

**PLANITULSA COMPREHENSIVE PLAN
CONSOLIDATED TABLE OF CONSENT ITEMS
SUMMARY OF TMAPC ACTION**

The PLANITULSA Consolidated Table of CONSENT items is a record of public comments and review of the Comprehensive Plan draft as published on January 12, 2010, including decisions taken by the TMAPC. Text and graphic corrections, additions and revisions as directed by TMAPC forced text layout shifts, which resulted in changes to page numbers, line numbers and paragraph numbers.

For purposes of comparison, please note the following notations in this table when comparing January 12 version to the June 1, 2010 version, published and posted at this time.

- January 12, 2010 draft page numbers will appear in brackets such as *[Page 56]*.
- June 1, 2010 Final Draft page numbers will appear in red without brackets, such as **Page 57**.
- Changes that were prescribed for multiple locations and multiple chapters will not include page numbers.

PLANiTULSA COMPREHENSIVE PLAN

CONSOLIDATED TABLE OF CONSENT ITEMS


TMAPC action appears in the last column.

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
1. INCOG	Website and Document	<p>I would like to make you aware of an incorrect statement that is appearing in the plan document and on your website. The TMAPC adopts the plan and the city council approves the plan the reverse is the way it is being presented. I have tried to emphasize this distinction every time I see it but to no avail. This is not my interpretation but State Statutes (Title 19, Section 863.7) language where the authority is derived. The very first sentence in 19-863.7 states, “The commission shall make, adopt, and may publish a master plan of the municipality, and of the unincorporated area of the county...”. Further it states, “The council and/or board may approve the plan in whole or in part, or return the plan or any portion thereof to the commission for further consideration.” For some unknown reason from the beginning there has been an effort to minimize the role the TMAPC has in the comp plan to emphasize the city’s role. I plan to make sure this correction is made in the TMAPC public hearing.</p>	<p><i>Language has been clarified on website.</i></p> <p><i>Clarify with underlined language</i></p> <p><i>2.5 The Land Use Plan:</i></p> <ul style="list-style-type: none"> • <i>Is adopted by <u>TMAPC and approved by City Council.</u></i> • <i>Is amended by <u>TMAPC and approved by City Council.</u></i> <p><i>The PLANiTULSA team has consistently respected the role of both the TMAPC and the City Council in the preparation and review of the Comprehensive Plan. Both the TMAPC and the City Council are tremendously important to the success and implementation of PLANiTULSA. The team has tried to use common language - rather than technical jargon - where possible to make the plan as easy</i></p>	<p><i>Clarify with underlined language</i></p> <p><i>2.5 The Land Use Plan:</i></p> <ul style="list-style-type: none"> • <i>Is adopted by <u>TMAPC and approved by City Council.</u></i> • <i>Is amended by <u>TMAPC and approved by City Council.</u></i>

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			<p><i>to read and access as possible. In addition to the legal authority for review, TMAPC has the background and depth of understanding of land use issues necessary to review and adopt the plan. The City has additional tools to implement the plan. The team's approach has always been that TMAPC and City Council both play critical roles in plan development.</i></p>	
2. Michelle Cantrell	Vision General Document	Structure of Vision statement—under certain sections (i.e., housing), you have a “how we get there” section, but not all. Reason?	<i>Will make section headings consistent</i>	<i>Make section headings consistent.</i>
3. Elaine Meek	Vision Document Page 11	<p>At last night's meeting, there was discussion about adding an Education component to the PlaniTulsa master plan. A suggestion for what we should add is pasted below.</p> <p>Thank you for your work on this project.</p> <p>“Secondary public education is a critical component of this plan. Although the Tulsa, Union and Jenks public school districts are independent of the Tulsa Metropolitan Area Planning Commission and city government, the intent of this plan is to encourage effective and quality public education for all our children. As part of the PLANiTulsa master plan,</p>	<i>Add to Vision</i>	<p>Insert into Vision - page 10/11 spread):</p> <p><i>Support Education and Learning</i> <i>Although the Tulsa, Union and Jenks public school districts are independent entities, Tulsans want to encourage healthy lifestyles for our children, and create a city that is conducive to learning. Our children and families need clean air and water; safe routes to schools for walking and biking; parks and open spaces for recreation; access to grocery</i></p>

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		<p>we want to encourage healthy lifestyles for our children, and create a physical environment conducive to learning. To achieve these goals, we should provide clean air and water to the Tulsa area; safe, walkable routes to schools; parks and open spaces for recreation; convenient grocery stores with healthy food choices; high quality public libraries; and cultural resources and museums. We also want post-secondary education to thrive, including community colleges, vocational and technical training centers, and colleges and universities, to attract new businesses and residents, and to encourage young adults to remain in Tulsa. The public schools and other educational institutions should be included as partners when changes and improvements are made to local transportation (including sidewalks, streets and public transit). The public schools should also be included when planning considering residential and business development in our city, and should be consulted when parks, libraries and other amenities are affected.”</p>		<p><i>stores with healthy food choices; high quality public libraries; and cultural resources and museums. Tulsans also want thriving post-secondary educational opportunities including community colleges, vocational and technical training centers, and colleges and universities. Educational facilities are highly supported by public and private partnerships. Educational institutions and the City are partners in planning and developing improvements to local transportation, like improving sidewalks, streets and crossings, and public transportation. The public schools are included when planning residential and business development in our city, and should be considered when parks, libraries and other amenities are affected.</i></p>
4. Public	All Maps with transportation network visible	<p>City of Tulsa Staff referred comments from recent City Council meetings:</p> <p>The proposed South Tulsa Bridge at Yale and 121st was removed from the Fall 2009 draft of Our Vision For Tulsa.</p> <p>For the final draft of the Vision and Plan, it has been proposed that the consultant remove the bridge alignment from the GIS coverage and Illustrator files used to produce</p>	<p><i>Consultant will remove the bridge segment from the GIS layers and Illustrator files used to produce the PLANiTULSA maps.</i></p> <p><i>All maps will be updated throughout Our Vision for Tulsa and the Policy Plan with the</i></p>	<p><i>Remove the bridge segment from the GIS layers and Illustrator files used to produce the PLANiTULSA maps.</i></p> <p><i>Update all maps throughout Our Vision for Tulsa and the Policy Plan with the segments removed.</i></p>

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		the maps, because a faint line still appears on a number of maps.	<i>segments removed.</i>	
5. Public	Vision [Page 6] Page 6	Vision, page 6, the last bullet point is missing a word or phrase.	<i>Correct text: The <u>city</u> has the ability to monitor trends, spot key opportunities and meet challenges strategically.</i>	<i>Correct text: The <u>city</u> has the ability to monitor trends, spot key opportunities and meet challenges strategically.</i>
6. Michelle Cantrell	Vision [Page 6] Page 6	Bullet point 5 under Economy: incomplete sentence.	<i>Suggested amended text: add “city”: The city has the ability to monitor trends, spot key opportunities and meet challenges strategically.</i>	<i>Suggested amended text: add “city”: The city has the ability to monitor trends, spot key opportunities and meet challenges strategically.</i>
7. Michelle Cantrell	Vision [Page 13] Page 13	On the vision map, still have downtown designation over a historic neighborhood.	<i>Adjust the Downtown area on the Vision map so that the Downtown designation avoids areas with Historic District designation north of the IDL and west of Peoria, between 15th and 21st streets.</i>	<i>Adjust the Downtown area on the Vision map so that the Downtown designation avoids areas with Historic District designation north of the IDL and west of Peoria, between 15th and 21st streets.</i>
8. INCOG map	Vision [Page 13] Page 13 Vision Map	This map does not show the Tulsa Community College Southeast campus (81st and US 169). This has been noted on numerous previous reviews of the draft plan. Recommended Action: place TCC Southeast on map or delete all higher education sites	<i>As noted previously when this was brought up, we want to keep this map uncluttered so are not showing all of the higher education campuses. However, since this is an issue that is too minor to allocate TMAPC time discussing we recommend adding the TCC SE Campus to the map. We will do our best to retain the clarity of the map.</i>	<i>Map updated per comment.</i>

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9. Michelle Cantrell	Vision [Page 15] Page 15	TMAPC hasn't yet received the downtown plan—just want to be clear that it still needs approval before part of the comprehensive plan. Says doesn't invalidate existing plans—including the district plans? What if there are contradictions?	<i>Amend text to read:</i> <i>Detailed planning concepts for downtown Tulsa have been developed on a parallel track with the PLANiTULSA process. The 2009 draft Downtown Tulsa Master Plan, pending adoption by the TMAPC, will serve as a small area plan under for the city.</i>	<i>Amend text to read:</i> <i>Detailed planning concepts for downtown Tulsa have been developed on a parallel track with the PLANiTULSA process. The 2009 draft Downtown Tulsa Master Plan, pending adoption by the TMAPC, will serve as a small area plan under for the city.</i>
10. Michelle Cantrell	Vision [Page 32] Page 34	"Most of Tulsa's housing stock will consist OF (not UP)."	<i>Correct language</i>	"Most of Tulsa's housing stock will consist OF (not UP)."
11. INCOG	Vision [Page 43] Page 43 Photo	This is a European picture showing vehicles driving on the left side of the road. Recommended Action: Find picture that shows drivers on the right side of the road	<i>Visualization image was reversed in layout process.</i> <i>Correct image.</i> 	<i>Reverse image as shown below</i>
12. Michelle Cantrell	Vision [Page 43] Page 43	"CSD ensures that transportation facilities..." Should that be "CSS?"	<i>Correct to read CSS</i>	<i>Correct to read CSS</i>

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13. Michelle Cantrell	Vision [Page 44] Page 44	Step 5 refers to page 28 for prototypes of new development.	<i>Remove page reference, this refers to a previous draft of the Vision.</i>	<i>Remove page reference, this refers to a previous draft of the Vision.</i>
14. INCOG	Vision [Page 45] Page 45 First paragraph, line 3	The text says; "The city will adopt the comprehensive plan." Recommended Action: The text should be changed to reflect the state statutory language that requires that TMAPC adopt the Comprehensive Plan and the City Council approves the Plan thereafter.	<i>Agreed, is in the change log provided to TMAPC on 2/19/2010</i>	<i>Throughout doc make sure this is consistent:</i> <i>The Comprehensive Plan:</i> <ul style="list-style-type: none"> • <i>Is adopted by <u>TMAPC and approved by City Council.</u></i> • <i>Is amended by <u>TMAPC and approved by City Council.</u></i>
15. Public	Land Use [Page 1 and Page 74] Page 1 and Page 74 Policy 2.6	Include that this is not a regulatory document	<i>Add underlined language:</i> <i>Page 1: This chapter of Tulsa's Comprehensive Plan addresses how Our Vision for Tulsa will be realized through the use of land. <u>The Comprehensive Plan is not a regulatory document.</u> The goals and policies at the end of this chapter will guide the design of the city's regulatory system, including the zoning code, rules governing the subdivision of land, the interaction of land use and transportation and economic</i>	<i>Add underlined language:</i> <i>Page 1: This chapter of Tulsa's Comprehensive Plan addresses how Our Vision for Tulsa will be realized through the use of land. <u>The Comprehensive Plan is not a regulatory document.</u> The goals and policies at the end of this chapter will guide the design of the city's regulatory system, including the zoning code, rules governing the subdivision of land, the interaction of land use and transportation and economic development.</i> <i>Add to Land Use Policy 2.6 (pg. 74):</i>

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			<p>development.</p> <p>Add to Land Use Policy 2.6 (pg. 74):</p> <p><i>The Comprehensive Plan is a policy guide, <u>not a regulatory document</u>. The Land Use Plan is not intended, nor should it be used, to affect decisions that are permitted by the zoning code by right.</i></p>	<p><i>The Comprehensive Plan is a policy guide, <u>not a regulatory document</u>. The Land Use Plan is not intended, nor should it be used, to affect decisions that are permitted by the zoning code by right.</i></p>
16. INCOG map	Land Use [Page 4] Page 4 Figure 1	This map does not show TCC Southeast campus (81st and US 169) Recommended Action: place TCC Southeast on map or delete all higher education sites	<p><i>As noted previously when this was brought up, we want to keep this map uncluttered so are not showing all of the higher education campuses. However, since this is an issue that is too minor to allocate TMAPC time discussing we recommend adding the TCC SE Campus to the map. We will do our best to retain the clarity of the map.</i></p>	<p><i>Map updated per comment.</i></p>
17. INCOG	Land Use [Page 3] Page 3 Sidebar 4th and 5th lines from bottom	This still references "the City's planning department", when in fact the developer worked with a number of departments and agencies to get approval of the project. If the consultant is referencing the City Planning Department, the proper words should be capitalized. Recommend wording "The developer worked closely with the city staff in realizing the project."	Agree	<p>The developer worked closely with the city staff in realizing the project."</p>

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18. INCOG YES	Land Use [Page 8] Page 8 Chart 4	The title lists it as population to 2008, but the bar chart only shows it to 2006. Correct either title or label for consistency	<i>Agree</i>	Correct either title or label for consistency
19. INCOG	Land Use [Page 8] Page 8 Chart 4	Subtext should read "The City's share of the <u>metropolitan</u> area's..."	<i>Agree</i>	"The City's share of the <u>metropolitan</u> area's..."
20. INCOG	Land Use [Page 8] Page 8 Chart 5	The Tulsa County data on the pie chart reflects all of Tulsa County population outside of the City of Tulsa (unincorporated and City of Tulsa) Recommended change: Label should read "Tulsa County (except City of Tulsa)"	<i>Agree</i>	Label should read "Tulsa County (except City of Tulsa)"
21. INCOG	Land Use [Page 11] Page 11 First paragraph Second line	The City of Tulsa's corporate limits includes 200 square miles. This includes the Wagoner County Annexation. Recommended Action: Change "182 square miles" to "200 square miles"	<i>Agree, can amend text. 182 square miles was based on the City's 2000 Census geography.</i>	Change "182 square miles" to "200 square miles"
22. INCOG map	Land Use [Page 11] Page 11 Figure 5	The floodplain layer does not reflect the current or previous City of Tulsa regulatory floodplain map nor the FEMA floodplain map. Map should reflect the City of Tulsa regulatory floodplain map, which has been previously	<i>The floodplains shown are based on a floodplain survey CAD file provided by the City of Tulsa Public Works Department, via the Planning Department in Spring</i>	<i>Retained original map.</i>

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		provided to the consultant.	2008. <i>By request of the city, the consultant digitized the Public Works' map. It was used in the plan maps, because it more accurately reflects floodplains than the data on the City's shapefile. The digitized version will be provided to the City and INCOG for their use.</i>	
23. INCOG	Land Use [Page 11] Page 11 Figure 5	Source on surface limestone is INCOG, not City of Tulsa. Change source to INCOG	<i>Agree</i>	Change source to INCOG
24. Michelle Cantrell	Land Use [Page 13] Page 13	"Rredevelopment"	<i>Correct spelling.</i>	Rredevelopment" to Redevelopment"
25. INCOG	Land Use [Page 13] Page 13 Right column Line 1	Figure notation refers to "XX" and should be corrected. Reference Figure 7	<i>Agree</i>	Figure notation refers to "XX" and should be corrected. Reference Figure 7
26. INCOG map	Land Use [Page 13] Page 13 Figure 7	The figure shows substantial floodplains (Bird Creek) and rock quarries as redevelopable lands. These areas are not easily redevelopable and should be excluded from Tulsa's "redevelopment opportunity areas"	<i>Agreed, will amend map to screen these areas out as opportunity areas.</i>	<i>will amend map to screen these areas out as opportunity areas.</i>
27. INCOG	Land Use [Page 13] Page 13 Figure 7	Add title to legend to indicate what the valuation is based on. For example is this cost per acre?	<i>Yes, valuation is dollars per acre. Agree to add title.</i>	<i>Add title with: valuation is dollars per acre</i>

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28. INCOG	Land Use [Page 14] Page 14 Chart 6	Natural increase seems to be missing from the bar chart, but is indicated in the legend. Or colors are not consistent The legend has no x-axis. Revise chart to make data more readable.	<i>Agree. Re-do legend</i>	<i>Re-do legend</i>
29.	Land Use, [Page 14] Page 14 Chart 7	Three shadings on graph per se, whereas there are four categories shown.	<i>Will correct chart on page 14 for consistent chart/legend</i>	<i>Approve subject to making the legend and chart consistent</i>
30. INCOG	Land Use [Page 14] Page 14 Chart 7	Youth and Young Adults appear to be combined on the graph, but separate in the legend. Revise chart to reflect all items in the legend	<i>Agree. Re-do legend</i>	<i>Approve subject to making the legend and chart consistent</i>
31. INCOG	Land Use [Page 16] Page 16 Table 3	The category "148 - 165,000" should be corrected to "148,000-165,000". Source should also be Fregonese and Associates, in addition to the Census	<i>Agree</i>	The category "148 - 165,000" should be corrected to "148,000-165,000". Source should also be Fregonese and Associates, in addition to the Census
32. INCOG	Land Use [Page 31] Page 31 Second paragraph	Staff questions the statement that "surface parking lots are not needed or desirable". Suggested rewording: "Surface parking lots should be limited" <i>Existing text: Downtown Core is Tulsa's most intense regional center of commerce, housing, culture and entertainment. It is an urban environment of primarily high density employment and mixed-use residential uses, complemented by regional-scale entertainment, conference, tourism and educational institutions. Downtown core is primarily a pedestrian-oriented area with generous sidewalks</i>	<i>Statement about parking is in a discussion of Downtown Core building block – not parking in general. A number of cities have moved to discourage surface parking lots in their downtowns. We do not recommend that they be prohibited, but discouraged. Downtown has a large supply of surface parking, and it will take a long time to replace it with buildings and structures.</i>	<i>reword of last sentence for clarity: <u>To support downtown's lively and walkable urban character, automobile parking ideally is located on-street and in structured garages, rather than in surface parking lots.</u></i>

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		<p><i>shaded by trees, in-town parks, open space, and plazas. The area is a regional transit hub. New and refurbished buildings enhance the pedestrian realm with ground-floor windows and storefronts that enliven the street. Automobile parking is located on-street and in structured garages; surface parking lots are not needed or desirable.</i></p>	<p><i>Proposed rewording of last sentence for clarity:</i></p> <p><u><i>To support downtown’s lively and walkable urban character, automobile parking ideally is located on-street and in structured garages, rather than in surface parking lots.</i></u></p>	
33. Public	Land Use [Page 17] Page 17 paragraph 2, last sentence	<p>P.19: "Revisions to the zoning code based on market-test prototypical developments (described below) will greatly enhance Tulsa's redevelopment climate." This statement is not strong enough. We believe that revising the zoning code is essential. How can this new plan work with the old code? We question how this can even go forward under the existing zoning code.</p>	<p><i>Amend sentence to emphasize: "Revisions to the zoning code based on prototypical developments (described below) are crucial for enhancing Tulsa's redevelopment environment."</i></p>	<p><i>Amend sentence to emphasize: "Revisions to the zoning code based on prototypical developments (described below) are crucial for enhancing Tulsa's redevelopment environment."</i></p>
34. Public	Land Use [Page 18-19] (last and first paragraph) See Appendix Transportation III, pgs. 47-50	<p>The second paragraph promotes the benefits of connectivity.</p> <p>While we agree in general with this statement, it must be balanced by the strong market preference for cul-de-sacs. Cul-de-sacs are the antithesis of connectivity, but they are something which sought after by the buying public of Tulsa. This could be a difficult balance.</p> <p>Suggested amendment: Transportation Appendix II: Sustainable Network Initiative. See Appendix Transportation III.</p>	<p><i>Cul de sacs are popular and provide an amenity. However, too many can cause a lack of connectivity which has been proven to increase congestion on the order of 20 to 30 percent. We believe that Tulsa can continue to allow cul de sacs but also require through-connections on the order of six to eight per mile. This allows cul de sacs on the range of 200 to 250</i></p>	<p><i>Consultant has revised the Appendix, this topic is now in Appendix Transportation III Sustainable Network Initiative to clarify street connectivity concepts.</i></p>

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			<p><i>feet in length.</i></p> <p><i>Consultant has revised Transportation Appendix II: Sustainable Network to clarify street connectivity concepts.</i></p>	
35. INCOG	<p>Land Use [Page 23] Page 23</p> <p>First column First para, second line, first word</p>	Should be "or" not "of".	Agree	Should be "or" not "of".
36. INCOG	<p>Land Use [Page 32] Page 32</p> <p>Second column Title of column</p>	Inconsistent use of terminology. Recommended Action: "Multimodal Corridors" should be "Mixed Use Corridors"	Agree	"Multimodal Corridors" should be "Mixed Use Corridors"
37. Phil Marshall	<p>Land Use [Page 33] Page 33</p> <p>paragraph 2, sentence #3</p>	<p>1. Page 33 - Existing Residential Neighborhood section - Development activities in these areas should be limited to the rehabilitation or improvement of existing homes, or small-scale infill that complements the character of the neighborhood and is consistent in form, scale, rhythm, and proportion as seen from the street.</p> <p>What complements the character of the neighborhood and is consistent in form, scale, rhythm and proportion is to broad and open to interpretation and likely will result in frequent conflicts. This same statement is made in other parts of the</p>	<p><i>Replace text with: "Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill, as permitted through clear and objective setback, height, and other development standards of the</i></p>	<p><i>See major issue 5 in discussion log</i></p>

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		<p>Land Use Chapter and needs to be eliminated there as well. Also, this will slow down the permitting process if the Permitting Department has to approve consistent in form, scale, rhythm, and proportion and what complements the character of the neighborhood. They don't have the personnel to do this. This will not accomplish Tulsa being a friendly place to do business. It would be a good idea to let the neighborhood planning groups take care of this. Small-scale infill redevelopment allows the owner the option to demolish and rebuild, if desired.</p> <p>Suggested Change - eliminate "small-scale infill that complements the character of the neighborhood and is consistent in form, scale, rhythm and proportion as seen from the street" and add "small-scale infill redevelopment."</p>	<p><i>zoning code."</i></p>	
38. INCOG	<p>Land Use [Page 33] Page 33</p> <p>First column 2nd Paragraph, 3rd sentence</p>	<p>The final draft (Jan. 18, 2010) reads as "Development activities in these areas should be limited to the rehabilitation of existing homes, or small scale infill that that complements the character of the neighborhood and is consistent in form, scale, rhythm, and proportion as seen from the street." Recommended Action: Change the sentence to read "Development activities in these areas should be limited to the rehabilitation, improvement, or replacement of existing homes, and small scale infill as permitted through clear and objective setback, height, and other development standards of the zoning code." Agree as recommended by the consultant.</p>	<p><i>See changes made above.</i></p>	<p><i>See major issue 5 in discussion log</i></p>
39. Public	<p>Land Use [Page 33] Page 33</p>	<p>P.30: <i>[Final Draft version referenced here]</i> On existing residential neighborhoods: "Development activities in these areas should be limited to the rehabilitation or improvement</p>	<p><i>See changes made above.</i></p> <p><i>Replace text with: "Development</i></p>	<p><i>See major issue 5 in discussion log</i></p>

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	paragraph 2, sentence #3	of existing homes, or the construction of appropriately scaled new housing on vacant parcels." Phil Marshall came up with preferred language: "Development activities in these areas should be limited to the revitalization, rehabilitation or improvement of existing homes, or the construction of new housing on small parcels." Phil's language does not prohibit the right to tear down the existing structure and put up a new one. There seems to be a strong bias towards this type of activity throughout the document. All too often homes are neglected beyond the point of rehabilitation. Property owners MUST be given the right to replace undesirable structures.	<i>activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i>	
40. Homebuilders	Land Use [Page 33] Page 33	We endorse the change suggested by Fregonese to p. 33 as shown on the Consolidated Log.	See above	See major issue 5 in discussion log
41. INCOG	Land Use [Page 37] Page 37 First column Second paragraph, third sentence	Refers to "Livable streets", and probably should be "Residential streets". Recommended Action: Replace "Livable Streets" with "Residential Collectors" to be consistent with the Transportation Chapter	Agree	Replace "Livable Streets" with "Residential Collectors" to be consistent with the Transportation Chapter
42. INCOG	Land Use [Page 38] Page 38 Second column Comments on	Spelling error: Recommended Action: The word "Transporation" in the figure should be corrected to "Transportation".	Agree	The word "Transporation" in the figure should be corrected to "Transportation".

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	figures			
43. INCOG	Land Use [Page 39] Page 39 Second column First para, last line, third word	The word "to" is unnecessary. Suggested Action: Remove the word "to"	<i>Agree</i>	Remove the word "to"
44. INCOG	Land Use [Page 39] Page 39 Figure 17	The Transportation Chapter now has a range of 4-8' sidewalks on the sample Residential Collector street cross section. Recommended Action: Update this cross section to match the Transportation Chapter, Figure 7, p. 17.	<i>Transportation cross section edits were received too near the date of printing of the Final Draft. The City of Tulsa and INCOG are working with the consultant to finalize the cross-sections, and will update the final version of the plan with the final images.</i>	Update this cross section to match the Transportation Chapter, Figure 7, p. 17.
45. INCOG	Land Use [Page 40] Page 40 First column First paragraph	Recommended Action: Strike "a" from the sentence	<i>Agree</i>	Strike "a" from the sentence
46. INCOG	Land Use [Page 41] Page 41 First column Third paragraph, third line	This is the first time the term HOV is used. Recommended Action: HOV should be spelled out	<i>Agree</i>	HOV should be spelled out

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47. Michelle Cantrell	Land Use [Page 41] Page 41	Under BRT paragraph, last sentence is grammatically incorrect.	<i>Correct</i>	<i>Correct grammar</i>
48. INCOG	Land Use [Page 45] Page 45 First column Second paragraph, fourth line	Trends Continue was not based on INCOG's projections, but rather the consultant's view of historical trends continuing. INCOG's projections for growth in the City of Tulsa are considerably higher than the Scenario A forecast. INCOG's forecasts for downtown, east Tulsa, midtown, south Tulsa, north Tulsa, and west Tulsa are more than 200% of the Scenario A: Trends Continue forecast. Recommended Action: Sentence should read "Scenario A, Trends Continue was based on historical trends continuing over the next 20 years."	<i>Agree</i>	Sentence should read "Scenario A, Trends Continue was based on historical trends continuing over the next 20 years."
49. Michelle Cantrell	Land Use [Page 48] Page 48	Clarify--% of NEW development, not total (i.e., city of Tulsa will not have 34% of housing in mixed use areas).	<i>Correct</i>	--% of NEW development, not total (i.e., city of Tulsa will not have 34% of housing in mixed use areas).
50. INCOG	Land Use [Page 48] Page 48 First column Table 15	Recommended Action: A breakdown by subarea of where infill housing units and mixed use housing units are located would be helpful.	<i>Agree</i>	<i>Refer back to consultant tot create a better table and add a map as well</i>
51. INCOG	Land Use [Page 48] Page 48	The table indicates that 100% of new housing units downtown and 50% of new housing units in North Tulsa are mixed use and that 100% of new jobs downtown are mixed use. These numbers seem excessive. This would	<i>This table refers to the mix in the district, not necessarily to each building. Transportation-land use outcomes are defined not by the</i>	<i>Refer back to consultant</i>

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	First column Table 17	mean that there are no new buildings for office use only or no new (or converted) buildings for residential use only in the downtown core. Recommended Action: Review conclusion/forecast.	<i>mixing of uses within a particular building, but in a general area, where walking, biking, and transit are encouraged.</i> <i>Amend title chart to clarify this.</i>	
52. INCOG	Land Use [Page 51] Page 51 First column 1st paragraph, last sentence	The text reads "To prevent job growth from outstripping housing production here, the city should be prepared to engage in necessary small area planning so new communities can be built quickly." There is no evidence that small area planning results in development being built quickly. This ignores market driven realities Recommended Action: Delete sentence	<i>The purpose of small area planning is to get out ahead of the market and ensure that the right zoning, infrastructure, and other elements are in place for when market forces do shift toward an area. Countless small area plans are done nationally, many funded by the private sector, to ensure that these issues are addressed. Team disagrees with this statement.</i> <i>Proposed rewording of language for clarity:</i> <u><i>To maintain a balance of jobs and housing growth, the city should be prepared to engage in necessary small area planning so new communities can be built quickly.</i></u>	<i>reword language for clarity:</i> <i>To prevent job growth from outstripping housing production here, the city should be prepared to engage in necessary small area planning so new communities can be built quickly."</i> <u><i>To maintain a balance of jobs and housing growth, the city should be prepared to engage in necessary small area planning so new communities can be built quickly.</i></u>
53. Public	Land Use [Page 52] Page 52 paragraph 3, last sentence	Page 52 - Areas of Stability - insert period after reinvestment and eliminate the sentence "that complements the character of the neighborhood and is consistent in form, scale, rhythm and proportions." See #1 above for explanation.	<i>Replace text with: "The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating redevelopment, reinvestment and</i>	Replace: The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating appropriate development and

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
			<i>infill."</i>	reinvestment." With: <u><i>The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects.</i></u>
54. Public	Land Use [Page 52] Page 52 paragraph 3, last sentence	P. 52: <i>[Final Draft version referenced here]</i> "The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating appropriate development and reinvestment." Phil Marshall expressed concern about the use of the word "appropriate". We note that this was changed in the "Final Draft". While the word "appropriate" was removed, it was replaced with requirements of "form, scale, rhythm and proportion." Some clarity is sought on these terms. Overseeing the form and rhythm of a project sound very arbitrary.	<i>Replace text with: "The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating redevelopment, reinvestment and infill."</i>	See above
55. Homebuilders	Land Use [Page 52] Page 52	We endorse the change suggested by Fregonese to p. 52 as shown on the Consolidated Log.	See above	See above
56. Public map	Land Use, [Page 53] Page 53 Stability and Change Map	Thanks for your presentation this evening on PlaniTulsa. We discussed the Xmas tree lot at 31st and I-44. That address would be approx 7600 and 7700 East 31st St. The property meanders south along the B/A I-44 on ramp westbound.	<i>Given limited access and constraints on the subject property, designation as Area of Change with plan category of Neighborhood Center is likely an oversight.</i>	

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		<p>The City did considerable Audubon Creek improvements across that property from West to East from the 1990 sales tax extension. Yet, there is still some privately owned property on the 31st street frontage and more across the creek to the south.</p> <p>It currently has a for sale sign on the property with something to the effect of "Commercial Potential." I believe it is RS-2 zoning as it has never had but one house on it which is long gone. Our HOAR fought many zoning cases on that property in the 80's and early 90's. I heard it was owned by a person who owns the large billboard lighted sign on the property.</p> <p>With lack of ingress and egress, FD zone area and the state will not allow any access from the on ramp, it would be costly to bridge the creek to access the back of the property which abuts the Magnolia Terrace Addn. And, the District 5 Comp plan currently does not recommend commercial in that area. I hope that does not change with PlaniTulsa.</p> <p>I would like to see your PlaniTulsa maps revised and remove this area from change and perhaps, classify as stable. Most residents here believe it should be open land with a mini-forest to reduce I-44 traffic noise. Please Advise.</p>	<p><i>The PLANiTULSA team recommends amending the Areas of Stability and Change Map to designate this property as an area of Stability.</i></p>	
57. Public	Land Use, [Page 53] Page 53 Stability and Change Map and Plan Map	The land use map and the stability change map both have a very minor spelling error. They both say Charles Page "Blvd" and I think it should be "Blvd".	Agree	Fix :: Charles Page "Blvd" should be "Blvd" on all maps

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58. Public	Land Use, [Page 53] Page 53 Stability and Change Map	Stability Change map has the SEC of 31 & Peoria as Change. It is a 1920's era Tulsa Mansion Estate. It seems that it would be more appropriate to have it be stability like the surrounding historic neighborhoods which surround it.	<i>Agree.</i>	<i>Map change – change to area of stability</i>
59. City of Tulsa map	Land Use, [Page 53] Page 53 Stability and Change Map & Plan Map [Page 28] Page 28	Clerical amendments to the Plan & Stability (S/C) and Change maps, to reflect the Arkansas River Corridor Master Plan map. Clerical #1: The orange strip to the north (to the left of Crow Creek) needs to change to the same designations as Crow Creek -- S/C: "Change" Plan Map: "Neighborhood Center" Clerical #2: The Blair property needs to be changed to S/C: "Change" and Plan Map: "New Neighborhood".	<i>Agree</i>	
60. Public	Land Use [Page 56] Page 56 paragraph 3, first sentence	P. 56: <i>[Final Draft version referenced here]</i> Plan categories: "These plan categories are to be implemented by zoning regulations that ensure the appropriate shape, scale, and make-up of development with the district." Again, this repeats a continuing theme of governmental control over the appearance of homes. We echo our concerns about opening the door to Neighborhood Conservation Districts.	<i>Replace first sentence with: "These plan categories are implemented by zoning regulations, which apply setback, height, and other development standards."</i>	<i>Replace first sentence with: "These plan categories are implemented by zoning regulations, which apply setback, height, and other development standards."</i>
61. INCOG	Land Use [Page 56] Page 56	The text reads: "These plan categories are to be implemented by zoning regulations that ensure the appropriate shape, scale and make-up of development with	<i>This language is consistent with changes made in the log provided to TMAPC on 2/19/2010</i>	<i>See above</i>

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	First column Third paragraph, first sentence	the district. The term "appropriate" is subject to interpretation. We agree with the consultants recommended change to read: "These plan categories are implemented by zoning regulations which apply setback, height and other development standards."	<i>"These plan categories are implemented by zoning regulations, which apply setback, height, and other development standards."</i>	
62. Homebuilders	Land Use [Page 56] Page 56	We endorse the change suggested by Fregonese to p. 56 as shown on the Consolidated Log.	<i>See above</i>	<i>See above</i>
63. INCOG	Land Use [Page 59] Page 59 Second column Paragraph title	"Livable Streets" should be "Residential Streets" for consistency in reference.	<i>Agree</i>	"Livable Streets" should be "Residential Streets" for consistency in reference.
64. Homebuilders	Land Use [Page 62] Page 62	P. 62 – First paragraph should be revised as follows: “ The primary <u>One of the</u> means of implementing the PLANiTULSA comprehensive plan should be through the small area and neighborhood planning process. This process can apply to existing neighborhoods in need of revitalization, main streets or other corridors, and vacant areas where new communities are envisioned.”	<i>Agree</i>	P. 62 – Revise first paragraph as follows: “ The primary <u>One</u> means of implementing the PLANiTULSA comprehensive plan should be through the small area and neighborhood planning process. This process can apply to existing neighborhoods in need of revitalization, main streets or other corridors, and vacant areas where new communities are envisioned.”
65. Public	Land Use [Page 64] Pages 64-65	We believe there should be a separate master plan for downtown.	<i>Add language to end of paragraph 3: "The Downtown Area Master Plan should be reviewed by</i>	<i>Add language to end of paragraph 3: "The Downtown Area Master Plan should be reviewed by TMAPC and considered as a</i>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
	paragraph 3		<i>TMAPC and considered as a potential Small Area Plan. Many of the ideas and concepts suggested in the current version of the downtown plan also are recommended in PLANiTULSA. Any possible inconsistencies between the two plans should be resolved if and when the downtown plan is adopted.</i>	<i>potential Small Area Plan. Many of the ideas and concepts suggested in the current version of the downtown plan also are recommended in PLANiTULSA. Any possible inconsistencies between the two plans should be resolved if and when the downtown plan is adopted."</i>
66. INCOG	Land Use [Page 64] Page 64-65 First column Third paragraph	We concur with the consultants' additional suggested reference to the Downtown Master Plan	<i>Agree</i>	<i>above</i>
67. INCOG	Land Use [Page 64] Page 65 Second column First paragraph	References to all "depts." should be spelled out.	<i>Agree</i>	<i>Spell out references to all "depts." – department or departments</i>
68. INCOG	Land Use [Page 64] Page 65 Second column First paragraph,	The correct terminology for Skiatook is the "Town of Skiatook", as has previously been suggested.	<i>Agree</i>	Change Skiatook to the "Town of Skiatook",

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	next to last line			
69. INCOG	Land Use [Page 64] Page 65 Second column Second paragraph	The language regarding bike routes is incorrect. There is no existing or planned bike route along the Highway 75 corridor. The text should be revised to reflect the language in the Parks, Trails and Open Space chapter (p. 17 paragraph 2) reflecting INCOG's previous comments.	<i>Agree</i>	The text should be revised to reflect the language in the Parks, Trails and Open Space chapter (p. 17 paragraph 2) reflecting INCOG's previous comments.
70. Michelle Cantrell	Land Use [Page 65] Page 66	Immediately above “planning for infill”: “...enhances an over a broad area” should read “enhances an area”?	<i>Correct</i>	<i>Correct:</i> Immediately above “planning for infill”: “...enhances an over a broad area” should read “enhances an area”
71. INCOG	Land Use [Page 67] Page 68 Second column Third par., line 1	The text reads "... for to achieve..." Strike the word "for".	<i>Agree</i>	The text reads "... for to achieve..." Strike the word "for".
72. INCOG	Land Use [Page 69] Page 70 First column First paragraph, second line	The word "luckily" should be changed to "fortunately". The agencies have worked for many years to maintain these records. Luck was not involved.	<i>Agree</i>	The word "luckily" should be changed to "fortunately".
73. INCOG	Land Use [Page 69]	Spell out "TAZ" as Transportation Analysis Zone".	<i>Agree</i>	Spell out "TAZ" as Transportation Analysis Zone".

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	<p>Page 70</p> <p>First column Third paragraph, seventh line</p>			
74. Michelle Cantrell	<p>Land Use [Page 73] Page 74</p> <p>Entire document</p>	<p>(and throughout goal/priority provisions)—sometimes you use a period after a policy; sometimes not. Should be consistent. Also, throughout, sometimes under goals, the following is written: “policies to support this goal include:” but sometimes not included (for example, under Goal 4). Should be consistent. Same issue in the Transportation chapter.</p>	Correct	<p><i>Consistency:</i></p> <p>Throughout entire doc –</p> <ul style="list-style-type: none"> • Sometimes you use a period after a policy; sometimes not. Should be consistent. • Sometimes under goals, the following is written: “policies to support this goal include:” but sometimes not included (for example, under Goal 4). Should be consistent.
75. Michelle Cantrell	<p>Land Use [Page 74] Page 75</p> <p>Policy 2.5</p>	<p>you might want to change to adopted by PC, approved by city council.</p>	Correct	<p>Change to adopted by PC, approved by city council.</p>
76. Public	<p>Land Use [Page 74] Page 75</p>	<ul style="list-style-type: none"> ▪ Plan should be constantly updated and changed - look at language to recommend that plan is updated every 5 years ▪ Correct language to comply with state law 	<p><i>Clarify with underlined language</i></p> <p>2.5 The Land Use Plan:</p> <ul style="list-style-type: none"> • <u>Is adopted by TMAPC and approved by City Council.</u> • <u>Is amended by TMAPC and approved by City Council.</u> 	<p><i>Clarify with underlined language</i></p> <p>2.5 The Land Use Plan:</p> <ul style="list-style-type: none"> • <u>Is adopted by TMAPC and approved by City Council.</u> • <u>Is amended by TMAPC and approved by City Council.</u>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
			<ul style="list-style-type: none"> • <i>Amendments can be initiated by landowners, the Planning Commission, or the City Council</i> • <i>Should be amended to conform to zoning changes</i> • <i>Should be amended no more than twice in a calendar year.</i> • <i><u>Should be reviewed by the Planning Commission every five years and updated, as necessary</u></i> 	<ul style="list-style-type: none"> • <i>Amendments can be initiated by landowners, the Planning Commission, or the City Council</i> • <i>Should be amended to conform to zoning changes</i> • <i>Should be amended no more than twice in a calendar year.</i> • <i><u>Should be updated at five year intervals with projections toward the future. Housekeeping updates and maintenance to reflect development approvals should be made annually.</u></i> <p><i>Do a doc check and make sure this is consistent throughout</i></p>
77. INCOG	Land Use [Page 74] Page 75 First column Item 2.5	First bullet should read, "Is approved by the City Council for areas within the City and the Board of County Commissioners of Tulsa County for areas within the unincorporated areas of Tulsa County upon adoption by the Planning Commission." The TMAPC adopts the Plan and by Statute, the Council and County Commission approve it for their respective jurisdictions (OSS Title 19, Section 863.7) as has been previously noted.	<i>Agree and is consistent with changes made in the log provided to TMAPC on 2/19/2010</i>	above
78. INCOG	Land Use [Page 74] Page 75 First column	The text reads the Land Use Plan "should be amended no more than twice in a calendar year." This proposed policy already has been subject to radically different interpretations. Explanation and clarity of purpose is needed. The consultant has advised that "Twice	<i>Agree</i>	above

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	Item 2.5, last bullet	annual plan amendments mean that the plan should be amended to conform to zoning changes made in the last six months. This allows TMAPC to change a zone and amend the plan to match. We concur with this intent and the language should be modified to reflect the intent.		
79. INCOG	Land Use [Page 74] Page 75 Policy 2.6	<p>The draft states: "The plan is only implemented by changes to the City's laws or by the actions and investments it takes." This statement is misleading. The plan is implemented largely through private investment adhering to the comprehensive plan, small area and functional plans, zoning code, subdivision regulations, development standards and through public sector capital improvement programs. Reword to more accurately reflect how the plan is implemented.</p> <p>LAND USE PLAN & ADMINISTRATIVE DEVELOPMENT DECISIONS</p> <p>2.6 The Comprehensive Plan is a policy guide. The Land Use Plan is not intended, nor should it be used, to affect decisions that are permitted by the zoning code by right.</p> <ul style="list-style-type: none"> • Any decisions on specific projects should use the zoning code and other regulations as written at the time of application. • The plan is only implemented by changes to the City's laws or by the actions and investments it takes. 	<p><i>Team acknowledges that implementation of the plan takes place through both public and private actions and investments. This policy language is to clarify that the plan is not a regulatory document and does not change the zoning or development rights of property, as is being portrayed.</i></p> <p><i>Suggested change for clarification</i></p> <ul style="list-style-type: none"> • <u><i>The City implements the plan by changing the City's laws and programs and through the actions and investments it makes.</i></u> 	<p><i>Clarify to read:</i></p> <ul style="list-style-type: none"> • <u><i>The City implements the plan by changing the City's laws and programs and through the actions and investments it makes.</i></u>
80. Homebuilders	Land Use [Page 74] Page 75	We endorse the change suggested by Fregonese to p. 74 as shown on the Consolidated Log.	See above	above

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81. Phil Marshall	Land Use [Page 75] Page 76 Policy 2.9, bullet #4	3. Page 75 - Paragraph 2.9 - eliminate the paragraph " Small-scale infill that complements the character of the neighborhood and is consistent in form, scale, rhythm and proportion, as seen from the street." See #1 above for explanation.	<i>Replace bullet #4 with: "Small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i>	<i>Replace bullet #4 with: "Small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i>
82. Public	Land Use [Page 75] Page 76 Policy 2.9, bullet #4	The same language referencing "rhythm and proportion" are mentioned again in Goal 2.9 and Goal 13 of the Final Draft.	<i>Replace bullet #4 with: "Small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i>	See above
83. Homebuilders	Land Use [Page 75] Page 76	We endorse the change suggested by Fregonese to p. 75 as shown on the Consolidated Log.	See above	See above
84. 85. INCOG	Land Use [Page 76] Page 78 Second column Item 3.8	The text states that "... zoning change decisions for development over 5 acres of land currently zoned agriculture and shown as 'New Neighborhood' should be based on small area plans to determine appropriate zoning and densities." We recommend that the text be changed to reflect that re-zoning of agriculture zoned property should be based on the Comprehensive Plan and any existing small area plan, and not be subject to an additional requirement of a small area plan if none exists.	<i>Have proposed language in the Land Use chapter and Small Area Planning Process appendix to clarify when small area plans are needed.</i> <i>Recommend delete Land Use Policy 3.8.(see Big Issue # 4)</i>	<i>Remove Land Use Policy 3.8 (Land Use Chapter, page 78), which currently reads: 3.8 In order to ensure that new development is compatible with Our Vision for Tulsa, zoning change decisions for developments over 5 acres on land currently zoned agriculture and shown as "New Neighborhood" should be based on small area plans to determine appropriate zoning and densities. Other building blocks may be appropriate, as well, given service</i>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
86. Homebuilders	Land Use [Page 76] Page 78 Second column Item 3.8	<p>P. 76 – Delete Goal 3.8.</p> <ul style="list-style-type: none"> • See comments above on overusage of small area plans. <p>3.8 In order to ensure that new development is compatible with <i>Our Vision for Tulsa</i>, zoning change decisions for developments over 5 acres on land currently zoned agriculture and shown as “New Neighborhood” should be based on small area plans to determine appropriate zoning and densities. Other building blocks may be appropriate, as well, given service levels and development patterns.</p>	See above	levels and development patterns See above
87. Tulsa Metro Chamber	Land Use [Page 76] Page 78 Policy 3.8	<p>3.8, page 76</p> <p>We agree with the Consent Log that the entirety of 3.8 should be stricken.</p> <p>In order to ensure that new development is compatible with <i>Our Vision for Tulsa</i>, zoning change decisions for developments over 5 acres on d currently zoned agriculture and shown as "New Neighborhood" should be based on small area plans to determine appropriate zoning and densities. Other building blocks may be appropriate, as well, given service levels and development patterns.</p>	Agree	See above

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
88. INCOG	Land Use [Page 77] Page 78 First column Item 4.4	The text reads: " Coordinate public support by consolidating development-related functions to streamline the development process." Public support, consolidating and streamlining are divergent issues. Reword to "Maximize coordination and streamlining of development related activities."	<i>Agree</i>	Reword to "Maximize coordination and streamlining of development related activities."
89. Public	Land Use [Page 77] Page 78 Policy 5.1, bullet #9	Goal 5.1: "Address potential conflicts with historic development patterns and mass and scale of buildings in the underlying zoning of historic zone patterns." We're not certain what this means and would appear to open a door to excessive regulation.	<i>Remove bullet #9: it is a confusing statement.</i>	Address potential conflicts with historic development patterns and mass and scale of buildings in the underlying zoning of historic zone districts.
90. Homebuilders	Land Use [Page 77] Page 78	We endorse the change suggested by Fregonese to p. 77 as shown on the Consolidated Log.	<i>See above</i>	<i>See above</i>
91. INCOG	Land Use [Page 80] Page 81 Second column Item 8.3, second bullet	The text reads: "Review land use decisions to ensure that residents have safe and multi-modal access to schools, including developing a Safe Routes to Schools Program." We support the Safe Routes to School Program and have secured funding through the SRS Program for the City of Tulsa, Tulsa Public Schools and INCOG to implement the program. Nonetheless, does the consultant really mean that all land use decisions including lot splits and BOA variances and re-zoning should be reviewed with regard to SRS? Staff concurs that the Safe Routes to Schools should be a consideration in the overall development process.	<i>Agree.</i> <i>Proposed rewording of language for clarity:</i> <u><i>Integrate provisions for safe and multi-modal access to schools, including support for a regional Safe Routes to Schools Program, in land use decision making and planning processes.</i></u>	<i>Reword language for clarity:</i> <u><i>Integrate provisions for safe and multi-modal access to schools, including support for a regional Safe Routes to Schools Program, in land use decision making and planning processes.</i></u>

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		<p>Rewording of this goal would be helpful.</p>		
92. Public	<p>Land Use [Page 81] Page 82</p> <p>Goal 13</p>	<p>4. Page 81 - Goal 13 - eliminate "existing neighborhoods are stable and infill development is complementary in form, scale, rhythm and proportion."</p> <p>Suggested Change - Existing neighborhoods are stable and infill development should revitalize, preserve and enhance these urban areas. See #1 above for explanation</p>	<p><i>Replace text with: "Existing neighborhoods are stable and infill development revitalizes, preserves and enhances these urban areas."</i></p>	<p><i>Replace text with: "Existing neighborhoods are stable and infill development revitalizes, preserves and enhances these urban areas."</i></p>
93. Homebuilders	<p>Land Use [Page 81] Page 82</p>	<p>We endorse the change suggested by Fregonese to p. 81 as shown on the Consolidated Log.</p>	<p><i>See above</i></p>	<p><i>See above</i></p>
94. Michelle Cantrell	<p>Land Use [Page 82] Page 82</p>	<p>"Create and encourage the use [OF] an infill and revitalization toolkit...."</p>	<p><i>Correct</i></p>	<p><i>Correct: "Create and encourage the use [OF] an infill and revitalization toolkit...."</i></p>
95. INCOG	<p>Land Use [Page 82] Page 82</p> <p>First column Item 13.1, fifth bullet</p>	<p>The word "of" should be inserted between "use" and "an" in first sentence.</p>	<p><i>Agree</i></p>	<p><i>above</i></p>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
96. Michelle Cantrell	Land Use [Page 82] Page 83 Policy 14.1	"Tulsa Strategic Preservation [Action] plan." (note—TMAPC hasn't seen this)	<i>Correct spelling</i>	<i>Correct spelling of "Tulsa Strategic Preservation [Action] plan."</i>
97. Public	Land Use [Page 82] Page 83 Policy 14.2	5. Page 82 - Goal 14, Paragraph 14.2 - Assume that Neighborhood Plans & Small Area Plans support preservation objectives. Suggested Addition - after preservation, add "and revitalization."	<i>Replace Policy 14.2 text with: "Assure that Neighborhood Plans & Small Area Plans support preservation and revitalization objectives."</i>	<i>Replace Policy 14.2 text with: "Assure that Neighborhood Plans & Small Area Plans support preservation and revitalization objectives."</i>
98. Michelle Cantrell	Land Use [Page 83] Page 84 Policy 14.6	Implement recommendations of the downtown area master plan—revise to recognize that hasn't been seen/passed.	<i>Correct</i>	<i>Revise as follows:</i> 14.6 <u>Following TMAPC's review and action on the Downtown Area Master Plan, implement recommendations of the</u> Downtown Area Master Plan regarding historic resources.
99. INCOG	Transportation [Page 2] Page 2 Chart 1	This chart is not reflective of the INCOG Long Range Transportation Plan which shows the following for mode share capital funding: Transit: \$114,046,750 (5%) Bike: \$70,036,510 (3%) Roads: \$2,152,175,000 (92%) Reference: Chapter 6 of the Destination 2030 Long Range Transportation Plan, page 127, Table 22 Recommended Action: revise pie chart to reflect	<i>Agree. Amend chart to reflect Destinations 2030.</i>	revise pie chart to reflect INCOG Long Range Transportation Plan figures

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100. INCOG	Transportation [Page 2] Page 2 Chart 1	INCOG Long Range Transportation Plan figures The chart does not take into account operating costs. Recommended Action: Include operations costs as shown in the INCOG LRTP or explicitly note on the chart that operations costs are not considered in this graphic.	<i>Agree. Amend chart to note that operations costs are not included.</i>	Include operations costs as shown in the INCOG LRTP or explicitly note on the chart that operations costs are not considered in this graphic.
101. INCOG	Transportation [Page 4] Page 4 2nd Paragraph Under Scenario Planning and Tulsa 2030 Goal	Word missing. Recommended Action: Add the word <u>input</u> in the sentence that reads "Based on this public <u>input</u> and work with city staff..."	<i>Agree</i>	<i>Correct: "Based on this public <u>input</u> and work with city staff..."</i>
102. INCOG	Transportation [Page 7] Page 7 Table 3	Saying lane miles per 1,000 new residents does not give us a good idea of how many lane miles there are for the entire city. Recommended Action: Lane miles should be shown as <u>per capita</u> instead of per 1,000 new residents	<i>Agree</i>	Lane miles should be shown as <u>per capita</u> instead of per 1,000 new residents NOTE: Per INCOG and COT staff review, it was determined that per 1,000 is the correct metric for this item. A per capita measure would not be meaningful. TMAPC review pending.
103. INCOG	Transportation [Page 9] Page 8 Figure 3	The Capital Improvement Program relies on a variety of factors to determine where funding should be directed, only one of which is the Comprehensive Plan. As a result this map should not be used to limit funding for needed capital improvements that are not identified on this map. This Figure implies that capital improvements should be determined based on this map. The City of Tulsa should not use this map in making capital improvement decisions. Recommended Action: Add disclaimer to map noting that other factors such as traffic congestion, intersection delay, and safety should be included in capital improvement decisions. This map	<i>Proposed language: The City of Tulsa should work with INCOG to develop a common demographic forecast, in addition to trends and other factors, that reflects the implementation of the PLANiTULSA Policy Plan. These factors should be used to develop region-wide transportation forecasts and guide transportation decision making.</i>	<i>Amend language The City of Tulsa should work with INCOG to develop a common demographic forecast, in addition to trends and other factors, that reflects the implementation of the PLANiTULSA Policy Plan. These factors should be used to develop region-wide transportation forecasts and guide transportation decision making.</i>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
		should not be the sole decision-making document with regard to future capital improvements.		
104. INCOG	Transportation [Page 9] Page 9 Table 8	Part of 81st Street from Riverside Dr. to U.S. 169 is already 4- lanes, i.e. west of Harvard. Recommended Action: Indicate that part of 81st Street is already 4-lane (i.e. Riverside to Harvard and East of Mingo to U.S. 169)	<i>Revise Table 8, 81st street to read Harvard to East of Mingo.</i>	<i>Revise Table 8, 81st street to read Harvard to East of Mingo.</i>
105. INCOG	Transportation [Page 11] Page 11 Figure 4: Transportation Vision Map	The map is difficult to read with transit and roadway classification on the same map. It is impossible to determine the roadway classification and appropriate cross sections for Garnett, 91st, Yale, 21st, and Peoria Recommended Action: This map should be separated into two maps for better legibility: 1) Transit 2) Roadway Classification	<i>Agree</i> <i>The City and Consultant have revised map to highlight the difference between transit and roadway classifications. In addition, recommend adding additional maps to Transportation Appendix w/ separated Transit and Roadway Classifications</i>	<i>Add additional maps to Transportation Appendix w/ separated Transit and Roadway Classifications</i>
106. INCOG	Transportation [Page 11] Page 11 Vision Map	BRT is still shown as being on Garnett Rd even though the text on page 28 now reads that the U.S. 169 corridor is best suited for BRT. Recommended Action: Show transit in the U.S. 169 corridor as a swath extending 1/2 mile from U.S. 169 including Mingo Rd and Garnett Rd to indicate that the precise alignment has not yet been determined for this corridor.	<i>Text on page 29 goes on to note that Garnett alignment would present land use opportunities, as well, and that alternatives analysis should be conducted to determine the best route</i> <i>The Transportation Vision map can be altered to show both possible alignments.</i>	<i>Alter the Transportation Vision map to show both possible alignments.</i>

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107. INCOG	Transportation [Page 13] Page 13 2nd Paragraph	Labeling. Recommended Action: Appendix XX needs to say Appendix Transportation I	<i>Agree</i>	Appendix XX needs to say Appendix Transportation I
108. Michelle Cantrell	Transportation [Page 13] Page13	Here, and other places, there are references to Appendix XX—need to put in #s.	<i>Correct</i>	<i>Search XX and put in correct reference throughout document</i>
109. INCOG	Transportation [Page 15] Page 15 Figure 6	Clarify what the □ symbol indicates. Some may be confused and think these are HOV lanes as they have seen in other cities. Recommended Action: Use "Wide Outside Lane" under the figure to illustrate that these lanes should not be marked with an □ symbol, but are intended for bus/bike use.	<i>Agree</i>	Use "Wide Outside Lane" under the figure to illustrate that these lanes should not be marked with an □ symbol, but are intended for bus/bike use.
110. INCOG	Transportation [Page 20] Page 20 Chart 5	Labels on x-axis are truncated. Recommended Action: show all city names on chart	<i>Agree</i>	Show all city names on chart
111. INCOG	Transportation [Page 21] Page 17 Figure 8 INCOG	It is understood that this figure is for illustration purposes. However, it appears that the outside lane is for buses only. If this is the intent, then ok, but if not, please indicate what the □ is meant to depict. Recommended Action: clarify what the HOV symbol is meant to show	<i>Agree, will include caption explaining symbol</i>	Clarify with a caption what the HOV symbol is meant to show
112. INCOG	Transportation [Page 24] Page 24 1st Paragraph	Labeling. Recommended Action: Appendix XX needs to say Appendix Transportation I	<i>Agree</i>	<i>Change: Appendix XX to say Appendix Transportation I</i>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
113. INCOG	Transportation [Page 24] Page 24 1st Paragraph	Labeling. Recommended Action: Appendix XX needs to say Appendix Transportation II	<i>Agree</i>	<i>Change: Appendix XX to say Appendix Transportation II</i>
114. INCOG	Transportation [Page 26] Page 26 3rd Paragraph	Labeling. Recommended Action: Figure XX should say Figure 10	<i>Agree</i>	<i>Change: Figure XX should say Figure 10</i>
115. INCOG	Transportation [Page 32] Page 32 Last Paragraph	The term "livable streets" should not be used to be consistent with the rest of the chapter. Recommended Action: Replace "livable" with "residential collector" for consistency	<i>Agree</i>	Replace "livable" with "residential collector" for consistency
116. Michelle Cantrell	Transportation [Page 34] Page 34	Six livability principals—what is that?	<p><i>This refers to principles outlined by US Transportation Secretary Ray LaHood that will guide federal coordination and funding priorities. They are intended to illustrate that priorities for federal transportation funding will likely focus on multi-modal investments that support land uses like those envisioned in the Vision and plan.</i></p> <p><i>List the following principles in a sidebar:</i></p> <p>Provide more transportation</p>	<p><i>List the following principles in a sidebar:</i></p> <p><i>Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nations' dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.</i></p> <p><i>Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.</i></p>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
			<p>choices. <i>Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nations' dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.</i></p> <p>Promote equitable, affordable housing. <i>Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.</i></p> <p>Enhance economic competitiveness. <i>Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.</i></p> <p>Support existing communities. <i>Target federal funding toward existing communities – through</i></p>	<p><i>Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.</i></p> <p><i>Support existing communities. Target federal funding toward existing communities – through such strategies as transit oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.</i></p> <p><i>Coordinate policies and leverage investment. Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.</i></p> <p><i>Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe and</i></p>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
			<p><i>such strategies as transit oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.</i></p> <p>Coordinate policies and leverage investment. <i>Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.</i></p> <p>Value communities and neighborhoods. <i>Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.</i></p>	<p><i>walkable neighborhoods – rural, urban or suburban.</i></p>
117. Liz Wright	Transportation [Page 41] Page 41	<p>Add ADA compliance language</p> <p>Add text to existing bullet under Goal 12 on page 41 of the transportation section (see underlined proposed text):</p> <ul style="list-style-type: none"> Continue program for providing curb ramps and other facilities to accommodate persons with 	Agree	<ul style="list-style-type: none"> Continue program for providing curb ramps and other facilities to accommodate persons with disabilities and improve access to transit. <u>In conjunction with the curb ramp program, review the road and sidewalk</u>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
		disabilities and improve access to transit. <u>In conjunction with the curb ramp program, review the road and sidewalk system to make sure they provide access to persons with disabilities.</u>		<u>system and the pedestrian crossing area to make sure they provide access to persons with disabilities.</u>
118. Michelle Cantrell	Economic Development [Page 8] Page 8	It should read "Sinclair".	Correct	Correct to "Sinclair". <i>Staff also corrected "Henry" to "Harry".</i>
119. Public	Housing [Page 7] Page 7 Paragraph two, final sentence	P.7 of Working Draft [Final Draft version referenced here] : "Tulsa's future multi-family housing should be designed to fit into the scale of the existing neighborhoods, with high-rise unites (likely to feature spectacular views) reserved for high-density urban areas, such as the downtown core." How is high-rise defined? Is it wise to limit a type of housing in such a broad manner?	Replace sentence with the following: "Tulsa's future multi-family housing will vary in size and style and be designed to fit into the scale of the existing neighborhoods. For example, high-rise units will be reserved for higher density urban areas."	Replace sentence with the following: "Tulsa's future multi-family housing will vary in size and style and be designed to fit into the scale of the existing neighborhoods. For example, high-rise units will be reserved for higher density urban areas."
120. Public	Housing [Page 11] Page 11 Policy 1.6	Part III, Goal 1.6: "Require that infill in historic neighborhoods is compatible in style and scale." Very strong language. How is a "historic neighborhood" defined? Who determines what is a compatible style? Isn't this potentially subjective?	Per other comments, Final Draft includes Policy 5.6 to create an infill and revitalization toolkit. Remove Housing Policy 1.6 from Final Draft, in light of this language.	Delete in Housing chapter: 1.6 Require that infill in historic neighborhoods is compatible in style and scale.
121. Homebuilders	Housing [Page 11] Page 11	We endorse the change suggested by Fregonese to p. 11 as shown on the Consolidated Log.	See above	See above

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122. Public	Housing [Page 13] Page 13 Policy 9.2	Part III, Goal 9.2: "Work with developers to promote more development of LEED and other accredited "green" residential projects." Recommend striking "LEED and other". There are many other programs out there; most notably the National Green Building Standard, which is the only standard certified by ANSI. This standard is not only ANSI certified but allows for "green" to be achieved on a much more cost effective basis. Why name LEED as if it is the only way to go?	<i>Replace policy 9.2 language with "Work with developers and stakeholders to promote the development of more "green" projects, based on a performance standard or building efficiency and sustainability rating program. The performance standard should be based on a widely accepted and measurable methodology."</i>	<i>Replace policy 9.2 language with "Work with developers and stakeholders to promote the development of more "green" projects, based on a performance standard or building efficiency and sustainability rating program. The performance standard should be based on a widely accepted and measurable methodology."</i>
123. Homebuilders	Housing [Page 13] Page 13	We endorse the change suggested by Fregonese to p. 13 as shown on the Consolidated Log.	See above	above
124. INCOG YES	Parks & Open Space [Page 7] Page 7 Chart 3	Under City Trails on the chart, the number does not match the text listed above. Recommended Change: Change chart or text to be consistent	Agree	Change chart or text to be consistent
125. INCOG Map	Parks & Open Space [Page 15] Page 15 Figure 3	The floodplain layer does not reflect the current or previous City of Tulsa regulatory floodplain map nor the FEMA floodplain map. Recommended Action: Map should reflect current CoT regulatory floodplain map, which has been previously provided to the consultant.	<i>The floodplains shown are based on a floodplain survey CAD file provided by the City of Tulsa Public Works Department, via the Planning Department.</i> <i>By request of the city, the consultant digitized the Public Works' map. It was used in the plan maps, because it more accurately reflects floodplains than the data on</i>	<i>Original map retained, per INCOG and COT consensus.</i>

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			<i>the City's shapefile. The digitized version will be provided to the City and INCOG for their use.</i>	
126. INCOG	Parks & Open Space [Page 15] Page 15 Figure 3	Label in legend does not say trails <u>and</u> existing on-street bikeways. Recommended Change: Change label to "Existing Trails and On-Street Bikeways"	<i>Agree</i>	Change label to "Existing Trails and On-Street Bikeways"
127. INCOG	Parks & Open Space [Page 17] Page 17 Paragraph 2	Revise language to better reflect the Trails Master Plan. Recommended Action: Revise 4th sentence to read "The Tulsa Trails <u>are part of</u> a 283-mile <u>planned</u> trail system <u>envisioned</u> in the Regional Trails Master Plan.	<i>Agree</i>	Revise 4th sentence to read "The Tulsa Trails <u>are part of</u> a 283-mile <u>planned</u> trail system <u>envisioned</u> in the Regional Trails Master Plan.
128. INCOG	Parks & Open Space [Page 17] Page 17 Picture Caption	The region refers to multi-use paths as trails. Recommended Action: Revise caption to read "...bike and pedestrian trails provide recreational..."	<i>Agree</i>	Revise caption to read "...bike and pedestrian trails provide recreational..."
129. INCOG	Parks & Open Space [Page 18] Page 18 Paragraph 1	Sentence beginning "The plan examined...and the selection of development opportunity areas to explore XX" Recommended Action: End sentence with "development opportunity areas."	<i>Agree</i>	<i>Correct:</i> Sentence beginning "The plan examined...and the selection of development opportunity areas to explore XX" Recommended Action: End sentence with "development opportunity areas."
130. Michelle Cantrell	Parks & Open Space [Page 23] Page 23	Goal 2.3—remove the comma after promote.	<i>Correct</i>	Goal 2.3—remove the comma after promote.

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131. Michelle Cantrell	Policy 2.3 Parks & Open Space [Page 23] Page 23	Goal 2.5 reads awkwardly. Maybe reword: "...promote the use of (and where feasible require) non-phosphorus fertilizer..."	<i>Correct</i>	<i>Reword: "...promote the use of and where feasible require non-phosphorus fertilizer..."</i>
132. Michelle Cantrell	Policy 2.5 Parks & Open Space [Page 28] Page 28 Also see glossary. Policy 12.12	What do you mean by "Local Destination Parks"?	<i>Term was incorporated from draft Tulsa Parks Master Plan, Page 126:</i> <i>"For the purposes of this study, a park with these kinds of amenities will be called a local destination park. It is different from a neighborhood park in that it is intended to attract people who travel farther than a typical walk would take them, and stay a bit longer than they might when visiting the closest neighborhood park."</i> <i>Recommendation: Define "local destination park" in the glossary.</i>	<i>Define "local destination park" in the glossary.</i>
133. INCOG	Appendix 1: Small Area Planning Process [Page 4]	The City Planning Department is too narrow. These resources are available through numerous sources including INCOG and Public Works. Recommended Action: Change to read "The planning staff...."	<i>Disagree.</i> <i>While the sources for these data may be various agencies, the City Planning Department should be the</i>	<i>No change</i> <i>[Note – for clarification, in latest version this paragraph was changed to read:</i>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
	<p>Page 4 Environmental Features</p>		<p><i>organizing agent for Small Area Planning workshop data.</i></p>	<p><i>“Determine the location of environmentally sensitive and constraining lands based on maps and information from a variety of sources that show locations of environmentally sensitive areas such as flood plains, wetlands, and brownfield sites.”</i></p>
<p>134. INCOG</p>	<p>Appendix: Land Use [Page 8] Page 9 Bullet 5</p>	<p>The Planning Commission <u>adopts</u> the small area plans and the City Council approves the plan to be incorporated into the Comprehensive Plan. Recommended Action: Change language to: "The City Council acts to approve the small area plans as adopted by the Planning Commission as a part of the Comprehensive Plan.</p>	<p><i>Agree, consistent with changes shown in log provided to TMAPC on 2/19/2010</i></p>	<p><i>Change page reference to Page 8 and make consistent</i></p> <p>Change language to: "The City Council acts to approve the small area plans as adopted by the Planning Commission as a part of the Comprehensive Plan.</p>
<p>135. Michelle Cantrell</p>	<p>Appendix 1, Small Area Planning Process, [Page 7] Page 8</p>	<p>“Landmark District”—do you mean Historic District? I am not an expert but I believe that “Landmark” is a term that historic preservationists reserve for things that deserve not just local recognition, but things of national significance. I don’t know (outside of Greenwood) if anywhere in Tulsa would rise to the level of a Landmark district.</p>	<p><i>Yes, intended to use “Historic District”, will correct language.</i></p>	<p><i>Change “Landmark District” to Historic District</i></p>
<p>136. Michelle Cantrell</p>	<p>Appendix 1, Small Area Planning Process, [Page 8-9] Page 8-9</p>	<p>Clarify that TMAPC adopts plans.</p>	<p><i>Will correct</i></p>	<p><i>Throughout:</i></p> <p>Clarify that TMAPC adopts plans.</p>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
137. INCOG	Appendix: Transportation [Page 14] Page 15 Current Urban Arterial	This is not an Urban Arterial. Remove "Current Primary Arterial" from Main Street Section and replace with correct image depicting "Urban Arterial" with 70' Right of Way	<i>Revised Appendix</i>	<i>Revise Appendix: Remove "Current Primary Arterial" from Main Street Section and replace with correct image depicting "Urban Arterial" with 70' Right of Way</i>
138. INCOG	Appendix: Transportation [Page 15] Page 15	In previous draft an Angled Parking option was included. INCOG commented on the Angled Parking option previously, but intended the option to be included in a cross-section with more ROW, such as a secondary arterial. Recommended Action: Include angled parking cross-section in 100' of ROW to include enough lane width and parking stall space	<i>Replace with SecondaryArterial_MainStreet_Angle.jpg</i> <i>The main street recommendations in the Vision map all occur on current urban arterial streets with the exception being a portion of Pine Street, thus the consultant's recommendation is to have a main street urban arterial section of 80'. This retrofit would require the need to acquire 10' of ROW.</i>	<i>Replace with new graphic SecondaryArterial_MainStreet_Angle.jpg</i>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
139. COTPublic Works	Appendix Transportation	<p>[Page 14] Page 15 shows the Primary Arterial cross-section under the Current Urban Arterial heading. That is incorrect. Please replace with the Current Urban Arterial cross-section.</p> <p>[pg 14] Page 15 The Main Street with Angled Parking option was removed entirely. It did not need to be removed. Use the ITE standards for angle parking and adjacent lane dimensions.</p> <p>On [Page 18] Page 18, the Secondary Arterial, Multi-Modal Street cross-section shows 10' inside lane width, with 10' sidewalks. Change the inside lane width to 11', and reduce the sidewalk width to 9'.</p> <p>On [Page 25] Page 27, for the current 26' Residential Collector, show 26' as minimum for the cross-section.</p> <p>Leave the 36' Residential Collector as is, based on previous comments: In the 36' Residential Collector typical section, the travel lanes should be changed to 22 feet minimum. The typical right-of-way existing for these streets is 50 feet. Therefore, the sidewalk should be shown as 6' and the strip between remain as 8', or vice-versa.</p>	<p><i>Agree, make all corrections to cross-sections in Final Draft of Appendix Transportation I: Context Sensitive Solutions Process</i></p>	<p><i>Make all corrections to cross-sections in Final Draft of Appendix Transportation I: Context Sensitive Solutions Process</i></p>

Item # Source	Chapter Page Item	Consent Items	Suggested Action	TMAPC ACTION
142. City/Consultant	Housing Appendix Pages 52-53	Add additional chart and explanation of housing mix targets	<i>The City and Consultant have prepared an amendment to the Housing Methodology Appendix that includes more information about the Tulsa 2030 Goal housing type targets.</i> <i>Amend Appendix</i>	<i>Amend Appendix (see below)</i>
143. Public	Glossary Pages 54-62	In the glossary: Define sustainable Define public private development Define local destination park	<i>Agree</i>	Add to glossary: sustainable public private development local destination park

Additional Text for Tulsa Appendix – Housing Section (See Item 142) **Pages 51-53**

In the housing chapter, we made several assumptions in order to translate the future housing demand by price-point and tenure (rental and owner) into housing demand by type of unit. These assumptions were based on a combination of our market research in Tulsa, national research studies related to shifting housing preferences, and the housing preferences of residents in other American regions.

First, in order to estimate Tulsa’s demand by unit type and by income, we made specific assumptions of the unit preferences of Tulsa’s future population by tenure and income. For renters, we assumed that demand for single family housing would range from almost none from households earning less than \$15,000 annually to 85% of households earning over \$100,000 annually. For owner-occupied housing, we assumed that demand for single family housing would range from 60% for households earning less than \$35,000 annually to over 90% for households earning over

\$100,000 annually. Related to these assumptions were complementary ranges of townhomes and multi-family units (which includes both condominiums and rental apartments). We created the future demand profile for Tulsa using these assumptions and our previous analysis:

Tulsa Future Housing Demand Profile	Percentage of Total
Single Family	65%
Townhouse	8%
Multi-Family	27%

Then, in order to compare this future housing demand profile with the Tulsa 2030 Goal, we made assumptions about the percentage of each building prototype which would be rental or owner. It should be noted that since each prototype building was considered to be exclusively renter or owner-occupied; the following percentages reflect the percentages of buildings of each type:

Building Prototypes – Rental and Ownership Mix	Type of Unit	Percent Rental	Percent Owner
Mixed-Use Residential Retail - 4 Story	Multi-Family	80%	20%
Live Work - 2 Story	Townhome	10%	90%
Mixed-Use Apartment Retail - 2 Story	Multi-Family	100%	0%
Residential Retail - 10 Story	Multi-Family	80%	20%
High Density Condo or Apartment - 5 Story	Multi-Family	70%	30%
Apartment	Multi-Family	90%	10%

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Townhome	Townhome	20%	80%
Cottage Home	Single Family	10%	90%
Single Family 5-8K lot	Single Family	5%	95%
Single Family 8-15K lot	Single Family	0%	100%
Single Family Estate	Single Family	0%	100%
Single Family Rural	Single Family	0%	100%

Finally, the detailed pro-forma analysis behind the prototype buildings allowed us to estimate the affordable price points for renter and owner households for the average unit in each of Tulsa’s prototype buildings. It is assumed that each prototype household’s monthly housing costs would equate to no more than 30% of the household’s gross monthly income:

	Renter Category (by Income)	Owner Category (by Income)
Mixed-Use Residential Retail - 4 Story	\$35,000 < \$50,000	\$35,000 < \$50,000
Live Work - 2 Story	\$15,000 < \$35,000	\$35,000 < \$50,000
Mixed-Use Apartment Retail - 2 Story	\$15,000 < \$35,000	\$15,000 < \$35,000
Residential Retail - 10 Story	\$15,000 < \$35,000	\$15,000 < \$35,000
High Density Condo or Apartment - 5 Story	\$15,000 < \$35,000	\$35,000 < \$50,000
Apartment	\$15,000 < \$35,000	\$15,000 < \$35,000

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Townhome	\$50,000 < \$75,000	\$35,000 < \$50,000
Cottage Home	\$35,000 < \$50,000	\$35,000 < \$50,000
Single Family 5-8K lot	\$50,000 < \$75,000	\$50,000 < \$75,000
Single Family 8-15K lot	\$50,000 < \$75,000	\$75,000 < \$100,000
Single Family Estate	\$75,000 < \$100,000	\$100,000 < \$150,000
Single Family Rural	\$75,000 < \$100,000	\$100,000 < \$150,000