

## PLANITULSA COMPREHENSIVE PLAN

### CONSENT ITEMS

***Following are comments that have been submitted by the public, INCOG and the TMAPC. They are issues that the PLANiTULSA team considers as “clean up/corrections.” The PLANiTULSA team agrees with these recommendations and suggests that the changes be made to the PLANiTULSA draft document. If the TMAPC wishes to discuss any of these items individually, they may, at their discretion, remove an item and place it on the discussion list for further consideration.***

***Items are organized into three categories:***

- 1. Maps***
- 2. Charts, Images, Captions***
- 3. Text, Verbiage, Clarifications***

#### ***Maps***

<b>Item # Source</b>	<b>Section Page Column Paragraph or Table</b>	<b>Consent Items</b>	<b>Suggested Action</b>
1. Public	All Maps with transportation network visible	<p>City of Tulsa Staff referred comments from recent City Council meetings:</p> <p>The proposed South Tulsa Bridge at Yale and 131st was removed from the Fall 2009 draft of Our Vision For Tulsa.</p> <p>For the final draft of the Vision and Plan, it has been proposed that the consultant remove the bridge alignment from the GIS coverage and Illustrator files used to produce the maps, because a faint line still appears on a number of maps.</p>	<p><i>Consultant will remove the bridge segment from the GIS layers and Illustrator files used to produce the PLANiTULSA maps.</i></p> <p><i>All maps will be updated throughout Our Vision for Tulsa and the Policy Plan with the segments removed.</i></p>

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2. Michelle Cantrell	Vision, Page 13	On the vision map, still have downtown designation over a historic neighborhood.	Adjust the Downtown area on the Vision map so that the Downtown designation avoids areas with Historic District designation north of the IDL and west of Peoria, between 15 <sup>th</sup> and 21 <sup>st</sup> streets.
3. INCOG	Land Use 11 Map Figure 5	The floodplain layer does not reflect the current or previous City of Tulsa regulatory floodplain map nor the FEMA floodplain map. <b>Map should reflect the City of Tulsa regulatory floodplain map, which has been previously provided to the consultant.</b>	The floodplains shown are based on a floodplain survey CAD file provided by the City of Tulsa Public Works Department, via the Planning Department in Spring 2008.  By request of the city, the consultant digitized the Public Works' map. It was used in the plan maps, because it more accurately reflects floodplains than the data on the City's shapefile. The digitized version will be provided to the City and INCOG for their use.
4. INCOG	Land Use 11 Map Figure 5	Source on surface limestone is INCOG, not City of Tulsa. <b>Change source to INCOG</b>	Agree
5. INCOG	Land Use 13 n/a Figure 7	The figure shows substantial floodplains (Bird Creek) and rock quarries as redevelopable lands. These areas are not easily redevelopable and should be excluded from Tulsa's "redevelopment opportunity areas"	Agreed, will amend map to screen these areas out as opportunity areas.
6. INCOG	Land Use 13 n/a Figure 7	Add title to legend to indicate what the valuation is based on. For example is this cost per acre?	Yes, valuation is dollars per acre. Agree to add title.

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7. INCOG	Transportation 9 n/a Figure 3	The Capital Improvement Program relies on a variety of factors to determine where funding should be directed, only one of which is the Comprehensive Plan. As a result this map should not be used to limit funding for needed capital improvements that are not identified on this map. This Figure implies that capital improvements should be determined based on this map. The City of Tulsa should not use this map in making capital improvement decisions. Recommended Action: Add disclaimer to map noting that other factors such as traffic congestion, intersection delay, and safety should be included in capital improvement decisions. This map should not be the sole decision-making document with regard to future capital improvements.	Proposed language:  The City of Tulsa should work with INCOG to develop a common demographic forecast, in addition to trends and other factors, that reflects the implementation of the PLANiTULSA Policy Plan. These factors should be used to develop region-wide transportation forecasts and guide transportation decision making.
8. INCOG	Transportation 11 n/a Figure 4: Vision Map	The map is difficult to read with transit and roadway classification on the same map. It is impossible to determine the roadway classification and appropriate cross sections for Garnett, 91st, Yale, 21st, and Peoria  <b>Recommended Action: This map should be separated into two maps for better legibility:</b>  <b>1) Transit</b> <b>2) Roadway Classification</b>	Agree  The City and Consultant have revised map to highlight the difference between transit and roadway classifications. In addition, recommend adding additional maps to Transportation Appendix w/ separated Transit and Roadway Classifications
9. INCOG	Transportation 11 n/a Vision Map	BRT is still shown as being on Garnett Rd even though the text on page 28 now reads that the U.S. 169 corridor is best suited for BRT. Recommended Action: Show transit in the U.S. 169 corridor as a swath extending 1/2 mile from U.S. 169 including Mingo Rd and Garnett Rd to indicate that the precise alignment has not yet been determined for this corridor.	Text on page 29 goes on to note that Garnett alignment would present land use opportunities, as well, and that alternatives analysis should be conducted to determine the best route  The Transportation Vision map can be altered to show both possible alignments.
10. INCOG	Parks & Open	The floodplain layer does not reflect the current or previous	The floodplains shown are based on a


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	Space 15 n/a Figure 3	City of Tulsa regulatory floodplain map nor the FEMA floodplain map. <b>Recommended Action: Map should reflect current CoT regulatory floodplain map, which has been previously provided to the consultant.</b>	floodplain survey CAD file provided by the City of Tulsa Public Works Department, via the Planning Department.  By request of the city, the consultant digitized the Public Works' map. It was used in the plan maps, because it more accurately reflects floodplains than the data on the City's shapefile. The digitized version will be provided to the City and INCOG for their use.
11. INCOG	Parks & Open Space 15 n/a Figure 3	Label in legend does not say trails <u>and</u> existing on-street bikeways. <b>Recommended Change: Change label to "Existing Trails and On-Street Bikeways"</b>	Agree
12. Public	Stability and Change Map	<p>Thanks for your presentation this evening on PlaniTulsa.</p> <p>We discussed the Xmas tree lot at 31st and I-44. That address would be approx 7600 and 7700 East 31st St. The property meanders south along the B/A I-44 on ramp westbound.</p> <p>The City did considerable Audubon Creek improvements across that property from West to East from the 1990 sales tax extension. Yet. there is still some privately owned property on the 31st street frontage and more across the creek to the south.</p> <p>It currently has a for sale sign on the property with something to the effect of "Commercial Potential." I believe</p>	<p>Given limited access and constraints on the subject property, designation as Area of Change with plan category of Neighborhood Center is likely an oversight.</p> <p>The PLANiTULSA team recommends amending the Areas of Stability and Change Map to designate this property as an area of Stability.</p>

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		<p>it is RS-2 zoning as it has never had but one house on it which is long gone. Our HOAR fought many zoning cases on that property in the 80's and early 90's. I heard it was owned by a person who owns the large billboard lighted sign on the property.</p> <p>With lack of ingress and egress, FD zone area and the state will not allow any access from the on ramp, it would be costly to bridge the creek to access the back of the property which abuts the Magnolia Terrace Addn. And, the District 5 Comp plan currently does not recommend commercial in that area. I hope that does not change with PlaniTulsa.</p> <p>I would like to see your PlaniTulsa maps revised and remove this area from change and perhaps, classify as stable. Most residents here believe it should be open land with a mini-forest to reduce I-44 traffic noise. Please Advise.</p>	
13. Public	Stability and Change Map and Plan Map	The land use map and the stability change map both have a very minor spelling error. They both say Charles Page "Blvd" and I think it should be "Blvd".	Agree
14. Public	Stability and Change Map	Stability Change map has the SEC of 31 & Peoria as Change. It is a 1920's era Tulsa Mansion Estate. It seems that it would be more appropriate to have it be stability like the surrounding historic neighborhoods which surround it.	Agree.

**Charts, Images, Captions**

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15. INCOG	Vision 43 n/a Photo	This is a European picture showing vehicles driving on the left side of the road. <b>Recommended Action: Find picture that shows drivers on the right side of the road</b>	Visualization image was reversed in layout process . Correct image. 
16. INCOG	Land Use 8 n/a Chart 4	The title lists it as population to 2008, but the bar chart only shows it to 2006. <b>Correct either title or label for consistency</b>	Agree
17. INCOG	Land Use 8 n/a Chart 4	Subtext should read "The City's share of the <u>metropolitan area's...</u> "	Agree
18. INCOG	Land Use 8 n/a Chart 5	The Tulsa County data on the pie chart reflects all of Tulsa County population outside of the City of Tulsa (unincorporated and City of Tulsa) <b>Recommended change: Label should read "Tulsa County (except City of Tulsa)</b>	Agree
19. INCOG	Land Use 13 Right column Line 1	Figure notation refers to "XX" and should be corrected. <b>Reference Figure 7</b>	Agree

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20. INCOG	Land Use 16 Table Table 3	The category "148 - 165,000" should be corrected to "148,000-165,000". Source should also be Fregonese and Associates, in addition to the Census	Agree
21. Michelle Cantrell	Land Use Chapter, Page 17	Clarify--% of NEW development, not total (i.e., city of Tulsa will not have 34% of housing in mixed use areas).	Correct
22. INCOG	Land Use 39 Figures Figure 17	The Transportation Chapter now has a range of 4-8' sidewalks on the sample Residential Collector street cross section. <b>Recommended Action: Update this cross section to match the Transportation Chapter, Figure 7, p. 17.</b>	<p>Transportation cross section edits were received too near the date of printing of the Final Draft.</p> <p>The City of Tulsa and INCOG are working with the consultant to finalize the cross-sections, and will update the final version of the plan with the final images.</p>
23. INCOG	Land Use 48 First column Table 17	The table indicates that 100% of new housing units downtown and 50% of new housing units in North Tulsa are mixed use and that 100% of new jobs downtown are mixed use. These numbers seem excessive. This would mean that there are no new buildings for office use only or no new (or converted) buildings for residential use only in the downtown core. <b>Recommended Action: Review conclusion/forecast.</b>	<p>This table refers to the mix in the district, not necessarily to each building. Transportation-land use outcomes are defined not by the mixing of uses within a particular building, but in a general area, where walking, biking, and transit are encouraged.</p> <p>Amend title chart to clarify this.</p>
24. INCOG	Transportation 5 7 n/a Table 3	Saying lane miles per 1,000 new residents does not give us a good idea of how many lane miles there are for the entire city. <b>Recommended Action: Lane miles should be shown as <u>per capita</u> instead of per 1,000 new</b>	Agree

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		<b>residents</b>	
25. Michelle Cantrell	Transportation Chapter, Page 13	Here, and other places, there are references to Appendix XX—need to put in #s.	Correct
26. INCOG	Transportation 20 n/a Chart 5	Labels on x-axis are truncated. <b>Recommended Action: show all city names on chart</b>	Agree
27. INCOG	Transportation 1 1st Paragraph	Labeling. <b>Recommended Action: Appendix XX needs to say Appendix Transportation I</b>	Agree
28. INCOG	Transportation 2 1st Paragraph	Labeling. <b>Recommended Action: Appendix XX needs to say Appendix Transportation II</b>	Agree
29. INCOG	Transportation 1 3rd Paragraph	Labeling. <b>Recommended Action: Figure XX should say Figure 10</b>	Agree
30. INCOG	Parks & Open Space 7 n/a Chart 3	Under City Trails on the chart, the number does not match the text listed above. <b>Recommended Change: Change chart or text to be consistent</b>	Agree



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31. COT Public Works	Comments Appendix Transportation	<p>Page 14 shows the Primary Arterial cross-section under the Current Urban Arterial heading. That is incorrect. Please replace with the Current Urban Arterial cross-section.</p> <p>[pg 14] The Main Street with Angled Parking option was removed entirely. It did not need to be removed. Use the ITE standards for angle parking and adjacent lane dimensions.</p> <p>On Page 18, the Secondary Arterial, Multi-Modal Street cross-section shows 10' inside lane width, with 10' sidewalks. Change the inside lane width to 11', and reduce the sidewalk width to 9'.</p> <p>On Page 25, for the current 26' Residential Collector, show 26' as minimum for the cross-section.</p> <p>Leave the 36' Residential Collector as is, based on previous comments: In the 36' Residential Collector typical section, the travel lanes should be changed to 22 feet minimum. The typical right-of-way existing for these streets is 50 feet. Therefore, the sidewalk should be shown as 6' and the strip between remain as 8', or vice-versa.</p>	<p><i>Agree, make all corrections to cross-sections in Final Draft of Appendix Transportation I: Context Sensitive Solutions Process</i></p>
32. INCOG	Appendix: Transportation 15 n/a n/a	<p>In previous draft an Angled Parking option was included.</p> <p>INCOG commented on the Angled Parking option previously, but intended the option to be included in a cross-section with more ROW, such as a secondary arterial. Recommended Action: Include angled parking</p>	<p>Replace with SecondaryArterial_MainStreet_Angle .jpg</p> <p>The main street recommendations in the Vision map all occur on current urban arterial streets with the</p>

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		cross-section in 100' of ROW to include enough lane width and parking stall space	exception being a portion of Pine Street, thus the consultant's recommendation is to have a main street urban arterial section of 80'. This retrofit would require the need to acquire 10' of ROW.

***Text, Verbiage, Clarifications***

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33. INCOG		I would like to make you aware of an incorrect statement that is appearing in the plan document and on your website. The TMAPC adopts the plan and the city council approves the plan the reverse is the way it is being presented. I have tried to emphasize this distinction every time I see it but to no avail. This is not my interpretation but State Statutes (Title 19, Section 863.7) language where the authority is derived. The very first sentence in 19-863.7 states, "The commission shall make, adopt, and may publish a master plan of the municipality, and of the unincorporated area of the county...". Further it states, "The council and/or board may approve the plan in whole or in part, or return the plan or any portion thereof to the commission for further consideration." For some unknown reason from the beginning there has been an effort to minimize the role the TMAPC has in the comp plan to	<p><i>Language has been clarified on website.</i></p> <p><i>Clarify with underlined language</i></p> <p><i>2.5 The Land Use Plan:</i></p> <ul style="list-style-type: none"> <li>• <i>Is adopted by <u>TMAPC and approved by City Council.</u></i></li> <li>• <i>Is amended by <u>TMAPC and approved by City Council.</u></i></li> </ul> <p><i>The PLANiTULSA team has consistently respected the role of both the TMAPC and the City Council in the preparation and review of the Comprehensive Plan.</i></p>

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		emphasize the city’s role. I plan to make sure this correction is made in the TMAPC public hearing.	<p><i>Both the TMAPC and the City Council are tremendously important to the success and implementation of PLANiTULSA. The team has tried to use common language - rather than technical jargon - where possible to make the plan as easy to read and access as possible.</i></p> <p><i>In addition to the legal authority for review, TMAPC has the background and depth of understanding of land use issues necessary to review and adopt the plan. The City has additional tools to implement the plan.</i></p> <p>The team’s approach has always been that TMAPC and City Council both play critical roles in plan development.</p>
34. Michelle Cantrell	Vision, General	Structure of Vision statement—under certain sections (i.e., housing), you have a “how we get there” section, but not all. Reason?	Make section headings consistent
35. Public	Our Vision For Tulsa,	<ul style="list-style-type: none"> <li>Vision, page 6, the last bullet point is missing a word or phrase.</li> </ul>	<ul style="list-style-type: none"> <li><i>The <u>city</u> has the ability to monitor trends, spot key opportunities and</i></li> </ul>

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	Page 6	<ul style="list-style-type: none"> <li>Land use, page 14, chart 7, three shadings on graph per se, whereas there are four categories shown.</li> </ul>	<p><i>meet challenges strategically.</i></p> <ul style="list-style-type: none"> <li><i>Will correct chart on page 14 for consistent chart/legend</i></li> </ul>
36. Michelle Cantrell	Vision, Page 6	bullet point 5 under Economy: incomplete sentence.	<p>Suggested amended text: add “city”:</p> <p>The city has the ability to monitor trends, spot key opportunities and meet challenges strategically.</p>
37. Michelle Cantrell	Vision, Page 15	TMAPC hasn’t yet received the downtown plan—just want to be clear that it still needs approval before part of the comprehensive plan. Says doesn’t invalidate existing plans—including the district plans? What if there are contradictions?	<p>Amend text to read:</p> <p>Detailed planning concepts for downtown Tulsa have been developed on a parallel track with the PLANiTULSA process. The 2009 draft Downtown Tulsa Master Plan, pending adoption by the TMAPC, will serve as a small area plan under for the city.</p>
38. Michelle Cantrell	Vision, Page 34	“Most of Tulsa’s housing stock will consist OF (not UP).”	Correct language
39. Michelle Cantrell	Vision, Page 43	“CSD ensures that transportation facilities...” Should that be “CSS?”	Correct to read CSS
40. Michelle	Vision, Page	Step 5 refers to page 28 for prototypes of new	Remove page reference, this refers

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Cantrell	44	development.	to a previous draft of the Vision.
41. INCOG	Vision 45 n/a First paragraph, line 3	The text says; "The city will adopt the comprehensive plan." <b>Recommended Action: The text should be changed to reflect the state statutory language that requires that TMAPC adopt the Comprehensive Plan and the City Council approves the Plan thereafter.</b>	Agreed, is in the change log provided to TMAPC on 2/19/2010
42. Public	Land Use Chapter, Page 1 and to Land Use Policy 2.6 on page 74	Include that this is not a regulatory document	<p><i>Add underlined language:</i></p> <p><i>Page 1: This chapter of Tulsa's Comprehensive Plan addresses how Our Vision for Tulsa will be realized through the use of land. <u>The Comprehensive Plan is not a regulatory document.</u> The goals and policies at the end of this chapter will guide the design of the city's regulatory system, including the zoning code, rules governing the subdivision of land, the interaction of land use and transportation and economic development.</i></p> <p><i>Add to Land Use Policy 2.6 (pg. 74):</i></p> <p><i>The Comprehensive Plan is a policy guide, <u>not a regulatory document.</u></i></p>

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			<i>The Land Use Plan is not intended, nor should it be used, to affect decisions that are permitted by the zoning code by right.</i>
43. INCOG	Land Use 11 First paragraph Second line	The City of Tulsa's corporate limits includes 200 square miles. This includes the Wagoner County Annexation. <b>Recommended Action: Change "182 square miles" to "200 square miles"</b>	Agree, can amend text. 182 square miles was based on the City's 2000 Census geography.
44. Michelle Cantrell	Land Use Chapter, Page 13	"Rredvelopment"	Correct spelling.
45. Public	Land Use Chapter, Page 17, paragraph 2, last sentence	P.19: "Revisions to the zoning code based on market-test prototypical developments (described below) will greatly enhance Tulsa's redevelopment climate." This statement is not strong enough. We believe that revising the zoning code is essential. How can this new plan work with the old code? We question how this can even go forward under the existing zoning code.	<i>Amend sentence to emphasize: "Revisions to the zoning code based on prototypical developments (described below) are crucial for enhancing Tulsa's redevelopment environment."</i>
46. Public	Comment reference: Land Use Chapter, Page 18-19, last	P.20: The second paragraph promotes the benefits of connectivity.  While we agree in general with this statement, it must be balanced by the strong market preference for cul-de-sacs. Cul-de-sacs are the antithesis of connectivity, but they are something which sought after by the buying public of Tulsa.	<i>Cul de sacs are popular and provide an amenity. However, too many can cause a lack of connectivity which has been proven to increase congestion on the order of 20 to 30 percent. We believe that Tulsa can continue to allow cul de sacs but also</i>

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	paragraph.	<p>This could be a difficult balance.</p> <p>Suggested amendment: Transportation Appendix II: Sustainable Network Initiative, pg 29-30</p>	<p><i>require through-connections on the order of six to eight per mile. This allows cul de sacs on the range of 200 to 250 feet in length. Consultant has revised Transportation Appendix II: Sustainable Network to clarify street connectivity concepts..</i></p>
47. INCOG	<p>Land Use 23 First column First para, second line, first word</p>	<p><b>Should be "or" not "of".</b></p>	<p>Agree</p>
48. INCOG	<p>Land Use 32 Second column Title of column</p>	<p>Inconsistent use of terminology. <b>Recommended Action: "Multimodal Corridors" should be "Mixed Use Corridors"</b></p>	<p>Agree</p>

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49. INCOG	Land Use 33 First column 2nd Paragraph, 3rd sentence	The final draft (Jan. 18, 2010) reads as "Development activities in these areas should be limited to the rehabilitation of existing homes, or small scale infill that complements the character of the neighborhood and is consistent in form, scale, rhythm, and proportion as seen from the street." <b>Recommended Action: Change the sentence to read "Development activities in these areas should be limited to the rehabilitation, improvement, or replacement of existing homes, and small scale infill as permitted through clear and objective setback, height, and other development standards of the zoning code." Agree as recommended by the consultant.</b>	<i>Change made in log provided to TMAPC on 2/19/2010</i>



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50. Phil Marshall	Land Use Chapter, Page 33, paragraph 2, sentence #3	<p>1. Page 33 - Existing Residential Neighborhood section - Development activities in these areas should be limited to the rehabilitation or improvement of existing homes, or small-scale infill that complements the character of the neighborhood and is consistent in form, scale, rhythm, and proportion as seen from the street.</p> <p>What complements the character of the neighborhood and is consistent in form, scale, rhythm and proportion is to broad and open to interpretation and likely will result in frequent conflicts. This same statement is made in other parts of the Land Use Chapter and needs to be eliminated there as well. Also, this will slow down the permitting process if the Permitting Department has to approve consistent in form, scale, rhythm, and proportion and what complements the character of the neighborhood. They don't have the personnel to do this. This will not accomplish Tulsa being a friendly place to do business. It would be a good idea to let the neighborhood planning groups take care of this. Small-scale infill redevelopment allows the owner the option to demolish and rebuild, if desired.</p> <p>Suggested Change - eliminate "small-scale infill that complements the character of the neighborhood and is consistent in form, scale, rhythm and proportion as seen from the street" and add "small-scale infill redevelopment."</p>	<p><i>Replace text with: "Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i></p>

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51. Public	Land Use Chapter, Page 33, paragraph 2, sentence #3	<p>P.30: <i>[Final Draft version referenced here]</i> On existing residential neighborhoods: 'Development activities in these areas should be limited to the rehabilitation or improvement of existing homes, or the construction of appropriately scaled new housing on vacant parcels.'</p> <p>Phil Marshall came up with preferred language:            "Development activities in these areas should be limited to the revitalization, rehabilitation or improvement of existing homes, or the construction of new housing on small parcels."            Phil's language does not prohibit the right to tear down the existing structure and put up a new one. There seems to be a strong bias towards this type of activity throughout the document. All too often homes are neglected beyond the point of rehabilitation. Property owners <b>MUST</b> be given the right to replace undesirable structures.</p>	<p><i>Replace text with: "Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i></p>
52. INCOG	Land Use 37 First column  Second paragraph, third sentence	<p>Refers to "Livable streets", and probably should be "Residential streets". <b>Recommended Action: Replace "Livable Streets" with "Residential Collectors" to be consistent with the Transportation Chapter</b></p>	<p>Agree</p>
53. INCOG	Land Use 38 Second column Comments on figures	<p>Spelling error: <b>Recommended Action: The word "Transporation" in the figure should be corrected to "Transportation".</b></p>	<p>Agree</p>

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54. INCOG	Land Use 39 Second column First para, last line, third word	The word "to" is unnecessary. <b>Suggested Action: Remove the word "to"</b>	Agree
55. INCOG	Land Use 40 First column First paragraph, second line	<b>Recommended Action: Strike "a" from the sentence</b>	Agree
56. INCOG	Land Use 41 First column Third paragraph, third line	This is the first time the term HOV is used. <b>Recommended Action: HOV should be spelled out</b>	Agree
57. Michelle Cantrell	Land Use Chapter, Page 41	Under BRT paragraph, last sentence is grammatically incorrect.	Correct
58. Public	Land Use Chapter, Page 47, paragraph 3, last sentence	P. 47: <i>[Final Draft version referenced here]</i> "The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating appropriate development and reinvestment." Phil Marshall expressed concern about the use of the word "appropriate". We note that this was changed in the "Final Draft". While the word "appropriate" was removed, it was replaced with requirements of "form, scale, rhythm and	<i>Replace text with: "The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating redevelopment, reinvestment and infill."</i>

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		proportion.” Some clarity is sought on these terms. Overseeing the form and rhythm of a project sound very arbitrary.	
59. Public	Land Use Chapter, Page 52, paragraph 3, last sentence	Page 52 - Areas of Stability - insert period after reinvestment and eliminate the sentence "that complements the character of the neighborhood and is consistent in form, scale, rhythm and proportions." See #1 above for explanation.	<i>Replace text with: "The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating redevelopment, reinvestment and infill."</i>
60. Public	Land Use Chapter, Page 56, paragraph 3, first sentence	P. 51: <i>[Final Draft version referenced here]</i> Plan categories: "These plan categories are to be implemented by zoning regulations that ensure the appropriate shape, scale, and make-up of development with the district." Again, this repeats a continuing theme of governmental control over the appearance of homes. We echo our concerns about opening the door to Neighborhood Conservation Districts.	<i>Replace first sentence with: "These plan categories are implemented by zoning regulations, which apply setback, height, and other development standards."</i>
61. INCOG	Land Use 56 First column Third paragraph, first sentence	The text reads: "These plan categories are to be implemented by zoning regulations that ensure the appropriate shape, scale and make-up of development with the district. The term "appropriate" is subject to interpretation. <b>We agree with the consultants recommended change to read: "These plan categories are implemented by zoning regulations which apply setback, height and other development standards."</b>	<i>This language is consistent with changes made in the log provided to TMAPC on 2/19/2010</i>  <i>"These plan categories are implemented by zoning regulations, which apply setback, height, and other development standards."</i>

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62. INCOG	Land Use 59 Second column Paragraph title	"Livable Streets" should be "Residential Streets" for consistency in reference.	Agree
63. Public	Land Use Chapter, Page 64, paragraph 3	We believe there should be a separate master plan for downtown.	<i>Add language to end of paragraph 3: "The Downtown Area Master Plan should be reviewed by TMAPC and considered as a potential Small Area Plan. Many of the ideas and concepts suggested in the current version of the downtown plan also are recommended in PLANiTULSA. Any possible inconsistencies between the two plans should be resolved if and when the downtown plan is adopted."</i>
64. INCOG	Land Use 64 First column Third paragraph	We concur with the consultants' additional suggested reference to the Downtown Master Plan	Agree
65. INCOG	Land Use 64 Second	References to all "depts." should be spelled out.	Agree

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	column First paragraph		
66. INCOG	Land Use 64 Second column First paragraph, next to last line	The correct terminology for Skiatook is the "Town of Skiatook", as has previously been suggested.	Agree
67. INCOG	Land Use 64 Second column Second paragraph	The language regarding bike routes is incorrect. There is no existing or planned bike route along the Highway 75 corridor. <b>The text should be revised to reflect the language in the Parks, Trails and Open Space chapter (p. 17 paragraph 2) reflecting INCOG's previous comments.</b>	Agree
68. Michelle Cantrell	Land Use Chapter, Page 65	Immediately above "planning for infill": "...enhances an over a broad area" should read "enhances an area"?	Correct
69. INCOG	Land Use 67 Second column Third para line 1	The text reads "... for to achieve..." <b>Strike the word "for".</b>	Agree

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Item # Source	Section Page Column Paragraph or Table	Consent Items	Suggested Action
70. INCOG	Land Use 69 First column First paragraph, second line	<b>The word "luckily" should be changed to "fortunately".</b> The agencies have worked for many years to maintain these records. Luck was not involved.	Agree
71. INCOG	Land Use 69 First column Third paragraph, seventh line	<b>Spell out "TAZ" as Transportation Analysis Zone".</b>	Agree
72. Michelle Cantrell	Land Use Chapter, Page 73	(and throughout goal/priority provisions)—sometimes you use a period after a policy; sometimes not. Should be consistent. Also, throughout, sometimes under goals, the following is written: “policies to support this goal include:” but sometimes not included (for example, under Goal 4). Should be consistent. Same issue in the Transportation chapter.	Correct
73. Michelle Cantrell	Land Use Chapter, Page 74, Policy 2.5	you might want to change to adopted by PC, approved by city council.	Correct
74. Public	Land Use, page 74	<ul style="list-style-type: none"> <li>▪ Plan should be constantly updated and changed - look at language to recommend that plan is updated every 5 years</li> </ul>	<i>Clarify with underlined language</i> 2.5 <i>The Land Use Plan:</i>

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		<ul style="list-style-type: none"> <li>▪ Correct language to comply with state law</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Is adopted by <u>TMAPC and approved by City Council.</u></i></li> <li>• <i>Is amended by <u>TMAPC and approved by City Council.</u></i></li> <li>• <i>Amendments can be initiated by landowners, the Planning Commission, or the City Council</i></li> <li>• <i>Should be amended to conform to zoning changes</i></li> <li>• <i>Should be amended no more than twice in a calendar year.</i></li> <li>• <i><u>Should be reviewed by the Planning Commission every five years and updated, as necessary</u></i></li> </ul>
75. INCOG	Land Use 74 First column Item 2.5	<p><b>First bullet should read, "Is approved by the City Council for areas within the City and the Board of County Commissioners of Tulsa County for areas within the unincorporated areas of Tulsa County upon adoption by the Planning Commission."</b> The TMAPC adopts the Plan and by Statute, the Council and County Commission approve it for their respective jurisdictions (OSS Title 19, Section 863.7) as has been previously noted.</p>	<p><i>Agree and is consistent with changes made in the log provided to TMAPC on 2/19/2010</i></p>
76. INCOG	Land Use 74 First column Item 2.5, last	<p>The text reads the Land Use Plan "should be amended no more than twice in a calendar year." This proposed policy already has been subject to radically different</p>	<p>Agree</p>



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	bullet	interpretations. Explanation and clarity of purpose is needed. <b>The consultant has advised that "Twice annual plan amendments mean that the plan should be amended to conform to zoning changes made in the last six months. This allows TMAPC to change a zone and amend the plan to match."</b> We concur with this intent and the language should be modified to reflect the intent.	
77. Phil Marshall	Land Use Chapter, Page 75, Policy 2.9, bullet #4  Public	3. Page 75 - Paragraph 2.9 - eliminate the paragraph "Small-scale infill that complements the character of the neighborhood and is consistent in form, scale, rhythm and proportion, as seen from the street." See #1 above for explanation.	<i>Replace bullet #4 with: "Small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i>
78. Public	Land Use Chapter, Page 75, Policy 2.9, bullet #4	The same language referencing "rhythm and proportion" are mentioned again in Goal 2.9 and Goal 13 of the Final Draft.	<i>Replace bullet #4 with: "Small-scale infill, as permitted through clear and objective setback, height, and other development standards of the zoning code."</i>
79. 80. INCOG	Land Use 76 Second column Item 3.8	The text states that "... zoning change decisions for development over 5 acres of land currently zoned agriculture and shown as 'New Neighborhood' should be based on small area plans to determine appropriate zoning and densities." <b>We recommend that the text be changed to reflect that re-zoning of agriculture</b>	Have proposed language in the Land Use chapter and Small Area Planning Process appendix to clarify when small area plans are needed.

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		<b>zoned property should be based on the Comprehensive Plan and any existing small area plan, and not be subject to an additional requirement of a small area plan if none exists.</b>	Recommend delete Land Use Policy 3.8.(see Big Issue # 4)
81. INCOG	Land Use 77 First column Item 4.4	The text reads: " Coordinate public support by consolidating development-related functions to streamline the development process." Public support, consolidating and streamlining are divergent issues. <b>Reword to "Maximize coordination and streamlining of development related activities."</b>	Agree
82. Public	Land Use Chapter, Page 77, Policy 5.1, bullet #9	Goal 5.1: "Address potential conflicts with historic development patterns and mass and scale of buildings in the underlying zoning of historic zone patterns."  We're not certain what this means and would appear to open a door to excessive regulation.	<i>Remove bullet #9: it is a confusing statement.</i>
83. Public	Land Use Chapter, Page 81, Goal 13	4. Page 81 - Goal 13 - eliminate "existing neighborhoods are stable and infill development is complementary in form, scale, rhythm and proportion."  Suggested Change - Existing neighborhoods are stable and infill development should revitalize, preserve and enhance these urban areas. See #1 above for explanation	<i>Replace text with: "Existing neighborhoods are stable and infill development revitalizes, preserves and enhances these urban areas."</i>
84. Michelle Cantrell	Land Use Chapter, Page 82	"Create and encourage the use [OF] an infill and revitalization toolkit..."	Correct
85. INCOG	Land Use 82	<b>The word "of" should be inserted between "use" and</b>	Agree

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	First column Item 13.1, fifth bullet	<b>"an" in first sentence.</b>	
86. Michelle Cantrell	Land Use Chapter, Page 82 Policy 14.1	"Tulsa Strategic Preservation [Action] plan." (note—TMAPC hasn't seen this)	Correct
87. Public	Land Use Chapter, Page 82, Policy 14.2  Public	5. Page 82 - Goal 14, Paragraph 14.2 - Assume that Neighborhood Plans & Small Area Plans support preservation objectives.  Suggested Addition - after preservation, add "and revitalization."	<i>Replace Policy 14.2 text with: "Assure that Neighborhood Plans &amp; Small Area Plans support preservation and revitalization objectives."</i>
88. Michelle Cantrell	Land Use Chapter, Page 83, Policy 14.6	Implement recommendations of the downtown area master plan—revise to recognize that hasn't been seen/passed.	Correct
89. INCOG	Transportatio n 4 2nd Paragraph Under Scenario Planning and Tulsa 2030 Goal	Word missing. <b>Recommended Action: Add the word input in the sentence that reads "Based on this public <u>input</u> and work with city staff..."</b>	Agree

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Item # Source	Section Page Column Paragraph or Table	Consent Items	Suggested Action
90. INCOG	Transportation 13 1 2nd Paragraph	Labeling. <b>Recommended Action: Appendix XX needs to say Appendix Transportation I</b>	Agree
91. INCOG	Transportation 15 n/a Figure 6	Clarify what the □ symbol indicates. Some may be confused and think these are HOV lanes as they have seen in other cities. <b>Recommended Action: Use "Wide Outside Lane" under the figure to illustrate that these lanes should not be marked with an □ symbol, but are intended for bus/bike use.</b>	Agree
92. INCOG	Transportation 32 Last Paragraph	The term "livable streets" should not be used to be consistent with the rest of the chapter. <b>Recommended Action: Replace "livable" with "residential collector" for consistency</b>	Agree
93. Michelle Cantrell	Transportation Chapter, Page 34	Six livability principals—what is that?	This refers to principles outlined by US Transportation Secretary Ray LaHood that will guide federal coordination and funding priorities. They are intended to illustrate that priorities for federal transportation funding will likely focus on multi-modal investments that support land

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			<p>uses like those envisioned in the Vision and plan.</p> <p>List the following principles in a sidebar:</p> <p><b>Provide more transportation choices.</b> Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nations' dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.</p> <p><b>Promote equitable, affordable housing.</b> Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.</p> <p><b>Enhance economic competitiveness.</b> Improve economic competitiveness through reliable and timely access to employment centers, educational</p>

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			<p>opportunities, services and other basic needs by workers as well as expanded business access to markets.</p> <p><b>Support existing communities.</b> Target federal funding toward existing communities – through such strategies as transit oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.</p> <p><b>Coordinate policies and leverage investment.</b> Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.</p> <p><b>Value communities and neighborhoods.</b> Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods –</p>

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			rural, urban or suburban.
94. Michelle Cantrell	Economic Development, Page 8	It should read "Sinclair".	Correct
95. Public	Housing Chapter, Page 7, Paragraph two, final sentence	P.9 of Working Draft <i>[Final Draft version referenced here]</i> : "Tulsa's future multi-family housing should be designed to fit into the scale of the existing neighborhoods, with high-rise unites (likely to feature spectacular views) reserved for high-density urban areas, such as the downtown core." How is high-rise defined? Is it wise to limit a type of housing in such a broad manner?	<i>Replace sentence with the following: "Tulsa's future multi-family housing will vary in size and style and be designed to fit into the scale of the existing neighborhoods. For example, high-rise units will be reserved for higher density urban areas."</i>
96. Public	Housing Chapter, Page 11, Policy 1.6	Part III, Goal 1.6: "Require that infill in historic neighborhoods is compatible in style and scale." Very strong language. How is a "historic neighborhood" defined? Who determines what is a compatible style? Isn't this potentially subjective?	<i>Per other comments, Final Draft includes Policy 5.6 to create an infill and revitalization toolkit.  Remove Housing Policy 1.6 from Final Draft, in light of this language.</i>

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97. Public	Housing Chapter, Page 13, Policy 9.2	Part III, Goal 9.2: "Work with developers to promote more development of LEED and other accredited "green" residential projects." Recommend striking "LEED and other". There are many other programs out there; most notably the National Green Building Standard, which is the only standard certified by ANSI. This standard is not only ANSI certified but allows for "green" to be achieved on a much more cost effective basis. Why name LEED as if it is the only way to go?	<i>Replace policy 9.2 language with "Work with developers and stakeholders to promote the development of more "green" projects, based on a performance standard or building efficiency and sustainability rating program. The performance standard should be based on a widely accepted and measurable methodology."</i>
98. INCOG	Parks & Open Space 17 1 Paragraph 2	Revise language to better reflect the Trails Master Plan. <b>Recommended Action: Revise 4th sentence to read "The Tulsa Trails <u>are part of</u> a 283-mile <u>planned</u> trail system <u>envisioned</u> in the Regional Trails Master Plan.</b>	Agree
99. INCOG	Parks & Open Space 17 n/a Picture Caption	The region refers to multi-use paths as trails. <b>Recommended Action: Revise caption to read "...bike and pedestrian trails provide recreational..."</b>	Agree



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100. INC OG	Parks & Open Space 18 1 Paragraph 1	Sentence beginning "The plan examined...and the selection of development opportunity areas to explore XX" <b>Recommended Action: End sentence with "development opportunity areas."</b>	Agree
101. Mich elle Cantrell	Parks Chapter, page 23, Policy 2.3	Goal 2.3—remove the comma after promote.	Correct
102. Mich elle Cantrell	Parks Chapter, page 23, Policy 2.5	Goal 2.5 reads awkwardly. Maybe reword: "...promote the use of (and where feasible require) non-phosphorus fertilizer..."	Correct
103. INC OG	Appendix: Land Use 4: Environmental Features	The City Planning Department is too narrow. These resources are available through numerous sources including INCOG and Public Works. <b>Recommended Action: Change to read "The planning staff...."</b>	Disagree.  While the sources for these data may be various agencies, the City Planning Department should be the organizing agent for Small Area Planning workshop data.
104. INC OG	Appendix: Land Use 2 Bullet 5	The Planning Commission <u>adopts</u> the small area plans and the City Council approves the plan to be incorporated into the Comprehensive Plan. <b>Recommended Action: Change language to: "The City Council acts to approve the small area plans as adopted by the Planning Commission as a part of the Comprehensive Plan.</b>	Agree, consistent with changes shown in log provided to TMAPC on 2/19/2010

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105. Michelle Cantrell	Appendix 1, Small Area Planning Process, Page 7	"Landmark District"—do you mean Historic District? I am not an expert but I believe that "Landmark" is a term that historic preservationists reserve for things that deserve not just local recognition, but things of national significance. I don't know (outside of Greenwood) if anywhere in Tulsa would rise to the level of a Landmark district.	Yes, intended to use "Historic District", will correct language.
106. Michelle Cantrell	Appendix 1, Small Area Planning Process, Page 8-9	Clarify that TMAPC adopts plans.	Will correct.

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Item # Source	Section Page Column Paragraph or Table	Consent Items	Suggested Action
107. Public	Comments Appendix Transportation	<p>Page 42 – In the second sentence of the fourth paragraph in Appendix 1, the sentence should read, “...to create, but the result is...”. Under Project Development Process- Network Alternative Analysis, the abbreviation “r-o-w’s” should be spelled out as “Rights-of-Way”.</p> <p>Page 43 – Under Project Development Process – Multi-Modal Alternative Analysis, in the last paragraph, the first sentence, the word “where” should be replaced with “were”.</p> <p>Page 44 – Under Project Development Process – Subdivision Connectivity Analysis, in the last sentence of the first paragraph, the word “comprehensible” should be changed to “sensible”.</p> <p>Under this section, an example would be very useful, perhaps with a sample map used to show calculation of the connectivity ratio.</p> <p>In the Institute Context-Sensitive Solutions and Design section, in the third paragraph, the second sentence, the word “placemaking” is misspelled. The third sentence needs semi-colons after “New York City;” and after “urban vitality;”</p>	<p><i>Agree, make all corrections in Final Draft of Appendix Transportation I: Context Sensitive Solutions Process</i></p> <p><i>Consultant has revised Transportation Appendix II: Sustainable Network Initiative to clarify street connectivity recommendations.</i></p>
108. Public	Comments Appendix Transportation	<p>Examples of the process to use Context Sensitive Design and more explanation would be beneficial.</p>	<p><i>The City and Consultant have prepared an additional appendix for the plan that includes suggested</i></p>

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	n		<p><i>catalyst corridors where the CSS process could be applied.</i></p> <p><i>Amend Appendix</i></p>
109. City/ Consultant	Housing Appendix	Add additional chart and explanation of housing mix targets	<p><i>The City and Consultant have prepared an amendment to the Housing Methodology Appendix that includes more information about the Tulsa 2030 Goal housing type targets.</i></p> <p><i>Amend Appendix</i></p>
110. Public	Glossary	<p>In the glossary:</p> <p>Define sustainable</p> <p>Define public private development</p>	<p><i>Agree</i></p>