

PLANiTULSA Comprehensive Plan
Comments that Were Not Included in Log

The following issues were inadvertently left off of previous logs.

Section/Item # Page Column Paragraph or Table	Issues for TMAPC Discussion	Response
Vision 4 45 n/a Paragraph 3 INCOG	The paragraph has been changed from the Fall 2009 Draft and is overly prescriptive regarding staffing and consolidation of functions. The Comprehensive Plan is intended to provide for the orderly physical development in accordance with the present and future needs of the city. Organizational structure and staffing are administrative and budgetary issues that should not be addressed in the Compressive Plan. The Fall draft language should be restored.	This topic was presented to the TMAPC as a discussion item at the March 10 public hearing. <i>See “Big Issue” 1: Proposed Action: To address this issue, the Team asks the Planning Commission to consider amending Our Vision for Tulsa to remove the Proposed Strategies section in its entirety from the Vision (pages 4 and 40-45). Suggested Options:</i> <ul style="list-style-type: none"> ▪ <i>Amend Our Vision for Tulsa to remove pages 4 and 40 – 45</i> ▪ <i>Retain Proposed Strategies in Our Vision for Tulsa</i> ▪ <i>Propose alternative amendments</i>

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Transportation 19 36 n/a 2.1, 5th bullet INCOG	<p>A roadway connectivity index should not be required. Recommended Action: Change to "Encourage"</p> <p>[Goal 2— Tulsa has a sustainable network of roadways, trails and transit infrastructure that is well maintained and not a burden on future generations to operate. Policies to support this goal include:</p> <p>2.1 Adopt a network approach to transportation projects that focuses on connecting people to places—ultimately allowing places to become more intense centers of economic development.</p> <ul style="list-style-type: none"> ▪ Consider operational and reconstruction priorities prior to roadway expansion and extensions. ▪ Explore an addition to the local roadway project development process that includes the examination of a street network alternative. ▪ Re-tool the regional travel demand model to be sensitive to transit and internal capture factors. ▪ Refine the regional project selection criteria to consider multi-modal measures of effectiveness. ▪ <u>Require a roadway connectivity index to be applied to all future subdivisions and developments.</u> ▪ Encourage development of an interconnected and diverse street pattern ▪ to ease congestion, more evenly distribute traffic, and offer flexibility of routes.} 	<p>Objective standard should be applied to new development and subdivisions to ensure implementation. The standard is not onerous and is an important means of combating congestion and shortening trips and VMT.</p> <p>“Encourage” would be sufficient to establish this policy</p> <p><i>Suggested Options:</i></p> <ul style="list-style-type: none"> ▪ <i>Amend language to “encourage” a connectivity index</i> ▪ <i>Retain language to require a connectivity index</i>
Comment from Website: March 2, 2010	<p>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.</p>	<p>TMAPC may elect to:</p> <ul style="list-style-type: none"> ▪ <i>Amend map</i> ▪ <i>Retain map</i> ▪ <i>Suggest alternative amendment</i>

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Vision1 13 n/a Vision Map INCOG	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	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.
Land Use 2 4 Map Figure 1 INCOG	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	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.
Land Use 1 3 2 (under photo) First paragraph, 4th and 5th lines from bottom INCOG	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

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Land Use 12 14 chart Chart 6 INCOG	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.	Agree. Re-do legend
Land Use13 14 chart Chart 7 INCOG	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	Agree. Re-do legend
Land Use 16 31 Second paragraph INCOG	<p>Staff questions the statement that "surface parking lots are not needed or desirable". Suggested rewording: "Surface parking lots should be limited"</p> <p><i>Existing text:</i> <i>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 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>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.</p> <p>Proposed rewording of last sentence for clarity:</p> <p><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></p>

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Land Use 25 45 First column Second paragraph, fourth line INCOG	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."	Agree
Land Use 26 48 First column Table 15 INCOG	Recommended Action: A breakdown by subarea of where infill housing units and mixed use housing units are located would be helpful.	Agree
Land Use 28 51 First column 1st paragraph, last sentence INCOG	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	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. Proposed rewording of language for clarity: <u>To maintain a balance of jobs and housing growth, the city should be prepared to engage in necessary small</u>

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		<u>area planning so new communities can be built quickly.</u>
Land Use 45 80 Second column Item 8.3, second bullet INCOG	<p>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?</p> <p>Staff concurs that the Safe Routes to Schools should be a consideration in the overall development process. Rewording of this goal would be helpful.</p>	<p>Agree.</p> <p>Proposed rewording of language for clarity:</p> <p><u>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.</u></p>
Transportation 1 2 2 Chart 1 INCOG	<p>This chart is not reflective of the INCOG Long Range Transportation Plan which shows the following for mode share capital funding:</p> <p>Transit: \$114,046,750 (5%) Bike: \$70,036,510 (3%) Roads: \$2,152,175,000 (92%)</p> <p>Reference: Chapter 6 of the Destination 2030 Long Range Transportation Plan, page 127, Table 22</p> <p>Recommended Action: revise pie chart to reflect INCOG Long Range Transportation Plan figures</p>	<p>Agree. Amend chart to reflect Destinations 2030.</p>
Transportation 2 2 2	<p>The chart does not take into account operating costs.</p> <p>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.</p>	<p>Agree. Amend chart to reflect Destinations 2030.</p>

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Chart 1 INCOG		
Transportation 8 9 n/a Table 8 INCOG	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)	Revise Table 8, 81 st street to read Harvard to East of Mingo.
Transportation 21 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	Agree, will include caption explaining symbol
Transportation 24 1 st Paragraph INCOG	Labeling. Recommended Action: Appendix XX needs to say Appendix Transportation I	Agree
Transportation 24 1 st Paragraph INCOG	Labeling. Recommended Action: Appendix XX needs to say Appendix Transportation II	Agree
Appendix: Transportation 1 3 14 n/a Current Urban Arterial INCOG	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	Revised Appendix

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Transportation 26 Third paragraph INCOG	Labeling. Recommended Action: Figure XX should say Figure 10	Agree
Land Use Page 74 Policy 2.6 INCOG	<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>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.</p> <p>Suggested change for clarification</p> <ul style="list-style-type: none"> • <u>The City implements the plan by changing the City's laws and programs and through the actions and investments it makes.</u>

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Land Use 31 57 First column First paragraph INCOG	<p>The text reads: An easily searchable and understandable zoning code that is accessible on the Internet should be a long-term goal of the City's planning department." The zoning code is currently searchable on the TMAPC website and this goal should be on-going rather than long-term.</p> <p><i>Text in document:</i> [Zoning Code Structure and Form <i>Zoning codes have evolved since their inception in the early 20th century and separate-use Euclidean zoning has given way to a more balanced approach that recognizes the benefits of mixing some uses in urban environments. Codes have become more usable by incorporating drawings and diagrams to illustrate how the regulations should be applied. The most modern codes have moved off the printed page and onto the Internet. These are less costly to maintain, but more importantly, are easier for the general public to access, and can take advantage of advanced mapping, display and communication capabilities.</i></p> <p><i>An easily searchable and understandable zoning code that is accessible on the Internet should be a long-term goal of the City's planning department. In the short term, however, it may be sufficient to reorganize the zoning code and add some key districts that it currently lacks.]</i></p>	<p>The current PDF is searchable, but this refers to dynamic and modern code with illustrations and diagrams.</p>

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Transportation 4 7 n/a Table 6 INCOG	CO2 is not currently a pollutant as defined by the NAAQS. Suggested Action: Remove CO2 from the pollutants listed here and in the text that corresponds to Table 6.	<p>A forward-looking plan needs to account for carbon reduction strategies.</p> <p>On April 2, 2007, in Massachusetts v. EPA, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act. On April 17, 2009, the Administrator signed proposed endangerment and cause or contribute findings for greenhouse gases under Section 202(a) of the Clean Air Act. http://www.epa.gov/climatechange/endangerment.html</p> <p>Using city or regional vehicle miles traveled data (VMT) is a common way to measure CO2 emissions.</p>
Comment from Website: March 3, 2010	<p>After reading the comment blog, we would like to thank the Homebuilders Association for all of the time they devoted to thoroughly editing out any language proposed by Fregonese to protect the "form, scale, proportions and rhythm" of established neighborhoods.</p> <p>6,000 Tulsa stakeholders want stable neighborhoods. Fregonese and Associates, a highly educated planning firm understood the importance of these words and repeatedly used them in the PlaniTulsa document.</p> <p>Please respect the wishes of the taxpayers and the intelligence of Fregonese and Associates and keep these very important words in OUR plan.</p>	