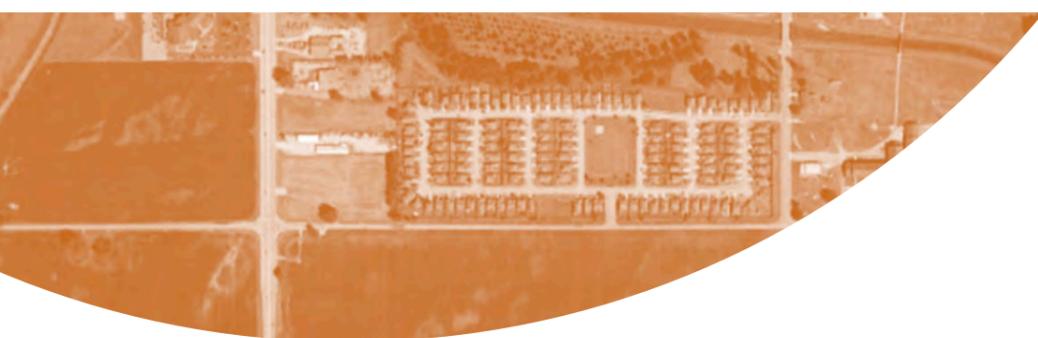




# 2018 Map Atlas





# 2018 Map Atlas



# Acknowledgements

## City Council

**Mayor John Easton**  
Ward 1 Councilperson

**Vice- Mayor Brian Guthrie**  
Ward 2 Councilperson

**Paul Blair**  
Ward 3 Councilperson

**Brad Girard**  
Ward 4 Councilperson

**Robin Decatur**  
Ward 5 Councilperson

## Key Staff

**Jared Cottle, P.E.**  
City Manager

**Bea Aamodt, P.E.**  
Public Works Director

**Bryan Wood**  
Fire Chief

**Charles Barns**  
Finance Director

**Don Cash**  
Parks Director

**Ike Shirley**  
Police Chief

**Joey Wiedel**  
Fire Marshal

**Steve Oakley**  
City Attorney

**Yvonne Adams**  
City Clerk

## Steering Committee

**Brian Guthrie**  
Ward 2 Councilperson

**Chris Cloyde**  
Planning Commissioner, Chair

**Greg Ward**  
Downtown Business Representative

**Jim Coffee**  
Former City Planner

**Joey Wiedel**  
Fire Marshal

**Krystal Crockett**  
Chamber President

**Spencer Pittman**  
Board of Adjustment

**Wes Coleman**  
Bixby Public Schools

## Planning Commission

**Chris Cloyde**  
Planning Commissioner, Chair

**Lance Whisman**  
Planning Commissioner, Vice Chair

**Josh Nave**  
Planning Commissioner

**Paul Wizikowski**  
Planning Commissioner

**Tom Holland**  
Planning Commissioner

## Development Services

**Jason Mohler, P.E.**  
Development Services Director

**Marcaé Hilton**  
City Planner

## Consulting Team Matrix Design Group, Inc.

**Celeste Werner, AICP**  
Project Manager

**Felipe Zubia, AICP**  
Deputy Project Manager

**Kurt Waldier**  
Planner

## Special Appreciation

The City and Matrix Design Group would like to thank the residents and community leaders who participated in the workshops and public meetings. Your input was critical in the development of the Bixby 2030 Comprehensive Plan, "Our Vision, Our Future".



# Table of Contents

## 1 Introduction

|   |   |
|---|---|
| Comprehensive Plan Overview             | 2 |
| What Is A Map Atlas And How Is It Used? | 2 |
| Planning Framework                      | 3 |
| Regional Setting                        | 3 |
| Local Setting                           | 3 |
| Planning Area                           | 3 |
| History                                 | 4 |
| Natural Setting                         | 4 |
| Natural Hazards                         | 4 |
| Government Structure                    | 6 |

### List of Figures

|                            |   |
|----------------------------|---|
| Figure 1. Regional Setting | 3 |
| Figure 2. Local Setting    | 3 |
| Figure 3. Bixby's Wards    | 6 |

## 2 Demographic & Economic Trends

|                     |    |
|---------------------|----|
| Demographic Profile | 8  |
| Population          | 8  |
| Population Density  | 8  |
| Age Of Population   | 10 |
| Race And Ethnicity  | 11 |
| Education           | 11 |
| Economic Profile    | 12 |
| Income              | 12 |
| Employment          | 12 |
| Industry            | 14 |

### List of Figures

|                              |    |
|------------------------------|----|
| Figure 4. Population Density | 9  |
| Figure 5. Median Income      | 13 |

### List of Tables

|   |    |
|---|----|
| Table 1. Total Population, 2000 To 2015   | 8  |
| Table 2. Median Age, 2000 To 2015         | 10 |
| Table 3. Race And Ethnicity, 2000 To 2015 | 11 |
| Table 4. City of Bixby Major Employers    | 14 |

## 3 Community Development

|                              |    |
|------------------------------|----|
| Existing Planning Tools      | 16 |
| 2001-2030 Comprehensive Plan | 16 |
| Zoning                       | 18 |
| Existing Land Use            | 20 |
| Housing                      | 22 |
| Housing Type                 | 22 |
| Housing Age                  | 22 |
| Housing Values               | 22 |
| Housing Affordability        | 24 |
| Household Size               | 24 |
| Housing Occupancy            | 24 |
| Housing Tenure               | 25 |
| Growth Trends                | 26 |
| Annexations                  | 26 |
| Planned Developments         | 26 |

### List of Figures

|                                       |    |
|---------------------------------------|----|
| Figure 6. Current Future Land Use Map | 17 |
| Figure 7. Zoning                      | 19 |
| Figure 8. Existing Land Use           | 21 |
| Figure 9. Age Of Housing              | 23 |
| Figure 10. Annexations                | 27 |

### List of Tables

|  |    |
|--|----|
| Table 5. Existing Land Use (City Limits) | 20 |
| Table 6. Existing Land Use (Fenceline)   | 20 |
| Table 7. Median Gross Rent, 2010 To 2015 | 22 |
| Table 8. Housing Tenure, 2000 To 2015    | 25 |
| Table 9. Potential New Plats             | 26 |



## 4 Interconnected Infrastructure

|   |    |
|---|----|
| Streets And Highways  | 30 |
| Roadway Classifications                                     | 30 |
| Local And Regional Transportation Planning                  | 32 |
| Bridges   | 32 |
| Rail  | 34 |
| Aviation  | 34 |
| Public Transit  | 34 |
| Pedestrian, Bicycle, And Other Non-Motorized Transportation | 36 |
| Public Services And Facilities                              | 38 |
| Public Safety   | 38 |
| Community Facilities  | 38 |
| Schools   | 40 |
| Higher Education  | 41 |
| Event Facilities  | 41 |
| Health Services   | 41 |
| Water Infrastructure  | 42 |
| Potable Water   | 42 |
| Wastewater  | 42 |
| Stormwater / Drainage                                       | 42 |
| Recreation And Waterways                                    | 44 |
| City / County Park Facilities                               | 44 |
| Other Recreational Facilities                               | 46 |
| Waterways   | 46 |

### List of Figures

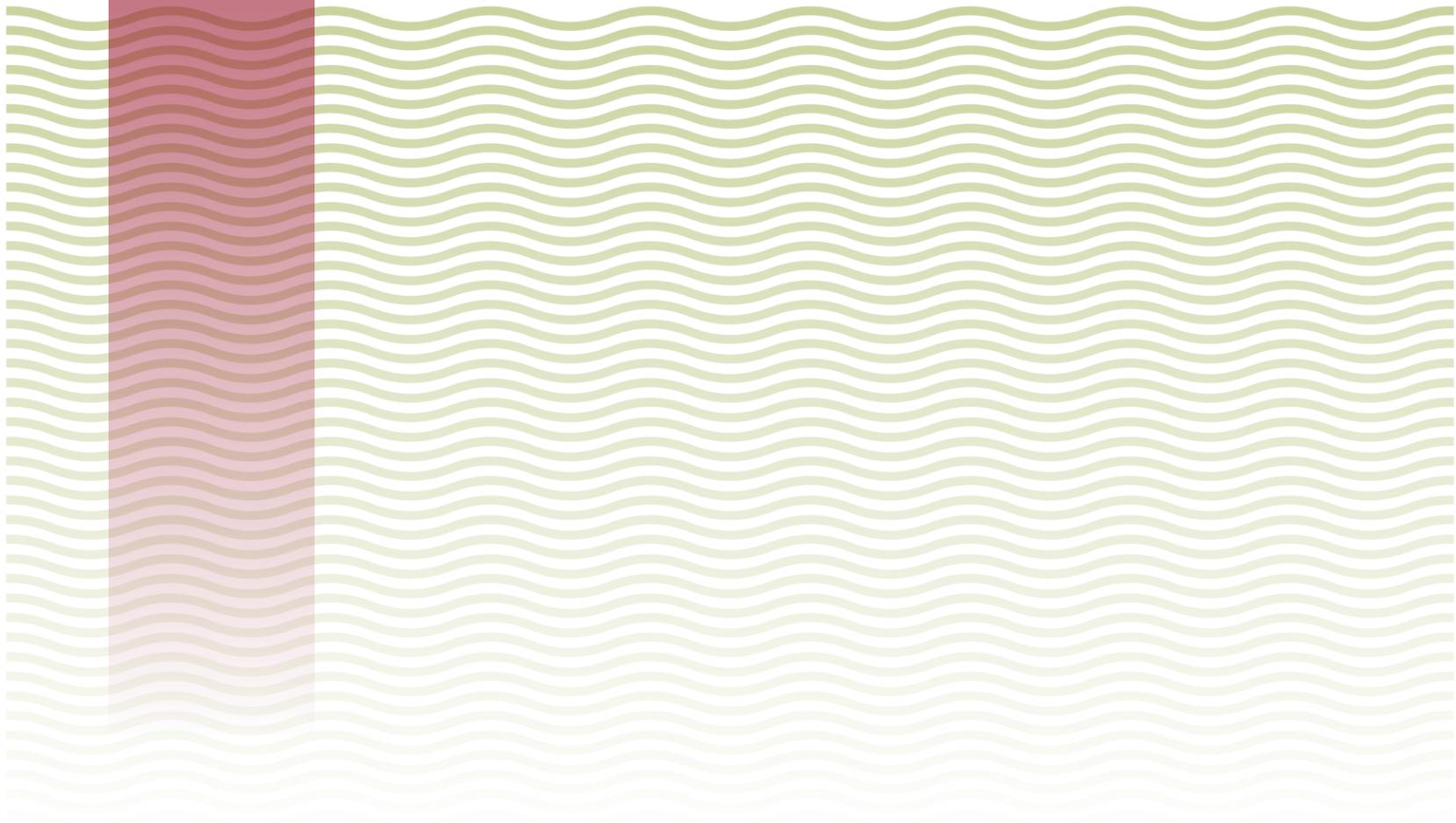
|  |    |
|--|----|
| Figure 11. Transportation Network                  | 31 |
| Figure 12. INCOG 2035 Regional Transportation Plan | 33 |
| Figure 13. Air And Rail Network                    | 35 |
| Figure 14. Trails                                  | 37 |
| Figure 15. Public Facilities                       | 39 |
| Figure 16. Water Infrastructure                    | 43 |
| Figure 17. Parks                                   | 45 |

### List of Tables

|  |    |
|--|----|
| Table 10. Bixby Public School Enrollment Totals Five-Year Trend        | 40 |
| Table 11. Liberty Elementary And Liberty High School Enrollment Totals | 40 |

A decorative border at the top of the page consisting of multiple horizontal wavy lines in shades of light green and yellow, set against a light blue background.

This page intentionally left blank.



# Introduction 1

## Quick Fact:

Bixby is the fourth largest city in the Tulsa region with a 2017 population estimate of 26,724.

## In This Chapter:

*The Comprehensive Plan is a long-term plan that serves as a Community's guide for growth. It provides the overarching framework for future growth and development. This chapter explains the purpose of the Comprehensive Plan, what the Map Atlas is and how to use it, as well as the City's regional and local setting that influence its growth and character. This chapter also explores the area's natural setting and how it impact planning for Bixby's future, such as severe weather.*

## Comprehensive Plan Overview

A Comprehensive Plan is a planning policy document to serve as the jurisdiction's "local constitution" or "blue print" for decisions concerning land use, growth, public services and infrastructure, and resource conservation. Oklahoma state law requires that municipal regulations be adopted in accordance with a Comprehensive Plan. The previous 2001-2020 Comprehensive Plan for the City of Bixby was adopted in 2001. This planning effort will define and adopt a new comprehensive plan which will shape and guide development over the next decade and beyond.

There are two primary documents that make up the Bixby 2030 Comprehensive Plan:

**Map Atlas.** This document provides a background description and assessment of existing conditions within the City of Bixby Planning Area.

**Comprehensive Plan.** This document contains the goals and policies that guide future decisions within Bixby. It also identifies implementation measures that execute the goals and policies.

*The Bixby 2030 Comprehensive Plan has three defining features:*

### **General.**

As the name implies, the plan provides general guidance that will be used to direct future land use and resource decisions.

### **Comprehensive.**

The plan covers a wide range of social, economic, infrastructure, and natural resource factors. These include topics such as land use, housing, transportation, public services, recreation and many other topics.

### **Long-Range.**

Comprehensive plans provide guidance on reaching a goal envisioned 10 years or more in the future. This Comprehensive Plan will look at a planning horizon to the year 2030.

## What is a Map Atlas and How is it Used?

This Map Atlas is designed to summarize the existing conditions in Bixby in a concise and graphic format. Each topic of the Map Atlas presents summary text and quick facts capturing important highlights which are complemented by the use of maps, tables, graphs, photos and infographics. Several issues are explored including population, building trends, land use, and the environment.

The Map Atlas establishes the current setting within the City of Bixby, which sets the foundation used to develop the Bixby 2030 Comprehensive Plan goals and policies.

Finally, to help the reader focus on key information in the Map Atlas, 'Quick Facts' are presented along with an icon, as shown below.

### **Quick Fact:**

*Bixby's last comprehensive plan was completed in 2001.*



# Planning Framework

## Regional Setting



The City of Bixby is a rapidly growing community located in eastern Oklahoma, within the southern portion of the Tulsa metropolitan area. Bixby's incorporated boundaries fall within both Tulsa and Wagoner Counties (see Figure 1). The regional setting and location are ideal to support the existing residents and the future planned growth of the community. Bixby is the fourth largest city in the Tulsa regional area with a 2017 population estimate of 26,724.

Access to the larger interstate network and the Tulsa metropolitan area is provided via US 64 (Memorial Drive) and SR 67. These state routes connect to Highway 364 (Creek Turnpike), SR 75 and I-44, providing regional access through the Tulsa metropolitan area. I-40 is approximately 35 miles to the south and Oklahoma City, the state capital is approximately 110 miles to the west.

## Local Setting

Located 20 miles south of downtown Tulsa, the City's planning area, which includes incorporated and unincorporated areas, covers approximately 73 square miles. The incorporated area comprises about 26 square miles or 35% of the planning area boundary. The community is bordered on the north by the cities of Broken Arrow and Jenks, to the west by Liberty and Glenpool and to the east by Leonard.

The City is bisected by the Arkansas River with the original town site located on the south side of the river. New growth has occurring on the north side toward Jenks, Broken Arrow and the City of Tulsa as well as to the south and west of the original town site towards Liberty and Glenpool.

## Planning Area

A community's 'Planning Area' is a boundary within which its governing body influences and guides future growth. The Planning Area is defined by a 'Fenceline' that includes the community's incorporated limits and may also include unincorporated county areas. A city's Fenceline is an area preserved for future annexation by virtue of a narrow annexation strip which encloses the area of municipal influence and prevents annexation of this area by other cities. The Planning Area boundary for this Comprehensive Plan follows the City of Bixby's Fenceline as shown on Figure 2.

As referenced earlier, the Bixby Planning Area covers 73 square miles, 35% of which has been incorporated. The City of Bixby exercises planning and zoning authority in the incorporated areas within the Planning Area. The Tulsa County Board of Commissioners exercises planning and zoning authority in unincorporated areas within the Planning Area. This authority is exercised through the Tulsa Metropolitan Area Planning Commission (TMAPC). The City of Bixby reviews and comments on planning and zoning matters referred from the County to relative to conformance with adopted plans and policies to ensure coordination in planning.

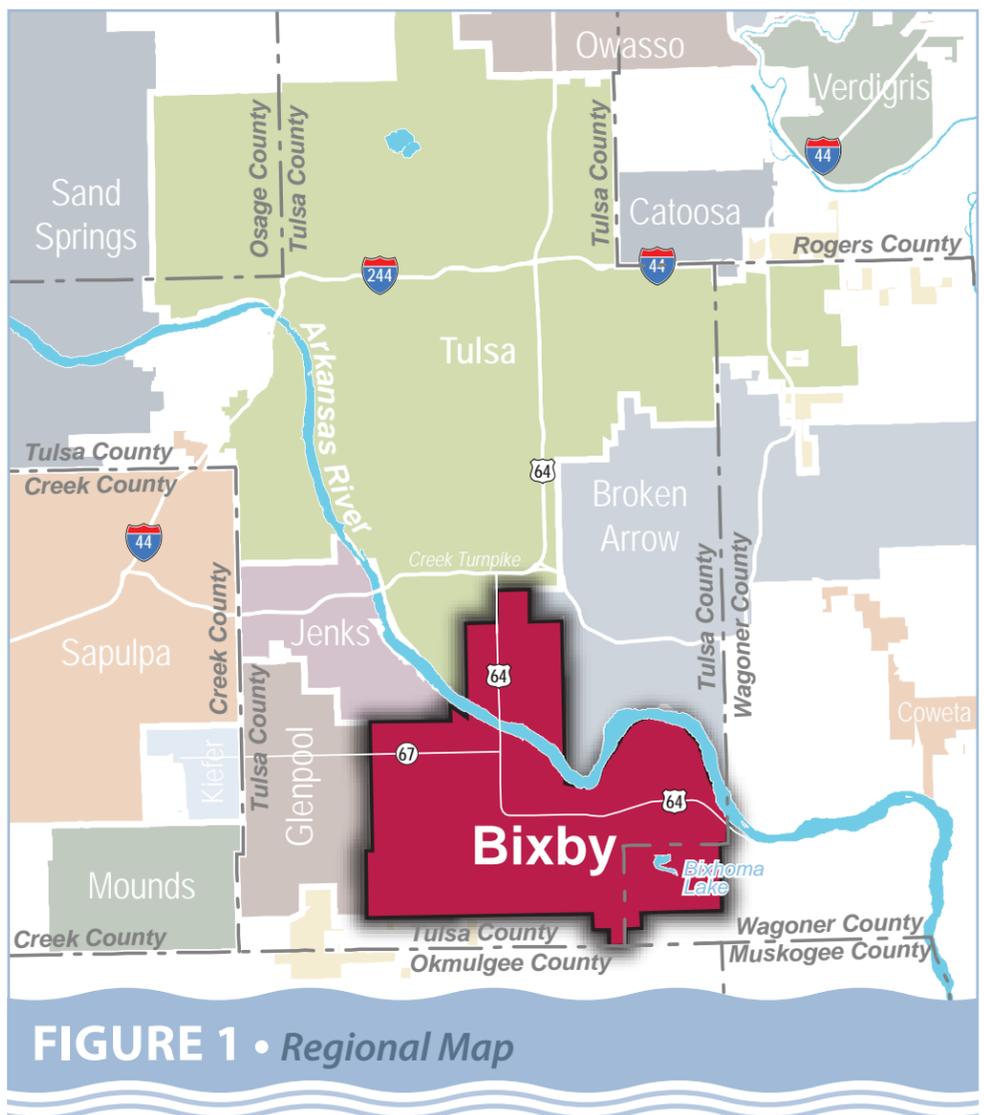


FIGURE 1 • Regional Map

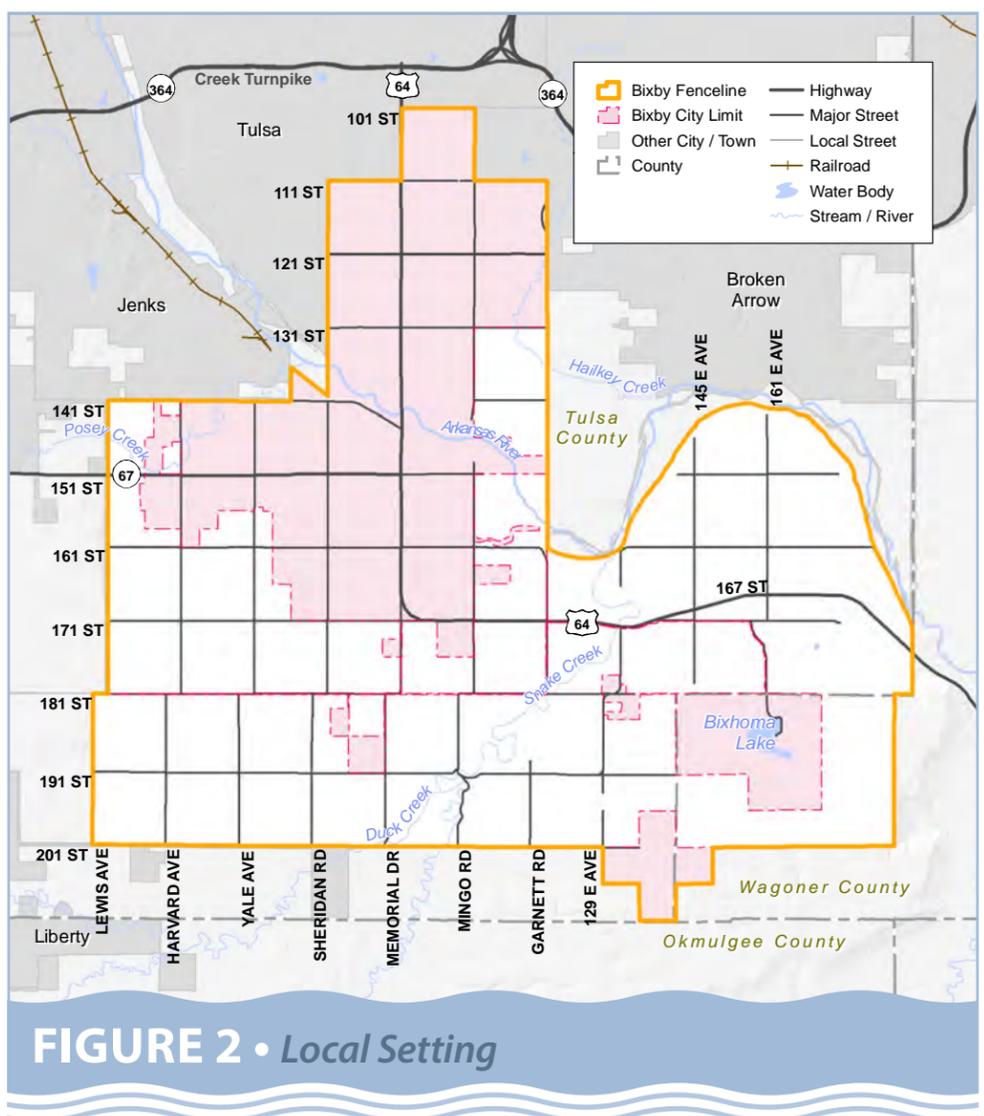


FIGURE 2 • Local Setting

## History

In 1903, the United States acquired the land comprising Bixby through the Louisiana purchase from the Country of France. Although statehood for Oklahoma did not occur until 1907, the United States exercised jurisdictional control over the area during the early years of this territory. During the early 1800's the Creek (Muscogee) Indians were relocated to land within the Arkansas River valley, part of which is now Bixby. In the late 1800's, Alexander Posey, a member of the Creek Indian tribe, established an original settlement in this area known as "Posey on Posey Creek" consisting of several small businesses. In 1899, a post office was designated in the area.

An 80 acre town site was surveyed and platted in 1902 and named for Tams Bixby, Chairman of the Dawes Commission, responsible for the allocation of tribal lands. The good bottomland in the Arkansas River Valley attracted early farmers and businesses to this area. In 1904, the Midland Valley Railroad was constructed from Muskogee to Tulsa, increasing growth and development of the area. In 1906, the City was incorporated with a population of 400. Due to the location of the new rail line and depot, the businesses in the old town site area built new business closer to the railroad.

## Quick Fact:

Bixby's nickname is "The Garden Spot of Oklahoma" due to its rich agricultural history.

Agriculture has played a significant role throughout Bixby's history. Today, the economy remains tied to agriculture with grains, corn, soybeans, livestock and sod production. This rich agricultural history is reflected in the city nickname "The Garden Spot of Oklahoma".

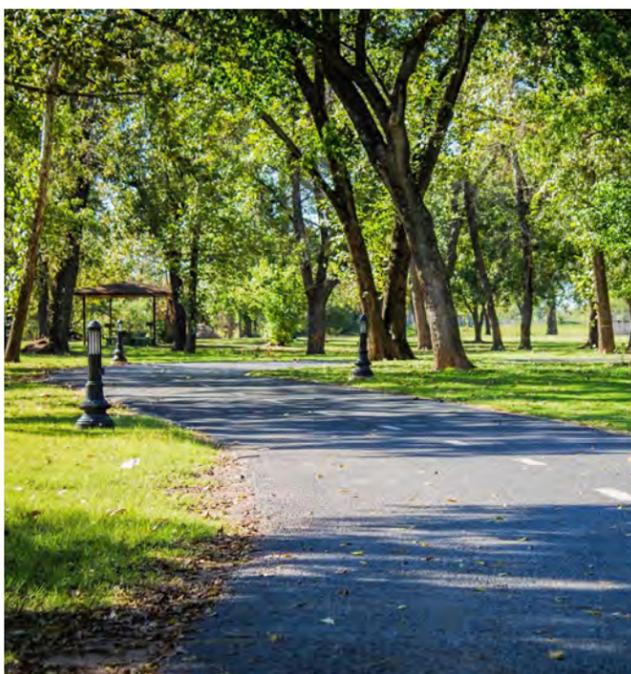
In subsequent years natural gas and oil was discovered in the region and by the 1930's, six oil companies were operating in the area. From 1940 to 1960's, Bixby remained a small agricultural support center, with a mill, grain elevator and various other businesses and a population of 1,700 in 1960. From 1970 to present day, Bixby has grown into a well-balanced community with a distinct small town character. Bixby's character garnered it a spot on CNN Money.com's list of 100 Best Places To Live in 2009.

## Natural Setting

The natural setting for Bixby provides significant open space areas balanced with the built environment. The Arkansas River corridor is a dominant feature through the downtown area, providing recreation and leisure opportunities for residents. The city is working with regional partners to explore the feasibility of constructing a series of low-water dams in this prairie river to retain water in the river on a year round basis. The floodplain for the Arkansas River creates fertile bottomlands ideal for agriculture.

Topographically, the City of Bixby is characterized by gentle rolling hills north of the Arkansas River. South of the river, the topography has a rolling to steppe terrain, particularly in the upper Bixby Creek and Duck Snake Creek watersheds, with significant views to the east. Bixhoma Lake, located in the southeast portion of the planning area, and is a scenic natural area used for recreation.

Due to Oklahoma's climatic surroundings of a temperate zone to the northeast, hot arid zone to the west, and a hot and humid zone to the southeast, the state is susceptible to a wide variety of natural disasters and violent weather. In fact, according to the 2010 Hazard Mitigation Plan, the City of Bixby was identified as one of the most disaster-prone areas in the United States in the early 1980s after being declared a federal disaster area nine times in 15 years. The Hazard Mitigation Plan identifies 15 natural hazard categories that have potential to affect and impact the City of Bixby. Historically, the most damaging natural disasters are floods and tornadoes. The Hazard Mitigation Plan also provides strategies and approaches for each of the 15 natural hazard categories for the City of Bixby to implement and help mitigate impacts.



*Washington Irving Park and Lake Bixoma*

## Natural Hazards

### Flood Hazards

Flooding occurs when water within a water body (e.g., lakes, rivers, creeks, etc.) experience an over accumulation of water, often stormwater from large storm events, and the excess water flows onto adjacent lands. The areas that are most susceptible to flooding are considered floodplains. The City of Bixby has over 12,600 acres and 1,315 properties within a 100 year floodplain, meaning these areas have a one in 100 chance (1%) of flooding each year. The results of a 100-year flood event can cause road closures and severe property damage.

Between 1923 and 1959, the City experienced four 100-year flood events. In 1966, the Keystone Dam was constructed on the Arkansas River, up-river from Bixby and Tulsa to control much of the flooding in the area. However, during the large storm event in 1986, the Army Corps of Engineers had to release water from the Keystone Dam that caused flooding which exceeded a 100-year event. This flood was one of the worst in Bixby's history, resulting in over \$13 million in damage according to the Multi-Hazard Mitigation Plan 2010 Update.

Although flooding still occurs in Bixby despite the construction of the Keystone Dam, the City of Bixby has taken additional efforts to mitigate stormwater and prevent flood damage. The Fry Creek channelization project completed by the Army Corps of Engineers helped control the flow of stormwater through the Fry Creek Basin.

Another area of flooding concern is Haikey Creek, located in the northeast area of Bixby, which experiences intermittent flooding. However, the City of Bixby is currently undergoing flood prevention projected through Vision 2025 to reduce and mitigate flooding impacts. This project will be completed in 2018 and is expected to remove several properties out of the floodplain. See Chapter 4, *Interconnected Infrastructure* for more information about the Haikey Creek Project.

### Tornadoes

Tornadoes are formed from rotating storms that produce high winds, with wind speeds that can exceed 100 miles per hour. Due to Bixby's climate and location, tornadoes are not common, but do still pose a threat to the community during large storm events.

Although tornadoes can occur at any time, tornadoes are most frequent in April and May according to the National Weather Services.

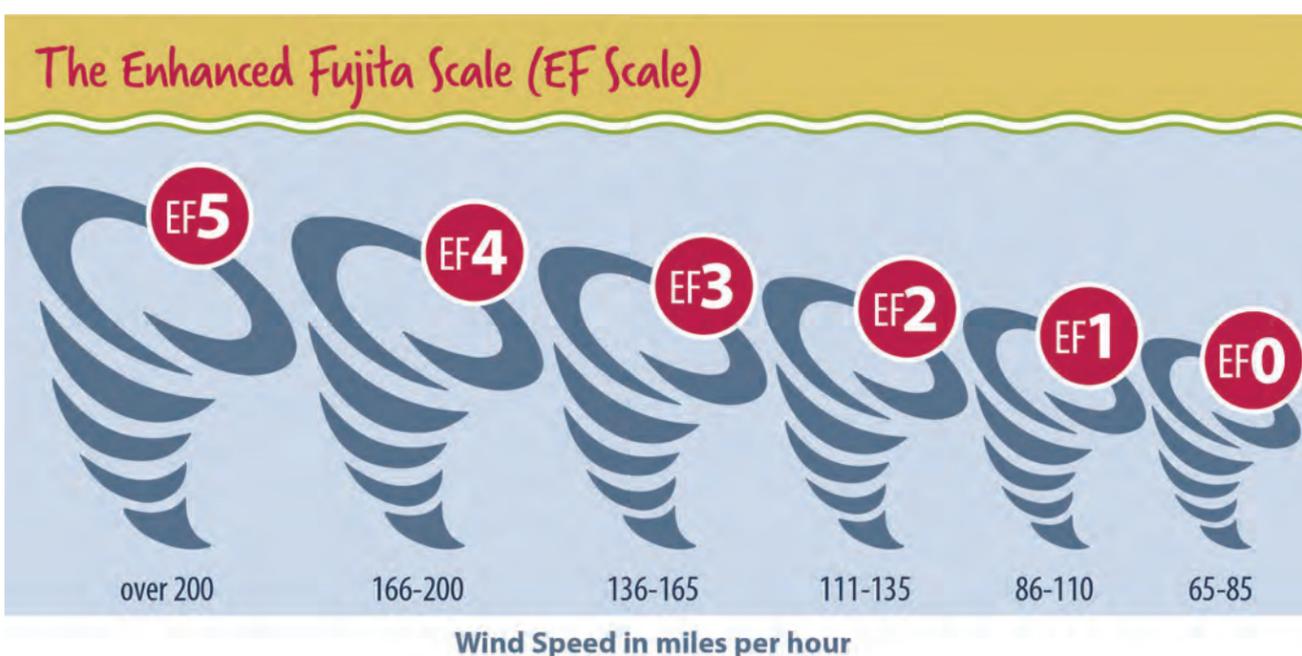
Tornadoes are rated on the Fujita scale that ranges from F0 (weakest) to F5 (strongest), and are based on the tornado's type and severity of damage. In 2007, meteorologists developed the Enhanced Fujita scale, which still ranges from EF0 (weakest) to EF5 (strongest), but is based on wind speed.



*Dawes Street flooded in major 1940 flood  
Photo Credit: Bixby Historical Society*

### Quick Fact:

The State of Oklahoma experiences more tornadoes per square mile than any other state, averaging 60 per year.

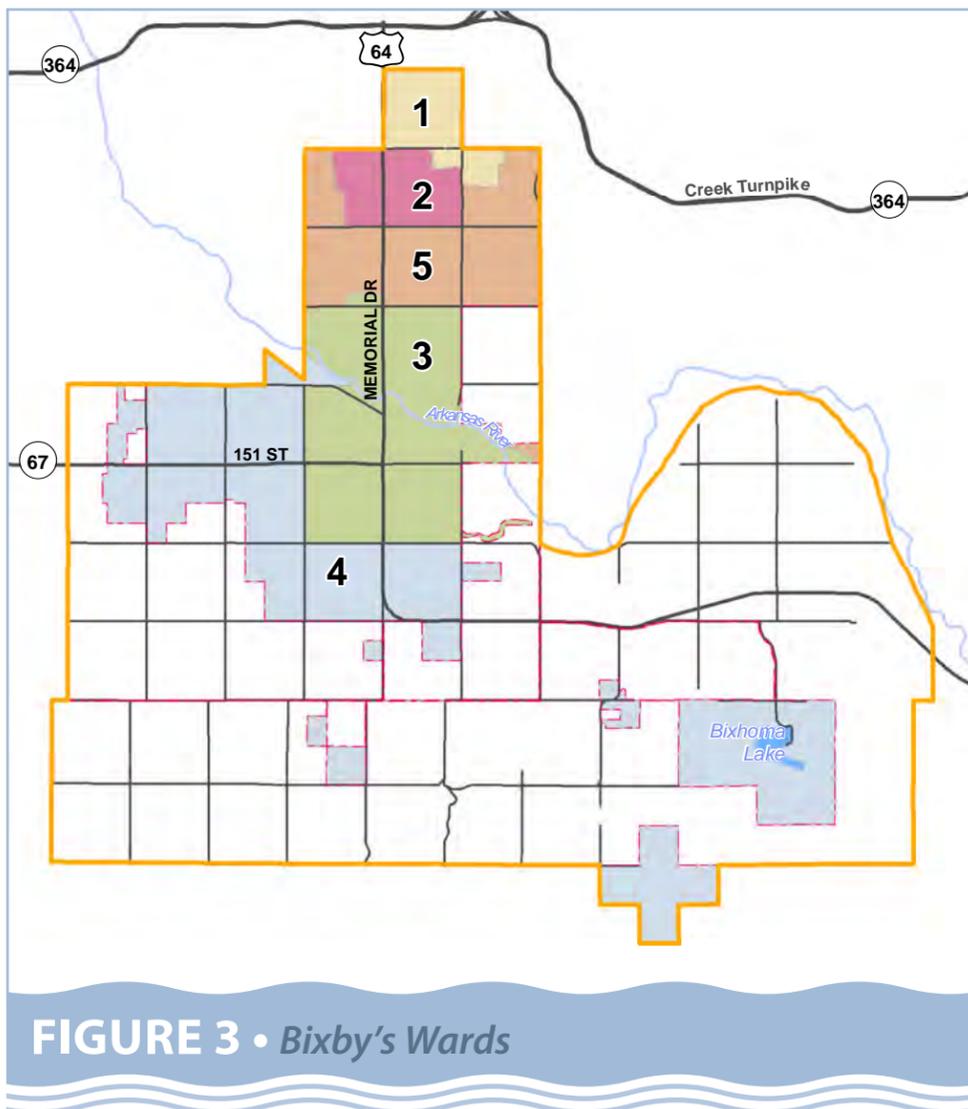


Source: National Weather Service

According to National Oceanic and Atmospheric Administration (NOAA) data, Tulsa and Wagoner counties have experienced 119 tornado events since 1950. Although only one of these tornado events was recorded as an F4 or greater, they have caused nine deaths, 282 injuries, and over \$410 billion in property damage. The most recent tornado to hit the City of Bixby occurred in April, 2016, which was recorded as an EF1 and caused \$100,000 in property damage. One of the worst tornadoes to travel through Tulsa County occurred in April, 1981. An F3 tornado caused five deaths, injured 57 people, and resulted in \$255,000,000 in property damage throughout the county.

## Government Structure

The City of Bixby has a council-manager form of government. The city manager is appointed to implement municipal policy and is responsible for administration of the City's operations. As illustrated on Figure 3, the city is divided into five wards and a council member is elected to represent each ward for a four year term. The elected City Council is responsible for the legislative functions of the city. The Mayor and Vice-Mayor are elected by the City Council from one of the five wards. The council wards are required by state law to contain substantially equal populations. The following is a brief description of each council ward.



### Ward 1

Ward 1 is located at the northern end of the city on the east side of Memorial Drive. The district has an area of 853 acres with a population of 4,164 and 1,525 housing units.

### Ward 2

Ward 2 is located just south of the northern end of the city on the east and west side of Memorial Drive. The district has an area of 947 acres with a population of 4,070 and 1,680 housing units.

### Ward 3

Ward 3 is located in the central area of the city on the north and south side of the Arkansas River. The district has an area of 4,056 acres with a population of 4,224 and 1,808 housing units. This area includes the original town site and historic downtown for the community.

### Ward 4

Ward 4 is located in the southern portion of the city. The district has an area of 8,044 acres with a population of 4,216 and 1,553 housing units. This ward includes rural residential areas to the south and west of the city, as well as the Lake Bixhoma natural area.

### Ward 5

Ward 5 is located in the north central area of the city on the east and west side of Memorial Drive. The district has an area of 2,690 acres with a population of 4,210 and 1,621 housing units.

## Boards and Commissions

The City of Bixby also has Boards and Commissions, which are appointed by the City Council to serve for specific terms. The Council relies on the Boards and Commissions to advise them on topics regarding the city. The Planning and Zoning Commission is one such Commission, advising council on planning and zoning related applications. The Board of Adjustment serves to act on variances, appeals, interpretations and special use permits.





# Demographic & Economic Trends 2

## Quick Fact:

Bixby graduates 8% more high school students on average than both the United States and the State of Oklahoma.

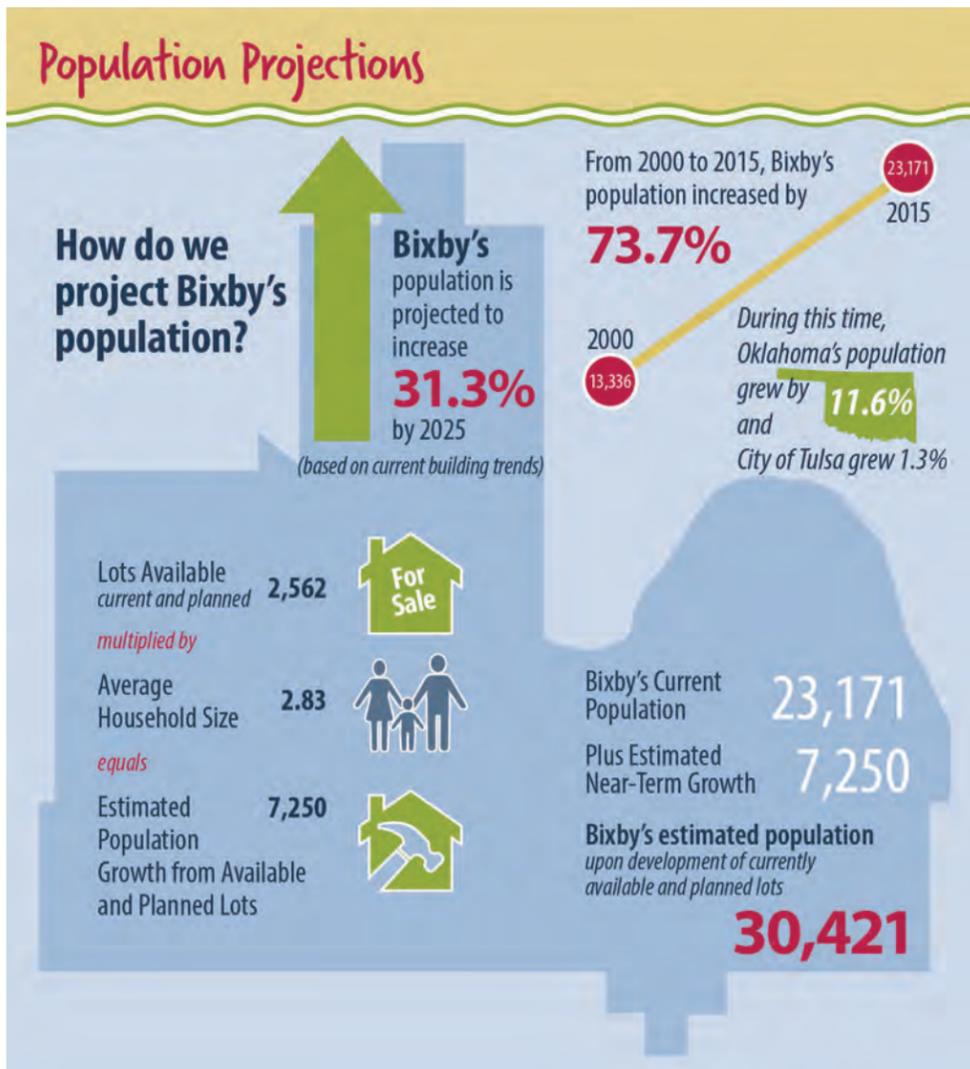
## In This Chapter:

Demographic and economic trends help forecast a community's future socioeconomic status, which is a major consideration for future growth and development. This chapter analyzes and characterizes the City of Bixby's current demographic and economic profile, including any recent trends or shifts in the community. Data in this chapter use the most up-to-date information that is publicly available at the onset of the project (as of June 2017). Population demographic analysis includes the population density, median age of the population, race and ethnicity, as well as the City's educational attainment. The economic analysis includes the City's median income, employment data, and the major industries. This chapter also assesses how the City of Bixby compares to similar communities in the Tulsa region, such as Broken Arrow, Jenks, and Glenpool.

# Demographic Profile

## Population

The City of Bixby's population increased by nearly 10,000 people between 2000 and 2015, experiencing population growth of over 73% in that timeframe. Table 1 shows only the City of Jenks and the City of Owasso experienced a greater population growth (99.1% and 76.5% respectively) between 2000 and 2015 than the City of Bixby within the Tulsa area. Both Tulsa County and Wagoner County populations are projected to increase over 150,000 people, or 20% by 2035. Due to Bixby's 46.7 square miles of land outside of its city limits, but within the fence line that is largely undeveloped, the City is likely to capture a fair portion and continue growing rapidly in the foreseeable future.

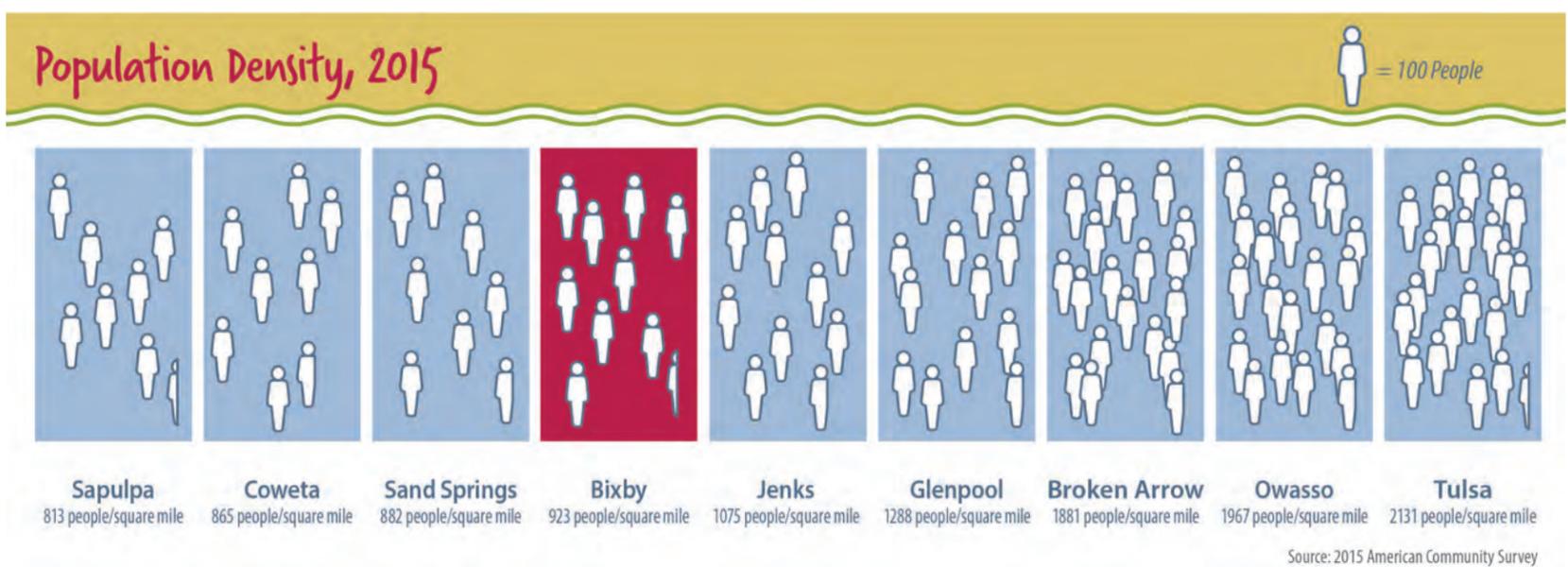


Population projections for each county within the Tulsa area were provided by the Indian Nations Council of Governments (INCOG) in their 2035 Regional Transportation Plan report. INCOG is a regional planning association for the Tulsa area, providing planning and coordination services to a five-county area surrounding the City of Tulsa (Creek, Osage, Rogers, Tulsa, and Wagoner). While the projections are not an official figure, it is important to note that actual population growth is influenced by many factors and may slightly vary from this value.

**Table 1**  
Total Population, 2000 to 2015

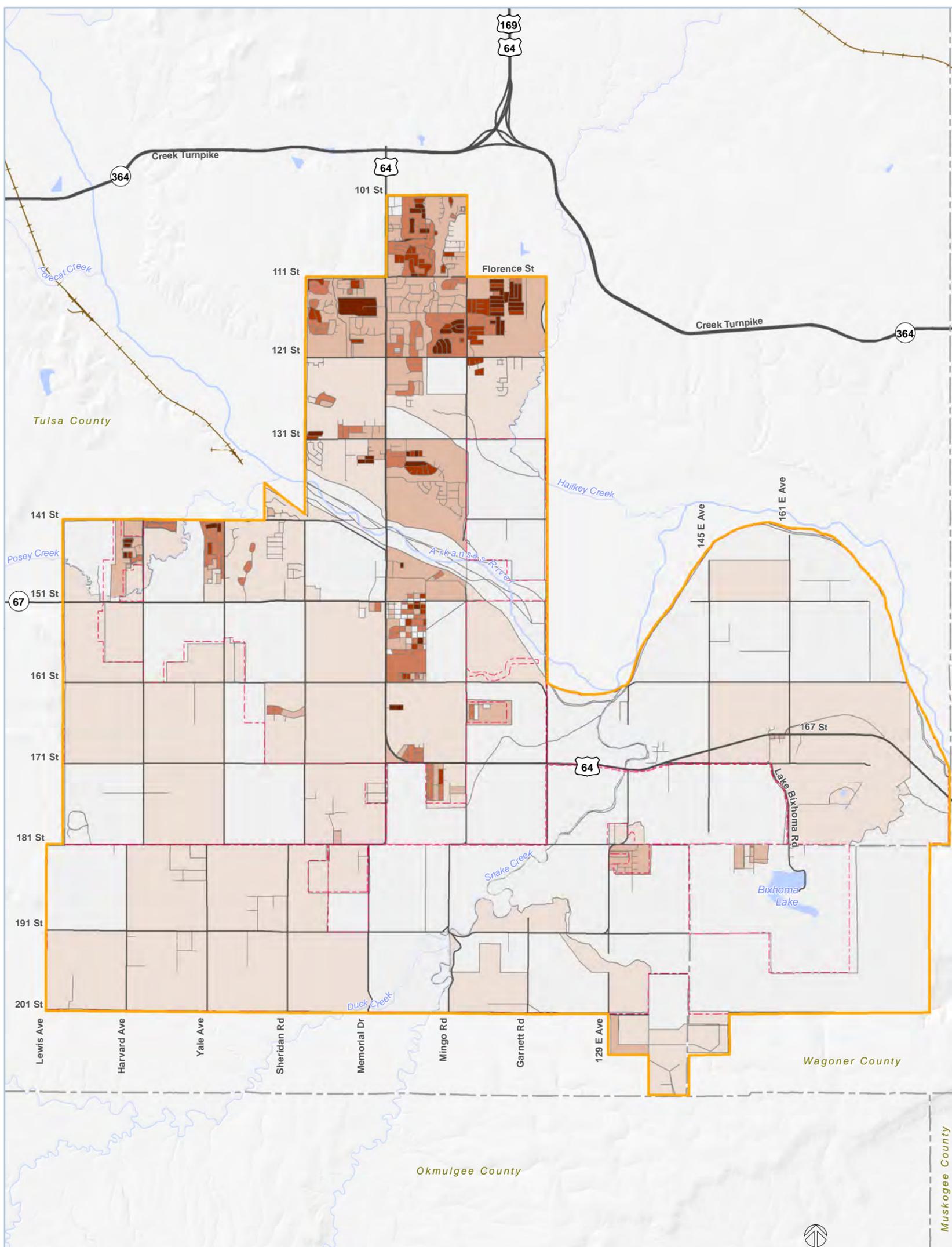
| Total Population | 2000      | 2010      | 2015      | % Growth 2000 - 2015 |
|------------------|-----------|-----------|-----------|----------------------|
| Oklahoma         | 3,450,654 | 3,751,351 | 3,849,733 | 11.6%                |
| Bixby            | 13,336    | 20,884    | 23,171    | 73.7%                |
| Broken Arrow     | 74,859    | 98,850    | 103,437   | 38.2%                |
| Coweta           | 7,139     | 9,943     | 9,517     | 33.3%                |
| Glenpool         | 8,123     | 10,808    | 11,982    | 47.5%                |
| Jenks            | 9,557     | 16,924    | 19,030    | 99.1%                |
| Owasso           | 18,502    | 28,915    | 32,650    | 76.5%                |
| Sand Springs     | 17,451    | 18,906    | 19,397    | 11.2%                |
| Sapulpa          | 19,166    | 20,544    | 20,399    | 6.4%                 |
| Tulsa            | 393,049   | 391,906   | 398,082   | 1.3%                 |

Source: 2000 & 2010 US Census, 2015 American Community Survey 5-Year Estimates.



## Population Density

The City of Bixby has a population density of approximately 923 people per square mile within the city limits, which is the lowest population density compared to its adjacent neighbors—Tulsa, Broken Arrow, Glenpool, and Jenks—but Bixby has a greater population density than Sand Springs and Sapulpa. As illustrated in Figure 4, the densest areas within the City of Bixby are those closest to the City of Tulsa to the north, and gradually become less dense farther south. Likewise, north and south of the Arkansas River have far different densities. Bixby's population density north of the river has a population density over 1,700 people per square mile, while south of the river has a population density of 280 people per square mile.



- Legend**
- Bixby Fenceline
  - Bixby City Limit
  - County
  - Highway
  - Major Street
  - Local Street
  - Railroad
  - ☪ Water Body
  - ~ Stream / River

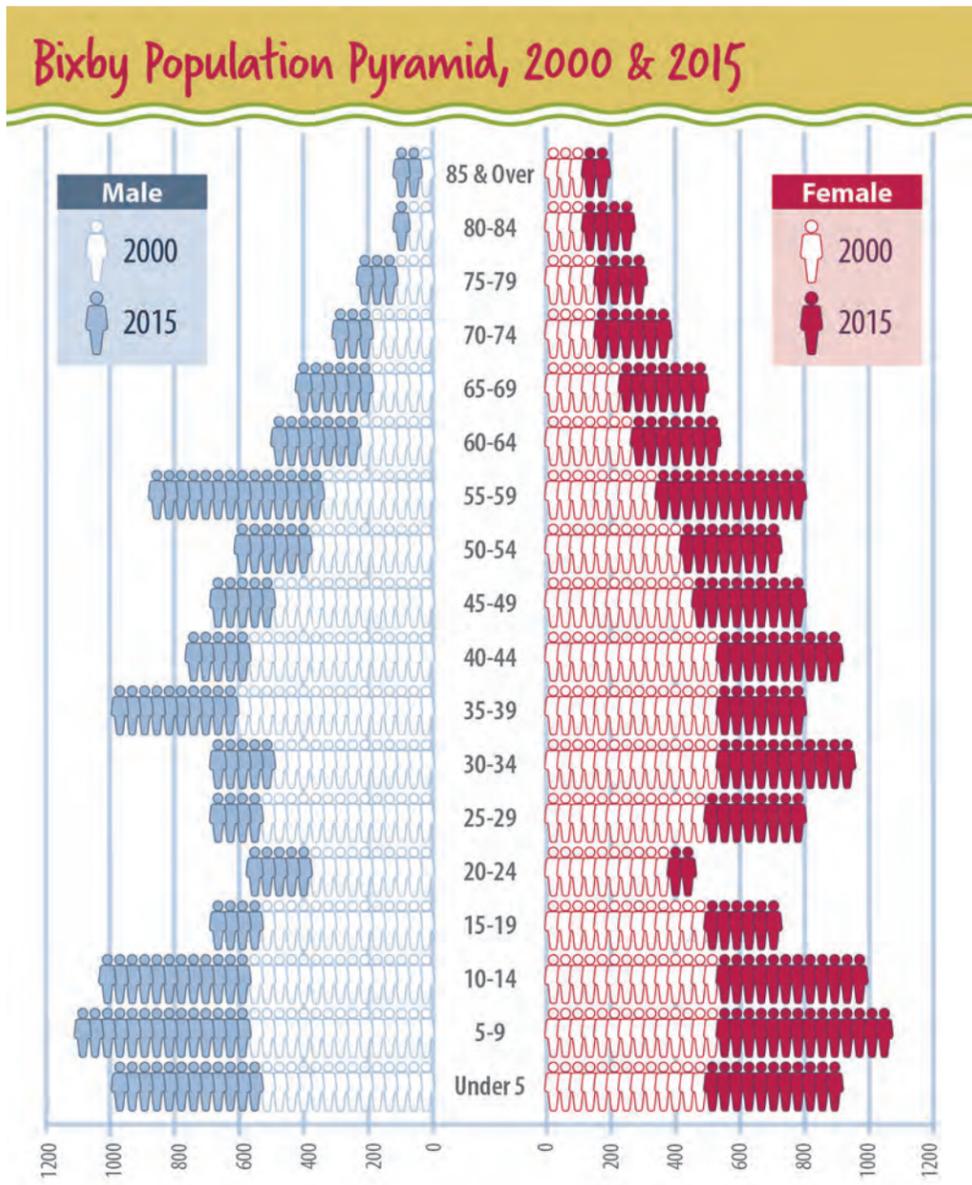
0 1 2 Miles

Data Source: US Census American Community Survey 2011-2015, 2015.

Population Density FIGURE 4

## Age of Population

Nationally, it is recognized that the U.S. population is aging. Population aging is a shift in the distribution of a country's population towards older ages. The City of Bixby's median age in 2015 was 35.1 years. While similar to the national trend, this is 1.4 years older than the city's median in 2000 (33.7); however the city's median age decreased from 2010 to 2015 by a full year. As shown in Table 2, Bixby's median age in 2015 is slightly younger than the State of Oklahoma's average, but slightly older than Tulsa, Jenks, Coweta, and Glenpool.



Another tool that helps to understand a community's population is the age-gender pyramid. Age-gender pyramids, also known as population pyramids, graphically display total population broken down by age and gender in five-year increments. As illustrated in the Bixby Population Pyramid infographic, male and female residents are separated vertically and are further separated horizontally by age, sorted by youngest on bottom to the oldest on top. Graphically illustrating population in this way allows decision-makers to see long-term population trends.

The City of Bixby's age-gender pyramid in 2000 looks like a typical age-gender pyramid for communities that do not have colleges or universities with larger groups of young adults. Instead, Bixby has a balanced mix of middle-aged adults and young children. Between 2000 and 2015, the City experienced a large influx of families with young children (14 years and younger). This suggests Bixby received an influx of young families seeking a desirable community to raise a family with quality schools. Additionally, there was a large spike in middle-aged adults (50-59 years old) for both males and females. This age cohort often consists of empty-nesters who will be approaching their retirement years in the near future.

**Table 2**  
Median Age, 2000 to 2015

| Median Age   | 2000 | 2010 | 2015 | Increase 2000 to 2015 |
|--------------|------|------|------|-----------------------|
| Oklahoma     | 35.5 | 36.2 | 36.2 | 0.7                   |
| Bixby        | 33.7 | 36.1 | 35.1 | 1.4                   |
| Broken Arrow | 33.3 | 35.7 | 36.5 | 3.2                   |
| Coweta       | 31.1 | 33.6 | 32.7 | 1.6                   |
| Glenpool     | 29.8 | 31.0 | 32.1 | 2.3                   |
| Jenks        | 35.0 | 34.7 | 33.8 | -1.2                  |
| Owasso       | 31.7 | 32.7 | 34.2 | 2.5                   |
| Sand Springs | 35.1 | 36.5 | 36.1 | 1.0                   |
| Sapulpa      | 37.3 | 38.9 | 38.3 | 1.0                   |
| Tulsa        | 34.5 | 34.7 | 34.9 | 0.4                   |

Source: 2000 & 2010 US Census, 2015 American Community Survey 5-Year Estimates.

## Race and Ethnicity

The trends in race and ethnicity in the City of Bixby have seen minor fluctuations since 2000. Table 3 shows a breakdown of the percentage of residents who identify with each race and ethnicity.

The majority of Bixby's population, over 80%, identified as White between 2000 and 2015. Although this is the majority, the percentage of individuals who identified as White has decreased since 2000. In contrast, the percentage of the population who identified as Black or African American nearly doubled between 2000 and 2015, and the percentage of those who identified as Asian quadrupled between that same timeframe. The percentage of the population who identified as Hispanic or Latino has remained relatively stable between 2000 and 2015, fluctuating between 4% and 4.9%.

**Table 3**

Race and Ethnicity, 2000 to 2015

| Race                                       | 2000  | 2010  | 2015  |
|--|-------|-------|-------|
| White                                      | 86.9% | 84.2% | 81.6% |
| Black or African American                  | 0.9%  | 1.6%  | 1.7%  |
| American Indian and Alaska Native          | 5.7%  | 5.9%  | 3.9%  |
| Asian                                      | 0.5%  | 1.6%  | 2.0%  |
| Native Hawaiian and Other Pacific Islander | 0.0%  | 0.0%  | 0.0%  |
| Some other race                            | 2.0%  | 1.9%  | 0.0%  |
| Two or more races                          | 4.0%  | 4.8%  | 6.1%  |
| Ethnicity                                  |       |       |       |
| Hispanic or Latino (of any race)           | 4.0%  | 4.9%  | 4.7%  |

Source: 2000 & 2010 US Census, 2015 American Community Survey 5-Year Estimates.

## Education

The City of Bixby's residents are well-educated compared to the State of Oklahoma and the United States. On average, Bixby graduates eight percent more high school students (or equivalent) than the state of Oklahoma and United States as a whole.

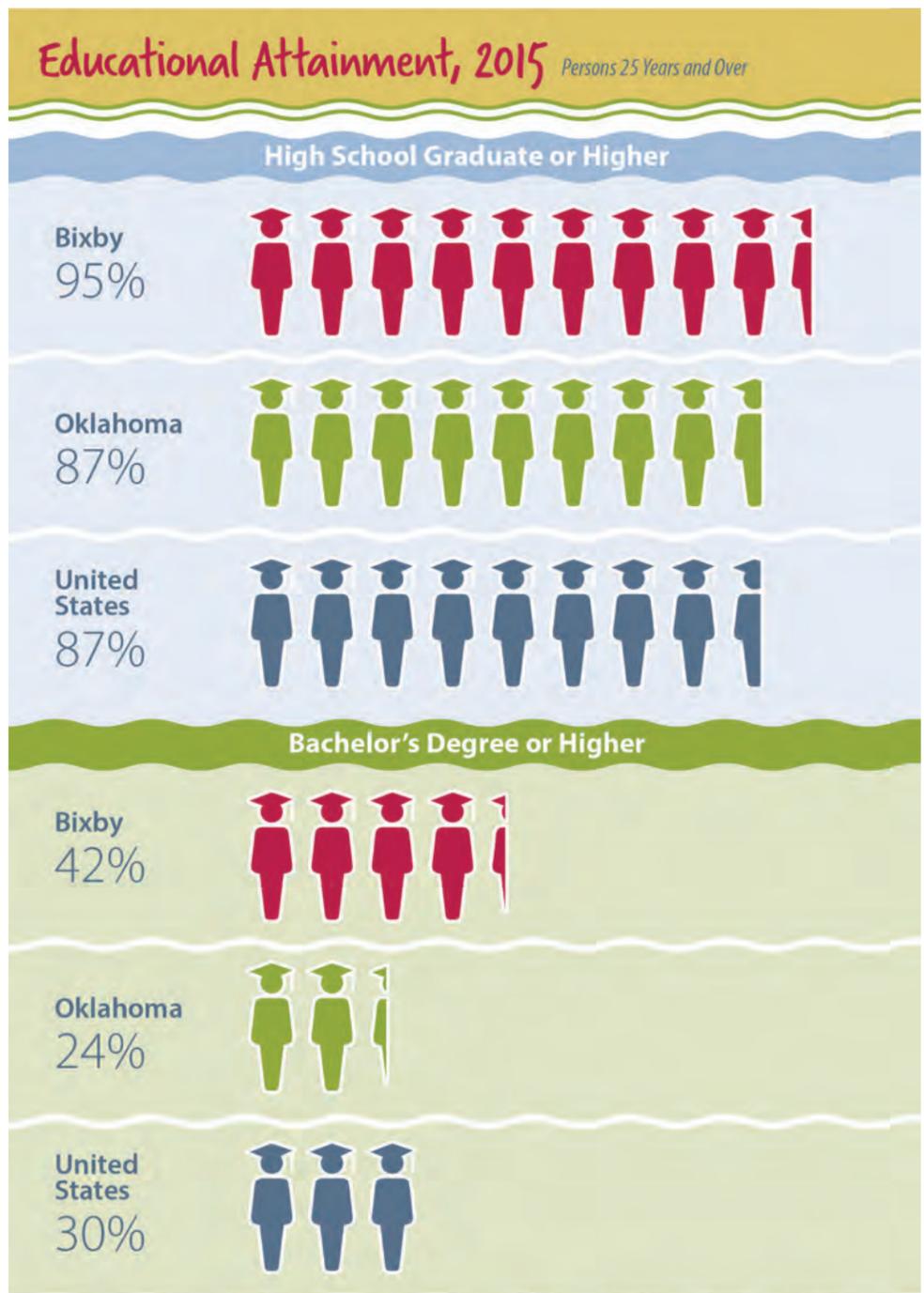
Likewise, the city's percentage of residents (25 years of age and over) with a Bachelor's degree or higher is 12% greater than the average of the United States, and 18% greater than the State of Oklahoma's average.

Studies have shown that higher educational attainment leads to lower unemployment and higher wages. Therefore, continuing to invest in education is to continue investing in Bixby's economy.



### Quick Fact:

U.S. News awarded Bixby High School a Bronze Medal, and ranked it 15th in the State of Oklahoma in 2017.

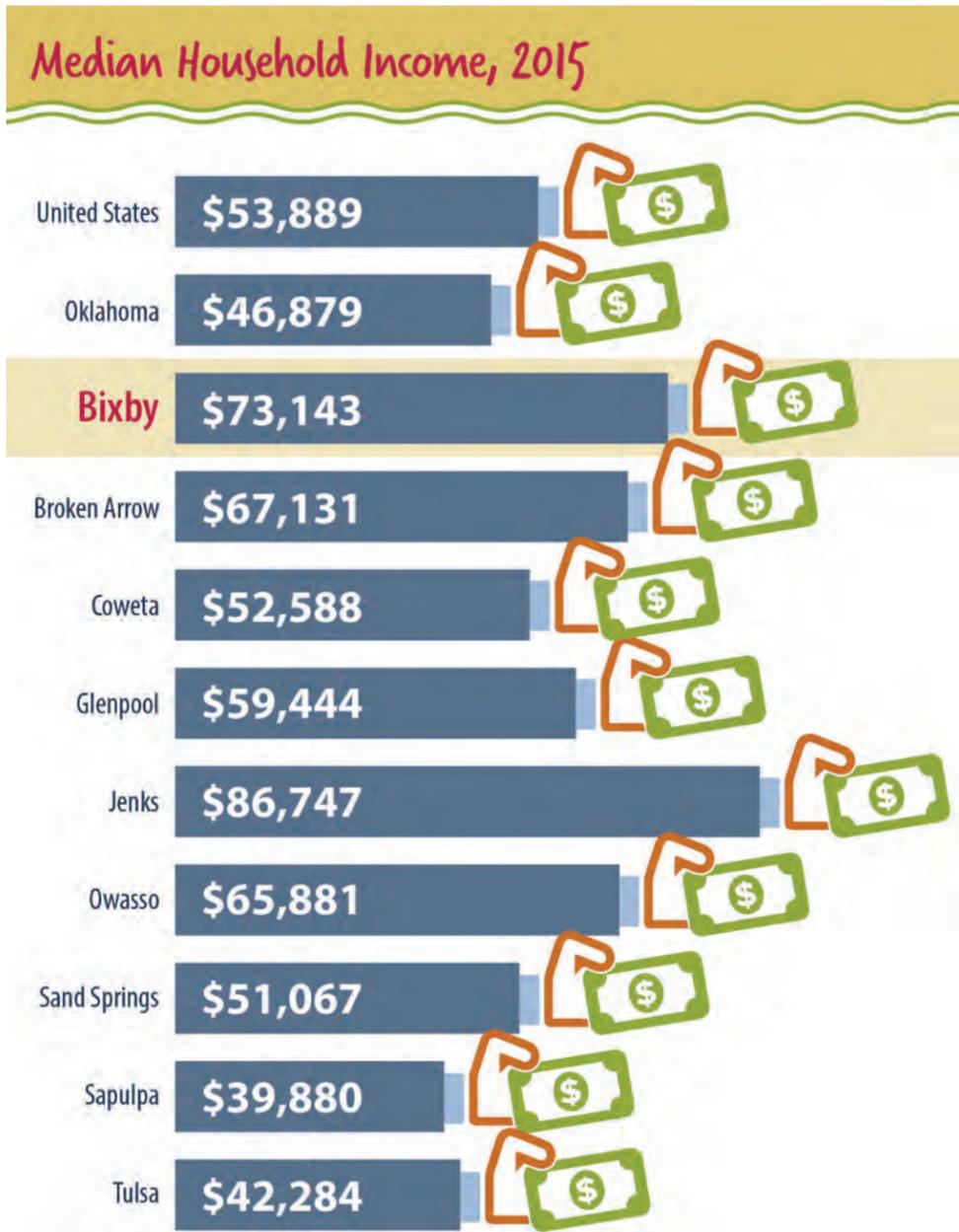


Source: 2015 American Community Survey 5-Year Estimates

## Economic Profile

### Income

Bixby's median household income increased nearly 44% between the years 2000 and 2015, and now claims some of the highest household incomes in the Tulsa region. In 2015, the City had a median household income of \$73,143. This amount ranked second only to the City of Jenks when compared to other nearby communities.



Source: 2000 US Census, 2010 & 2015 American Community Survey 5-Year Estimates

Figure 5 illustrates a geographic representation of the 2015 median household income of Bixby residents. The map indicates that the greatest concentration of higher incomes (over \$120,000) is located in the farthest north portion of the city, closest to the City of Tulsa. Middle incomes (between \$54,000 and \$88,000) are generally evenly spaced throughout Bixby, both north and south of the Arkansas River. The lower range of household incomes (between \$45,000 and \$53,000) are located between 121st Street and 131st Street west of Mingo Road north of the Arkansas River, and east and north of US Route 64 south of the river, which includes Downtown Bixby.

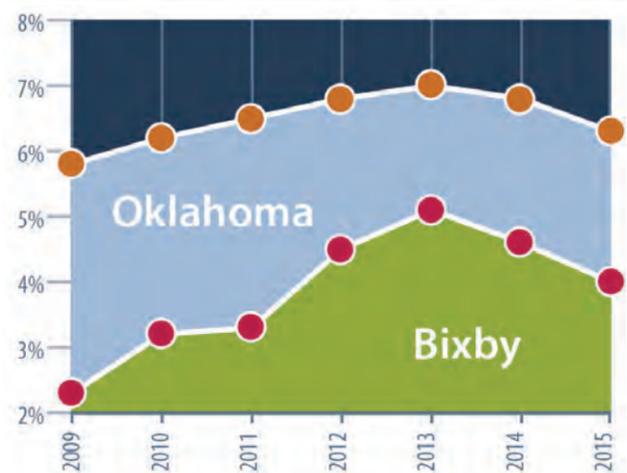
### Quick Fact:

Bixby experienced one of the largest increases in household income between 2000 and 2015 compared to its neighbors.

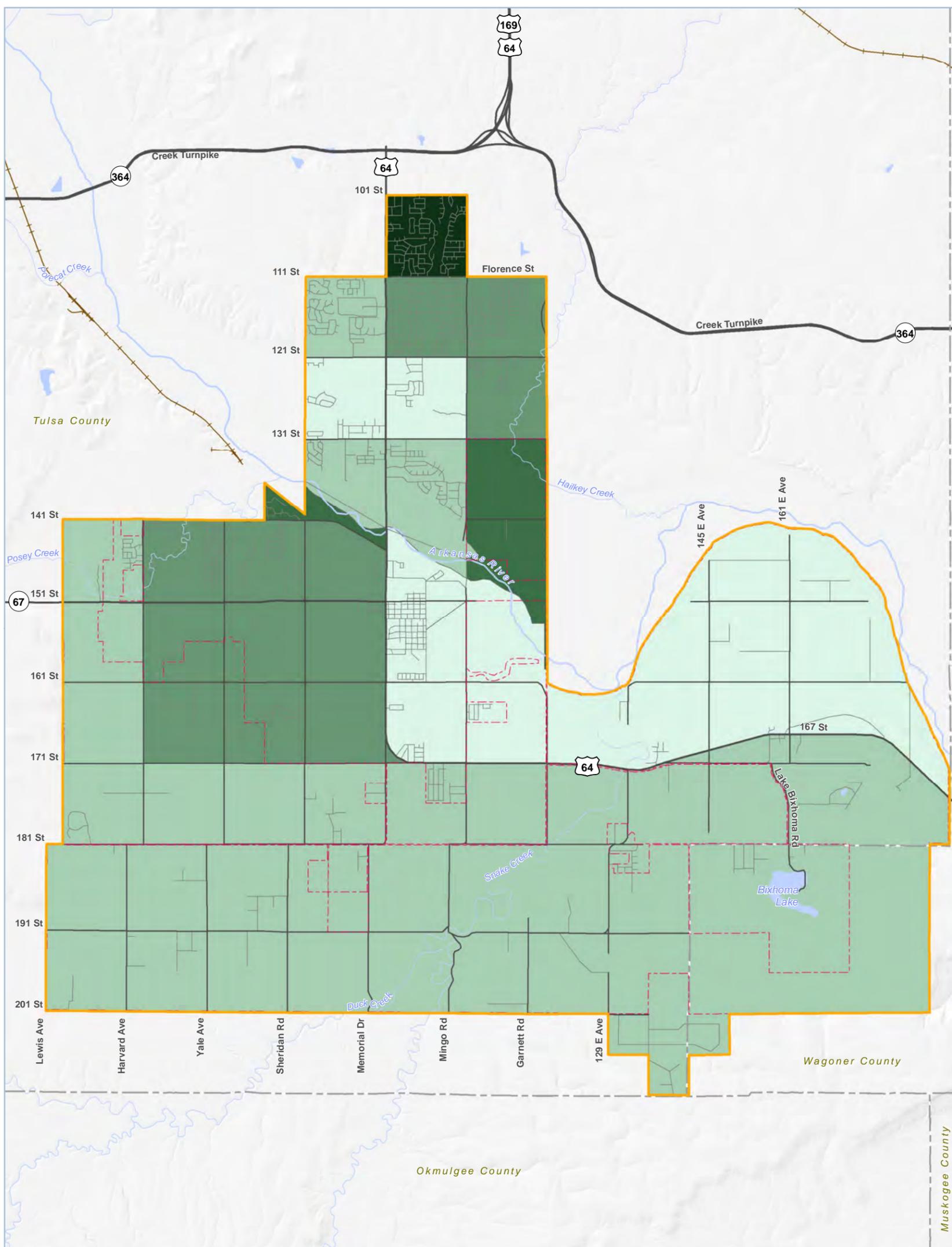
### Employment

With nearly 5,500 jobs in the City of Bixby, the jobs to population ratio is approximately one job per four residents, or 25% within the City. Variations in employment are typically a good measure for the health of the local economy. When more people are employed, more people have money to spend on goods and services. Bixby's unemployment rate has increased from 2.3% to 4.0% between 2009 and 2015, but has consistently remained at least two percent less than the statewide average during that timeframe.

### Unemployment Rate, 2009-2015



Source: 2009 to 2015 American Community Survey 5-Year Estimates



**Legend**

- |                      |                  |              |                |
|----------------------|------------------|--------------|----------------|
| <b>Median Income</b> | Bixby Fenceline  | Highway      | Water Body     |
| 47,000 - 53,000      | Bixby City Limit | Major Street | Stream / River |
| 54,000 - 64,000      | County           | Local Street |                |
| 65,000 - 88,000      |                  | Railroad     |                |
| 89,000 - 110,000     |                  |              |                |
| >120,000             |                  |              |                |

0 1 2 Miles  
 Data Source: US Census American Community Survey 2011-2015, 2015.

Median Income

FIGURE 5

## Industry

In 2015, the leading industry in Bixby was the Educational Services, and Health Care and Social Assistance sector, with over one in five employed Bixby residents working in these industries. Retail Trade is the next largest sector with nearly 11% of the employed Bixby population working in the industry.

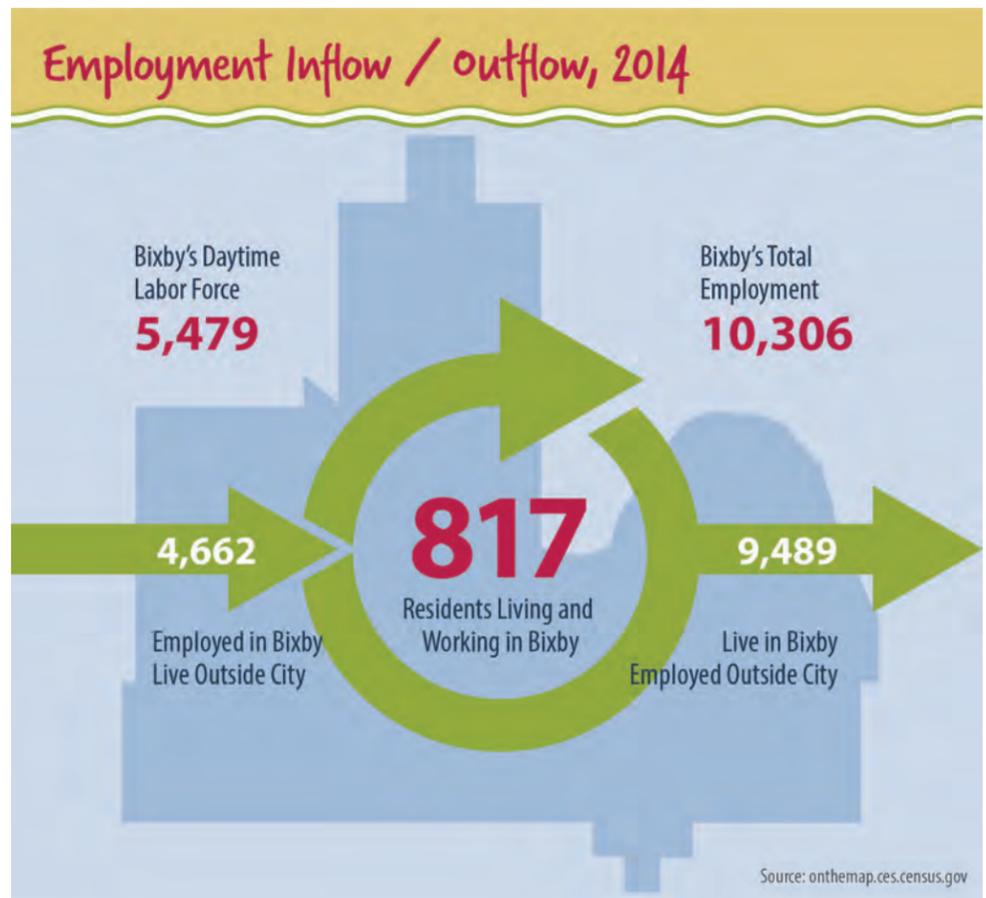
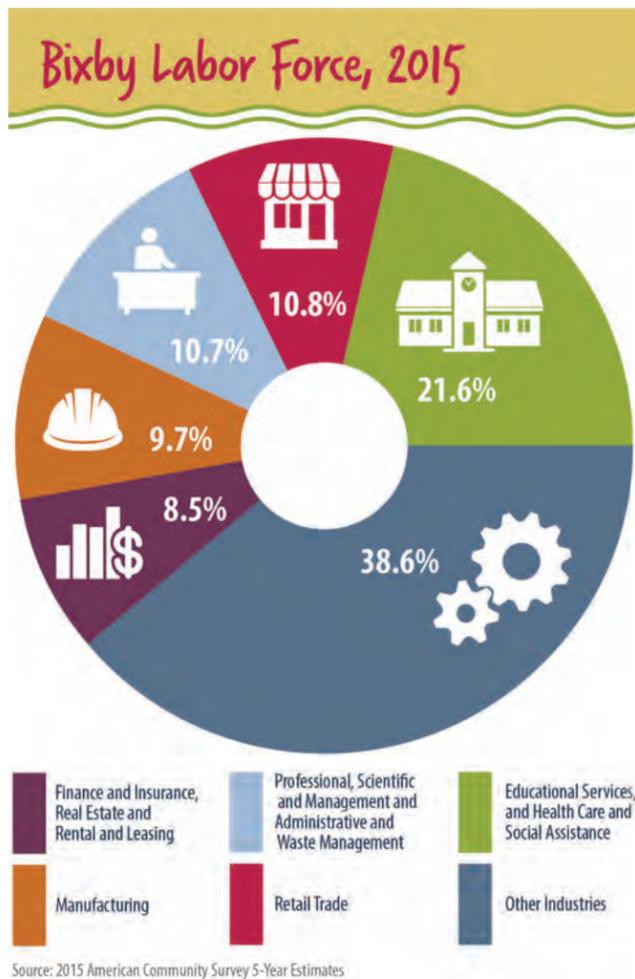
### Quick Fact:

One in five employed Bixby residents works in the Educational Services, Health Care and Social Assistance sector.

Bixby and the surrounding area are home to major retail and employment uses. Table 4 provides the top ten employers in or near Bixby, topped by Regal Plaza (650), Bixby Public Schools (460), and Kimberly Clark (400).

According to the 2015 American Communities Survey, the leading industry in Bixby was Education Services, followed by Retail Trade, Professional and Manufacturing. Using retail trend data and other sources, the top categories for growth in Bixby are Apparel, Restaurant, Entertainment, and Sporting Goods. During the Public Workshop, the results of a key pad survey confirm that residents believe retail shopping in Bixby is below average and additional retail development is desired by residents including apparel, high-end grocery, sports and lifestyle, and factory outlet stores.

Bixby's inflow and outflow of employment is substantial with only eight percent of the 10,306 employed residents working within the city limits. The remaining 92% are employed elsewhere, with the majority commuting to the City of Tulsa. Bixby receives 4,662 employees who commute to the City from other communities, which establishes its day-time labor force of nearly 5,500 employees. This suggests the City of Bixby does not have enough jobs available for all employed residents to work within the community.



**Table 4**  
City of Bixby Major Employers

| Company Name            | Employees |
|-------------------------|-----------|
| PostRock Plaza          | 650       |
| Bixby Public Schools    | 450       |
| Kimberly Clark          | 400       |
| Target                  | 168       |
| Lowe's                  | 160       |
| Sprouts                 | 120       |
| Walmart                 | 101       |
| City of Bixby           | 100       |
| Citizen's Security Bank | 100       |
| Reasor's                | 100       |

Source: Retail Strategies, 2016



# Community Development 3

## Quick Fact:

The City of Bixby has the highest average home values in the Tulsa region as of 2015 after experiencing a 93% increase since 2000.

## In This Chapter:

Community development is a continuously evolving process that is influenced by both internal and external factors over time. This chapter covers the existing planning tools and standards that have guided and contributed to the City of Bixby's existing development and character, including the 2001 Comprehensive Plan and Zoning Code. Housing characteristics and trends are also analyzed in this chapter using the most up-to-date information that is publicly available at the onset of the project (as of June 2017), and compared to other similar communities in the Tulsa region, such as Broken Arrow, Jenks, and Glenpool. Housing data analyzed in this chapter includes the type and age of households; average housing values and affordability; as well as the average household size, occupancy, and tenure. Lastly, this chapter provides information on Bixby's growth trends over time along with new developments that are planned for the near future.

# Existing Planning Tools

## 2001-2030 Comprehensive Plan

The last Comprehensive Plan for Bixby occurred in 2001. The primary goals of the plan were to:

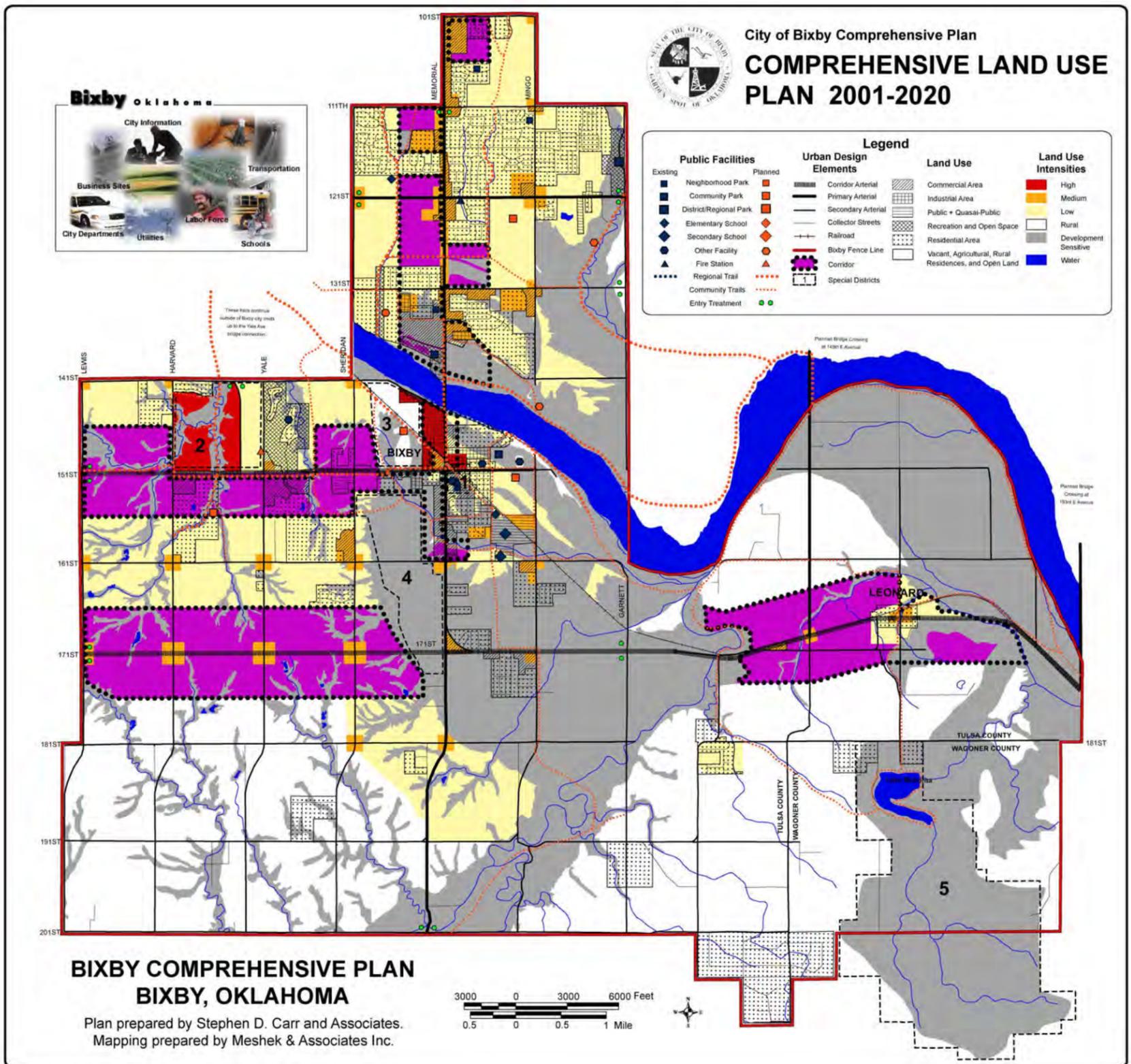
- Preserve and build on the distinct and unique identity of Bixby
- Protection and enhancement of existing developed areas
- Maintain compatibility between land uses
- Protection of the natural setting
- Establish Urban Development Design Guidelines
- Establish Memorial Drive and 171st Street South Corridor Design Elements

The 2001 Comprehensive Plan contained six elements; Urban Development Design, Land Use, Transportation, Public Facilities and Utilities, Community Vision, and Memorial Drive and 171st Street South Corridor Design Elements.

The 2001 Comprehensive Land Use Plan, shown in Figure 6, is the product of this vision and shows the distribution of land uses throughout Bixby.

The following is an overview of the 2001 Comprehensive Plan Land Use features.

| Residential  | Commercial  | Industrial   |
|--|---|--|
| A range of residential land uses are supported by the 2001 Comprehensive Plan. Goals related to residential land use include ensuring compatibility and directing lower intensity residential uses away from higher intensity transportation corridors and activity center established by the plan. Higher intensity residential uses are directed to major intersections and to areas along major roadways. | The 2001 Comprehensive Plan encourages commercial development within Bixby. Goals from the 2000 plan guide commercial development to be concentrated in planned, integrated centers, located to best serve the community. The plan supports a range of commercial uses and directs commercial in areas along major transportation corridors where more intensive land uses are appropriate. The three corridor areas are portions of Memorial Drive (SR 67), 151st Street (SR 67) and 171st Street. | Industrial development is encouraged to support and expand the economic and employment base of Bixby. Goals related to industrial development focus on ensuring compatibility with other land uses and preventing encroachment of incompatible uses to industrial development. The plan also contains policies and objectives supporting science and technological uses.   |
| Recreation and Open Space  | Vacant, Agricultural, Rural Residences and Open Land  | Public and Quasi-Public  |
| The goals for recreation and open space in the 2001 Comprehensive Plan focus on providing parks, recreational facilities and open space to meet the passive and active needs of all age groups, and preservation of significant features and views. Additionally, the plan designated future locations for neighborhood, community and regional parks.   | A stated objective in the 2001 Comprehensive Plan was that all lands in the planning area not designated for other land uses shall remain primarily in agricultural land use during the plan period. The goals of the plan focus on the support preservation of agricultural and rural residential uses and in areas not suitable for urban development.  | The Public and Quasi-Public Areas provide the necessary public and quasi-public needs in the community, including civic uses, churches, schools, medical facilities, and utilities. These uses are intended to be clustered in a central location within the community for convenient accessibility and visibility.  |
| Intensity Designations   | Special Districts   | Urban Design Guidelines  |
| The 2001 Comprehensive Plan included intensity designations to guide the level of intensity of the underlying land use. These intensity designations include High, Medium, Low, Rural and Development Sensitive. A significant portion of the planning area is designated Development Sensitive due to floodplain impact.  | In addition to five land use categories, the 2001 Comprehensive Plan established five special districts which are defined areas that have unique characteristics, development patterns or influence on adjacent areas. The plan establishes additional guidance in these areas due to their unique characteristics.   | The 2001 Comprehensive Plan established Urban Design Guidelines, goals, objectives, and policies to guide land use decisions. Specifically, these guidelines address the type and intensity of development intended throughout the community, as well as identifying appropriate transitions between differing land uses and intensities. The plan establishes urban design goals and land use policies for specific neighborhoods, activity centers and corridors within the Planning Area. |



Current Future Land Use Map

FIGURE 6

## Zoning

The Zoning Code for the City of Bixby sets forth the zoning districts and regulations for all property within city limits. This code regulates land use, building heights, setbacks and other standards related to development to promote the health, safety and welfare of the city.

The Bixby Zoning Map, provided as Figure 7, illustrates the distribution of zoning districts in Bixby. In total, there are 23 zoning districts established by the Bixby Zoning Code, which have been aggregated into broad categories and summarized as follows:

### Agricultural

This district is intended to encourage and protect agricultural land until an orderly transition to urban development occurs. Additionally, this district is designed to discourage noncontiguous development within rural areas of the community. Although there is only one agricultural zoning district in Bixby (AG), it covers the majority of land within the city limits (52.5%) and within the larger Planning Area (82.3%).

### Residential

The Zoning Code provides for a variety of residential zoning classifications, offering a range of housing options for residents including estate residential (RE), single-family residential (RS-1, RS-2, RS-2.5, RS-3, RS-4), duplexes (RD), townhomes (RT), multifamily residential (RM-1, RM-2, RM-3), and manufactured home parks (RMH). Over 90% of residential zoning districts in Bixby are for single family land uses. In total, residential zoning districts comprise approximately 37% of land within city limits, and 14% of land within the Planning Area.

### Commercial

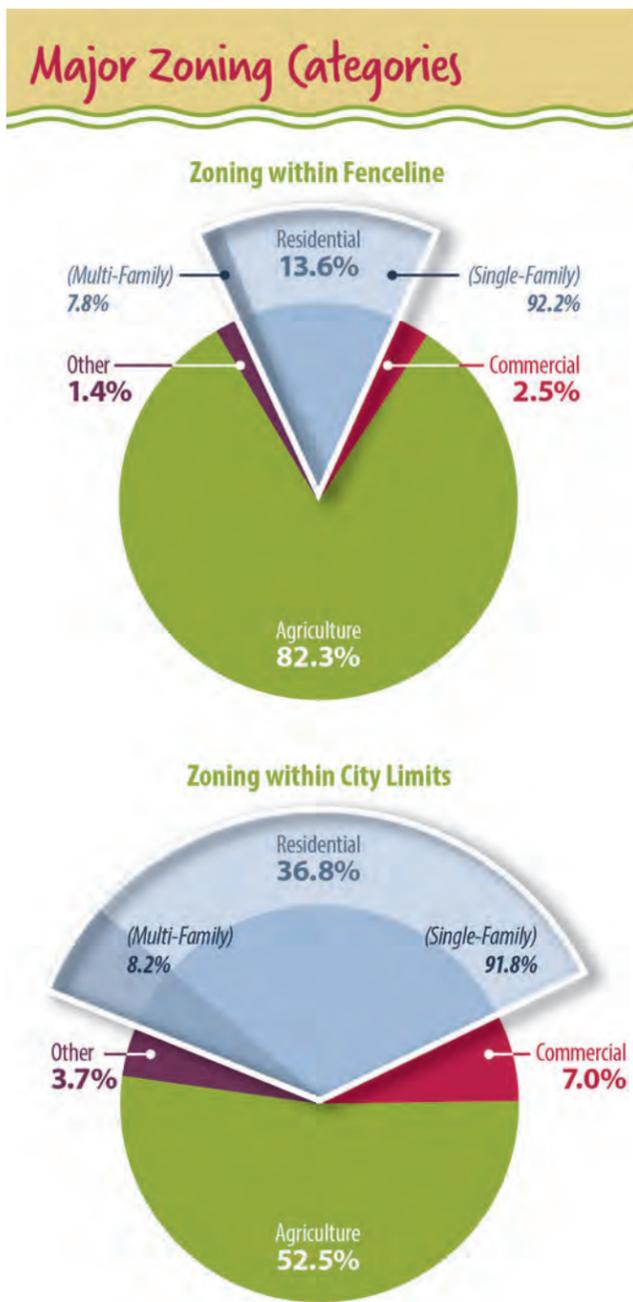
A range of commercial districts opportunities are provided for by the Bixby Zoning Code. The uses and development standards provide a variety of commercial office (OL, OM) and commercial retail shopping (CS, CG, CH) intensities throughout the community. Commercial zoning districts comprise 7% of land within city limits, and 2.5% of land within the Planning Area.

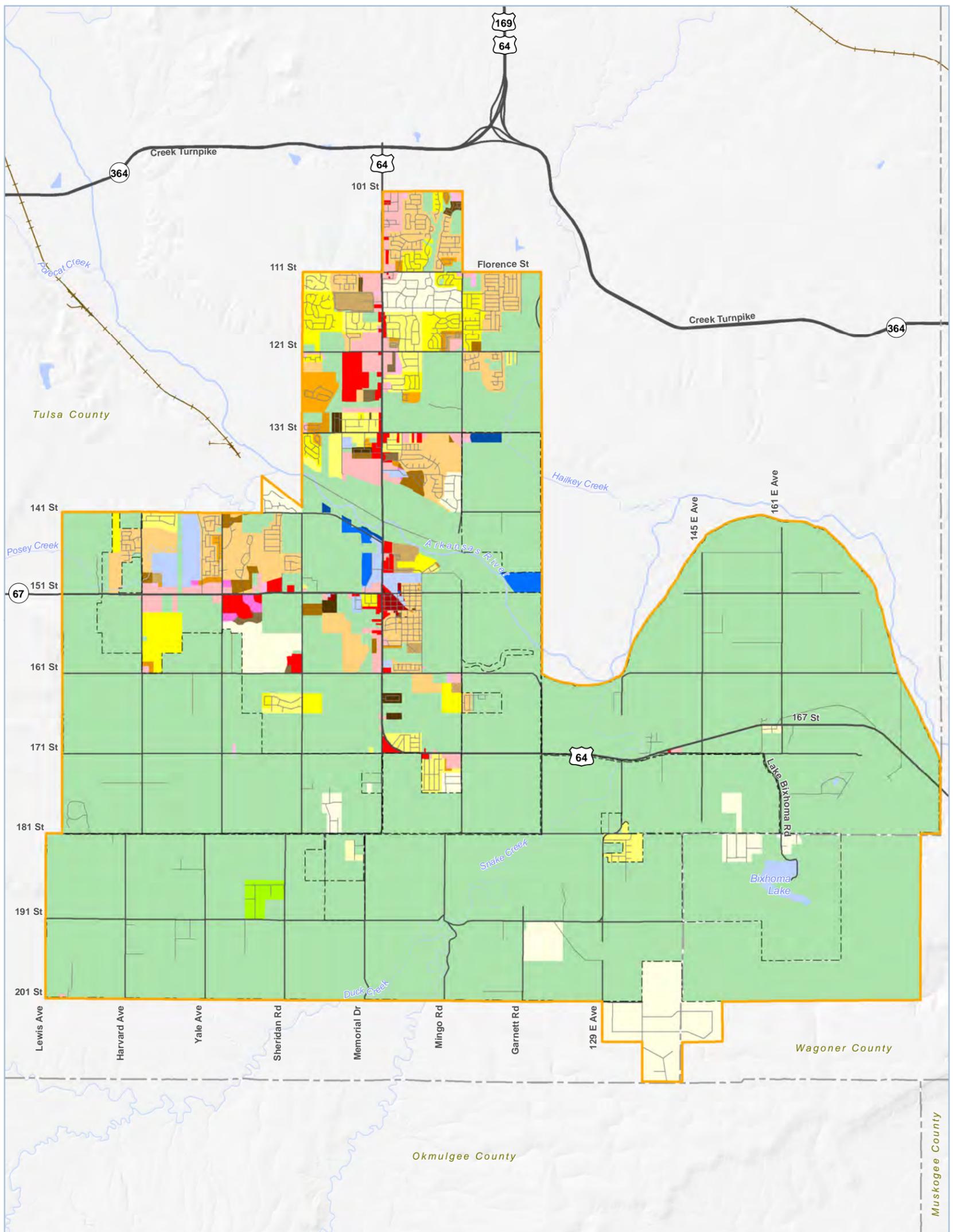
### Other

Other zoning districts in the Bixby Zoning Code include the Science-Technology District (ST) and Industrial districts (IR, IL, IM, IH) to encourage a diverse range of employment opportunities that serve the city. These encourage and support a variety of employment-generating uses including science/technology, research, manufacturing and general industrial uses within the City. In total, these districts comprise approximately 4% of land within city limits, and only 1% of land within the Planning Area.

### Special Districts

A number of special overlay districts are established to provide additional standards for development within focus areas of the city. These special districts include the Corridor Appearance, Central Business, and Planned Unit Development districts. The Corridor Appearance District regulates landscaping, building materials, structural design, color schemes, and sound reduction techniques along key corridors to support an aesthetically pleasing and environmentally friendly corridor. The Central Business District promotes redevelopment and expansion of the Downtown by attracting and retaining new commercial and higher density residential uses. Planned Unit Developments encourage flexible, innovative design while maintaining an appropriate community character with adjacent properties.





**Legend**

**Zoning**

- AG - Agricultural
- AG-R - Agricultural/Residential
- CS - Commercial Services
- CG - Commercial General
- CH - Commercial Highway
- FD - Flood District
- IL - Industrial Light

- IM - Industrial Moderate
- OL - Office Low Intensity
- OM - Office Medium Intensity
- RE - Residential Estate
- RS - Residential Single-Family
- RS-1 - Residential Single-Family Low Density
- RS-2 - Residential Single-Family Medium Density

- RS-3 - Residential Single-Family High Density
- RS-4 - Residential Single-Family High Density
- RD - Residential Duplex
- RM-1 Residential Multi-Family Low Density
- RM-2 Residential Multi-Family Medium Density
- RM-3 Residential Multi-Family High Density
- RT - Residential Townhouse
- RMH - Residential Manufactured Home Park

- Bixby Fenceline
- Bixby City Limit
- County
- Highway
- Major Street
- Local Street
- Railroad
- Water Body
- Stream / River

0 1 2 Miles  
Data Source: City of Bixby 2017.



Zoning

FIGURE 7

## Existing Land Use

Existing land use in the City of Bixby is characterized by a predominance of agriculture followed by single-family residential neighborhoods. The higher density areas in Bixby are generally focused along the Memorial Drive and 151st Street corridor areas. Older businesses are found along Memorial Drive in the downtown area, while new businesses are generally located north of the Arkansas River. Higher intensity commercial development is focused along the Memorial Drive frontage, with intensities decreasing to lower density single family residential uses and agriculture.

With no available data source, existing land use was derived from comparing the Zoning Map with aerial photography to approximate the amount of land for each land use category. The current existing land uses in Bixby are shown on Figure 8 and detailed in Tables 5 and 6. A summary of each primary land use type is provided below.



### Residential

Bixby’s developed residential areas provide a balanced mix of housing types to accommodate the housing needs of a growing community. The Residential category includes the range of residential densities from rural low density to higher density. Developed residential areas are primarily located only within the incorporated boundary of Bixby and constitute the second highest land use category at 32.5% when considering just the incorporated city limits of Bixby.



### Commercial

Existing commercial development within the City of Bixby is characterized by low rise arterial oriented commercial development along the Memorial Drive corridor. The majority of commercial development in Bixby consists of professional offices, service commercial uses, grocery stores, large retailers, and restaurants. Developed commercial areas are located entirely in the incorporated boundary and comprise 3.5% when considering just the incorporated city limits of Bixby.



### Industrial

Industrial lands include such uses as warehousing, processing, manufacturing and science/technology businesses. Industrial development in Bixby is generally focused along Memorial Drive, north of 151st Street, and between Yale and Harvard Avenues north of 151st Street. Existing industrial development is characterized by warehousing, manufacturing and science/technology uses. Developed industrial areas are located entirely in the incorporated boundary and comprise 1.2% when considering just the incorporated city limits of Bixby.



### Agricultural/Vacant

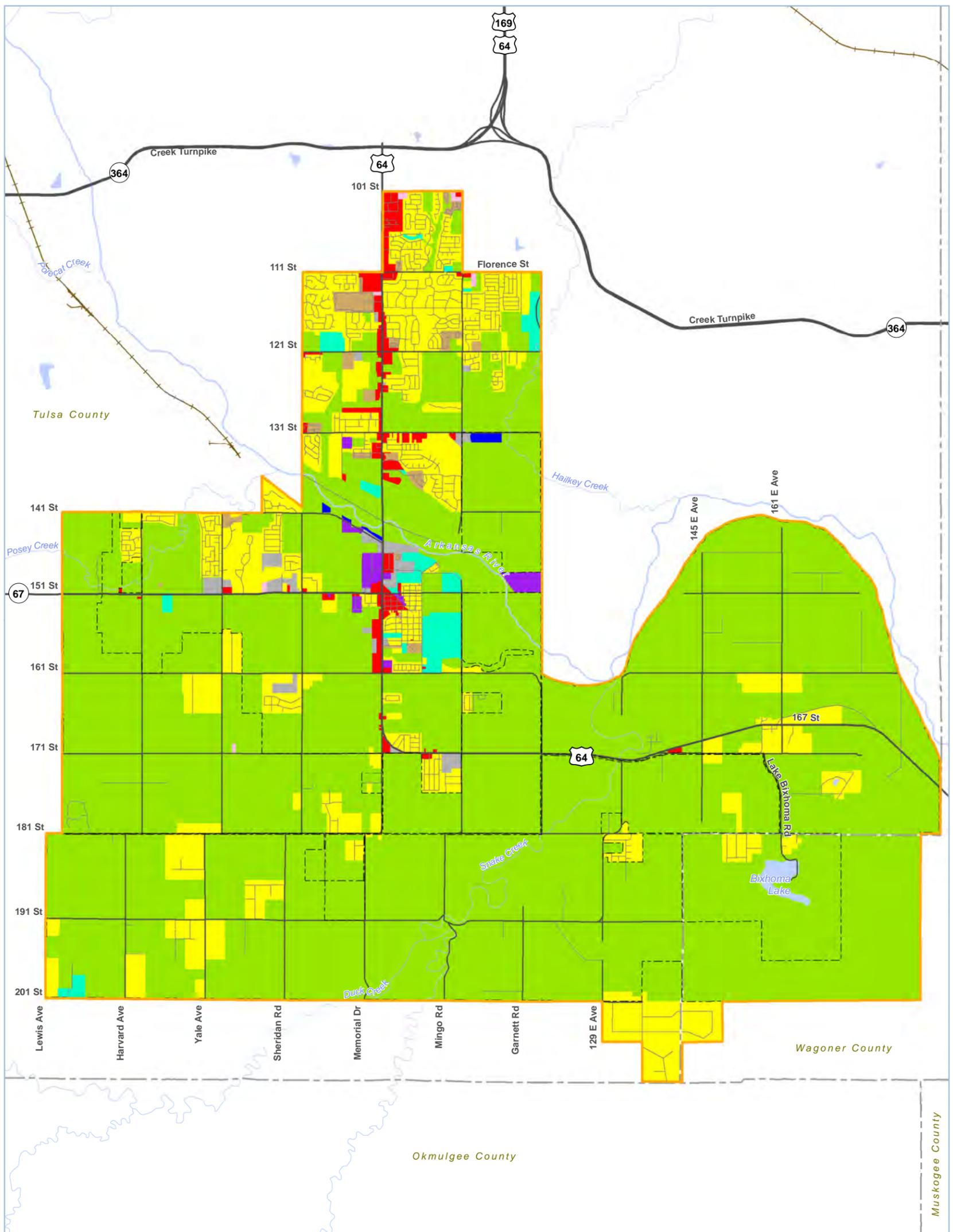
The City of Bixby has significant opportunities for future growth with 80% of the municipal planning area either undeveloped or used for agricultural purposes. Some of this undeveloped area is designated floodplains adjacent to the Arkansas River corridor with sensitive environmental characteristics which may limit development potential in some areas. Agricultural/Vacant areas comprise 57.3% of the incorporated city limits of Bixby.

**Table 5**  
Existing Land Use (within City limits)

| Land Use                  | Acres           | %              |
|---------------------------|-----------------|----------------|
| Agriculture               | 9,517.8         | 57.33%         |
| Commercial                | 587.0           | 3.54%          |
| Flood District            | 15.1            | 0.09%          |
| Industrial                | 203.2           | 1.22%          |
| Office                    | 32.6            | 0.20%          |
| Public / Institutional    | 523.2           | 3.15%          |
| Residential Multi-Family  | 316.3           | 1.91%          |
| Residential Single-Family | 5,086.7         | 30.64%         |
| Vacant                    | 318.9           | 1.92%          |
| <b>Total</b>              | <b>16,600.7</b> | <b>100.00%</b> |

**Table 6**  
Existing Land Use (within Fenceline)

| Land Use                  | Acres           | %              |
|---------------------------|-----------------|----------------|
| Agriculture               | 37,456.9        | 80.53%         |
| Commercial                | 594.8           | 1.28%          |
| Flood District            | 46.5            | 0.10%          |
| Industrial                | 203.2           | 0.44%          |
| Office                    | 36.1            | 0.08%          |
| Public / Institutional    | 566.4           | 1.22%          |
| Residential Multi-Family  | 316.3           | 0.68%          |
| Residential Single-Family | 6,963.9         | 14.97%         |
| Vacant                    | 327.5           | 0.70%          |
| <b>Total</b>              | <b>46,511.7</b> | <b>100.00%</b> |



**Legend**

**Existing Land Use**

- Residential Single-Family
- Residential Multi-Family
- Commercial
- Office

- Industrial
- Agriculture
- Flood District
- Public / Institutional
- Vacant

- Bixby Fenceline
- Bixby City Limit
- County

- Highway
- Major Street
- Local Street
- Railroad

- Water Body
- Stream / River



Data Source: Matrix Design Group 2017, City of Bixby 2017.



Existing Land Use

FIGURE 8

## Housing

The quality, diversity, and affordability of housing are some of the primary factors that support growth and make a community a desirable place to live. In Bixby, residential development has been the most rapidly growing land use type, resulting in a 73% increase in population since 2000. In summary, Bixby has strong housing characteristics when compared to other nearby jurisdictions. Bixby is a community predominately comprised of owner-occupied housing units, high occupancy rates and high housing values that contribute to the residents' desire to choose Bixby as a place to live.

### Quick Fact:

*In Bixby, residential development has been the most rapidly growing land use type, resulting in a 73% increase in population since 2000.*

The US Census and American Community Survey (ACS) estimates provide extensive information about the city's housing. The below subsections focus on select housing information that are typically considered during a Comprehensive Plan update.

### Housing Age

Residential housing age is essential to understanding the overall condition of the housing market in Bixby. Most of the residential units were constructed in the City of Bixby during the 1970 to present timeframe, which comprises 88% of Bixby's housing stock. Figure 9 geographically illustrates the median housing age throughout the City of Bixby.

### Housing Values

The ACS housing estimate also provides housing values and gross rent estimates for the occupied units in Bixby. From 2000 to 2015, Bixby's housing values increased over 93% from \$99,500 to \$192,400. In fact, Bixby experienced the highest increase in single family housing values during this timeframe and has the highest housing value when compared to Tulsa and other surrounding jurisdictions.

In terms of rental occupied units, the gross median rent for Bixby is \$893, based on 2015 ACS estimates. Median rent in Bixby is slightly lower than Jenks, Glenpool, Broken Arrow, and Owasso, but significantly higher than other nearby jurisdictions, including Tulsa with a gross median rent of \$743. Out of the occupied rental units in Bixby, the majority of renters are paying between \$750 and \$1,500. Table 7 shows the housing values for Bixby and surrounding communities.

**Table 7**

Median Gross Rent, 2010 to 2015

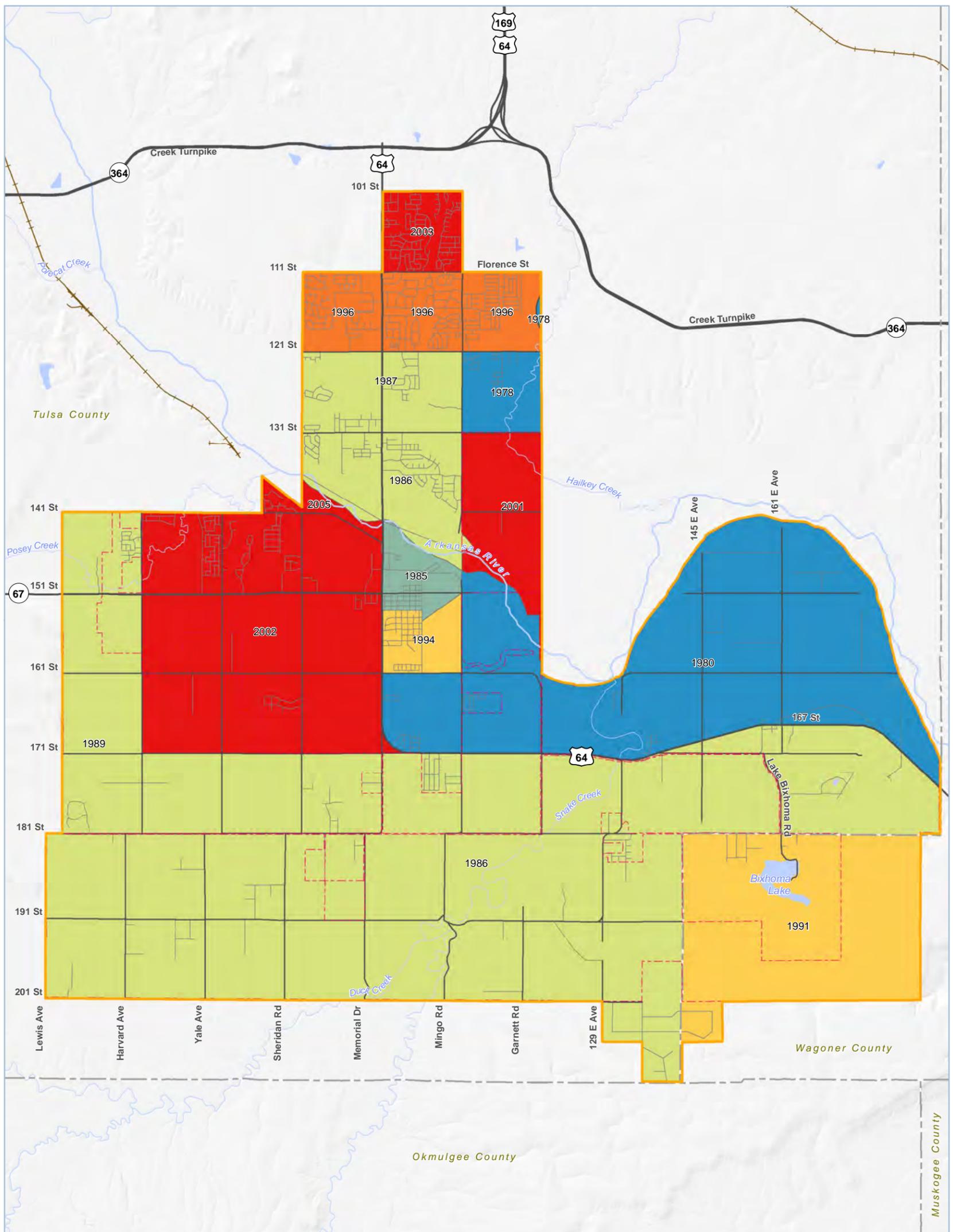
| Median Gross Rent | 2010  | 2015    | %     |
|-------------------|-------|---------|-------|
| Oklahoma          | \$633 | \$727   | 12.9% |
| Bixby             | \$741 | \$893   | 17.0% |
| Broken Arrow      | \$807 | \$955   | 15.5% |
| Coweta            | \$666 | \$659   | -1.1% |
| Glenpool          | \$923 | \$918   | -0.5% |
| Jenks             | \$866 | \$1,098 | 21.1% |
| Owasso            | \$799 | \$903   | 13.0% |
| Sand Springs      | \$586 | \$757   | 22.6% |
| Sapulpa           | \$688 | \$733   | 6.1%  |
| Tulsa             | \$676 | \$743   | 9.0%  |

Source: 2010 & 2015 American Community Survey 5-Year Estimates

### Housing Values Comparison, 2015



Source: 2000 US Census, 2010 & 2015 American Community Survey 5-Year Estimates



- Legend**
- |  |                  |              |                |
|--|------------------|--------------|----------------|
| <b>Median Year Housing Structure Was Built</b> | Bixby Fenceline  | Highway      | Water Body     |
| 1978 - 1980                                    | Bixby City Limit | Major Street | Stream / River |
| 1981 - 1985                                    | County           | Local Street |                |
| 1986 - 1990                                    |                  | Railroad     |                |
| 1991 - 1995                                    |                  |              |                |
| 1996 - 2000                                    |                  |              |                |
| 2001 - 2005                                    |                  |              |                |

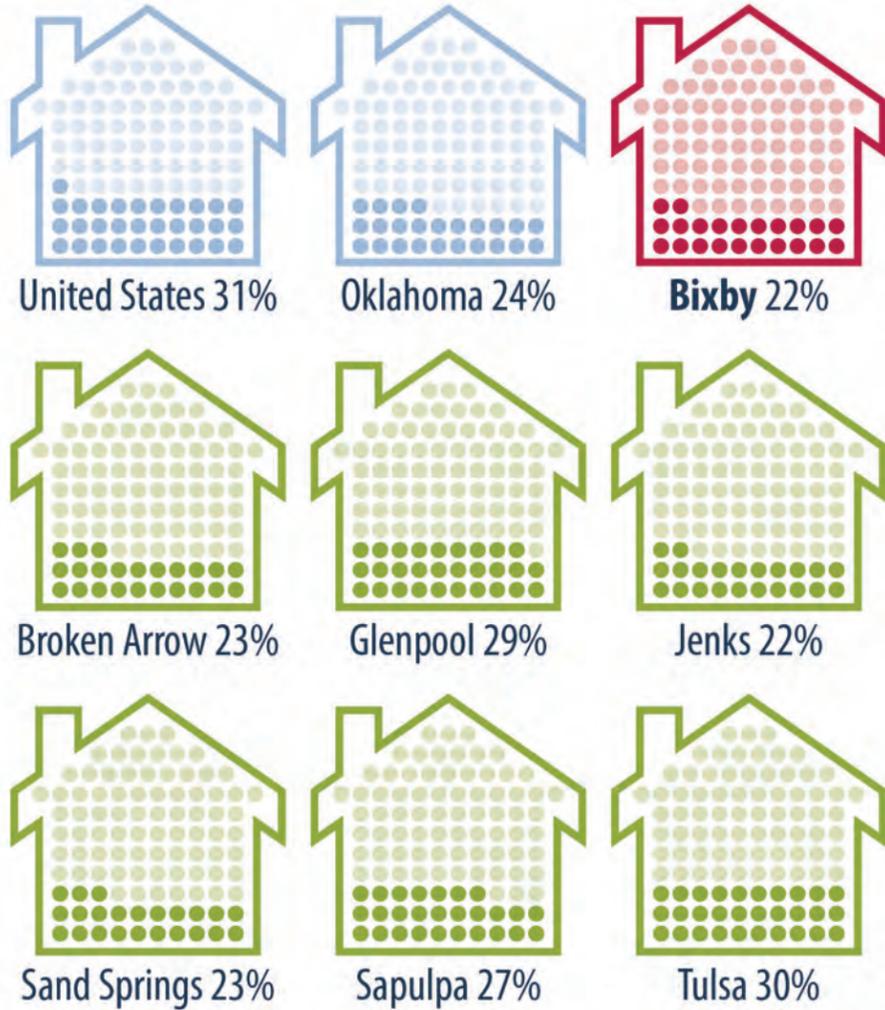
0 1 2 Miles  
 Data Source: US Census American Community Survey 2011-2015, 2015..



Age of Housing

FIGURE 9

**Cost-Burdened Households, 2015**



Source: 2015 American Community Survey 5-Year Estimates

**Housing Affordability**

Housing affordability is determined by how much of homeowners' income is used for housing costs. These costs include mortgages that homeowners would pay by owning a house, or the cost of renting a home. Homeowners are considered cost-burdened if they spend more than 30% of their income on housing. The 2015 figures show that on average, the State of Oklahoma fares well when compared to the United States as a whole. Furthermore, the City of Bixby has the second lowest cost-burdened households in the Tulsa region, with 77.7% of the homeowners in Bixby spending less than 30% of their income on housing. Those considered cost-burdened constitute 22.3% of the homeowners in Bixby. The City of Jenks has a slightly lower percentage of cost-burdened households at 21.5%.

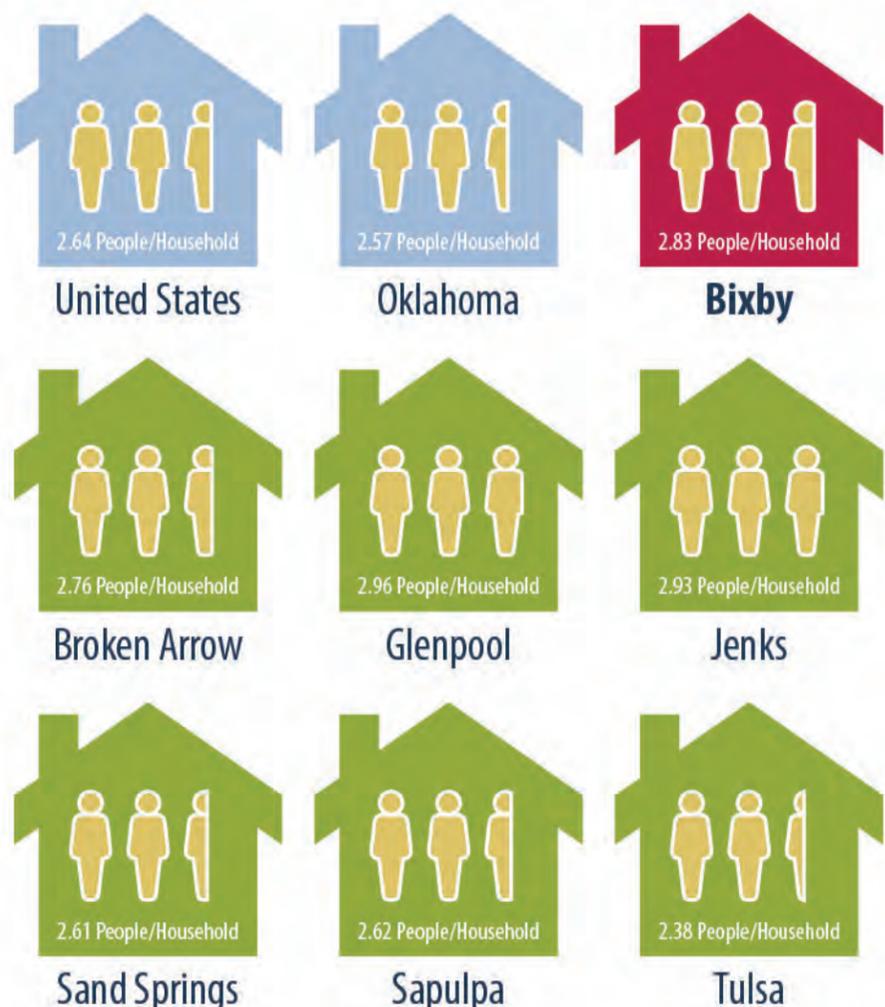
**Household Size**

Household size refers to the average people per household (PPH) in a jurisdiction. In 2015, the average PPH in the United States was 2.64, and 2.57 in Oklahoma. Bixby is higher than the national and state PPH at 2.96 for owner occupied units in 2015. This is most likely due to the influx of young families as described earlier in this document. Compared to surrounding jurisdictions, Bixby's PPH for owner occupied units is generally consistent with surrounding suburban communities and higher than the City of Tulsa (PPH of 2.38).

**Housing Occupancy**

The City of Bixby's housing occupancy rates have remained relatively consistent between 2000 and 2015, ranging between 92.5% and 93.5% within that timeframe. The ACS estimates that Bixby had 8,836 housing units, 92% of which were occupied in the year 2015. This is generally consistent with the surrounding jurisdictions in the Tulsa metropolitan region.

**People Per Household, 2015**



Source: 2015 American Community Survey 5-Year Estimates

## Housing Tenure

Housing Tenure refers to whether a unit is owner occupied or renter occupied and is based only on occupied housing units within the City. The 2015 ACS estimates that out of the total 8,177 occupied housing units, 78% were owner occupied and 22% were renter occupied. From 2000 to 2015, the percentage of owner occupied units in the City of Bixby increased from 72% to 78%. The percentage of owner occupied units in Bixby is similar in comparison to surrounding communities, and is significantly higher than the City of Tulsa, with an owner occupied percentage in 2015 of 52%.

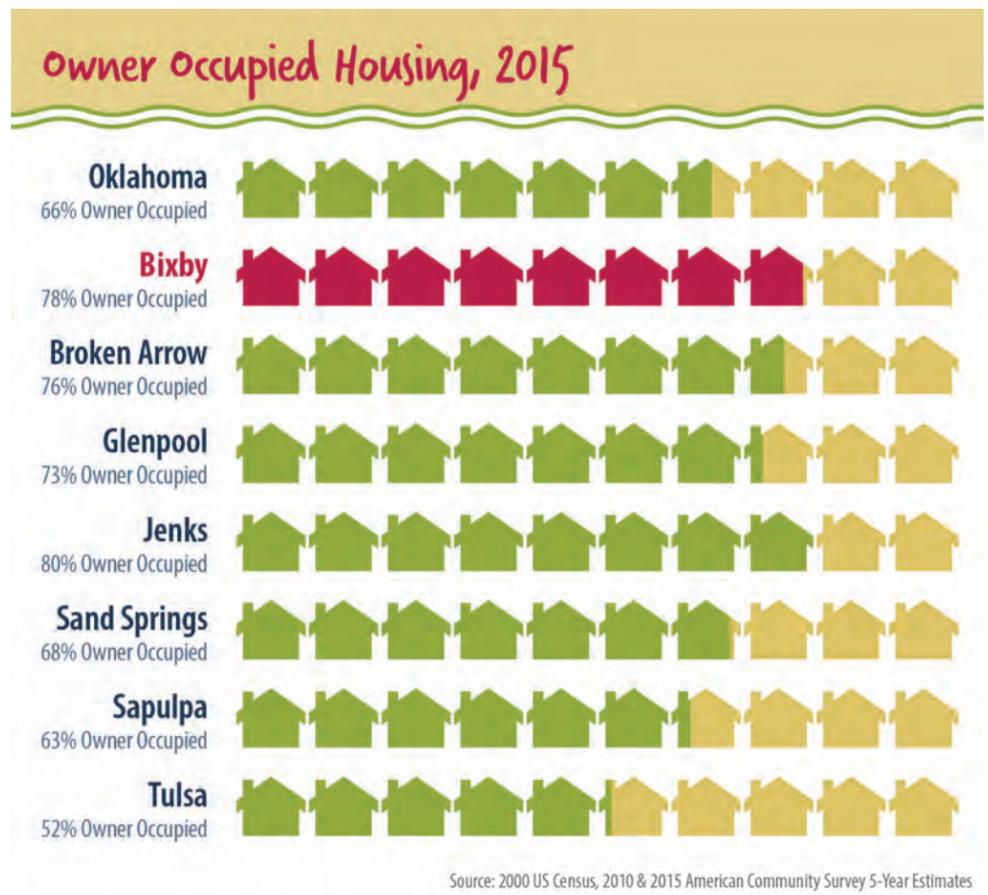
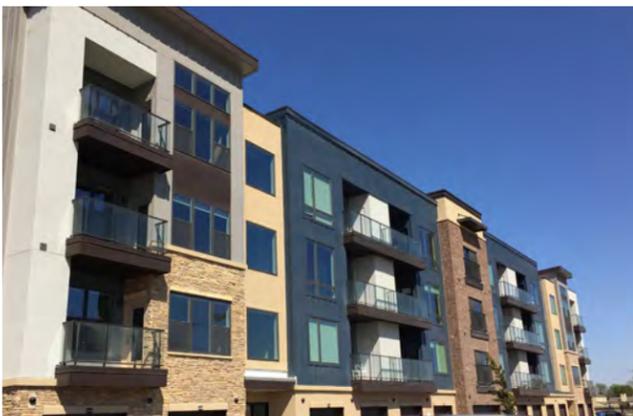


Table 8 shows the change in housing tenure from 2000 to 2015 for the Tulsa region. This data shows Bixby was one of the few communities in the region to increase homeownership rates, while still increasing the housing stock by 67%. This suggests that residents see purchasing a home in Bixby as a safe investment for the future.

**Table 8**  
Housing Tenure, 2000 to 2015

| Housing Tenure | % Growth 2000 to 2015 |                     |
|----------------|-----------------------|---------------------|
|                | Home Ownership Rate   | Total Housing Units |
| Oklahoma       | -2%                   | 8%                  |
| Bixby          | 3%                    | 67%                 |
| Broken Arrow   | -3%                   | 42%                 |
| Coweta         | 3%                    | 29%                 |
| Glenpool       | -8%                   | 46%                 |
| Jenks          | -1%                   | 87%                 |
| Owasso         | -5%                   | 84%                 |
| Sand Springs   | -6%                   | 12%                 |
| Sapulpa        | -8%                   | 3%                  |
| Tulsa          | -4%                   | -1%                 |

Source: 2000 US Census, 2010 & 2015 American Community Survey 5-Year Estimates

## Growth Trends

Growth is essential for a healthy and vibrant community. Positive growth provides safe and well designed housing for residents and shopping and employment opportunities in close proximity to residential areas. Growth also provides financial resources to support needed services and amenities in the City of Bixby.

### Quick Fact:

Recently approved infill projects within the developed core of Bixby have begun to transition former agriculture areas and farms to residential uses.

Bixby experienced one of the highest residential growth rates in the region and this trend is expected to continue in the coming decades. The residential population in Bixby has grown approximately 73% between 2000 and 2015 to a population of 23,171.

The City of Bixby originated on the south side of the Arkansas River at its intersection with Memorial Drive, in the Downtown area. In the 1970's, newer development occurred north and south of the Arkansas River along Memorial Drive and State Route 67 west toward State Route 75. Residential development continued along these corridors since the 1980's. Additionally, development began occurring at the northern end of the city limits on Memorial Drive at 101 Street extending from the City of Tulsa. Since the turn of the century, residential growth has continued to steadily increase within the City limits.

Future growth is anticipated to continue to expand into the remaining undeveloped areas within the City limits. Recently approved infill projects have begun to transition former agriculture areas and farms to residential uses. It is also expected that future growth will occur to the south as annexations occur in the rural planning area. Future growth into this southern planning area will require extension of necessary infrastructure to support new development.

## Annexations

The City of Bixby municipal boundary has grown over the years through annexation. Figure 10 depicts the growth of the municipal boundary for Bixby, showing the incremental annexations since 1902. The original town site for Bixby was established in 1902 on the south side of the Arkansas River. Subsequent annexations from 1960-1990 expanded the municipal boundary to its current size of approximately 26 square miles. The annexation of the Bixhoma Lake area in the 1970's was completed in order to secure an important water resource.

A significant portion of the Planning Area (65%) remains unincorporated. The majority of the incorporated City area is located in the northern portion of the planning area on the north and south sides of the Arkansas River. Additional noncontiguous areas throughout the planning area have been annexed, including rural residential uses in the southern portion of the planning area and the Bixhoma Lake area.

Future annexations of the unincorporated area will provide for municipal land use control in these areas to guide the orderly growth and development of the city and the extension of municipal services to these areas.

## Planned Developments

Strong growth continues in the Bixby area, primarily focused on new single family residential development and corridor oriented commercial development. Numerous residential subdivisions are actively working through the approval process with approximately 2,560 new homes in the planning stages for development and construction.

Although formal statistical growth projections are not available, projecting the 73.7% growth figure from 2000-2015 over the next several decades provides the potential size of Bixby in the future, if the current rate of residential growth continues. It should be noted that this informal analysis is not the result of statistically valid methodology which accounts for such factors as birth and death rates.

With an assumed rate of growth (73.7% over 15 years) and persons per household (2.96 pph), the current inventory of known platted lots will be absorbed in approximately 6.6 years. It is anticipated that growth will continue to supply new additional residential lots to meet future demand as current lot inventories are developed. Table 9 provides a complete list of development projects within the planning stages in the City of Bixby. These new planned residential areas continue the trend toward infill development within the Memorial Drive and SR 67 (151st Street) corridors. Significant planned developments include:

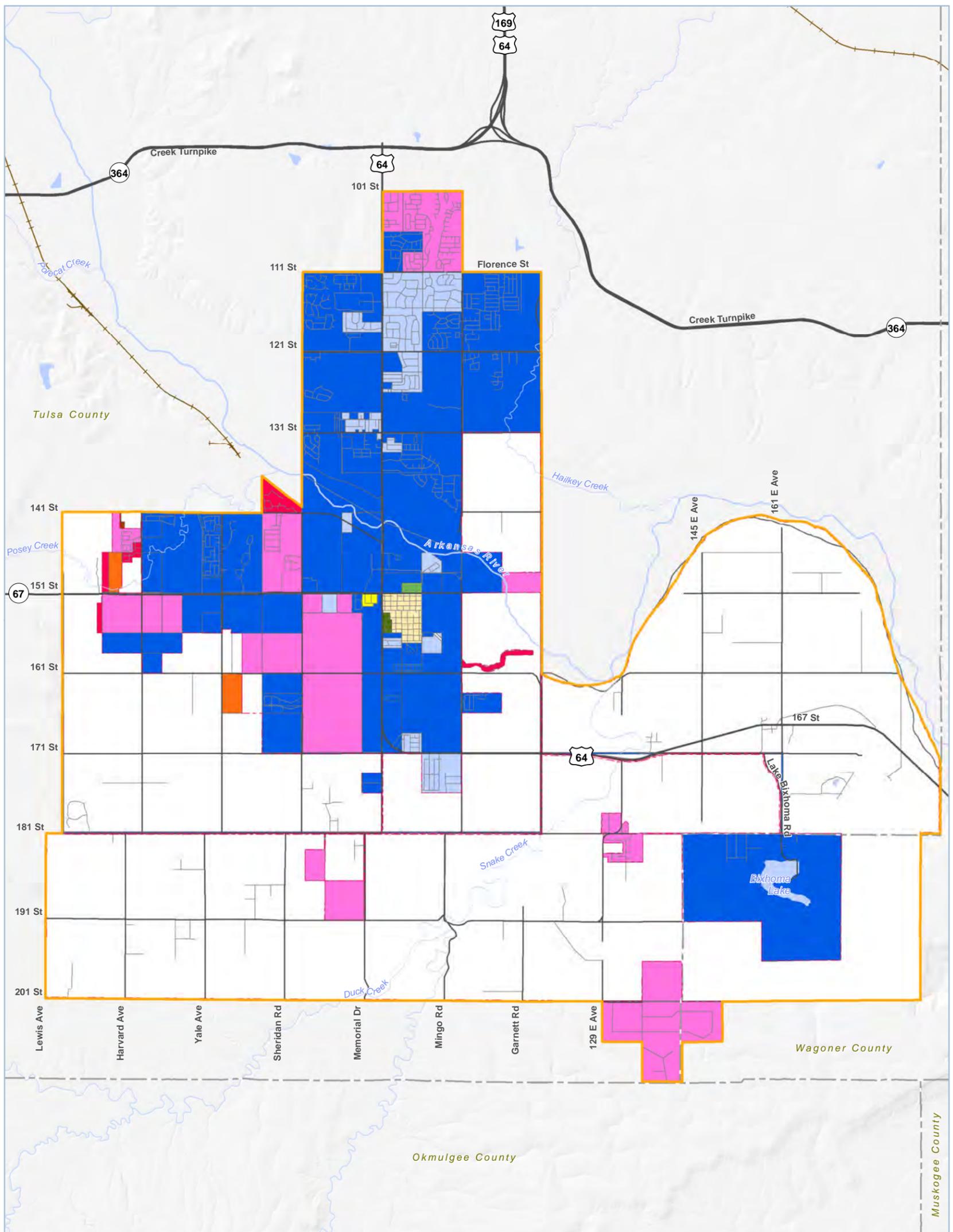
**Conrad Farms:** This 136 acre proposed development is located at 161st Street and Memorial Drive. The PUD zoning allows up to 700 lots, with projected build out in 10 years.

**Prairie Ranch:** This 140 acre proposed development is located at 161st Street and Memorial Drive. The PUD zoning allows up to 525 lots, with projected build out in 10 years.

**Table 9**  
Potential New Plats

| Development Name         | Location         | Total Lots on Plat |
|--------------------------|------------------|--------------------|
| Conrad Farms             | 161st & Sheridan | 700                |
| Prairie Ranch            | 161st & Sheridan | 525                |
| Willow Creek Blks 10-13  | 131st & Mingo    | 107                |
| Willow Creek Blks 6-9    | 131st & Mingo    | 88                 |
| Chisholm Ranch II        | 121st & Mingo    | 68                 |
| Addison Creek            | 131st & Sheridan | 61                 |
| Presley Heights I        | 141st & Harvard  | 55                 |
| Quail Creek Cottages     | 126th & Memorial | 40                 |
| Presley Heights II       | 141st & Harvard  | 29                 |
| Presley Heights III      | 141st & Harvard  | 21                 |
| Chisholm Ranch Villas II | 121st & Mingo    | 16                 |
| Seven Lakes VII          | 131st & Sheridan | 2                  |
| <b>Total</b>             |                  | <b>1712</b>        |

Source: City of Bixby, 2017

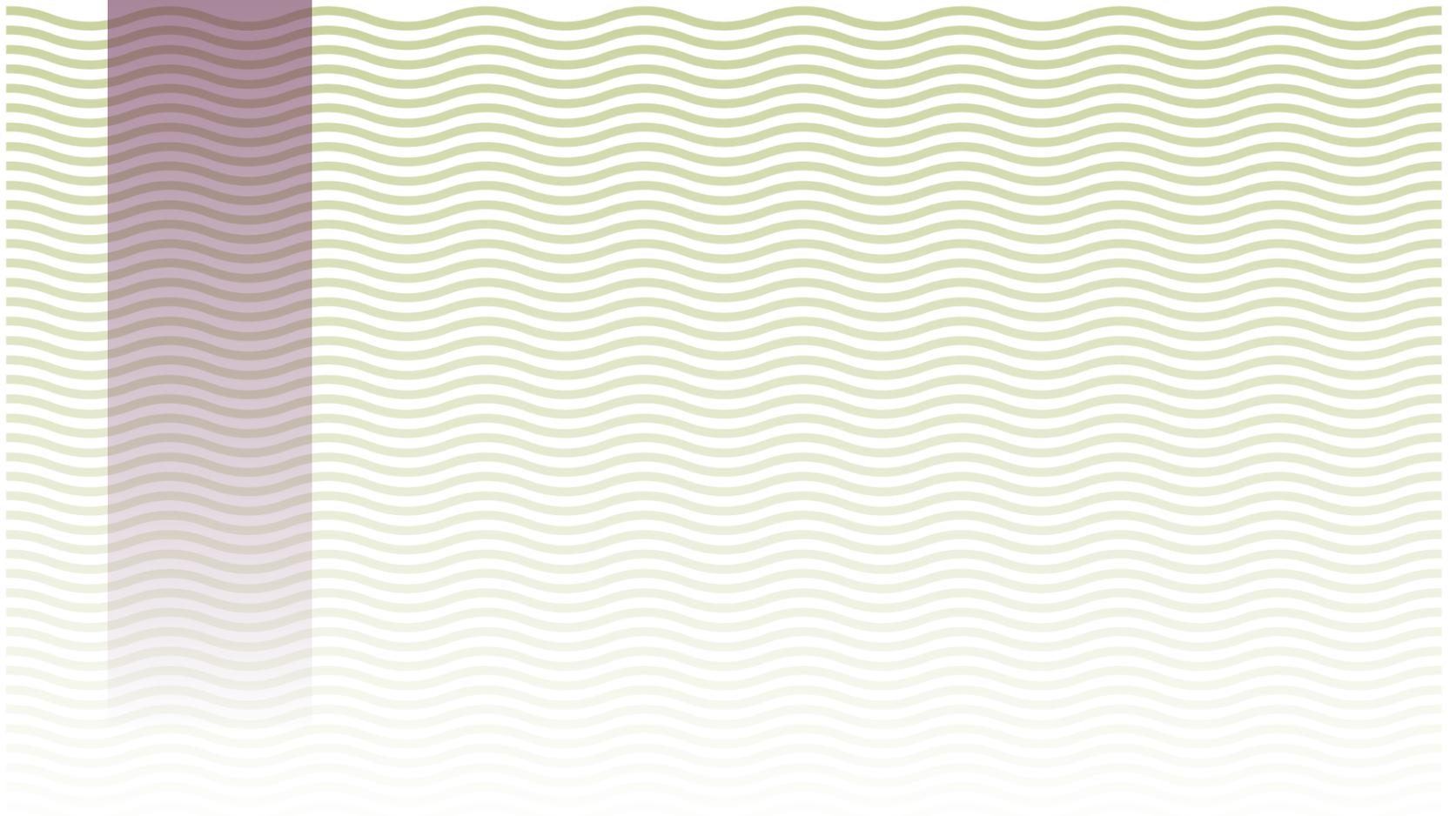


- Legend**
- |   |  |  |  |  |
|---|--|--|--|--|
| <b>Annexation Year</b>  | <span style="color: blue;">■</span> 1970s  | <span style="border: 2px solid orange; padding: 2px;"> </span> Bixby Fenceline | <span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Highway      | <span style="color: blue;">☾</span> Water Body     |
| <span style="background-color: yellow; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 1920s    | <span style="background-color: pink; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 1980s   | <span style="border: 1px dashed pink; padding: 2px;"> </span> Bixby City Limit | <span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Major Street | <span style="color: blue;">~</span> Stream / River |
| <span style="background-color: green; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 1930s     | <span style="background-color: orange; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 1990s | <span style="border: 1px solid gray; padding: 2px;"> </span> County            | <span style="border-bottom: 1px solid gray; width: 20px; display: inline-block;"></span> Local Street  |  |
| <span style="background-color: darkgreen; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 1940s | <span style="background-color: red; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 2000s    |  | <span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Railroad    |  |
| <span style="background-color: yellow; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 1950s    | <span style="background-color: brown; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 2010s  |  |  |  |
| <span style="background-color: lightblue; border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> 1960s |  |  |  |  |

0 1 2 Miles  
 Data Source: City of Bixby 2017, USGS 2016.

**Annexations** **FIGURE 10**

This page is intentionally left blank.



## Interconnected Infrastructure



### Quick Fact:

Bixhoma Lake was once the City of Bixby's source of potable water.

### In This Chapter:

*Infrastructure is a necessary preliminary step for development. An infrastructure network is best utilized when it is proactively planned for growth, and all features are interconnected with one another. This chapter contains information on the City of Bixby's transportation infrastructure; public services and facilities; and water infrastructure. In addition, this chapter discusses plans for future infrastructure extensions. Understanding these aspects of Bixby's infrastructure can help guide the Comprehensive Plan's development in planning for future infrastructure improvements and expansions, as well as future land use decisions.*

## Streets and Highways

Transportation is an important asset for a community. It connects people to places and provides opportunities for economic development. Figure 11 illustrates the City of Bixby's existing transportation network. Currently, Bixby has limited connections to the larger Tulsa region. The regional Tulsa limited access highway network does not travel through the City of Bixby's planning area. The closest connection Bixby residents have to a limited access highway is along United States Route (US) 64 (Memorial Drive) to State Route (SR) 364 (Creek Turnpike), located a half-mile north of the City. The only other connection is along SR 67 (151st Street) to US 75 (Okmulgee Bee Line Expressway), located approximately three and a half miles west of the City. Okmulgee Bee Line Expressway is not shown on Figure 11. Limited high-speed access to the region is causing congestion and will constrain future growth.

### Quick Fact:

*As Bixby grows, more transportation infrastructure will be required to facilitate the movement of residents within the city and regionally.*

As a suburb of the Tulsa metropolitan area, Bixby is anticipated to continue growing. As this growth occurs, more transportation infrastructure will be required to facilitate the movement of residents within the city, as well as the movement of people commuting regionally for work.

### Roadway Classifications

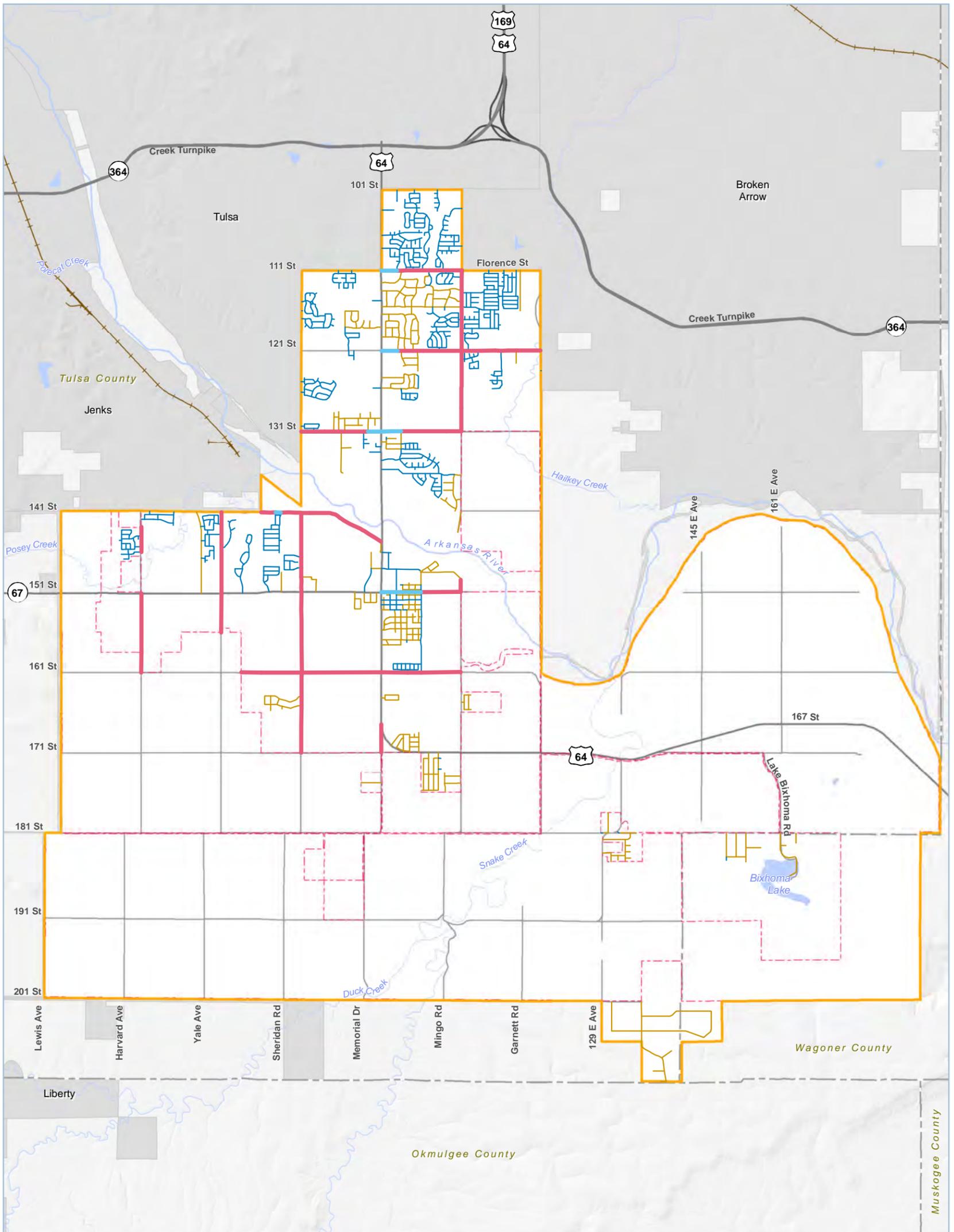
Roads are designed for different functions—while they all facilitate the movement of goods and people; they do so in varying degrees. A roadway's purpose ultimately influences a roadway's design and also influences the types of land uses adjacent to the road. A functional classification system is used to identify the difference between roadways and their purposes. Figure 11 features Bixby's existing transportation network in terms of the roadway functional classification of City-owned roads.

A description of the different roadway classifications within the City follows.

- **Arterial Roads.** Arterials facilitate high-capacity, city-wide surface circulation and are typically placed at mile intervals. Arterial roadways within the City fall under several different jurisdictions for management and maintenance, including the City of Bixby, Tulsa County, Wagoner County, and even the Oklahoma Department of Transportation (ODOT), such as US 64 (Memorial Drive) and 151st Street.
- **Local Roads.** Local roads primarily provide access to residential neighborhoods, as well as some businesses not located on arterial roadways. Local roads carry the lowest traffic volumes, and are designed for low speeds, while providing increased access to individual homes and businesses. The majority of the Bixby roadway network consists of Local Roads.



*View of Memorial Drive*



**Legend**

- |                                |                   |                               |                |
|--------------------------------|-------------------|-------------------------------|----------------|
| <b>Bixby-Owned Streets</b>     | Bixby Fenceline   | <b>Non-City-Owned Streets</b> | Railroad       |
| <b>Agency Functional Class</b> | Bixby City Limit  | Highway                       | Water Body     |
| Arterial                       | Other City / Town | Major Street                  | Stream / River |
| Rural Arterial                 | County            |                               |                |
| Local                          |                   |                               |                |
| Rural Local                    |                   |                               |                |



Data Source: City of Bixby 2017.

Transportation Network

FIGURE 11

## Local and Regional Transportation Planning

**Regional Transportation Plan.** The Indian Nations Council of Governments (INCOG) is designated under federal law as the regional planning organization for the Tulsa Transportation Management Area (TMA) and as the Metropolitan Planning Organization (MPO). The region encompasses Tulsa County and portions of four surrounding counties, Creek, Osage, Rogers, and Wagoner Counties and includes the City of Bixby planning area. As the regional transportation planning organization, INCOG administers funding programs and provides member jurisdictions with resources to plan and implement projects at the local level.

INCOG coordinated the creation and implementation of the 2035 Regional Transportation Plan (RTP), which includes recommended improvements to increase safety and efficiency of the transportation system. INCOG also coordinated the creation of the 2045 Regional Transportation Plan, which was completed in November 2017. With regard to Bixby, the 2035 and 2045 plans recommend Memorial Drive (US 64) be expanded to a 6-Lane Arterial Roadway north of the Arkansas River and expanded to a 4-Lane Arterial Roadway south of the bridge to 171st Street. Additionally, the INCOG 2045 RTP considers the potential for future new roadways in the vicinity of the Jenks / Bixby border to provide connectivity across the Arkansas River. Elements of the 2035 RTP as they relate to Bixby are shown on Figure 12.

**Memorial Drive Corridor Traffic and Signalization Study (2017).** Memorial Drive serves as an important primary transportation corridor connecting the City of Bixby to the larger Tulsa metropolitan region. The Memorial Drive Corridor Traffic and Signalization Study was completed through a partnership between the Oklahoma Department of Transportation, the City of Bixby and the City of Tulsa in 2017.

This study intended to identify short, intermediate, and long term transportation improvements to improve safety, efficiency, and traffic flow for Memorial Drive through the central business area of Bixby to the SR 169 (Creek Turnpike) to the north. Recommended access management enhancements include raised medians, driveway consolidation, and cross access provisions. Additionally, roadway design improvements are recommended to enhance multi-modal operations including bicycles, pedestrians, and potential transit service.

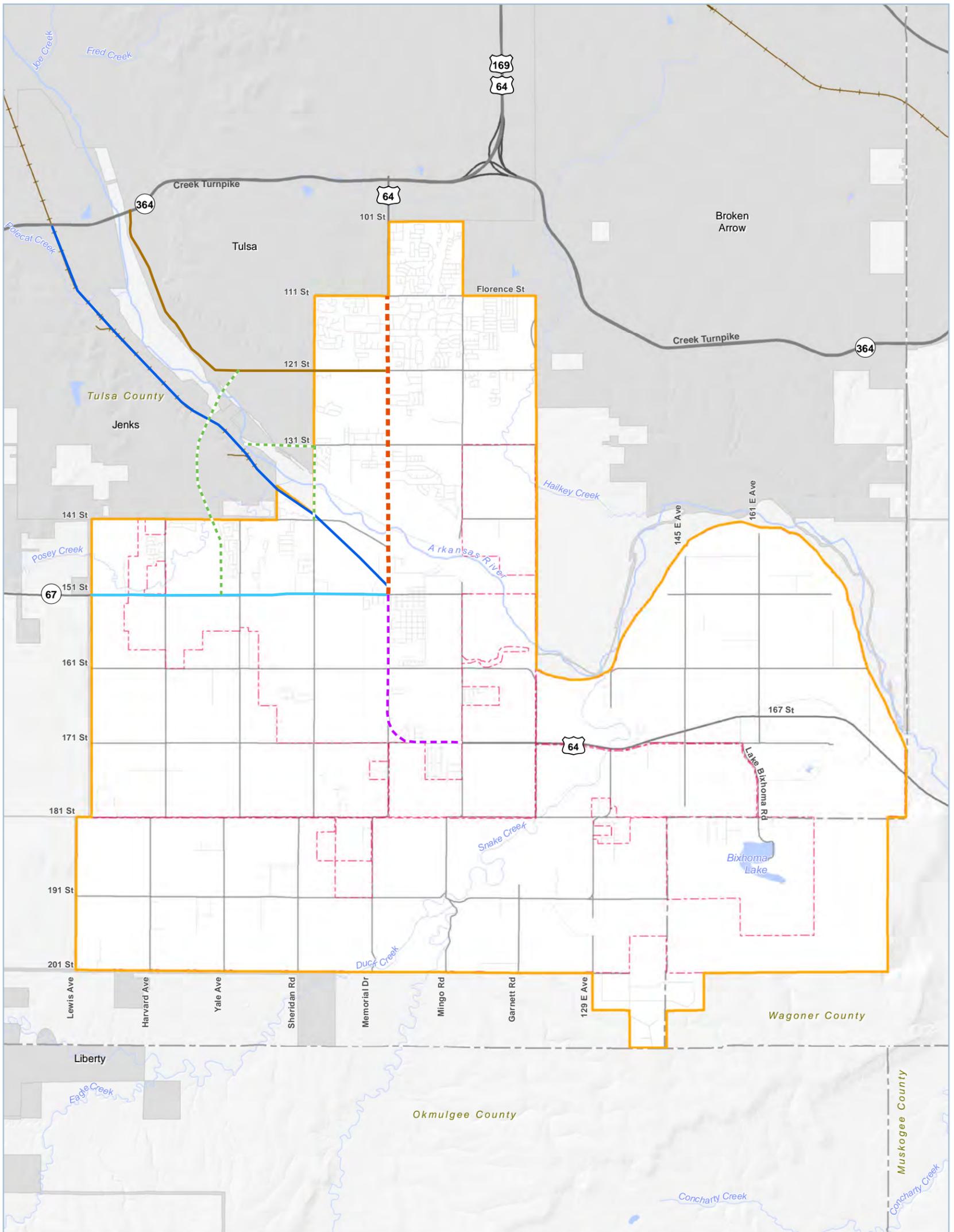
### Bridges

The Memorial Drive bridge over the Arkansas River is the only crossing in the City of Bixby connecting to the larger Tulsa metropolitan area. This regionally significant roadway serves the central route through the City of Bixby and its continued function and enhancement is integral to the future development of the community. As of 2014, the Average Daily Trips (ADT) across the Memorial Drive bridge was 27,500 vehicles.

The limited access across the Arkansas River creates a pinch-point in the community, resulting in several challenges to Bixby's future development. First, the congestion across the bridge causes access issues for residents traveling home or to businesses located on the opposite side of the river. Second, the high-volumes of traffic could potentially create safety concerns for emergency vehicles needing to cross the bridge. Lastly, as the sole access point across the Arkansas River within the City, road closures due to accidents, flooding, or other unpredictable events could isolate residents on either side of the river.

Over time, the need for a second South Tulsa County bridge crossing between Memorial Road and Delaware Avenue has been discussed both regionally and by the community. The stakeholders for this regional effort include the Muscogee Creek Nation, The City of Tulsa, the City of Jenks, Tulsa County, and the City of Bixby.





**Legend**

- Planned Regional Transit Commuter Network
- Planned Regional Transit Urban Network Extension
- INCOG Future Circulation**
- Existing 4 lanes
- Expand to 4 lanes
- Expand to 6 lanes
- New Roadway
- Highway
- Major Street
- Local Street
- Railroad
- Bixby Fenceline
- Bixby City Limit
- Other City / Town
- County
- Water Body
- Stream / River

0 1 2 Miles  
Data Source: INCOG 2017.



## Rail

In 1904, the Midland Valley Railroad was built through the City of Bixby, traveling from Muskogee (southeast) to Sapulpa (northwest). In 1934, passenger service was stopped, and in 1986 freight service was stopped after a flood washed away a bridge in Leonard. The Midland Valley Railroad was purchased by Texas & Pacific Railroad, which merged with Union Pacific Railroad in 1983. The rail line is now operated by Tulsa Sapulpa Union Railroad on behalf of the Union Pacific Railroad.

The Tulsa Sapulpa rail line runs from Sapulpa to Jenks, providing freight service to industries such as Sinclair Oil Refinery, Work Industries, Pepsi Cola Co., and Kimberly Clark Corporation. This rail line terminates at the Kimberly Clark distribution center located immediately west of Bixby's city limits in the City of Jenks (see Figure 13). Today, the former rail easement through Bixby has been abandoned, and the rail infrastructure removed.

## Aviation

The nearest major airport in proximity to Bixby is the Richard Lloyd Jones Jr. Airport, located to the northeast in the City of Jenks. This airfield serves as the reliever airport for Tulsa International Airport. Aircraft operations (takeoffs/landings) totaled 142,000 in 2014, making this airport the busiest in the state and one of the top busiest airports in the nation. Six flight schools along with nearly 500 based aircraft contribute to this high level of operations.

Myers Field is a small ultra-light airport with a grass runway located within the planning area south of the city limits near 181st Street and Memorial Drive. This is a private airport with four aircraft based on the field. Figure 13 illustrates the location of aviation facilities within and in proximity to Bixby.

## Public Transit

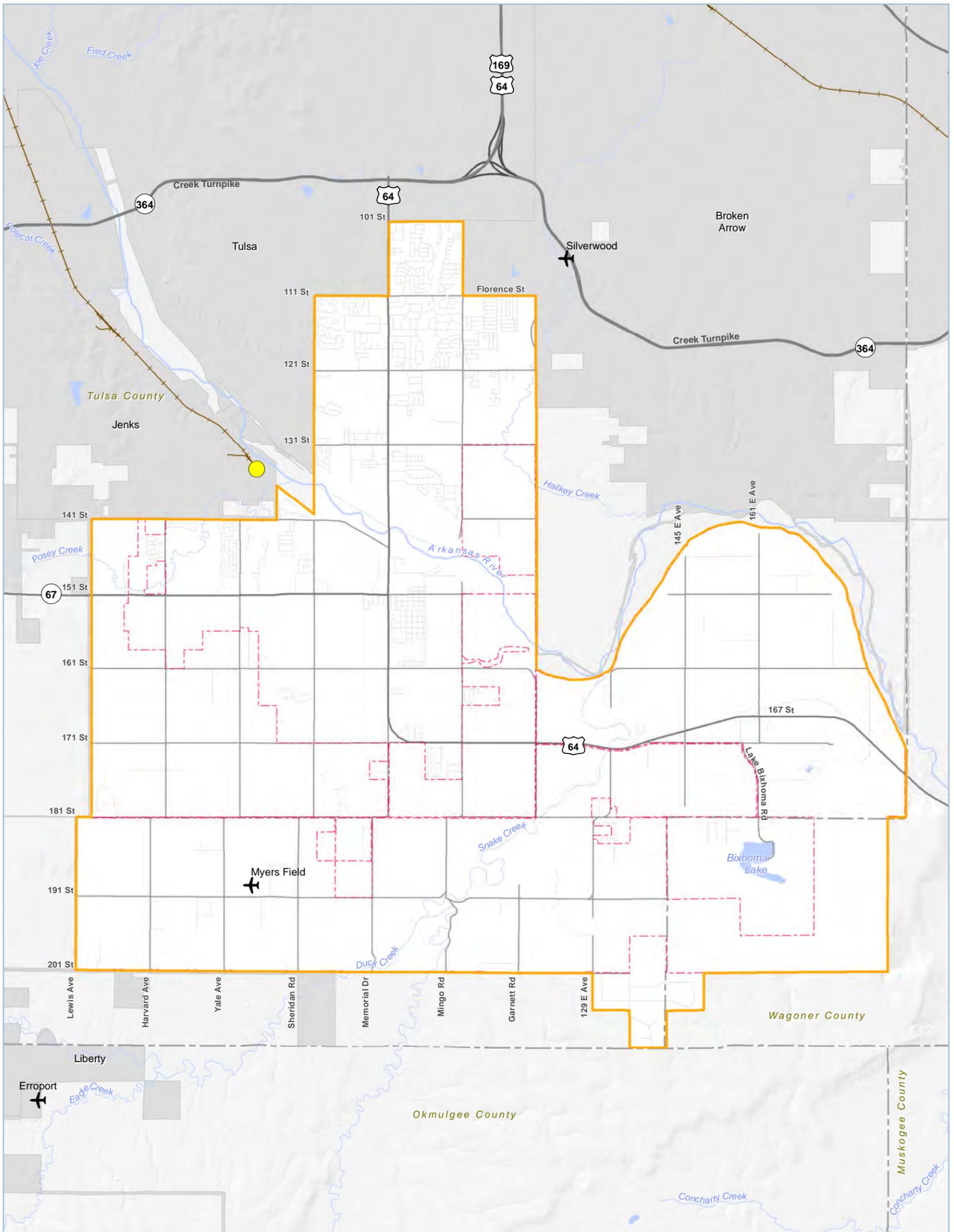
Public transit is an important component to circulation, providing alternative options for transportation for those who do not own a vehicle or cannot drive. In addition to being an effective alternative to vehicular transportation, public transit is also more environmentally-sensitive as it reduces private vehicle emissions. The 2035 Regional Transportation Plan identified gaps in public transit service and recommended strategies to improve public transit to suburban communities to the Tulsa metropolitan region, including Bixby. The primary gaps in public transit service are lack of funding and lack of connectivity to outlying suburban areas like Bixby.

Today, the region has one primary transit service provider, the Metropolitan Tulsa Transit Authority (MTTA) which provides bus service within the Tulsa metropolitan area, as well as some of the region's paratransit services. Bus service from the metropolitan area currently terminates in the City of Jenks to the northeast of Bixby. The 2035 Regional Transit System Plan (RTSP) identifies a need for the future extension of transit services to Bixby from the current termination point. The 2035 RTSP recommends the future extension of commuter service to serve the City of Bixby with two new routes:

The first proposed route would extend bus service from its current termination point in the City of Jenks southeast to SR 167 in Bixby. The second proposed route would extend bus service from the metropolitan area, terminating in downtown Bixby at SR 67. As the city's population grows, strategies will need to be evaluated for the expansion of bus services and park-and-ride facilities. The Draft 2045 Regional Transit Plan provides the same recommended improvements in the Bixby area.



*Metro Tulsa Transit Authority bus  
Photo Credit: Public Radio Tulsa*



**Legend**

- Airport
- Rail Termination Point
- Railroad
- Bixby Fenceline
- Bixby City Limit
- Other City / Town
- County
- Highway
- Major Street
- Local Street
- Water Body
- Stream / River

0 1 2 Miles  
Data Source: City of Bixby 2017.



Air and Rail Network

FIGURE 13

## Pedestrian, Bicycle, and Other Non-Motorized Transportation

Non-motorized or ‘active’ transportation, supported by a broad bicycle and pedestrian network, offers a viable alternative to the use of personal vehicles. Additionally, bicycle and pedestrian facilities provide a recreational amenity, contributing to a community’s quality of life. A strong bicycle and pedestrian network is one that includes a variety of different facilities from neighborhood sidewalks, path and local trails, to on-street or street-separated bike lanes and trails. When designed for safety and efficiency, an active transportation network can connect residents from their homes to work, school, shopping, entertainment, and other destinations and can support a future transit network.

The northern and southern portions of Bixby are connected for bicyclists and pedestrians by the Riverwalk Trail which crosses the Arkansas River at the Memorial Drive bridge. This trail extends from 131st Street in the north to historic downtown Bixby in the south.



The Tulsa area has an extensive network of existing and planned trails north of the City of Bixby. Currently, the Bixby and Tulsa Trail systems do not connect, but routes have been planned to extend the trail system along Memorial Drive from 131st Street north to the existing trail facilities on the south side of the SR 169 (Creek Turnpike).

The City of Bixby contains four separate multiuse trails, totaling nine miles in length. The four multiuse trails are:

- **Bentley Park Trail** is a one mile long trail that loops throughout Bentley Park, and connects to the Riverwalk Trail.
- **Fry Creek Trail** is a 3.6 mile long trail that runs along Fry Ditch Creek from E 116th Street to Washington Irving Park, and connects to the Riverwalk Trail.
- **Haikey Creek Trail** is a 1.8 mile long trail that circulates throughout Haikey Creek Park, but only a half mile of which is located within Bixby.
- **Riverwalk Trail** is a 2.8 mile long trail that runs along S Memorial Drive from E 131st Street to E 141st Street across the Arkansas River, and travels along the south bank of the river to Bentley Park.



In addition to these four existing trails, the City of Bixby currently has funding to expand the Fry Creek Trail 1.5

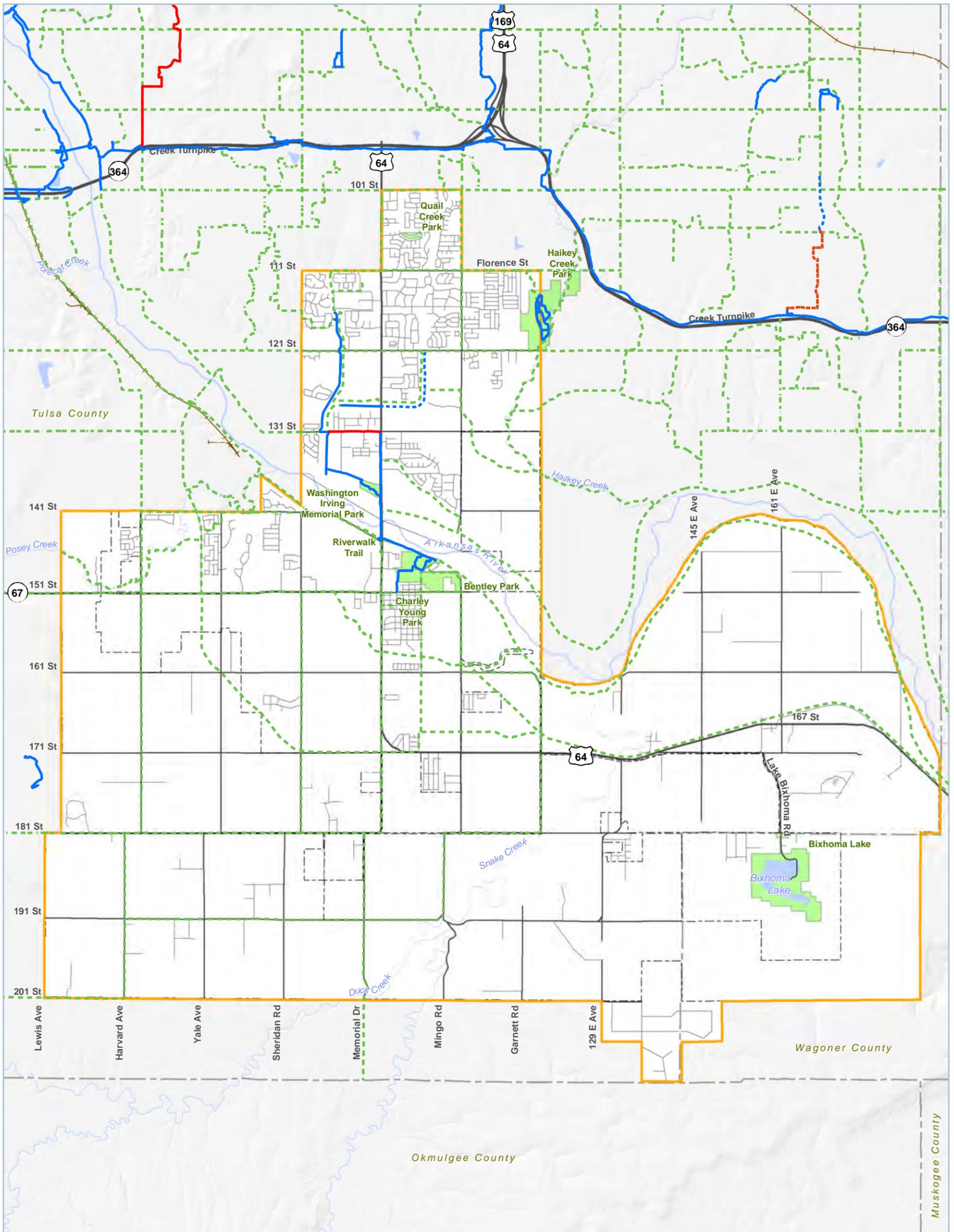
miles from S Memorial Drive to E 121st Street. Figure 14 displays the local and regional multi-use trails throughout Bixby and the surrounding area.

### Tulsa Regional Bicycle and Pedestrian Master Plan

The Indian Nations Council of Governments (INCOG) completed the Tulsa Regional Bicycle and Pedestrian Master Plan (also referred to as the GO Plan) in 2015. This plan provides a vision, guidance, and recommendations for the 11 communities within the Tulsa Region to expand their bicycle and pedestrian infrastructure and create an interconnected regional network. The City of Bixby is one of the 11 communities included in the INCOG GO Plan, and is envisioned to add 35 miles of trails upon completion.

The GO Plan has six goals, which are:

- Implement and maintain a connected network of walking and bicycling facilities focusing on linking destinations to neighborhoods.
- Improve safety and security for all users of the transportation system by applying strategies that reduce fatal and injury crash rates in the Tulsa metropolitan area.
- Establish or increase local bicycle and pedestrian mode share goals across the Tulsa metropolitan area with target milestones for 2017 and 2022.
- Develop and implement public education campaigns and programs that include targeted efforts for law enforcement, students, traditionally under-served populations and other key stakeholders with target outreach goals set for 2017.
- Position Tulsa and the surrounding areas as officially recognized Walk and Bicycle Friendly Communities by engaging the community and or continuing efforts to achieve status with the national certification programs applicable to walk and bicycle friendliness.
- Pursue additional funding toward bicycle and pedestrian infrastructure within local transportation funding bond and sales tax packages



### Legend

- Existing Bikeway
- - - Funded Bikeway
- Existing Multi-Use Trail
- - - Funded Multi-Use Trail
- - - 2015 Tulsa Regional Bicycle and Pedestrian Master Plan
- City Park
- Bixby Fenceline
- Bixby City Limit
- County
- Highway
- Major Street
- - - Local Street
- Railroad
- Water Body
- ~ Stream / River

0 1 2 Miles  
Data Source: City of Bixby 2017, USGS 2016.



## Public Services and Facilities

The most visible aspect of any local government is its public services and facilities. The provision of public services within a municipality directly impacts citizens' quality of life. The primary municipal and community uses serving the Bixby area are described below, and depicted on Figure 15.

### Quick Fact:

*Bixby's crime rate is down 16% since 2011, and is considered one of the safest communities in Tulsa County.*

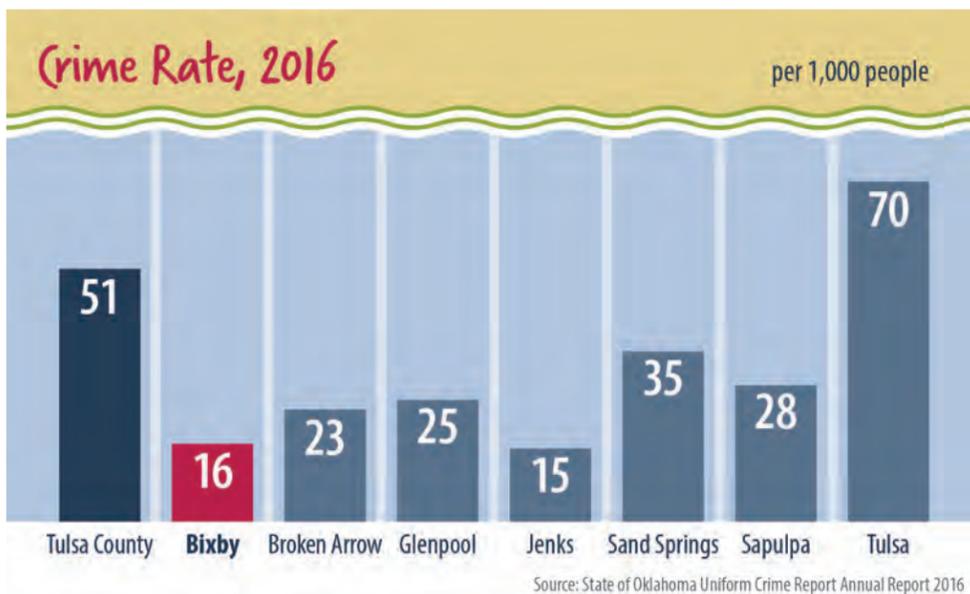
### Public Safety

Fire, Emergency Medical Services, and Law Enforcement are critical public services to the community. The following describes the public safety services that are provided within the City of Bixby.

#### Law Enforcement

Law Enforcement and police protection services are provided by the Bixby Police Department within the Bixby city limits. The Tulsa County Sheriff's Office provides law enforcement within unincorporated portions of the Fence Line. The Bixby Police Department comprises 34 sworn officers. Of the 34 sworn officers 2 are assigned to the detective division, 3 are assigned to the school district to provide law enforcement services on Bixby campuses. Bixby Police also oversee Emergency Management, Animal

Control, Code Enforcement as well as a 24/7 Communications center, which currently is staffed with 7 employees. Bixby Police have a multi-jurisdictional SWAT team, which is comprised of Bixby, Sapulpa and Sand Springs Police Departments.



Although the City's crime rates have fluctuated between 19.47 and 14.27 crimes per 1,000 people since 2011, the rate has decreased 16% over a five-year span. In fact, the City is one of the safest communities within Tulsa County with a crime rate of 16.27 crimes per 1,000 people in 2016. The City of Bixby's crime rate was less than a third than that of Tulsa County's average (51.67 crimes per 1,000 people), experiencing the second lowest crime rate next to the City of Jenks (15.42 crimes per 1,000 people) within the county.

Community Relations items are Shop with a Cop, Special Olympics law enforcement torch, cops on donut shops, polar plunge, host an annual Citizen Police academy, as well as a junior police academy. Bixby police also has a strong volunteer group known as CERT (Citizen Emergency Response Team), which hosts multiple academies each year in efforts to build a strong community base.



### Fire

The Bixby Fire Department provides a full range of emergency and non-emergency services and is staffed by 27 sworn firefighters, including a Chief and an Assistant Chief. Their Department currently operates two stations within the community. Station 1 is located at 116 W. Needles in the downtown area of Bixby with two Engines. Station 2 is located at 8300 E. 121st Street with two Engines and one Ladder Truck.

The response times goal for fire and EMS services in Bixby is less than 9 minutes. 2017 data from the Fire Department indicates that the response time goal was met 97% of the time.

## Community Facilities

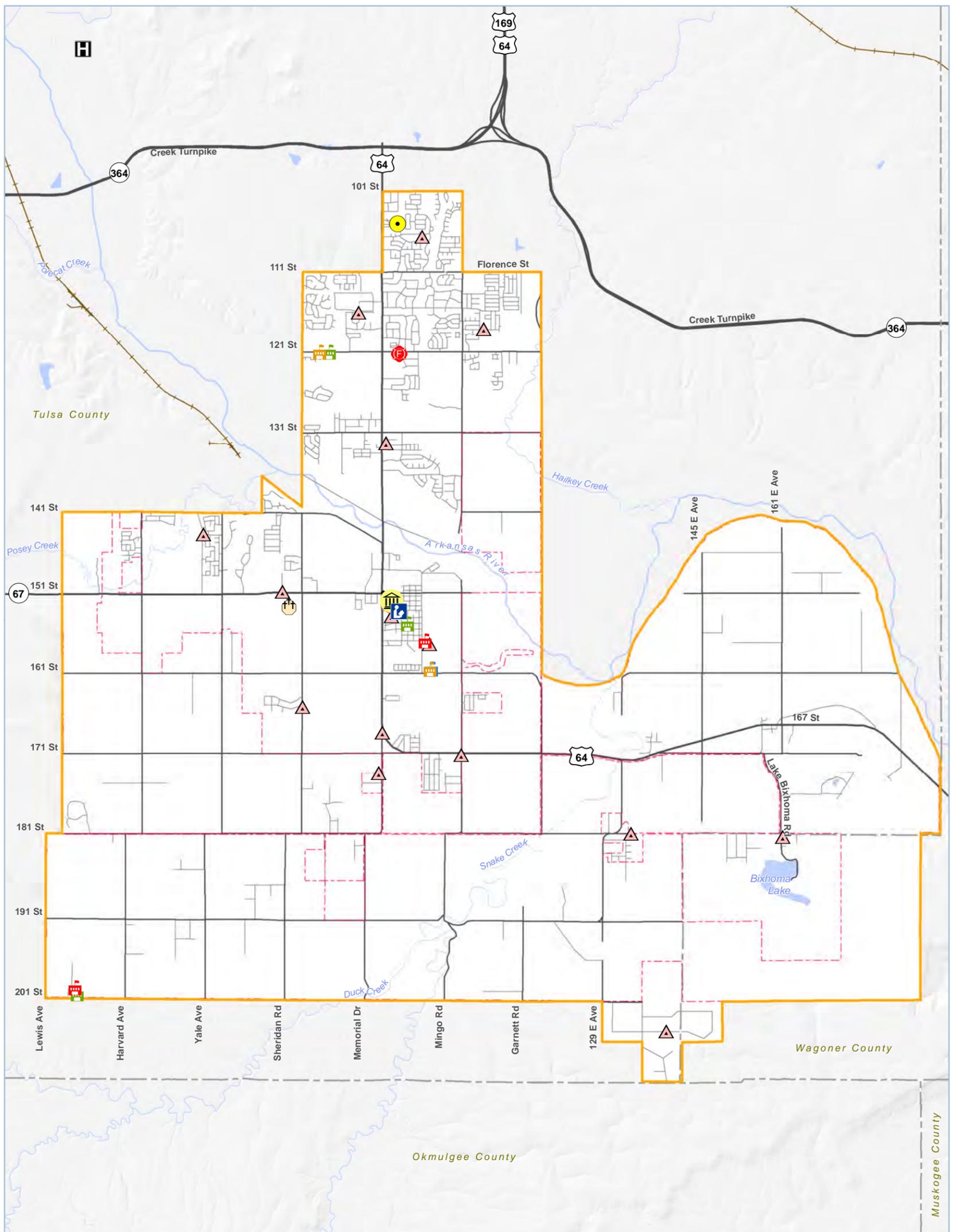
### City Hall

The Bixby Municipal Building is located at 116 W. Needles within the downtown area. This building is approximately 11,000 square feet, and provides administrative services to the community including offices for the Mayor/City Council, City Manager, Finance, Water, Parks, Planning, Municipal Court and Public Works.

### Library

Library services within the City of Bixby are provided by the Tulsa City County Library System with a 5,000 square foot branch library located at 20 E. Breckenridge. The library houses approximately 29,000 items and provides public computers and a meeting room.





### Legend

#### Public Facilities

- City Hall
- Library
- Health Services
- Event Facilities
- Cemetery

- Police Station
- Fire Station
- Siren Location

- Elementary School
- Middle School
- Intermediate School
- High School

- Bixby Fenceline
- Bixby City Limit
- County

- Highway
- Major Street
- Local Street
- Railroad
- Water Body
- Stream / River

0 1 2 Miles  
 Data Source: University of Oklahoma Center for Spatial Analysis, 2017.



Public Facilities

FIGURE 15

## Schools

The Bixby Public School District provides K-12 education to over 6,000 students within the community. The seven schools within the Bixby Public School District are:

- Central Elementary School
- Bixby North Elementary School
- North Intermediate School
- Central Intermediate School
- Northeast Elementary and Intermediate School (located in Broken Arrow)
- Bixby Middle School
- Bixby High School



A number of these facilities are centrally located within a 220 acre downtown campus. The downtown campus consists of four schools: Central Elementary, Central Intermediate, Bixby Middle School, and Bixby High School. Following approval of 2016 bond proposal, the Bixby Public School District completed a Downtown Campus Planning Study to define future High School facility needs to accommodate growth within the Bixby area. Additionally, U.S. News awarded Bixby High School a bronze medal, and ranked the school 15th in the State of Oklahoma in 2017. Only Thomas Edison Preparatory High School (5th), Owasso High School (10th), and Dove Science Academy (11th) ranked higher within the Tulsa region. U.S. News ranks high schools based on how well students perform compared to the state average, graduation rates, and college preparedness.

The Bixby Public School District is one of the fastest growing schools districts in the Tulsa region over the past five years. Table 10 displays the five-year enrollment trend for each school within the Bixby Public School District. The District has increased over 14% since the 2012-2013 school year, adding more than 770 students during that timespan.

In addition to the seven schools in the Bixby Public School District, the Liberty Public School District also contains two schools—Liberty Elementary and Liberty High School—within the southwest portion of Bixby’s fenceline. These schools experience much smaller annual enrollment totals, and have been decreasing over a five-year span. U.S. News has Liberty High School unranked in 2017. Table 11 displays both Liberty Elementary School’s and Liberty High School’s enrollment totals for the 2012-2013 school year and 2016-2017 school year.

**Table 10**  
Bixby Public School Enrollment Totals Five-Year Trend

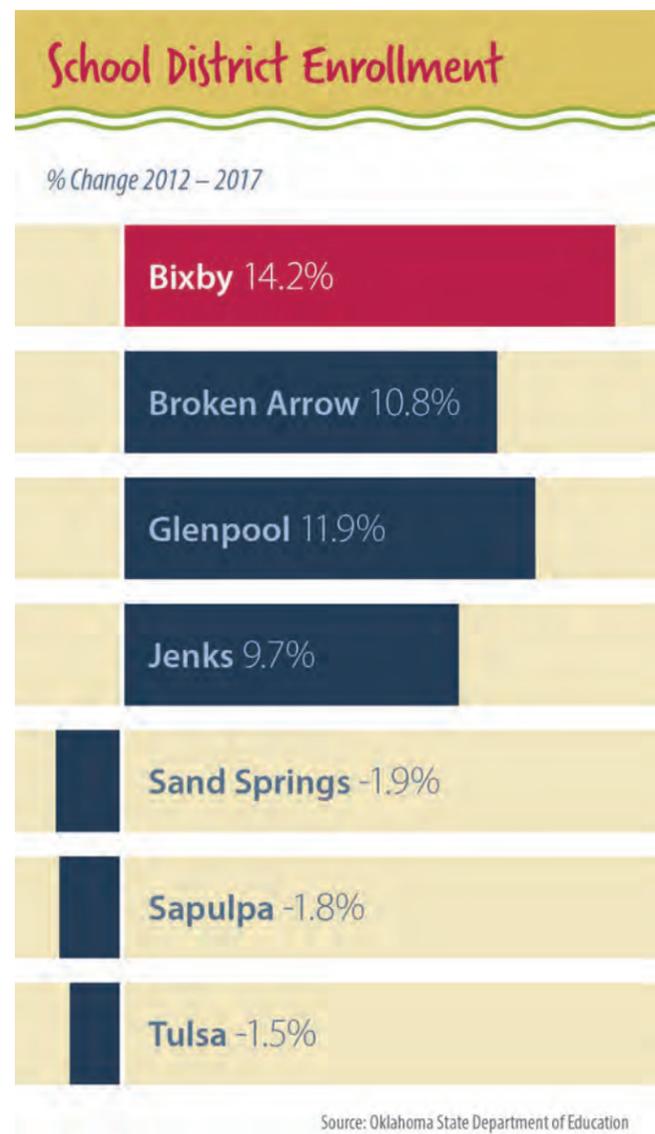
| School Site Enrollment                               | Grade Range | Total Enrollment |              |              |              |              | % Growth     |
|--|-------------|------------------|--------------|--------------|--------------|--------------|--------------|
|  |             | 2012-2013        | 2013-2014    | 2014-2015    | 2015-2016    | 2016-2017    |              |
| Central Elementary School                            | PK to 3rd   | 834              | 852          | 833          | 889          | 898          | 7.7%         |
| Bixby North Elementary School                        | PK to 3rd   | 1,114            | 878          | 891          | 817          | 757          | -32.0%       |
| North Intermediate School                            | 4th to 6th  | 712              | 532          | 546          | 556          | 583          | -18.1%       |
| Central Intermediate School                          | 4th to 6th  | 526              | 520          | 526          | 555          | 590          | 12.2%        |
| Northeast Elementary School and Intermediate School* | PK to 6th   | N/A              | 489          | 513          | 653          | 725          | 48.3%        |
| Bixby Middle School                                  | 7th and 8th | 810              | 833          | 872          | 869          | 902          | 11.4%        |
| Bixby High School                                    | 9th to 12th | 1,436            | 1,528        | 1,615        | 1,707        | 1,749        | 21.8%        |
| <b>Total</b>   |             | <b>5,432</b>     | <b>5,632</b> | <b>5,796</b> | <b>6,046</b> | <b>6,204</b> | <b>14.2%</b> |

\*School is within the Bixby Public School District, but outside of Bixby’s city limits  
Source: Oklahoma State Department of Education

**Table 11**  
Liberty Elementary and Liberty High School Enrollment Totals

| School Site Enrollment    | Total Enrollment |           | % Growth |
|---------------------------|------------------|-----------|----------|
|                           | 2012-2013        | 2016-2017 |          |
| Liberty Elementary School | 399              | 385       | -3.5%    |
| Liberty High School       | 196              | 171       | -12.8%   |

Source: Oklahoma State Department of Education



## Higher Education

Higher education is provided in proximity to the Bixby area within the larger Tulsa metropolitan area to the north. A variety of colleges and universities are located near Bixby including Tulsa Community College, University of Oklahoma, University of Tulsa, Oklahoma Wesleyan University and Oral Roberts University. Higher education opportunities are important to the City of Bixby, as they contribute to the educated population in the city. Retaining educated residents can also contribute to the quality of jobs within the city.

## Event Facilities

In 2006, the SpiritBank Event Center was constructed on the east side of Memorial Drive and south of 101st Street. This 4,500 seat multi-purpose and convention center has hosted world class entertainment and sporting events within this region. In addition to entertainment and convention events, the facility was the home of the Tulsa 66er's, a development team with the NBA. In 2014, the owners of the facility announced that large events would no longer be booked at the center, which was placed on the market for sale. Re-establishing this important community facility will provide a much-needed venue for indoor sporting, entertainment and convention events in Bixby and this region.



In addition, both Charley Young Park and Washington Irving Park hold regular community events, such as:

- Taste of Bixby
- BBQ'n Blues Festival
- Green Corn Festival
- Picnic in the Park



*Bixby BBQ'n Blues Festival  
Photo Credit: James Gibbard (Tulsa World)*



*Bixby's Green Corn Festival  
Photo Credit: KJRH TV*

## Health Services

The City of Bixby does not currently contain any public health facilities, such as hospitals or medical centers. However, there are several health service facilities within the area.

- **St. Francis Medical Complex.** This 49,000 square foot medical complex is located seven miles west of the Bixby downtown area at SR 67 and SR 75 in Glenpool. This complex provides emergency services, acute care, mammography center, outpatient therapy, skilled nursing, and rehabilitation facilities.
- **St. John Broken Arrow.** This 44 bed hospital is located 10 miles to the northeast on Albany Street north of SR 51 in Broken Arrow. This facility provides a wide range of healthcare, including emergency services, cardiology, general surgery, joint replacement and orthopedics.
- **Oklahoma Surgical Hospital.** This 75 bed hospital is located at Lewis and 81st Street within the City of Jenks. The hospital provides specialized care in orthopedics, neurosurgery, general surgery, gynecology, joint replacement, urology, and cardiology.

Numerous additional medical facilities providing for all levels of care are located near Bixby within the Tulsa metropolitan area. In addition to the above primary medical facilities, numerous medical specialty, urgent care, and animal hospitals are located within and adjacent to the Bixby area.

## Water Infrastructure

### Potable Water

The City provides municipal water service within the incorporated city limits (see Figure 16). Historically, the primary potable water source for the city was Bixhoma Lake. However, following water quality issues found at Bixhoma Lake, the City began purchasing water from the City of Tulsa.

### Wastewater

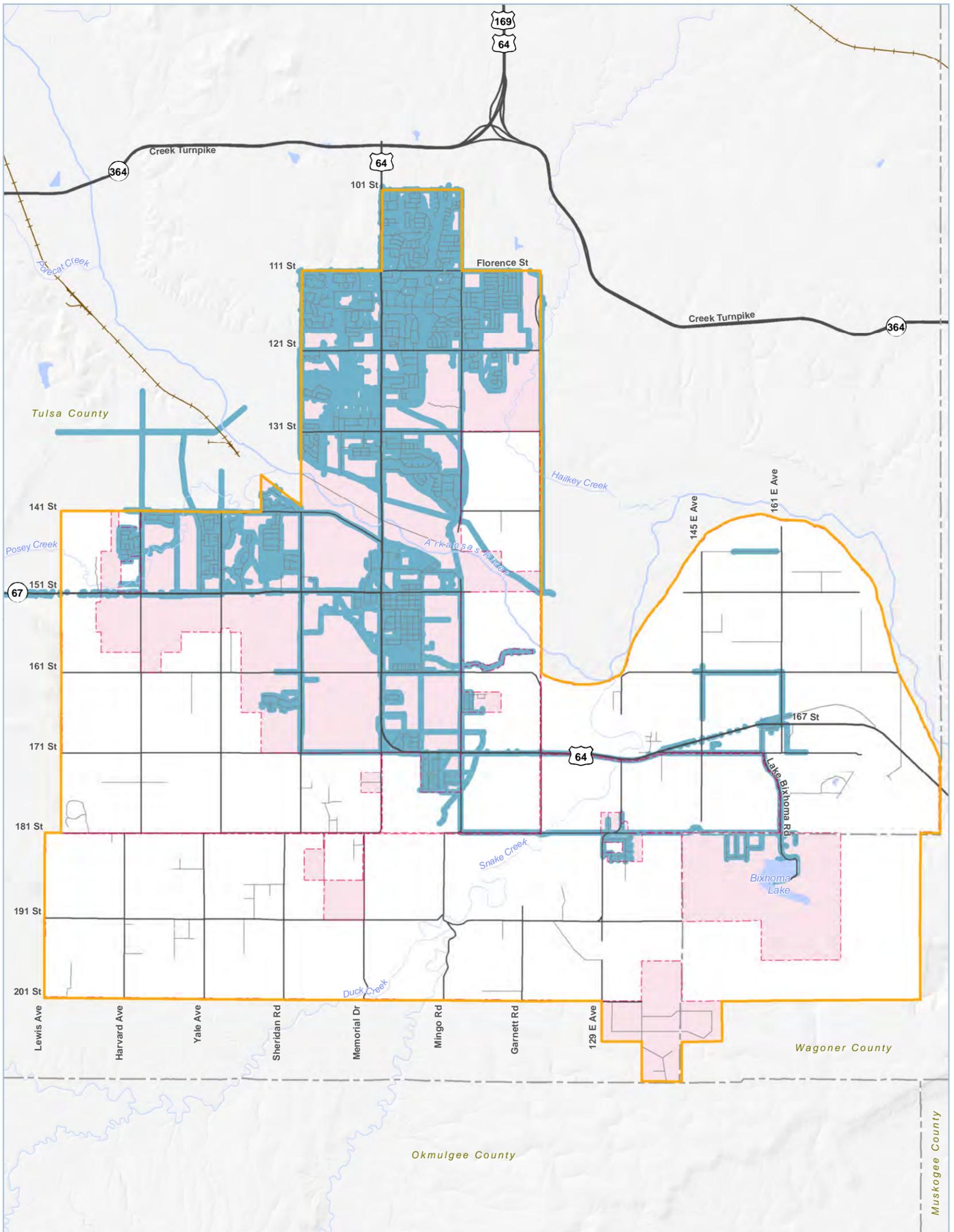
The City has an existing wastewater treatment capacity of 1.5 million gallons per day (MGD) in two lagoon facilities – one north of the Arkansas River and one south of the Arkansas River. Together, they provide treatment for all wastewater produced within the city. A new mechanical plant to be constructed at the south lagoon site to meet all of north and south Bixby's needs in a facility with a capacity of 2.8 MGD is in the final stages of design.

### Stormwater / Drainage

The City administers stormwater management regulations within the city limits and implements these requirements during the site plan review and construction phases of development. The adopted regulations provide for erosion/sediment controls, and required permits and inspections for compliance during the project construction.

A Stormwater Management Program has been approved by the Oklahoma Department of Environmental Quality relative to storm water discharge into certain rivers and creeks within the Planning Area. Implementation of the program is funded through storm water fees assessed on a monthly basis to residents and businesses and provides for education, enforcement and implementation of storm water management best practices.

The current Capital Improvement Program contains four storm water projects totaling \$5.5 million dollars. These projects will provide drainage, flood protection, and stormwater improvements to several impacted areas within the community. One example is the Haikey Creek Project currently under construction. Haikey Creek is located in the northeast area of Bixby, and experiences intermittent flooding. To address this issue, the City of Bixby pursued funding through Vision 2025. Vision 2025 is a collaborative initiative between Tulsa area communities to address much needed improvements in the region. The Haikey Creek Project is a flood prevention effort along the west bank of Haikey Creek near 131st Street. This project will be completed in 2019 and is expected to remove approximately 900 acres out of the floodplain.



**Legend**

- Approximate Area Served by Water & Wastewater Infrastructure
- Bixby Fenceline
- Bixby City Limit
- County
- Highway
- Major Street
- Local Street
- + Railroad
- Water Body
- Stream / River

0 1 2 Miles  
 Data Source: City of Bixby 2017, USGS 2016.



Water Infrastructure

FIGURE 16

## Recreation and Waterways

Recreational parks and waterways within communities often become important and iconic defining features for residents. Parks and open spaces help foster a high quality of life within communities. Waterways are typically symbolic natural features, around which communities are built.

### City / County Park Facilities

The City of Bixby has 588 acres of park space between six public parks, which equates to approximately 25 acre of park space per 1,000 residents. This figure is more than double the recommended 9.6 acres of park space per 1,000 residents by the National Recreation and Park Association (NRPA). However, the NRPA also acknowledges that each community is different and has different needs.

### Quick Fact:

*Bixby has 25 acres of park space per 1,000 residents!*

Each park has different amenities to offer a wide variety of recreational opportunities for residents of all ages. However, Figure 17 shows only 15% of the land within Bixby's city limits is within a quarter-mile, or five-minute walk to a public park, and less than 30% of area within Bixby's city limits is within a half-mile, or roughly 10-minute walk to a public park.



*Bentley Park*



*Bixhoma Lake Park*



*Charley Young Park*

#### Bentley Park

The award winning Bentley Park Sports Complex in Bixby is one of the best youth parks in Oklahoma. Bentley Park is a 140-acre regional sports park located along the south bank of the Arkansas River, just east of Memorial Drive. This park features a variety of active recreational options, including baseball and softball, basketball, bocce courts, horseshoe pits, playground, rodeo grounds, soccer fields, and splash pad. The Bentley Park Master Plan that was completed in 2010 also features several other future active recreational options that are currently underway in Phase III of the project, including volleyball courts, tennis courts, football fields, and practice areas. With the size and range of activities at Bentley Park, Bixby is able to hold regional sporting events.

#### Bixhoma Lake Park

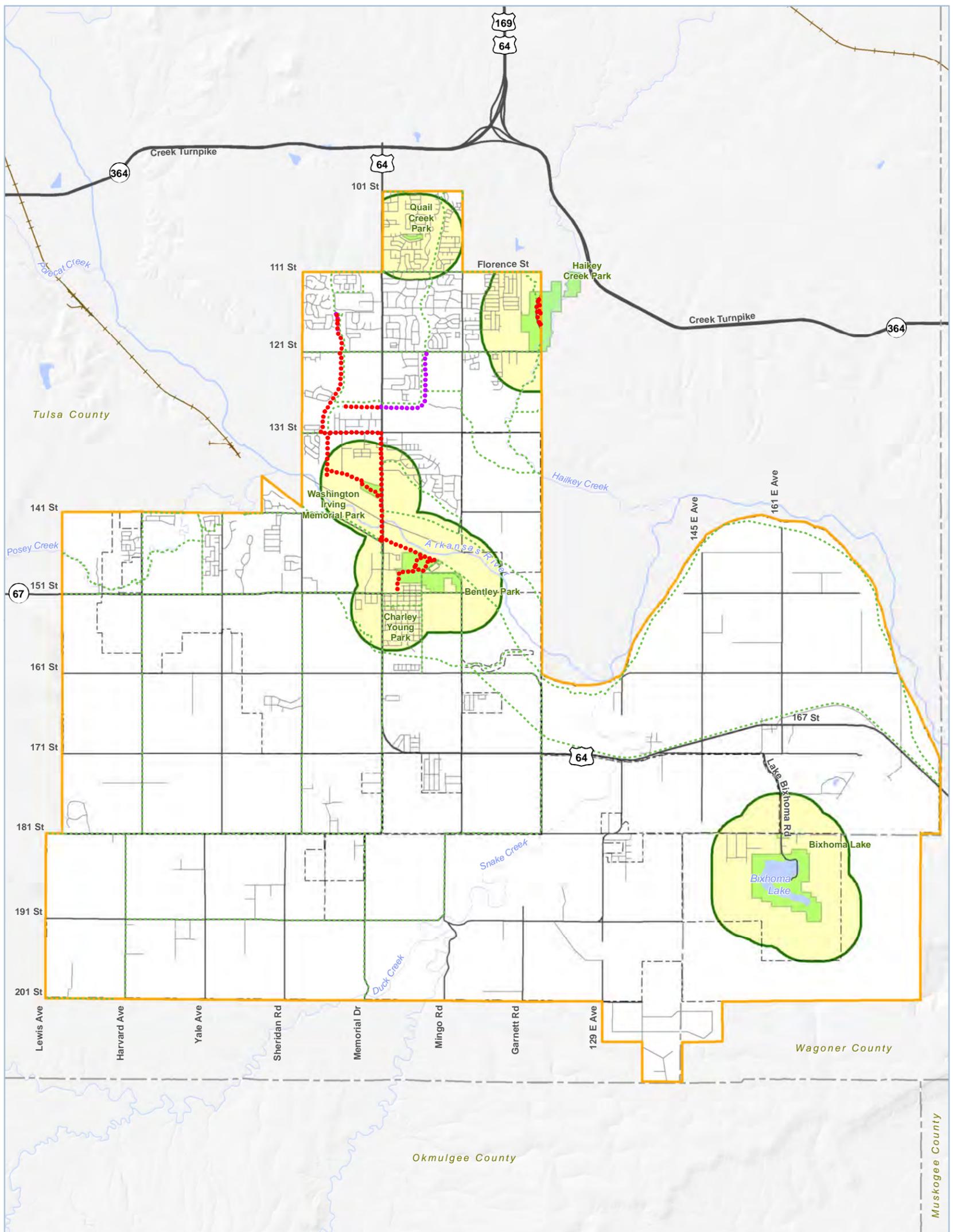
Bixhoma Lake Park is a 333-acre regional nature park located in southeast Bixby, and includes Bixhoma Lake (also see Natural and Cultural Resources Element) and the surrounding area. This park offers water activities, such as boating, fishing, and kayaking. The land surrounding the lake also features scenic walking trails for leisure recreational activities.

#### Charley Young Park

Charley Young Park is a one-acre community park located in Downtown Bixby along N Cabaniss Avenue and W Dawes Avenue. This park offers play areas and a splash pad for children, plus a large pavilion and event space to hold city-wide events, such as the Bixby Green Corn Festival, concerts, and weddings.

#### Haikey Creek Park

Haikey Creek Park is a Tulsa County park that is split between the City of Bixby and the City of Broken Arrow by S Garnett Road, between E 111th Street and E 121st Street. This park is approximately 200 acres in size, 85 acres of which are within the City of Bixby. Haikey Creek Park features a variety of active and passive recreational facilities, including a disc golf course, soccer fields, softball fields, tennis courts, a playground, and picnic areas.



**Legend**

- |   |  |   |  |
|---|--|---|--|
| <span style="color: green;">■</span> Parks  | <span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px;"></span> Bixby Fenceline  | <span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Highway   | <span style="color: blue;">■</span> Water Body     |
| <span style="border: 1px solid green; display: inline-block; width: 15px; height: 10px;"></span> 1/2 Mile Distance From Park (Approx. 10-Minute Walk) | <span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px;"></span> Bixby City Limit | <span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Major Street  | <span style="color: blue;">~</span> Stream / River |
| <span style="color: red;">●●●●</span> Existing Trail/Bikeway  | <span style="border: 1px solid gray; display: inline-block; width: 15px; height: 10px;"></span> County             | <span style="border-bottom: 1px solid gray; width: 20px; display: inline-block;"></span> Local Street   |  |
| <span style="color: purple;">●●●●</span> Funded Trail/Bikeway   |  | <span style="border-bottom: 1px solid black; width: 20px; display: inline-block; position: relative; top: -5px;"><span style="position: absolute; top: -5px; left: 5px; right: 5px; border-top: 1px solid black;"></span></span> Railroad |  |
| <span style="color: green;">- - - -</span> 2015 Tulsa Regional Bicycle and Pedestrian Master Plan   |  |   |  |

0 1 2 Miles  
Data Source: City of Bixby 2017, USGS 2016.



Parks

FIGURE 17

## Quail Creek Park

Quail Creek Park is a 6.5-acre neighborhood park located along E 106th Street South in the South Country Estates subdivision. This park features a play area for children, picnic tables, and tennis courts.



Quail Creek Park

## Washington Irving Park

Washington Irving Park is a 21-acre community park located along the west side of S Memorial Drive, just north of the Arkansas River. This scenic and wooded open space features multiuse trails, memorials, picnic tables, and the Laci Dawn Hill Butterfly Garden, as well as space to hold city-wide events, including:

- Arbor Day Celebration (March)
- BBQ 'n Blues Festival (May)
- Washington Irving Festival (October).



Washington Irving Park

## Waterways

The City of Bixby is well known within the community for the Arkansas River that bisects the city into a north and south side. The Arkansas River is the sixth largest river in the United States, and is considered a tributary of the Mississippi River. The Arkansas River begins in the Rocky Mountains in Colorado, and flows east / southeast until it meets the Mississippi River on the Arkansas and Mississippi border. For more information about the Arkansas River see the Health and Safety Element and Natural and Cultural Resources Element.

In addition to the Arkansas River, there are six creeks that drain into the river, which are:

- **Bixby Creek.** Bixby Creek runs along the south end of Downtown and drains into the Arkansas River south of E 151st Street.
- **Duck Creek.** Duck Creek drains into Snake Creek near E 191st Street and S Mingo Road, and only flows through the southern portion of Bixby.
- **Fry Ditch Creek.** Fry Ditch Creek drains into the north bank of the Arkansas River just west of Washington Irving Park, running along the northwest portion of Bixby.
- **Haikey Creek.** Haikey Creek drains into the north bank of the Arkansas River near the Indian Springs Soccer Complex in Broken Arrow, running along the eastern portion of Bixby through Haikey Creek Park.
- **Posey Creek.** Posey Creek drains into the south bank of the Arkansas River just north of the White Hawk Golf Course, running through the south western portion of Bixby.
- **Snake Creek.** Snake Creek drains into the south bank of the Arkansas River near S 129th Avenue, and runs through the southern portion of Bixby.

## Quick Fact:

The Arkansas River is the 6th largest river in the United States.

## Bixhoma Lake

Surrounded by Bixhoma Lake Park, Bixhoma Lake is man-made lake constructed in 1965 to provide water to the City of Bixby. The lake has a surface area of 110 acres, and a water capacity of 3,130 acre feet.

