



PLANiTULSA Glossary Appendix

The following explain terms used in the PLANiTULSA Comprehensive Plan. The glossary is not intended to be used for interpreting policy, but as a reference for citizens on concepts that are used in the plan.

Access Management: A practice of ensuring that roads, driveways, and other access points to a transportation system are designed and located in a way that limits traffic congestion.

Areas of Change: Parts of the city where growth, development, or redevelopment is expected to occur over the life of the plan. Such places can include downtown, undeveloped land, and underutilized parcels along major corridors.

Areas of Stability: Parts of the city which are expected to remain largely unchanged over the life of the plan. Such places can include existing single-family neighborhoods, parks and open space.

Benchmarks: A specific measure used to track progress toward a defined goal or objective.

Best management practices (BMP): Methods, measures, practices, and maintenance procedures intended to prevent or reduce water pollution.

Big box: A large single-tenant, warehouse-like retail building, typically with large parking lot, such as membership buying clubs and home improvement stores.

Brownfield: Abandoned, idled, or under-used industrial and commercial sites where redevelopment is complicated by environmental contamination. They can be in urban, suburban, or rural areas.

Buffer: An area of land, which may include landscaping, tree stands, berms, walls, fences, and building setbacks, that is located between land uses of different character or intensity, and is intended to mitigate potential negative impacts of the proximity and adjacency of such different uses.

Build-Out Capacity: An estimate of the total amount of housing, employment, and retail uses that would be created if all of Tulsa's land were developed at the densities and intensities described by the plan. Calculating build-out capacity is a way of testing whether a plan is sufficient to meet that amount of new households and jobs forecasted over the life of the plan.

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Bus Rapid Transit (BRT): An enhanced system of bus transit that uses such features as specially designed buses, dedicated bus lanes, traffic signal priority and off-board fare collection. BRT is a less expensive alternative to light rail that can be designed to share many of the attractive features of light rail while offering greater flexibility for integration into existing roadways.

Business Improvement District (BID): A special tax assessment district in which property owners agree to have additional charges placed on their tax bills in order to fund services beyond those provided by the local government. These services can include extra maintenance, improved street lighting, beautification, promotional activities, and heightened security

Capital Improvement Program (CIP): A planned list of approved and funded public infrastructure improvements laid out on a schedule for implementation.

Charrette: An intense, extended meeting in which government officials, citizens, developers and community leaders work collaboratively to develop a solution to a design problem. The charrette is intended to provide an alternative to what can otherwise become an adversarial process by developing joint ownership over the solutions developed.

Community Development Corporation: A non-profit corporation established to develop programs and provide support for a community. They are generally formed to focus neighborhood investment and revitalization in economically distressed areas.

Commuter Street: A commuter street is usually a multi-lane road designed primarily to carry automobiles and freight traffic. Access management techniques are used to minimize curb cuts, which can slow traffic and contribute to congestion. They are contrasted with multi-modal streets, which are designed to accommodate transit, pedestrians, cyclists, as well as autos.

Comprehensive Plan: A comprehensive plan serves as an overarching policy guide for a city's growth, development, and management. It is designed to implement a citywide Vision, which describes the look, function and feel of the city in the future, as expressed by its citizens today.

Context Sensitive Solution (CSS): The practice of developing transportation projects that fit into the character of surrounding neighborhoods while maintaining safety and mobility. Designed through a collaborative process that involves all stakeholders, the resulting projects serve all users including transit, bicycles and pedestrians, and meet the needs of the neighborhoods through which they pass.

Cottage Home: A cottage home is typically a detached or semi-detached home on a smaller than average lot. Cottage homes are often clustered around a common space such

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as a yard or playground. Cottage homes provide some of the benefits of a typical single-family home, at a lower cost and higher density.

Cul-de-sac: A local street having one end open to vehicular traffic and the other end permanently closed at a vehicular turnaround.

Curb Cuts: Interruptions in the continuity of street curbs between street intersections that are designed to accommodate ramps that provide vehicular access to sites abutting the street. Curb cuts may be designed for a range of vehicles including trucks, automobiles, bicycles and wheelchairs.

Density: The number of dwelling units per a unit of land area, usually expressed as the ratio of residential units per acre.

Downtown Core: Building block of the PLANiTULSA land use plan. The downtown core is Tulsa's primary business district, located within the Inner Dispersal Loop. The downtown core is envisioned as a center of employment, housing, entertainment, shopping, and recreation for the Tulsa region.

Downtown Neighborhoods: Building block of the PLANiTULSA land use plan. Downtown neighborhoods are located adjacent to the downtown core, and include both high density employment and housing. Downtown neighborhoods include the Brady Village District, the Pearl District, and the OSU-Langston University campuses.

Existing Residential Neighborhood: Building block of the PLANiTULSA land use plan. They consist primarily of already-developed areas with single-family homes. These areas are not envisioned as areas of major growth or change over the life of the plan.

Fee Simple Development: A development designed such that each unit is on its own lot, so that owners have title to the property and the building which stands upon it. Single family detached dwellings, and sometimes row housing can be "fee simple". Condominiums are not "fee simple" because the land is owned in common.

Fiscal sustainability: Refers to the ability of a city government to adequately fund the capital and operations of its urban infrastructure and services.

Fixed guideway: Transit service that uses exclusive, or controlled rights-of-way or rails. The term includes heavy rail, commuter rail, light rail, and bus service operating in exclusive or controlled rights-of-way.

Flex-space: A building providing flexibility among office and other uses such as manufacturing, laboratory, warehouse, etc.

Floodplain: The land area susceptible to inundation by water as a result of flood. Typically a floodplain is geographically defined by the likelihood of a flood of a certain severity.

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Floor area ratio: The total floor area of a building or buildings (including all floors in a multi-story building) on a lot, divided by the lot area.

Form-based zoning code: A zoning type that allows flexibility in determining land uses within the constraints of a set building type. The look, scale, and layout of an area are controlled but building owners and occupants are allowed within certain parameters to determine how the buildings will be used.

Geographic Information Systems (GIS): A computer based mapping tool that allows users to create detailed maps displaying information that varies over geographic areas. GIS also enables interactive searches and analysis of spatial information.

Growth Capacity: The amount of growth that an area could reasonably accommodate based on zoning code and other development constraints.

Growth Forecast: An approximation of expected growth in population, employment, housing, etc., based on specific policy decisions and market assumptions.

Growth Scenarios: Several alternative arrangements of land uses, jobs and housing developed to represent possible realities in the future. Scenarios are developed to study and illustrate the potential effects of particular policies or investments based on known trends and driving forces. They can help inform decisions that affect the future.

Growth Targets: Numbers representing increases in population, housing, jobs, etc. that are established as goals to guide policy and to provide a framework for monitoring development activity.

Heat Island Effect: The effect in urban areas of increases in materials (particularly concrete) where heat is stored and radiated back into the environment. This effect has been known to increase downtown temperatures by more than 10-degrees when compared with surrounding areas. Increased air temperature caused by the heat island effect speeds up the reactions that form smog.

High Frequency Bus: A bus transit service that operates in traffic (unlike Bus Rapid Transit, which usually has a dedicated lane) with short spacing between stops. High Frequency Bus lines usually arrive every 15 to 20 minutes, and provide real-time arrival information for riders via web, mobile phone, or reader board services.

Implementation: The execution of a plan or policy. Implementation in city planning often is measured by the extent to which the private market can create the types of housing, employment, or places envisioned in a plan.

Implementation Measure: A specific technique, strategy or new tool designed to bring about the success of a specific plan goal or objective.

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Implementation Monitoring: An on-going evaluation of whether the outcomes envisioned in a plan are being met. Common measures include whether a targeted amount of housing was built over a period of time (i.e. the number of apartment or condominium units constructed in downtown neighborhoods per year). Monitoring is crucial to ensuring that a plan is achieving the city's vision.

Impervious surface coverage: The percentage of the area of a lot that is covered by solid or dense surface through which rain or irrigation water cannot penetrate. Large areas of impervious surface can increase the cost of stormwater management programs.

Infill: New construction occurring on undeveloped or underdeveloped sites in areas which are already largely developed.

Infrastructure: Streets, curbs, gutters, and stormwater, wastewater, and water distribution systems generally owned and maintained by the City or other public agency. Public investments such as transit, parks, libraries and schools are also included.

Integrated Stormwater Management: A strategy to mitigate non-point source pollution and manage conveyance of stormwater that involves traditional techniques as well as alternative strategies such as: overall site design to preserve natural drainage characteristics and improve on-site treatment of run-off water by harnessing the natural filtering properties of plants and allowing water to recharge naturally through the soil.

Intelligent Transportation Systems (ITS): ITS is an overarching term for the use of information and communication technologies to improve transportation systems. Applications include using data from traffic cameras, satellite global positioning systems, and other real-time systems to manage signals, flexible traffic lanes, and other tools. In sum, ITS helps make efficient use of a transportation system's total capacity, thus lessening congestion and sometimes the need for bigger facilities.

Jobs-Housing Balance: The distribution of employment relative to occupied housing in a particular area. A jobs-housing imbalance results in longer trips to and from work and can result in increased traffic congestion and the need to construct more and larger roads. Balancing housing and jobs is intended to provide choices for citizens in a wide range of income levels to work close to where they live.

Land Use: Land use refers to policies and guidelines for what kinds of uses and buildings can go where. Land use categories are used to describe how places will look, feel and function, according to the plan. Land use policies guide zoning regulations, which apply specific standards to individual development projects.

Level of service (LOS): Standards used to measure the quality or effectiveness of a service such as police, fire, or library, or the performance of a facility, such as a street or highway.

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Live/Work Units: A live/work unit is a hybrid of a small retail or office space and a dwelling unit. Typically live/work units have store-front type entries on the ground floor, with living areas upstairs.

INCOG: The Indian Nations Council of Governments is a voluntary association of local governments in the Tulsa region. Members include Creek, Osage, Tulsa, Wagoner, and Rogers counties, and their affiliated cities and towns. INCOG also serves as the federally recognized “Metropolitan Planning Organization” responsible for the distribution of federal transportation funding among many jurisdictions.

Main Street: Building block of the PLANiTULSA land use plan. A main street is a mixed-use area, usually made up of retail shops, restaurants, services, and offices. They can also include residential uses, located above businesses. Main streets usually serve as the center of a neighborhood and are well-connected with surrounding residential areas.

Metropolitan Planning Organization (MPO): A regional government unit that provides service planning, particularly planning for the transportation system.

Mixed-Use Corridor: Mixed-use corridors combine high capacity transportation facilities, such as roads, bus or rail lines, and bikeways or sidewalks with commercial, retail, employment and residential uses. They are meant to serve as major transportation spines for the city and provide surrounding neighborhoods with amenities and services.

Mixed-Use Development: Mixed-use development refers to the combination of businesses and residential areas, either in the same building in an arrangement of buildings so that they comeingle. Mixed-use developments were common in many cities prior to the mid-twentieth century, when single-use zoning practices tended to separate homes and businesses from one another.

Multi-modal transportation: The use of more than one type of transportation, particularly the use of modes like bicycles and buses in addition to or other than the single-occupant automobile.

Multi-Modal Street: A multi-modal street is a facility that includes many modes of travel, including autos, transit, bicycles and walking. They can have multiple lanes, street trees and typically have on-street parking to serve businesses and residences. Development along multi-modal streets is usually more dense and intense than that found on a main street.

Neighborhood Center: Building block of the PLANiTULSA land use plan. A neighborhood center is a small-scale retail and service area that serves a collection of surrounding neighborhoods. It may include some housing, such as condominiums, apartments, or townhomes.

New Residential Neighborhood: Building block of the PLANiTULSA land use plan. A new residential neighborhood is primarily comprised of single-family homes on a well-

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connected street network. They can also include townhomes or small-scale apartments or condominiums, usually located near adjacent Town or Neighborhood centers.

One-stop-shop: A location where various needs can be met in one place. In the context of permitting, a single location for obtaining information, forms, and staff assistance for obtaining a variety of permits.

Overlay: A zoning district which is designed to be placed on top of existing zoning districts. Overlay zones may deal with issues such as environmental conditions, design review requirements or historic preservation and provide additional incentives and regulations beyond the underlying zoning.

Pedestrian-friendly: The design of a development plan or area in a manner that encourages walkability. Relevant design elements include density, site layout, building orientation, infrastructure, lighting, and security.

Performance Monitoring: Ongoing evaluation of whether a plan and its policies are delivering their stated outcomes.

Performance standards: Verifiable, measurable levels of service in terms of quantity, quality, and timeliness.

PLANiTULSA Prototype Development: PLANiTULSA created several conceptual buildings that illustrate how a revised planning and zoning code could enable the market to produce the kind of housing, retail, and employment environments not often found in Tulsa. The Prototype Developments currently consist of architectural renderings and financial models that demonstrate feasibility. It is a recommendation of the plan that the City of Tulsa engage with the development community to approve and build one or more of the prototypes as demonstration projects for the new plan and zoning code.

Planned Unit Development (PUD): A zoning classification that allows flexibility in the design of a subdivision or development project. PUDs can be useful for designing projects to protect open space or environmentally sensitive areas by clustering development to avoid them. PUDs tend to be less predictable than using a standard zoning district, however.

Policy: A statement of values and goals intended to guide the City in making future decisions. Several policies may be found within each major goal, defined by this plan.

Public Art: Public art can include fountains, murals, sculptures, landscapes and many other installations. Public art makes urban places more lively and interesting. Tulsa's Arts Commission assists the city in matters concerning public artwork, giving guidance in purchases and maintenance of existing artwork, providing a source of respected opinions and advice.

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Regional Center: Building block of the PLANiTULSA land use plan. Regional centers are mid-rise mixed-use areas with large-scale employment, retail, and civic or educational uses. They attract many workers, residents, and visitors every day, and are considered transit hubs.

Residential Collector Street: Residential collector streets consist of two to four travel lanes and are designed with on-street parking, landscaped medians, street trees, and sidewalks to serve pedestrians. These streets are used in neighborhoods, where auto traffic is slow and quiet.

Return on Investment: The monetary benefit gained from an investment of resources in a development project, usually expressed as a percentage of the original investment.

Right of way (ROW): The area owned and controlled by the public or by a utility/railroad company which contains a road, rail line, pipeline, utility, trail or other improvement. Rights of way provide access to infrastructure for multiple properties. The right of way for a roadway may extend beyond the boundaries of the road curb and sidewalk.

Scenario Planning: Scenario planning is a technique used to test a set of possible futures, based on current or projected trends. The scenarios themselves are usually computer models of a city or region; households, jobs, transportation investments and other factors are arranged on the landscape and then tested using mathematical techniques. Scenarios allow communities to see how decisions today (e.g. where should new neighborhoods go) will affect them tomorrow.

Shared Parking District: Parking that is used at different times by different users via an agreement to share the spaces. For instance, shops or offices that are open during the day might share spaces with residents who generally need parking only during the early morning, overnight and in the evening. Shared parking enables more efficient use of existing parking spaces, saves on construction and maintenance cost, and facilitates compact urban development.

Small Area Plan: A plan for a clearly defined part of the city, developed in collaboration with area stakeholders to make specific recommendations for land use, zoning, transportation and other public investments. Small area plans are developed in collaboration with area stakeholders. (AKA Neighborhood Plan)

Street connectivity: The extent to which street systems provide multiple routes and connections serving the same origins and destinations, allowing the dispersion of traffic through several routes, and redundancy in the case of congestion or blockage.

Streetcar: An electric rail-borne vehicle, of lighter weight and construction than a train, designed for the transport of passengers on tracks running primarily on streets.

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Streetscape: The visual and experiential character of the linear space defined by the buildings adjacent to a street. The elements of a streetscape include building façades, landscaping, sidewalks, paving, street furniture (benches, kiosks, trash receptacles, fountains, etc.), signs, awnings, and street lighting.

Subdivision: A subdivision refers to the act of dividing a piece of property into separate lots that can be leased, sold, or financed. The subdivision of land is regulated by ordinance, which establishes rules to ensure that lots are usable, such as having access to streets and utilities. A “subdivision” sometimes refers to a group of lots that were subdivided at the same time, like in a suburban neighborhood.

Sustainable Development: Development approaches which avoid environmental degradation, while still providing for the needs of economic development, social equity and justice. In its strictest sense, it is development which “meets the needs of the present without compromising the ability of future generations to meet their own needs”.

Major Streets and Highways Plan: The City’s plan for a hierarchical street classification system that distinguishes streets based on their ability to move automobile traffic. It identifies roadways based on their functional classification, which serve as the official basis for determining right-of-way requirements and the number of traffic lanes. Future streets plan updates will focus on context sensitive design, rather than simply moving traffic.

Target Industry Clusters: Many industries tend to coalesce into groups of businesses that complement one another. For example, the health care industry consists of hospitals, pharmaceutical manufacturers, medical researchers, and manufacturers of medical devices. Innovation and investment can be stimulated when clusters are encouraged to grow, add new industries, and collaborate.

TIF (Tax Increment Financing): A redevelopment tool used to provide dedicated funding within well defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.

TOD (Transit Oriented Development): Development that is specifically designed to take advantage of transit infrastructure such as light rail stations. Transit Oriented Developments typically include a mix of residential and non-residential land uses in close proximity to a transit stations, higher densities, and an environment that encourages walking.

Town Center: A town center is a medium-scale mixed-use area with retail, employment and housing that serves several neighborhoods or districts. They can serve as main transit hubs, and are designed to allow visitors to park once and walk where they need to go.

Townhouse/townhome: A townhouse is a single-family home that shares walls, but not entrances, with several other units. Also known as rowhouses, townhouses and

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townhomes provide a housing option that is less expensive than a detached single-family home, but provides more privacy than an apartment or condominium.

Traffic Calming: The use of physical measures, such as speed humps, traffic circles, narrow lane widths, or similar devices, intended to discourage speeding and improve the usability of a street for bicycles and pedestrians.

Transit: Transit, also known as mass transit or public transportation, includes buses, trains, light rail and street cars, and dial-a-ride service. These systems work best when riders are able to walk from their home or office to a transit stop and then continue on foot to wherever they need to go. Transit services provide an additional travel option for residents in urban areas.

Transportation Demand Management: Programs designed to encourage changes in travel behavior in order to reduce car trips made by persons driving alone. These programs usually focus on encouraging car pooling and transit or bicycle use by such measures as employment of a Transportation Demand Manager to facilitate alternatives to driving alone and the installation of showers for employees commuting by bicycle.

Urban Design Guidelines: Specific guidelines crafted to assure that the overall placement and form of buildings in an area are compatible with their surroundings and will achieve goals such as providing a more comfortable and enjoyable environment to walk in.

Venture Capital: Venture capital is wealth that can be invested in a business enterprise. Typically, venture capital is used to fund businesses that are new and somewhat risky, but have the potential to grow rapidly.

VMT (Vehicle Miles Traveled): A measure of the total number of miles that automobiles are driven within a defined area. VMT serves as a benchmark for determining how well policies designed to reduce the dependence on the automobile are working.

Walkable or Walkability: Walkability is a non-technical term that refers to the overall suitability of a place for pedestrians. A place or street is considered walkable if sidewalks are wide, shaded from the sun by trees or awnings, and are protected from traffic by medians or parallel parking.

Zoning: Local laws used by jurisdictions to regulate the uses of land, buildings, and structures within designated areas. These laws are contained in the City of Tulsa Zoning Ordinance.

Zoning Capacity: The overall quantity of development that is possible in an area calculated based on the maximum density of development permitted by zoning standards. Zoning capacity is only an estimation of development that is permissible and does not reflect what the market can support.