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Looking Back
The patterns of growth and urban development throughout Tulsa’s history have led to the city we live in today. Through episodes of extreme growth in the 1920s and 1950s, Tulsa became and remains one of the 50 largest cities by population in the country. With a land area of more than 200 square miles, Tulsa is also one of the 50 largest cities by geography. In order to accommodate this growth throughout the decades, as well as to ensure Tulsa’s stature among the other municipalities in the region and the state, the city limits of Tulsa have grown through annexation such that development has been able to continue to occur on the fringes of the city, creating vast areas of suburban development. Until the last 20 years, the abundance of greenfield sites suitable for development easily facilitated the proliferation of residential subdivisions, first expanding to North Tulsa, then to East Tulsa, and most recently to South Tulsa.

Where We Are Today
As greenfield sites become less and less desirable due to restrictive site conditions, there has been a significant and continuous shift in the development pattern toward infill development. In the decade between 2010 and 2020 roughly 50% of new development occurred in areas of existing development. From 2000 to 2010, 40% of new development was infill, and from 1990 to 2000, 20% of new development was infill. These figures represent numerically the physical reality that Tulsa’s growth has reached the city limits in most areas of the city, and now development has doubled back to occur in areas with existing development. This trend towards infill development illuminates the need for land use regulations that are accommodating of new growth in existing areas with enhanced consideration of how development can occur in ways that are sensitive to existing uses, neighborhoods, and residents.

While the continuous growth of Tulsa through previous decades has created an abundance of housing that has led to Tulsa having one of the most affordable housing markets in the United States, this has come at a significant cost with regard to the distribution of public infrastructure and public services. The relatively low density of residential development in Tulsa, as well as limitations on operational funding for municipalities in Oklahoma, has created an environment where maintenance of streets, utilities, and other infrastructure lags due to a lack of capacity and funding. Similarly, public services, such as public transit, police, and fire services, have been continuously stretched thinner and thinner to serve new development though revenues and budgets have grown more slowly. It is generally agreed upon by all Tulsans that land use decisions should be made in ways that promote fiscal responsibility for the City of Tulsa, and in a period of modest population...
#001

Posted by Margee on 11/23/2022 at 11:53am [Comment ID: 348] - Link
Type: Suggestion
Agree: 3, Disagree: -1

I like the focus of retaining and encouraging the preservation of historic areas of our city. I might encourage a better look at our bus system which I had no idea it was so bad until helping refugee families try to navigate the city. I think we need to make access to commercial areas more accessible to those who might wish to find a job in those areas. Right now the Time to catch a bus to get to work 10 miles away takes over an hour. On another note I live in a historic area, the Heights. I was one of the original people who created the historic district. At some point along the way the scope of this original preservation plan has moved beyond our voice. It has become punitive, and unreasonable for those who like us at that time might not have a lot of money at their disposal. Originally we were concerned with the front of the house and possibly the side if you happen to be a corner house. It has moved will be on that and has become punitive and unreasonable for those who wish to rehab some of these old homes. And one final note I think a lot of this needs to have the warming planet considered as well. People need to live where they work and preferably not 10 miles away. Anything we can figure out to encourage that would be great.

#002

Posted by PSG on 02/16/2023 at 9:24am [Comment ID: 967] - Link
Type: Suggestion
Agree: 5, Disagree: -1

The Prior Comp Plan recognized unique small areas. The Brookside Infill Plan provided protections to preserve small areas to ensure development would align with unique character: "New and replacement residences are to reflect the unique character and include compatible design features of this urban residential neighborhood." Tulsa needs to preserve, not diminish existing unique neighborhood character which makes these areas attractive in the first place.

#003

Posted by Josh Kunkel on 12/11/2022 at 4:11pm [Comment ID: 575] - Link
Type: Suggestion
Agree: 5, Disagree: -16

And thus, our ability to grow as a city has been directly affected by our lack of facilitation for denser development.
Knowing that Tulsa is mostly built out, moving to infill redevelopment is paramount to our city to grow in population.

#004

Posted by Chris40 on 02/16/2023 at 10:28am [Comment ID: 986] - Link
Type: Question
Agree: 2, Disagree: -1
This is NOT the WHOLE Plan. There are multiple other plans incorporated into this plan, copies not provided at meetings, nowhere on Mayor's site.

#005

Posted by Susan Foust on 12/06/2022 at 9:26pm [Comment ID: 538] - Link
Type: Suggestion
Agree: 8, Disagree: -10
Whatever you do, we need more green areas downtown. Charlotte has some good examples. We need a light rail too. Imagine one from TCC downtown to the Arts District. Or downtown to Cherry Street.

#006

Posted by PSG on 02/16/2023 at 9:32am [Comment ID: 968] - Link
Type: Suggestion
Agree: 3, Disagree: -2
The conclusive introductory sentence that dismisses greenfield sites entirely for infill needs to be re-examined. There is a distinction between brownfield sites and greenfield sites. "Greenfield developments typically encounter fewer hurdles and require a shorter development lifecycle. This timeline allows necessary infrastructure to be created quickly with easier project management. This quick timeline allows rapid development of commercial development, housing development, real estate development, or a renewable energy project, cutting development costs and supporting a growing city." https://www.transect.com/resources/greenfield-development

#007

Posted by Chris40 on 02/16/2023 at 10:38am [Comment ID: 987] - Link
Type: Question
Agree: 5, Disagree: 0
"accommodate growth?" Tulsa has only grown about 10,000 people since the last census. Many are leaving Tulsa due to the crime (98th % Worst Crime in Nation) and poor education in Tulsa Schools. Graduate at 33% state wide average for Reading and Math.

#008

Posted by Kent G. on 02/15/2023 at 10:21pm [Comment ID: 959] - Link
Type: Question
Agree: 1, Disagree: 0

P. 59 This is a propaganda type statement with no basis in fact or research. Where is the data, research, polling or analysis of any kind. Again a prejudice opinion or slated statements without references.

#009

Posted by Chris40 on 02/16/2023 at 10:55am [Comment ID: 988] - Link
Type: Question
Agree: 5, Disagree: -1

Greenfield Sites defined as land not developed P99 should be for the public to build on and develop. Why is the Mayor & City stopping building in TULSA HILLS and West Tulsa for "natural use." This is NOT the POWER OR REASON FOR CITY GOVERNMENT. ALL LAND should be available. Mayor and City also want to claim all land next to the HIGHWAYS and CONTROL IT. This is TAKE OVER OF LAND using PUBLIC/PRIVATE NON-PROFITS, using "sustainability" - "New green deal - Climate Change" and force it on Residents of Tulsa City and County. Plus they totally "complicating" and "creating" multiple level of "permit" processes on the people, discouraging growth, and applying "mandates" on property, residents did not vote on and against personal freedom such as "health" "inequality" "Equity" "Affordable" which should concern everyone. Do you want this applied to your owned home?
growth, with a significant natural shift towards infill development, the opportunity to align land use decisions and fiscal responsibility has never been more within reach.

Since the adoption of planitulsa in 2010, there have been significant changes in the structure and processes of land use regulation. In 2019 the Tulsa Planning Office was established at INCOG to bring together the “Current Planning” function of development review and the “Long Range Planning” function focused on plan development and implementation. Prior to this merger the Long Range Planning function was a part of the City of Tulsa, while the Current Planning function has been housed at INCOG since the 1970s. Now that the two offices have been combined into one, plans can be more closely developed in coordination with the staff that implement plan recommendations through land use regulation. This unification provides a more consistent approach to developing recommendations to the Tulsa Metropolitan Area Planning Commission and the City of Tulsa Board of Adjustment for informed land use decision making.

**Looking Forward**

Land use decisions are only as effective as the scope of the impacts evaluated through the development review processes utilized by the City. Residents routinely express concerns over the impact new development will have on things like traffic, flooding, the impact on wildlife and habitat, neighborhood characteristics, and many other things. Ensuring that land use decisions are made based on the consideration of these concerns, fiscal and economic policy, as well as health and equity considerations can help improve the quality of life for all residents of Tulsa.

The way land uses are designated in the comprehensive plan has significant implications for what development is permissible in a given area of the city. Designations that lack specificity can cause confusion among different stakeholders as to what the “plan” is for an area, but designations that are too specific may restrict reasonable growth. Striking a balance is important for informed and consistent decision making for land use changes and development.

The update to planitulsa has led to a simplified list of land use designations and introduced the concept of the Development Era Map. What planning decisions are best for suburban edges of the community are not necessarily the right approach for areas of the city near downtown. That is the goal of the Development Era Map – to provide guidance on what types of development are most appropriate given the surrounding physical context.

Changes to the Land Use Designation system include the following. Downtown Neighborhood, Existing Neighborhood, and New Neighborhood have been combined into one “Neighborhood” designation, and distinctions are made for neighborhoods based on their Development Era Map.
P. 60 Again a slick sales tactic that makes an assumption in fact that really is the opposite as most people don't even notice or care. Most folks care more about the next football game. Most don't routinely care, again an assumption or planner's opinion with no research or polling data.

What's happened to the role of Small Area Plans in the Comp Plan and their precedence in determining land use? Their relevance in ensuring checks and balances continues to this day.
Era Map classification. Mixed Use Corridor has been changed to Multiple Use to account for areas with a mix of uses that are not necessarily along a corridor alignment and to differentiate the designation name from mixed-use zoning categories and building types.

Main Street has been removed and replaced with Multiple Use, and the streets that were designated Main Street are now reflected in the Major Street and Highway Plan. This change will ensure that Main Street areas are not chipped away over time by comprehensive plan amendments. Regional Center, Town Center, and Neighborhood Center have been changed to Regional Center and Local Center, as there were not clear ways to distinguish among the three classifications. Regional Centers are centralized areas based around land uses that have a “regional” draw, while Local Centers are centralized areas that nearly exclusively serve surrounding neighborhoods.

**KEY IDEAS**

**Subject Matter Experts**
The Tulsa Planning Office staff team met with all of the government employees who work in the land use approval realm to identify what steps ought to be taken to improve the current approach. Subject matter experts were also engaged to determine what new issues have arisen since the adoption of planitulsa in 2010 that should be included in the updated plan. Key ideas raised in these discussions include:

- Land Use decisions should promote economic vitality in equitable ways.
- Land use decisions should promote fiscal responsibility within the service distribution approach of the City of Tulsa.
- Permitting and approval processes should be transparent and predictable.
- Special focus should be given toward infill development and the sensitivities needed to protect existing neighborhoods.
- Revitalization efforts should be well-planned and include significant community involvement.
- Neighborhoods and commercial areas should be well-connected through a wide variety of transportation systems.
- Historic buildings and neighborhoods should be protected and preserved.
- Land Use decisions should promote environmental sustainability.

**Community Members**
Through numerous public engagement efforts, residents of Tulsa provided a great deal of input, much of which was in alignment with what was heard from subject matter experts. Key ideas heard through community engagement include:

- There should be more engagement and open communication between developers, the City, and Tulsa residents regarding new development.
- More mixed-use and transit-oriented development (TOD) would benefit the city.
- Bike and pedestrian travel should be a consideration in land use decisions.
- Development review and permitting processes should be transparent and consistent.
- Historic buildings and neighborhood characteristics should be preserved.
- Sustainable development practices should be prioritized in land use decisions.
#012

Posted by Josh Kunkel on 12/11/2022 at 4:18pm [Comment ID: 576] - Link
Type: Suggestion
Agree: 5, Disagree: -18

These ideas are in conflict. Infill development will inherently change existing neighborhoods. Due to our propensity to develop lower quality and low density developments from 1950’s on, this is now creating significant conflict in how our city changes.

Since Tulsa’s population has largely been stagnant since the end of the 1970’s, you have two generations of Tulsans that have not experienced change in their built environments. I believe this is critical in thinking about NIMBY‘ism and the challenges that lay ahead for Tulsa to be a world class city.

We must embrace and accept change for Tulsa to no longer be stagnant and to continue the loss to the suburbs.

#013

Posted by pam on 01/20/2023 at 1:18pm [Comment ID: 787] - Link
Agree: 6, Disagree: -1
absolutely Yes

#014

Posted by pam on 01/20/2023 at 1:17pm [Comment ID: 784] - Link
Agree: 10, Disagree: 0
yes, and maybe think twice before painting one hundred year old brick exteriors in white paint, which has been trendy the last few years, but once that original patina is covered with paint, you can't get it back. Chicago and New York residents pay dearly for existing vintage brick walls exposed in expensive residences and businesses. I'd hate to see downtown areas, 3rd, 6th street and other older neighborhoods lose all that character and patina to white paint.

#015

Posted by pam on 01/20/2023 at 1:18pm [Comment ID: 786] - Link
Agree: 8, Disagree: 0
YES!

#016

Posted by Brent on 12/13/2022 at 8:09pm [Comment ID: 617] - Link
Type: Question
Agree: 20, Disagree: 0
How are property rights protected with so many competing priorities.

#017

Posted by Sarah on 02/11/2023 at 7:45pm [Comment ID: 925] - Link
Type: Suggestion
Agree: 1, Disagree: 0
100%!

#018

Posted by pam on 01/20/2023 at 1:17pm [Comment ID: 785] - Link
Agree: 10, Disagree: 0
YES! and transparency

#019

Posted by pam on 01/20/2023 at 1:10pm [Comment ID: 783] - Link
Type: Question
Agree: 14, Disagree: -1
Infill is important as a city grows, however, cheap construction infill out of scale and character of existing neighborhoods can negatively alter those neighborhoods leading to decline. Why can't the city offer incentives to construction and planning that might be costlier up front, but in the long run will stand the test of time and be compatible with existing structures and character? I would think impact on quality of life for future generations is a valid consideration.

#020
P. 61 Who are the experts? Where is the research? Again no footnotes accordingly. Advocating consensus by a statement of opinion only of staff with objectives that mirror UN Agenda 2021 and the Green New Deal Agenda with no little or no basis in science.

#021

"P. 61 Who says and where is the reference and what data is there to say Tulsa is a leader otherwise its just a opinion statement. Climate Change is nothing new under the sun and the debate is not settled that man and CO2 is the cause. See Corsi’s book on the Truth about Climate change. www.freedom21santacruz.net p 10 Many of its proposed implementation strategies require the surrender of unalienable rights"

SEE ALSO NOTE ON PAGE 101"

#022

"Subject Matter Experts" who says and were are the credentials? Footnotes? References? Advocate these ket ideas such as "Land Use decisions in equitable ways"; should promote environmental sustainability"; and "Sustainable development practices should be prioritized". If the words are repeated enough without content then eventually the general population accepts definitions that are a consensus or dictated by celebrities or government that may have basis in fact and perhaps merely a political agenda.
Goal 1

Tulsa’s land use decisions promote fiscal stability and move the city towards the community’s vision.

The Land Use Plan Map and other development review related policies of the plan should guide development in a way that both facilitates the use of property while considering and achieving broader community goals and objectives. Fiscal stability refers to the ability of the City of Tulsa to fulfill its responsibilities of public service and infrastructure, as well as the facilitation of economic activity associated with land use policy.

Strategy 1.1
Continuously evaluate and update existing regulations, policies, or plans that guide the implementation of land use policies.

Strategy 1.2
Ensure that public projects in the right-of-way are context sensitive and urban design elements align with existing regulations, policies, and plans for the City of Tulsa.

Strategy 1.3
Ensure that future development and policy recommendations align with the categories in the Land Use Plan Map and the Development Era Map.

Strategy 1.4
Ensure a transparent and accessible process of City decision-making on land use, development approvals, and capital improvement plans.
#023

Posted by PSG on 02/16/2023 at 9:37am [Comment ID: 970] - Link
Type: Suggestion
Agree: 2, Disagree: 0
add: and with Small Area Plans
Goal 2

Tulsa’s development review process is transparent, efficient, timely, and consistent.

The process of development review should be easy to understand for the public and clearly communicated between staff, decision makers, the development community, and the community at-large. Consistency in the process and the decision-making will lead to a more coherent process and built environment product.

Strategy 2.1
Each department involved in development review maintains a website with clear application instructions and checklists for each application.

Strategy 2.2
Departments involved in development review should provide accessible notices, materials, and assistance throughout the development review process.

Strategy 2.3
Reviewers should be cross-trained in different aspects of review to maintain service in the absence of other reviewers or during times of attrition.

Strategy 2.4
Encourage early and ongoing communication between the development community and the public.
Unless there are mandates for developers to work with residents, leaving it up to an honor system with an encouragement for early resident engagement is meaningless. Developers might then consult with a few cherry-picked residents and be able to inform the city planners they have engaged residents. Nothing against developers here; they are doing their jobs and some of them are better at others in resident outreach, but city planners need to also do their work in these planning documents to ensure residents who have heavily invested in their homes and neighborhoods, helping to increase their value, are considered critical, valued stakeholders.
Goal 3

Economic development is facilitated at the neighborhood, city, and regional scales.

The land use framework for the city should accommodate economic growth at all levels of development scale. This includes designating areas for local business development, large-scale employment centers, industrial areas, and highway and rail corridor uses.

Strategy 3.1
Strategically leverage public infrastructure, land, and investments to support and spur economic development.

Strategy 3.2
Focus regional investments along major transportation corridors, including highways and public transit routes.

Strategy 3.3
Ensure there is an adequate supply of pad-ready sites for the full range of employment land uses.

Strategy 3.4
Encourage continued growth and investment in downtown as a major center for jobs, transit, services, and civic and cultural institutions for the entire city and region.

Strategy 3.5
Promote quality Local Centers which serve the needs of the surrounding neighborhood population.

Strategy 3.6
Encourage development that fills existing market gaps and provides for the necessities of life.

Strategy 3.7
Ensure the land use environment is capable of providing spaces for entrepreneurs to thrive.
This is critical - I live within walking distance of Kendall-Whittier and it is a perfect example of a neighborhood economic center. All Tulsans should live within walking distance (1-1.5 miles) of such a diverse center.
Goal 4

Redevelopment, revitalization, and enhancement programs are focused in areas that have been economically disadvantaged.

Public funding to promote redevelopment and revitalization should be spent in areas of the city that have been historically excluded from economic growth. These efforts should be informed by engagement with the community, occur with sensitivity to the existing land use context, and provide a benefit to the surrounding residents.

**Strategy 4.1**
Use the Tulsa Planning Office’s Strategic Planning approach to prioritize planning interventions with a focus on addressing spatial and socioeconomic disparities.

**Strategy 4.2**
Incorporate public and community benefits requirements into development activities that use public assistance.

**Strategy 4.3**
Consider displacement effects of public plans or investments, and work with community members to mitigate potential negative impacts.

**Strategy 4.4**
Promote the adaptive reuse and rehabilitation of vacant or underutilized structures and buildable land to aid the revitalization of area neighborhoods and development of affordable housing.

**Strategy 4.5**
Support and strengthen the capacity of community development corporations (CDCs) and other community investment organizations.
Consider offering underutilized buildings and land to the non profit community

Tremendous tool and incredibly important piece of the puzzle to have in place, but only as long as residents and their elected representatives are actively being engaged and encouraged to collaborate from the start through the earliest stages of the development process instead of closer to the end of the process as is too often the case, currently.

This - making sure this sort of neighborhood development is not just being owned by investment entities that are not part of the community is a key piece of this equity approach.

P 65 Socialism-leveling incomes and size of living space as your house is too large and those who have should fund those who have not whether or not they are productively engaged.
Goal 5

Tulsa’s neighborhoods are recognized for distinct characteristics, development occurs with sensitivity to local context.

As development trends in Tulsa have shifted from predominantly greenfield to a balance with infill development, it is imperative that new development in existing areas is sensitive to existing context and residents. Neighbors should be empowered to organize and advocate on behalf of their interests.

Strategy 5.1
Establish Neighborhood Character Overlays to preserve neighborhood characteristics through urban design standards.

Strategy 5.2
Use Historic Preservation Overlays to ensure changes made in the area are consistent with the historic and architectural characteristics of the neighborhood.

Strategy 5.3
Ensure appropriate transitions are provided between nonresidential and residential uses.

Strategy 5.4
Promote the Tulsa Planning Office’s Neighborhood Toolkit to empower neighborhoods to better manage their built environment.
How would this be initiated? What are the specific steps?

We need a Demolition Ordinance; I understand one has been suggested and is under consideration. HP Overlays, National Registrar status and a nod to preserving neighborhood character are meaningless if the status quo remains that after a demolition request, 90 days passes that allows a box to be checked, allowing for demolition. We need an ordinance carefully drafted that protects existing structures that have historical or unique character that is irreplaceable once demolished. There need to be incentives to avoid demolishment.

Knowing that our city needs to density and promote walkability, this spacing requirement becomes inherently prohibitive to the type of city we need to be.

As a home owner in Maple Ridge, which is under a Historic Preservation overlay, I find the current rules are too
restrictive in terms of solar energy production. Residential solar panels are a key part of our renewable energy future and efforts to control climate change. The city should be supportive of these and not deny permits for them simply because this technology / aesthetic didn't exist 100 years ago. Tulsa won't be a very nice place to live if climate change is not checked.

Reply by Katie on 01/12/2023 at 9:50am [Comment ID: 702] - Link

Agree: 1, Disagree: -8

Yes - overlays are an important tool but shouldn't be cover for NIMBY-ism

#034

Posted by pam on 01/20/2023 at 1:22pm [Comment ID: 788] - Link

Type: Suggestion

Agree: 15, Disagree: 0

Neighbors should also be provided ample notice and clarity in development that is proposed that will have impact on them.

#035

Posted by Gary Chambers on 12/02/2022 at 2:26pm [Comment ID: 490] - Link

Type: Suggestion

Agree: 20, Disagree: -1

Local design is vital to this stated goal.
Goal 6

Commercial areas and activity centers complement their surrounding neighborhoods.

Tulsa’s commercial districts and corridors are hubs of economic activity and should be easily accessed by all Tulsans. As commercial areas grow, they should develop in ways that are consistent with the surrounding existing commercial development and in ways that are beneficial to surrounding neighborhoods.

Strategy 6.1
Accommodate reasonable commercial development along Main Streets and other commercial corridors.

Strategy 6.2
Encourage transit-oriented commercial, mixed-use, and residential development along existing and planned bus rapid transit (BRT) routes.

Strategy 6.3
Coordinate with surrounding municipalities and counties to ensure consistent land use planning and development requirements along highways.

Strategy 6.4
Implement access management standards to ensure safe transportation connections to and through commercial areas.
#036

Posted by Arthur Miranda on 11/23/2022 at 11:08am [Comment ID: 345] - Link
Type: Suggestion
Agree: 19, Disagree: -27

I love the goal of mixed use areas - but when I looked at the planned map they are all in corridor formats. This just promotes car dependency. We need whole neighborhoods (South Boston, Cherry Street, Brookside) to be denser mixed use neighborhoods. If our comparison areas are Nashville and KC that's how The Gulch (Nash) and Westport and the Plaza district (KC) do it. You can walk around much more easily there.

Reply by Josh Kunkel on 12/11/2022 at 4:25pm [Comment ID: 578] - Link
Type: Suggestion
Agree: 3, Disagree: -18

You hit the nail on the head! Completely agree.
Goal 7

Residential and mixed-use areas are well connected to surrounding land uses.

Areas that are predominantly residential or mixed-use should have adequate transportation infrastructure for residents to easily access the land uses that surround them. In addition to automobile connectivity, public transit, sidewalks, and bicycle infrastructure should all facilitate safe, efficient, and enjoyable access from neighborhoods to commercial areas, natural areas, and other neighborhoods.

Strategy 7.1
Ensure the street grid has a suitable level of connectivity to reduce the need to travel solely on arterial streets.

Strategy 7.2
Encourage multi-modal transportation infrastructure as a part of new subdivision development.

Strategy 7.3
Strategically locate new multi-modal infrastructure in developed areas of the city to better connect existing neighborhoods to their surroundings.

Strategy 7.4
Incorporate appropriate uses that support residents’ daily needs into predominantly residential areas.
Multi-modal infrastructure makes a lot of sense. Giving citizens ability to walk (exercise) or take public transportation to businesses cuts down on road use, traffic and is a more efficient use of citizens time e.g. sitting in traffic, parking, etc.

Many residential in the urban core and midtown neighborhoods lack sidewalks.

We should focus on getting a complete network of residential sidewalks in these neighborhoods first, before considering these other delusions of grandeur multi modal projects.

There’s too much putting the cart before the horse with too many of these pie in the sky projects being pushed.

Yes to all, sidewalks are multi-modal projects!

Sidewalks! I want to underline this every time it comes up. We desperately need consistent, maintained sidewalks across the city.
Goal 8

Tulsa’s natural and architectural assets are preserved and enhanced.

Tulsa’s place as the major city in Green Country sets it apart from other cities in Oklahoma because of the wealth of lush natural landscapes and the Arkansas River. This location facilitated rapid growth in the early 20th century, and the city we inherit today includes countless architectural assets from the past. This natural and historical context should be protected and enhanced by the changes made in the city today.

Strategy 8.1
Identify assets for protection and preservation, and initiate measures through regulatory changes or partnerships with appropriate agencies.

Strategy 8.2
Develop guidelines for development near natural assets including recommendations for design, buffers, appropriate uses, and mitigation.

Strategy 8.3
Enhance landscaping, including tree preservation and planting, when establishing development plans for undeveloped areas.

Strategy 8.4
Enhance publicly-held properties within floodplains and natural areas for public use.
I cannot find anywhere in these documentations the words "biodiversity" or "light pollution." If you want to enhance Tulsa's natural elements and promote native species, I promise, time will be wasted if these two items aren't considered. Scientific studies (for reference, there has been continual reporting on said studies in Scientific American) are clear: Artificial light that is more blue disrupts species migrations, night-time pollinators, insect mating, and thus, biodiversity. In a British study, the type of street lights along a road that is now common in Tulsa resulted in a 50% decline in caterpillars. This results in a long, painful decline in biodiversity, as no species lives in a vacuum. Furthermore, there is a species that DOES flourish with light pollution like we see in Tulsa: mosquito species that carry diseases like West Nile. I'm not even kidding, I wish I was making that up. So if we don't address our light pollution, biodiversity will take a hit, and we will be further helping mosquitoes flourish. We will also lose long-term savings in paying for wasted light. You don't have to care about a caterpillar to realize the damage to the city's pocketbook in paying for oversaturated lighting, including LED blue light.

Again, ecological science is clear: it's not a matter of just planting more trees. An ecosystem is complex and extremely fragile when going against the unnatural forces of 21st century city technology. And seriously, who wants to pay MORE money for unnecessary lighting and all we get in return is more mosquitoes?

Noise pollution is completely ignored in this plan, too.

It desperately needs to be addressed, especially the nuisances being caused by unmitigated, unabated roadway noise.

https://www.news9.com/story/60c29db102696665e54211f1/neighbors-concerned-about-motorcycles-speeding-down-tulsa-highways-

#040
More trees & permaculture in our already existing parks!

#041

Funds should be earmarked to evaluate best practices that promote long-term health and restoration of such areas. Seattle is a place where they've moved away from the unnatural, pollutive runoff inherent with concrete drainage pathways. It is painstaking, yes, but it will enhance the city's environment, decrease pollution, and the city will have to invest less in cleanup in the years to come.
Goal 9

Tulsa is a leader in sustainable development practices.

Global climate change has many long-term consequences for the Tulsa area. While issues like sea level rise will not affect the region, the increase in the frequency and intensity of major flooding events, as well as the increase in the number of very hot days, has significant implications on the resilience of Tulsa’s distribution of stormwater and other utility services. By incorporating more natural design elements such as tree canopy landscaping, mitigation of these negative impacts of climate change is possible.

Strategy 9.1
Enhance guidance for low-impact development (LID), and incentivize LID approaches in development.

Strategy 9.2
Support and incentivize adaptive reuse of buildings, infill development, and brownfield redevelopment.

Strategy 9.3
Encourage the use of native landscaping to ensure longevity of life and appropriate habitat for native species.

Strategy 9.4
Use sustainable development practices during public development and infrastructure projects.

Strategy 9.5
Explore and promote applicable grants, tax credits, and other programs to encourage LID.
#042

Posted by Kent G. on 02/15/2023 at 8:12pm [Comment ID: 939] - Link
Type: Suggestion
Agree: 3, Disagree: -1

P. 70 Who says and where is the reference and what data is there to say Tulsa is a leader otherwise its just a opinion statement. Climate Change is nothing new under the sun and the debate is not settled that man and CO2 is the cause. See Corsi’s book on the Truth about Climate change.

#043

Posted by Michelle Hupp on 02/07/2023 at 7:44pm [Comment ID: 919] - Link
Agree: 3, Disagree: -3

Actually, if you go back through recorded weather history, there has not been an increase in number of hot days or in temperatures. The seasons may have shifted slightly, but that is all.

#044

Posted by Aaron Baker on 11/30/2022 at 2:01pm [Comment ID: 422] - Link
Type: Suggestion
Agree: 10, Disagree: 0

This is nice, but as mentioned on the previous page, native species cannot flourish without attention to light pollution. This includes native night-time pollinators. Native grass is fine, so are native trees. But if we want to truly draw attention to Tulsa as a flourishing city that is still enticing naturally, we HAVE to consider what we're doing to those native species with our practices, e.g. extremely bright, blue artificial lights and unregulated LED street signs (that will break and be blindingly bright, as anyone who's seen the Chimi's sign on Harvard can attest). And might as well add again, that light pollution promotes mosquitoes while it diminishes the mating habits of native insects, which hurts a long chain of species.

#045

Posted by Sarah on 02/11/2023 at 8:03pm [Comment ID: 927] - Link
Type: Question
Agree: 1, Disagree: 0
We have some many brownfield sites that have been vacant for decades (old gas stations & the like). This would be powerful! How will the city of Tulsa support and incentivize reuse of buildings, infill development, and brownfield redevelopment?

#046

Posted by Sarah on 02/11/2023 at 8:06pm [Comment ID: 928] - Link
Type: Question
Agree: 1, Disagree: 0
How high on the priority list will this initiative be? This is one of the most beneficial strategy I've read on this plan so far.

#047

Posted by Thad Dale on 11/21/2022 at 11:10am [Comment ID: 282] - Link
Agree: 19, Disagree: 0
I like the idea of natural landscapes. there is so much effort involved in this area of the country to maintain certain types of grasses, etc. as long as it is well kept, native plants are best

#048

Posted by Katie on 01/12/2023 at 9:56am [Comment ID: 704] - Link
Type: Suggestion
Agree: 13, Disagree: 0
Tree canopy is also critical for encouraging more walking - trying to walk in Tulsa without shade (so, most places) is unpleasant-to-dangerous in the summer months.

#049

Posted by Ashley Bath on 11/30/2022 at 9:49am [Comment ID: 416] - Link
Type: Suggestion
Agree: 24, Disagree: -1
I think this goal will be difficult to achieve without the city having set policies, ordinances, and ideally an office of sustainability as it once had. I would like to see The City commit to this particular goal.
Goal 10

Future growth is balanced with the ability of the City to provide public services, utilities, and infrastructure.

In order for Tulsa to maintain today’s standard of living, new development must be serviceable by the full suite of public services and infrastructure provided by the municipal government. When the rate of development outpaces the City’s ability to provide these services, the quality of public safety, utilities and infrastructure maintenance, and quality of life services is degraded for all residents.

Strategy 10.1
Define development guidelines for areas that are difficult to serve with public safety, utility, or transportation infrastructure.

Strategy 10.2
Prioritize compact development and infill development for more efficient use of existing infrastructure and services.

Strategy 10.3
Seek ways to increase funding for government services by diversifying funding sources.
Development of land use must go through a comprehensive service impact assessment/study that shows the impact of allowing development to occur. If the impact demonstrates there will be a disruption or overconsumption of services negatively impacting existing citizens a program must be implemented to properly scale services to support that development.

Infill development, although it better utilizes existing infrastructure, in many respects it is more expensive to develop. Many infill sites are prohibitively expensive to redevelop due to infrastructure that is 100 years old. And in order to develop, it necessitates a larger scale than may be possible or desirable.

Please consider possible incentives or process/permitting improvements that encourage and support infill developments.

Advocacy for changing our property tax structure is an absolute must!

We can’t continue to rely on instability of sales tax dollars to fund our government.
ACTION TABLE

This table includes the goals and strategies outlined in the previous pages with specific actions that will help to achieve the intent of the goals and strategies. Each specific action includes what type of action it is and what parties should be involved in order to implement the action. All of these goals, strategies, and actions are derived from engagement with the Tulsa community and subject matter experts, past planning efforts conducted by the City of Tulsa and partner agencies, best practices from cities across the United States, and research and data analysis conducted by Tulsa Planning Office staff. Any action taken to implement a specific strategy or action included in this table or a policy recommended elsewhere in this chapter will be in accord with Oklahoma law.

<table>
<thead>
<tr>
<th>ID</th>
<th>Action Required</th>
<th>Action Type</th>
<th>Involved Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU 1</td>
<td>Tulsa’s land use decisions promote fiscal stability and move the city towards the community’s vision.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU 1.1</td>
<td>Continuously evaluate and update existing regulations, policies, or plans that guide the implementation of land use policies.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 1.1.1</td>
<td>Continue to meet regularly to review and discuss implementation issues and new trends that will result in amendments to the zoning code.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services Legal</td>
</tr>
<tr>
<td>LU 1.1.2</td>
<td>Continue to ensure that all land use recommendations align with all adopted plans.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.1.3</td>
<td>Work with other departments to identify obstacles to infill development, including infrastructure capacity and public investment priorities.</td>
<td>Partnership</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.1.4</td>
<td>Implement incentive programs that align with existing plans, policies, and studies.</td>
<td>Program</td>
<td>TAEO Tulsa Planning Office</td>
</tr>
<tr>
<td>ID</td>
<td>Action Required</td>
<td>Action Type</td>
<td>Involved Parties</td>
</tr>
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<td>-------------------------------------------</td>
</tr>
<tr>
<td>LU 1.2</td>
<td>Ensure that public projects in the right-of-way are context sensitive and urban design elements align with existing regulations, policies, and plans for the City of Tulsa.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 1.2.1</td>
<td>Evaluate existing land use and development trends to identify opportunities for increased land use intensity to support transit-oriented development along major transit corridors.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.2.2</td>
<td>Establish and enhance identity through distinctive streetscape elements, such as gateway signage, wayfinding elements, lighting, and banners.</td>
<td>Standards</td>
<td>WIN Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.2.3</td>
<td>Assess and promote programs that enhance the public realm, such as sidewalk cafes and parklets, and ensure design does not negatively impact the public right-of-way.</td>
<td>Program</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.2.4</td>
<td>Evaluate the need to enhance screening, landscape elements, and/or public art to ensure compatibility between uses.</td>
<td>Policy</td>
<td>Tulsa Planning Office Engineering Services</td>
</tr>
<tr>
<td>LU 1.2.5</td>
<td>Incorporate landscape design guidance and street tree list recommendations into public infrastructure reviews (i.e. engineering reviews).</td>
<td>Standards</td>
<td>Tulsa Planning Office Development Services Streets &amp; Stormwater Engineering Services</td>
</tr>
<tr>
<td>LU 1.3</td>
<td>Ensure that future development and policy recommendations align with the categories of the Land Use Plan Map and the Development Era.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.3.1</td>
<td>Ensure that Development Review Guide maps and comprehensive plan policies guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, and efficiently coordinate land use and infrastructure needs.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.3.2</td>
<td>Utilize the Development Review Guide maps in conjunction with comprehensive plan policies to evaluate zoning consistency, including proposed zoning map amendments and zoning text changes.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
</tbody>
</table>
#053

Posted by **Britani** on **01/17/2023** at **5:14pm** [Comment ID: 770] - Link

Type: Suggestion
Agree: 9, Disagree: 0

Screening/SOMETHING needs to be done for the stretch of highway 51 between Lewis and Utica. Both on North and South sides of the highway. The current chain link fencing has not kept the multitude of cars within the past 12 months driving off of the highway completely. The fences are not maintained and are a hazard as they are down in multiple areas. Transient people walk right up onto and across the highway because there is no barrier of any kind which creates a major safety issue for both drivers and the transients themselves. 75% of the landscape on the north side of the highway were cut down/removed with stumps left attached to broken fencing. This area is booming with development and NOT addressing this as a top priority would be a disservice to the community and neighborhoods as this was already addressed and approved during planning in 2014. Thank you for prioritizing funding for sound mitigation/screening/barriers along highway 51 between Lewis and Utica on both 13th PL and 14th ST.

Thank you

#054

Posted by **Josh Kunkel** on **12/11/2022** at **4:39pm** [Comment ID: 581] - Link

Type: Suggestion
Agree: 18, Disagree: 0

Ensure that sidewalks are prioritized over power poles, signs, fire hydrants and other items that make our sidewalks unusable.

#055

Posted by **Bruce Brewer** on **11/25/2022** at **10:31am** [Comment ID: 377] - Link

Type: Suggestion
Agree: 2, Disagree: -4

The city must provide tax breaks or incentives that promotes small businesses. This is how we get sidewalk cafes that open and stay in business. We must provide a climate that gives us small businesses that become a permanent part of Tulsa's fabric. This is only done with low taxes. We can still set high standards. In areas of new development we must require the builder to pay for the widening of the street that passes their...
building or development. That way when the area is completely developed, the problem of traffic congestion has been eliminated by four lane streets.

Don't do like Cheery Street (15th) where you killed businesses while you had the road closed in one direction for months.

I cite Moreno Valley, CA where the city made all developers pay to widen the streets in front of their development at the time of original construction. This originally left some 4 lane/2 lane streets through town, but eventually it all came together as each new development was completed. We ended up with all the necessary 4 lane roads in Moreno Valley.

Contrast that with 81st and 91st streets in Tulsa. Housing developments line both sides of a two lane road. Now we must spend millions to fix. If we made the developers pay for the widening for their section of the street, it would have been all 4 lane when they finished.

Scoffers say, well the homes would have cost more. So what!

Better done that way than millions of tax dollars that has left our city in debt through expensive bond sales. All development must include the developer paying for the widening of the street in their section!

#056

Posted by pam on 02/21/2023 at 12:54pm [Comment ID: 1035] - Link

Type: Question

Agree: 3, Disagree: 0

what about aligning future development and policy recommendations with Small Area Plans, still relevant today
<table>
<thead>
<tr>
<th>ID</th>
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<th>Involved Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU 1.4</td>
<td>Ensure a transparent and accessible process of City decision-making on land use, development approvals, and capital improvement plans.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 1.4.1</td>
<td>Align capital investment to implement the comprehensive plan vision and land use policies.</td>
<td>Policy</td>
<td>Mayor’s Office City Council Finance Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 1.4.2</td>
<td>Provide information about development projects, properties, and land use issues in an accessible, convenient, and understandable manner.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td><strong>LU 2</strong></td>
<td><strong>Tulsa’s development review process is transparent, efficient, timely, and consistent.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU 2.1</td>
<td>Each department involved in development review maintains and updates a website with clear application instructions and checklists for each application.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 2.1.1</td>
<td>Ensure forms and websites are up-to-date and accessible for residents with disabilities or limited English proficiency.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services Communications</td>
</tr>
<tr>
<td>LU 2.1.2</td>
<td>Criteria utilized for discretionary decisions should be recorded and communicated to applicants.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 2.2</td>
<td>Departments involved in development review should provide accessible notices, materials, and assistance throughout the development review process.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 2.2.1</td>
<td>Explore the establishment of translation services including evaluations of cost and functionality.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services Communications</td>
</tr>
<tr>
<td>LU 2.2.2</td>
<td>Consider including tenants when sending required mailed notices about development cases.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>ID</td>
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<td>Action Type</td>
<td>Involved Parties</td>
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</tr>
<tr>
<td>LU 2.3</td>
<td>Cross-train reviewers in different aspects of review to maintain service in the absence of other reviewers or during times of attrition.</td>
<td>Strategy</td>
<td>Development Services</td>
</tr>
<tr>
<td>LU 2.3.1</td>
<td>Establish professional development opportunities based on best management practices for public agencies to cross-train plan reviewers and ensure consistency and continuity of service among reviewers.</td>
<td>Policy</td>
<td>Development Services</td>
</tr>
<tr>
<td>LU 2.4</td>
<td>Encourage early ongoing communication between the development community and the public.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 2.4.1</td>
<td>Provide guidance for contacting and engaging with neighborhood level organizations and groups.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 2.4.2</td>
<td>Encourage meetings between developers and residents to identify and address issues prior to the official submittal of projects for approval.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 2.4.3</td>
<td>Work to outline expectations for public outreach required for a development project.</td>
<td>Partnership</td>
<td>Tulsa Planning Office City Council TMAPC</td>
</tr>
<tr>
<td>LU 3</td>
<td><strong>Economic development is facilitated at the neighborhood, city, and regional scales.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU 3.1</td>
<td>Strategically leverage public infrastructure, land, and investments to support and spur economic development.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 3.1.1</td>
<td>Implement strategic investments in broadband infrastructure to expand local economic development capacity.</td>
<td>Capital</td>
<td>TAEO</td>
</tr>
<tr>
<td>LU 3.1.2</td>
<td>Establish a clear and navigable program for the lease of publicly-owned facilities or sites.</td>
<td>Program</td>
<td>Asset Management TAEO</td>
</tr>
<tr>
<td>LU 3.1.3</td>
<td>Encourage Tulsa Development Authority to channel underutilized land and assets under their ownership into employment and commercial use through site assembly, rehabilitation, remediation, and retrofitting.</td>
<td>Program</td>
<td>TAEO WIN Tulsa Planning Office Engineering Services</td>
</tr>
</tbody>
</table>
developers should be required to show evidence of early and ongoing communication with affected neighborhood associations and residents.

Reply by Aaron Griffith on 12/02/2022 at 11:15am [Comment ID: 478] - Link
Type: Suggestion
Agree: 28, Disagree: -2
Same goes for quasi-government agencies like the Oklahoma Turnpike Authority and the Indian Nation Council of Governments, if for no other reason than the courts no longer seem to have the tolerance for good ole boy concealment and translucency in the practice of how public policy adoption and implementation happens as they once might have.

https://www.publicradiotulsa.org/local-regional/2022-12-02/judge-oklahoma-turnpike-authority-violated-open-meeting-act-access-project-contracts-rendered-invalid
<table>
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</thead>
<tbody>
<tr>
<td>LU 3.1.4</td>
<td>Collaborate with regional partners on federal investment opportunities including Economic Development Administration (EDA) grants.</td>
<td>Partnership</td>
<td>City of Tulsa INCOG</td>
</tr>
<tr>
<td>LU 3.2</td>
<td>Focus regional investments along major transportation corridors, including highways and public transit routes.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 3.2.1</td>
<td>Direct the majority of employment growth and change to areas of the city with access to major transportation infrastructure, such as highways, railroads, the airport, and the Tulsa Ports.</td>
<td>Policy</td>
<td>Tulsa Planning Office TAEO</td>
</tr>
<tr>
<td>LU 3.2.2</td>
<td>Maintain large employment and industrial land accessibility by investing in the maintenance and enhancement of streets and highways that serve as corridors for trucking, other freight, and access to the ports.</td>
<td>Policy</td>
<td>TAO Engineering Services INCOG ODOT</td>
</tr>
<tr>
<td>LU 3.2.3</td>
<td>Locate industrial uses in areas that are most economically suitable and have minimal negative impact on sensitive land uses.</td>
<td>Policy</td>
<td>Tulsa Planning Office TAEO</td>
</tr>
<tr>
<td>LU 3.3</td>
<td>Ensure there is an adequate supply of pad-ready sites for the full range of employment land uses.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 3.3.1</td>
<td>Monitor and address employment land needs through a reoccurring suitability analysis in order to meet industrial and commercial demand.</td>
<td>Analysis</td>
<td>Tulsa Planning Office TAEO</td>
</tr>
<tr>
<td>LU 3.3.2</td>
<td>Identify gaps in utilities and infrastructure capacity of employment land uses through recurring analysis in partnership with local utility companies.</td>
<td>Analysis</td>
<td>Tulsa Planning Office TAEOWater &amp; Sewer Engineering Services Development Services Tulsa Fire Dept. Tulsa Police Dept. Private Utilities</td>
</tr>
</tbody>
</table>

Note: The table entries are extracted from the document and formatted for better readability.
This is one of our big gaps currently.

Should consider alternative energy sources as a way to overcome these challenges.

Should we not also consider public transportation?
<table>
<thead>
<tr>
<th>ID</th>
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</tr>
</thead>
<tbody>
<tr>
<td>LU 3.4</td>
<td>Encourage continued growth and investment in downtown as a major center for jobs, transit, services, and civic and cultural institutions for the entire city and region.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 3.4.1</td>
<td>Maintain downtown as the city's densest urban neighborhood, incorporating the highest potential density of commercial and residential land use.</td>
<td>Policy</td>
<td>City of Tulsa Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 3.4.2</td>
<td>Expand public parks and spaces in the downtown area, including pocket parks, alley activation, plazas, courtyards, rooftop gardens, and privately-owned public open spaces.</td>
<td>Capital</td>
<td>DTP</td>
</tr>
<tr>
<td>LU 3.4.3</td>
<td>Encourage a 24-hour downtown with a diverse mix of uses and activation at all different times of the day.</td>
<td>Policy</td>
<td>DTP</td>
</tr>
<tr>
<td>LU 3.5</td>
<td>Promote quality Local Centers which serve the needs of the surrounding neighborhood population.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 3.5.1</td>
<td>Explore approaches to activate and rehabilitate existing or historical neighborhood commercial activity.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 3.5.2</td>
<td>Use urban design concepts that encourage compact, safe, attractive, and accessible Local Centers.</td>
<td>Standards</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 3.6</td>
<td>Encourage development that fills existing market gaps and provides for the necessities of life.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 3.6.1</td>
<td>Adjust zoning and development codes as needed to allow for a supply and density of housing capable of accommodating demand at all income levels.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 3.6.2</td>
<td>Promote a mix of essential services in Local Centers including grocery stores, education, childcare, health, and social services.</td>
<td>Policy</td>
<td>Tulsa Planning Office TAEO</td>
</tr>
</tbody>
</table>
P. 77 Code changes are controlled by non-elected officials to create more density of housing for all incomes. This is contrary to freedom of property rights.

#061

Posted by Josh Kunkel on 12/11/2022 at 4:47pm [Comment ID: 584] - Link
Type: Suggestion
Agree: 6, Disagree: -5
Yes!!

We need to consider eliminating parking minimums in order for this to be effective.

#062

Posted by Britani on 01/17/2023 at 5:17pm [Comment ID: 771] - Link
Type: Suggestion
Agree: 9, Disagree: 0
Screening with landscape/sound mitigation and highway visibility from the neighborhoods that line highway 51 between Lewis and Utica would increase value in the residential area as well as commercial. This would 100% increase quality of life and make a huge difference for 1000's of Tulsans living and working right there!

#063

Posted by Max Hullman on 11/29/2022 at 6:22pm [Comment ID: 409] - Link
Type: Suggestion
Agree: 21, Disagree: -2
I would like to see a greater push for multi-story car parks downtown. An aerial photo of downtown Tulsa went viral recently showing 50% of the surface area is surface parking, and yet finding parking can still be a challenge.
I would love to see one of the large swathes of concrete be converted to a large park or garden, without sacrificing parking spaces.

Reply by Max Hullman on 11/29/2022 at 6:26pm [Comment ID: 410] - Link
Type: Suggestion
Agree: 21, Disagree: 0
Edit to add: I see LU 3.6.3 is closely related; perhaps require any development on underutilized surface parking lots to have a certain amount of greenscape.

Reply by Aaron Griffith on 11/30/2022 at 1:03pm [Comment ID: 418] - Link
Type: Suggestion
Agree: 25, Disagree: 0
Pervious paving should be required on these surface lots.

https://youtu.be/QijdlarzVnl

Reply by Kyler Smith on 12/15/2022 at 11:35am [Comment ID: 629] - Link
Type: Suggestion
Agree: 4, Disagree: -16
Alternatively, many parking spots should be removed entirely downtown and replaced with other modes (like bike parking and improved bus service)
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>LU 3.6.3</td>
<td>Encourage infill development on underutilized surface parking lots, particularly in the downtown area.</td>
<td>Policy</td>
<td>Tulsa Planning Office TAEO DTP</td>
</tr>
<tr>
<td>LU 3.6.4</td>
<td>Fund and promote the Retail Incentive Policy as an opportunity to sustain, revitalize, and rehabilitate existing retail development, particularly in areas lacking commercial uses.</td>
<td>Program</td>
<td>TAEO</td>
</tr>
<tr>
<td>LU 3.6.5</td>
<td>Incentivize grocery store development in underserved areas of the city.</td>
<td>Incentives</td>
<td>TAEO Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 3.7</td>
<td>Ensure the land use environment is capable of providing spaces for entrepreneurs to thrive.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 3.7.1</td>
<td>Evaluate regulations to identify potential modifications that allow increased use of mobile, pop-up, and temporary businesses.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office Legal</td>
</tr>
<tr>
<td>LU 3.7.2</td>
<td>Promote activation of vacant City-owned property and facilities for lease to business and commercial uses as appropriate.</td>
<td>Program</td>
<td>Asset Management TAEO</td>
</tr>
</tbody>
</table>

**LU 4**

Reinvestment, revitalization, and enhancement programs are focused in areas that have been economically disadvantaged.

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<tr>
<td>LU 4.1</td>
<td>Use the Tulsa Planning Office’s Strategic Planning approach to prioritize planning interventions with a focus on addressing spatial and socioeconomic disparities.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 4.1.1</td>
<td>Include pre-analysis to ensure publicly-funded implementation projects align with Strategic Planning core principles.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 4.1.2</td>
<td>Ensure that new plans authored by the Tulsa Planning Office include prioritization analysis in line with Strategic Planning guidelines.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 4.1.3</td>
<td>Regularly update data and indices used for Strategic Planning analysis to align with changes to the City of Tulsa’s priorities.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
</tbody>
</table>
All orgs should be listed here.

Overcoming 100 years of racially charged disinvestment is going to take everyone to accomplish

Just call it “food deserts”

Yes!!

This should also include promotion of retail in areas where retail does not exist.
Look at the downtown smaller grocery stores in other cities. A great example is HyVee in downtown DesMoines. Reach out to them about opening in downtown Tulsa.
<table>
<thead>
<tr>
<th>ID</th>
<th>Action Required</th>
<th>Action Type</th>
<th>Involved Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU 4.2</td>
<td>Incorporate public and community benefits requirements into development activities that use public assistance.</td>
<td>Strategy</td>
<td>TAOE</td>
</tr>
<tr>
<td>LU 4.2.1</td>
<td>Identify and implement tax increment financing (TIF) districts capable of generating revenues for affordable housing development. This should be defined for rental households at or below 80% of median family income and owner-occupied households at or below 120% of median family income.</td>
<td>Incentives</td>
<td>TAOE</td>
</tr>
<tr>
<td>LU 4.2.2</td>
<td>Explore the requirement of Community Benefits Agreements for development projects that receive significant allocations from TIF Districts.</td>
<td>Incentives</td>
<td>TAOE</td>
</tr>
<tr>
<td>LU 4.2.3</td>
<td>Evaluate dedicating a portion of the ad valorem increment generated by TIF Districts located within the Tulsa Public School District catchment area to the school district.</td>
<td>Incentives</td>
<td>TAOE</td>
</tr>
<tr>
<td>LU 4.3</td>
<td>Consider displacement effects of public plans or investments, and work with community members to mitigate potential negative impacts.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 4.3.1</td>
<td>Include recommendations for mitigating residential displacement during planning in areas where public investment is expected to increase property values.</td>
<td>Policy</td>
<td>Tulsa Planning Office TAOE</td>
</tr>
<tr>
<td>LU 4.3.2</td>
<td>Inform community members potentially affected by public investment projects in a timely and accurate manner, using various communication platforms.</td>
<td>Policy</td>
<td>Tulsa Planning Office TAOE</td>
</tr>
<tr>
<td></td>
<td>Engineering Services Communications WIN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU 4.3.3</td>
<td>Keep ongoing and up-to-date contact information of neighborhood associations, local organizations, and advocacy groups in order to effectively reach community members for outreach.</td>
<td>Policy</td>
<td>WIN Tulsa Planning Office</td>
</tr>
<tr>
<td></td>
<td>Communications</td>
<td></td>
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<tr>
<td>ID</td>
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<td>Involved Parties</td>
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</tr>
<tr>
<td>LU 4.4</td>
<td>Promote the adaptive reuse and rehabilitation of vacant or underutilized structures and buildable land to aid the revitalization of area neighborhoods and development of affordable housing.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 4.4.1</td>
<td>Promote the Emergency Repair Grant Program to connect low-income residents with funding to improve their health and safety.</td>
<td>Program</td>
<td>WIN Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 4.4.2</td>
<td>Connect low- and moderate-income households to the Rehabilitation Loan Program to address lead-based paint (LBP), electrical/mechanical/plumbing (EMP), structural, and interior repairs.</td>
<td>Program</td>
<td>WIN Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 4.4.3</td>
<td>Promote the Working in Neighborhoods Housing Opportunity Partnership (HOP) program to neighborhoods with renovation needs.</td>
<td>Program</td>
<td>WIN Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 4.4.4</td>
<td>Assemble sites that can be put to more productive use through land banks, land trusts, and brownfield remediation.</td>
<td>Policy</td>
<td>TAEØ WIN</td>
</tr>
<tr>
<td>LU 4.4.5</td>
<td>Work with neighborhoods to foster revitalization through the Vibrant Neighborhoods Partnership program.</td>
<td>Program</td>
<td>Tulsa Planning Office City of Tulsa Community Partners</td>
</tr>
<tr>
<td>LU 4.4.6</td>
<td>Permit and facilitate alternative options for healthy food access, including urban agriculture, community gardening, food forests, and farmers’ markets.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services Tulsa Parks</td>
</tr>
<tr>
<td>LU 4.5</td>
<td>Support and strengthen the capacity of community development corporations (CDCs) and other community investment organizations.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 4.5.1</td>
<td>Implement the use of public trusts, including Neighborhood Real Estate Investment Trusts, Community Investment Trusts, and land banks, to provide funding for targeted neighborhood needs, including affordable housing, affordable commercial space, and infrastructure improvements.</td>
<td>Policy</td>
<td>TAEØ Tulsa Planning Office WIN Finance</td>
</tr>
<tr>
<td>LU 4.5.2</td>
<td>Provide educational resources to community members to establish new Community Housing Development Organizations.</td>
<td>Program</td>
<td>Finance TAEØ Community Partners</td>
</tr>
</tbody>
</table>
Consider including energy efficiency programs too

Many times utility bills make up the single largest variable expense for a resident
<table>
<thead>
<tr>
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</thead>
</table>
| LU 4.5.3 | **Identify and pursue funding opportunities for local community development work, including the use of micro-loans, grant programs, and low-interest and zero interest loan programs.**                                                                                                                                                                                                                                           | Program     | TAOE  
Tulsa Planning Office  
WIN                                                                 |
| LU 5    | **Tulsa’s neighborhoods are recognized for distinct characteristics, and development occurs with sensitivity to local context.**                                                                                                                                                                                                                                                                                                                                                   |             |                                               |
| LU 5.1  | Establish Neighborhood Character Overlays to preserve neighborhood characteristics through urban design standards.                                                                                                                                                                                                                                                                                                                                                               | Strategy    | Multiple                                      |
| LU 5.1.1| Create clear eligibility criteria with boundaries that reflect a cohesive built environment that represents common characteristics and the setting of the neighborhood.                                                                                                                                                                                                                                                                                                        | Code Changes| Tulsa Planning Office  
Neighborhoods                                                                 |
| LU 5.1.2| Develop design standards that are compatible in scale with existing buildings, promote open space, and reflect the unique character of the neighborhood.                                                                                                                                                                                                                                                                                                                                 | Code Changes| Tulsa Planning Office  
Neighborhoods                                                                 |
| LU 5.2  | Use Historic Preservation Overlays to ensure changes made in the area are consistent with the historic and architectural characteristics of the neighborhood.                                                                                                                                                                                                                                                                                                                     | Strategy    | Tulsa Planning Office                          |
| LU 5.2.1| Identify additional neighborhoods that may be appropriate for a Historic Preservation Overlay.                                                                                                                                                                                                                                                                                                                                                                                      | Policy      | Tulsa Planning Office                          |
| LU 5.2.2| Continue to work with the Tulsa Preservation Commission to give applicants clear information regarding design standards.                                                                                                                                                                                                                                                                                                                                                       | Policy      | Tulsa Planning Office                          |
| LU 5.2.3| Develop a standardized process and provide guidance for neighborhoods that want to apply a Historic Preservation Overlay designation.                                                                                                                                                                                                                                                                                                                                           | Policy      | Tulsa Planning Office                          |
| LU 5.3  | Ensure appropriate transitions are provided between nonresidential and residential uses.                                                                                                                                                                                                                                                                                                                                                                                       | Strategy    | Tulsa Planning Office                          |
| LU 5.3.1| Encourage infill development that adds complementary uses and is compatible in form and scale to the immediate surrounding development.                                                                                                                                                                                                                                                                                                                                       | Policy      | Tulsa Planning Office                          |
...while still allowing for growth to occur

Establish a downtown design overlay.
Allow CBD zoning to have design overlays.

Need to consider guidelines for allowing solar panels in historic zoned neighborhoods

This is challenging because we need to encourage the development of commercial and retail in zones of large scale single family residential in order for more of Tulsa to become walkable.
add: "and character" so that infill development is compatible not only with scale but with unique character
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<tbody>
<tr>
<td>LU 5.3.2</td>
<td>Promote building and massing guidance for commercial and office uses adjacent to neighborhoods to ensure they are neighborhood-scale, well designed, appropriately located, and consistent with the existing development context.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 5.3.3</td>
<td>Encourage the conservation of the urban tree canopy through the utilization of existing trees as screening between uses.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 5.3.4</td>
<td>Encourage the preservation, enhancement, and creation of on-site open space that can be used as a buffer between different uses.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 5.3.5</td>
<td>Encourage landscape design and site improvements that complement the appearance of surrounding land uses.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 5.4</td>
<td>Promote the Tulsa Planning Office’s Neighborhood Toolkit to empower neighborhoods to better manage their built environment.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 5.4.1</td>
<td>Ensure that the Neighborhood Toolkit provides access to programs and partners to improve neighborhoods.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 5.4.2</td>
<td>Update the Neighborhood Toolkit information based on new programs, events, trainings, and other useful resources for neighborhoods.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
</tbody>
</table>

**LU 6** Commercial areas and activity centers complement their surrounding uses.

| LU 6.1  | Accommodate reasonable commercial development along Main Streets and other commercial corridors.                                                                                                                                                                                                                                                    | Strategy   | Multiple                       |
|LU 6.1.1 | Develop partnerships with established commercial organizations (Business Improvement Districts, Main Street organizations, Destination Districts, etc.) to facilitate coordination between businesses and the surrounding neighborhoods.                                                                                                    | Partnership | Tulsa Planning Office TAE0    |
|LU 6.1.2 | Dedicate capital funding to the enhancement of streetscapes in commercial districts.                                                                                                                                                                                                                                                               | Capital     | City of Tulsa TAE0            |
#075

Posted by Josh Kunkel on 12/11/2022 at 5:03pm [Comment ID: 594] - Link

Type: Suggestion

Agree: 2, Disagree: -6

There should be consideration for developing new commercial corridors in existing areas of large swaths of residential.
<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>LU 6.1.3</td>
<td>Incorporate design guidelines into development plans to minimize negative impacts on adjoining neighborhoods by blending edge conditions through the diversification of land uses and housing choices.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 6.2</td>
<td>Encourage transit-oriented commercial, mixed-use, and residential development along existing and planned bus rapid transit (BRT) routes.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 6.2.1</td>
<td>Incentivize rezoning of properties along BRT lines to mixed-use zoning as recommended in the associated BRT Land Use Frameworks.</td>
<td>Incentives</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 6.2.2</td>
<td>Coordinate rezoning incentives with commercial revitalization incentives to further encourage mixed-use improvements.</td>
<td>Incentives</td>
<td>Tulsa Planning Office TAEO</td>
</tr>
<tr>
<td>LU 6.2.3</td>
<td>Support higher-density residential development along BRT corridors where appropriate.</td>
<td>Policy</td>
<td>Tulsa Planning Office TAEO</td>
</tr>
<tr>
<td>LU 6.3</td>
<td>Coordinate with surrounding municipalities and counties to ensure consistent land use planning and development requirements along highways.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 6.3.1</td>
<td>Coordinate regional discussions about the best ways to develop highway corridors that include planners, economic development professionals, transportation professionals, industry leaders, local residents, and others.</td>
<td>Partnership</td>
<td>Tulsa Planning Office INCOG TAEO ODOT OTA</td>
</tr>
<tr>
<td>LU 6.3.2</td>
<td>In general, reserve highway-adjacent properties for nonresidential uses to maximize economic potential and reduce negative health outcomes associated with sensitive uses in proximity to highway particulate matter and ground-level ozone.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 6.4</td>
<td>Implement access management standards to ensure safe transportation connections to and through commercial areas.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 6.4.1</td>
<td>Implement access management standards based on street type and surrounding land uses.</td>
<td>Standards</td>
<td>INCOG Transportation Engineering Services Tulsa Planning Office</td>
</tr>
</tbody>
</table>
Consider eliminating residential parking minimums in these areas as well.

Consider eliminating parking minimums for residential in mx zoning

Love this idea!

"where appropriate" is vague and leave so much wiggle room. Shouldn't higher density development adhere to the other objectives in the plan about preserving character, scale and unique characteristics of areas?

Upgrading high pedestrian thoroughfares with access management through raised medians (on corridors with sufficient width) is an excellent safety and beautification strategy. This should be a priority.

Agreed!
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<tbody>
<tr>
<td>LU 6.4.2</td>
<td>Close unused driveways to the extent possible when resurfacing, rehabilitating, or replacing streets through capital improvement projects.</td>
<td>Policy</td>
<td>Engineering Services Streets &amp; Stormwater</td>
</tr>
<tr>
<td>LU 7</td>
<td><strong>Residential and mixed-use areas are well connected to surrounding land uses.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU 7.1</td>
<td>Ensure the street grid has a suitable level of connectivity to reduce the need to travel solely on arterial streets.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 7.1.1</td>
<td>Develop connectivity standards that distinguish between connectivity within a new development and connectivity from a new development to surrounding areas.</td>
<td>Standards</td>
<td>Tulsa Planning Office Engineering Services Development Services</td>
</tr>
<tr>
<td>LU 7.1.2</td>
<td>Require stub street connections in new subdivisions, and develop criteria to ensure that stub connections provide a suitable alternative route to connect neighborhoods.</td>
<td>Standards</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 7.1.3</td>
<td>Ensure that block lengths are within a range that promotes walkability.</td>
<td>Standards</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 7.1.4</td>
<td>Develop mid-mile street plans for greenfield areas of the city that will develop in the future to ensure a hierarchy of streets and to reduce congestion on the mile-by-mile grid of arterial streets.</td>
<td>Planning</td>
<td>Engineering Services Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 7.1.5</td>
<td>Implement spacing and length limitations on cul-de-sacs and dead-end streets in new subdivisions.</td>
<td>Policy</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 7.1.6</td>
<td>Assess the impact of major development projects on the arterial network, and evaluate what other connections could be made to reduce the traffic impact.</td>
<td>Planning</td>
<td>Tulsa Planning Office Engineering Services Streets &amp; Stormwater</td>
</tr>
<tr>
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</tr>
<tr>
<td>LU 7.2</td>
<td>Encourage multi-modal transportation infrastructure as a part of new subdivision development.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 7.2.1</td>
<td>Develop standards to secure easements for planned trail corridors through new development.</td>
<td>Standards</td>
<td>Tulsa Planning Office Development Services INCOG Transportation</td>
</tr>
<tr>
<td>LU 7.2.2</td>
<td>Explore further reduction of parking minimums for mixed-use and nonresidential uses.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 7.3</td>
<td>Strategically locate new multi-modal infrastructure in developed areas of the city to better connect existing neighborhoods to their surroundings.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 7.3.1</td>
<td>Prioritize pedestrian, bicycle, and transit connections to public parks, schools, libraries, and other community-based land uses.</td>
<td>Planning</td>
<td>Tulsa Planning Office INCOG Transportation Engineering Services Streets &amp; Stormwater Tulsa Transit</td>
</tr>
<tr>
<td>LU 7.3.2</td>
<td>Prioritize pedestrian, bicycle, and transit connections from neighborhoods to surrounding retail and employment corridors and centers.</td>
<td>Planning</td>
<td>Tulsa Planning Office INCOG Transportation Engineering Services Streets &amp; Stormwater Tulsa Transit</td>
</tr>
<tr>
<td>LU 7.3.3</td>
<td>Prioritize streets for pedestrian and bicycle infrastructure improvements in areas of the city that have high population density and low rates of automobile ownership.</td>
<td>Planning</td>
<td>Tulsa Planning Office INCOG Transportation Engineering Services Streets &amp; Stormwater</td>
</tr>
<tr>
<td>LU 7.4</td>
<td>Incorporate appropriate uses that support residents’ daily needs into predominantly residential areas.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 7.4.1</td>
<td>Further develop screening standards between incompatible uses and transitioning standards between compatible land uses at the edges of commercial districts and residential neighborhoods.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office</td>
</tr>
</tbody>
</table>
Consider further elimination of parking minimums

Great idea, increase walk-ability and healthier living

P. 85 Minimize autos and maximize buses and bicycles in denser neighborhoods.

Development code parking requirements (including redevelopment projects) need to be reduced immediately on mid-size and larger developments. Too many large parking lots are wasting land for no purpose. Trends have moved in car usage and prior code requirements have been too high for many years.
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</tr>
</thead>
<tbody>
<tr>
<td>LU 7.4.2</td>
<td>Encourage new subdivisions to include nonresidential uses that serve the residents of the subdivision.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 7.4.3</td>
<td>Evaluate and enhance supplemental regulations in the zoning code to improve compatibility between uses.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 8</td>
<td><strong>Tulsa’s natural and architectural assets are preserved and enhanced.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU 8.1</td>
<td>Identify assets for protection and preservation, and initiate measures through regulatory changes or partnerships with appropriate agencies.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.1.1</td>
<td>Maintain a publicly available inventory of historic structures on the National Register of Historic Places, and supplement it with a list of properties eligible for placement on the Register.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.1.2</td>
<td>Encourage preservation easements to protect historic structures.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.1.3</td>
<td>Explore and promote the adoption of new historic preservation districts.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.1.4</td>
<td>Identify natural assets, including waterways, conservation areas, and park areas, for the Park and Open Space Land Use Category.</td>
<td>Analysis</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.2</td>
<td>Develop guidelines for development near natural assets including recommendations for design, buffers, appropriate uses, and mitigation.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.2.1</td>
<td>Develop zoning regulations for developments adjacent to natural assets to provide appropriate buffers and limitation on the intensity of use.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.2.2</td>
<td>Enhance the Subdivision and Development Regulations with guidance for development near natural assets.</td>
<td>Standards</td>
<td>Tulsa Planning Office</td>
</tr>
</tbody>
</table>
The action items in LU 8 are commendable and needed; how and when will this happen? what will trigger this action? who is prioritizing this? How can we ensure these will be given appropriate attention and followed up?
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</tr>
</thead>
<tbody>
<tr>
<td>LU 8.3</td>
<td>Enhance landscaping, including tree preservation and planting, when establishing development plans for undeveloped areas.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.3.1</td>
<td>Encourage development plans for new development near sensitive environmental areas in order to enhance landscaping and other protections for natural assets.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.3.2</td>
<td>Provide incentives for developments to encourage additional landscaping and tree planting. This could include a reduction in parking requirements for enhanced landscaping.</td>
<td>Incentives</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 8.4</td>
<td>Enhance publicly held properties within floodplains and natural areas for public use.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 8.4.1</td>
<td>Create an inventory of publicly held property, and identify opportunities for improvements.</td>
<td>Planning</td>
<td>Tulsa Planning Office Streets &amp; Stormwater Tulsa Parks Asset Management</td>
</tr>
<tr>
<td>LU 8.4.2</td>
<td>Add park amenities and opportunities for education, recreation, and conservation within natural areas.</td>
<td>Capital</td>
<td>Tulsa Parks</td>
</tr>
</tbody>
</table>

**LU 9**

*Tulsa is a leader in sustainable development practices.*

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<tr>
<td>LU 9.1</td>
<td>Enhance guidance for low-impact development (LID), and incentivize LID approaches in development.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 9.1.1</td>
<td>Create a working group of relevant City departments and outside experts to develop enhanced LID standards.</td>
<td>Policy</td>
<td>Streets &amp; Stormwater Tulsa Planning Office Subject Matter Experts</td>
</tr>
<tr>
<td>LU 9.1.2</td>
<td>Incentivize the use of LID by providing further reductions in parking requirements for the use of promoted standards.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
</tbody>
</table>
#084

Posted by Kent G. on 02/15/2023 at 9:32pm [Comment ID: 943] - Link
Agsree: 2, Disagree: -1

P. 87 Forcing the use of less autos by code changes made by unelected officials and freedom to chose ones transportation mode.

#085

Posted by Kristine Stover on 01/08/2023 at 6:16am [Comment ID: 679] - Link
Agsree: 10, Disagree: 0

All new commercial buildings should be required to incorporate landscape, trees and green space based on their size.
<table>
<thead>
<tr>
<th>ID</th>
<th>Action Required</th>
<th>Action Type</th>
<th>Involved Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU 9.2</td>
<td>Support and incentivize adaptive reuse of buildings, infill development, and brownfield redevelopment.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 9.2.1</td>
<td>Identify barriers to redevelopment of existing buildings, and revise zoning regulations to address issues.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office Development Services</td>
</tr>
<tr>
<td>LU 9.2.2</td>
<td>Identify potential brownfield sites that may be well suited for redevelopment, and develop an approach for remediation.</td>
<td>Analysis</td>
<td>Tulsa Planning Office TAEO</td>
</tr>
<tr>
<td>LU 9.3</td>
<td>Encourage use of native landscaping to ensure longevity of life and appropriate habitat for native species.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 9.3.1</td>
<td>Update the Recommended and Prohibited Tree Species list when necessary with recommendations developed by experts such as Up With Trees, US Forestry Department, Audubon, and others.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 9.4</td>
<td>Use sustainable development practices during public development and infrastructure projects.</td>
<td>Strategy</td>
<td>Engineering Services Streets &amp; Stormwater Asset Management All Departments as Relevant</td>
</tr>
<tr>
<td>LU 9.5</td>
<td>Explore and promote applicable grants, tax credits, and other programs to encourage LID.</td>
<td>Strategy</td>
<td>TAEO</td>
</tr>
<tr>
<td>LU 10</td>
<td><strong>Future growth is balanced with the ability to provide public services and infrastructure.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU 10.1</td>
<td>Define development guidelines for areas that are difficult to serve with public safety, utility, or transportation infrastructure.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
</tbody>
</table>
#086

Posted by Michael Hall on 11/30/2022 at 8:08am [Comment ID: 413] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Consider already existing emergency services that can support the established goals while simply removing a specific fire and EMS delivery name. An Automatic Aid Agreement would save millions in station relocation expenses.

#087

Posted by Michael Hall on 11/30/2022 at 8:14am [Comment ID: 414] - Link
Type: Question
Agree: 0, Disagree: 0
Would the development guidelines consider the value of external support when it is feasible and value added?

#088

Posted by PSG on 02/16/2023 at 9:52am [Comment ID: 976] - Link
Type: Suggestion
Agree: 4, Disagree: 0
YES!

#089

Posted by PSG on 02/16/2023 at 9:51am [Comment ID: 975] - Link
Type: Question
Agree: 4, Disagree: 0
what about incentives to redevelop existing buildings to prevent tear downs?

#090

Posted by PSG on 02/16/2023 at 9:50am [Comment ID: 974] - Link
Type: Question
Agree: 4, Disagree: 0
what about greenfield development?

#091

Posted by **Kristine Stover** on **01/08/2023** at **6:18am** [Comment ID: 680] - [Link](#)

Agree: 12, Disagree: 0

Love this idea. More native grasses and plants need less water and care.

#092

Posted by **Kristine Stover** on **01/08/2023** at **6:21am** [Comment ID: 681] - [Link](#)

Agree: 10, Disagree: 0

Trees planted should be selected on their ability to thrive in that location. Far too many trees in Tulsa have been planted without this consideration and die due to Tulsas extreme weather and the poor tree choices.
<table>
<thead>
<tr>
<th>ID</th>
<th>Action Required</th>
<th>Action Type</th>
<th>Involved Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU 10.1.2</td>
<td>Develop serviceability maps, and update them on a regular recurring basis.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 10.2</td>
<td>Prioritize compact development and infill development for more efficient use of existing infrastructure and services.</td>
<td>Strategy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 10.2.1</td>
<td>Enable &quot;Missing Middle&quot; housing types in developed areas of the city by updating the zoning code.</td>
<td>Code Changes</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 10.2.2</td>
<td>Permit mobile homes in more areas of the city, particularly those that are not primarily industrial land use.</td>
<td>Policy</td>
<td>Tulsa Planning Office</td>
</tr>
<tr>
<td>LU 10.3</td>
<td>Seek ways to increase funding for government services by diversifying funding sources.</td>
<td>Strategy</td>
<td>Multiple</td>
</tr>
<tr>
<td>LU 10.3.1</td>
<td>Explore Public Safety Districts to access ad valorem taxes for Tulsa Police Department and Tulsa Fire Department operations, reducing the volatility associated with sales tax funding.</td>
<td>Advocacy</td>
<td>Mayor's Office, City Council, INCOG</td>
</tr>
<tr>
<td>LU 10.3.2</td>
<td>Consolidate Community Development Block Grants (CDBG) and HOME Investment Partnership Program (HOME) federal funding into specific programs so that City positions administering these programs can be funded by those dollars.</td>
<td>Policy</td>
<td>Finance WIN, Tulsa Planning Office</td>
</tr>
</tbody>
</table>

**Notes:**
- **LU 10.2.2** highlight color indicates a specific area of focus or emphasis.
- **LU 10.2.1** and **LU 10.2.2** are related to compact development strategies.
- **LU 10.3.1** and **LU 10.3.2** focus on funding diversification and administrative efficiency.
#093

Posted by Robert Brejcha on 02/25/2023 at 1:42pm [Comment ID: 1051] - [Link]
Type: Question
Agree: 4, Disagree: 0
Please explain the Advocacy role of INCOG with respect to establishing taxes in the City of Tulsa.

#094

Posted by Josh Kunkel on 12/11/2022 at 5:16pm [Comment ID: 601] - [Link]
Type: Suggestion
Agree: 3, Disagree: 0
Thank you for including this

#095

Posted by Austin Chapman on 01/11/2023 at 3:50pm [Comment ID: 699] - [Link]
Type: Suggestion
Agree: 3, Disagree: 0
The term "Mobile Home" is antiquated and should be changed to 'Manufactured Housing subdivision"
Tulsa Planning Office staff selected this set of 6 cities from the review of more than 30 comprehensive plans from across the United States. These cities were selected for the broad spectrum of land use approaches outlined in their respective comprehensive plans. The metrics chosen for this chapter include measures of growth and density. While Tulsa is lagging behind the rest of the cities with regard to population and employment growth, it has comparable levels of residential and employment density to several of the selected cities.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Units</th>
<th>Tulsa, OK</th>
<th>Portland, OR</th>
<th>Denver, CO</th>
<th>Oklahoma City, OK</th>
<th>Minneapolis, MN</th>
<th>Nashville, TN</th>
<th>Tampa, FL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population Growth (2010-2020)</strong></td>
<td>% Change</td>
<td>6.4%</td>
<td>15.1%</td>
<td>23.8%</td>
<td>20.8%</td>
<td>13.3%</td>
<td>17.3%</td>
<td>15.5%</td>
</tr>
<tr>
<td><strong>Employment Growth (2010-2021)</strong></td>
<td>% Change</td>
<td>6.8%</td>
<td>20.1%</td>
<td>31.0%</td>
<td>18.8%</td>
<td>14.7%</td>
<td>19.8%</td>
<td>35.5%</td>
</tr>
<tr>
<td><strong>Residential Density</strong></td>
<td>Units per Acre</td>
<td>1.46</td>
<td>3.22</td>
<td>3.42</td>
<td>0.71</td>
<td>5.24</td>
<td>0.99</td>
<td>1.55</td>
</tr>
<tr>
<td><strong>Employment Density</strong></td>
<td>Jobs per Acre</td>
<td>3.59</td>
<td>13.83</td>
<td>16.67</td>
<td>1.67</td>
<td>53.41</td>
<td>3.34</td>
<td>13.51</td>
</tr>
</tbody>
</table>
#096

Posted by James Spinks on 11/21/2022 at 1:53pm [Comment ID: 286] - Link
Type: Suggestion
Agree: 1, Disagree: -1

The comparison cities are, I believe, poor choices. With the exception of Tampa and Minneapolis population are substantially larger. Tampa has unique land to consider in its development and Minneapolis has the 7 County Council to handle development on a coordinated area wide basis not a single city basis. Size of the city has a material barring on all the evaluation criteria chosen. The criteria appears to be what someone wants and hopes Tulsa will be not the existing facts and conditions.

#097

Posted by Josh Kunkel on 12/11/2022 at 5:31pm [Comment ID: 602] - Link
Type: Suggestion
Agree: 0, Disagree: -1

Another metric to consider adding here is number of residential and commercial building permits issued.

We would likely see a significant difference between Tulsa and The other cities.
Population Growth

Tulsa has experienced growth in the past decade; however, it has the lowest percentage of population growth when compared to the selected cities. At 6.4%, this is less than half of the growth of the cities identified in Table A. The rest of the Tulsa Metropolitan Statistical Area (MSA) grew at more than double the rate of Tulsa proper, at a rate of 13.8%. This illustrates the continued suburban growth pattern that has extended beyond Tulsa’s city limits. Within the city limits there are pockets of growth and decline in the past decade. The areas that have grown the most (in blue) include the area north of Broken Arrow, Tulsa Hills, and Downtown. The areas that have lost the most population in the past decade include the neighborhoods surrounding the Gathering Place, West Tulsa, North Tulsa, and areas surrounding the University of Tulsa campus. This could be caused by a number of things; for example, several multi-dwelling unit housing complexes have been removed from some of these areas in the past decade.

Employment Growth

When compared to the selected cities, Tulsa also has the lowest percentage of Employment growth. Tulsa’s number of employed residents increased from 178,581 in 2010 to 190,755 in 2020, an increase of 12,174 or 6.8%. Recognizing potential job centers and proactively planning for new employment uses is crucial to providing heightened employment growth.

Residential Density

Tulsa ranks in the middle among the selected cities for residential density, with approximately 1.46 housing units per acre. Lower density limits the City’s ability to efficiently provide public services and infrastructure to Tulsa residents. It is important to prioritize infill development in the future to increase density and make City services more efficient for everyone.

Employment Density

Tulsa has an Employment Density of 3.56 jobs per acre and is on the low end among the selected cities. Increasing employment density will encourage more people to migrate towards Tulsa from the surrounding suburbs and even cities outside of the MSA.
Has this number of employed been pandemic adjusted for 2020 - was this the number at the start of 2020 or the end of 2020?

This level of density is incredibly low. This is our main issue to tackle over the next 50 years

We have a noticeable gap of new employers or employers that are growing within the 50-500 person size. Tulsa needs to accept this reality and move forward with attracting and encouraging businesses in this size range.

I agree with this goal. Why shouldn't Tulsa abolish all SFH zoning near downtown and around TU to meet young workers and students actual housing needs?
Type: Suggestion
Agree: 3, Disagree: -9
Agreed!
EQUITY & RESILIENCE CONSIDERATIONS

FOOD INSECURITY

Nutrition is a significant component of individual physical health and well-being. Despite this, many geographies and communities do not have easy access to grocery stores or other venues to purchase nutritious foods. Moreover, the affordability of healthy options in comparison to less healthy options can present a barrier for low-income residents. In addition to geographic access and cost, the amount of time needed to complete the task of purchasing groceries, particularly in the context of long trips with limited public transit and pedestrian infrastructure, reduces the likelihood that healthy foods can be incorporated into a consistent routine. Without adequate time and education on meal preparation, healthy eating habits can be difficult to maintain. According to the USDA Food Access Atlas, food deserts in Tulsa are present in north Tulsa and along the Charles Page Boulevard corridor, and 1 in 4 Tulsans live within a defined food desert. In contrast, south Tulsa and Midtown have numerous options at various price points.

Recommendations

LU.ER.1 Incentivize grocery store development in underserved regions of the city.
LU.ER.2 Invest in transportation and mobility options that target food access for marginalized people groups.
LU.ER.3 Support mobile grocery distribution services, particularly to serve older adults and other Tulsans with mobility limitations.
LU.ER.4 Permit and facilitate the development of alternative options for healthy foods including urban agriculture, community gardening, food forests, and farmers’ markets.

URBAN/SUBURBAN SPRAWL

Tulsa’s large area and relatively low density development pattern require residents to travel substantial distances to accomplish their daily needs of food access, healthcare access, employment access, and more. The sprawling infrastructure and public service areas also lead to difficulties in maintaining streets and utilities, as well as adequate service levels for public safety, public transit, park and recreation options, and public school districts. Tulsa’s geographic context also includes significant disparity in terms of wealth and health outcomes based on where a household is located, as well as persistent segregation by race and ethnicity. This creates a significant opportunity gap that favors Tulsans with means over historically underserved communities.

Recommendations

LU.ER.5 Ensure that new development can be adequately served by infrastructure and public services provided by the City.
LU.ER.6 Promote new housing and other developments in existing areas of the city, particularly along rapid transit (BRT) and other transit alignments.
LU.ER.7 Increase transportation options and availability in areas where automobile access is limited.
LU.ER.8 Permit mixed-use development that collocates many uses to reduce the number of and length of trips required to access goods and services.

INCOMPATIBLE LAND USES

Land use decisions are often made in order to ensure land uses that present some level of incompatibility are separated. Incompatibility can arise due to environmental hazards such as air, soil, water, noise, or light pollution. Industrial uses and highways are two examples of uses that are often incompatible with more sensitive land uses, such as neighborhoods, parks, or schools. While zoning and land use plans provide much of the needed guidance to ensure separation is adequate, there are disparities in Tulsa with regard to what communities bear the burden of living in proximity to potential harmful land uses. These include west Tulsa, whose proximity to heavy industrial uses presents risks associated with air quality. Where these dynamics exist presently, mitigation efforts can be pursued to reduce the associated risks to local residents.

Recommendations

LU.ER.9 Discourage the development of sensitive land uses in close proximity to highways and industrial areas.
LU.ER.10 Pursue landscaping and other buffering between existing sensitive land uses and high-intensity uses.
#102

Posted by Rick on 01/24/2023 at 6:22pm [Comment ID: 816] - [Link]
Type: Suggestion
Agree: 1, Disagree: 0
Great stuff!

#103

Posted by Thad Dale on 11/21/2022 at 11:15am [Comment ID: 283] - [Link]
Agree: 2, Disagree: -5
Food insecurity has to be addressed with a free-market solution. We shouldn't use citizen tax dollars to force this issue that doesn't have a good chance of being sustainable.

#104

Posted by Kent G. on 02/15/2023 at 9:29pm [Comment ID: 942] - [Link]
Agree: 2, Disagree: -1
P. 92 This is a fear tactic to promote the sustainability, equity, and Green energy agenda with such words as Insecurity and Food Deserts.
GEOGRAPHIC DISPARITIES
The above map identifies areas where land uses associated with daily needs are concentrated, as well as areas where those uses are absent. While some areas on the edges of the city have low access, they generally have low or low-density population. Locations such as Crutchfield, Dawson, and neighborhoods south of the airport, which contain significant populations, have few land uses associated with residents’ daily needs. The downtown area, Brookside, and neighborhoods east of downtown have nearly all daily needs in close proximity.

INDICATORS USED IN MAP
- Proximity to Schools
- Proximity to Healthcare
- Proximity to Social Services
- Proximity to Financial Services
- Proximity to Eating Places
- Proximity to Libraries
- Proximity to Parks
- Proximity to Retail
- Proximity to Social Clubs
- Proximity to Places of Worship
- Proximity to Arts/Entertainment
- Proximity to Healthy Food Sources

RELEVANT EQUALITY INDICATORS*
- INDICATOR 5: Existing Jobs by Geography
- INDICATOR 43: Food Deserts by Geography

RELEVANT RESILIENT TULSA ACTIONS**
- ACTION 12: Incentivize grocery store development in underserved communities.
- ACTION 26: Establish an Innovation District and Prototyping Zone

VULNERABLE POPULATION GROUPS
- Low-Income households
- Racial and ethnic minority populations
- Older adults
- Youth
- Persons with physical and/or cognitive disabilities
- Suburban populations with lack of pedestrian, bicycle, and public transit infrastructure
- Justice-involved persons
- Households without access to an automobile

*Equality Indicator reports are issued annually by the City of Tulsa.
**Resilient Tulsa Strategy was adopted by the City of Tulsa in 2018.
#105

Posted by Arthur Miranda on 11/23/2022 at 10:12am [Comment ID: 332] - Link
Type: Suggestion
Agree: 2, Disagree: -7

I would love for a lot more density (especially missing middle and apartments, we need some affordable options) to be considered around Brookside/Midtown - Brookside and Cherry Street need some more density of young people to support those areas if they want to grow to look a little more like Nashville's beloved 12 South or KC's Westport (including those since they are some of the comparable cities chosen for different plans here)

Reply by Aaron Griffith on 11/25/2022 at 12:32am [Comment ID: 364] - Link
Type: Suggestion
Agree: 17, Disagree: -1

Increasing density with zero regard for the increased capacity on the oldest, often functionally obsolete, sanitary and storm sewer systems in this area, often operating at or over capacity already, into areas that have the highest densities in Tulsa currently is an ill advised, unforced error that is a recipe for an expensive disaster. Not to mention the loss of permeable surfaces and open spaces that go along with that type of missing middle multi family units will compound stormwater runoff volumes and stresses on this aging overwhelmed infrastructure.

Increase density and add missing middle housing in areas with the lowest densities and newer infrastructure is designed and in much better shape to handle the higher demands on the systems this type of development will generate.
HEALTH & WELLNESS CONSIDERATIONS

**Urban Density**

<table>
<thead>
<tr>
<th>Health Impact</th>
<th>Associated Health Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher levels of physical activity associated with less driving</td>
<td>Reduction in obesity, cancer, diabetes, and cardiovascular disease</td>
</tr>
<tr>
<td>Stress and social isolation associated with low urban density</td>
<td>Increase in anxiety and depressive disorders</td>
</tr>
</tbody>
</table>

**Tulsa Context**

Tulsa does not have a traditional concentric density pattern where higher density residential is located near the urban core of the city. In fact, some of Tulsa’s highest levels of residential density are located near the city limits, where apartment complexes have clustered along major arterial corridors like Memorial Rd. and Garnett Rd. The urban form of the areas near the urban core are more well-suited to accommodating residential density, with greater levels of street connectivity, more walkable infrastructure, and a more varied mix of land uses. Despite this condition, there is relatively little Missing Middle housing and multi-family housing in this area when compared to cities of similar size.

**Policy Recommendations**

*LU.HW.1* Ensure development density is supported by the ability to provide public services in a given area.

*LU.HW.2* Prioritize development density along public transit corridors.

*LU.HW.3* Increase density near the downtown area in ways that do not significantly alter the experience of living in such neighborhoods.

**Urban/Suburban Sprawl**

<table>
<thead>
<tr>
<th>Health Impact</th>
<th>Associated Health Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low levels of physical activity</td>
<td>Increase in obesity, cancer, diabetes, and cardiovascular disease</td>
</tr>
<tr>
<td>Poor air quality from increased automobile usage</td>
<td>Increase in asthma and other respiratory or cardiovascular diseases.</td>
</tr>
</tbody>
</table>

**Tulsa Context**

Tulsa has a long history of annexation and expansive growth. In the last 10 years the proportion of greenfield subdivision development to infill development has flipped. This is due in large part to exhausting the available supply of undeveloped land. The remaining greenfield development in Tulsa is focused in two areas. First is the Tulsa Hills/West Highlands area, where there is still room to grow, but recent zoning initiatives reflect a desire to leave the area less developed. Second, development from the north of Broken Arrow has spilled into east Tulsa through a part of the Broken Arrow School District. Continued expansion puts pressure on the City’s ability to adequately provide and maintain infrastructure and public services.

**Policy Recommendations**

*LU.HW.4* Define development guidelines for areas that are difficult to serve with public safety, utility, or transportation infrastructure.

*LU.HW.5* Collaborate with school districts on site selection based on new growth.

*LU.HW.6* Support and incentivize adaptive reuse of buildings, infill development, and brownfield redevelopment.
Development along public transit corridors should also be subject to "not significantly" altering the experience of living in neighborhoods adjacent to such public transit corridors.
### Transit-Oriented Development (TOD)

<table>
<thead>
<tr>
<th>Health Impact</th>
<th>Associated Health Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher levels of physical activity associated with less driving</td>
<td>Reduction in obesity, cancer, diabetes, and cardiovascular disease</td>
</tr>
<tr>
<td>Reduced automobile collisions associated with less driving</td>
<td>Reduction in severe injury, fatality, and post-traumatic stress</td>
</tr>
<tr>
<td>Affordability associated with public transportation use</td>
<td>Increased capacity to spend money on healthy choices</td>
</tr>
</tbody>
</table>

#### Tulsa Context

The development of the Peoria bus rapid transit (BRT) route and the upcoming Route 66 BRT route, in conjunction with the “transit sub-hubs” identified in Tulsa Transit’s Connecting Progress report, provide new opportunities to incorporate transit-oriented development (TOD) in Tulsa. The existing Mixed-Use zoning incentive program along both the Peoria BRT corridor and the upcoming Route 66 BRT corridor promotes development that best uses the investments in public transit.

#### Policy Recommendations

**LU.HW.7** Encourage TOD around existing transit and BRT routes.

**LU.HW.8** Incentivize rezoning to Mixed-Use zoning as a tool to achieve TOD.

**LU.HW.9** Develop incentives to support TOD in areas with higher percentages of low-income residents and residents who use transit.

**LU.HW.10** Develop policies for these incentives that ensure continued affordability of housing as part of TOD.

**LU.HW.11** Acquire land (public entities) in strategic locations (certain stops, subhubs, etc.) to develop equitable TOD.

**LU.HW.12** Develop funding sources or programs to support existing residents in areas that will likely be impacted by TOD to mitigate concerns of displacement.

### Highway Pollutants and Sensitive Land Uses

<table>
<thead>
<tr>
<th>Health Impact</th>
<th>Associated Health Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poor air quality from proximity to highway automobile emissions</td>
<td>Increase in asthma and other respiratory or cardiovascular diseases</td>
</tr>
</tbody>
</table>

#### Tulsa Context

Sensitive land uses, such as parks, schools, and residential areas are at risk of negative health outcomes associated with air pollution that emanates from highway traffic in the form of ground-level ozone or particulate matter. The Los Angeles Health Department as a part of their response to non-attainment determined that these uses are potentially unsafe within 500’ of a highway corridor. In Tulsa 62 schools, 35 parks, and significant amounts of residential land fall within this 500’ buffer of local highway corridors.

#### Policy Recommendations

**LU.HW.13** Establish a highway zoning buffer and discourage new development of sensitive land uses, such as schools, parks, and neighborhoods, within the buffer without appropriate landscaping or buffering interventions.

**LU.HW.14** Partner with Up With Trees to prioritize an increase in urban canopy coverage for areas with sensitive land use in proximity of a highway.

**LU.HW.15** Partner with Tulsa Public Schools to understand potential for filtering or altering air-inlet locations of existing schools in proximity of a highway.
#107

Posted by Kent G. on 02/15/2023 at 9:27pm [Comment ID: 941] - Link
Type: Question
Agree: 1, Disagree: -1

“P. 95This criteria is arbitrary and not obtainable greatly restricting practical economic development. What criteria and research was used to come up with 500 feet. Again no foot noted research and who really cares what LA woke city is doing.

"

#108

Posted by Kent G. on 02/15/2023 at 9:24pm [Comment ID: 940] - Link
Type: Question
Agree: 0, Disagree: -1

P. 96 Auto bad public transit good is opinion and pure propaganda supporting going Green. Food Desert fear tactic terminally
### Food Deserts

<table>
<thead>
<tr>
<th>Health Impact</th>
<th>Associated Health Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of access to healthy foods</td>
<td>Reduction in obesity, cancer, diabetes, and cardiovascular disease</td>
</tr>
<tr>
<td>Reduced automobile collisions associated with less driving</td>
<td>Reduction in severe injury, fatality, and post-traumatic stress</td>
</tr>
<tr>
<td>Affordability associated with public transportation use</td>
<td>Increased capacity to spend money on healthy choices</td>
</tr>
</tbody>
</table>

**Tulsa Context**

Roughly one in four Tulsa households are in a food desert, where grocery stores are not locating due to market considerations. This requires residents of food desert locations in Tulsa to either travel long distances to access quality groceries or to settle for foods with lower nutritional value. To address food deserts, the City of Tulsa has partnered with community partners on a variety of initiatives, including the subsidizing of a new grocery store in North Tulsa. Additionally, having the opportunity to participate in urban agriculture can help to mitigate the negative impacts of food deserts and decrease the reliance on processed foods.

**Policy Recommendations**

**LU.HW.16** Continue to incentivize grocery store development in areas of the city that qualify as food deserts.

**LU.HW.17** Reduce barriers to fresh food by creating a tool and resource sharing program available to urban agriculture uses.

- Collect tools that can be checked out by community garden groups.
- Establish a program to promote and educate groups on the availability of urban agriculture within residential areas.

**LU.HW.18** Promote the availability of community gardens and community supported agriculture in residential land use zones in recognized food deserts.
FUNDING PRIORITIES

The departments that are most involved in the development review process and the administration of the City of Tulsa’s land uses are Development Services and the Tulsa Planning Office. Capital costs are relatively low in comparison with other functions of the City; however, there are needs that would help to streamline processes to facilitate a more efficient experience for applicants that engage in the development review process.

In the Development Services Department there is a specific need to increase staff for zoning clearance reviews. This stage of the process is intended to precede the other permitting stages. Zoning clearance reviews can result in an applicant being diverted to the Tulsa Planning Office before being approved for other necessary permits. Adding more reviewers when feasible will ensure greater efficiency in the process for applicants.

Additionally, the Development Services Department has need for capital investment in technology upgrades for outward-facing digital information. This information would assist applicants with the process by connecting them with tools and resources to ensure their applications are complete when beginning the process.

The Tulsa Planning Office has need for funding to facilitate community engagement. This funding would go toward technological tools such as survey services, data mapping interfaces, as well as translation services and physical marketing materials to reach broader audiences to participate in planning processes.

REGIONALISM CONSIDERATIONS

Due to the large city limits of Tulsa, and the expansion of housing subdivisions in greenfield areas of the region, the City of Tulsa is limited in its ability to maintain needed infrastructure and public service distribution at levels expected by residents of the city. Suburban development patterns emanating from neighboring communities such as Broken Arrow, Bixby, and Jenks are crossing into the City of Tulsa despite often being marketed as part of the neighboring communities, and residents in those subdivisions, for all intents and purposes, believe they are in those communities. In order to properly serve these areas, the City of Tulsa should seek development phases of these areas to ensure that infrastructure and public service distribution are available at appropriate levels.

The Land Use Plan for the City of Tulsa should be aligned with the land use plans of unincorporated Tulsa County and the municipalities that abut the city limits. Where there are opportunities to enhance commercial retail areas adjacent to neighboring communities, these locations should be developed in ways that attract customers into the city limits of Tulsa to support local economic development goals.
#109

Posted by ROBERT BREJCHA on 02/25/2023 at 2:55pm [Comment ID: 1054] - Link
Type: Question
Agree: 1, Disagree: 0
What is the meaning of "development phasing"? In the context here one might think it is a means of having the development project pay an assessment for the required infrastructure and services.

#110

Posted by Miles Capehart on 11/24/2022 at 3:19pm [Comment ID: 357] - Link
Agree: 6, Disagree: -2
The uncoordinated development of these areas should not be encouraged through assisting in their development, that these areas are developed without the oversight of the city of Tulsa is bad enough to begin with, but that the city of Tulsa would support this kind of fringe development to the detriment of its self and its suburbs is perhaps even worse.

as is mentioned in Strategy 10.2 of chapter 2 we should focus on infill developments and diversion funding to support fringe development is contradictory to the goals and means already established within the document.

#111

Posted by Kent G. on 02/15/2023 at 9:39pm [Comment ID: 946] - Link
Type: Suggestion
Agree: 2, Disagree: 0
"P. 97 This is INCOG which is implementing UN 2030 Agenda Declaration #52 using words like ""We the people"". https://www.freedomadvocates.org/regionalism-blueprint-serfdom/"
GLOSSARY OF TERMS

Access Management – The practice of planning and regulating driveways or other access points along streets to improve safety, facilitate traffic flow, and reduce conflicts along transportation routes.

Ad Valorem - A type of tax whose amount is based on the value of real estate or other goods or transactions.

Adaptive Reuse - The restrained alteration of a historic resource to accommodate uses for which the resource was not originally constructed, but in such a way as to maintain the general historical and architectural character.

Affordable Housing - Housing on which the occupant is paying no more than 30% of gross income for housing costs, including utilities.

Air Quality – The degree to which air in a location is polluted, usually measured by an index.

Alley Activation – The conversion of an alley into a public space through cleanup efforts and the installation of art, lighting, seating, or other amenities.

Annexation - The act of formally including property in the corporate limits of a municipality.

Arterial (Street) - A major street designated on the Major Street and Highway Plan as an arterial, parkway or scenic drive.

Attrition - A reduction in staff within an organization as employees leave and are not replaced.

Block Length - The distance between property lines at opposite ends of a block in a subdivision.

Broadband Infrastructure - A network of telecommunications equipment and technology necessary to provide high speed internet and other telecommunication services for end-user (e.g. cables, fiber optics, wiring).

Brownfield Sites - A property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Buffer - A barrier or distance between objects.

Built Environment - The various constructed facilities that, combined, define the boundaries of where people live, work, play, and learn.

Bus Rapid Transit (BRT) - A bus-based public transport system designed to have better capacity and reliability than a conventional bus system.

Business Improvement District (BID) – A defined area within which businesses are required to pay an additional tax in order to fund projects within the district’s boundaries.

Capital Assets - Physical things owned by the City.

Capital Improvements Plan (CIP) – A community planning and fiscal management tool used to coordinate the location, timing, and financing of physical construction projects or permanent structural alterations or repairs to existing City assets.

Catchment Area - The geographical area from which students are allowed to attend a specific school.

Climate Change – Refers to the expected frequency of weather patterns over long periods of time that relates to interactions between Earth’s systems (e.g. a change in weather patterns over a 100 year period).

Community Benefits Agreement - A contract signed by community groups and a real estate developer that requires the developer to provide specific amenities and/or mitigations to the local community or neighborhood.

Community Development Block Grant (CDBG) – A program of the U.S. Department of Housing and Urban Development, which funds local community development activities with the stated goal of providing affordable housing, anti-poverty programs, and infrastructure development.

Community Development Corporations (CDCs) - A not-for-profit organization incorporated to provide programs, offer services and engage in other activities that promote and support community development. CDCs usually serve a geographic location such as a neighborhood or a town.

Community Garden – Plots of land, usually in urban areas, that are a shared, semi-public space where people in the surrounding neighborhood share the opportunity of maintaining a garden space to provide physical and social benefits.

Community Housing Development Organizations (CHDOs) - A private nonprofit, community-based, service organization that has, or intends to obtain staff with the capacity to develop affordable housing for the community it serves.

Community Investment Organization - An organization that lends money to build vibrant communities, strengthen local businesses, and provide homes for families.

Community Investment Trust - A wealth-building approach that offers residents the opportunity to purchase equity shares in a project and benefit financially from new development in their neighborhood.

Compact Development – A land use and design concept that promotes relatively high-density residential development with mixed land uses, an efficient public transport system, and an urban layout that encourages active transportation, low energy consumption, and reduced pollution.
GLOSSARY OF TERMS

Connectivity - The density of connections in path or road networks, and the directness of links. A well-connected network has many short links, numerous intersections, and minimal dead-ends.

Conservation Area - Areas of land that are protected to preserve the environmental, architectural, or historical interests of a place.

Corridor - Pathways connecting places and spaces together (e.g. Interstate 35 is a main corridor through several states.)

Courtyard - An unroofed area that is either completely or mostly enclosed by walls of buildings.

Cul-de-sac - A local street that is permanently terminated at one end by a vehicle turnaround.

Detached House - A principal residential building, other than a manufactured housing unit or mobile home, that contains only one dwelling unit and that is located on a single lot that is not occupied by other principal residential buildings.

Developer - A person, or persons, who buys and prepares land for residential, commercial, or industrial use.

Development - Any man-made change to improved or unimproved real estate.

Development Plan - The plan and drawings submitted for planning review by an applicant in order to gain approval to pursue development of a property.

Development Review - The process of local government evaluating development plans; from the density, zoning use, to the physical and social impacts of development in the city.

Disparity - A noticeable and usually significant difference or dissimilarity.

Displacement - When residents of an area of forced to leave due to increases in housing costs that make the area unaffordable.

Easement - A grant by a property owner for the use property by a public authority or private entity for a specific purpose.

Farmers’ Market - A public and recurring assembly of farmers or their representatives selling the food they produced directly to consumers.

Floodplain - A low-lying region adjacent to rivers or streams in which during times of flooding stretches beyond the banks of the river/stream channels.

Food Desert - Areas that are characterized by poor access to healthy and affordable food.

Food Forest - A diverse planting of edible plants that attempt to mimic the ecosystem and patterns found in nature.

Form - The physical shape of a building, set of buildings, site layout, or layout of buildings along a corridor or in a specific area.

Gateway Signage - A road sign at the border of the city, district, or neighborhood that introduces visitors to the area.

Greenfield Sites - Land that has not previously been developed beyond an agricultural intensity.

Ground-Level Ozone - Also known as Tropospheric Ozone, it is formed when pollutants emitted by cars, power plants, industrial boilers, refineries, and other sources chemically react in the presence of sunlight.

HOME Investment Partnership Program (HOME) - Funding to states and localities to be used exclusively for affordable housing activities to benefit low-income households.

Implementation - The process of putting a decision or plan into effect.

Incentivize - To provide things that motivate or encourage one to do something; to provide with a payment or concession to stimulate greater output or investment.

Infill Development - New construction in existing areas of the city, particularly older parts of the city.

Infrastructure - The basic physical and organizational structures and facilities (e.g. buildings, roads, power supplies) needed for the operation of a society or enterprise.

Infrastructure Review (Engineering Review) - Preliminary review of proposed public infrastructure developments and improvements.

Innovation District - Zones in cities where public and private actors work to attract entrepreneurs, startups, business incubators, generally with the aim of revitalizing depressed downtown areas.

Justice Involvement - The state of being or having been arrested, put to trial, incarcerated, or any other type of involvement with the justice system.

Land Bank - A governmental or nongovernmental nonprofit entity established, at least in part, to assemble, temporarily manage, and dispose of vacant land for the purpose of stabilizing neighborhoods and encouraging re-use or redevelopment of urban property.

Land Trust - A legal entity that takes ownership of, or authority over, a piece of property at the will of the property owner.

Land Use - A term used to describe the human uses of land, such as economic and cultural activities, that are practiced at a given location.

Lead-Based Paint - Paint containing lead, which is a highly toxic metal that may cause a range of health problems if exposed.
#112

Posted by Earlinda Hope on 12/06/2022 at 12:27pm [Comment ID: 522] - Link

Type: Question
Agree: 7, Disagree: 0

What is going on with the interactive museum on Route 66 on 11th and Southwest blvd

#113

Posted by Chris40 on 02/22/2023 at 10:52pm [Comment ID: 1037] - Link

Type: Question
Agree: 5, Disagree: 0

Resident Displacement, does that scare everyone? Here the Mayor plans on implementing development to add value and cost to homes in an area they want, increase their taxes so much they will not be able to afford it. Non-profit business monopoly (Public-private partnership -PPP) will remove the resident using eminent domain to take their home and land, and rebuild with money making development. The major problem is they intent to remove entire area or neighborhood like they wanted to do in the Pearl District of 45 homes, but public outcry after 1st few home were confiscated, they stopped until later.
GLOSSARY OF TERMS

Local Center, Regional Centers, Multiple Use Areas - Designations included in the Land Use Plan Map of this comprehensive plan (see Development Review Guide for details.)

Low Impact Development (LID) - A land planning and engineering design approach to manage stormwater runoff as part of green infrastructure, emphasizing conservation and use of on-site natural features to protect water quality.

Low-Moderate Income Households - Families and individuals whose Annual Incomes do not exceed eighty percent (80%) of the median family income or such other income limits as determined by HUD.

Main Street Organization - An organization dedicated to helping revitalize older and historic commercial districts.

Mass - Refers to the volume of space occupied by a built structure, as well as the relationship between multiple structures, open space, and adjacent structures.

Median Income - The income amount that divides a population into two equal groups, half having an income above that amount, and half having an income below that amount.

Metropolitan Statistical Area (MSA) - A region that consists of a city and the surrounding communities that are linked by social and economical factors.

Micro-Loan - A small sum of money lent at a low interest rate to a new business.

Missing Middle Housing - Housing types with densities between detached houses and apartment buildings, such as duplexes, triplexes, quadplexes, and small apartment buildings.

Mixed-Use Zoning - Zoning that permits a kind of urban development that blends multiple uses, such as residential, commercial, cultural, institutional, or entertainment, into one space, where those functions are to some degree physically and functionally integrated.

Multi-Dwelling Unit Housing - A classification of housing where multiple housing units are contained within one building or multiple buildings within a complex or community, used in this plan to describe medium and large apartment and condominium structures.

Multi-Modal Transportation Infrastructure - Transportation infrastructure where more than one form of transportation is accommodated.

Municipality - A city or town that has corporate status and powers of self-government.

National Register of Historic Places - Authorized by the National Historic Preservation Act of 1966, the National Park Service’s National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America’s historic and archeological resources.

Neighborhood Character Overlay - A zoning overlay that establishes zoning regulations that are intended to promote the development of compatible infill housing in established neighborhoods.

Neighborhood Real Estate Investment Trust - Investment partnerships that connect and enable residents to become shared owners of properties in their communities.

Neighborhood-Scale - The size, height, and other physical metrics that are commonplace for buildings and urban design in a given neighborhood.

Non-Attainment - Not meeting national standards for surrounding air quality.

Pad-Ready Sites - A site that has all necessary utilities, infrastructure, zoning, and other conditions that make it immediately suitable for development.

Parking Minimum - Local laws that requires commercial and residential complexes to have a minimum number of off-street parking spaces.

Parklet - A small platform that takes the place of one or multiple on-street parking spaces and that extends the sidewalk to provide space for seating, tables, or other public amenities.

Particulate Matter - All liquid and solid particles suspended in the air, many of which are hazardous.

Plan Reviewer - A person who oversees the permitting process of a project to make sure plans comply with building and other codes before construction.

Plat - A graphical representation of a subdivision showing the division of land into lots, blocks, streets, alleys, or other divisions and dedications.

Plaza - An open public square, or marketplace, usually located near urban buildings.

Pocket Park - A small outdoor space, usually no more than ¼ of an acre, most often located in an urban area surrounded by commercial buildings or houses.

Pop-up Commercial Use - A temporary retail space that is typically used to introduce a new product line, test a new market or generate awareness for a product or cause.

Preservation Easement - A legal document between a private property owner and a governmental entity to protect a specific historical property or element of a property.
Incorporating mixed-used zoning as much as possible is one way to address multiple issues facing American cities. Japanese mixed zoning makes for more vibrant and dynamic communities which are more walkable, better integrated, and serve their members more thoroughly.

https://urbankchoze.blogspot.com/2014/04/japanese-zoning.html
GLOSSARY OF TERMS

Public Safety District - An assessment district that funds public safety services (law enforcement, emergency response, etc.) for the area within the district.

Redevelopment - The process of constructing new development typically after demolishing previously existing development.

Rehabilitation - The process of recreating a historic resource to a state of efficiency or soundness by repair or alteration designed to encourage its continued use, but without noticeably changing the exterior appearance of the historic resource.

Rehabilitation Loan Program - A program that provides loans to moderate to very low-income residents to assist with structural and interior home repairs, weatherization, energy efficiency, etc.

Remediation (Environmental) - The removal of pollution or contaminants from environmental media such as soil, groundwater, sediment, or surface water.

Retail Incentive Policy - The City of Tulsa approach to the distribution of public funding to promote the development of retail establishments.

Retrofit - The refurbishment of an existing building to change its use or make it more energy efficient.

Revitalization - The act or process of giving new life or fresh vitality or energy to someone or something.

Right-of-Way (ROW) - Land dedicated or acquired for use as a public way, in which public infrastructure, utilities, and services are distributed.

Scale - Refers to the size or level of something.

Screening - Physical barriers, such as fencing and landscaping, between land uses that minimize auditory and visual interactions.

Sensitive Land Use - Land that is sensitive to emissions from industry and infrastructure (e.g. residential development, hospitals, parks, schools).

Sidewalk Café - An open-air, fenced-in seating area located on a sidewalk directly adjacent to a business.

Site Assembly - The joining of adjacent properties in order to create a larger site for development.

Strategic Planning - Process used by organizations to identify their goals, the strategies necessary to accomplish those goals, and the internal performance management system used to monitor and evaluate progress.

Street - A tree (or trees) planted in the public right of way, either in the space between the sidewalk and road, or in the absence of sidewalks.

Streetscape - The natural and built fabric of the street, or the design quality of the street and its visual effect.

Stub Street - A street that is temporarily terminated, but that is planned for future continuation.

Sub-Hub - For Tulsa Transit, where several transit routes converge, facilitating transfers to transit services that reach a variety of locations in the city.

Subdivision - Any division of land resulting in in the creation of 5 or more lots, parcels, tracts, or areas, or any division of land involving the right-of-way or alignment of an existing or proposed street or highway.

Suitability Analysis - An analysis that establishes the suitability of a location based on a set of criteria.

Sustainability - Managing resources to meet the needs of the present without compromising the ability of future generations to meet their own needs.

Tax-Increment Financing (TIF) Districts - A public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects in a defined area.

Transit-Oriented Development (TOD) - A type of urban development that maximizes the amount of residential, business, and leisure space within walking distance of public transport.

Tree Canopy - The layer of leaves, branches, and stems of trees that cover the ground when viewed from above. In urban areas, tree canopy can refer to the amount of tree canopy coverage a city has.

Underutilized Structure - A building or structure that is characterized by vacancy, partial vacancy, deterioration, or safety hazards that limit its use.

Urban Agriculture - The practice of cultivating, processing, and distributing food in, or around, towns, cities, metropolitan areas.

Urban Design - Urban design involves the arrangement and design of buildings, public spaces, transport systems, services, and amenities.

Walkability - The extent to which the built environment is safe and inviting for pedestrians and for the presence of people living, shopping, visiting, enjoying or spending time in an area.

Wayfinding - The process or activity of ascertaining one’s position and planning and following a route.

Zoning Code and Map - The municipal ordinances that regulate land use and property design and the map that identifies the applicable zoning district for properties governed by the zoning code.
#115

Posted by Kent G. on 02/15/2023 at 9:41pm [Comment ID: 947] - Link

Type: Suggestion
Agree: 5, Disagree: -1


www.freedom21santacruz.net When Sustainable Development is implemented ordinary people will be left unprotected from de facto decrees placing nature above man, while relegating man to the status of a ""biological resource"". SEE ALSO NOTE ON PAGE 61"

#116

Posted by Polly R. on 01/04/2023 at 8:45pm [Comment ID: 658] - Link

Type: Suggestion
Agree: 3, Disagree: -1

Thank you for all your work on Planitulsa. I'm hoping for more trees on Cherry Street (15th) - the street would be so much more beautiful, have shade for the hot summers to encourage shopping, and then, the street would live up to its name. I'm also hoping for a bike lane/green space all along 15th street from downtown to Harvard or beyond, and a cross walk from 14th street across Peoria to the Maple Park trail for safety, since this is the easiest way to get from the East side of Peoria to the trail in this area. Thank you.
RELEVANT CITY DEPARTMENTS, PROGRAMS, PLANS, AND EXTERNAL ORGANIZATIONS

**Asset Management Department** - A department of the City of Tulsa that manages and maintains City-owned facilities, fleet, and equipment.

**Communications Department** - A department of the City of Tulsa that aims to facilitate open and accountable access to city government for the citizens of Tulsa and assist in communicating the prioritized initiatives set by the administration and all other City departments.

**Current Planning** - Refers to a division of the Tulsa Planning Office that reviews development proposals, rezonings, subdivisions, special exceptions, variances, and ensures new development occurs in conformance with the comprehensive plan and other planning documents.

**Destination Districts** - Tulsa Planning Office’s program to stimulate economic development, foster authentic cultural expression, develop civic pride, and deepen the connections to places in order to retain talent, attract new residents, and increase tourism opportunities.

**Development Era Map** - A map contained within the Development Review Guide of this plan that indicates the era when different parts of Tulsa developed in order to ensure new development is consistent with context.

**Development Review Guide** - A chapter of this plan that contains the main guidance for development to be considered during the development review process in order to ensure all interested parties are informed about the process.

**Development Services Department** - A department of the City of Tulsa that promotes safety, livability, and economic growth through efficient and collaborative application of building and development codes.

**Economic Development Administration (EDA)** - A federal government administration dedicated to facilitating regional economic development efforts in communities across the nation.

**Emergency Repair Grant Program** - A program that provides grants to very low income residents to make emergency repairs to conditions that threaten the health and safety of occupants.

**Engineering Services Department** - A department of the City of Tulsa that plans, designs and inspects public improvement and capital projects, and provides and/or administers planning, engineering/architectural design and construction quality assurance services for projects involving water systems, wastewater systems, transportation, stormwater, parks, and all City departments.

**Equality Indicators** - An annual report created through partnership between the City of Tulsa and the Community Service Council to measure and track disparities among subgroups of Tulsans over time.

**Finance Department** - A department of the City of Tulsa that maintains the finances of the City.

**Historic Preservation Overlay** - An overlay that supplements underlying zoning with the goal of preserving historical characteristics of an area. Substantial changes and new development have design guidelines in addition to the regulations of the underlying zoning, and cases are heard by the Tulsa Preservation Commission.

**Housing Opportunity Partnership (HOP)** - A City of Tulsa program to address more than 300 vacant, abandoned, and uninhabitable properties that are in such disrepair they constitute a public nuisance and are eligible for renovation or demolition.

**Indian Nations Council of Governments (INCOG)** - The Indian Nations Council of Governments provides short and long range planning services for specific towns, counties and Tribal governments.

**INCOG Transportation** - As a function of the Metropolitan Planning Organization (MPO) for the Tulsa area, INCOG Transportation facilitates a cooperative effort with federal, state, and local governments and other transportation agencies to assess the area’s transportation requirements and to develop comprehensive, multi-modal plans and programs that address the needs and goals of the region.

**Land Use Plan Map** - A map included in the Development Review Guide of this plan that depicts the planned land use designations that provide guidance regarding the appropriate characteristics of new development in different parts of the city.

**Legal Department** - The City Attorney and the Legal department provide all the City’s municipal legal services. The department prepares and reviews ordinances, resolutions, executive orders and contracts, while handling litigation, claims and controversies involving the City.

**Long-Range Planning** - Refers to the function of the Planning and Design division of the Tulsa Planning office, including the development and implementation of plans across a variety of topics, as well as the management of programs associated with the implementation of plans.

**Major Street and Highway Plan** - The plan that identifies the major street and highway classifications and City of Tulsa street designations for purposes of right-of-way allocation, potential street design/layout, and eligibility for certain federal funds.

**Mixed-use Zoning Incentive Program** - An initiative to encourage pedestrian and transit oriented redevelopment along Peoria and Route 66 Bus Rapid Transit corridors.
Conforming new development with this 473-page doc. will be interesting.
RELEVANT CITY DEPARTMENTS, PROGRAMS, PLANS, AND EXTERNAL ORGANIZATIONS

**Neighborhood Toolkit** - A toolkit created by the Tulsa Planning Office that offers information on how to organize a neighborhood, launch projects, celebrate with neighborhood events, access resources, and more.

**Oklahoma Department of Transportation (ODOT)** - A State of Oklahoma transportation department that seeks to provide safe, economical, and effective transportation networks for the people, commerce and communities in Oklahoma.

**Recommended and Prohibited Tree Species List** - A guide for which species of trees satisfy the tree planting requirement of the Tulsa Zoning Code.

**Resilient Tulsa Strategy** - A planning report created by the Mayor’s Office of Resilience & Equity in 2018 to outline approaches to enhance Tulsa’s resiliency to social and environmental shocks and stressors.

**Streets & Stormwater Department** - A City of Tulsa department responsible for stormwater and land management, street maintenance and right-of-way inspections, traffic control, building operations and maintenance, and more.

**Subdivision and Development Regulations** - A set of regulations governing the design, improvement, creation of subdivisions and additional developments.

**Tulsa Authority for Economic Opportunity (TAE0)** - The merger of five public entities to create a single, independent organization to lead the City of Tulsa’s community and economic development efforts.

**Tulsa City-County Library** - A government entity serving Tulsa County that strives to promote lifelong learning and literacy in all forms.

**Tulsa Development Authority (TDA)** - A City of Tulsa authority that partners with the Tulsa Authority for Economic Opportunity (TAE0) to revitalize areas and encourage private and public reinvestment to support economic growth.

**Tulsa Fire Department** - A department of the City of Tulsa that provides fire safety and paramedic services to Tulsa residents.

**Tulsa Metropolitan Area Planning Commission (TMAPC)** - A joint city-county commission that makes recommendations for zoning requests, plans, and ordinances for the City of Tulsa and unincorporated areas of Tulsa County.

**Tulsa Parks** - A department of the City of Tulsa that aims to create, provide, and preserve quality parks and recreation opportunities that meet community needs for the health and wellbeing and for all Tulsans.

**Tulsa Planning Office** - A department of INCOG that leads planning and zoning efforts for the City of Tulsa and unincorporated areas of Tulsa County.

**Tulsa Police Department** - A department of the City of Tulsa that provides law enforcement and safety services to Tulsa residents.

**Tulsa Port of Catoosa/Tulsa Port of Inola** - An inland multi-modal shipping complex and 2000-acre industrial park located at the head of navigation for the McClellan-Kerr Arkansas River Navigation System.

**Tulsa Preservation Commission** - The Tulsa Preservation Commission runs the City of Tulsa’s historic preservation program through the preservation and protection of Tulsa’s many historic resources.

**Tulsa Transit (MTTA)** - The public transit system operating buses and paratransit for Tulsa metropolitan area.

**Up With Trees** - An organization that plants trees and promotes the preservation of tree canopy in Tulsa.

**Vibrant Neighborhoods Partnership (VNP)** - Tulsa Planning Office’s community-driven program to holistically improve neighborhood infrastructure and enjoyment through targeted public support and service delivery in collaboration with neighborhood residents.

**Water & Sewer Department** - A department of the City of Tulsa that manages, operates, and maintains the City’s water and wastewater systems.

**Working in Neighborhoods (WIN) Department** - A department of the City of Tulsa that focuses on housing, neighborhood services, code enforcement and animal welfare.

**Zoning Clearance Review/Permit** - A review by the City of Tulsa that may result in a permit that affirms that an applicant’s desired land use is appropriate given the zoning of the applicant’s property.
**Sources and References**

**Subject Matter Experts**
- Tulsa Planning Office Planning and Design
- Tulsa Planning Office Current Planning
- Tulsa Planning Office Implementation
- City of Tulsa Development Services
- Tulsa Metropolitan Area Planning Commission
- City of Tulsa Board of Adjustment
- Local Builders, Architects, and Engineers

**Community Engagement Activities**
- Housing and Neighborhoods Policy Survey
- Local Homebuilder Roundtable Discussions
- Neighborhood Infill Public Meeting
- Resident Input Sessions
- Resident Input Survey
- Resident Input Emails and Phone Calls

**Plans Reviewed and Incorporated**
- Route 66 Master Plan (2003)
- Arkansas River Corridor Master Plan (2004)
- Peoria Avenue BRT Land Use Framework (2017)
- Retail Market Study (2018)
- Plan66 (2020)
- Small Area Plans (36th Street North Corridor, Brady Arts District, Crutchfield, Crosbie Heights, Kendall-Whittier, West Highlands/Tulsa Hills, Eugene Field, Pearl District, Utica Midtown, Arena District Master Plan)

**Peer City Metrics**
- American Community Survey DP04 - 2019 1-Year Estimates
- American Community Survey DP05 - 2019 1-Year Estimates

**Equity and Resilience Considerations & Health and Wellness Considerations**


#118

Posted by **Robert Brejcha** on **02/24/2023** at **11:03am** [Comment ID: 1047] - [Link]

Type: Suggestion

Agree: 1, Disagree: 0

This statement should at a minimum be amended to state that any Plans (including small area plans and infill plans) which are not listed below are in no way diminished in their affect by their omission.

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#119

Posted by **Robert Brejcha** on **02/24/2023** at **10:59am** [Comment ID: 1046] - [Link]

Type: Question

Agree: 1, Disagree: 0

By listing these "plans" as reviewed and incorporated does this mean that Small Area Plans not listed are excluded and not incorporated?


Photos
#120

Posted by Wilma Anderson on 11/18/2022 at 7:16pm [Comment ID: 250] - Link
Type: Suggestion

Agree: 2, Disagree: -5

Would like to see Riverside drive development more along the river, there is one restaurant on the river, why not implement more eating places and shops along the river what a great draw that would be with Gathering place. Art galleries, boutique shops, restaurants,