BIXBY 2030

our Vision. our Future.

2018 Comprehensive Plan

BIXBY 2030

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CITY OF BIXBY

Comprehensive Plan

Prepared for:

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"Our Vision, Our Future".

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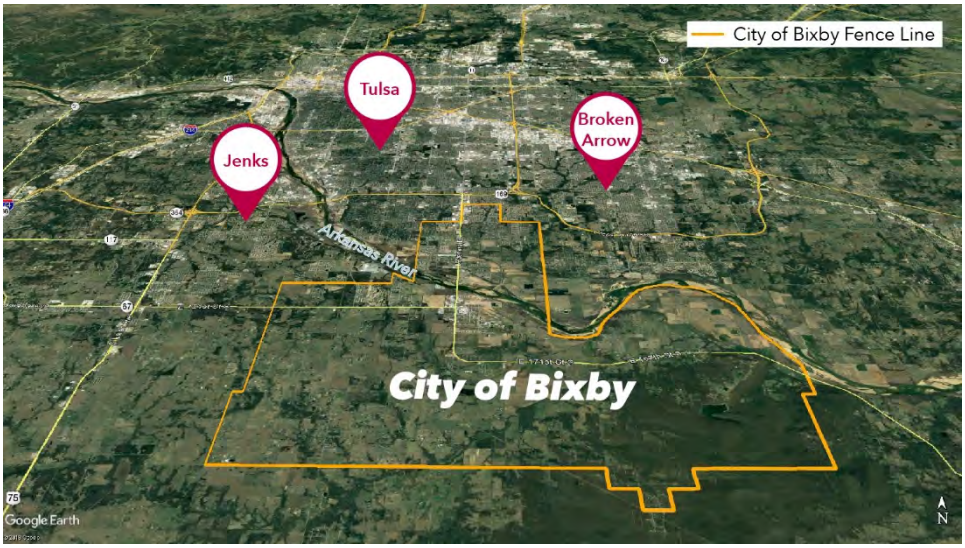
1 Overview

Introduction

As one of Oklahoma's fastest-growing communities, the City of Bixby is on the forefront of growth and development. This growth is expected to continue into the future as the Tulsa region continues to expand. To accommodate this growth, Bixby has updated its Comprehensive Plan to assist the City's elected and appointed officials, staff, residents, and businesses in managing the impacts and challenges of this growth. Through the implementation of this Plan, the City seeks to take full advantage of the benefits of growth, while maintaining Bixby as an ideal place to call home.



Purpose of a Comprehensive Plan

A Comprehensive Plan (the "Plan") is a planning policy document designed to guide a jurisdiction's decision-making concerning land use, growth, public services, infrastructure, and resource conservation. While not legally binding, the Plan is an official public document that establishes an advisory framework for land use decisions, public service expansions, park and trail development, economic development strategies, and the general growth of the city. Oklahoma state law requires that municipal regulations pertaining to the built environment, such as zoning, must be adopted in accordance with a Comprehensive Plan.

A Comprehensive Plan has three defining attributes:

General. Providing general guidance that will be used to direct future land use and resource decisions.

Comprehensive. Covering a wide range of social, economic, infrastructure, and natural resource topics. These include land use, housing, circulation, utilities, public services, recreation, agriculture, biological resources, and many others.

Long-Range. Guiding decision-making to reach a prescribed vision 10 or more years in the future.

It is also important to understand what a comprehensive plan is not. A comprehensive plan is not:

- A zoning map
- A tool to promote special interests
- An unchangeable document
- A detailed policy for specific properties or areas
- A capital improvement program

Comprehensive Plan Process

The process for developing the new Bixby Comprehensive Plan occurred in six distinct tasks. These tasks included extensive public engagement, which provide numerous opportunities for residents to provide ideas and help guide the future of their community. Following is a description of each task.

Task 1 – Project Management

Task 1 laid the foundation for the planning process by refining the specifics of the project including the project schedule, branding, and website.

Task 2 – Public Participation and Communication

Public participation was an integral component to the success of this Plan. Under this task, a Public Participation Plan aimed at engaging members of the public at each stage of the planning process. The Public Participation Plan included providing regular project updates to the website to keep community members informed.

Task 3 – Community Assessment

Task 3 incorporated two public workshops and multiple interviews with community leaders and stakeholders to identify opportunities and challenges facing the City of Bixby's growth. This data was collected and documented as part an existing conditions report, or "Map Atlas," and helped influence the goals and policies in the Comprehensive Plan.

Task 4 – Alternatives

Various alternatives based on future land uses and other topical scenarios were developed after assessing community input, collecting data, and planning concepts. Community members were presented these alternatives at public workshops and through surveys, and had opportunities to provide feedback and express their opinions on a preferred alternative.

Task 5 – Plan Document Development

The draft and final Comprehensive Plan were developed based on community input and other information collected throughout the planning process, and distributed for public review.

Task 6 – Formal Adoption Process

The Plan was then presented to the Planning Commission for review and recommendation to the City Council for adoption.

Comprehensive Plan Organization

The Bixby Comprehensive Plan is made up of five chapters with three themes. Themes are grouped by similar topic areas, or "elements," to aid in the reader's understanding and the City's implementation of the Plan. The elements within each theme provide goals and policies that guide future growth and development. Following is a description of each chapter of the Plan.

Chapter 1 – Overview

In the Overview, the purpose, process, organization, and administration of the Plan is discussed. The setting for the Comprehensive Plan is provided including the planning area. The public outreach process, Vision Statement, and the Plan's Focus Areas are also discussed.

Chapters 2, 3, and 4 – Themes

Chapters 2 through 4 contain the Comprehensive Plan themes, which are Community Development (Chapter 2), Community Services (Chapter 3), and Interconnected Infrastructure (Chapter 4). Each theme contains between two and four elements. The following chart identifies which elements are grouped with each theme, along with a definition for each element. The acronyms on the left side of the chart are used to label the goals and policies for each specific element.

Chapter 2. Community Development

LU	**Land Use**	LU discusses land use types, distribution, and intensity; population and building density to ensure a cohesive land use mix is met within the City.
H	**Housing**	H addresses provisions for housing to meet all needs within the community, including single-family, multifamily, and affordable housing.
CD	**Community Design**	CD addresses the aesthetic of the City. The design of subdivisions and neighborhoods as well as Downtown are examined.
ED	**Economic Development**	ED provides guidance for pursuing, retaining, and expanding businesses and industries to enhance the jobs to population ratio.

Chapter 3. Community Services

PS	**Public Services**

PS provides an overview of the infrastructure, facilities and services that Bixby offers. Such topics include planning for future schools, public safety, and community facilities.

ROS	**Recreation and Open Space**

ROS covers the recreational amenities, open spaces, and natural water features present in Bixby. The Goals and policies presented in Recreation and Open Space will help ensure there is ample open space and recreational opportunities for residents and visitors.

Chapter 4. Interconnected Infrastructure

T	**Transportation**

T provides guidance on the movement of both people and goods, helping facilitate an efficient and comprehensive transportation network. This element considers multiple modes of transportation including automotive, public transportation, bicycle, and pedestrian.

PF	**Public Facilities**

PF examines the City's water supply and delivery system, wastewater, and stormwater / drainage.

Chapter 5 – Implementation

Chapter 5 contains strategies and recommended actions that are designed to help the City implement the Comprehensive Plan. The implementation table is a complete set of the actionable items organized by theme and element for ease of reference.

Comprehensive Plan Administration

Under Title 11 of the Oklahoma State Statutes, municipalities are granted the power to exercise planning, subdivision, and zoning controls within municipal limits. Through these statutes, the Bixby Planning Commission may recommend to the Bixby City Council the adoption, in whole or in part, of a Comprehensive Plan to guide the development of the city.

Relationship to Other Plans

Bixby's 2030 Comprehensive Plan incorporates the following plans by reference: Connected 2045 Regional Transportation Plan, the 2015 Tulsa Region Bicycle and Pedestrian Master Plan, and the 2010 Multi-Hazard Multi-Jurisdictional Hazard Mitigation Plan.

Future master plans or plans specific to a designated sub-area of the City are intended to integrate with the Comprehensive Plan, and should be incorporated by reference. Where there are greater details and direction provided in these adopted specific plans, such direction shall prevail and will be followed in implementing the City's adopted plans. If there is no specific detail, or the direction is absent, then the Comprehensive Plan's guidance should be followed.

Comprehensive Plan Amendments

Amendments to this Comprehensive Plan may be initiated by the City or may be requested by private individuals or agencies. Amendments shall be classified as major or minor:

- Major amendments may only be considered by the City Council on a quarterly basis as designated by the Council. Amendments must be submitted prior to the designated Council hearing, and must receive an affirmative two-thirds majority vote of the City Council for approval.
- Minor amendments can be heard and considered by the City Council at any time, and must receive an affirmative simple majority vote of City Council for approval.

Major Amendments. A change is considered to be a Major Amendment if they meet one of the following criteria:

- A change in the Future Land Use Map consisting of 100 acres or more or any request for Industrial or Residential Manufactured Home Park;
- A change in the Future Land Use Map from a residential category to a nonresidential category, except to the Mixed Use category which may be considered a minor amendment;
- A change in the Future Land Use Map from one residential category to another that jumps two density ranges (Example: Low-Density Residential to Medium-High Density Residential).
- Text changes that are in conflict with, or significantly alter the goals and policies of the Plan.

Minor Amendments. Any change to the Future Transportation Network Map, any change to Mixed Use category or any change that does not meet one of the criteria listed above for a Major Amendment. Also, any change to the Implementation Chapter of this Comprehensive Plan is considered a Minor Amendment, and may be considered by the City Council throughout the calendar year according to the regularly-scheduled review and hearing process.

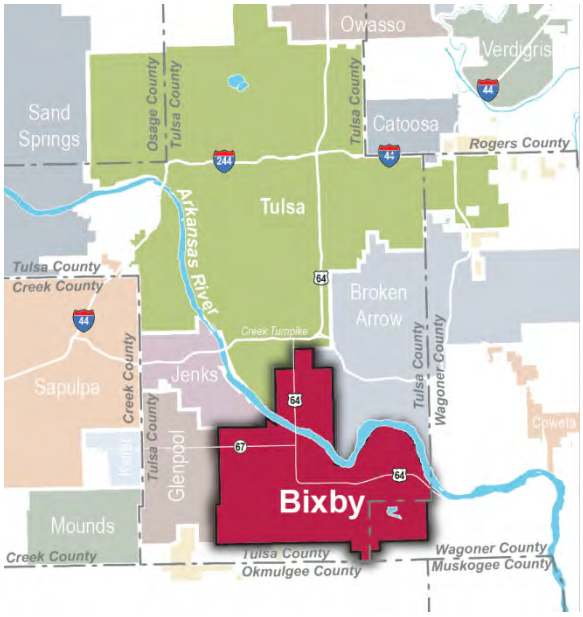
No Amendment. No amendment is required for changes to formatting, photos, graphics, tables, or maps other than the Future Land Use Map or the Future Transportation Network Map.

Setting

Regional Setting

The City of Bixby is a rapidly growing community located in northeastern Oklahoma, within the southern portion of the Tulsa metropolitan area. Bixby's incorporated boundaries fall within both Tulsa and Wagoner Counties (see Figure 1-1). 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 region with a 2015 population estimate of 23,171. Access to the larger interstate network and the Tulsa metropolitan area is provided via SR 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 southwest.

Figure 1-1. Regional Setting



Local Setting

Bixby is located approximately 20 miles south of downtown Tulsa. The City is bordered by the cities of Tulsa, Jenks, Glenpool, and Broken Arrow. The community is bisected by the Arkansas River with the original town site located near the southern bank. However, much of the new growth has occurred north of the river, toward the City of Tulsa.

View of the pedestrian bridge across the Arkansas River.

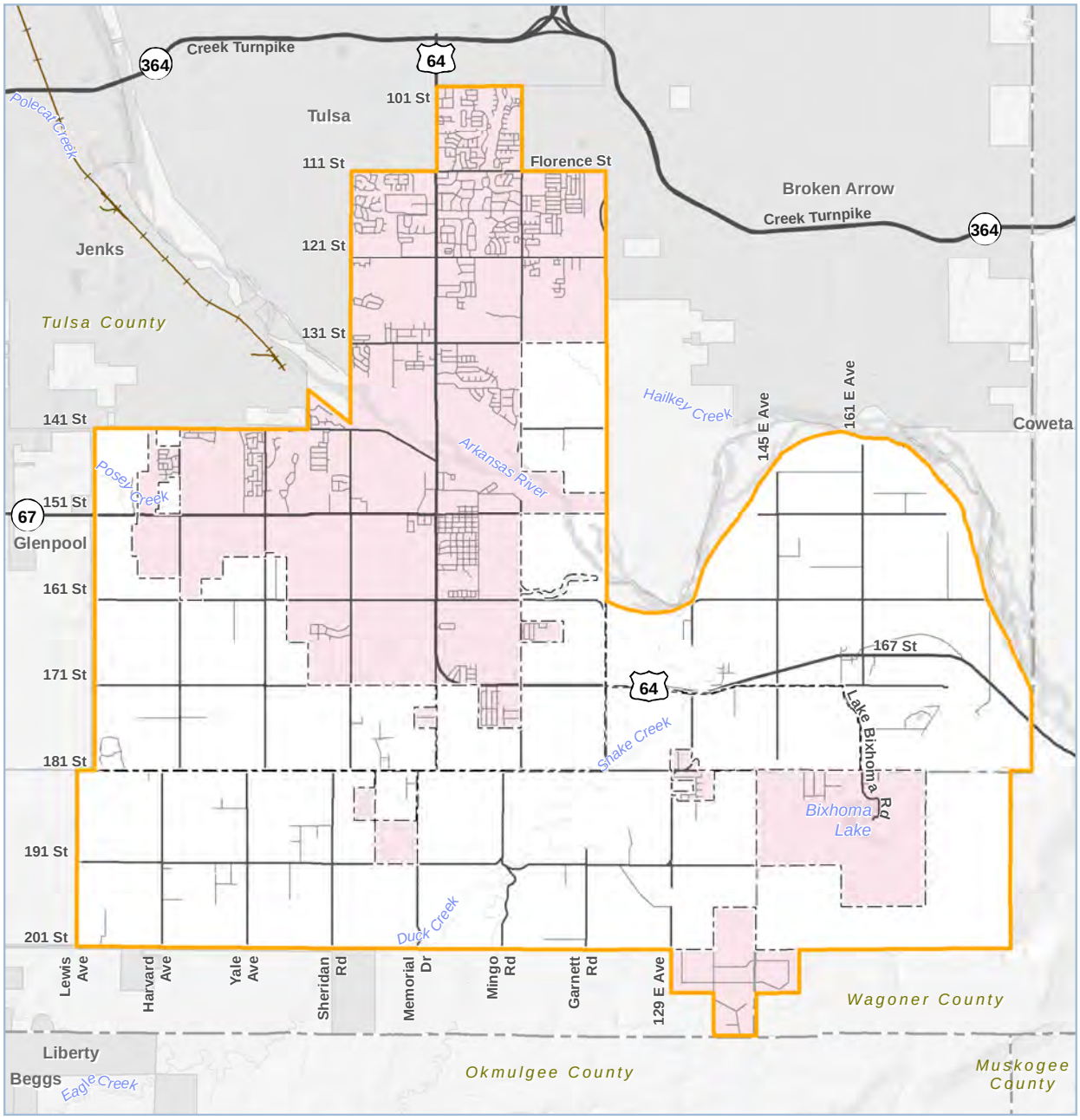
Planning Area

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 'Fence Line' that includes the community's incorporated limits and may also include unincorporated county areas. A city's Fence Line 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 Fence Line as shown in Figure 1-2.

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 from the TMAPC relative to conformance with adopted plans and policies to ensure coordination in planning.

Bixby Today

Today, Bixby is a fast-growing community experiencing rapid residential development, while maintaining its small-town, agricultural roots. The City is a major destination for relocating families due to the high-quality school system and its safe neighborhoods. Although Bixby's population has grown rapidly, many of the other community components have not kept pace with the increased residential development, such as robust commercial entertainment destinations and a second bridge across the Arkansas River. As Bixby continues to grow, additional community amenities and enhancements will be necessary to help contribute to an enhanced quality of life and sense of place for all residents. This Comprehensive Plan helps manage the continued growth of the community, while planning for opportunities to enhance infrastructure and attract additional commercial and employment opportunities to the City for a prosperous community well into the future.



Legend

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

0 1 2 Miles

Data Source: City of Bixby, 2018.
Matrix Design Group, 2018.

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Figure 1-2
Planning Area

Planning Framework

Public Input

One of the most critical components of a comprehensive plan update is community engagement. Participation by a broad cross section of interests increases the likelihood that the plan's goals and policies will be based on community consensus, which increases the likelihood for successful plan implementation. Gaining community input was achieved through the following public engagement efforts:

- **Stakeholder Interviews.** Interviews were held with City staff members and key business and community leaders.
- **Steering Committee Meetings.** The Steering Committee consisted of knowledgeable community leaders that provided insight and helped guide the Comprehensive Plan development.
- **Community Kiosks.** Four community kiosks were set up in various key locations throughout Bixby. These community kiosks helped spread awareness about the Comprehensive Plan Update, and collect additional resident input.
- **Informational Brochures.** Two informational brochures were created to give the public relevant information regarding the update process.
- **Project Website.** During the development of the Comprehensive Plan Update, a website was maintained that allowed residents and other interested parties to sign-up for email notifications, provide comments, download project documents and meeting materials, and learn about upcoming events (www.Bixby2030.com).
- **Surveys.** Several online surveys were conducted during the Comprehensive Planning process to collect residents' input on a variety of topics, including issues and opportunities, land use alternatives, and downtown design preferences.
- **Public Workshops.** Four public workshops were held during the planning process, in which the public was invited to engage in various activities and exercises that helped influence the development of the Comprehensive Plan. Summaries of each public workshop are described in the following paragraphs.

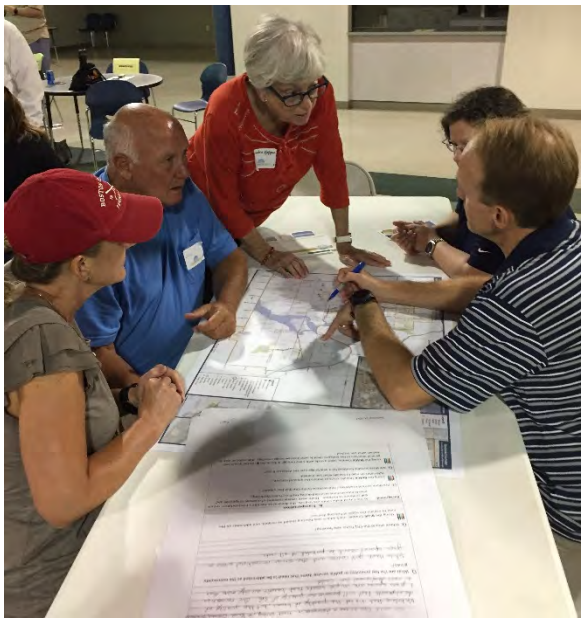
Public Workshop #1

The first public workshop was held on June 13, 2017 at the City Council Chambers in Bixby. There were nearly 70 people in attendance. The purpose of this workshop was to:

- Provide an overview of the Comprehensive Plan;
- Gain community input on a Vision Statement;
- Develop a list of issues and opportunities that should be addressed as part of the planning update; and
- Identify assets in the community and areas that need improvement.

The public's input on the Vision Statement was used to develop the final version as written later in this chapter, and helped guide the development of the Comprehensive Plan. The issues, opportunities, assets, and areas of improvement the public identified helped guide the focus of the goals and policies for each element.

Public Workshop #2



The City held the Second Community Workshop Update on September 21, 2017 at Bixby's Community Center, in which approximately 130 people attended.

The purpose of this public workshop was to further refine the issues and opportunities collected in the first public workshop. Attendees were asked a series of survey questions that related to the issues and opportunities collected during the first public workshop, which helped guide policy direction towards potential solutions. Participants also split into small groups to conduct exercises on specific questions regarding transportation, housing, economic development, recreational opportunities, Downtown Bixby, and the Memorial Drive corridor that helped influence and shape the Comprehensive Plan Update's development.

Public Workshop #3

The City of Bixby held its Third Community Workshop for the Comprehensive Plan Update on December 5th, 2017 at Woodlake Church, where approximately 50 people attended.

The purpose of this workshop was to gather input from community members regarding future development within specific growth areas. Attendees were given three future land use alternatives for three focus areas throughout Bixby, and asked to either choose their preferred option, or combine specific features from each alternative and create their own preferred option. These preferred future land use alternatives helped drive the final Future Land Use Map illustrated in Chapter 2.

Public Workshop #4

The City of Bixby held its Fourth Community Workshop for the Comprehensive Plan Update on April 17th, 2018 at Woodlake Church, where approximately 39 people attended.

The purpose of this workshop was to gather input from community members on specific policy ideas and how they envision Downtown developing. Participants completed two surveys—a Policy Alternatives Survey, and a Downtown Design Survey. The Policy Alternatives Survey used input and feedback collected throughout the planning process to develop various policy alternatives that can be incorporated into the Comprehensive Plan. Participants were asked to choose the option or options they thought best fit the City of Bixby. The Downtown Design Survey provided questions to understand residents' personal views, values, vision, opinions, and preferences on future development in Downtown Bixby.

Vision Statement

A vision statement describes a future ideal state and articulates the shared aspirations of the community including residents, property owners, leadership, and other stakeholders. This vision statement serves as a source of inspiration and guidance for Bixby 2030. The vision statement contains the key values upon which all of the subordinate goals, policies and implementation actions within this Comprehensive Plan support. The vision statement is as follows:

> *Bixby is recognized as a welcoming and **family-oriented** community that offers an excellent **quality of life** to its residents. The City, a full-service community, offers a range of quality housing, an **exceptional educational** system, an outstanding employment base, easy-access to a variety of shopping venues, and is connected by an excellent network of **parks, trails and open space,** together creating a great place to live, work and play.*

Focus Areas

Focus Areas were identified and discussed with the public during the third public workshop. A focus area is a geographical area within the city that is apt for development (including infill development) or redevelopment. Through the guidance of City staff, three focus areas were identified to be included in this Plan. Figure 1-3 shows the location of the three focus areas.

Focus Area 1

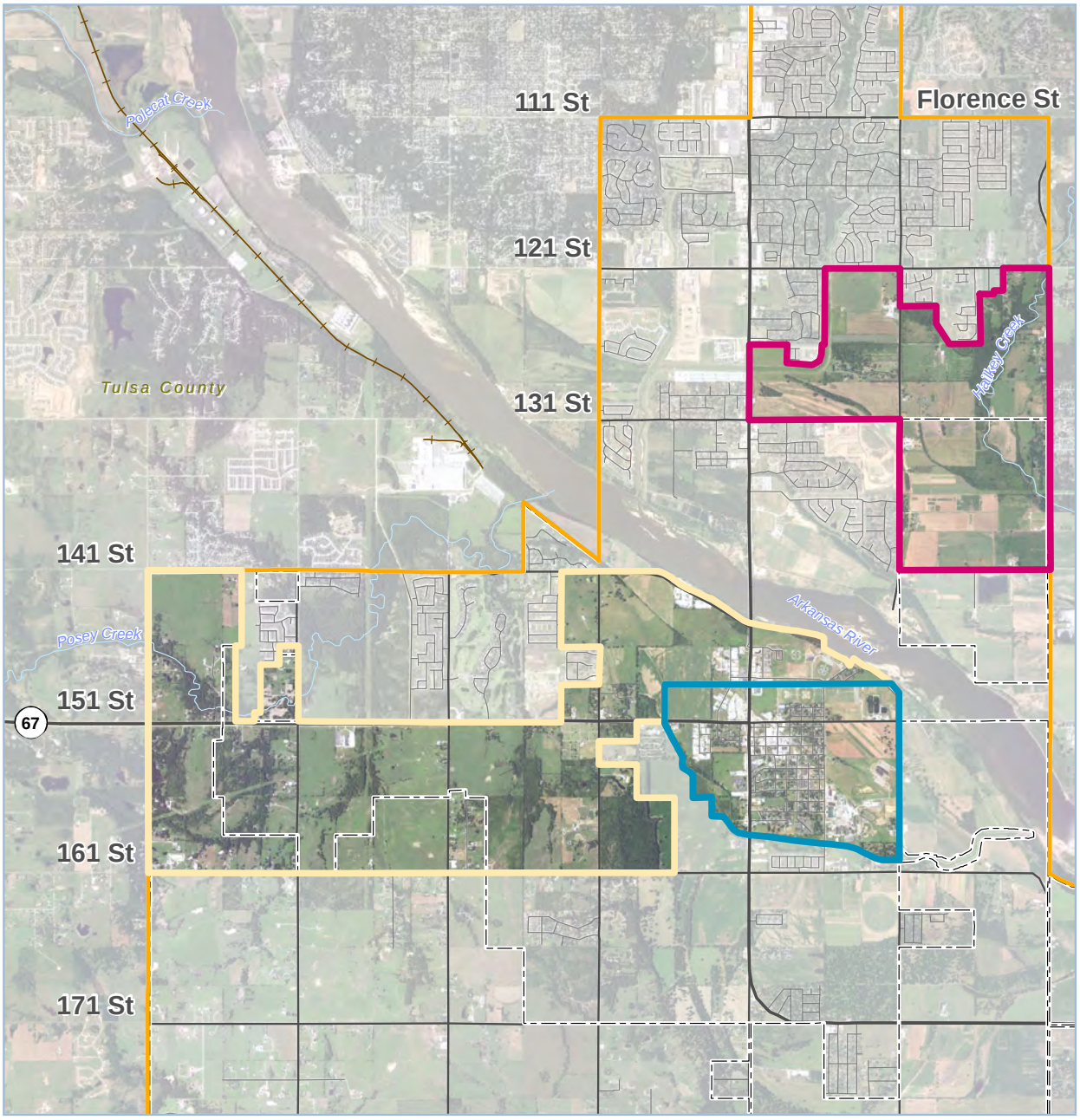
Area 1 generally consists of the undeveloped land north of the Arkansas River and east of Memorial Drive, between 141st Street and 121st Street. Although this area is currently within a flood zone, the Haikey Creek Flood Protection Project is currently under construction and will remove a large portion of the land out of the flood zone, making it suitable for development.

Focus Area 2

Area 2 consists of Downtown Bixby and the surrounding area, including Bentley Park. This focus area seeks to revitalize and expand Downtown Bixby into a destination within the Tulsa regional area.

Focus Area 3

Area 3 generally consists of the undeveloped land along 151st Street. This corridor is the highest capacity roadway south of the Arkansas River, and connects to Highway 75 (also known as the Okmulgee Bee Line Expressway). This area is beginning to receive some development pressure due to the limited availability of land north of the Arkansas River, and Memorial Drive congestion concerns. This focus area seeks to ensure south growth management is implemented for future development.



Legend

- Focus Area 1
- Focus Area 2
- Focus Area 3
- Bixby Fenceline
- Bixby City Limit
- Highway
- Major Street
- Local Street
- Railroad
- Stream / River

0 1 2 Miles

Data Source: City of Bixby, 2018.
Matrix Design Group, 2018.

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Figure 1-3
Focus Areas

2 Community Development

Community development is an evolving process that is influenced by both internal and external factors. Planning for and managing these factors can help sustain a well-balanced community.

The Community Development chapter includes elements that help guide growth and development to ensure the City is balanced and promotes an overall healthy environment. These elements are:

- **Land Use.** Providing strategies to guide land use types, distribution, and density/intensity throughout the City of Bixby.
- **Housing.** Containing policies that ensure the City meets housing demand through a diverse housing stock, meeting the needs of all families and income levels.
- **Community Design.** Establishing design standards to protect and enhances upon the City's character and visual appeal, ensuring new developments are cohesive with the City's vision.
- **Economic Development.** Providing policies for pursuing and retaining commercial and industrial uses, as well as assisting the City target locations for new industries that enhance the jobs to population ratio.

Land Use Element

The Land Use Element provides two key components that will be used to guide new growth. The first is the Future Land Use Map (FLUM). The FLUM is a diagram that designates the type, distribution, and density/intensity of land use that is allowed. The second are the goals and policies contained in this Comprehensive Plan. The FLUM, as well as goals and policies will guide sustainable growth in Bixby in order to maintain and improve upon the positive quality of life.

General Development Pattern

The City of Bixby is structured on the square mile grid pattern that is prominent in Tulsa County, with many of the nonresidential uses located along the arterial roadways that make up each square mile. The internal streets within the square-mile grid mostly consist of residential uses, and have taken an organic shape resulting from each individual residential subdivision.

Memorial Drive is the primary commercial corridor north and south through the City of Bixby, and contains the sole bridge over the Arkansas River connecting the north and south side of the City, as well as the only connection to the Creek Turnpike. As a result, Memorial Drive is heavily relied upon for both transportation and commerce throughout the community.

The Arkansas River is also a distinguished feature in the City of Bixby's existing development pattern. Although the City originated south of the river, most commercial and residential development is located north of the river and adjacent to south Tulsa. South of the river, outside of Downtown, has remained primarily rural with mostly agricultural uses and large single-family estates.

Growth Trends

Growth is essential for a healthy and vibrant community. Well-managed growth ensures safe and sufficient housing for residents, with shopping and employment opportunities in close proximity. Growth also provides financial resources to support needed services and amenities for the City of Bixby that enhance residents' quality of life.

Bixby experienced the one of highest residential growth rates in the Tulsa region between 2000 and 2015, growing approximately 73% during this timeframe. Most of this growth has occurred north of the river in the form of residential subdivisions influenced by the City of Tulsa.

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

Future Land Use

The Future Land Use Map is a representation of the community's built out vision. It is important to note that land use designations do not control existing zoning; however, as land is developed and rezoned, the land use descriptions as well as the goals and policies are applicable. Further, many of the goals and policies are still applicable within zoned property to guide site planning and platting. The location of future land uses is illustrated on the Future Land Use Map (Figure 2-1). While the FLUM figure shows a build-out condition, not all developable land will be developed by 2030.

Quick Fact:

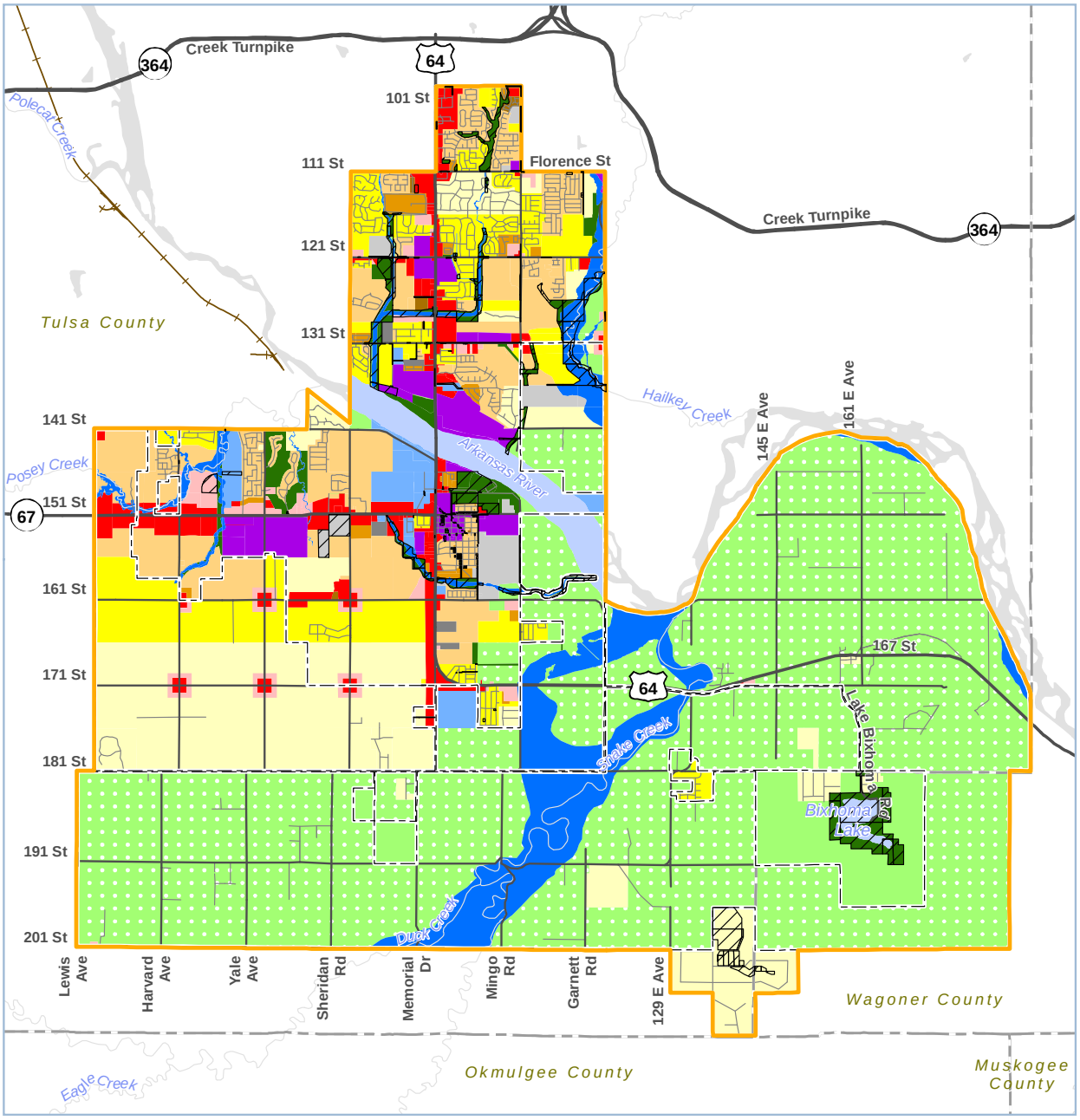
It is typical for a Future Land Use Map to be updated over time. Please check with the City of Bixby to ensure you have the current version.

Land Use Designations

There are 15 Future Land Use Designations identified on the FLUM. Table 2-1 provides a summation of the land area within each land use designation. A description of each of the land use designations follows in Table 2-2.

Table 2-1 2030 Future Land Uses

Designation	Density	Color	Total Acres	Percent of Total
Rural Agriculture	0 to 0.5 du/ac		21,271	45.2%
Agriculture	0 to 1 du/ac		2,063	4.4%
Rural Residential	0 to 1.5 du/ac		5,940	12.6%
Low Density Residential	1.5 to 4 du/ac		3,622	7.7%
Medium Density Residential	4 to 6 du/ac		4,251	9.0%
Medium-High Density Residential	6 to 10 du/ac		311	0.7%
High Density Residential	10+ du/ac		43	0.1%
Residential Manufactured Home Park	8 du/ac		86	0.2%
Mixed Use	10+ du/ac		1,029	2.2%
Neighborhood Commercial	-		571	1.2%
Commercial	-		1,489	3.2%
Industrial	-		651	1.4%
Public / Institutional	-		458	1.0%
Recreation and Open Space	-		1,026	2.2%
Flood District	-		3,212	6.8%



Legend

Future Land Use	Density (du/ac.)
Rural Agriculture (Unincorporated)	0 - 0.5
Agricultural	0 - 1
Rural Residential	0 - 1.5
Low Density Residential	1.5 - 4
Medium Density Residential	4 - 6
Medium-High Density Residential	6 - 10
High Density Residential	10 +
Mixed Use	10 +
Residential Manufactured Home Park	8

Future Land Use
- Neighborhood Commercial
- Commercial
- Industrial
- Public/Institutional
- Recreation and Open Space
- Flood District
- Water

- City Owned Parcels
- 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, 2018.
Matrix Design Group, 2018.

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Figure 2-1
2030 Future Land Use

Table 2-2 2030 Future Land Use Descriptions

Designation	Color	Land Use Description
Rural Agriculture		The Rural Agriculture designation denotes areas within the City of Bixby's Fenceline, but not within the City limits, that have large tracts of land for agricultural purposes. Agricultural uses may also include large-lot detached residential, accessory agricultural uses and structures to support agricultural uses. Improvements in this designation should be low impact and retain the rural character of the area. *Density: 0 to 0.5 du/ac* *Zoning: AG*
Agriculture		The Agriculture designation denotes areas within the City limits that have large tracts of land for agricultural purposes. Agricultural uses may also include large-lot detached residential, accessory agricultural uses and structures to support agricultural uses. Improvements in this designation should be low impact and retain the rural character of the area. *Density: 0 to 1 du/ac* *Zoning: AG*
Rural Residential		The Rural Residential designation denotes areas that have large-lot detached residential development in natural / rural portions of the City. Development in this designation should retain the rural character of the area and will be relatively low in density. However, these areas should offer sufficient access to schools, parks, trails, and open spaces to maintain the quality of life in the rural setting, and may allow limited commercial uses that support the surrounding rural area. *Density: 0 to 1.5 du/ac* *Zoning: RE*
Low Density Residential		The Low Density Residential designation denotes areas on the fringe of the urbanized area of the City. Development in this designation should remain low in density and mostly consist of detached single-family units. Although, this designation may allow land uses that support neighborhood functions, such as parks and neighborhood scaled shops that are cohesive with the residential character. *Density: 1.5 to 4 du/ac* *Zoning: RE, RS-1, RS-2*

Designation	Color	Land Use Description
Medium Density Residential		The Medium Density Residential designation denotes areas within Bixby where there is a sense of neighborhood cohesion. Medium Density Residential mostly consists of attached and detached single-family homes, but may also include other integrated land uses that support the neighborhood, such as shops, religious institutions, small offices, and educational institutions that reflect the neighborhood's character. *Density: 4 to 6 du/ac* *Zoning: RS-2, RS-2.5, RS-3*
Medium-High Density Residential		The Medium-High Density Residential designation denotes areas where dense attached single-family dwellings and multi-family dwellings are permitted. Vehicular access to major roads, as well as pedestrian paths for enhanced walkability should be a priority in these areas. Like Medium Density Residential, other land uses that support the neighborhood may be permitted in this designation. *Density: 6 to 10 du/ac* *Zoning: RD, RM-1, RM-2*
High Density Residential		The High Density Residential designation denotes areas that are suitable for multi-family residential units in multi-story buildings, such as apartments and condominiums. While vehicular access is needed in this designation, bikeability and walkability should also be highly prioritized. *Density: 10+ du/ac* *Zoning: RD, RT, RM-1, RM-2, RM-3*
Residential Manufactured Home Park		The Residential Manufactured Home Park designation denotes areas that currently have low density manufactured home developments. These dwellings should be compatible with the character of the surrounding neighborhoods and support open space and recreation. *Density: 8 du/ac* *Zoning: RMH*
Mixed Use		The Mixed Use designation denotes areas where multiple unrelated uses are permitted on a single lot, clustered together to create a dense, walkable, and active urban area. Multiple uses may be stacked vertically in a single structure, or horizontally in a well-planned fashion. These areas should be pedestrian-oriented and located at focal points within the City, such as Downtown. *Density: 10+ du/ac* *Zoning: RD, RT, RM-1, RM-2, RM-3, CS, OL, CG, OM, CH, ST*

Designation	Color	Land Use Description
Neighborhood Commercial		The Neighborhood Commercial designation denotes areas that provide goods and services to meet the frequent shopping needs of residents. Development shall have access to major roads, and provide opportunities for walking and biking from nearby residential areas. *Zoning: CS, OL*
Commercial		The Commercial designation denotes areas that create retail and commercial destinations for City residents, as well as others throughout the region. This designation may also support offices and business parks. Development shall have direct access to major roads and transit. *Zoning: CG, OM*
Industrial		The Industrial designation denotes areas where manufacturing operations, warehousing, and research and development facilities are permitted. Uses within this designation shall have direct vehicular access to major arterials and should be sufficiently buffered from residential uses. *Zoning: CH, IL, IM, ST*
Public / Institutional		The Public / Institutional designation denotes areas where public, cultural, and quasi-public uses are permitted to meet the needs of city residents, such as schools and civic uses. *Zoning: All*
Recreation and Open Space		The Recreation and Open Space designation denotes both active and passive recreational areas that are intended for public use and enjoyment, or areas that should be conserved as open space due to the existing natural features. *Zoning: All*
Flood District		The Flood District denotes areas within the flood plain where development is limited. Uses in the Flood District should have a low potential for flood damage, and should not significantly impede the natural hydrologic system. Uses in this designation may include agriculture, recreation, and open space. *Zoning: All*

Goals and Policies

Goal LU-1	New development is guided by sound growth management strategies and development review practices.

Policy LU-1.1 Development Review

The City shall continue to evaluate the best practices for development review and update and/or amend appropriate codes and ordinances when necessary.

Policy LU-1.2 Market Demand

The City should regularly assess areas that may be experiencing market pressure to redevelop as a different use.

Policy LU-1.3 Sufficient Infrastructure

The City shall ensure that sufficient infrastructure is in place for desired future land uses.

Policy LU-1.4 Growth Concentration

The City should concentrate growth in areas that may be served by infrastructure most efficiently and fiscally.

Policy LU-1.5 Adaptive Reuse

The City should encourage the adaptive reuse of underutilized properties and structures to leverage existing infrastructure and public investment.

Policy LU-1.6 Infill

The City should promote infill development sites to more efficiently manage infrastructure extensions, minimizing costs of operations and maintenance.

Goal LU-2	Mixed-use land patterns are developed in appropriate areas throughout the City, fostering a walkable and sustainable environment.

Policy LU-2.1 River District

The City should partner with private developers within the River District to establish mixed-use developments that incorporate recreational opportunities available to the public.

Policy LU-2.2 Downtown Bixby

The City should promote and incentivize mixed-use developments within Downtown Bixby that add density and are consistent with the City's vision and character.

Policy LU-2.3 Land Use Diversity

The City should encourage a diverse mix of uses appropriate to support complete neighborhoods and urban centers.

Policy LU-2.4 Mixed-Use Development

The City should support mixed-use development projects that locate housing, employment, retail, entertainment, and services in condensed, well connected areas.

Goal LU-3	The City of Bixby features robust, high-quality commercial destinations that attract residents and visitors alike.

Policy LU-3.1 Preference for Commercial

The City should maintain a preference for commercial uses on major roads where appropriate and in context with the existing adjacent uses.

Policy LU-3.2 Cohesiveness

Commercial areas permitted in residential areas should contain the same cohesive look as the surrounding neighborhood.

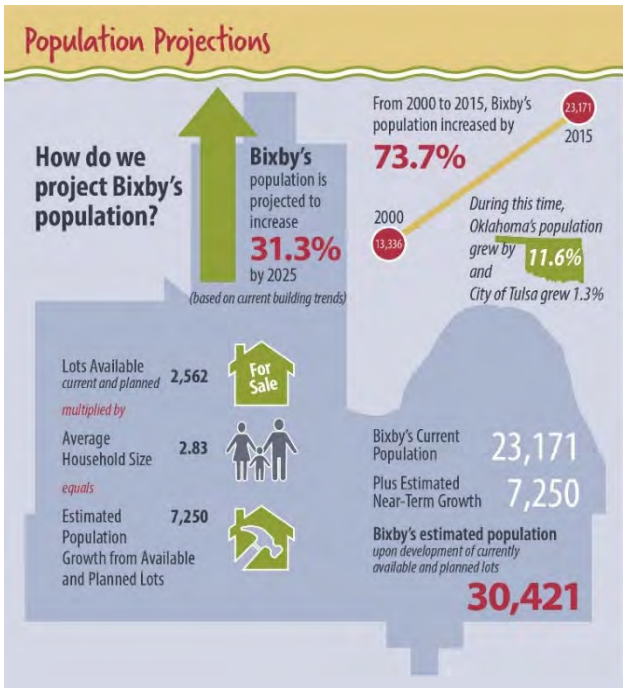
Policy LU-3.3 151st Corridor

The City should seek and support new emerging commercial destinations along the 151st Street corridor.

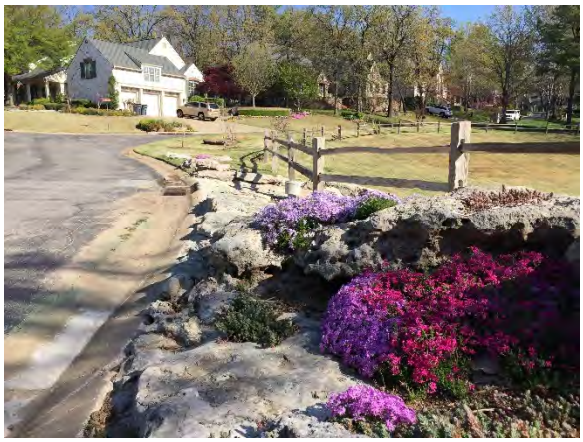
Housing Element

The quality, diversity, and affordability of housing are some of the primary factors that support a welcoming, well-balanced community. The Housing Element guides future housing that meets the needs of, and appeals to existing and future residents.

The City of Bixby prides itself on having high-quality, family-oriented housing options. As such, residential development has been the most rapidly growing land use type, resulting in a 73% increase in population since 2000. This is a much higher rate of growth compared to the City of Tulsa (1%) and the State of Oklahoma (12%) in the same timeframe. This trend is expected to continue in the near future, with over 2,500 planned and available lots within the City.



Housing within the City of Bixby is mostly single-family residences. Over 80% of the housing units are considered single-family, while only 11% are multifamily. Mobile homes make up the remaining 6% of housing units within the city, and are generally concentrated along US 64 between 161st Street and 171st Street.



Stanford Elm Neighborhood.

The City claims the highest median housing value within the Tulsa region of $192,400, after experiencing a 93% growth in home values between 2000 and 2015. This shows Bixby is a desirable place to live in the Tulsa region, and home values are well preserved. Although home values have increased dramatically, rental rates remain lower than many of Bixby's neighboring communities, such as Broken Arrow, Glenpool, and Jenks.

However, as the City of Bixby continues to grow and housing prices continue to rise, it will become increasingly important to provide affordable housing options for low- and moderate-income families. Providing affordable housing options allow working families to remain in the community as the City continues to grow and develop.

Also identified at several Public Workshops was the need for additional senior housing communities. Bixby's population contains a large 55-59 age cohort. This group is expected to grow in the future. This suggests Bixby will have an increased demand for retirement and senior communities to support these residents in the near future. Senior housing facilities and communities help retain these residents in Bixby as they age, creating a multigenerational community.

Covenant Place of Tulsa Retirement Community

Goals and Policies

Goal H-1	Bixby has a wide variety of housing types, styles, and options.

Policy H-1.1 Housing Variety

The City should require a variety of lot plans, floor plans, elevations, massing, materials, and color schemes in housing units for each new residential development.

Policy H-1.2 Move-Up Housing

The City should encourage move-up or executive homes (e.g., custom homes, large lot home sites, and other similar products) within areas zoned for less dense development that allow homeowners to move-up in home size, quality, and price.

Policy H-1.3 Housing Mix

The City should set a target for a desirable proportion of single-family to multifamily dwellings within the City and the Planning Area.

Policy H-1.4 Housing Types

The City should develop strategies and zoning ordinance provisions encouraging various lot sizes and housing types for current and future residents of all backgrounds.

Policy H-1.5 Inter-Generational Housing

The City should support and encourage developments that promote inter-generational housing products ranging from starter homes to senior living residences.

Policy H-1.6 Affordable / Workforce Housing

The City should evaluate incentives for affordable housing units, particularly within large-scale housing developments that may incorporate a mix of market-rate and affordable housing options.

Goal H-2	Bixby features a quality and attractive housing stock that blends with and enhances the City's image.

Policy H-2.1 Quality of Housing

The City should promote high-quality design, and require new housing developments to be constructed using cost-effective, yet durable and long-lasting materials that reflect Bixby's character.

Policy H-2.2 Natural Landscape

The City should encourage new residential developments to preserve as much of the natural landscape as possible, and establish a tree replacement program for trees that were removed during construction.

Policy H-2.3 Adaptive Reuse

The City should promote and support creative strategies for the rehabilitation, adaptation, and reuse of commercial and industrial structures for housing.

Policy H-2.4 Sustainable Housing

The City should encourage sustainable or "green" building and construction standards for new housing developments.

Goal H-3	Bixby's existing residential areas are well preserved and enhanced over time.

Policy H-3.1 Infill Housing

The City should support new infill residential development within established neighborhoods that is consistent with the character, size, density, and quality of the surrounding properties.

Policy H-3.2 Maintenance of Housing

The City shall ensure all housing is well maintained to a safe and attractive standard that is consistent with the surrounding area and protects the adjacent property values.

Policy H-3.3 Substandard Housing

The City should establish a process for identifying and removing dilapidated, substandard housing units that are beyond repair.

Policy H-3.4 Historic Housing

The City should ensure historic homes and other types of historic residential buildings, and unique or landmark neighborhood features are preserved.

Community Design Element

Bixby is a fast-growing community, and is expected to experience continued growth well into the foreseeable future. The Community Design Element establishes goals and policies to enhance Bixby's overall aesthetics and sense of place as the City develops. High-quality community design fosters community pride, while making the City a more attractive, functional, enjoyable place to live, work, and play. This element focuses on the design of current and future development within the City of Bixby.

Downtown

Downtown Bixby is the focal point of the community, and includes iconic destinations such as Charley Young Park and Bentley Park, as well as many other civic locations. However, with its location south of the Arkansas River, Downtown has experienced limited investment and redevelopment over the years, and has not kept pace with the rapid development north of the river.

Charley Young Park in Downtown Bixby

To facilitate development and revitalization in Downtown, the City of Bixby is currently working with Planning Design Group to create a Downtown Master Plan. This master plan will become a guide for future revitalization and redevelopment efforts within Downtown, and includes streetscape enhancements, gateway signage, and redevelopment areas.

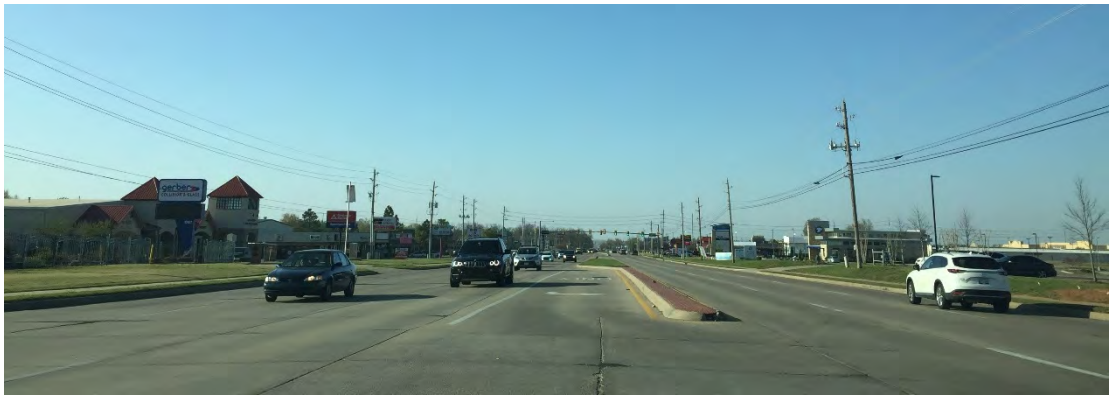
Subdivisions and Neighborhoods

Bixby's quality residential subdivisions and neighborhoods have defined the City as to what it is today. As mentioned in the Housing Element, the City of Bixby features high-quality, family-oriented housing options. Most existing subdivisions and neighborhoods feature organic, curvilinear street organization, many of which are shaped by the winding creeks and waterways within the City. This type of design often puts more strain on the roadway network that residential communities connect to, since it often only permits one or two exits to arterial roadways. This may become an issue as the City continues to grow. Additionally, most subdivisions and neighborhoods are mostly or completely homogenous, with little variety in land uses, and limited community parks or other community amenities or destinations. This type of community design requires residents to travel outside of their neighborhood for many or most of their daily needs.

Major Corridors

Major corridors through a community are typically one of the defining factors influencing the community's image, and typically create the first impression of the city's image for visitors traveling along them. The design and appearance of these major corridors is critical to create enjoyable experiences for both visitors and residents, enhancing the sense of place in the community.

Bixby's two major corridors within the community are Memorial Drive and 151st Street. These corridors are the most highly trafficked and are the primary entryways into the city. To enhance the City's image along these corridors, the City established a Corridor Appearance District in 2000, which regulates landscaping, building materials, structural design, color schemes, and sound reduction techniques along key corridors to support an aesthetically pleasing and environmentally friendly corridor.



Memorial Drive viewing south

Goals and Policies

Goal CD-1	Downtown Bixby and the River District are vibrant, thriving destinations full of activity for residents and visitors of all ages.

Policy CD-1.1 Revitalization
The City should encourage and support revitalization and redevelopment of the underutilized areas within Downtown and the River District.

Policy CD-1.2 Design Guidelines
The City should establish design guidelines or form-based coding within Downtown and the River District to ensure new developments reflect the vision and character of the areas.

Policy CD-1.3 Funding
The City should seek funding and provide incentives to expedite Downtown and River District projects that enhance the overall sense of place.

Policy CD-1.4 Themes
The City should establish branding and marketing themes for both Downtown and the River District that can be incorporated into the streetscape and in redevelopment.

Policy CD-1.5 Public Buildings
The City should require public buildings and public spaces developed in Downtown and the River District to feature high-quality, sustainable design standards.

Goal CD-2	Bixby's residential developments are well connected.

Policy CD-2.1 Connectivity
The City should require neighborhoods and large-scale residential subdivisions to have at least two exits out of the community onto two separate arterial roadways.

Policy CD-2.2 Interconnectivity
The City should require that new residential developments be interconnected with nearby and adjacent developments.

Policy CD-2.3 Bicycle and Pedestrian Connectivity
The City should encourage residential communities to promote walking and biking through the development and linkage to trails, parks, and open spaces.

Goal CD-3	Bixby preserves and maintains attractive and functional neighborhoods that support residents' daily needs and enhance quality of life.

Policy CD-3.1 Open Space

The City should require residential developments to incorporate active and passive open spaces into the design of the site.

Policy CD-3.2 Viewsheds

The City should encourage new development near natural areas, such as along the Arkansas River, to preserve and create views.

Policy CD-3.3 Community Destinations

The City should support residential neighborhood developments that incorporate community destinations, including, but not limited to daycare centers, grocery stores, live-work spaces, as well as parks and trails.

Policy CD-3.4 Awards

The City should establish a recognition and award program to recognize community members and / or neighborhood associations exemplifying exceptional home maintenance or neighborhood projects.

Goal CD-4	Bixby's major corridors are aesthetically pleasing and create enjoyable experiences for motorists, bicyclists, and pedestrians.

Policy CD-4.1 Gateways

The City should develop gateway signage at the primary entrances into the City along major corridors.

Policy CD-4.2 Streetscape

The City should establish streetscape standards for all roadways within Bixby, including provisions for enhanced landscaping, street lighting, pedestrian amenities, and signage.

Policy CD-4.3 Corridor Appearance District

The City should expand the Corridor Appearance District standards along all major roadways that are entryways into the City, including 121st Street, 131st Street west of Memorial Drive, and 171st Street west of Memorial Drive.

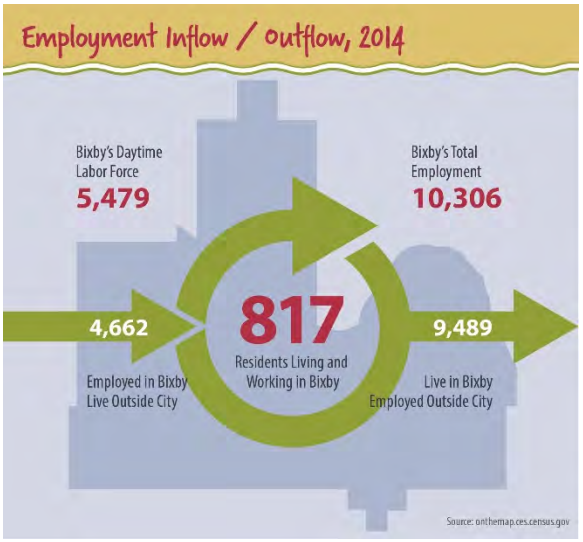
Policy CD-4.4 Utilities

The City should move utility lines underground, with priority given to major roads.

Economic Development Element

Economic development is an important component of a Comprehensive Plan, outlining key goals and policies that focus on sustainable growth, strengthening the local economic base, and improving quality of life for community residents. The Economic Development Element serves as the foundation for Bixby's long-term financial health and sustainability while assisting in maintaining economic viability during fluctuating economic cycles.

As stated previously, Bixby's residential market has grown rapidly over the past decade, with no indications of it slowing. Bixby also features some of the highest housing values and incomes in the Tulsa region, backed by a well-educated workforce. However, employment-generating developments have not kept pace with residential developments, creating a low employment to population ratio. The City of Bixby has nearly double the number of employed residents as it does jobs, forcing many residents to seek job opportunities elsewhere.



In 2014, Bixby had 10,306 employed residents, but only a total of 5,479 jobs available; of which, only 817 residents lived and worked within the City, while 9,489 sought employment opportunities elsewhere, and 4,662 people commuted into Bixby for work.

This could be due to the type of employment opportunities in Bixby. Most of Bixby's jobs are within generally low-wage industries, such as Retail Trade, Accommodation and Food Services, and Educational Services. This is also reflected in many of Bixby's major employers, which includes Bixby Public Schools, Mabry Bank, and Lowe's. Although over 40% of Bixby's residents have a Bachelor's degree or higher, less than 20% of jobs within Bixby require such education and training, causing many of Bixby's residents to seek employment opportunities that match their skillset in other cities.

Goals and Policies

Goal ED-1	Bixby has a strong employment base providing a range of job opportunities with competitive salaries.

Policy ED-1.1 Land Suitability

The City should identify and protect areas suitable for regional medical services, office parks, and industrial activities, such as distribution, logistics, manufacturing, and other employment type uses.

Policy ED-1.2 Target Industries

The City should identify emerging growth sectors in the national and regional economies and position Bixby to take advantage of those growth sectors based on competitive strengths. Monitor existing targeted industries to ensure Bixby is taking advantage of appropriate growth sectors and modify as needed.

Policy ED-1.3 Business Attraction

The City should develop an economic development incentive package to encourage business attraction.

Policy ED-1.4 Business Expansion

The City should create an environment that allows, encourages, and supports the expansion of existing businesses and the attraction of compatible new businesses.

Policy ED-1.5 Employment Diversity

The City should attract and retain a variety of industries that will provide employment opportunities for residents with a wide range of skill and educational levels.

Goal ED-2	Bixby maintains a strong economic and fiscal base that sustains long-term prosperity for its residents and businesses.

Policy ED-2.1 Zoning Updates

The City shall examine zoning and develop a strategy to encourage appropriate zoning for areas that would be well-suited for future commercial and industrial development.

Policy ED-2.2 Incentives

The City should evaluate use of a range of incentives, such as expedited permit approvals, dedicated project managers, permit fee reimbursement, infrastructure assistance, and other forms of inducements to attract commercial and industrial uses that add to the City's tax base.

Policy ED-2.3 Infrastructure

The City should work with communications and other utility providers to provide the best possible communications network that meet the needs of 21st Century businesses.

Goal ED-3	Bixby supports and promotes a strong entrepreneurship environment.

Policy ED-3.1 Programs and Services

The City should cooperate with other agencies and institutions to identify programs and services to assist in the creation of new small businesses.

Policy ED-3.2 Resources

The City should continue to promote entrepreneurship by forging partnerships with higher education institutions to provide entrepreneurship resources, networking opportunities, classes, and programming for new business expansion.

Policy ED-3.3 Home-Based Businesses

The City should support home-based businesses, and the development of live-work residential units.

Policy ED-3.4 Technical Assistance

The City should promote start-up businesses with technical assistance on an individual basis, as needed by local businesses.

Goal ED-4	Downtown Bixby and the River District are thriving economic and activity centers.

Policy ED-4.1 Higher-Education

The City should seek to attract institutions of higher education to locations in Downtown and the River District.

Policy ED-4.2 Relocation

The City should continue to maintain, enhance, and revitalize Downtown and the River District with an emphasis on attracting new businesses and encouraging businesses to relocate where appropriate.

Policy ED-4.3 City-Owned Property

The City should market appropriate city-owned property within Downtown and the River District for redevelopment opportunities.

Policy ED-4.4 Events

The City should schedule monthly and/or quarterly events in Downtown and the River District to attract residents and visitors on a regular basis.

Policy ED-4.5 Incentives

The City should evaluate incentives and programs for new businesses to relocate to Downtown and the River District.

Please see next page.

3 Community Services

Community Services are public assets that are provided by Bixby or other public agencies to serve its residents and visitors. These services enhance livability and support the overall quality of life for all residents, fostering a stronger community. Proactively planning for these assets will give current residents a sense of pride, and positions Bixby as a preferred destination for future residents, entrepreneurs, and high-wage employers.

This chapter includes the following elements that contribute to the continued high quality of life residents enjoy.

- **Public Services.** Providing policies for managing and investing in the public buildings and services that promote public health and safety within the community.
- **Recreation and Open Space.** Setting policies for the development, use, and conservation of natural resources in order to promote healthy and active lifestyles. The element also provides guidance on the recreation facilities and programs that support a strong community.

Public Services Element

Public services offered to Bixby's residents include, but are not limited to public safety, fire protection, education, and youth programs. Public infrastructure pertaining to water, stormwater, and wastewater are covered in Chapter 4, Interconnected Infrastructure.

Community Services and Facilities

Bixby Library

The City of Bixby has one library located in the Central Business District at 20 E Breckenridge Avenue. The Bixby Library is a part of the Tulsa City-County Library network, which includes 27 other libraries throughout the County. This library originally opened in 1963 and started with a collection of 3,000 volumes. Today, the Bixby Library has a collection of 29,000 items and has been expanded to include eight publicly accessible computers, a meeting room with the capacity to hold 75 people, and a children's area. This library also offers printing, public faxing, and free WIFI.

Bixby Library located at 20 E Breckenridge Avenue.

Bixby Municipal Building located at 116 W Needles Avenue.

Bixby Municipal Building

The Bixby Municipal Building is located on the southwest corner of Needles and Cabaniss Avenue, in the heart of the downtown area. The building was constructed in 1983 and serves as a facility for a variety of city personnel, including the Mayor, City Council, City Manager, the Municipal Court, Police Department, Bixby Fire Department Station #1, and other department functions that help keep the city running smoothly.

Bixby Community Center

The Bixby Community Center is an approximately 20,000 square-foot facility located on the northeast corner of Needles and Cabaniss Avenue. The center first opened in 1978 and has an auditorium, a kitchen, and areas that can be rented for group activities and meetings.

Today, the community center is a valuable asset to the community, and is used to host a variety of events.

Bixby Community Center located at 211 N Cabaniss Avenue.

Public Safety

Bixby Police Department

The Bixby Police Department operates out of one police station located in the Bixby Municipal Building, and provides services for residents living within the city limits. The Tulsa County Sherriff'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. The City of Bixby maintains a relatively low crime rate of 16 crimes per 1,000 residents, which is 26% less than the City of Tulsa's crime rate and the second lowest rate in the Tulsa region.

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.

Bixby Fire Department Station #2 located at 8300 East 121st Street.

Bixby Fire Department

The Bixby Fire Department is responsible for fire prevention and emergency medical services for residents within the city limits, as well as the surrounding rural areas. The department operates out of two stations, one located in the municipal building and one located on 121st Street and Memorial Drive. The Bixby Fire Department is staffed by 27 sworn firefighters, including chiefs.

Schools

Bixby Public School District

The Bixby Public School District provides PK-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 School and Intermediate School (located in Broken Arrow)
- Bixby Middle School
- Bixby High School (home to 9th Grade Center and Brassfield Learning Center)

A number of these facilities are centrally located within a 220-acre downtown campus. The downtown campus consists of Central Elementary, Central Intermediate, Bixby Middle School, and Bixby High School (home to 9th Grade Center and Brassfield Learning Center).

Bixby's educational system is one of the City's major assets, and is one of the fastest growing school districts in the Tulsa region over the past five years. The District has increased over 14% since the 2012-2013 school year, adding more than 770 students during that time span. Additionally, U.S. News awarded Bixby High School a bronze medal, and ranked the school 15th in the State of Oklahoma in 2017.

Entrance to the Bixby High School campus.

Following the approval of a 2016 bond proposal, the Bixby Public School District completed a Downtown Campus Planning Study to identify future High School facility needs to accommodate for the growth the Bixby area is experiencing. Table 3-1 displays the five-year enrollment trend for each school within the Bixby Public School District.

Table 3-1 Bixby Public School Enrollment

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

*Northeast Elementary School and Intermediate School is located outside the Bixby city limits

Source: Oklahoma State Department of Education

Liberty Public School District

In addition to these seven schools in the Bixby Public School District, the Liberty Public School District contains two schools—Liberty Elementary and Liberty High School—within the southwest portion of Bixby's Fence Line. These schools have much smaller annual enrollment totals and have seen decreases over a five-year span. Table 3-2 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 3-2 Liberty Public School District Enrollment

School	Grade Range	Total Enrollment		Percent Growth from 2012- 2017
		2012-2013	2016- 2017	
Liberty Elementary School	PK-6th	399	385	-3.5%
Liberty High School	7th-12th	196	171	-18.8%

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.

Goals and Policies

Goal PS-1	Growth in Bixby is supported by first-rate public services.

Policy PS-1.1 Youth and Senior Services

The City should work to develop and support child care, youth, and expanded senior programs.

Policy PS-1.2 Service Accessibility

The City shall provide public services and should ensure accessibility to all members of the community, including the elderly, youth, and those with special needs.

Policy PS-1.3 Library Services

The City should work with the Tulsa City-County Library Commission to identify and plan for additional library services and facilities within Bixby.

Policy PS-1.4 Planning Future Services

The City should continue to plan and budget for public services and facilities on an ongoing basis through the development of short-range (five to seven year) capital improvement programs.

Policy PS-1.5 Coordination

The City should continue to coordinate with Tulsa County, Wagoner County, and other public and private agencies to provide and enhance public services to Bixby residents.

Goal PS-2	Bixby is known for being a safe community with a strong and proactive Police Department.

Policy PS-2.1 Law Enforcement Services

The City shall provide law enforcement services that are well-coordinated and responsive to community growth.

Policy PS-2.2 Regional Coordination

The City shall coordinate law enforcement services with Jenks, Glenpool, Tulsa Leonard, and Tulsa County (Existing Policy Public Safety 4)

Policy PS-2.3 Community Relations

The City should expand existing safety education programs, such as Alive at 25 and Shop with a Cop, as well as seek additional ways to enhance community relations.

Policy PS-2.4 Officer Response Times

The City should strive for a maximum of 10-minute response times for 911 calls.

Policy PS-2.5 Neighborhood Watch / Business Crime Watch

The City should continue to support the Neighborhood Watch and Business Crime Watch programs.

Goal PS-3	Bixby provides effective and efficient emergency response services, including fire protection and emergency response.

Policy PS-3.1 Fire Hazard Awareness

The City should promote fire prevention programs that increase the publics' awareness of fire hazards.

Policy PS-3.2 Fire Response Times

The City should strive to maintain Bixby Fire Department's 9-minute or less fire and emergency response time goal.

Policy PS-3.3 Regional Coordination

The City shall continue to coordinate fire and emergency services with Tulsa County and other surrounding communities.

Goal PS-4	Growth in Bixby is supported by a high-quality school system.

Policy PS-4.1 Joint-Use Facilities

The City should work with developers and school districts to develop joint-use facilities at schools, such as playgrounds, parks, and other recreational facilities where appropriate.

Policy PS-4.2 School District Needs

The City should encourage developers to address school district needs based on new development impacts.

Policy PS-4.3 School Funding

The City should recognize school funding as a high priority to maintain a high-quality education system.

Policy PS-4.4 Proactive Planning

The City should maintain close coordination with both the Bixby Public School District and Liberty Public School District to proactively plan for future facility and service expansion.

Recreation and Open Space Element

Recreation and open spaces are an important component of Bixby's quality of life, and promote healthy, active lifestyles. These facilities provide places to play, places to explore, and places to spend time outdoors with family and friends. These facilities and lands provide a foundation for a healthy community and help identify Bixby as the place people are proud to call home.

Open space areas also provide a framework for the community. They provide scenic relief from the built environment, buffers between uses and other communities, opportunities for outdoor activities, locations for trail corridors, and can help preserve environmentally sensitive areas that are vital to the ecosystem.

Recreation and Open Space

City/County Park Facilities

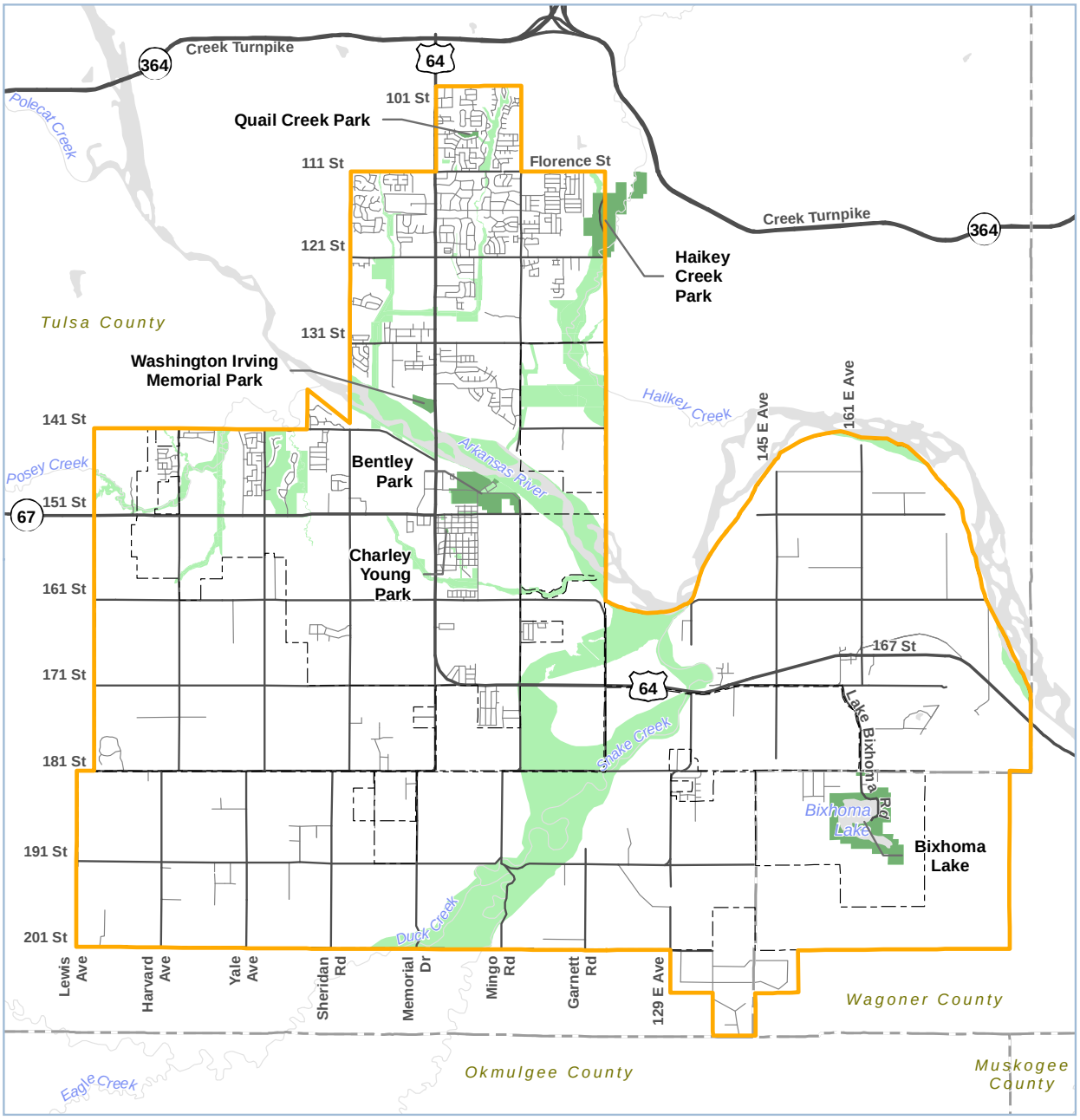
Illustrated on Figure 3-1, the City of Bixby contains approximately 5,300 acres of open space, including 588 acres of active park space between six public parks. This equates to approximately 25 acres of active park space per 1,000 residents, which is more than double the recommended 9.6 acres of park space per 1,000 residents by the National Recreation and Park Association (NRPA).

However, 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. Additionally, the NRPA also acknowledges that each community is different and has different needs. As such, each park contains different amenities to offer a wide variety of recreational opportunities for residents of all ages.

The six parks within the City of Bixby are:

- Bentley Park
- Bixhoma Lake Park
- Charley Young Park
- Haikey Creek Park (*maintained by Tulsa County*)
- Quail Creek Park
- Washington Irving Park

Entrance to Washington Irving Park.



Legend

- Active Open Space
- Passive Open Space
- 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, 2018.
Matrix Design Group, 2018.

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Figure 3-1
Open Space

Daily Family YMCA

Located near the intersection of Memorial Drive and 134th Street, the Daily Family YMCA is one of eight YMCAs of Greater Tulsa. YMCA is a national nonprofit organization supported by donors, and provides activities to members of all ages. Memberships are based on age and family size, but YMCA offers financial assistance to ensure their facilities are accessible to all community members. The Daily Family YMCA contains a fitness center, indoor basketball courts, an indoor pool, and a whirlpool. This facility also offers before and after school programs, summer day camps, and group exercise classes.

Daily Family YMCA located at 7910 E 134th Street.

Trails

Although the Tulsa area has an extensive network of existing and planned trails north of Bixby, this system is currently not connected to Bixby's trail system. However, the Indian Nations Council of Governments (INCOG), the regional transit authority, identifies extensions and new bicycle and pedestrian routes that connect to the regional trail system in their 2015 Bicycle and Pedestrian Master Plan. The City of Bixby contains four separate multiuse trails, totaling nine miles in length. These are:

- Bentley Park Trail
- Fry Creek Trail
- Haikey Creek Trail
- Riverwalk Trail

For more information about Bixby's trail system, see the Transportation Element in Chapter 4, Interconnected Infrastructure.

Riverwalk Trail.

View of the pedestrian bridge across the Arkansas River.

Natural Water Features

Arkansas River

The City of Bixby is well-known within the community for the Arkansas River that bisects the city. 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.

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

- **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 the city
- **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 Couse, 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.

These natural water features are considered an asset to the community due to the many existing and future recreational assets that can be associated with them. These include walking paths, trails, fishing, connections to parks, and many other potential opportunities. However, these assets present a drainage challenge with the potential for flooding. While these assets can be amenity rich, it is important to plan for and mitigate the potential for flooding. More information about flooding issues, along with goals and policies related to flooding are addressed in Chapter 4, Interconnected Infrastructure.

Bixhoma Lake

Surrounded by Bixhoma Lake Park, Bixhoma Lake is a 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. The lake no longer serves as a source for potable water, and instead is used solely for recreational purposes. However, the infrastructure is still in place in the event the City decides to use Lake Bixhoma as a source of potable water in the future.

Bixhoma Lake Park.

Goals and Policies

Goal ROS-1	Bixby features an excellent system of integrated parks and pedestrian and bicycle facilities throughout the City.

Policy ROS-1.1 Dedication of Park and Open Space

The City should require residential developments to dedicate one acre of park and/or open space per 80 dwelling units to maintain a standard of approximately 25 acres per 1,000 residents.

Policy ROS-1.2 Equitable Access

The City should design, develop, and maintain parks and public recreation facilities throughout the City, providing equitable access to all residents. Ideally, most residents would be within one-half mile, or 10-minute walk to a park facility.

Policy ROS-1.3 Park Connectivity

The City should promote park connectivity through pedestrian and bicycle paths and trails to encourage active lifestyles.

Policy ROS-1.4 Park Land Maintenance

The City should ensure all parks and open spaces are regularly maintained to preserve their aesthetic appeal.

Policy ROS-1.5 New Parks and Open Space

The City should seek a permanent funding source for additional parks, open space, bicycle and pedestrian facilities, as well as for ongoing operations and maintenance.

Policy ROS-1.6 Utilizing Undevelopable Land

The City should utilize utility corridors, floodways, and other areas of undevelopable land for parks and/or open spaces where appropriate.

Goal ROS-2	Bixby maintains a spacious, small town atmosphere with adequate open space as it continues to grow.

Policy ROS-2.1 Agricultural Preservation

The City should encourage some retention of agricultural lands and orchards where appropriate.

Policy ROS-2.2 Retaining Open Space

The City should ensure that adequate, logical open space is retained in the Fence Line as part of residential communities and new subdivisions. Connectivity to other open space areas will be an important evaluative criterion.

Policy ROS-2.3 Compatible Development

The City should strive to protect natural resources, environmentally sensitive areas, scenic locations, and parks and open space from encroachment, isolation or destruction by incompatible development.

Goal ROS-3	Bixby provides a wide range of high quality active and passive recreational opportunities for residents and visitors of all ages.

Policy ROS-3.1 Recreational Programming

The City should develop and fund a variety of annual recreational programs.

Policy ROS-3.2 Multigenerational Facilities

The City should continue to develop and maintain both indoor and outdoor recreational facilities that encourage residents of all ages to get involved in the community.

Policy ROS-3.3 School Coordination

The City should coordinate with school facilities to provide multi-use park and recreational facilities.

Policy ROS-3.4 Community Gardens

The City should support utilizing vacant and/or underused properties as community gardens to grow local organic food.

Goal ROS-4	Bixhoma Lake is a major recreational destination and attraction in the Tulsa region for hiking, camping, and water sports.

Policy ROS-4.1 Camping

The City should designate camping locations around Bixhoma Lake.

Policy ROS-4.2 Rentals

The City should organize rental opportunities at Bixhoma Lake, such as kayaks, paddle boards, and fishing poles.

Policy ROS-4.3 Pier Enhancement

The City should enhance the existing piers extending into Bixhoma Lake.

Policy ROS-4.4 Programming

The City should coordinate with local and regional organizations to locate regular events and other programs at Bixhoma Lake.

Policy ROS-4.5 Revenue Generation

The City should seek revenue generating activities at Bixhoma Lake to support ongoing operations, maintenance, and new facilities.

Goal ROS-5	The Arkansas River is an iconic regional destination in Bixby that supports a wide range of entertainment and recreational activities.

Policy ROS-5.1 Arkansas River Master Plan

The City should develop an Arkansas River Master Plan that creates a vision for future entertainment, recreation, and development opportunities along the river, including the acquisition of property where necessary and feasible.

Please see next page.

4 Interconnected Infrastructure

Infrastructure, which includes roads and utilities, is the backbone of a community. This backbone contributes to a community's quality-of-life that supports urban lifestyles in the 21st Century, and makes growth and development possible. An efficient infrastructure system is interconnected throughout a community and linked to neighboring areas to most effectively serve its residents; generates economic opportunities; and fosters a well-functioning community.

This chapter includes the following elements that are critical for a high-quality, interconnected infrastructure system.

- **Transportation.** Providing strategies for the enhanced movement of people and goods in and throughout the City. This includes guidance for planning roads and highways, enhancing the pedestrian experience, and bicycling as an alternate mode of transportation.
- **Public Facilities.** Outlines policies for the use, protection, and enhancement of the shared public facilities that support high-quality development in Bixby.

Transportation Element

The Transportation Element discusses Bixby's existing circulation system, and provides strategies for potential improvements to address the City's transportation needs and accommodate future growth. Transportation is one of the City's residents' primary concerns, and is viewed as a current and long-term issue that needs to be addressed. Most notably, traffic congestion along Memorial Drive is consistently referred to as the number one issue in Bixby. Other common transportation concerns raised during public workshops included limited access across the Arkansas River for emergency vehicles; bike safety along major roadways; and unconnected bicycle and pedestrian infrastructure.

Existing Roadway Network

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 its design and adjacent land uses. A functional classification system is used to identify the difference between roadways and their purposes.

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

Arterials. 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 directly 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.

Memorial Drive

Memorial Drive is the main north-south corridor through the City of Bixby and provides the only connection to the Creek Turnpike, and across the Arkansas River. As such, this corridor is heavily relied upon by residents and visitors to reach their destinations within and outside of the City. As Bixby has grown, reliance on Memorial Drive has increased, causing congestion. Use of a roadway is measured by Average Daily Trips (ADT), which have increased approximately 10% over a 10-year span, and will continue to increase as growth occurs.

The quality of a roadway is defined by the Level of Service (LOS), which is a graded measurement to categorize traffic flow by assessing the current volume of traffic compared to the roadway capacity. An LOS of A or B means there is little congestion, and traffic is able to move at or above the speed limit. An LOS of C or D indicates the roadway is experiencing some traffic congestion and is nearing capacity, but is still maintains an efficient flow of traffic. An LOS of E or F means the roadway is over capacity, and traffic flow is inconsistent causing congestion.

According to the 2015 Memorial Drive Corridor Traffic and Signalization Study, Memorial Drive does not have a level of service (LOS) better than D, except for between 151st Street and 161st Street. The majority of the corridor through Bixby contains an LOS of E, including across the Spartan Pass Bridge.

Increased traffic congestion costs commuters both time and money. According to the 2015 Urban Mobility Scorecard produced jointly by INRIX and Texas A&M Transportation Institute, traffic congestion in the US caused commuters an extra 6.9 billion hours on the road, and $160 billion in fuel costs.

Bridges

The Memorial Drive bridge over the Arkansas River is the only crossing within Bixby that links the north and south sides of the City, and connects Downtown to a large portion of the Tulsa metropolitan area north of the river. The next closest bridge across the Arkansas River is the Creek Turnpike, which is over five miles away. This regionally significant roadway serves the central route through the City of Bixby, and its continued function and enhancement is critical to the future development of the community. However, as growth continues to occur within the City, congestion on the Memorial Drive bridge increases. As of 2014, the Average Daily Trips (ADT) across the Memorial Drive bridge was 27,500 vehicles, which exceeds ODOT's projected 2034 volume, as well as the designed capacity of 24,640 ADT.

Memorial Drive Bridge traffic.

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, high-volumes of traffic could potentially create a 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.

Today, there is a need for a second bridge crossing. INCOG has identified a potential new bridge crossing at Yale Avenue. At this location, the south bank of the river is within the City of Jenks, and the north bank of the river is Creek tribal land. Therefore, any future crossing in this area will require a multijurisdictional partnership and coordination effort.

Future Roadway Network

The primary goal of Bixby's future roadway network seeks to reduce traffic congestion along Memorial Drive, as shown on Figure 4-1. Incorporated in the City's future roadway network are the Indian Nations Council of Governments (INCOG) 2045 Regional Transportation Plan recommendations, which features several transportation improvements within Bixby. Some of these improvements include expanding Memorial Drive to six lanes north of 151st Street, and four lanes south of 151st Street to 171st Street; as well as three new potential bridges across the Arkansas River that would connect Kimberly Clark Place to Yale Avenue, 131st Street, and Sheridan Road.

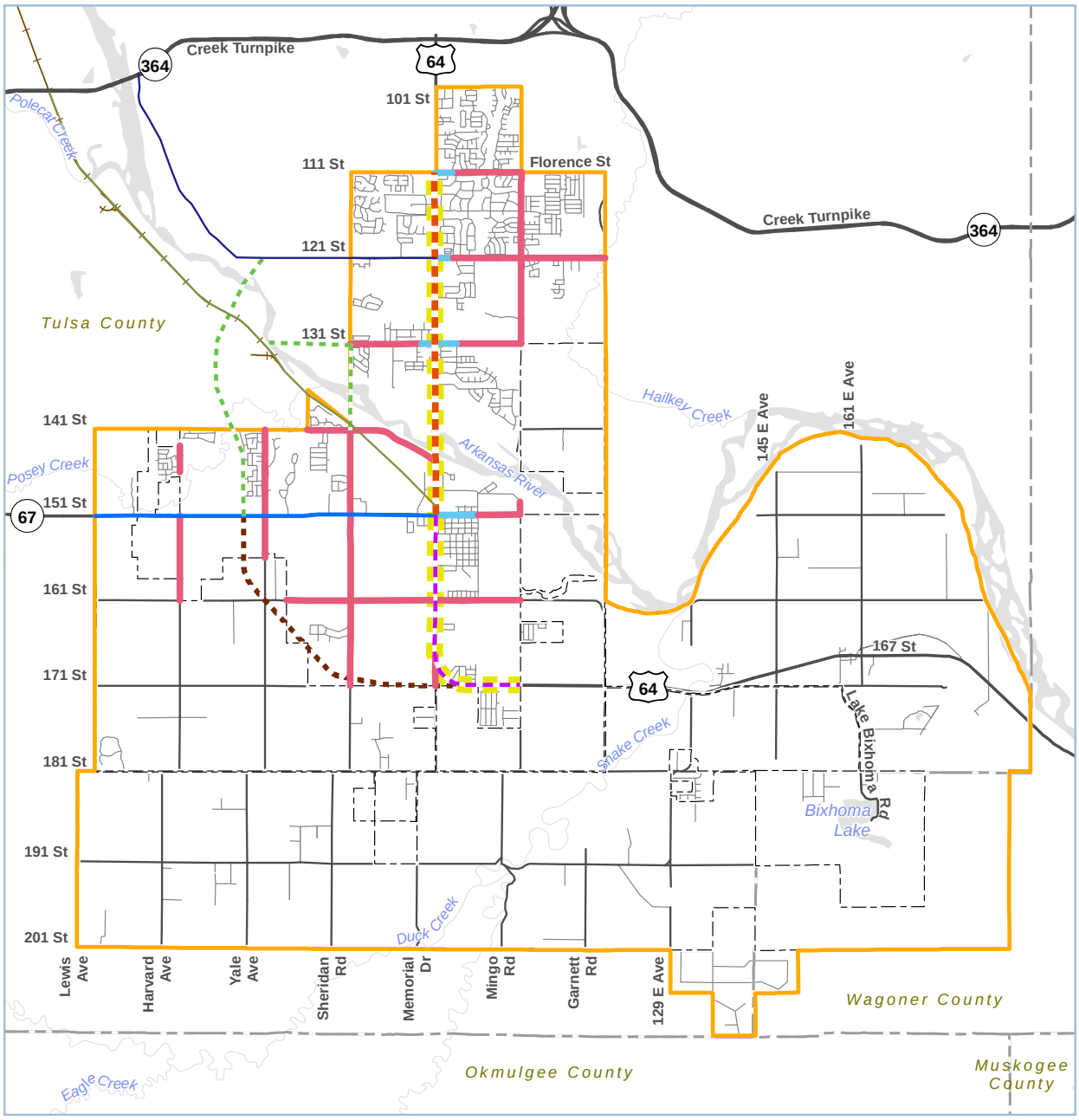
Proposed Parkway 64

As one of the primary concerns heard throughout public outreach and supported by data, congestion along Memorial Drive is one of the most pressing issues facing Bixby's quality of life. To help relieve traffic congestion along Memorial Drive, a secondary route to US 64, or Parkway 64, is proposed. This route provides additional capacity to support a primary roadway, such as US 64/Memorial Drive, beginning from one point along the primary roadway, and reconnect to the primary route past the congested area.

As illustrated on Figure 4-1, Parkway 64 will connect Memorial Drive at the intersection of 171st Street with Kimberly Clark Place at 151st Street. This parkway could continue north, taking advantage of the potential future bridge across the Arkansas River at Yale Avenue, and help relieve some daily traffic along Memorial Drive. Additionally, Parkway 64 could enhance development potential south of the Arkansas River, generating increased support for the Yale Bridge development.

Future Regional Connectivity

The INCOG Fast Forward Regional Transit System Plan in 2011, which is incorporated into the 2045 Regional Transportation Plan, also proposes two enhancements to the regional transit network that connects Bixby to Tulsa. These two high-capacity transit systems are depicted on Figure 4-1, and are identified as the Jenks/Bixby Extended Commuter Network and the Peoria/Riverside Drive Corridor Urban Foundation Network. As defined by the Fast Forward Regional Transit System Plan, commuter transit corridors consist of inter-urban, work-based travel connecting suburban and rural areas to dense activity centers; and urban transit corridors consisting of intra-urban, multi-purpose travel through high-density employment and population centers.



Legend

Agency Functional Class
- Existing Arterial
- Existing Rural Arterial

INCOG Future Circulation
- Existing 4 lanes
- Expand to 4 lanes
- Expand to 6 lanes
- New Roadway

Proposed Transit Network
- Planned Regional Transit Commuter Network
- Planned Regional Transit Urban Network Extension

Additional Proposed Memorial Relief
- Parkway 64
- Proposed Business Route

- 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, 2018. Matrix Design Group, 2018.

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Figure 4-1
Future Roadway Network

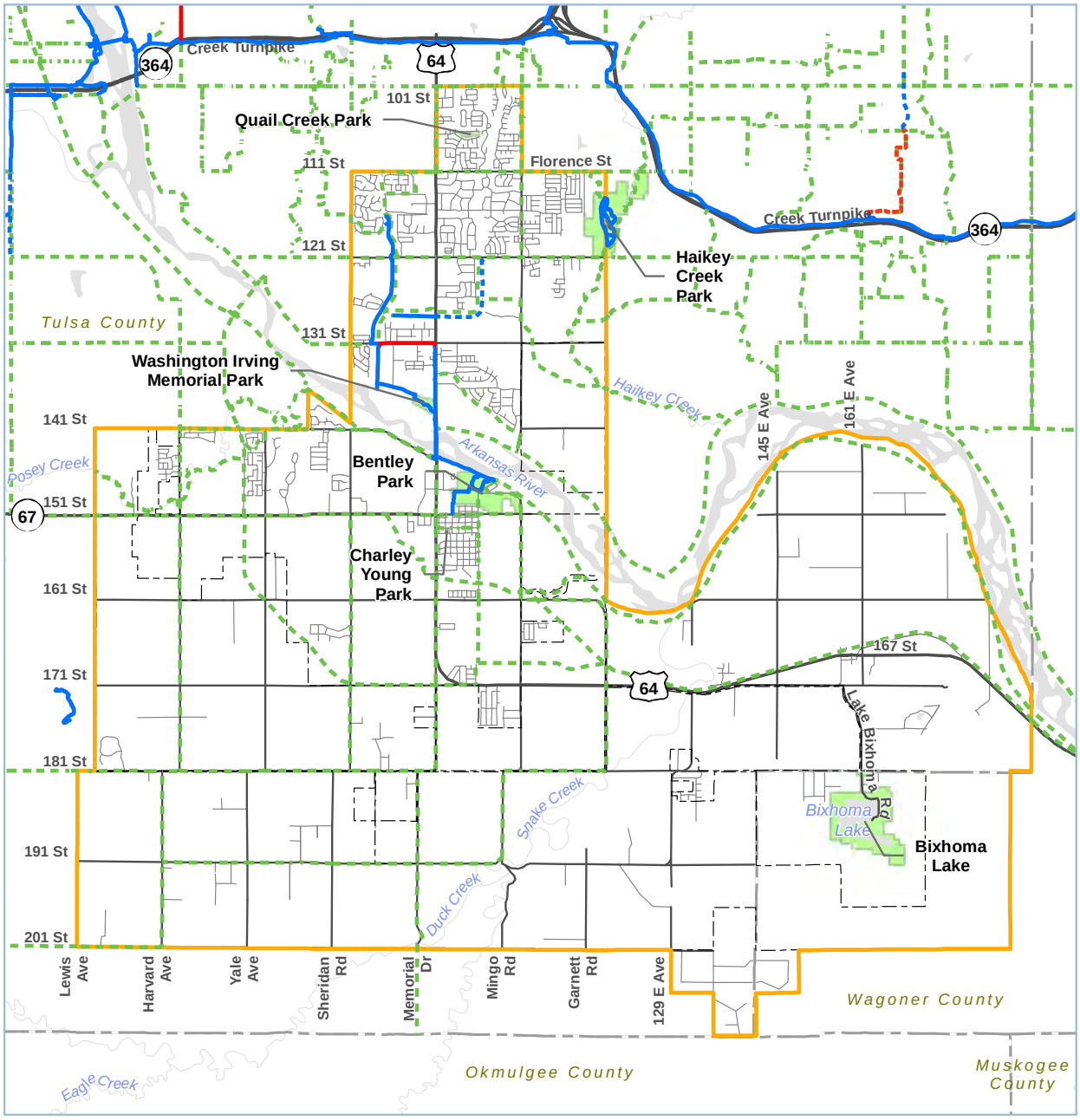
The Jenks/Bixby Extended Commuter Network is a 17-mile rail system that would repurpose the Tulsa Sapulpa rail line that has previously been abandoned in Bixby, connecting Downtown Bixby (Memorial Drive and 151st Street) to Downtown Tulsa (Union Station). The Peoria/Riverside Drive Corridor Urban Foundation Network is a 20-mile high-capacity transit system—such as light rail, streetcar, or bus rapid transit—traveling along the north bank of the Arkansas River, and north/south along Peoria Avenue, just east of Downtown Tulsa. This transit line would ultimately connect Bixby at Memorial Drive and 121st Street to northern Tulsa at Peoria Avenue and 56th Street.

These high-capacity transit corridors will provide several benefits for the City of Bixby. First, they will relieve some traffic congestion along Memorial Drive and other major corridors. Residents that normally commute outside of Bixby for work via their personal vehicle will be offered an alternative mode of transportation, reducing the number of vehicles on major roadways. Second, they will provide new opportunities for people working in Bixby, but living elsewhere. Third, it would help to reduce vehicular emissions and improve Bixby's air quality.

Bicycle and Pedestrian Circulation

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.

As mentioned in the Recreation and Open Space Element, the Bixby and Tulsa trail systems currently do not connect. However, INCOG's 2015 Bicycle and Pedestrian Master Plan (also referred to as the GO Plan) identifies extensions and new bicycle and pedestrian routes that connect to the regional trail system. Bixby's current trail network, as well as the bicycle and pedestrian routes identified in INCOG's 2015 Go Plan are illustrated on Figure 4-2.



Legend

- Existing Bikeway
- Funded Bikeway
- Existing Multi-Use Trail
- Funded Multi-Use Trail
- 2015 Tulsa Regional Bicycle and Pedestrian Master Plan
- City Park
- Passive Open Space
- 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, 2018.
Matrix Design Group, 2018.

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Figure 4-2
Trails

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

Fry Creek Trail.

- Bentley Park Trail is a one-mile trail that loops throughout Bentley Park, and connects to the Riverwalk Trail.
- Fry Creek Trail is a 3.6-mile 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 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 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.

Goals and Policies

Goal T-1	Bixby uses a regional approach to transportation planning

Policy T-1.1 Partnerships

The City should continue to partner with regional transportation agencies, such as ODOT and INCOG, as well as adjacent municipalities when planning and funding transportation infrastructure.

Policy T-1.2 Regional Integration

The City should work closely with neighboring communities to integrate transportation systems.

Policy T-1.3 Transportation Plan Update

The City should regularly update transportation plans consistent with regional objectives.

Policy T-1.4 Parkway 64 Planning

The City should plan for a secondary transportation route to relieve congestion on Memorial Drive.

Policy T-1.5 **Parkway 64 Funding**
Bixby should work with INCOG, ODOT, and surrounding jurisdictions to include the Parkway 64 transportation route in INCOG's Transportation Improvement Program.

Policy T-1.6 **South County Bridge**
The City should work with ODOT, INCOG, Tulsa County, Creek Nation, the City of Jenks, the City of Tulsa, and other stakeholders to acquire funding and develop a new bridge across the Arkansas River.

Goal T-2	Bixby maintains a safe and efficient roadway system

Policy T-2.1 **Roadway Functional Classifications**
The City should establish a hierarchy of roadways by functional classification that provide guidance on street design and efficiency standards.

Policy T-2.2 **Ongoing Roadway Improvements**
The City should continue to identify roadway deficiencies and include roadway improvement projects in capital improvement plans.

Policy T-2.3 **Rights-of-Way Preservation**
The City should ensure that road rights-of-way and required easements are dedicated or established as part of future development.

Policy T-2.4 **Traffic Signal Timing**
The City should study the timing of traffic signals along Memorial Drive to seek an enhanced timing system that improves traffic flow, particularly during peak traffic hours.

Policy T-2.5 **Reduce Curb Cuts**
The City should encourage and establish standards for shared driveways, access roads, and cross-access easements through commercial corridors to minimize the number of curb cuts along Memorial Drive and other major commercial corridors.

Policy T-2.6 **Traffic Calming**
The City should implement traffic calming techniques on local and residential streets where necessary.

Policy T-2.7 **Truck Routes**
The City should identify and delineate truck routes through the City along major roadways, and away from residential areas.

Goal T-3	Bixby prioritizes active transportation options for a healthy community and to enhance circulation

Policy T-3.1 Bicycle and Pedestrian Master Plan

The City should create and adopt its own Bicycle and Pedestrian Master Plan consistent with, but expanding upon the regional 2015 GO Plan to create an interconnected system of paths and trails throughout Bixby.

Policy T-3.2 Sidewalks

The City should ensure all major roadways have well-designed, safe sidewalks for pedestrians, and require all new developments to incorporate sidewalks that meet City standards.

Policy T-3.3 Pedestrian Safety

The City should address the pedestrian improvements identified in the 2015 GO Plan, and continue to proactively improve existing intersections and sidewalks to meet safety and efficiency needs of all pedestrians, including disabled residents to be in compliance with ADA requirements.

Policy T-3.4 Bike Routes

The City should promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide access to key destinations, including community facilities (such as schools, libraries, and parks), shopping areas, jobs, and activity centers, with appropriate linkages to neighborhoods.

Policy T-3.5 Bicycle Infrastructure

The City should require new development to incorporate appropriate bicycle infrastructure, such as bike racks, lockers, lanes, and paths, consistent with local and regional plans. Bixby should take a lead role in implementing bicycle infrastructure throughout the public areas within Downtown.

Policy T-3.6 Shared-Use Paths

The City should consider shared-use paths as an alternative to separate bike lanes and sidewalks as a safer means of bicycle and pedestrian connectivity.

Goal T-4	Bixby is a transportation hub supporting both commuters and employers throughout the Tulsa region

Policy T-4.1 Acquire Easements

The City should work with ODOT, INCOG, Tulsa County, and other regional stakeholders to acquire transportation easements along the former Tulsa Sapulpa rail line for the proposed Jenks/Bixby Extended Commuter Network identified in the INCOG 2045 Regional Transportation Plan.

Policy T-4.2 Park and Ride

The City should consider locations for a Park-and-Ride for the Jenks/Bixby Extended Commuter Network.

Policy T-4.3 Transit Station Design

The City should seek a high-quality, iconic transit station design representative of Bixby's character and values as the terminus of the Jenks/Bixby Extended Commuter Network.

Policy T-4.4 Transit Station Connectivity

The transit station should be well connected, and a central feature in the bicycle and pedestrian circulation network, maintaining quick and easy access to Downtown Bixby and north of the Arkansas River without requiring the use of an automobile.

Public Facilities Element

The quality and efficiency of public facilities that a city offers can enhance the livability and economic potential for residents and businesses. Within Bixby, these facilities include potable water supply and delivery, wastewater, as well as stormwater and drainage. Public services like police and fire are covered in Chapter 3, Community Services.

Potable Water Supply and Delivery

The Bixby Public Works Authority distributes water throughout most of the incorporated city. The potable water network contains a total of 94 miles of pipeline ranging between two and twelve inches, and a storage capacity of approximately 2.4 million gallons at ground level.

Historically, the primary potable water source for the City was Bixhoma Lake. However, following water quality issues found at the lake, Bixby began purchasing water from the City of Tulsa for distribution. The water infrastructure at Bixhoma lake still remains as a backup source of water, or a potential future source of water if the need arises.

Wastewater

The Bixby Public Works Authority is also responsible for providing wastewater services to residents. The City has an existing wastewater treatment capacity of 1.5 million gallons/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. However, to comply with ODEQ permit mandates and to provide for anticipated growth of the planning area, a new mechanical plant will 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

Bixby 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 require 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 stormwater discharge into certain rivers and creeks within the Fence Line. Implementation of the program is funded through stormwater fees to residents and businesses and provides for education, enforcement, and implementation of stormwater management best practices.

In addition to the stormwater management regulations and program, the current Capital Improvement Program contains four stormwater 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 improves 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.

Goals and Policies

Goal PF-1	Bixby has a potable water system with adequate supply, transmission, distribution, and storage facilities to meet the needs of existing and future development.

Policy PF-1.1. Reliable Water Supply

The City should work to secure and maintain water rights to support current and future development.

Policy PF-1.2. Adequate Water Supply for New Development

The City should require the availability of an adequate water supply to be demonstrated prior to approving new development.

Policy PF-1.3. Inadequate Water Supply Identification

The City should identify existing areas that have inadequate water facilities and include them in future capital improvement plans.

Policy PF-1.4. Water Conservation

The City should require new development and City-owned facilities to use the best available technologies (BAT) for water conservation in order to reduce overall water usage. For new development/facilities, this may include:

- Water efficient fixtures and appliances,
- Water efficient landscape designs, including landscaped public spaces, and
- Water efficient processes and equipment for commercial and industrial facilities.

Policy PF-1.5. Water Conservation Education

The City should encourage and educate the community about the techniques and benefits of on-site water conservation.

Policy PF-1.6. Watershed Protection

The City should continue to protect the Bixhoma Lake watershed and any other potentially viable water supply watersheds.

Goal PF-2	Bixby has adequate sanitary sewers and wastewater treatment capacity to accommodate existing and future development.

Policy PF-2.1. Wastewater Treatment

The City should meet or exceed all applicable federal and Oklahoma regulations regarding wastewater treatment and discharge.

Policy PF-2.2. Inadequate Sanitary Sewer Identification

The City should identify existing areas that have inadequate sewer facilities and include them in future capital improvement plans.

Policy PF-2.3. Expansion of Services

The City should extend municipal service within the Bixby Fence Line in a manner that discourages piecemeal development and private sewage and septic systems.

Policy PF-2.4. Sewer Connections

The City should require new development to connect to the City's wastewater treatment system.

Policy PF-2.5. Sanitary Planning Efforts

The City shall continue to coordinate its sanitary planning efforts with other municipalities and municipal service efforts. In particular, coordination of such efforts will be continued with Tulsa and its sewerage service authority.

Policy PF-2.6. Industrial Wastewater Discharge

The City should encourage the efficient use of water by industrial operations in order to minimize wastewater discharge.

Goal PF-3	Bixby has adequate storm drainage facilities to accommodate existing and planned development.

Policy PF-3.1. Stormwater Management Plan

The City should develop, implement, and maintain a stormwater management plan.

Policy PF-3.2. Stormwater Detention Basin

The City should design stormwater detention basins to ensure public safety, be visually unobtrusive, and provide recreational use where feasible.

Policy PF-3.3. Erosion Control Measures

The City should require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels. Measures may include the following:

- Vegetated Buffers/Bioswales,
- Sediment Fencing at Construction Sites
- Rain Gutters and Downspouts
- Sediment Basins

Policy PF-3.4. Development Requirements

The City should encourage stormwater facility designs that minimize drainage concentrations, impervious coverage, and avoid floodplain areas, where feasible, and are designed to provide a natural water course appearance.

Policy PF-3.5. Flood Control Projects

The City should continue to identify funding for drainage projects that reduce the floodplain extent and impact within Bixby.

Please see next page.

5 Implementation

Plans are of little value unless they lead to action. To help move the Comprehensive Plan from the role of guidance to implementation, the City has identified a set of actions it will carry out over the next 10 years to accomplish the goals and policies included in this Comprehensive Plan.

This Chapter uses a table format to help outline the implementation actions. A guide to reading this table is provided below and illustrated in Figure 5-1.

Figure 5-1 How to Read the Implementation Program

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Land Use						
1	Develop a Downtown and River District Master Plan and Design Guidelines.	Goal LU-2 Goal CD-1	■			

Plan Element

Action Number: Number associated to the Implementation Action.

Implementation Action: Specific action to be taken to implement the relevant goal.

Relevant Goal: Goals within the Comprehensive Plan with which the specified Action relates.

Timeframe: Year in which each action should be completed:
- Short (1-5 years)
- Mid (5-10 years)
- Long (11 or more years)
- On-going

Community Development

Following are the implementation actions for the Community Development Chapter.

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Land Use						
1	Develop and maintain a 5-year Capital Improvement Plan (CIP) and update on an annual basis that includes funding for, but not limited to: ▪ Enhanced and expanded infrastructure needs ▪ Improvements to and acquiring new parks and open space	Goal LU-1 Goal PS-1 Goal CD-2 Goal ROS-1	■			■
2	Coordinate with the cities of Broken Arrow, Glenpool, Jenks, and Tulsa, as well as both Tulsa County and Wagoner County to ensure adjacent land uses are compatible.	Goal LU-1				■
3	Commission a Zoning Code update to: ▪ Better define zoning districts related to the Future Land Use Map; ▪ Refine architectural and site design standards for commercial establishments; and ▪ Establish signage regulations, with special regulations within the Corridor Appearance District.	Goal LU-1 Goal LU-2 Goal LU-3 Goal CD-4		■		
4	Identify and prioritize structures to market for adaptive reuse purposes.	Goal LU-1	■			■
5	Establish Form-Based Coding regulations for Downtown development.	Goal LU-2 Goal CD-1		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
6	Develop a Downtown and River District Master Plan and Design Guidelines.	Goal LU-2 Goal CD-1	■			
7	Support development and redevelopment of Downtown properties that align with the Downtown and River District Master Plan by expediting development reviews and reduced fees on a case by case basis.	Goal LU-1 Goal CD-1 Goal ED-2				■
8	Pursue entertainment commercial uses along the Arkansas River with access from the Riverwalk Trail.	Goal LU-2 Goal LU-3 Goal CD-1			■	■
9	Expand the potential of wireless networks to meet the developing technology needs of both businesses and residents, including fiber optics connections to provide high-speed internet capabilities, beginning with Downtown Bixby and along the 151st Street corridor.	Goal LU-1 Goal LU-3 Goal ED-2			■	
Housing						
10	Prepare a housing needs' assessment every five years.	Goal H-1		■		■
11	Develop housing design and construction standards that support quality construction, but also permit flexibility in design and housing types.	Goal H-1 Goal H-2	■			
12	Implement a neighborhood enhancement program to help identify, enhance and maintain the City's older housing stock.	Goal H-2 Goal H-3	■			■
13	Create a proactive code enforcement policy that identifies substandard housing and assistance with demolition services.	Goal H-3		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Community Design						
14	Establish an iconic branding theme individually for Downtown Bixby and the River District, and incorporate in design guidelines and throughout public spaces.	Goal CD-1		■		
15	Update the City's Subdivision Regulations to enhance connectivity by stipulating at least two ingress and egress locations onto two separate arterial streets, and limiting cul-de-sacs to a maximum length of 150 feet.	Goal CD-2	■			
16	Require a dedication and/or preservation of at least one acre of open space per 80 dwelling units.	Goal CD-3 Goal ROS-1	■			
17	Work with developers during the master planning and platting processes to secure pathway and trail corridors.	Goal CD-3 Goal ROS-1				■
18	Initiate annual city-wide home beautification awards for residents and/or businesses that exemplify the most improved properties.	Goal CD-3	■			
19	Commission a wayfinding signage master plan for the City's major corridors, Downtown and River Districts, as well as the gateways into the City that features Bixby's branding.	Goal CD-4	■			
20	Explore the creation of a streetscape and design standard plan for prominent roadways in Bixby.	Goal CD-4		■		

Economic Development						
21	Develop an economic strategic plan to identify and capitalize on value-added businesses and industries, with regular updates every three years. The Economic Strategic Plan should assess: ▪ Land suitability; ▪ Target industries; ▪ Business attraction; ▪ Business expansion; and ▪ Employment diversity.	Goal ED-1 Goal ED-2	■			■
22	Work with local colleges and universities in Oklahoma to attract a satellite campus to Downtown Bixby.	Goal ED-4			■	
23	Identify sites for food truck venues and incubator sites for small businesses and entrepreneurs.	Goal ED-3	■			
24	Develop a set of business attraction incentives to attract targeted industries and businesses to Bixby.	Goal ED-1 Goal ED-2	■			
25	Coordinate events with other nonprofit organizations in locations throughout Bixby, with priority in Downtown.	Goal ED-4				■
26	Assess potential incentives for Downtown Bixby that attract high-quality businesses.	Goal ED-4 Goal LU-2	■			

Community Services

Following are the implementation actions for the Community Services Chapter.

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Public Services						
27	Prepare an impact fee study to update and identify new impact fees (where appropriate) to help fund infrastructure maintenance and expansion costs associated with serving development. This fee study should be updated as needed to stay current with costs and needs of the community.	Goal PS-1	■			■
28	Encourage large developments to incorporate police / security kiosks or substations to help patrol local areas.	Goal PS-2				■
29	Conduct annual fire safety programs at schools and at community events.	Goal PS-3	■			■
30	Develop a master joint use facilities agreement with the Bixby School District that includes shared recreational facilities available to both students and community members.	Goal PS-1 Goal PS-4 Goal ROS-3	■			
31	Include Bixby and Liberty school district representatives in the annual budget and annual CIP meetings.	Goal PS-4	■			■
Recreation and Open Space						
32	Identify future park and open space needs and locations to support prioritizing land acquisition in the annual CIP.	Goal ROS-1	■			■

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
33	Develop a recreation and open space master plan that identifies current and future open space, both active and passive, and prioritizes locations for new city-owned parks.	Goal ROS-1 Goal ROS-2 Goal ROS-3 Goal ROS-4 Goal ROS-5		■		
34	Consider bonding and other creative funding options to fund new City parks and facility projects.	Goal ROS-1				■
35	Evaluate undeveloped open space land to determine whether the City could benefit from their use for parks and recreation.	Goal ROS-1 Goal ROS-2 Goal ROS-3	■			
36	Survey residents annually to determine the types of recreational programs and events that are desired.	Goal ROS-3				■
37	Dedicate and prioritize funding for the enhancement of amenities and additional beautification efforts at Bixhoma Lake.	Goal ROS-4			■	
38	Develop and implement recreational programming for Lake Bixhoma, including but not limited to fishing, camping, summer camps, and other similar activities	Goal ROS-4	■			■
39	Preserve and enhance sensitive areas of the Arkansas River within the Floodway and 100-year floodplain as natural open space.	Goal ROS-5 Goal PF-3			■	
40	Encourage cluster development on the upland areas of flood-prone areas to preserve additional open space.	Goal ROS-2 Goal ROS-5 Goal PF-3				■

Interconnected Infrastructure

Following are the implementation actions for the Community Services Chapter.

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Transportation						
41	Develop a Transportation Master Plan.	Goal T-2 Goal T-3 Goal T-4		■		
42	Develop contextually sensitive street cross sections and complete streets design standards based on roadway functional classifications.	Goal T-2 Goal T-3	■			
43	Work with local, state, and federal transportation agencies to develop long term transportation funding strategies.	Goal T-1				■
44	Assess roadways on an annual basis to prioritize needed improvements in the annual CIP.	Goal T-2 Goal T-3				■
45	Identify and pursue funding from both federal and regional funding sources for design and construction of the proposed Parkway 64.	Goal T-1			■	
46	Develop a truck route plan.	Goal T-2	■			
47	Adopt a Route Access Management Plan for Memorial Drive					
48	Establish a Council-adopted policy to work with ODOT, INCOG, Tulsa County, Creek Nation, City of Jenks, City of Tulsa, and landowners to plan, design, and fund another bridge across the Arkansas River.	Goal T-1		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
49	Promote and lobby efforts for new and enhanced transportation facilities in Bixby, including Parkway 64, new and expanded bike routes and trails, additional bridges across the Arkansas River, and regional public transit.	Goal T-1 Goal T-2 Goal T-3 Goal T-4				■
Public Facilities						
50	Identify and prioritize future water, sewer, and stormwater infrastructure needs to incorporate in the annual CIP.	Goal PF-1 Goal PF-2 Goal PF-3	■			■
51	Update Zoning regulations and design manuals to require low-impact development standards for new developments.	Goal PF-3	■			
52	Develop and implement low impact design techniques for development within the 100-year floodplain.	Goal PF-3	■			■
53	Secure funding to minimize the impact and extent of the 100-year floodplain west of Mingo Road in south Bixby.	Goal PF-3			■	
54	Update development standards to require finished floors of any permitted building to be elevated a minimum of two feet above the 100-year base flood elevation.	Goal PF-3	■			

Please see next page.

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