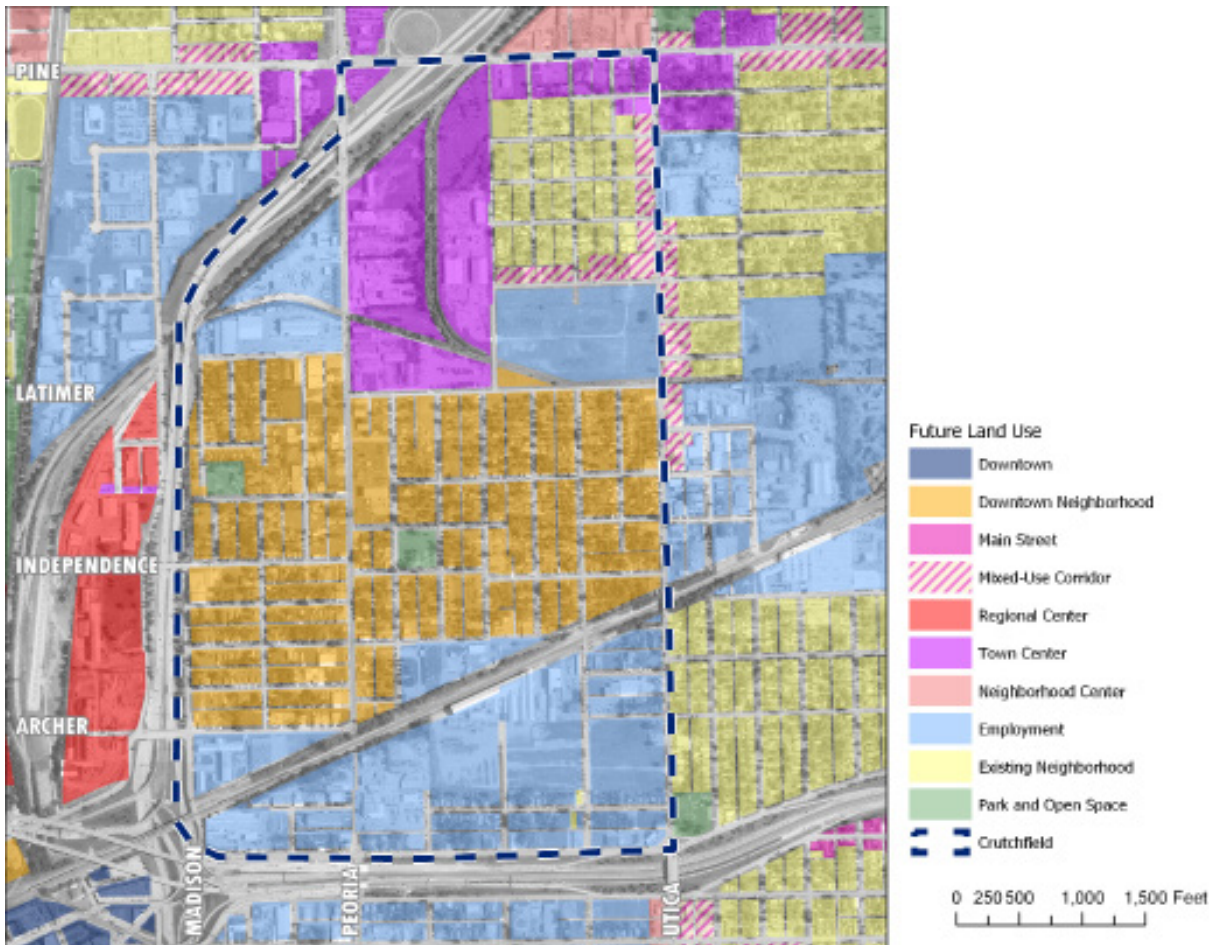
HISTORIC ASSETS

Crutchfield was first platted and developed just over a century ago, and there is a wealth of older building stock in the neighborhood. The area boasts one historic landmark, the Outsiders House Museum, which was featured in Francis Ford Coppola's 1983 film *The Outsiders*. The house is an attraction and draws visitors to the neighborhood.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

The PLANiTULSA land use map is organized around building blocks and plan categories that distinguish land use characteristics with regard to location, transportation, land use mix, employment, and housing. Six of these plan categories are represented within the Crutchfield area:

Map 6. PLANiTULSA Future Land Use



Downtown Neighborhood Neighborhoods located outside of, but tightly integrated with, the Downtown Core. These areas are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature neighborhood-scale parks and open space

Employment Employment areas contain office, warehousing, light manufacturing, and high tech uses. These areas require access to major arterials or interstates, and must accommodate truck traffic, along with rail in some instances. Screening and buffering is necessary when employment districts are located near residential uses.

Town Center Town Centers are medium-scale mixed-use areas with retail, dining, services, and employment. Housing choices can include multifamily and townhouses, with small lot single-family homes along the edges. Town Centers are the main transit hub for nearby neighborhoods and are pedestrian-oriented in their design.

Mixed-Use Corridor Mixed-Use Corridors pair high capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort is emphasized, and buildings along the corridors are built to the sidewalk, with windows,

storefronts, and active ground-floor uses.

Existing Neighborhood This plan category is intended to preserve and enhance existing single-family neighborhoods. Development should be limited to rehabilitation, improvement, or replacement of existing homes, with some small-scale infill. Improvements should be made to sidewalks, bike routes, and transit.

Park and Open Space Parks and open spaces should be understood as forming a network, connected by green infrastructure, a transportation system, and a trail system. These areas should be protected and promoted through targeted investments, public-private partnerships, and policy changes.

Main Street Main Streets are Tulsa's classic linear centers. They are comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the ground-floor of buildings, and street trees and other amenities. Parking is provided on street, small private off street lots, or in shared lots or structures.

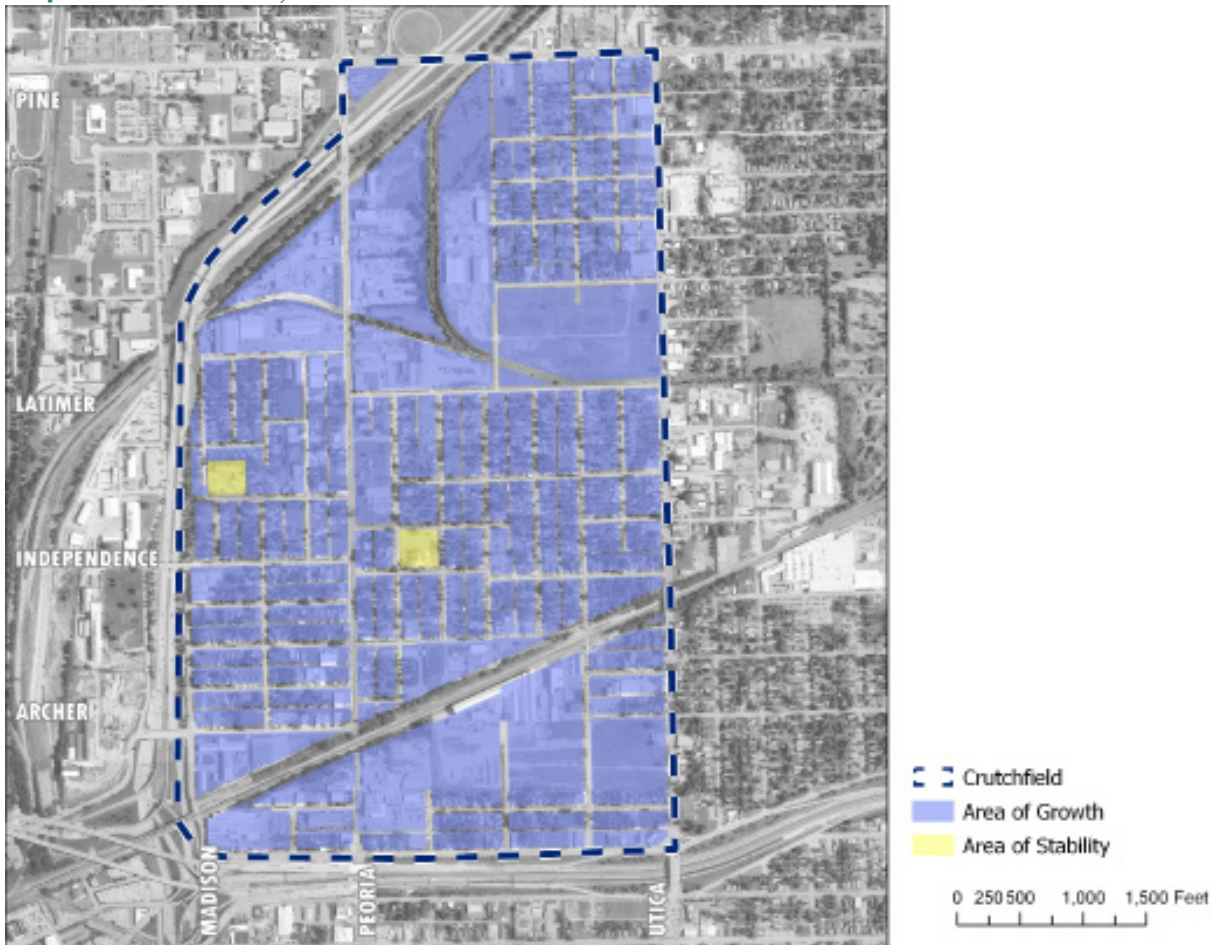
Part II: The Plan

AREAS OF STABILITY AND GROWTH

The Tulsa Comprehensive Plan includes city-wide designations of Areas of Stability and Growth, to show “where the majority of growth and investment should take place (growth) and which neighborhoods should remain substantially as they are (stability).”

The majority of Crutchfield is designated as an Area of Growth by the Comprehensive Plan. Only two parcels, Bullette Park and Crutchfield Park, are designated as Areas of Stability.

Map 7. Areas of Stability and Growth



ZONING

Zoning designations in Crutchfield reflect the mixed-use nature and history of the neighborhood. By area, Crutchfield is 38% residentially zoned, 6% office/commercial, and 56% industrial. With low- and medium-density multifamily zoning in place, a broad range of single-family and small scale “missing middle” density housing is permissible and aligns with the community’s vision for the area as a continued single-family neighborhood with mixed-use housing and live-work units incorporated along commercial corridors.

RM-1 – Residential Multifamily Low Density (35%) RM-1 allows single-family homes, townhouses, duplexes, and apartments and condominiums at a maximum density of 25 units

per acre.

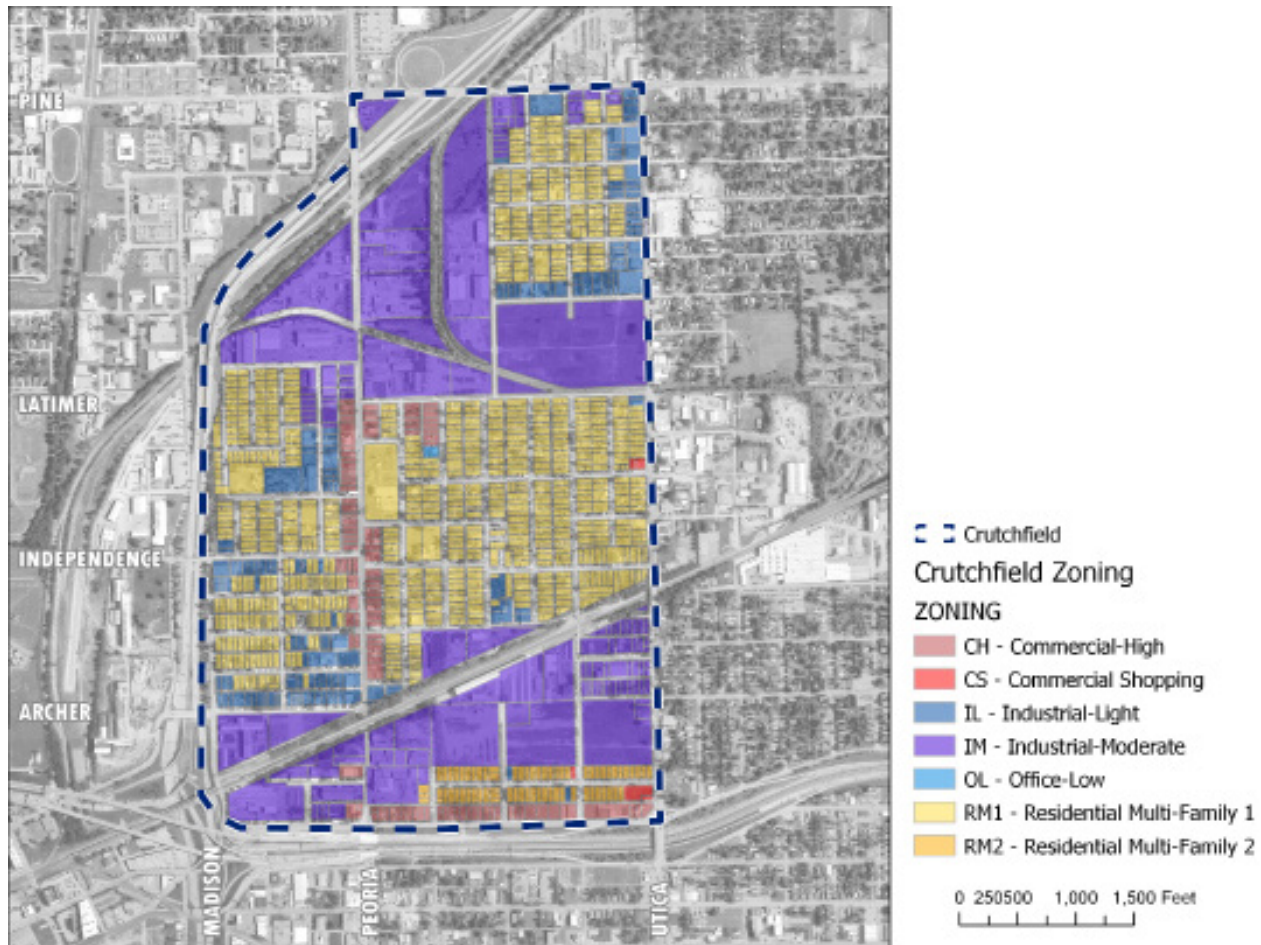
RM-2 – Residential Multifamily Medium Density (3%) RM-2 allows single-family homes, townhouses, duplexes, and apartments and condominiums at a maximum density of 39 units per acre.

OL – Office-Low (1%) OL is primarily intended to facilitate the development and preservation of low-intensity office uses, such as business or professional offices or medical offices.

CS – Commercial Shopping (0.3%) CS is primarily intended to accommodate convenience, neighborhood, subcommunity, community, and regional shopping centers.

CH – Commercial-High (5%) CH is intended to

Map 8. Zoning Map



Part II: The Plan

accommodate high-intensity commercial uses in the core area of the city, encourage the use of properties and existing buildings along older commercial corridors, and to minimize encroachment on stable residential neighborhoods.

IL – Industrial-Light (8%) IL is intended to provide areas suitable for manufacturing, wholesaling, warehousing, and other industrial activities that have few, if any, adverse land use or environmental impacts.

IM – Industrial-Moderate (48%) IM is intended to group together a wide range of industrial uses that may produce some moderate adverse land use or environmental impacts in terms of their operation and appearance.

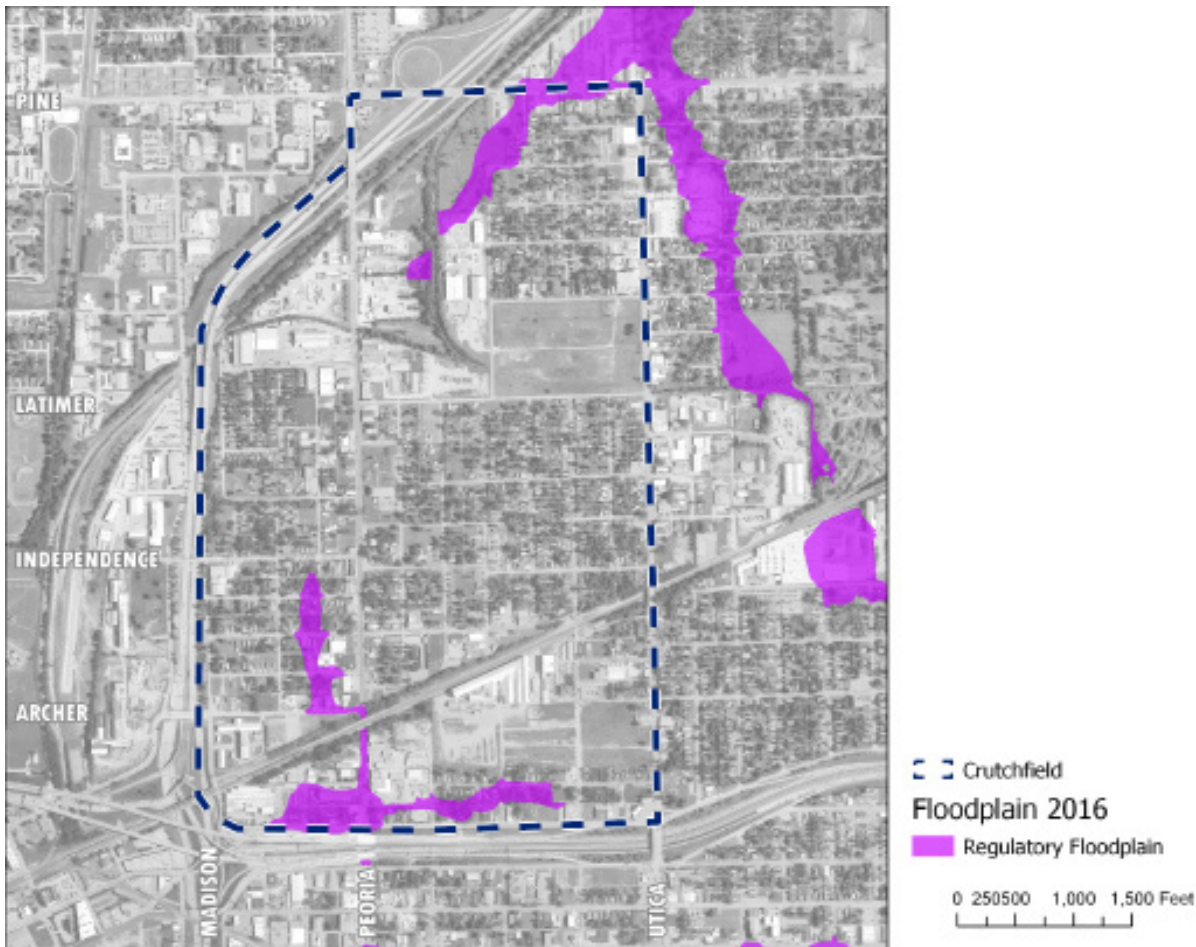
Environmental Features

Portions of Crutchfield lie within Tulsa’s regulatory floodplain. Many of the affected properties are industrial or vacant parcels in the northern and southern portions of the study area. Some residential parcels are also within the floodplain – areas along St. Louis Avenue in the north, and along Admiral Place, as well as between Peoria Avenue and Norfolk Avenue in the southeast portion of Crutchfield.

FLOOD MITIGATION AND STORMWATER INFRASTRUCTURE

Tulsa has experienced severe flooding throughout its history, sometimes resulting in casualties and widespread property damage. As a result, the city has been proactive in building and

Map 9. Regulatory Floodplain



maintaining comprehensive floodplain regulations and stormwater management infrastructure. In Crutchfield, there are areas of the neighborhood that retain standing water following rain, and many properties in the southern portion of the neighborhood within the regulatory floodplain. Continued coordination with City of Tulsa Engineering Services and Tulsa Development Authority will be necessary to acquire and develop properties for flood storage facilities.

Transportation

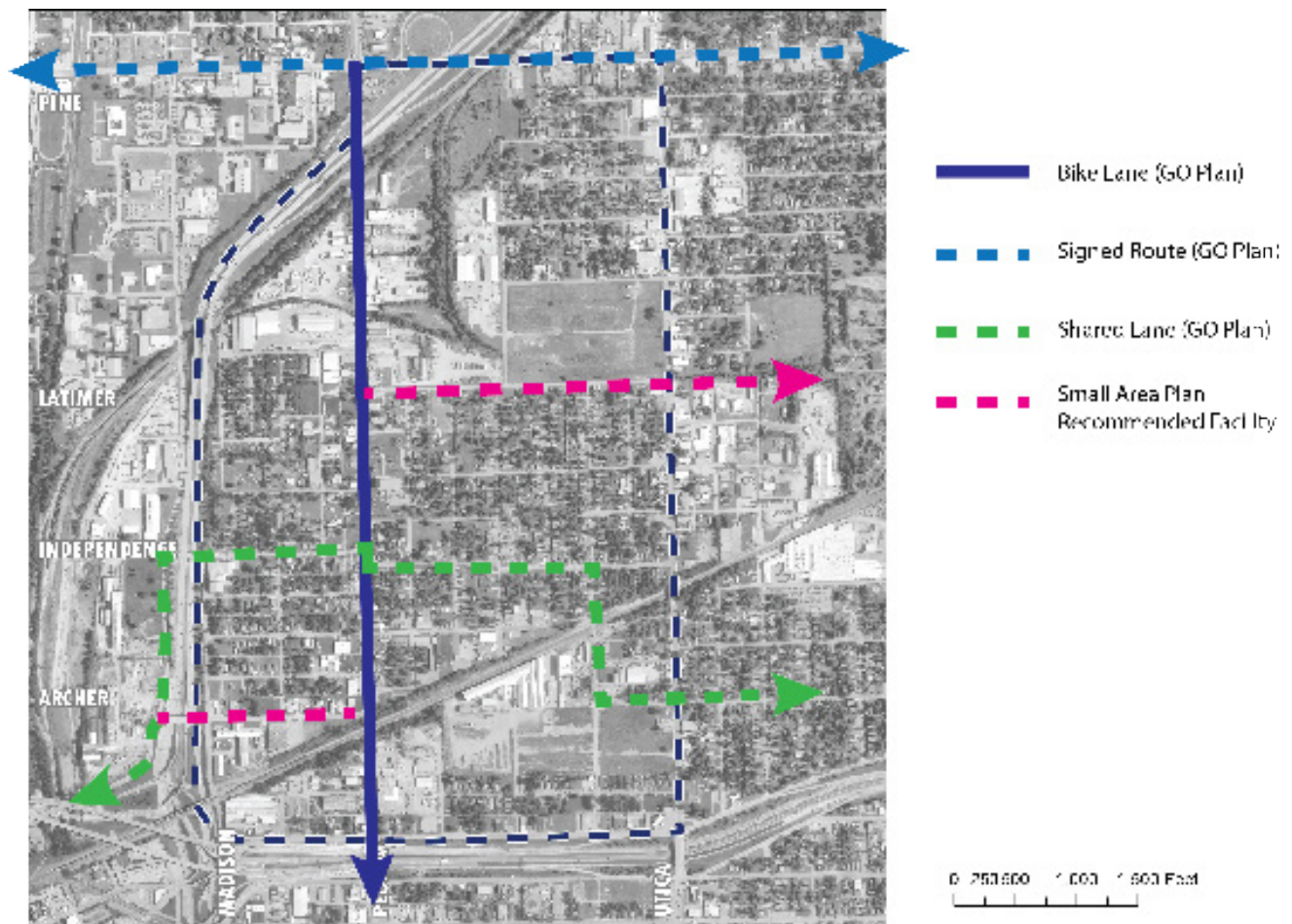
STREET DESIGNATIONS (CITY OF TULSA)

The Comprehensive Plan calls for a multi-modal street system in Tulsa. A multi-modal street system

balances the needs of all modes of travel, giving people the option to walk, bike, ride transit, or drive to their destinations. Comprehensive Plan street designations are Main Streets, Multi-Modal Streets, Commuter Streets, and Residential Collector Streets.

Two streets in Crutchfield, Peoria Avenue and Pine Street, are designated as Multi-Modal Corridors by the Comprehensive Plan. These streets are attractive for pedestrians and bicyclists because of landscaped medians and tree lawns. Multi-modal streets can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street.

Map 10. Recommended Bicycle Facilities



Part II: The Plan

MAJOR STREETS AND HIGHWAY PLAN (INCOG)

The Major Streets and Highway Plan's classifications are based on an analysis of rights-of-way standards in the region. This analysis is part of an inventory maintained by the Indian Nations Council of Governments (INCOG) and is an essential part of local transportation policy.

Crutchfield is served by two freeways, Interstate 244 and Highway 75. It is also served by several major streets: three urban arterials (Peoria Avenue, Utica Avenue, and Pine Street), one collector (Admiral Boulevard), and one residential collector (Latimer Street).

BIKE FACILITIES

The GO Plan, the Tulsa Regional Bicycle and Pedestrian Master Plan, was adopted in 2015. The plan establishes a comprehensive plan for bicycle and pedestrian improvements throughout the Tulsa region. It identifies barriers to active transportation experienced by community members, and proposes solutions including bicycle network recommendations, pedestrian design approaches, policy and funding recommendations, and design guidance. The vision of the plan is to make walking and biking appealing, safe, comfortable, and convenient for those using roads and trails in the Tulsa region.

Peoria Avenue was one of the most studied corridors for bicycle improvements in the GO Plan. The street provides access to neighborhoods, retail destinations, schools, parks, and places of worship from North Tulsa to South Tulsa. The plan recommends accommodating a bike lane through a four-lane to three-lane road diet on Peoria, beginning at Pine Street and running south through the Crutchfield study area to 15th Street. This recommendation and other bicycle facility improvements are important to consider when Peoria is redesigned for the planned bus rapid transit line.

Beyond Peoria Avenue, the GO Plan recommends

several improvements to bicycle and pedestrian infrastructure in the Crutchfield plan area. These recommendations include signed bicycle routes on Independence Street and portions of Trenton Avenue and Archer Street, sharrows (shared lane markings) on Pine Street, and a shared-use trail adjacent to the South Kansas & Oklahoma Railroad tracks.

Additional Bike Facilities

In addition to the bike routes called for in the GO Plan, bike facilities are needed along Archer between Lansing and Peoria and along Latimer, extending from Peoria east to Utica. This bike corridor could extend east along the abandoned rail corridor that runs parallel to Latimer east of Utica, connecting the neighborhoods and helping to create a network of bike facilities across the City.

PARKING AND ALLEYWAYS

Alleyways are present on many residential blocks in Crutchfield. They provide parking and access to residences. Alleyways in the plan area vary in condition, with most in need of cleanup and vegetation removal. In some locations, community members have indicated garbage removal is needed for mattresses and other large items left in the alleys. Alleyways are platted as public right-of-way. Currently, neighboring property owners are responsible for the maintenance and upkeep of alleyways. No system is in place to assist property owners with maintenance.

Alleys can provide a wealth of neighborhood benefits with investments in clean-up, planting, and ongoing maintenance. Alleys can provide a great alternate location for many types of urban infrastructure, such as electric poles and other utilities, garbage and recycling collection, and bioswales (facilities for sustainable stormwater capture and treatment).

The City should research options for piloting a green alleyway program in Crutchfield and other central neighborhoods facing stormwater and flooding issues. Green alleyways can include trees

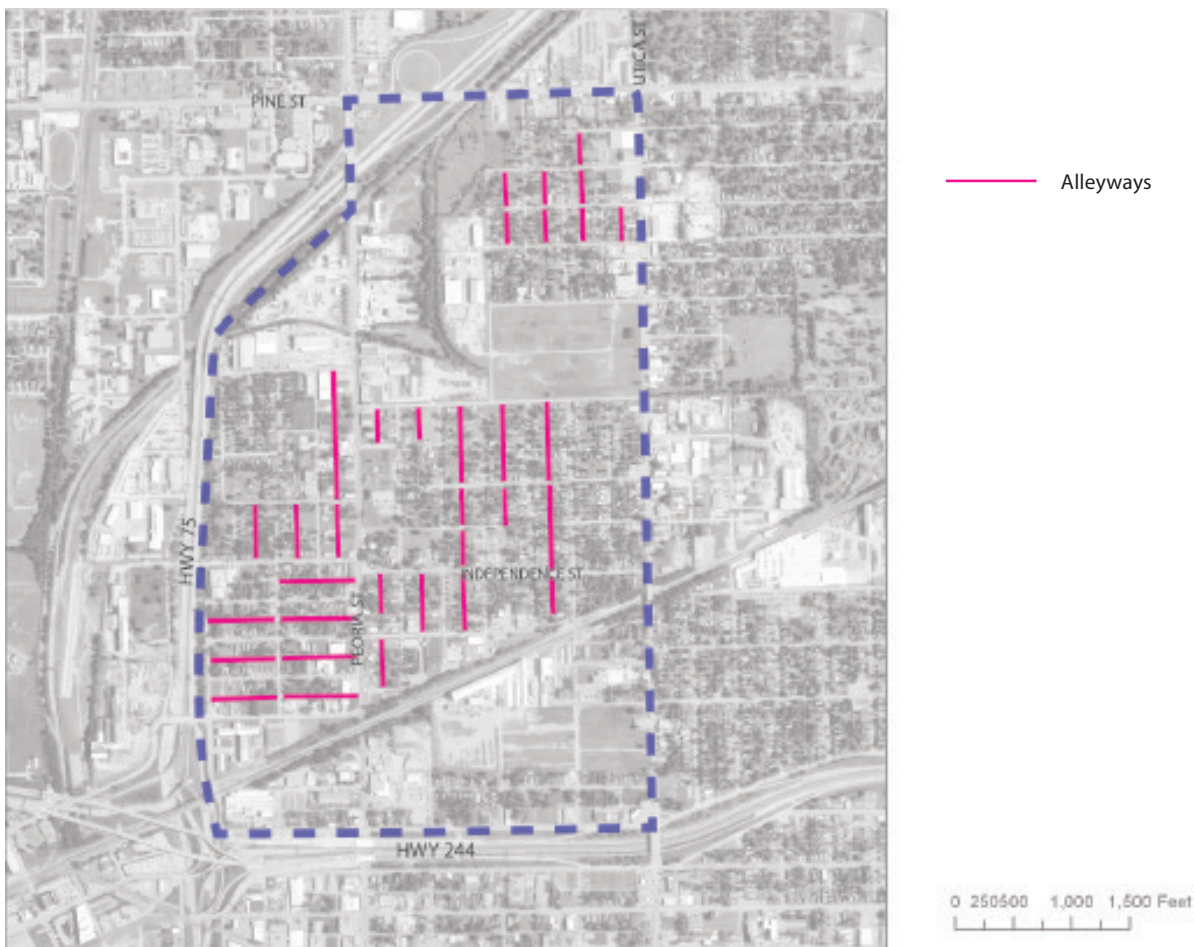
and light-colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.

Parking in the neighborhood is sufficient to meet current needs, with on- and off-street spaces available throughout Crutchfield. Some narrow residential parcels do not have off-street parking, but on-street parking is readily available.

As Crutchfield experiences reinvestment in residential areas and along major commercial corridors of Peoria and Utica, a district or shared parking approach will be needed to ensure adequate

parking to serve new and growing businesses. A district parking program would allow multiple users access to shared parking facilities including off-street lots and/or structures. Parking management should include City-led communications and organizational support for a business or business and residential parking district. A local improvement district (LID) or business improvement district (BID) can be instrumental in advocating and deploying shared parking facilities and arrangements. The improvement district can also organize to provide signs for navigation and information (such as hours of use or other restrictions).

Map 11. Location of Alleys

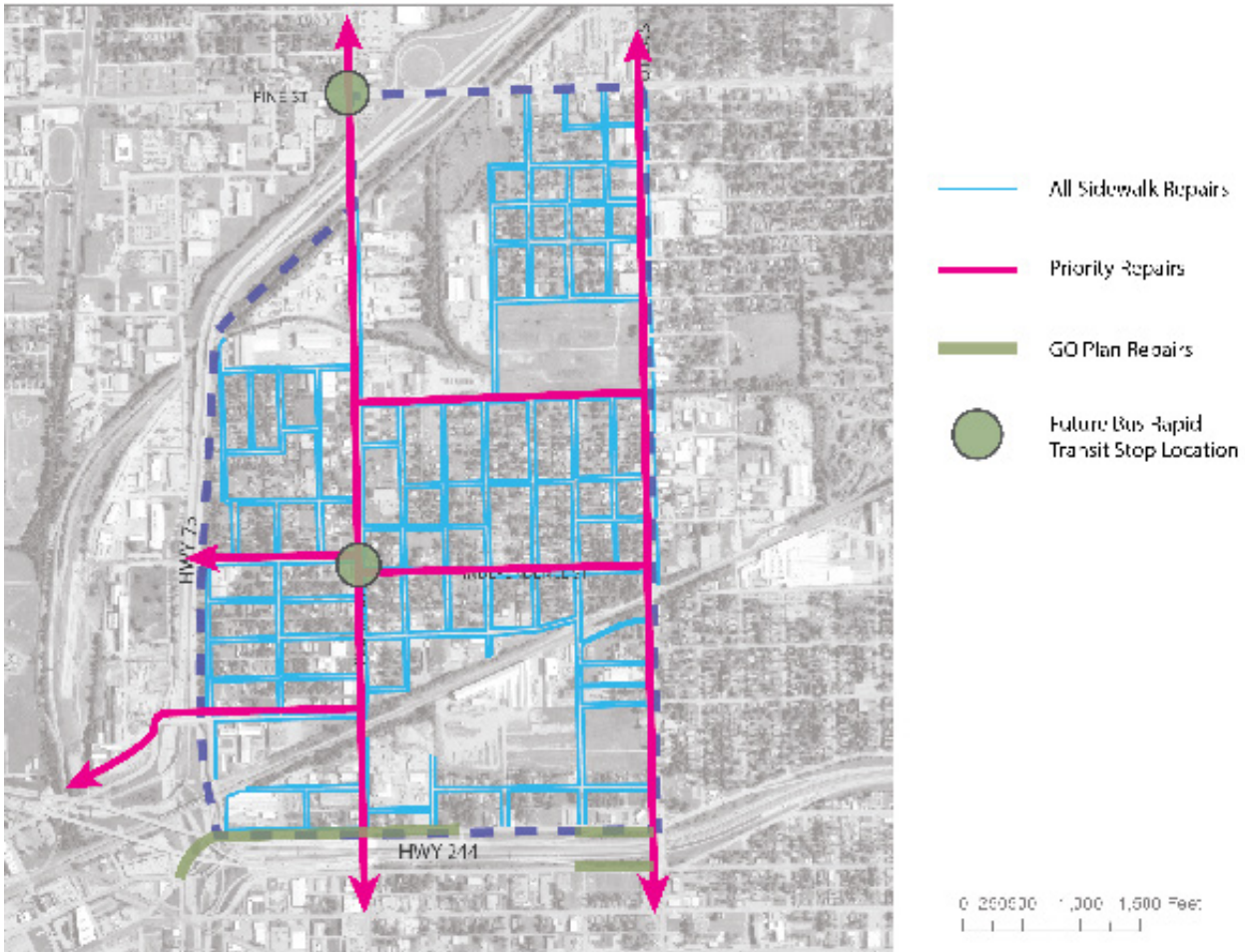


Part II: The Plan

SIDEWALKS

An inventory of sidewalks along major arterials in the plan area revealed that sidewalks are in universally poor condition. Neighborhood streets are in similar condition; sidewalks in Crutchfield are either dangerously deteriorated or do not exist. Community and stakeholder input revealed strong consensus that sidewalk investments are a top priority. Sidewalk investments should be made on all streets in the study area. For the purpose of phasing and near-term action, priority should be given to sidewalk improvements on the key commercial corridors of Peoria and Utica, the “Main Street” designated streets of Independence and Archer, and along Latimer between Peoria and Utica.

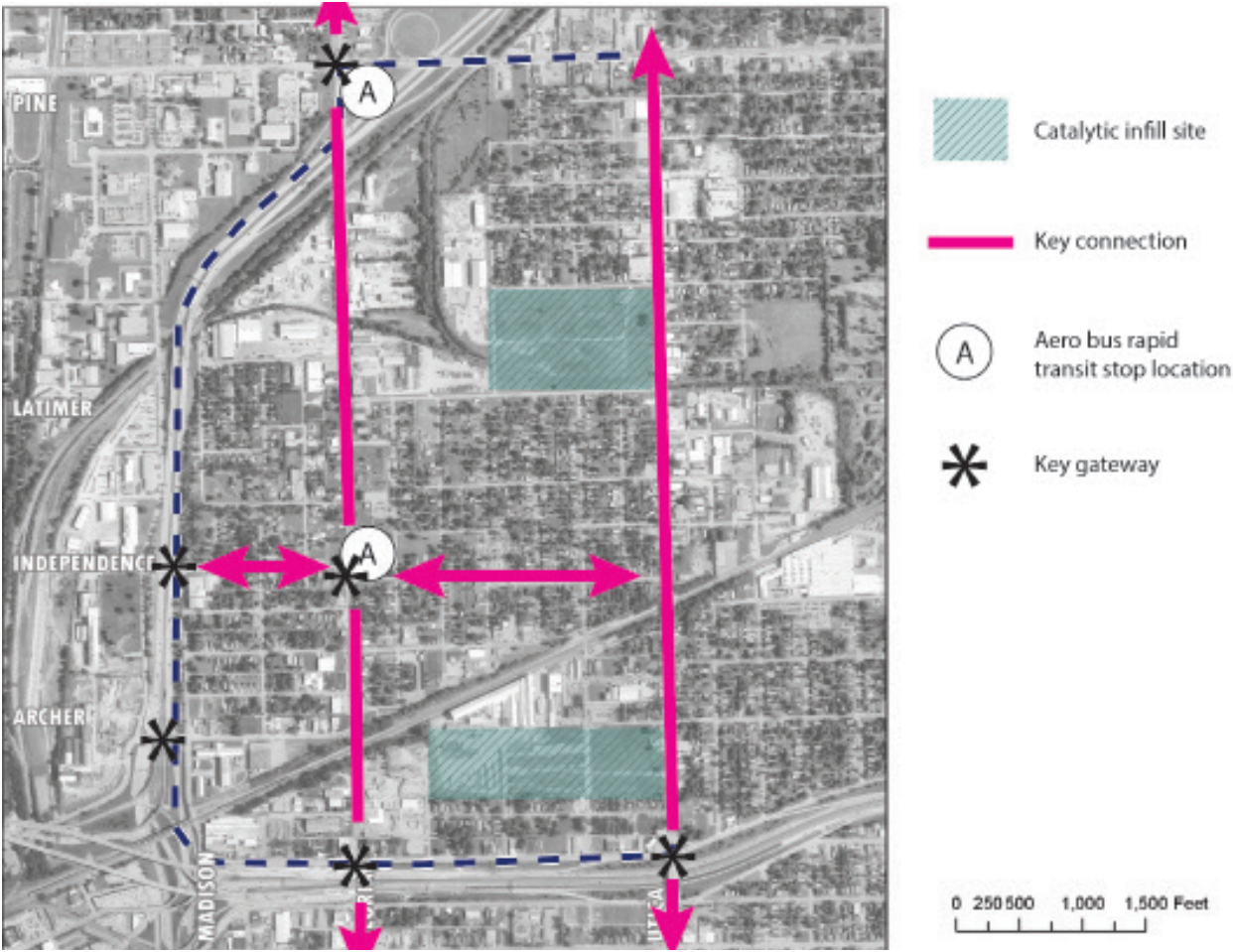
Map 12. Sidewalk Needs Maps



CONNECTIONS

Despite Crutchfield’s proximity to downtown and other central city neighborhoods, connections to these areas are limited due to physical and social barriers created by freeways and rail lines located on the boundaries of the neighborhood. A few key streets provide connections between Crutchfield and nearby areas – Independence, Peoria and Archer. Convenient access to freeways allows residents and businesses to easily travel to destinations around the city and region. Peoria and Utica are the two key commercial corridors within Crutchfield.

Map 13. Connections



-  Catalytic infill site
-  Key connection
-  Aero bus rapid transit stop location
-  Key gateway

0 250 500 1,000 1,500 Feet

Part II: The Plan

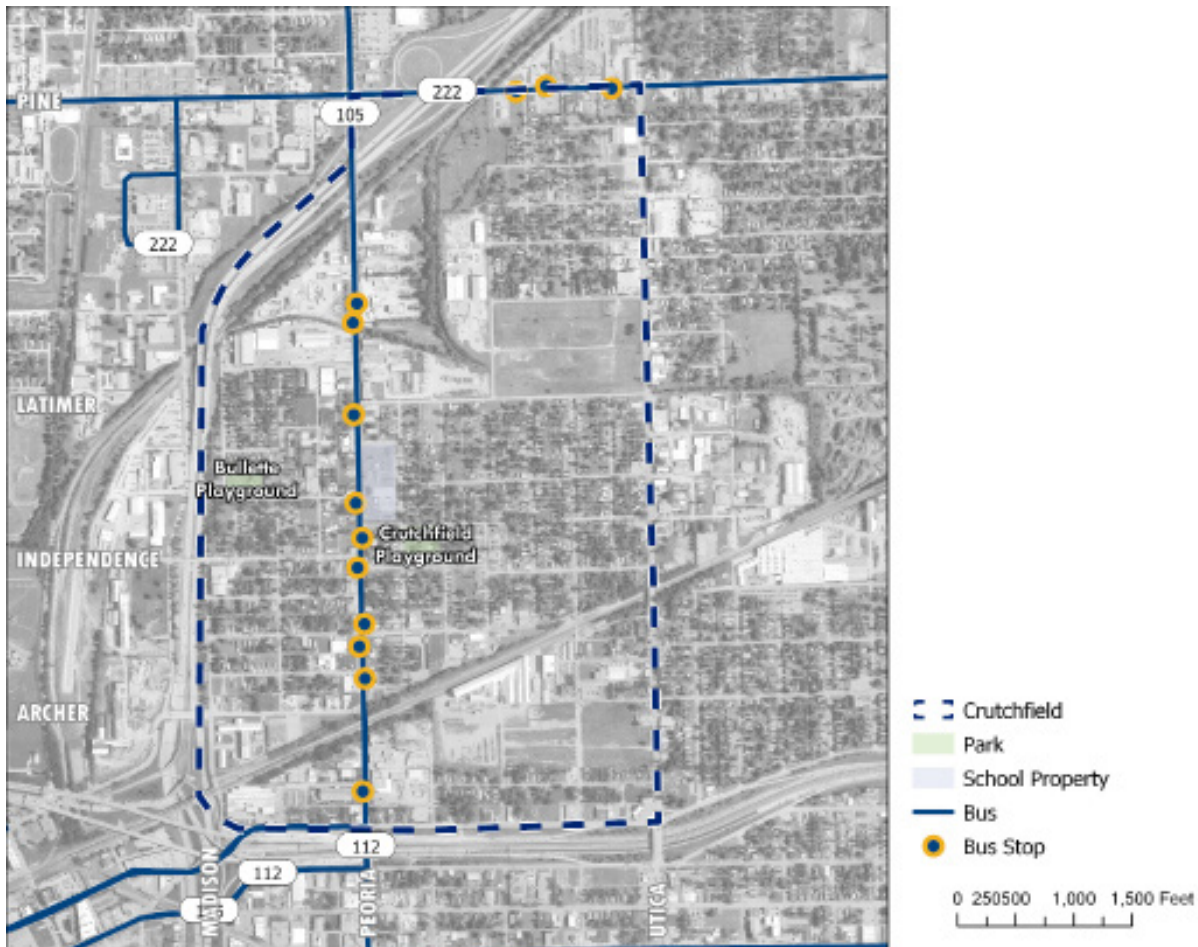
EXISTING BUS LINES

Crutchfield is currently served by Tulsa Transit Routes. Route 105 runs along Peoria, connecting Crutchfield to destinations as far north as 66th Street North in Turley, and as far south as 81st Street. Route 222 runs along Pine Street, providing connections to downtown, east to Garnett Road, and south to 41st Street.

PLANNED BRT

Tulsa's first Bus Rapid Transit (BRT) line is expected to begin service in late 2019, and will run along Peoria Avenue, passing through Crutchfield. There are two planned stations in the study area – an enhanced station at Pine Street and Peoria Avenue, and a local station at Independence Street and Peoria Avenue.

Map 14. Existing Transit Service



Public Utilities

The City of Tulsa provides water, sewer, and stormwater services to the area. Electricity is provided by Public Service Company of Oklahoma. Gas is provided by Oklahoma Natural Gas. Much of the existing water and sewer system dates from the initial development of this neighborhood nearly a century ago. Lack of sufficient water pressure has been noted by owners of new development, and this has been credited to an aging, leaky water system.

The City of Tulsa has a program for home repair assistance that is available to low- and moderate-income homeowners. Community Development Block Grant assistance may be available for sewer line replacement, emergency home repair or major home repairs. Homes must be owner-occupied to qualify. More information can be found by contacting the Mayor's action center or the Working In Neighborhoods (WIN) department.

Emergency home repairs may include replacing water heaters or other essential repairs under a

certain dollar amount. Major home repairs cannot exceed a certain dollar amount and must result in the residence being brought up to standard conditions.

As the area redevelops, the City of Tulsa should consider the potential for relocating existing utility poles either to alleys or underground and work with utilities to understand feasibility. Relocating utilities underground is often prohibitively expensive but may be an option when done concurrent to other significant infrastructure projects that require trenching or digging.

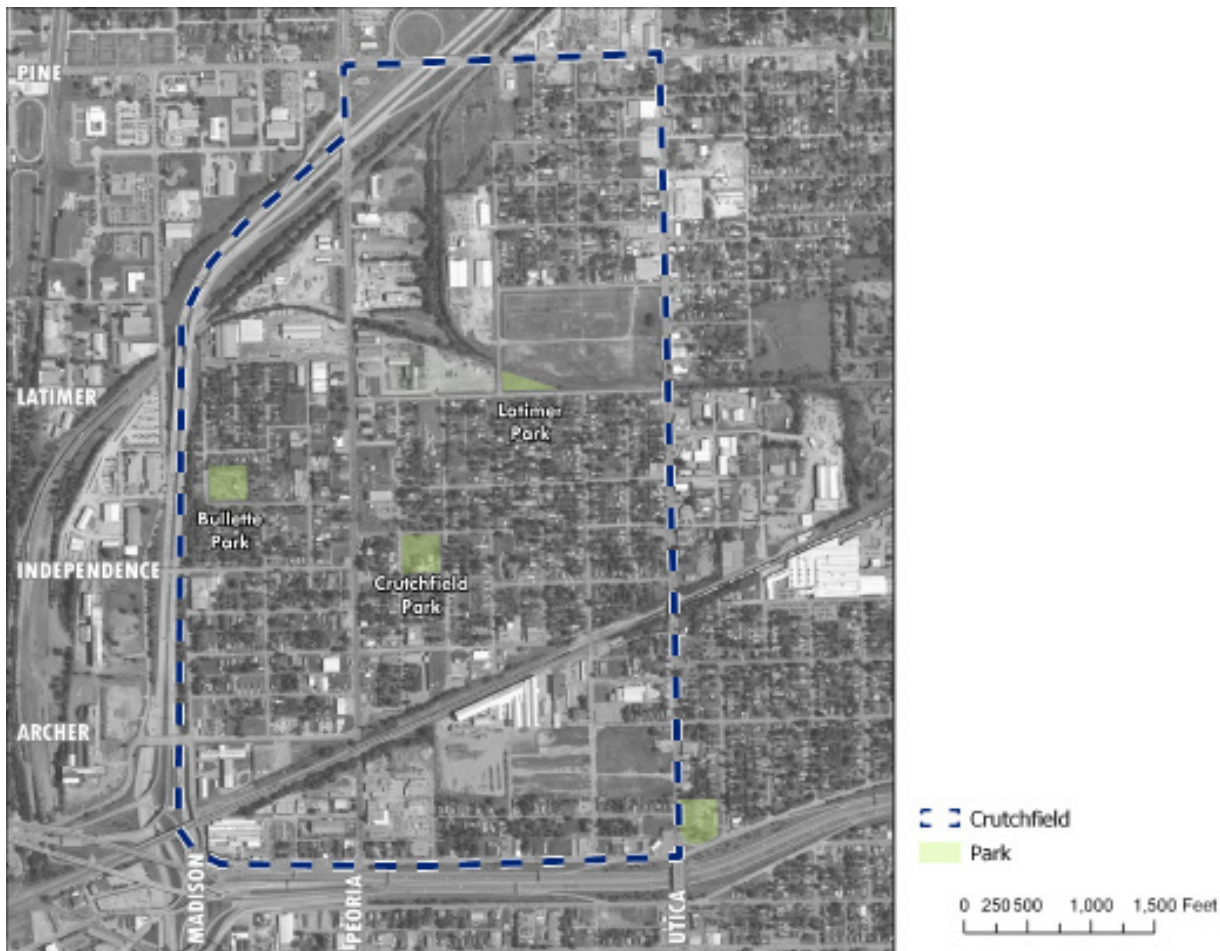
Parks, Trails, and Open Space

There are three existing parks in Crutchfield, including Crutchfield Park, Bullette Park, and Latimer Park. Bullette Park, at the corner of King Street and Madison Avenue, features picnic shelters, a playground, and basketball courts. Crutchfield Park, located at Independence Street and Quaker Avenue, has a splash pad, picnic shelters, basketball and baseball facilities, and a playground. The privately-developed and privately owned Latimer Park and playground is located on Latimer Street and Rockford Avenue. In addition, the former school site at Peoria and Jasper is now home to the Helmzar Challenge Course.

Based on public feedback, the parks in Crutchfield all need safety and security improvements, which should include improved lighting and increased police presence. Trees and shading were a close second request for all three parks.

There is community interest in finding space for a community garden in the Crutchfield neighborhood, and coordination with Tulsa Parks and Recreation could determine if there are feasible sites within existing parks in the area.

Map 15. Crutchfield Parks



Economic Development

EMPLOYMENT

Crutchfield has many active industrial and commercial employment sites, including Quick Service Steel, Brainerd Chemical, Trinity Containers, Topeca Coffee Roasters, Rockford Industrial Park, Machine Works LLC, and the Tulsa Recycle and Transfer Plant.

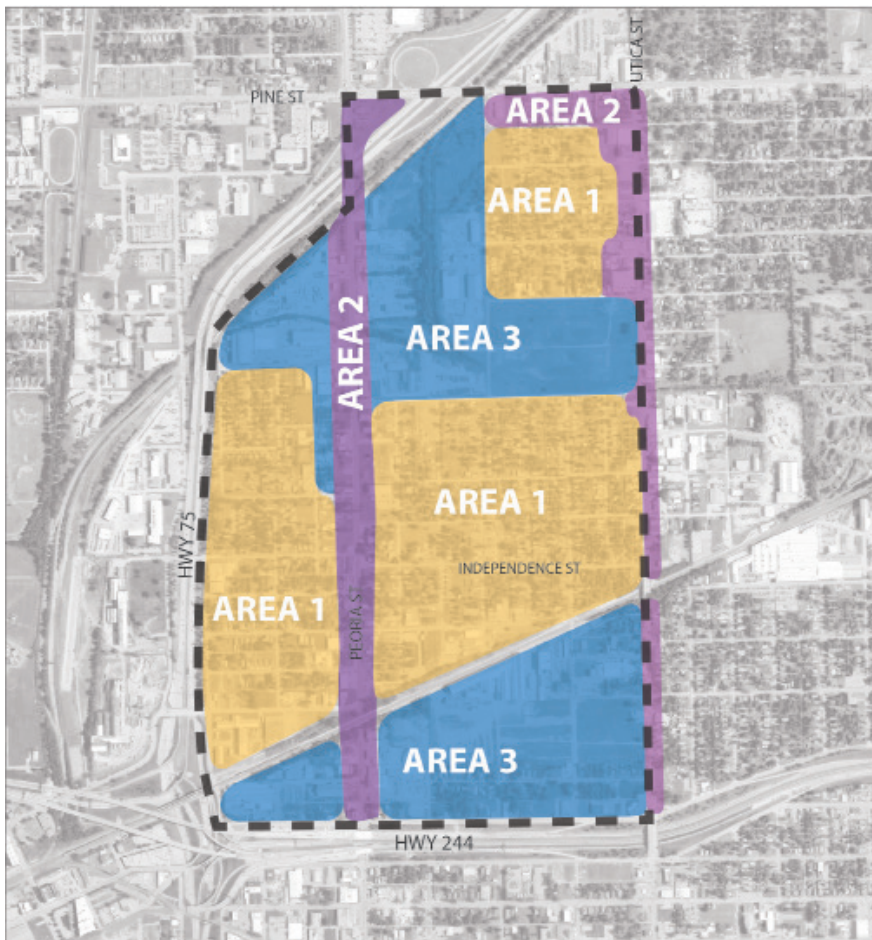
INFILL AND REDEVELOPMENT

There are many vacant parcels in the plan area. These range in size from standard residential lots to

large industrial-zoned sites. Many of these parcels, especially the larger sites and those located along commercial corridors, represent opportunity for infill development that supports increased employment and commercial services in Crutchfield.

As a central neighborhood that was initially platted and developed just over a century ago, infill and redevelopment will be critical to revitalization of the Crutchfield neighborhood. This Small Area Plan and the Crutchfield Sector Plan together form a development strategy for Crutchfield to attract new development.

Map 16. Investment Areas (from the Crutchfield Sector Plan)



AREA 1: Neighborhood Stabilization and Infill
Stabilize and revitalize the Crutchfield neighborhood, while preserving housing affordability and increasing housing choice.

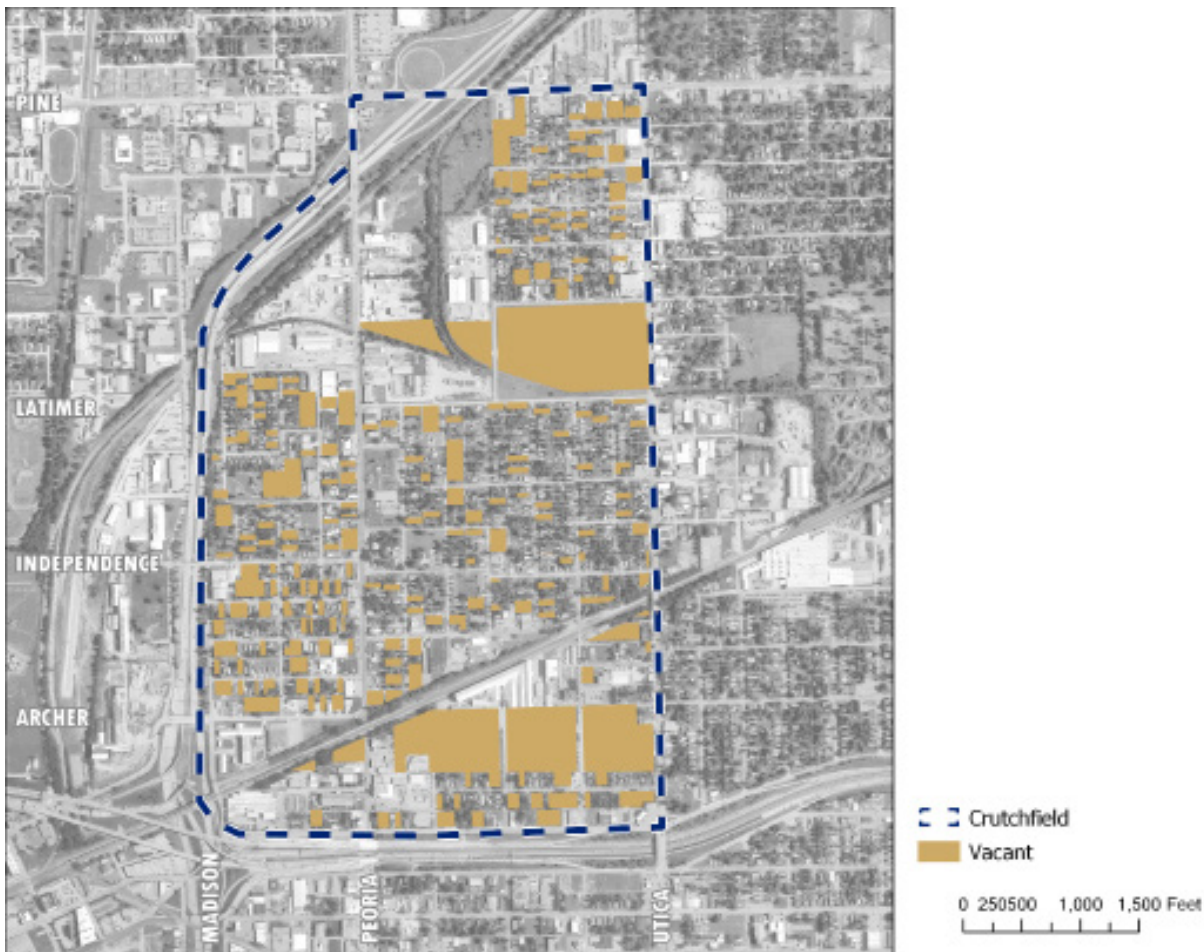
AREA 2: Corridor Improvements
Improve corridors to support economic activity and improve mobility options.

AREA 3: Employment Areas
Support development that increases employment and commercial opportunities.

Part II: The Plan

Infill and redevelopment can take the form of new housing on vacant lots, renovation or replacement of “main street” commercial buildings, as well as industrial reuse. Currently there are approximately 444 vacant parcels in the plan area (25.8% of total parcels). Given the proximity to downtown Tulsa and the availability of two major industrial infill sites with great highway and rail access, this creates a major opportunity for infill development in Crutchfield. The neighborhood can attract a full range of new development with the variety of land types available.

Map 17. Vacant Properties Map



Chapter 4: Building the Vision

The vision and priorities for Crutchfield that form the backbone of the Small Area Plan were developed in careful consultation with the community. Through three well-attended public events, in addition to regular meetings with the Community Advisory Team (CAT), the priorities became clear through discussion, interactive polling, and map-based activities.

Community Design Workshop Results

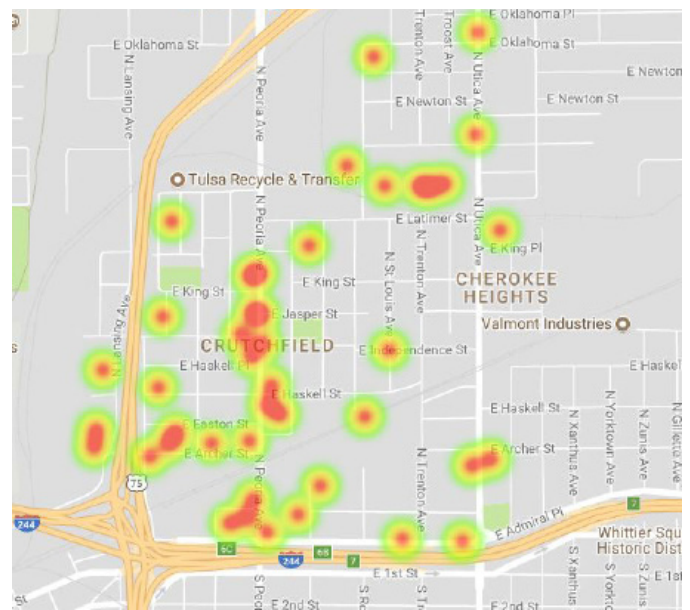
Two workshops were held during the planning process for Crutchfield, one associated with the Sector Plan and a second associated with this Small Area Plan. Both events yielded important community feedback that has formed the backbone of the plan concepts and priorities.

WORKSHOP 1 | MARCH 2018

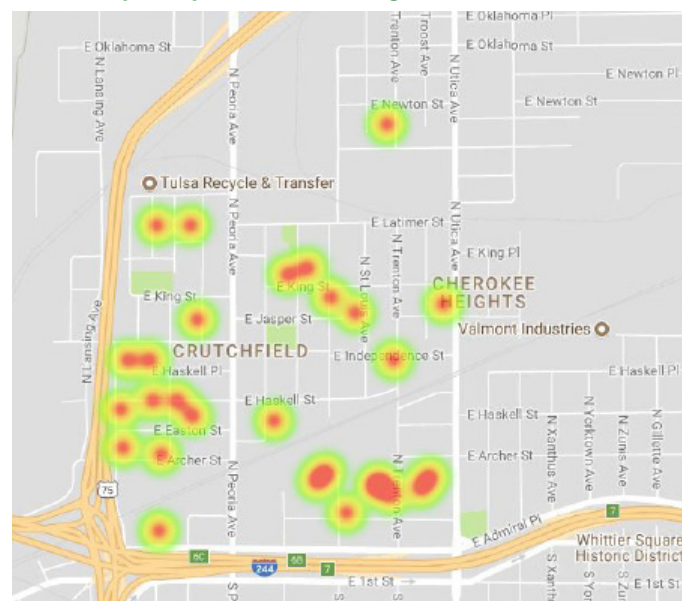
This workshop was associated with the Crutchfield Sector Plan, intended to gain input from the community regarding infill and redevelopment, public infrastructure needs, blight, and connections.

The event included interactive instant polling questions and a small group map-based design activity where participants used colored dot stickers and written feedback to indicate the types of desired place-based investments needed in the plan area.

Workshop 1 Input: New Development

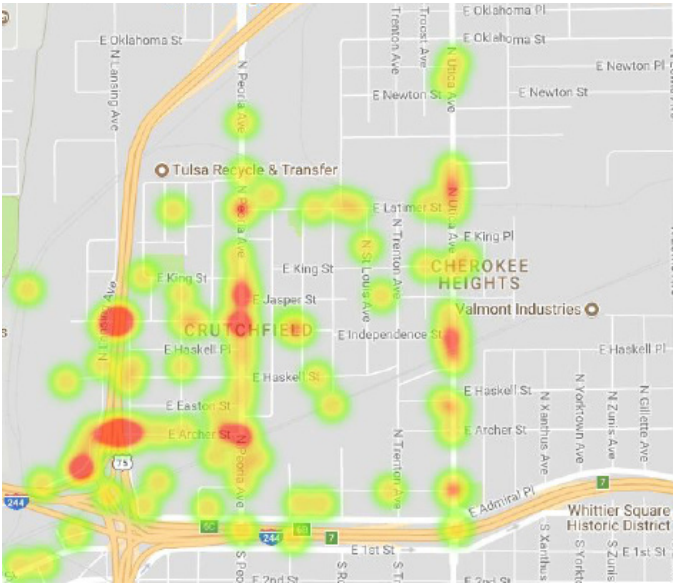


Workshop 1 Input: New Housing

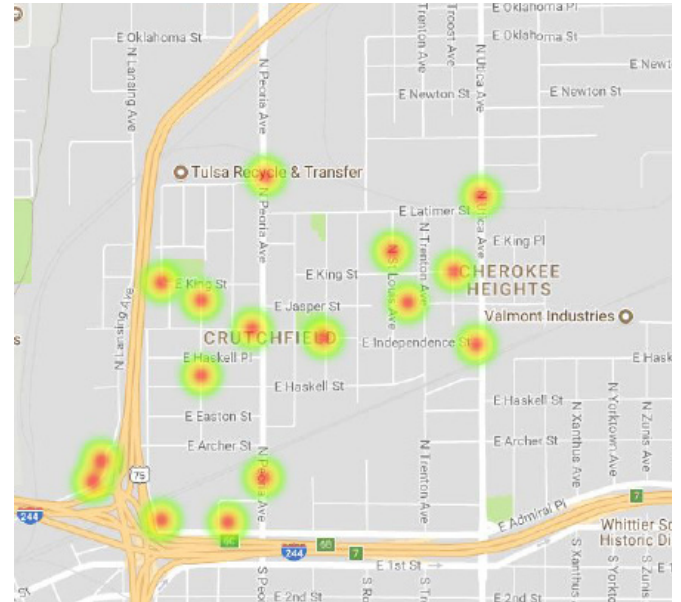


Part II: The Plan

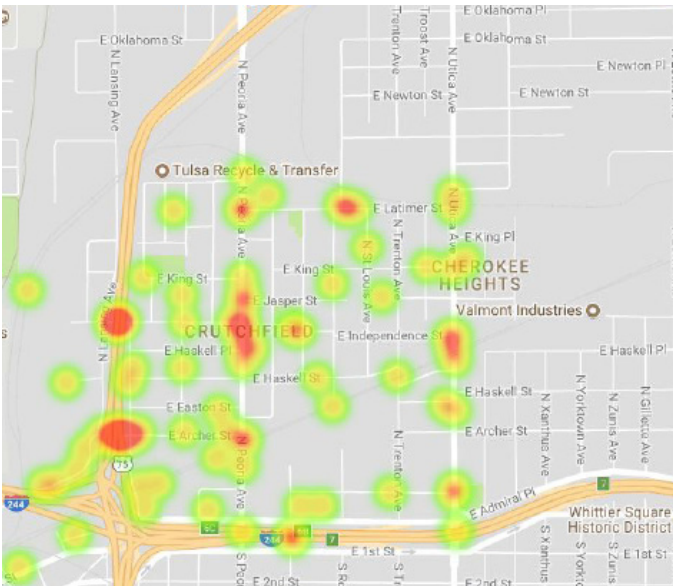
Workshop 1 Input: Active Transit



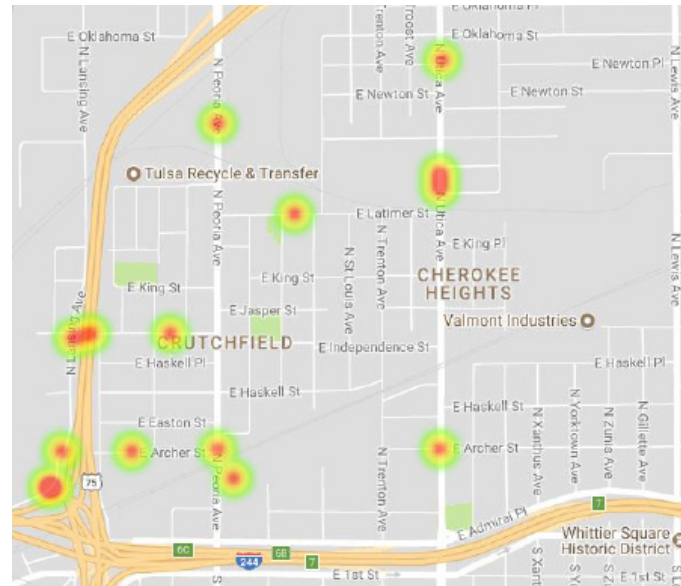
Workshop 1 Input: Street Lighting



Workshop 1 Input: Roadway Safety Needs



Workshop 1 Input: Bike Facility Needs



KEY TAKEAWAYS FROM WORKSHOP 1

- Location is Crutchfield's greatest asset (78% polling responses)
- Top priority for economic development should be to revitalize commercial properties (49%)
- Top priority for housing should be to address blighted properties (33%) and to maintain affordability (33%)

- Top priority infrastructure should be storefront façade improvements (29%)
- The most important outcome of this planning process would be to redevelop aging residential areas (38%)

WORKSHOP 2 | MAY 2018

The second workshop was associated with the Small Area Plan, intended to expand the depth of information gathered during the first workshop. Workshop 2 included interactive instant polling and a map-based small group discussion centered on six key topic areas: housing, facilities, commercial corridors, opportunity sites, streets and alleys, edges and transition areas, and parks.

KEY TAKEAWAYS FROM WORKSHOP 2**HOUSING**

- There is a lot of great housing stock in the area
- Strong desire to keep out apartments, namely large apartment complexes; mid-density housing such as townhomes, rowhouses, accessory dwelling units, and live-work units are acceptable if at an appropriate and fitting scale
- Need for more accountability and upkeep from landlords; some rental units are rented by the week; some are in very poor condition

FACILITIES

- Need for more “third places” like coffee shops, community spaces, libraries – places that are not home or work where people can hang out
- Desire for family friendly destinations: pool or aquatic center,

CORRIDORS

- Desire for 2-3 story development, could include residential above retail or office
- Commercial space for small-scale retail or boutiques
- Desire for grocery store, hardware store along Utica
- Desire for restaurants, brunch locations, cafes with sidewalk seating

OPPORTUNITY SITES

- Former Dowell-Schlumberger site could be a multi-purpose commercial building
- Archer site could be used for a sports complex

STREETS & ALLEYS

- Need for more focus along Archer, especially the connection to downtown
- Independence is a great street for local travel through the district – should have improved streetscaping and local serving commercial uses
- Strong need for better lighting and ADA access
- Safety concerns along Latimer and Independence – these streets connect between Peoria and Utica, and should be safe for walking and biking to travel within the neighborhood
- All local streets need to be repaired; Latimer is a travel route for heavy truck traffic going to and from the waste plant – asphalt street cannot handle the weight and should be upgraded to concrete

EDGES & TRANSITIONS

- Desire for greenway buffers on east-west connecting streets (Independence and Archer) to serve as connections to the regional trail network and safe routes for walking and biking
- Strong desire for increased tree planting for shade, beauty, and air and water quality improvements
- Heavy truck traffic on Latimer, Independence, and Peoria is a safety issue for pedestrians
- Need for careful transition from commercial corridors to the adjacent neighborhoods

PARKS

- Need for wayfinding signage along Peoria to let people know where the parks are
- Need for better lighting, shade trees or structures, safety features (fencing, police patrol, lighting)
- Desire for a water feature such as a splash pad or pool
- Desire for community garden space especially in northeast corner of Crutchfield

- All three neighborhood parks would benefit most from safety improvements, but also from more trees and a community garden

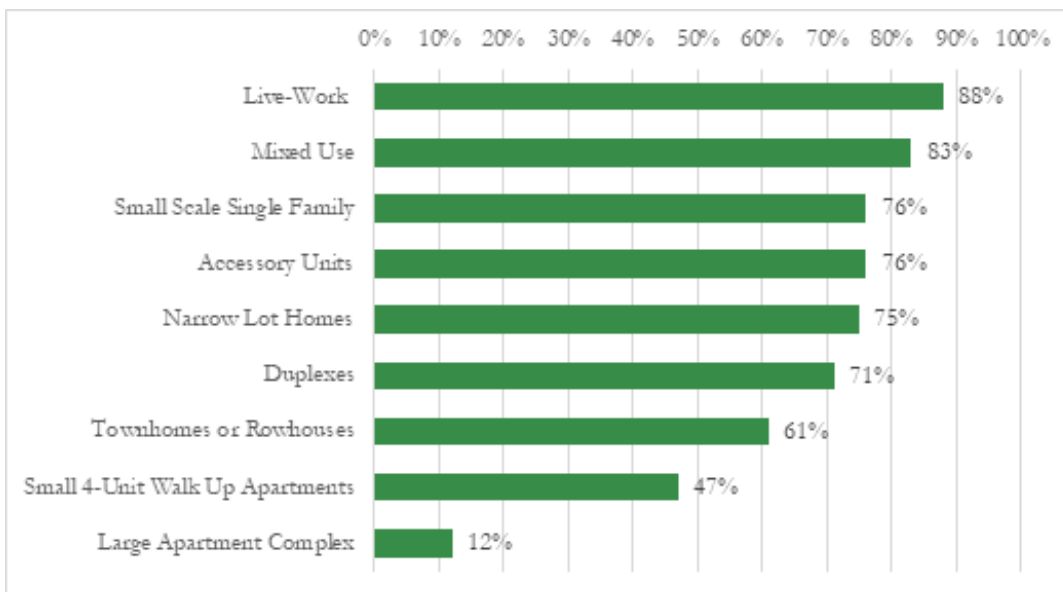
POLLING RESULTS FROM WORKSHOP 2

- Two top concerns: Neighborhood stability; Safety & security
- Best strategies to move forward: bolstering economic development and improving the housing market and residential areas
- Desire for grocery stores, restaurants and cafes, and retail shopping located along Peoria and Utica
- Desire for greater investment in pedestrian infrastructure such as sidewalk repair and widening

Open House

The Crutchfield open house was held in October 2018. The event included a brief presentation that explained the planning process to date and outlined the proposed Small Area Plan priorities and vision statement. A discussion-based poster session followed the presentation, including the proposed future land use map, vision statement, and the five plan priorities. Participants were invited to provide written or drawn comments and suggestions, and project team members were available to answer questions. Overall feedback was positive and constructive, helping to refine goals and actions. Comments received during the open house were incorporated into the development of the plan goals and strategies found in the following chapter.


Workshop 2 Results: Desired Housing in Crutchfield




Source: May 2018 workshop polling results to the question, “Does this type of housing have a place in Crutchfield?” Results include responses of “Strongly Agree” or “Somewhat Agree.”

“Big Ideas” Core Concepts for the Crutchfield Vision


Based on input from the map-based workshop, interactive polling, and discussion questions, the following “big ideas” solidified as core concepts of the plan.




Residential reinvestment, rehabilitation and assistance



“Main Street” corridors along Peoria, Utica, Independence and Archer



Focus on key catalytic development sites



Strengthen identity with entrances and gateways



Invest in capital improvements for public infrastructure

Chapter 5: Vision for Crutchfield

The Tulsa Comprehensive Plan suggests that all small area plans should include a vision statement that articulates what the area should be in 10 to 20 years. A vision statement should be inclusive in its values, concisely written and positive in its outlook. This Chapter includes the Vision Statement and the Vision Map for Crutchfield detailing desired future land uses. The Crutchfield Vision Statement was developed

through numerous discussions throughout the planning process. The Community Advisory Team (CAT) considered the 2004 neighborhood plan vision statement, prevalent themes from early polling, analysis of existing conditions, and themes identified in Vision Maps from the Visioning Workshop. The Vision Statement was presented to the CAT and subsequently at the October 2018 open house for feedback and comment.

Vision Statement

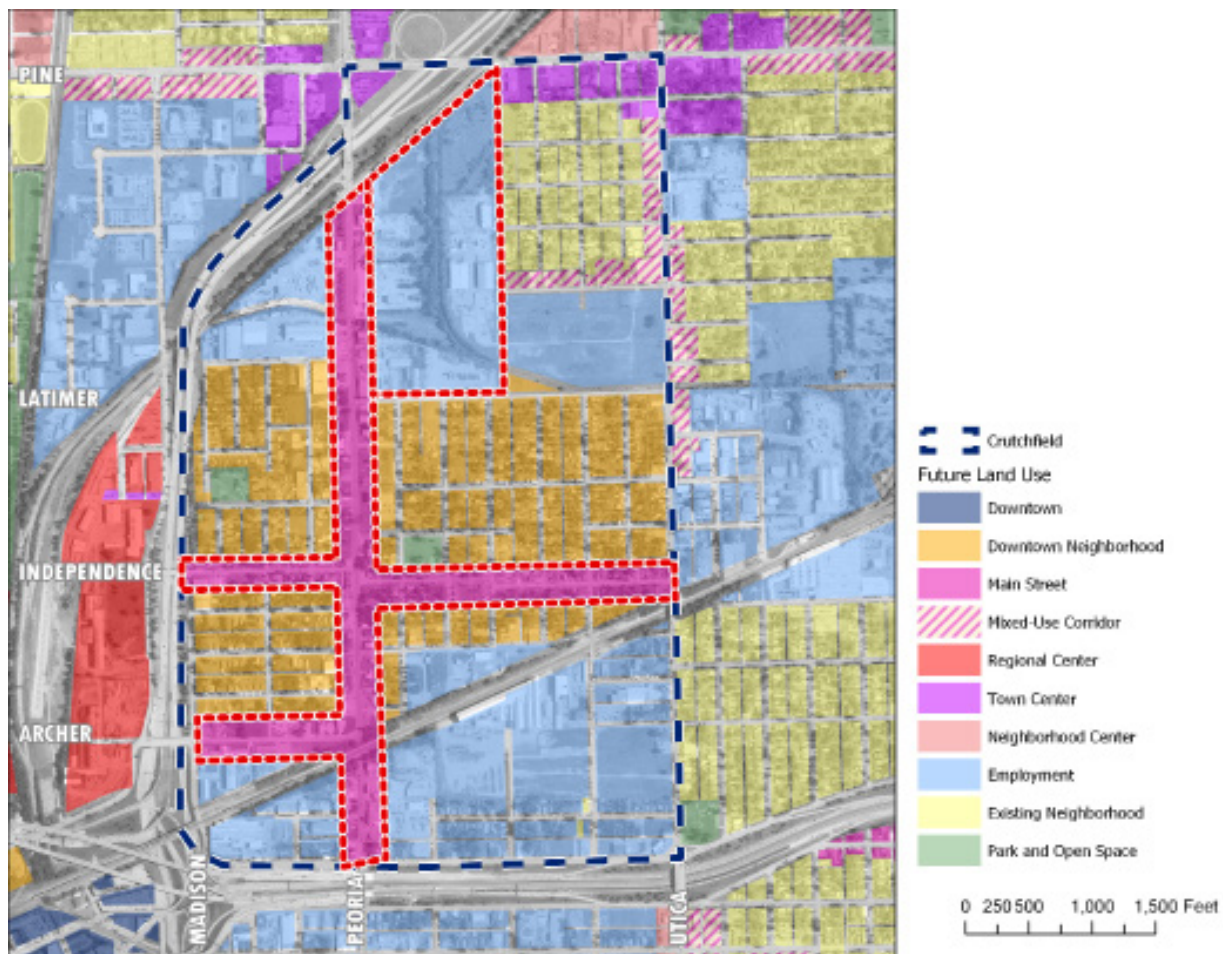
The future of Crutchfield is lively, welcoming, and well connected. The neighborhood attracts new residents and businesses and improves connections to neighboring areas. The neighborhood is known for its unique mix of quality housing choices, strong business, effective transportation, and safe and healthy options for walking and biking. Crutchfield continues to be a vibrant mixed-use neighborhood.

Land Use Recommendations

Throughout the planning process, the CAT discussed the need for redevelopment and infill development balanced with maintaining the neighborhood’s character and identity. Due to this, few changes to the land use map are recommended as part of this plan. The recommended land use changes are listed below and can be seen in Map 18. On the map, proposed changes are outlined with a red dashed line.

1. **EMPLOYMENT.** The area designated as Town Center in the PLANiTULSA future land use map is currently active employment land and will likely remain employment for the next 10-20 years. In respecting active current use, the future land use map should be changed from Town Center to Employment.
2. **MAIN STREET.** In recognizing the desired urban form for walkable transit-oriented mixed-use corridors, several key streets have been designated Main Street. Specifically, the properties along the Peoria corridor extending from I-244 to Pine Street, properties along Independence from Hwy 75 to Utica, and properties along Archer from Hwy 75 to Peoria should be changed to Main Street.

Map 18. Future Land Use Recommendations



Priorities, Goals and Implementation Measures

INTRODUCTION

The recommendations set forth in this section of the Crutchfield Small Area Plan are the means by which the vision is intended to be implemented. This chapter is organized into priorities, goals, and implementation measures.

PRIORITIES are topical areas that address the vision. They identify over-arching steps toward plan implementation.

GOALS are the general, attainable objectives of each priority.

IMPLEMENTATION MEASURES are policies, public/private partnerships or investments that help the plan area reach its identified goals.

Planning terms referred to within this chapter are defined as follows:

PLANiTULSA is also referred to as the “Tulsa Comprehensive Plan”

The PLANiTULSA land use categories (also called “building blocks”) identify appropriate future land use, transportation, employment and housing density and basic design characteristics of the area.

Current zoning classifications identify uses allowed by right. Future requests for zoning changes will be evaluated for their appropriateness relative to the land use categories adopted in this plan.

PRIORITY 1: STABILIZE AND REVITALIZE EXISTING RESIDENTIAL AREAS, WHILE PRESERVING HOUSING AFFORDABILITY AND INCREASING HOUSING CHOICE.

Goal 1: Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as “neighborhoods that blend amenities, connectivity, and housing options together.”

- 1.1 Review zoning requests to ensure that new uses enhance neighborhood stability.
- 1.2 Continue to support fair housing and fight housing discrimination within Crutchfield through both private and public practices.

Goal 2: Enhance neighborhood amenities.

- 2.1 Preserve neighborhood assets, including affordable single-family housing stock; Main Street commercial buildings with storefronts along Peoria and Utica; neighborhood-scale commercial on local streets that is integrated into the neighborhood fabric.
- 2.2 Encourage the development of public and private neighborhood-serving amenities in the neighborhood.

Goal 3: Address vacant and blighted properties.

- 3.1 Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.
- 3.2 Work with Tulsa Development Authority to provide relocation assistance for residents displaced by condemnation
- 3.3 Work with Tulsa’s code enforcement program to ensure housing quality for the health, safety and well-being of residents. Consider approaches for public education on topics such as how to report code violations.

- 3.4 Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood beautification.
- 3.5 Address illegal dumping in residential areas with more frequent patrols, citations, and neighborhood cleanup assistance.

Goal 4: Provide appropriate buffering between residential areas and nearby employment land uses.

- 4.1 Promote a gradual transition in height and density between commercial and residential uses, and between residential uses of differing intensity or scale.

PRIORITY 2: SUPPORT COMPATIBLE RESIDENTIAL INFILL AND REINVESTMENT.

Goal 5: Increase housing choices available in Crutchfield.

- 5.1 Support the development of an expanded range of housing types, including single-family housing types such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units.
- 5.2 Work with Tulsa Development Authority to acquire and sell properties to address blight, improve housing quality and safety, expand access to high quality affordable housing, and contribute to a vibrant mixed-use neighborhood.
- 5.3 Encourage compatible, neighborhood-scale development that provides “missing middle” housing types. Mixed-use residential development along major corridors, live-work units, and small-scale, visually compatible multi-unit houses are desirable in neighborhood edge

and transition zones between residential and employment uses.

Goal 6: Maintain housing affordability.

- 6.1 Support infill housing that fits with the character of the neighborhood.
- 6.2 Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.
- 6.3 Consider creating a library of permit-ready building plans for desired infill housing types to expedite infill development.
- 6.4 Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.
- 6.5 Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.
- 6.6 Provide resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.
- 6.7 Establish a grant or revolving loan fund to assist low-income and first-time homebuyers who wish to buy in Crutchfield. Explore partnership opportunities with Housing Partners of Tulsa.

Goal 7: Improve park and open space amenities.

- 7.1 Prioritize safety improvements for Crutchfield’s three parks (Crutchfield Park, Bullette Park and Latimer Park), to include improved lighting, sidewalk improvements, crossing improvements to access parks, directional signage from Peoria.
- 7.2 Increase police presence to address safety concerns.
- 7.3 Fund capital improvements (such as playgrounds, fencing, water features, shade structures) and recreational programming for parks in Crutchfield.
- 7.4 Expand shaded areas with trees and picnic

shelters.

- 7.5 Expand trails network to connect Crutchfield's parks to regional park and trail amenities.
- 7.6 Work with Tulsa Public Schools and Tulsa Police Department to ensure continued funding for programming and maintenance of the Helmzar Challenge Course.

Goal 8: Integrate new construction with the natural environment and aesthetics of the neighborhood.

- 8.1 Identify incentives to increase low-impact development (LID) practices for sustainable stormwater management.

Goal 9: Improve flood control in Crutchfield.

- 9.1 Preserve natural drainage areas, including natural stream restoration and green space preservation.
- 9.2 Enforce storm water requirements for new developments.
- 9.3 Work with Tulsa Development Authority to identify and acquire properties for flood storage and floodplain management. Sites could be used as park or open space.

PRIORITY 3: IMPROVE CORRIDORS TO SUPPORT ECONOMIC ACTIVITY AND IMPROVE MOBILITY OPTIONS.

Goal 10: Promote revitalization in Crutchfield that supports the plan's Vision and enhances the image of the neighborhood.

- 10.1 Encourage and support compatible commercial and mixed-use infill development.
- 10.2 Support façade restoration and preservation along Peoria and Utica. Identify funding for a grant program targeting façade improvements, with emphasis on assistance to local, small, or emerging businesses.
- 10.3 Encourage transit-supportive development along Peoria, especially near future bus rapid

transit stations at Independence and Pine Street. Possibilities include identifying incentives for transit-supportive commercial uses and providing voluntary zoning changes at no cost for properties within a quarter mile of transit stops.

- 10.4 Identify incentives to support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.
- 10.5 Eliminate barriers to adaptive reuse by evaluating parking requirements, permitting fees, or other identified barriers.
- 10.6 Develop design guidelines for Main Street areas to ensure walkable design: encourage new construction is aligned with existing building setbacks to better define the "street wall" to encourage a supportive pedestrian environment; encourage ground-floor transparency and entrances facing the street; encourage or require new construction to have ground-floor windows and a street-facing entrance.

Goal 11: Fund and implement planned pedestrian and bicycle improvements throughout the area.

- 11.1 Implement PLANiTULSA's Complete Streets policies for multi-modal corridors along Peoria and Utica.
- 11.2 Implement the current Tulsa GO Plan recommendations for sidewalk infrastructure (along Admiral Blvd) and bike infrastructure (along Peoria, Pine, Archer, Lansing, and Independence).
- 11.3 Design and construct protected or dedicated bike lanes along Peoria Blvd to implement the current Tulsa GO Plan recommendations.
- 11.4 Design and construct well-marked pedestrian and bicycle crossings of Peoria at Independence and Latimer.

PRIORITY 4: SUPPORT DEVELOPMENT THAT INCREASES EMPLOYMENT AND COMMERCIAL OPPORTUNITIES.**Goal 12: Activate large undeveloped tracts of land.**

- 12.1 Encourage reuse of major vacant industrial infill sites. Maintain contact with current site owners and work proactively with the City's real estate and economic development team to move forward development projects that align with the vision for Crutchfield.
- 12.2 Re-establish block pattern as sites redevelop, working with land owners and developers to dedicate road right of way to extend existing streets, sidewalks and bike facilities and create connectivity through the site.
- 12.3 Explore non-industrial uses if feasible based on clean-up standard for health and safety.

Goal 13: Improve commercial transportation access.

- 13.1 Designate appropriate truck routes through Crutchfield. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.
- 13.2 Fund and implement road improvements, especially on routes that support heavy truck traffic.
- 13.3 Encourage continued industrial use of Crutchfield's rail access as a viable asset for existing and potential future businesses in the district.

Goal 14: Work with residents and businesses to beautify Crutchfield.

- 14.1 Promptly address garbage and illegal dumping in the neighborhood.
- 14.2 Work with businesses in the area to contain refuse.

Goal 15: Ensure adequate parking supply using a**shared parking approach in Crutchfield.**

- 15.1 Work with businesses along Peoria and Utica to develop a shared parking approach to provide adequate parking as the corridors redevelop.
- 15.2 Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero bus rapid transit station areas.

PRIORITY 5: IMPROVE URBAN INFRASTRUCTURE TO SUPPORT HEALTH AND WELLNESS AND CATALYZE DEVELOPMENT.**Goal 16: Improve physical infrastructure for walking and biking throughout the neighborhood and connections to other districts.**

- 16.1 Provide safe connections via appropriate sidewalk and roadway investments within Crutchfield, and from Crutchfield to adjacent neighborhoods in all directions, as well as improved walking and biking connections to downtown Tulsa. See Map 13 for key connections.
- 16.2 Update Tulsa GO Plan sidewalk gap map by including the main streets listed in the small area plan, Independence and Archer.
- 16.3 Fund and implement infill-supportive infrastructure, including sidewalks, alley improvements and streetscaping improvements.
- 16.4 Fund sidewalk improvements for the Peoria, Utica, Independence, Archer, Latimer, and Admiral at a minimum.
- 16.5 Improve connections to nearby districts or neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety and security improvements for walking and biking access across Highway 75 at Archer and at Independence to better connect Crutchfield to downtown Tulsa.
- 16.6 Design and fund entranceway/gateway features at key entrances and neighborhood identification

throughout area. Specifically, gateways should be located at Archer crossing Highway 75, Independence crossing Highway 75, Peoria at I-244, and Utica at I-244.

- 16.7 Reevaluate curb cuts on arterials and main streets for access management.
- 16.8 Work with City of Tulsa Engineering to retrofit existing sidewalks and ramps on current arterial and planned main streets (Independence and Archer) for ADA compliance.
- 16.9 Create safe mid-block crossings on Utica and Peoria at transit stops, main streets and commercial areas to include continental striping and pedestrian activated signals.

and identify potential future needs for system replacement or sizing upgrades. Develop an approach for updates as Crutchfield continues to redevelop and attract new residents and businesses.

Goal 17: Improve public infrastructure to catalyze private investment.

- 17.1 Improve transit station areas along Peoria with addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.
- 17.2 Explore options to relocate above ground electric power lines in alleys or underground.
- 17.3 Develop a Green Alleyways Program in conjunction with the Engineering Services Department and the Streets and Stormwater Department. Green Alleyways can include light colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.
- 17.4 Work with City of Tulsa Water and Sewer department to evaluate the current pipe systems