PLANiTULSA
Progress Report

Monday, December 8, 2009

Fregonese Associates

PLANiTULSA
OUR PLAN. OUR FUTURE.

PLANiTULSA Process

1

Residents and stakeholders are **polled about their ideas** for PLANiTULSA

2

Citizen Committee establishes Guiding Principles and meets regularly to review progress

3

Citizens participate in citywide and **community-based workshops** to gather input for shared vision

4

Citizen **input is captured on maps** to show desired future development

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PLANiTULSA Process

5

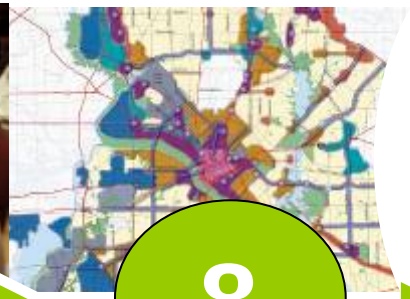
Scenarios are created that answer the question, "If we do this, what would happen?"

6

Indicators are established to **evaluate each scenario's impact on Tulsa's future**

7

Citizens review scenarios and **vote on their desired future**



8

A shared **vision for the future is created** reflecting citizen input

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PLANiTULSA Process

9 10 11 12

Strategies are developed to move Tulsa towards the shared vision

A plan is built around the strategies – with implementation measures, funding strategies and a monitoring plan

Open Houses held to gain **public review and comment**

Public **Hearings and Adoption**

Tulsa moves to a great future!

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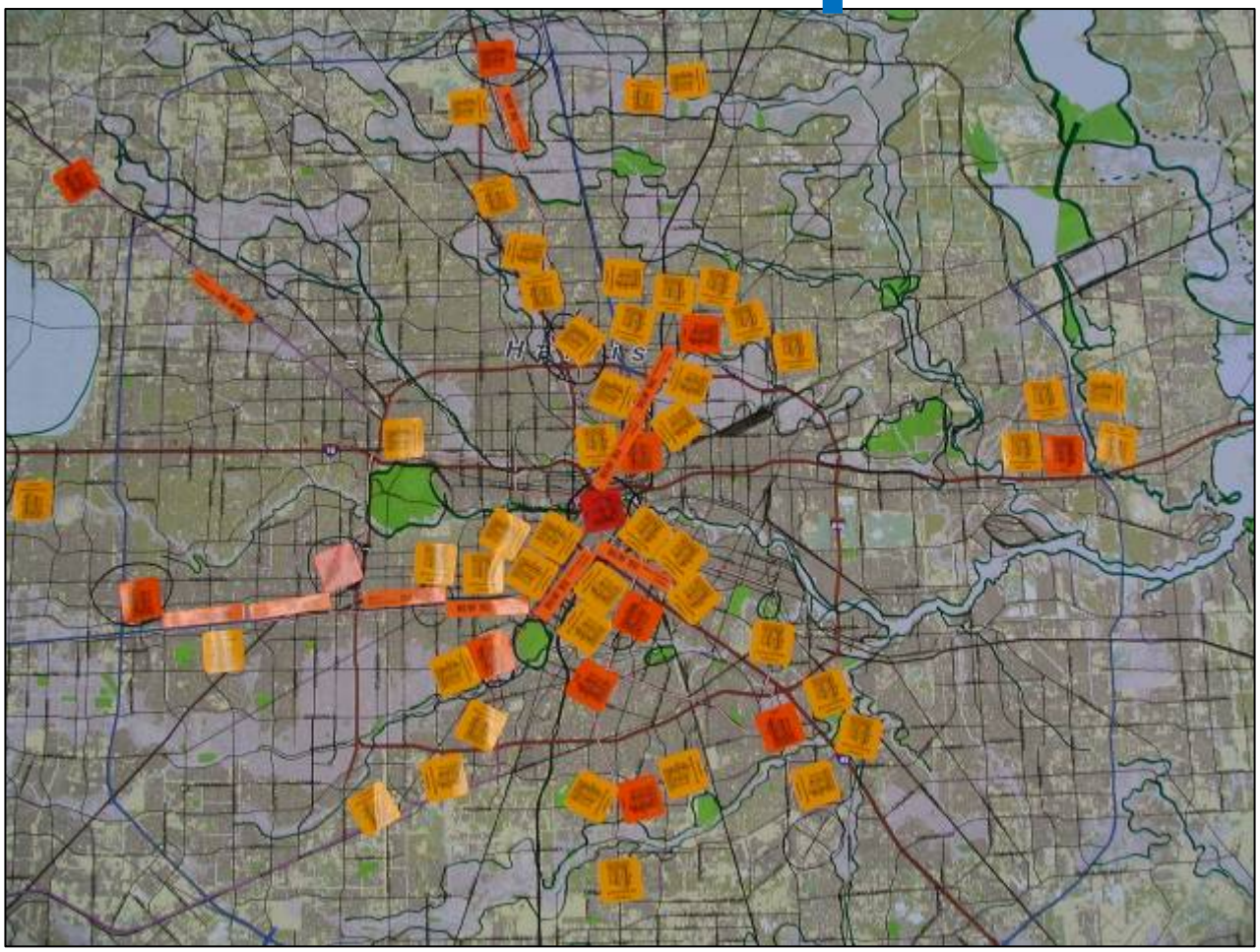
Citywide Workshop Preliminary Results

PLANiTULSA Citywide Workshops At A Glance

- The **BIGGEST** turnout we've ever seen
  - 3 Visioning Workshops (incl. 1 overflow)
  - Over 1,200 participants
  - 120 Individual Maps
  - About 10,000 Stickers placed

City Wide Workshops

What happens after the workshop?



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What happens after the workshop?

Each table's plan is analyzed…

….and all notes and comments are recorded

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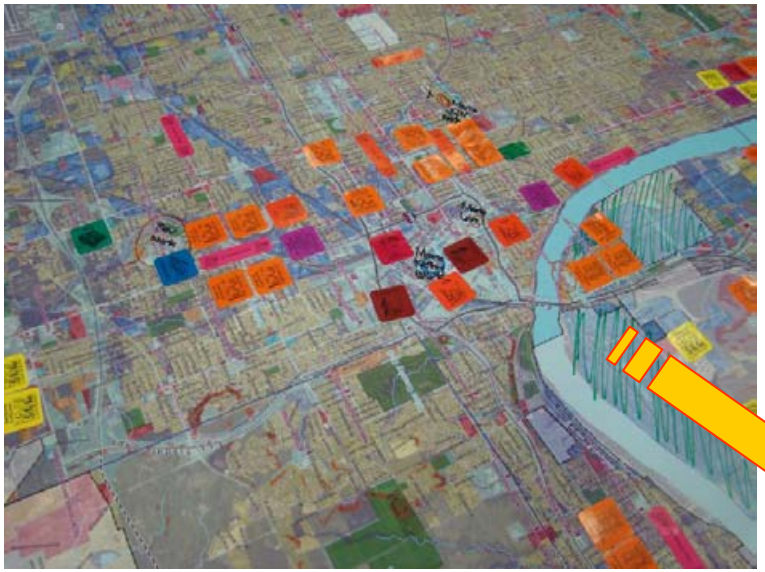
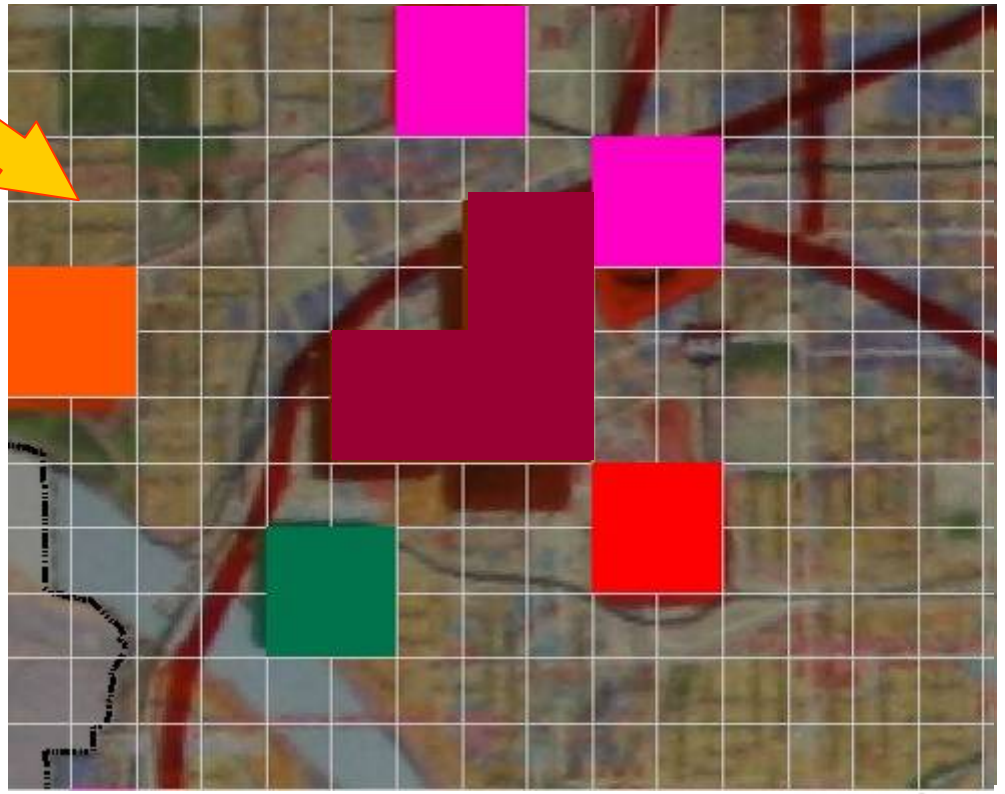
GIS Analysis





Each map was photographed, digitized, and entered into GIS

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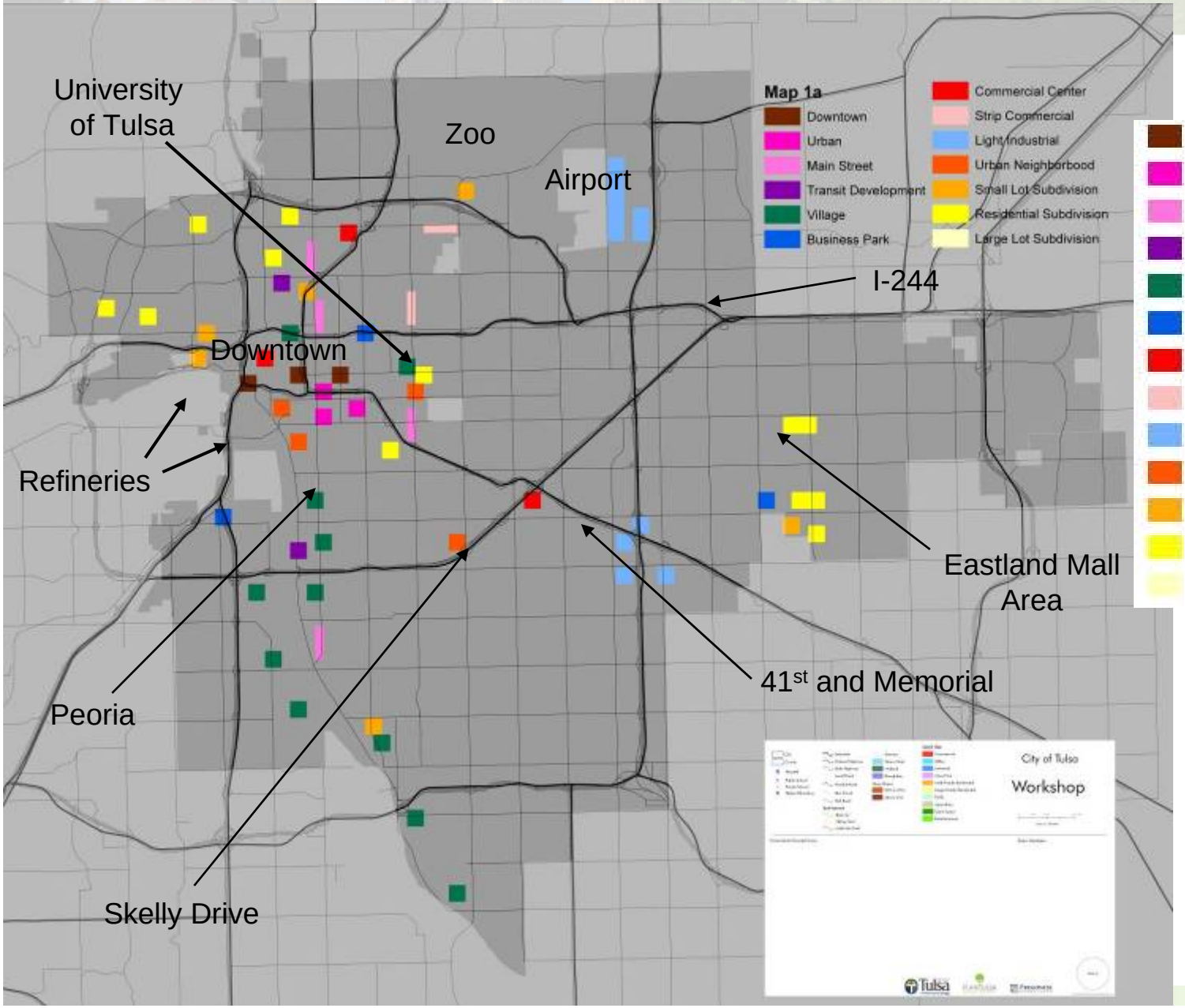
Sample Digitized Map



- Downtown
- Urban
- Main Street
- Transit Development
- Village
- Business Park
- Commercial Center
- Strip Center
- Light Industrial
- Urban Neighborhood
- Small Lot Subdivision
- Residential Subdivision
- Large Lot Subdivision

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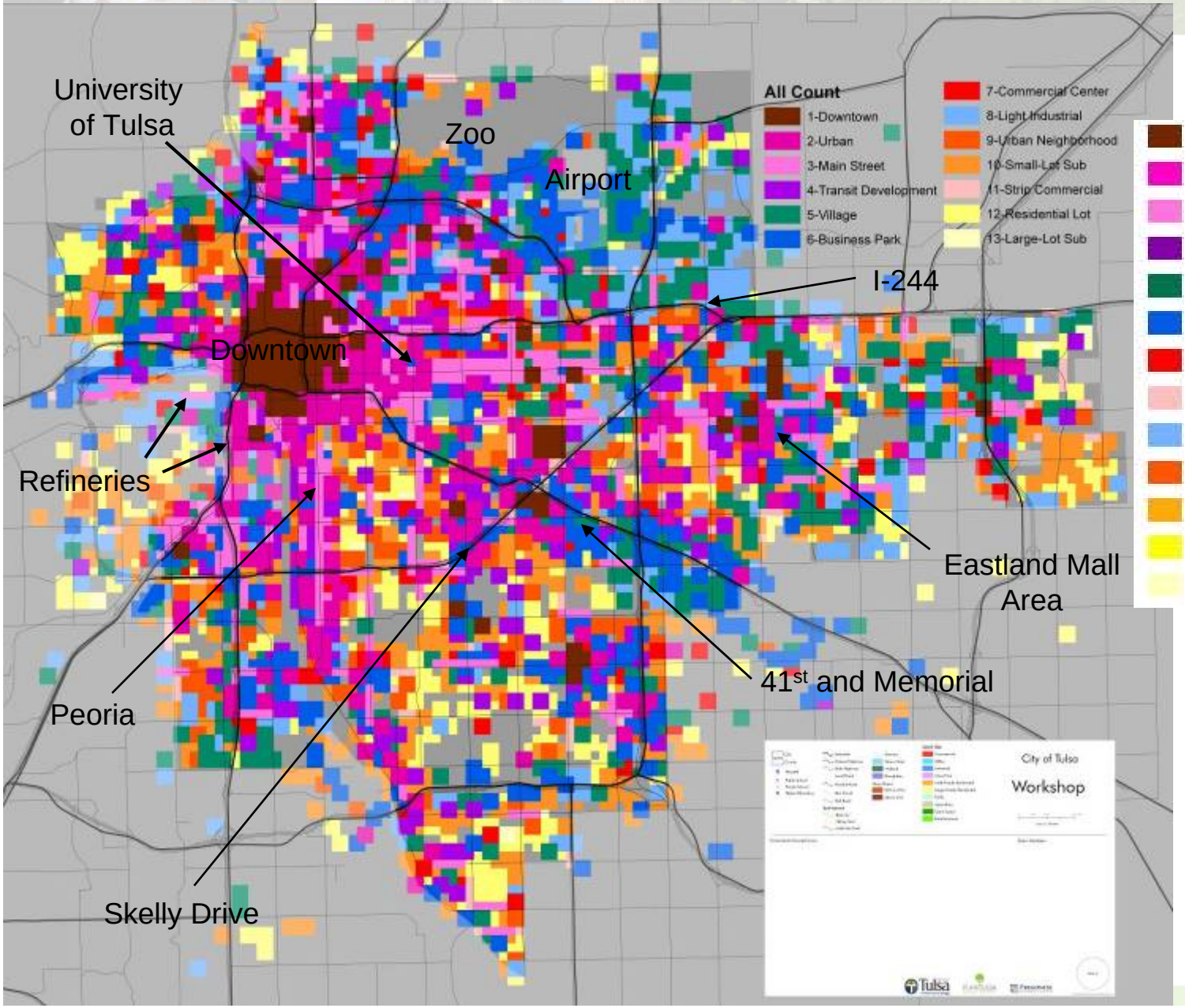
All Chips Placed



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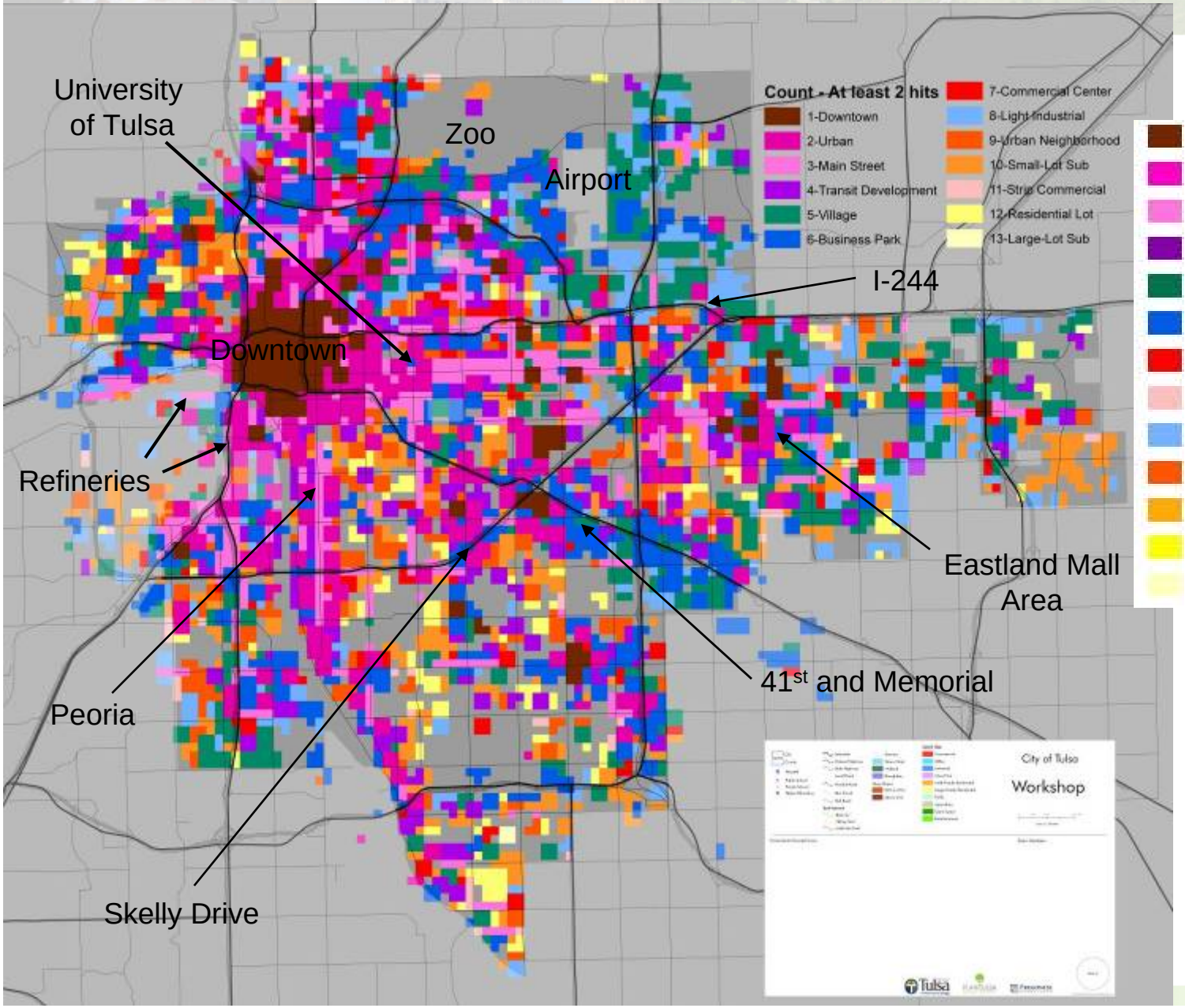
At Least 2 Chips Placed



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*If a cell gets 2 of the same chip

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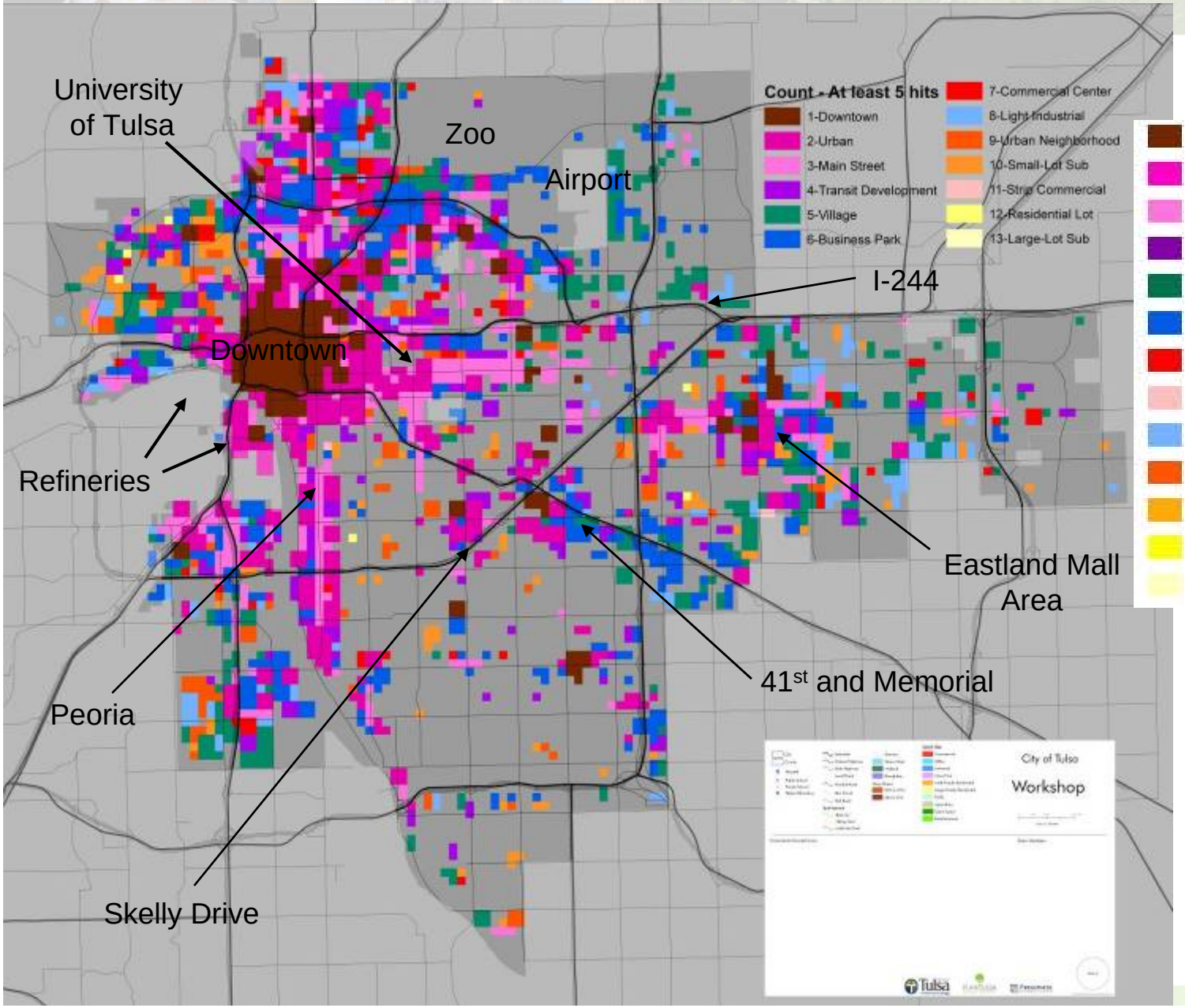
At Least 5 Chips Placed



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*If a cell gets ***5*** of the same chip

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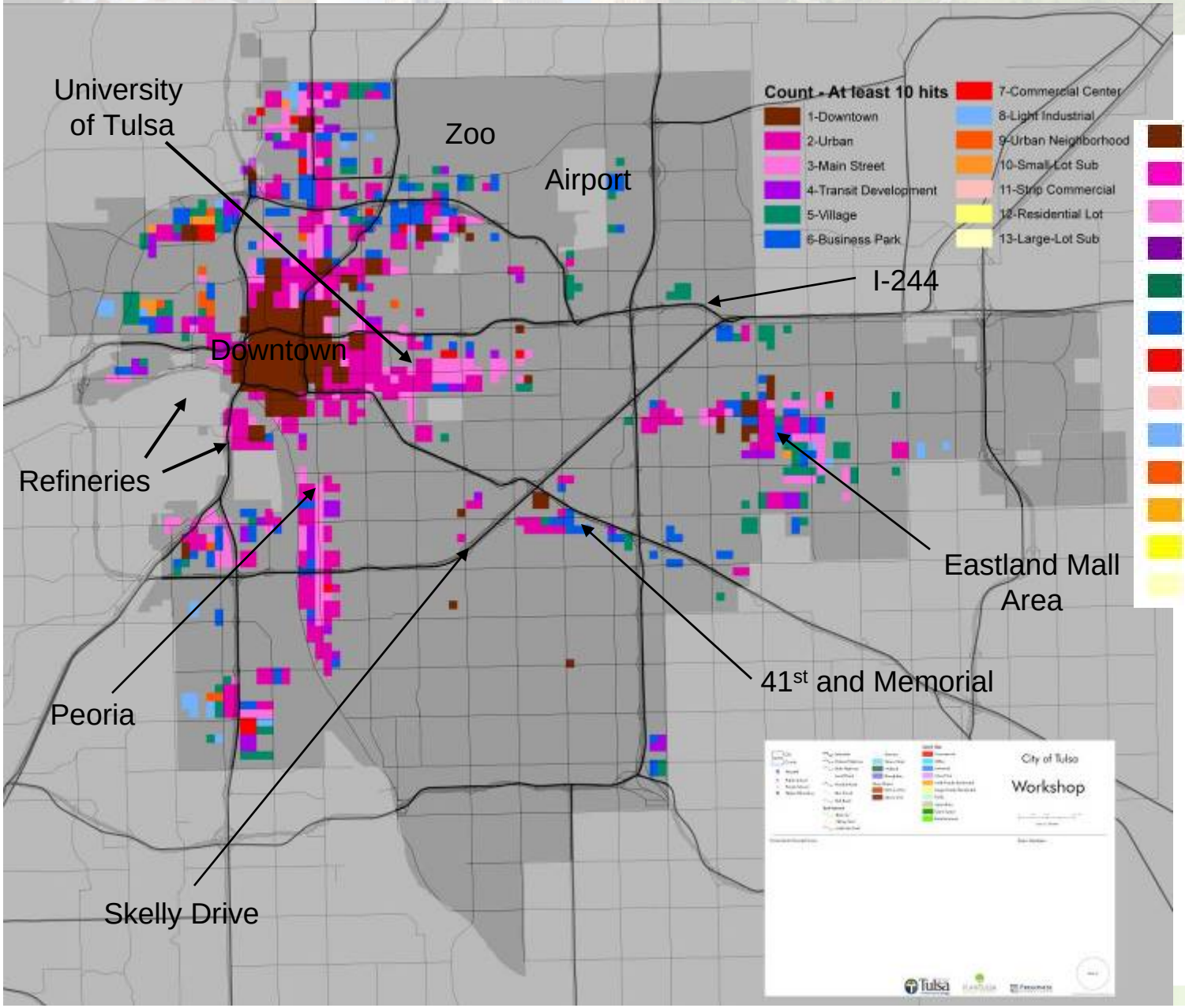
At Least 10 Chips Placed



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*If a cell gets ***10*** of the same chip

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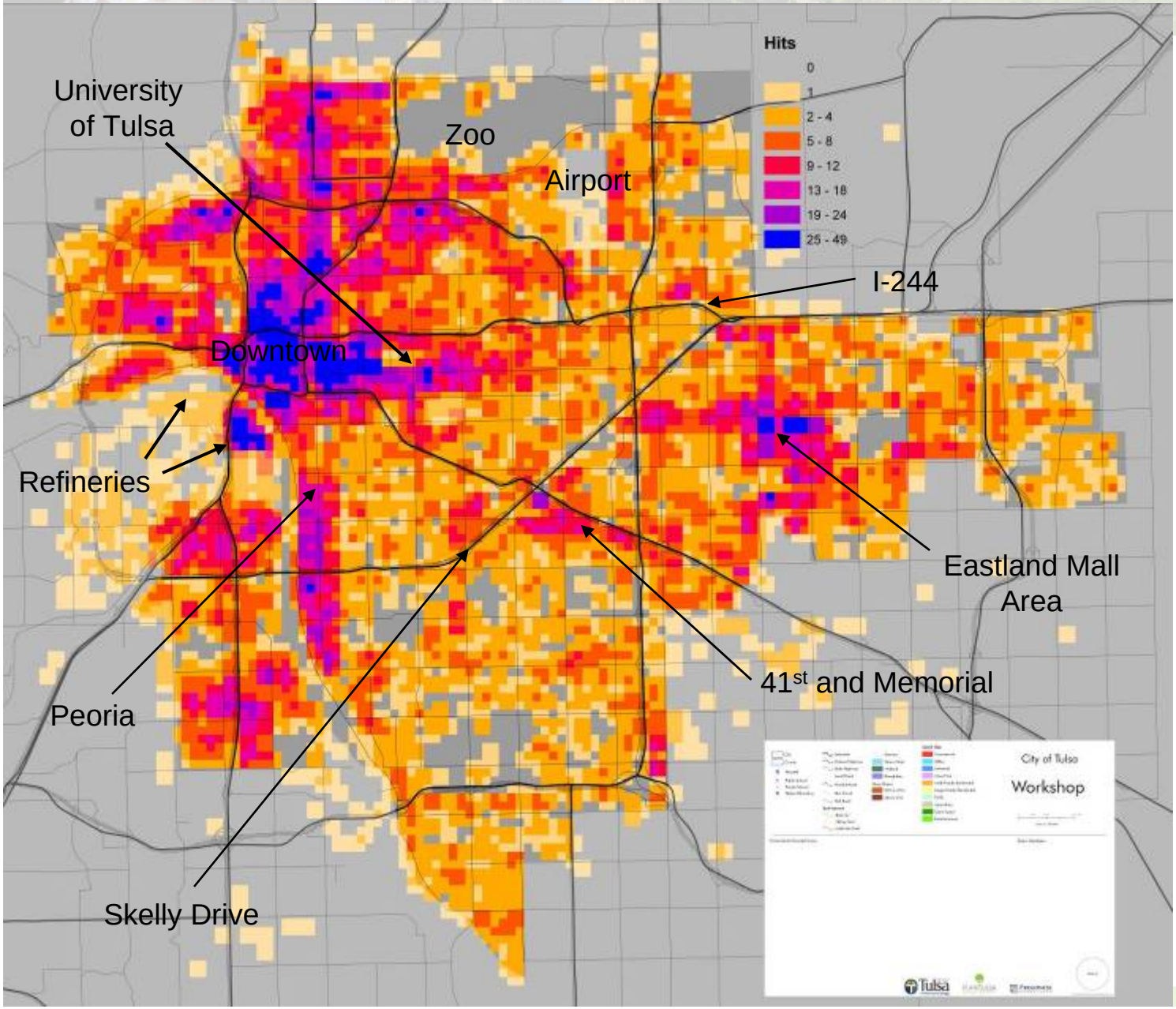
Total Number of "Hits" Any Chip



Frequency

1
2 - 4
5 - 8
9 - 12
13 - 18
19 - 24
25 - 49

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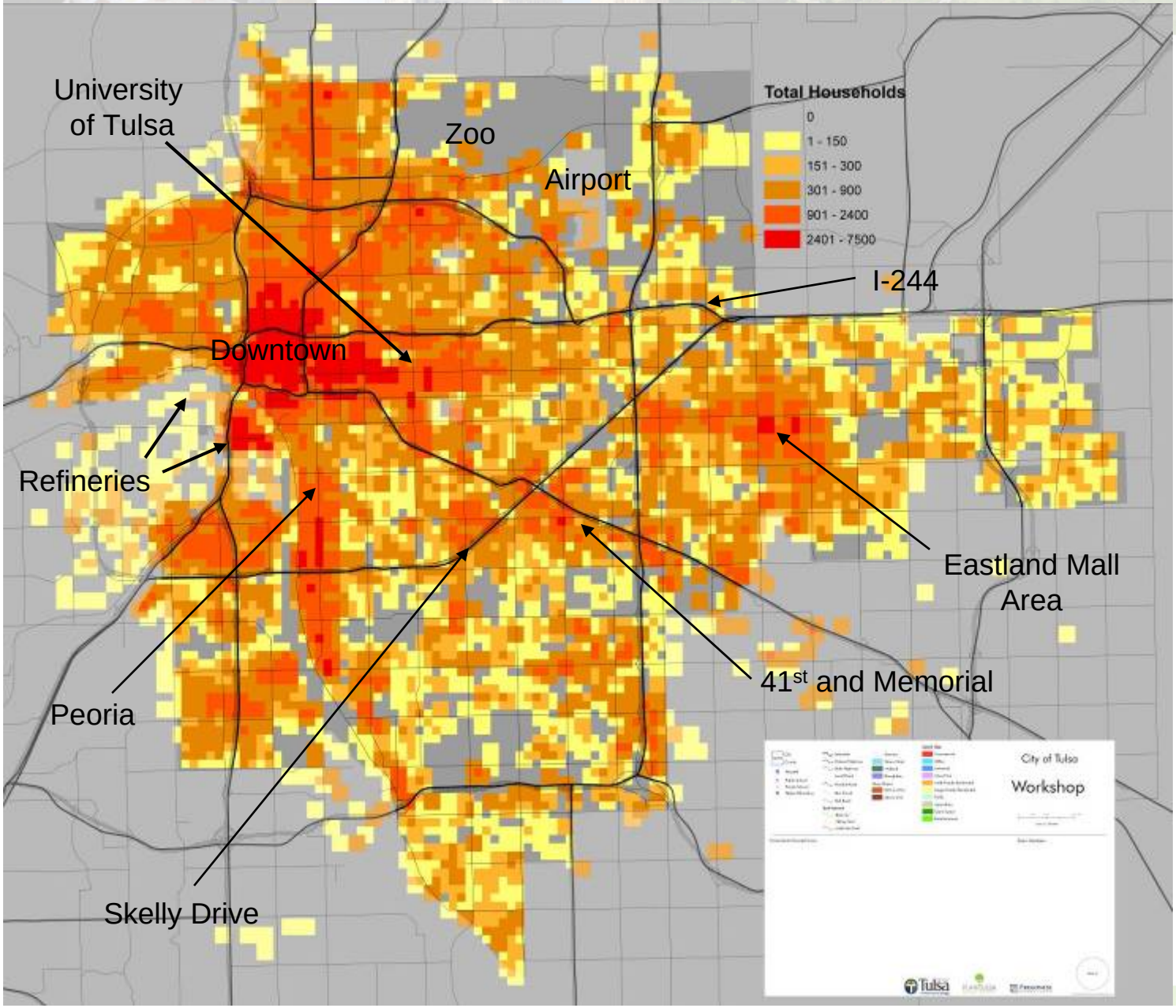
Total Number of Households



Total Households

- 1 - 150
- 151 - 300
- 301 - 900
- 901 - 2,400
- 2,401- 7,500

*Total housing chips placed on a cell

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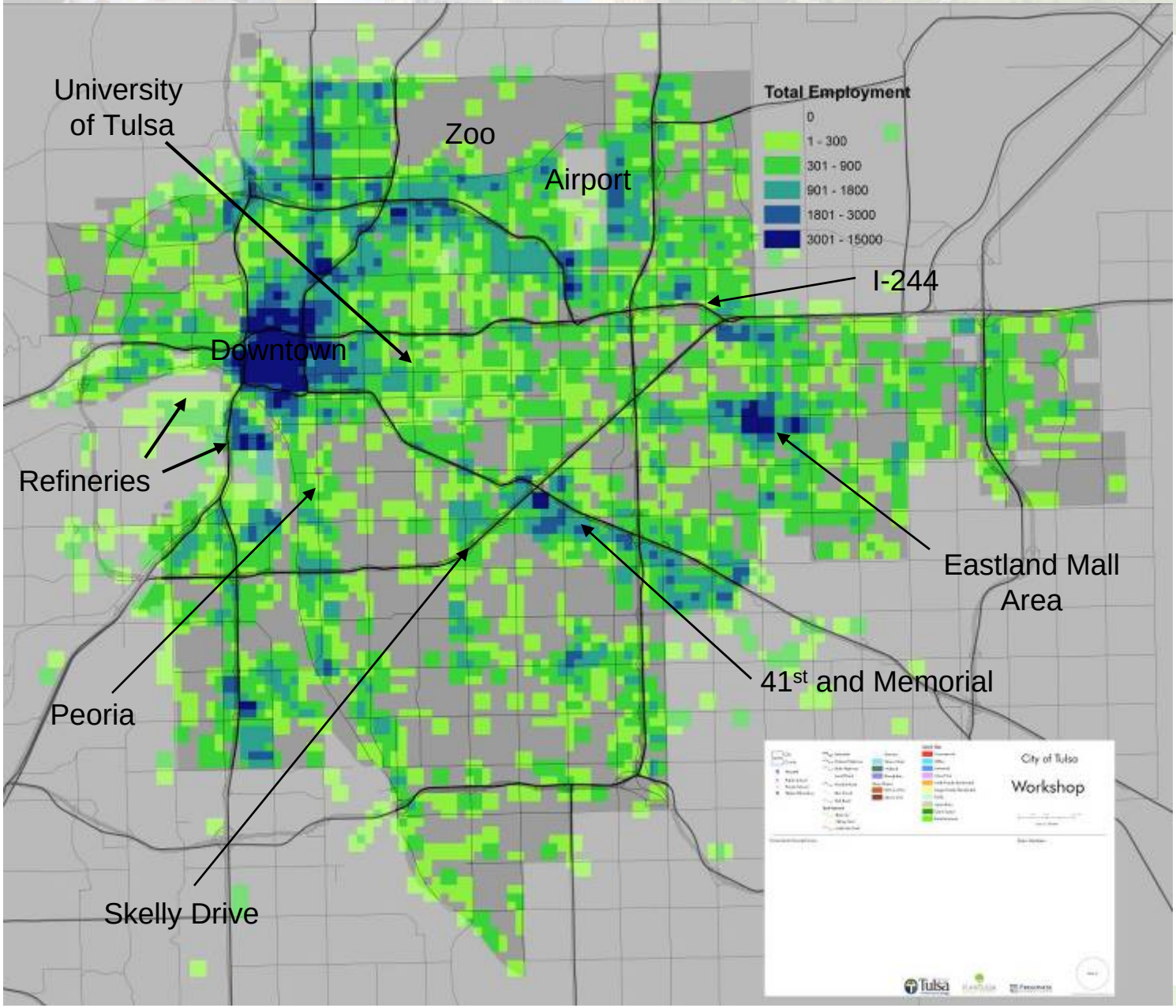
Total Number of Employment Chips



*Total jobs chips placed on a cell

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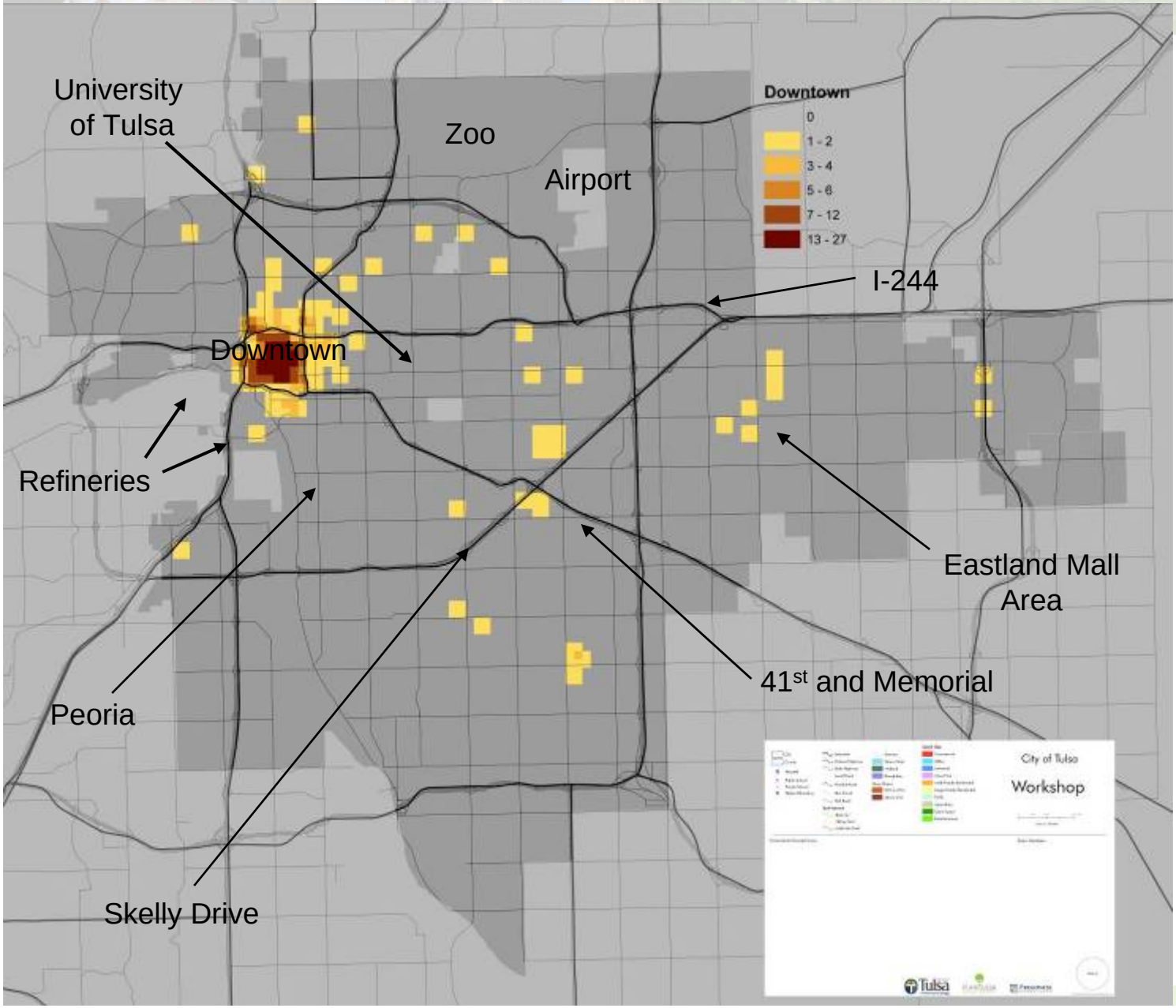
Total Number of Downtown Chips



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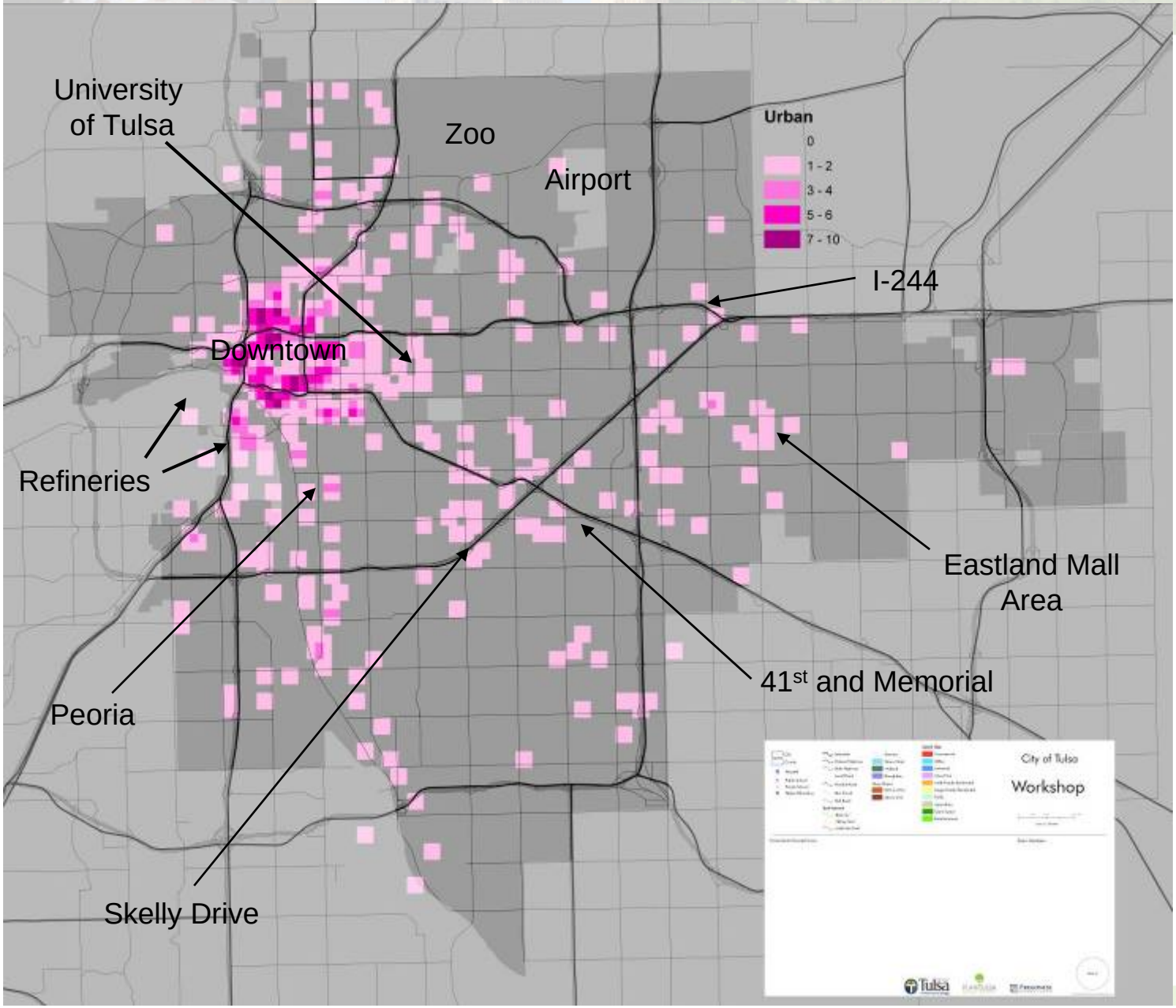
Total Number of Urban Chips



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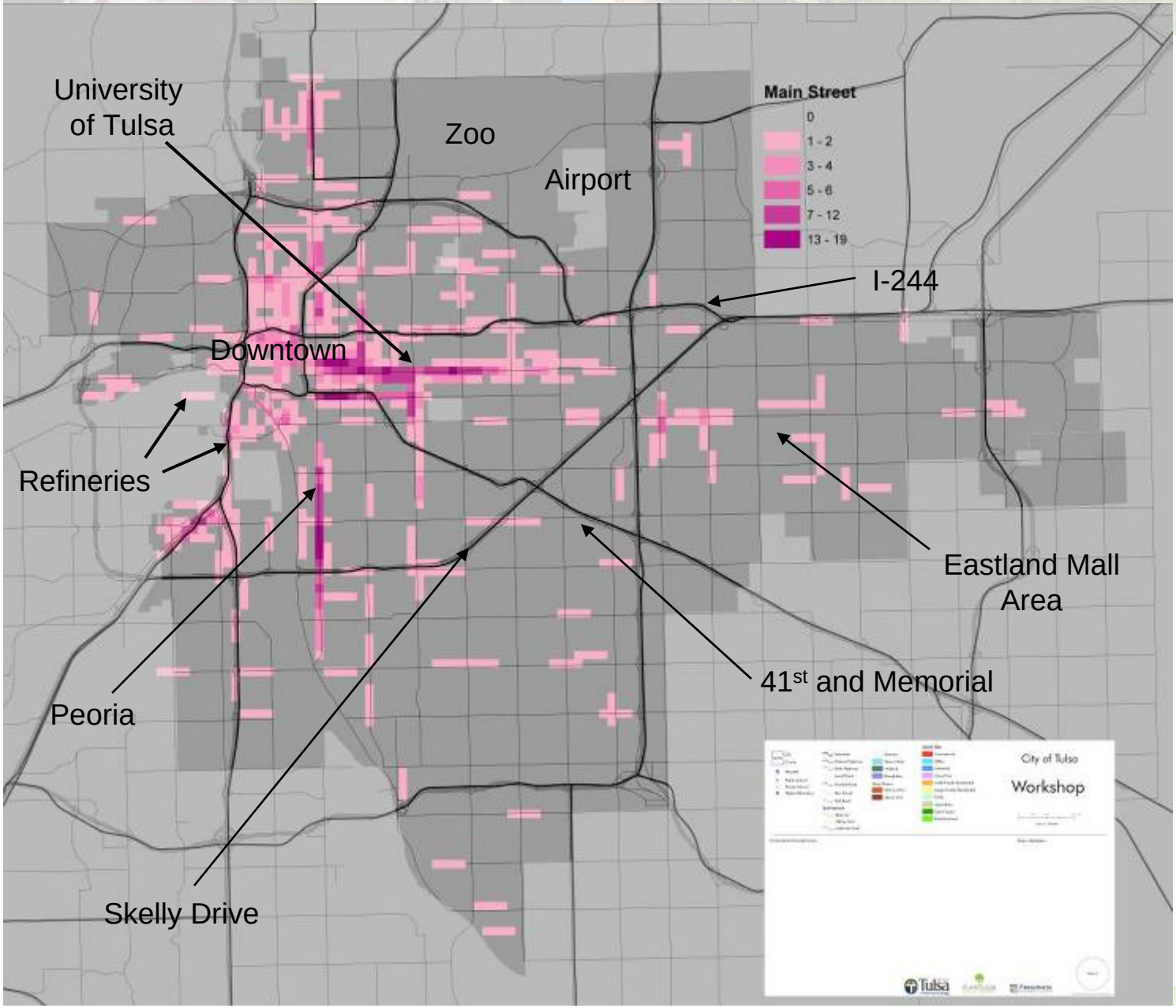
Total Number of Main Street Chips



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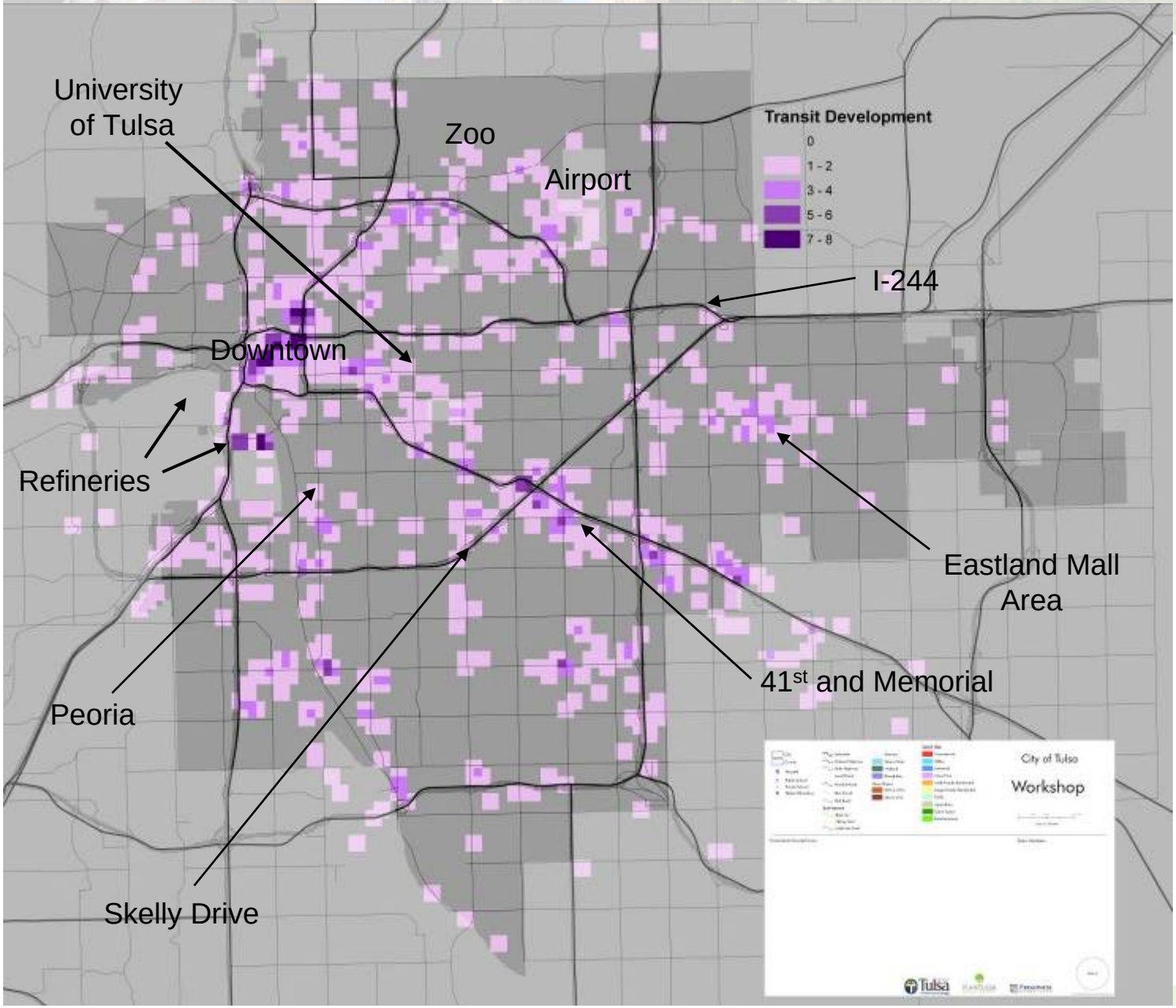
Total Number of Transit Devel. Chips



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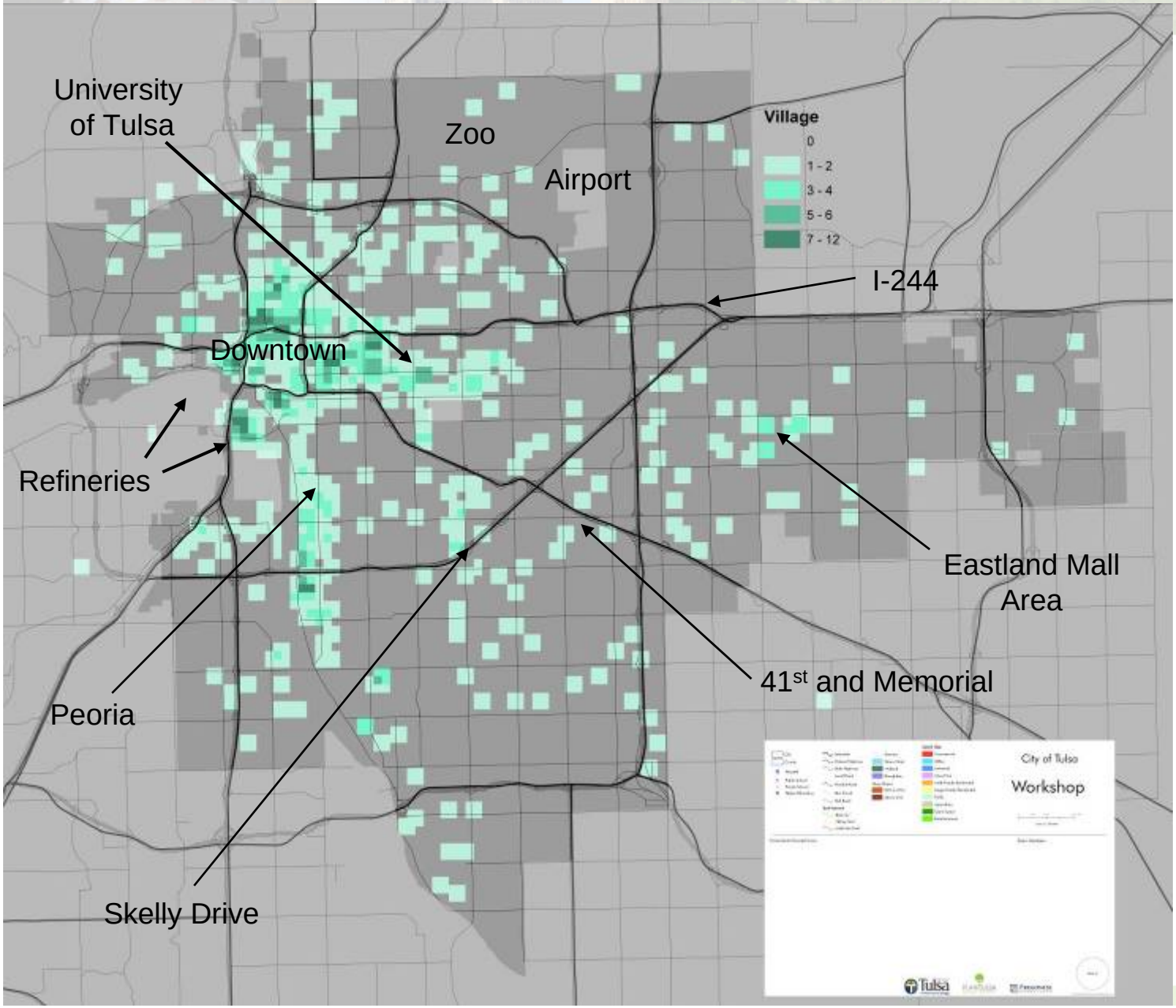
Total Number of Village Chips



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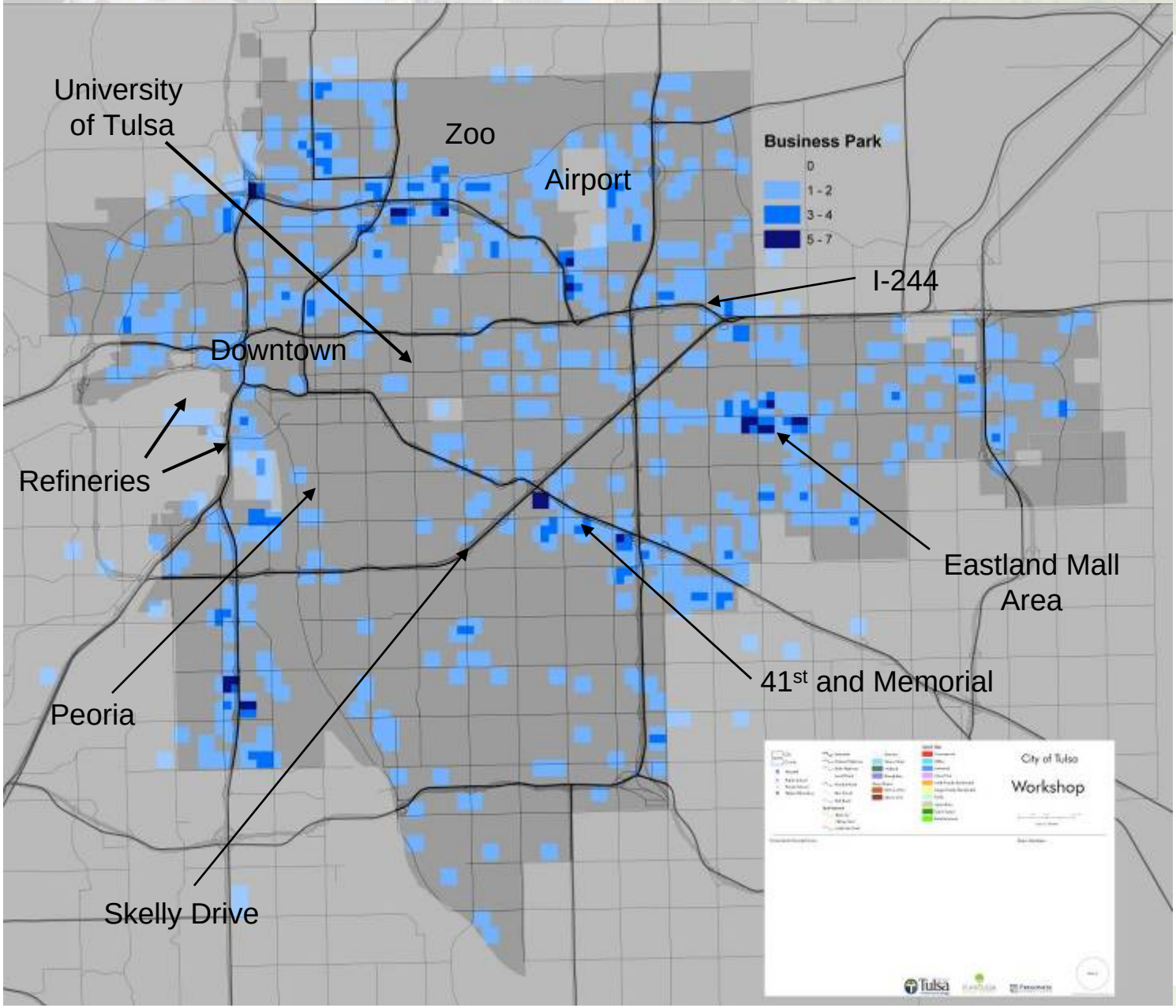
Total Number of Business Park Chips



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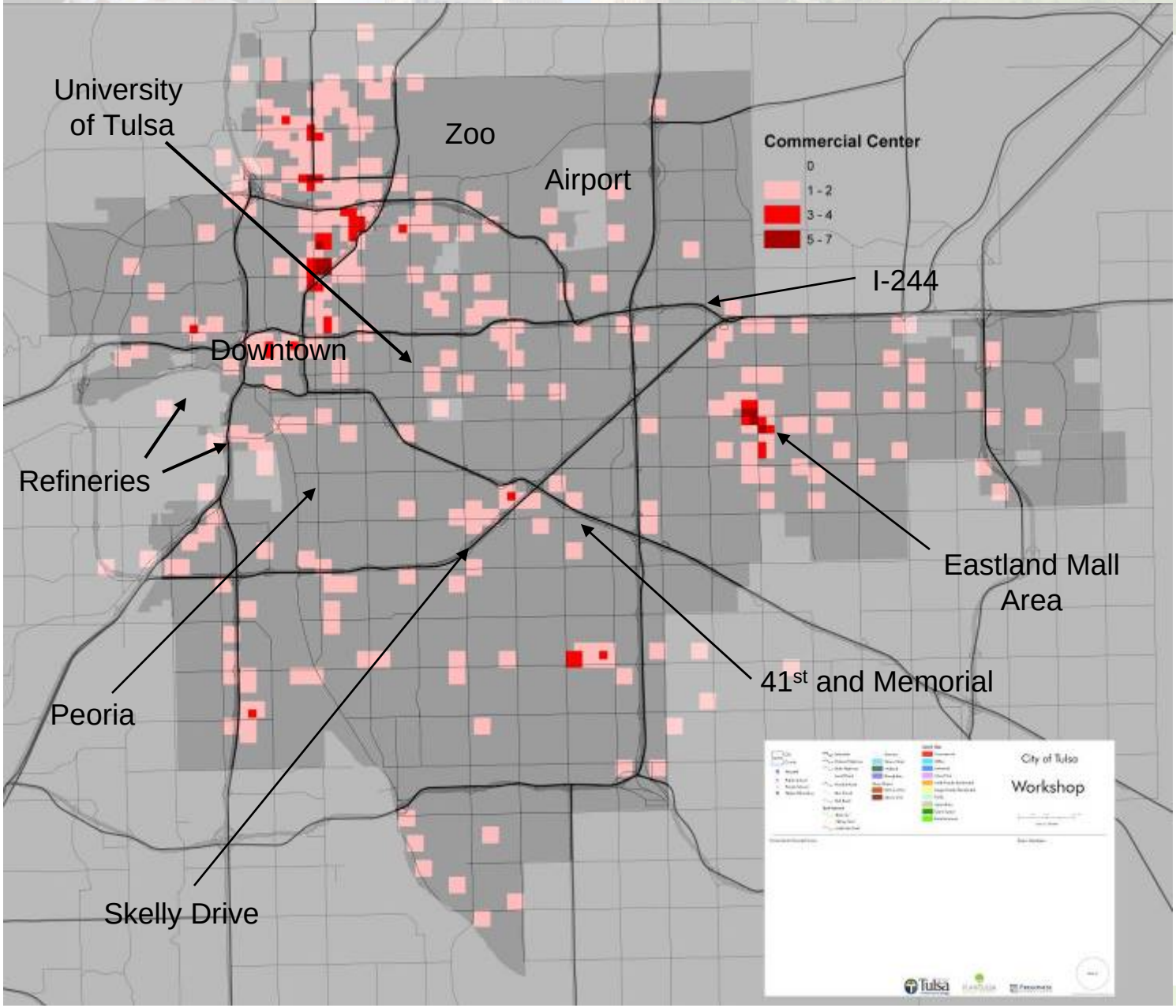
Total Number of Commercial Ctr Chips



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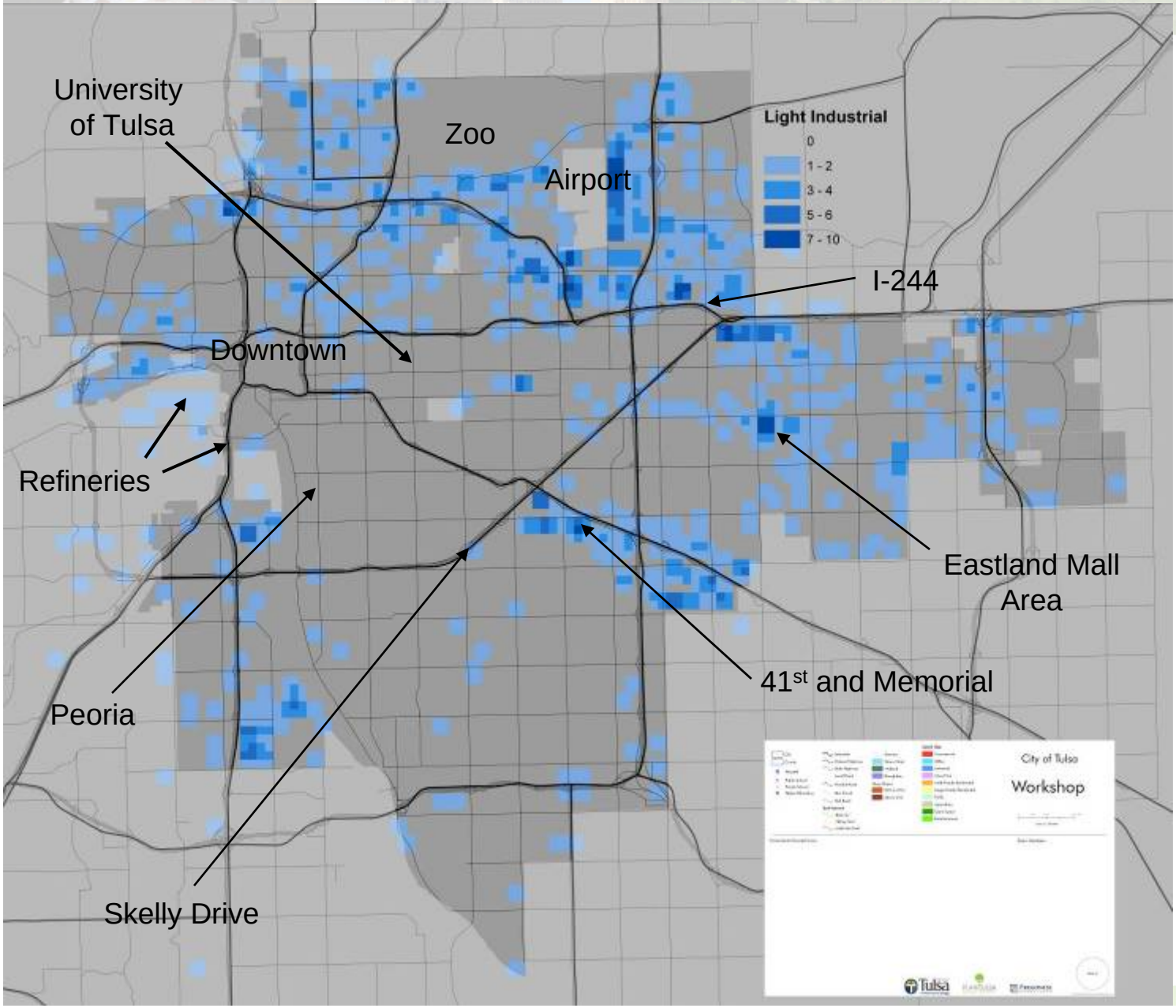
Total Number of Light Industrial Chips



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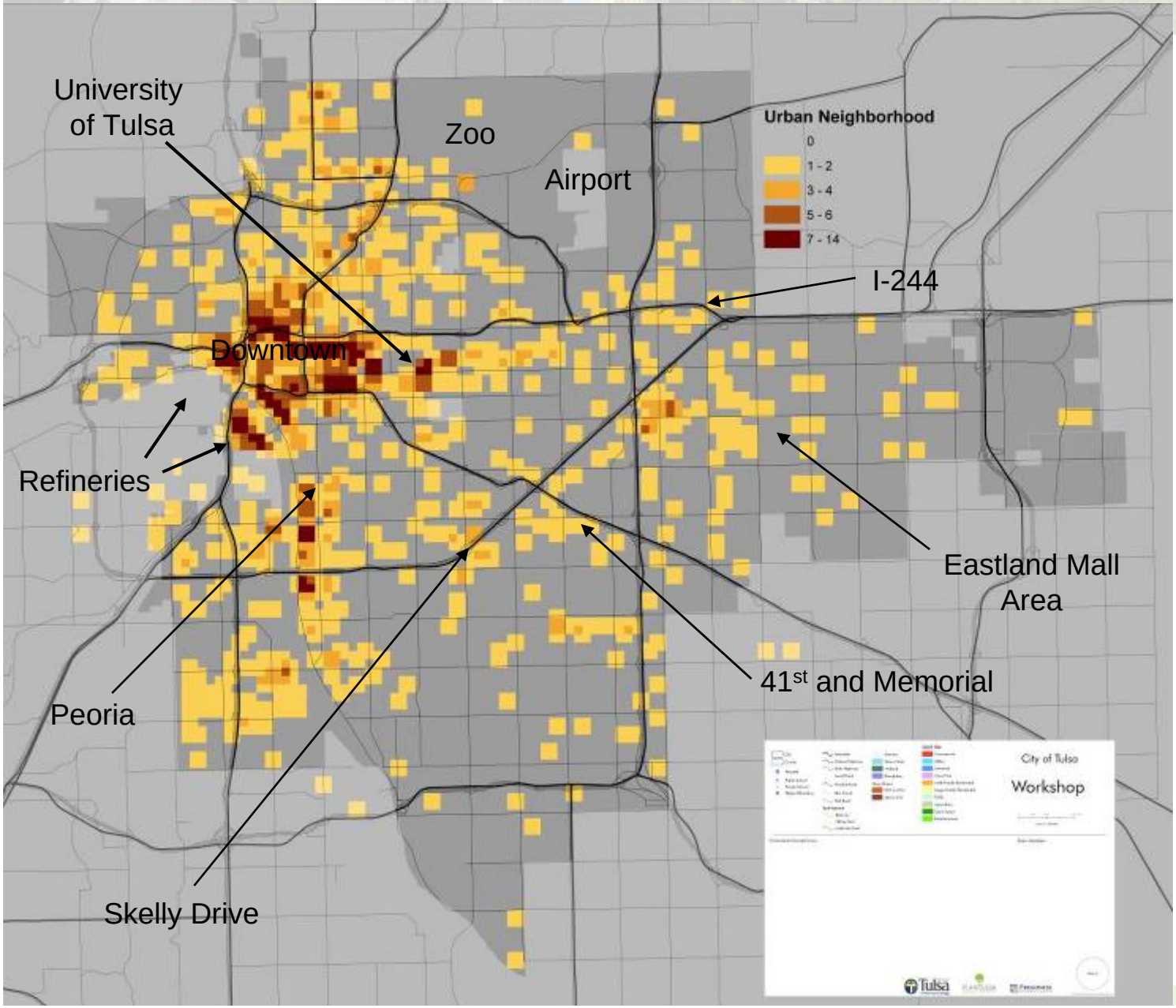
Total Number of Urban N'hood Chips



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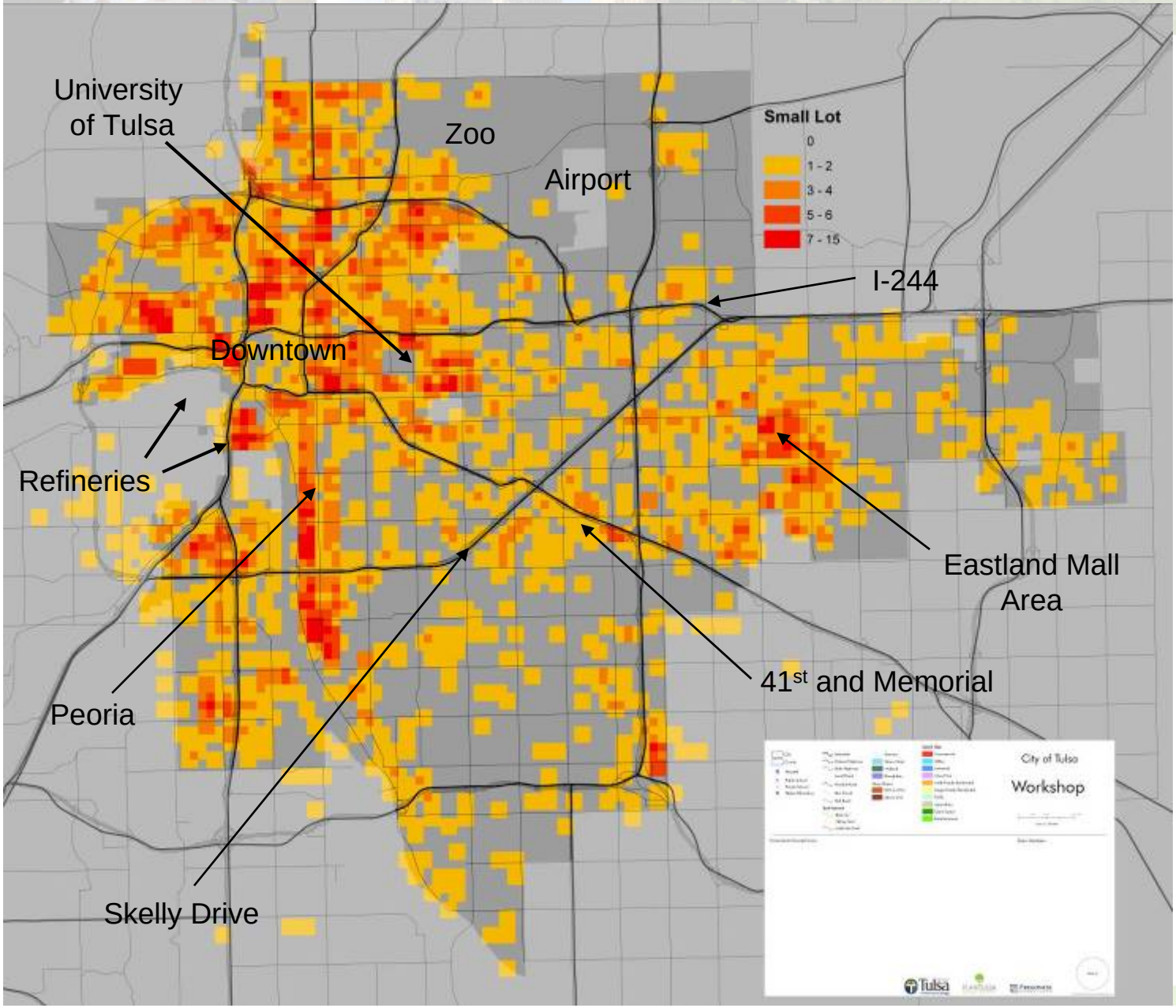
Total Number of Small Lot Sub. Chips



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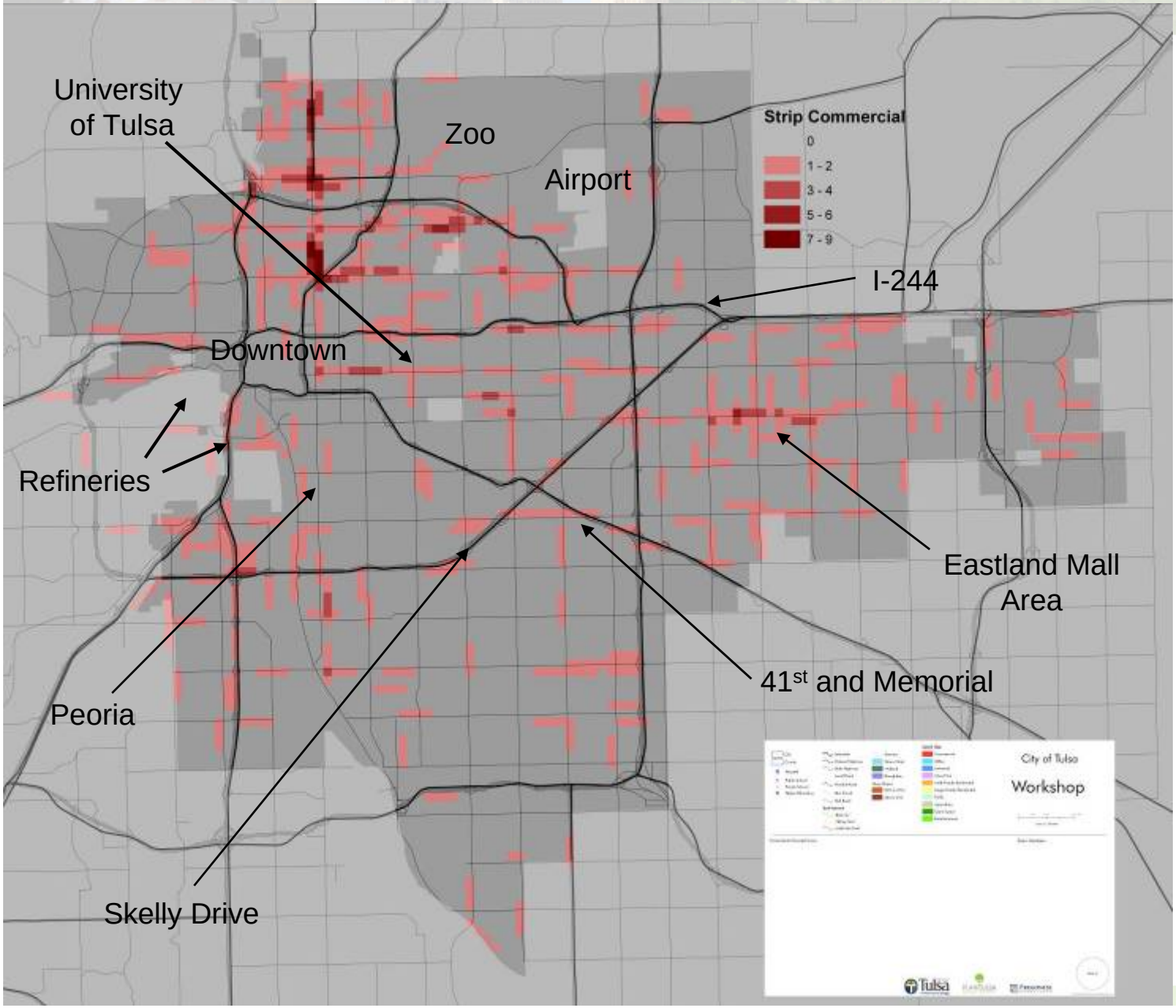
Total Number of Strip Commercial Chips



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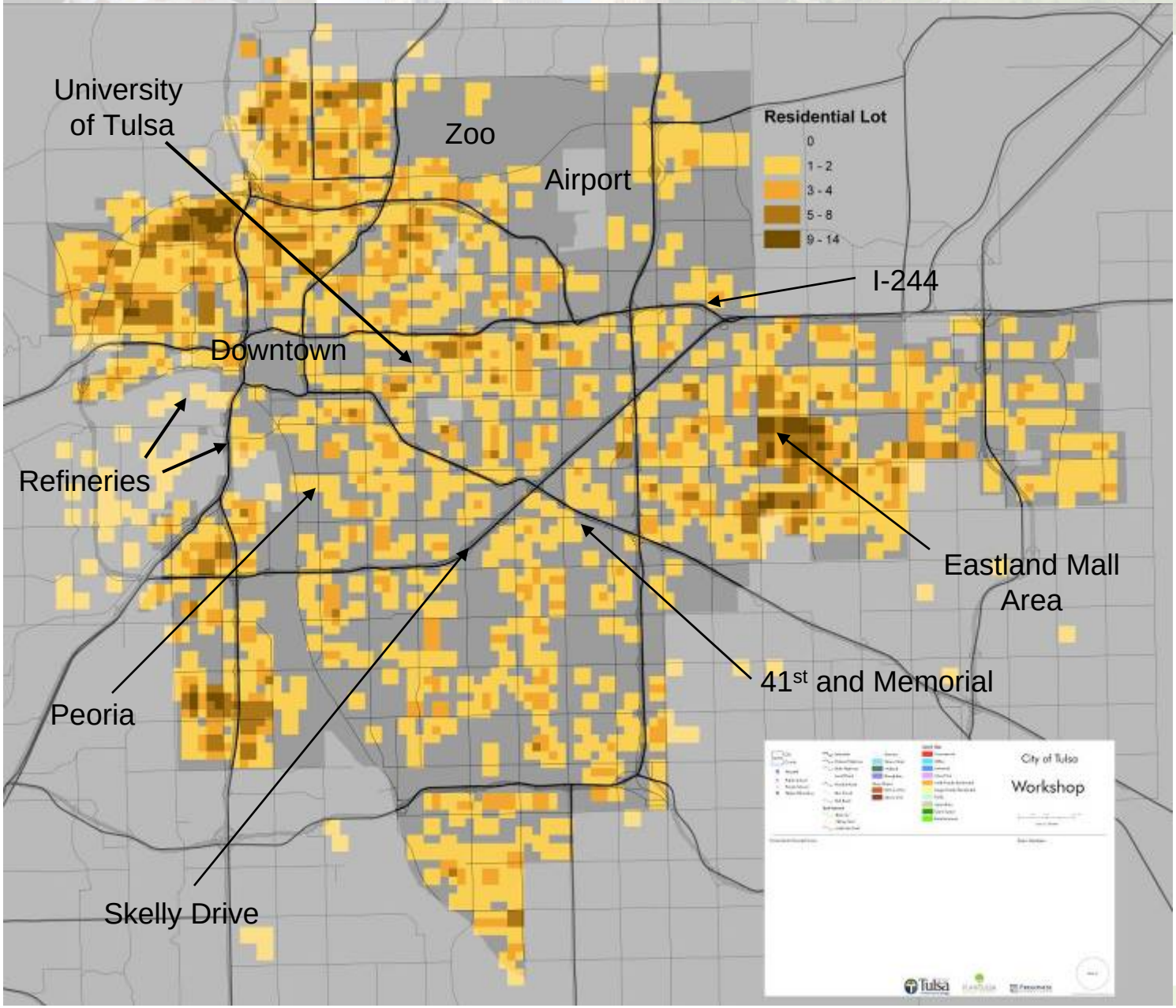
Total Number of Residential Sub. Chips



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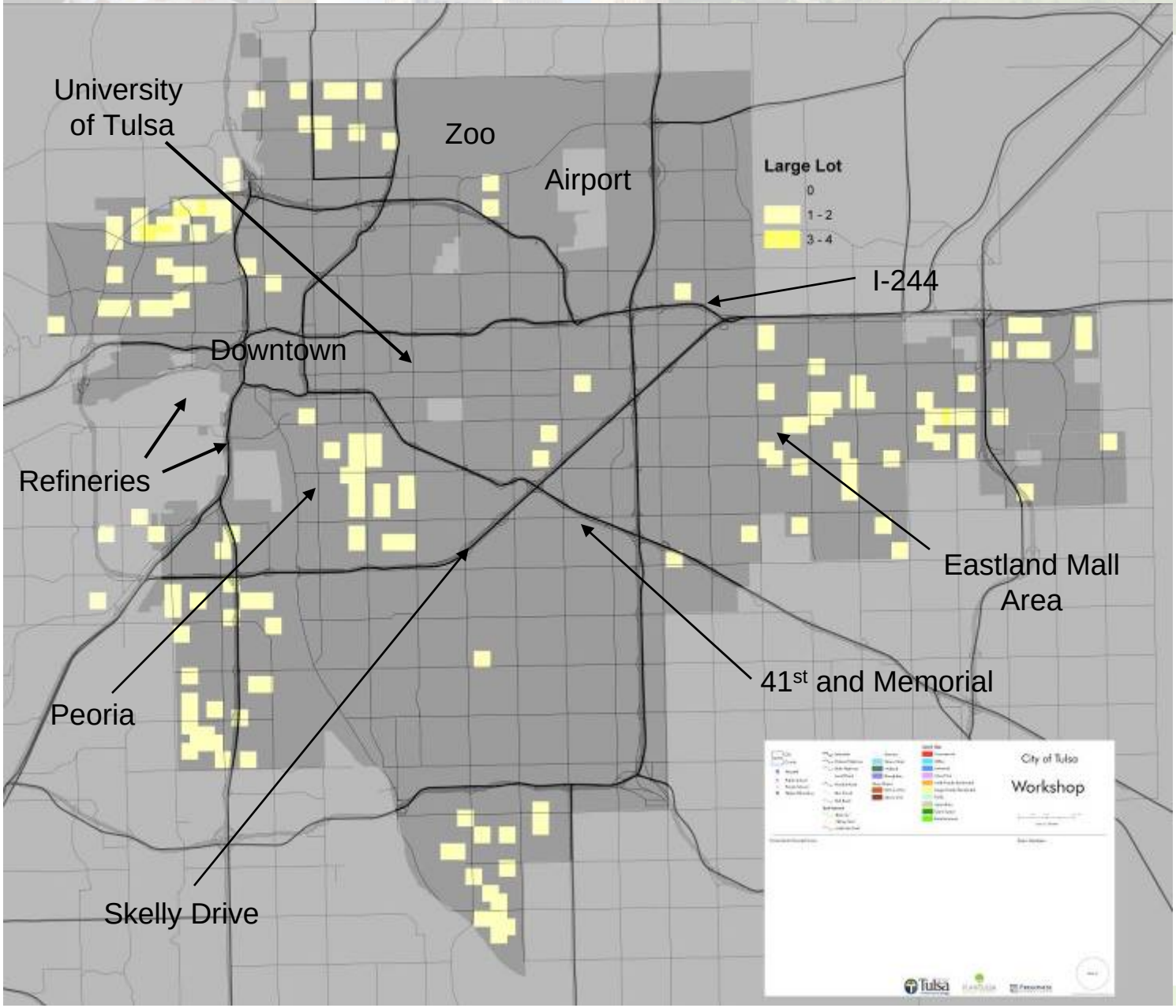
Total Number of Large Lot Chips



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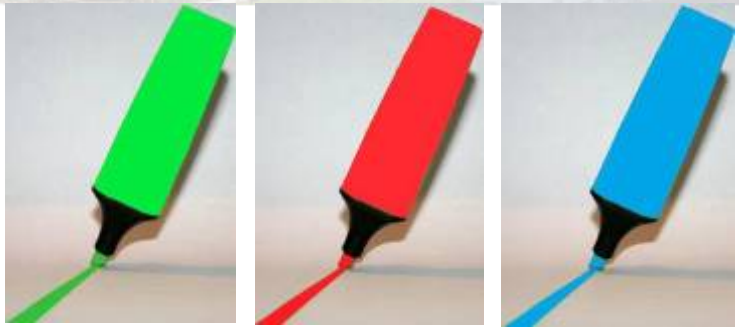
Transportation: Input from Workshop

Bicycle & Pedestrian Networks

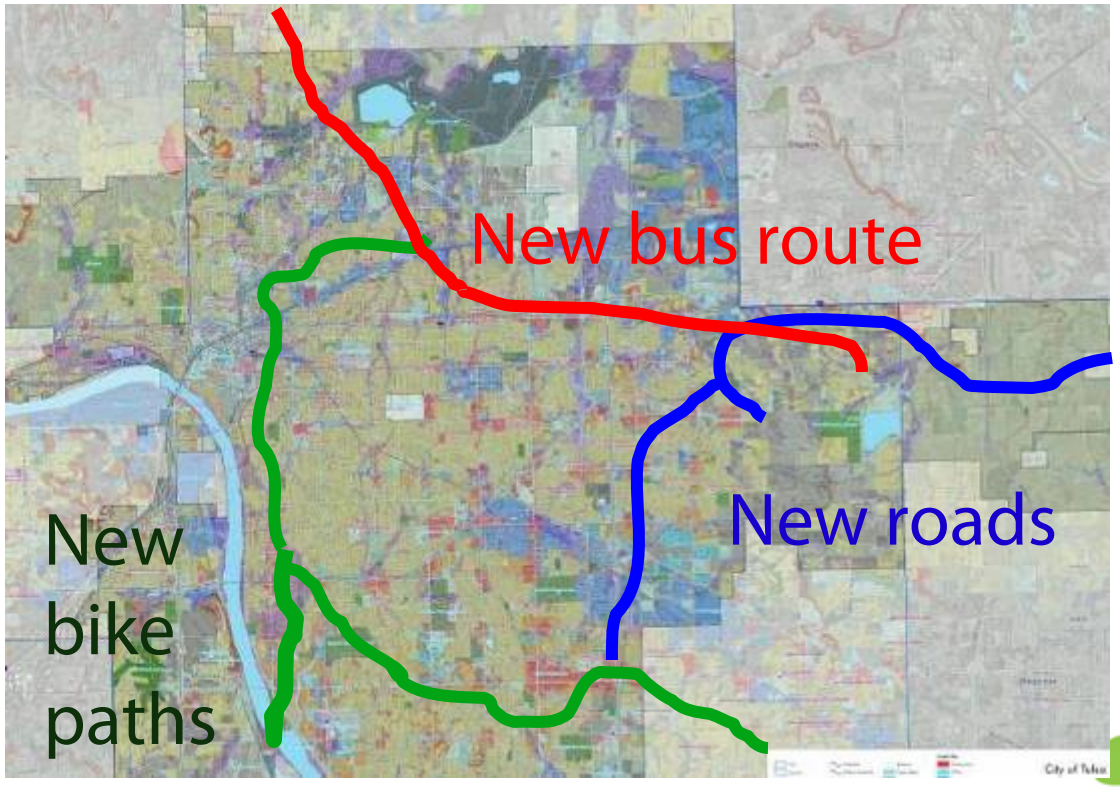
Transit

Roadways & Highways



Participants drew in new transportation infrastructure

These were then digitized, like the chips



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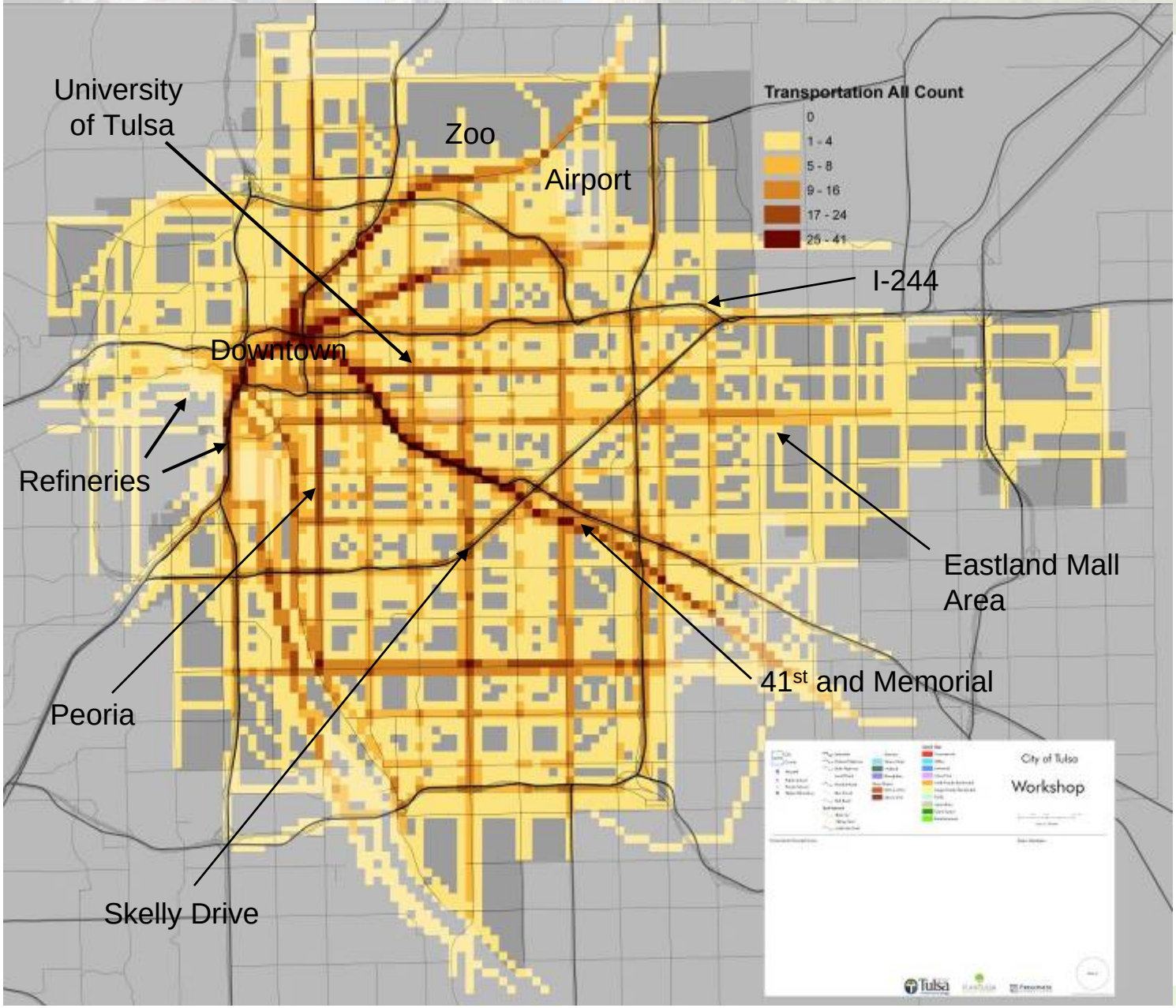
Transportation: All Lines Drawn



Frequency All

1 -4
5 - 8
9 - 16
17 - 24
25 - 41

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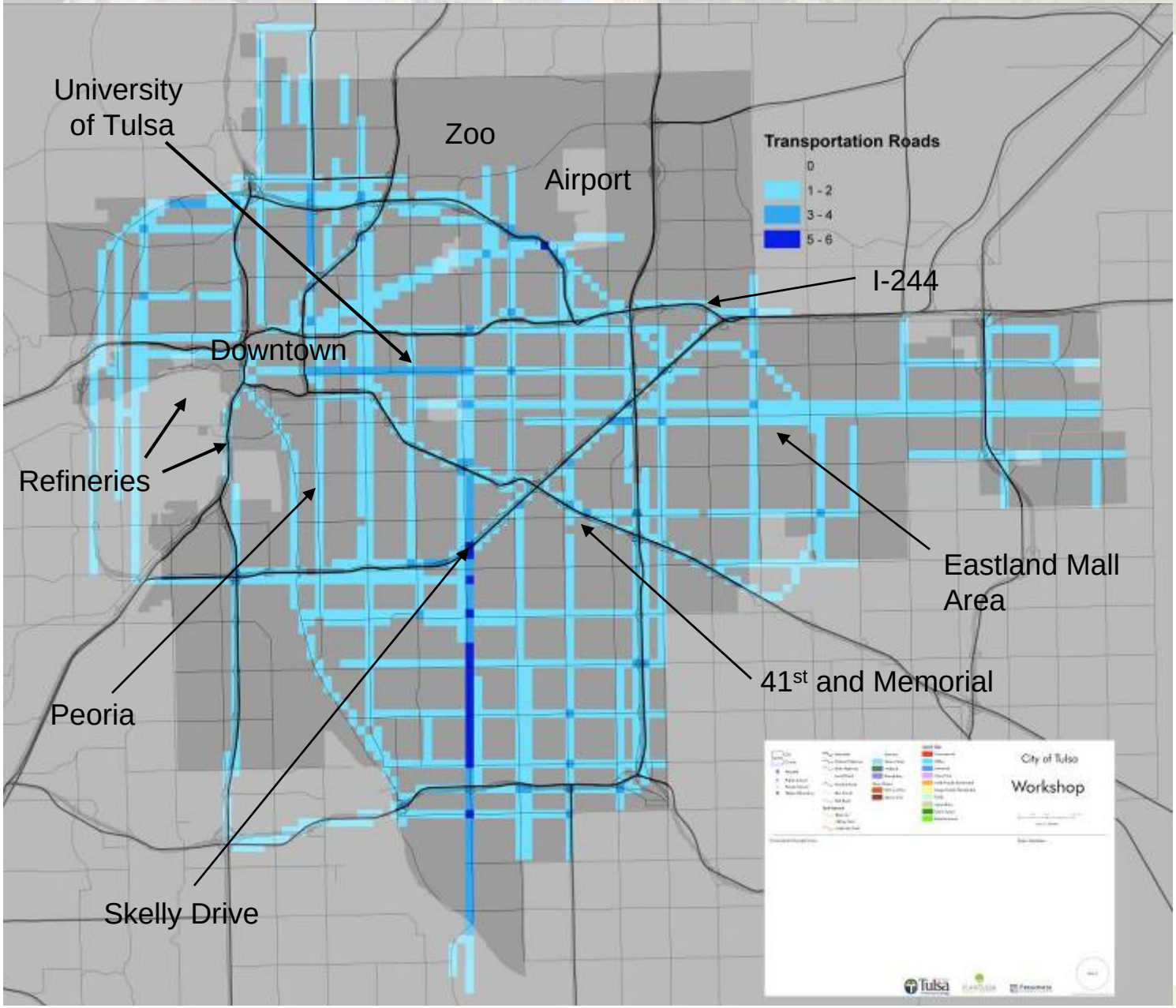
Transportation: Roads



Road Frequency

1 - 2

3 - 4

5 - 6

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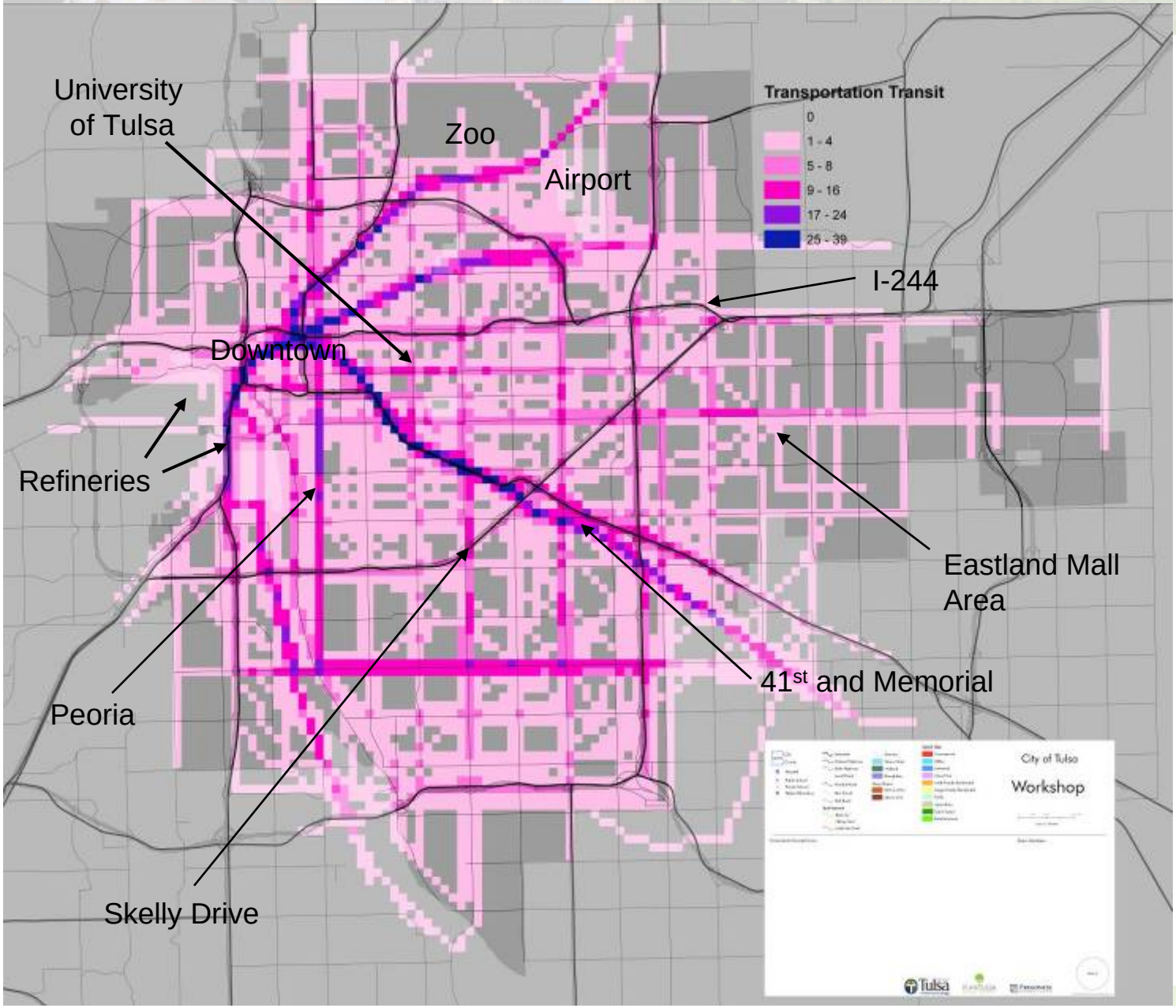
Transportation: Transit



Transit Frequency

- 1 - 4
- 5 - 8
- 9 -15
- 17 - 24
- 25 - 39

Transit investment was by far the most popular transportation investment

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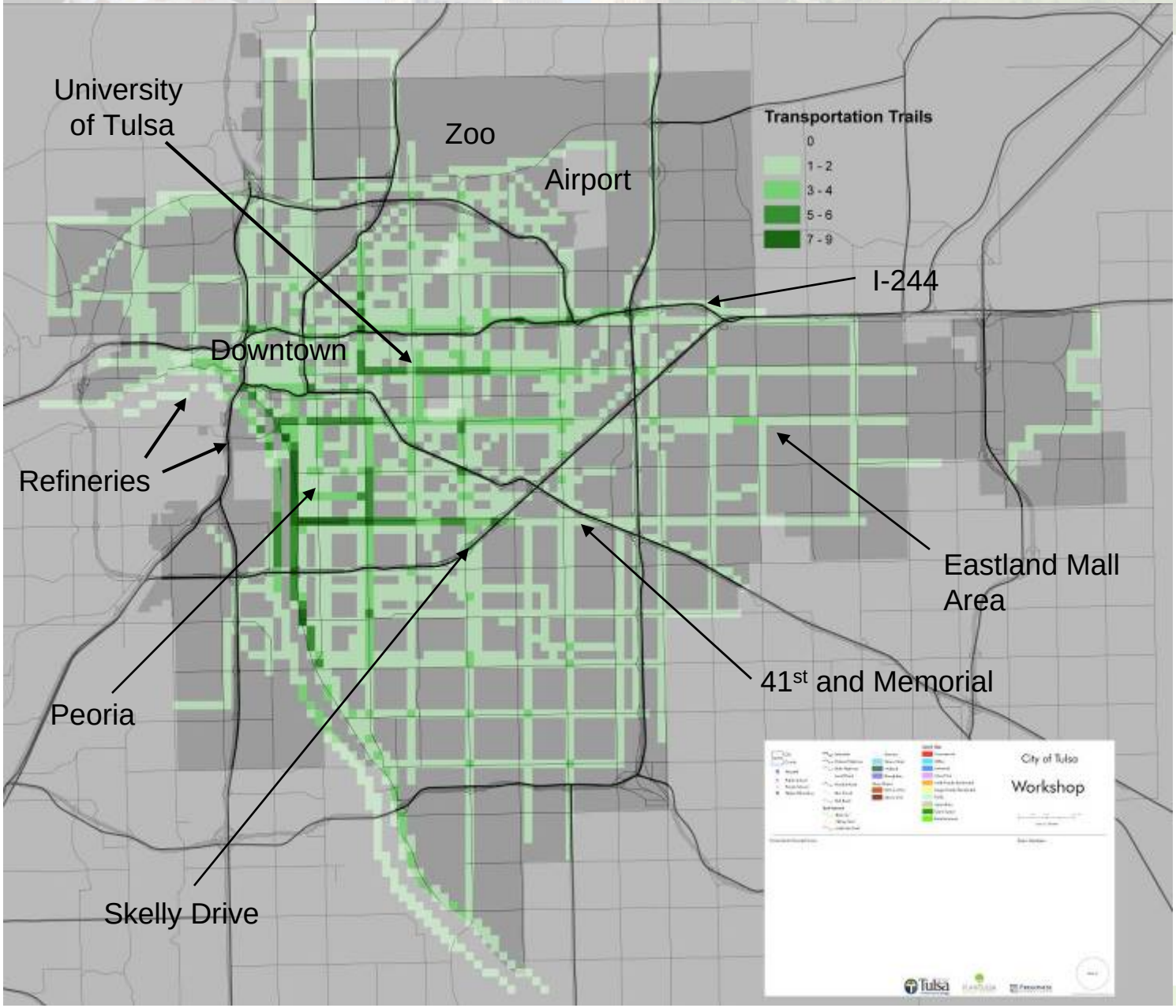
Transportation: Bike and Walk Trails



Trails Frequency

1 - 2
3 - 4
5 -6
7 - 9

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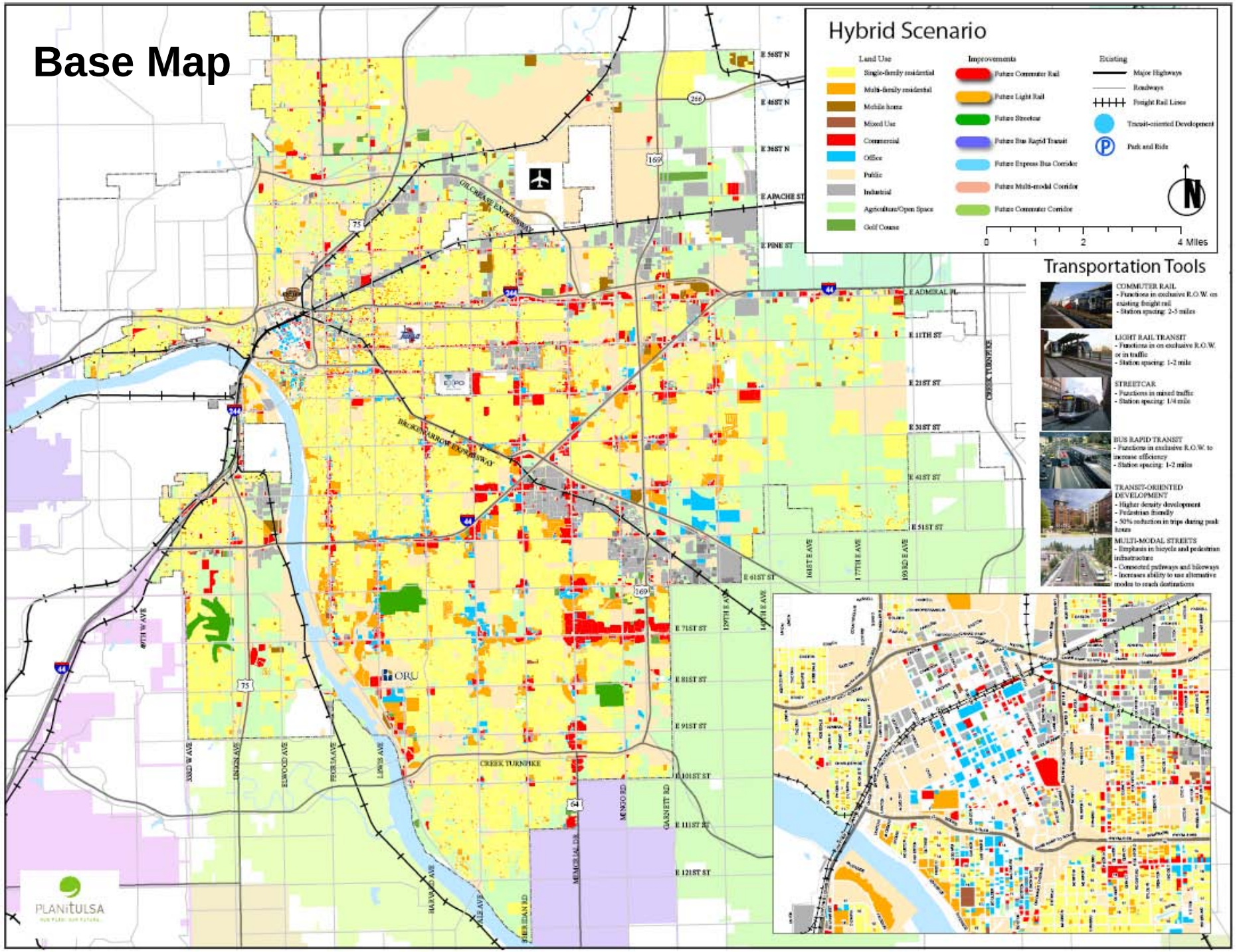
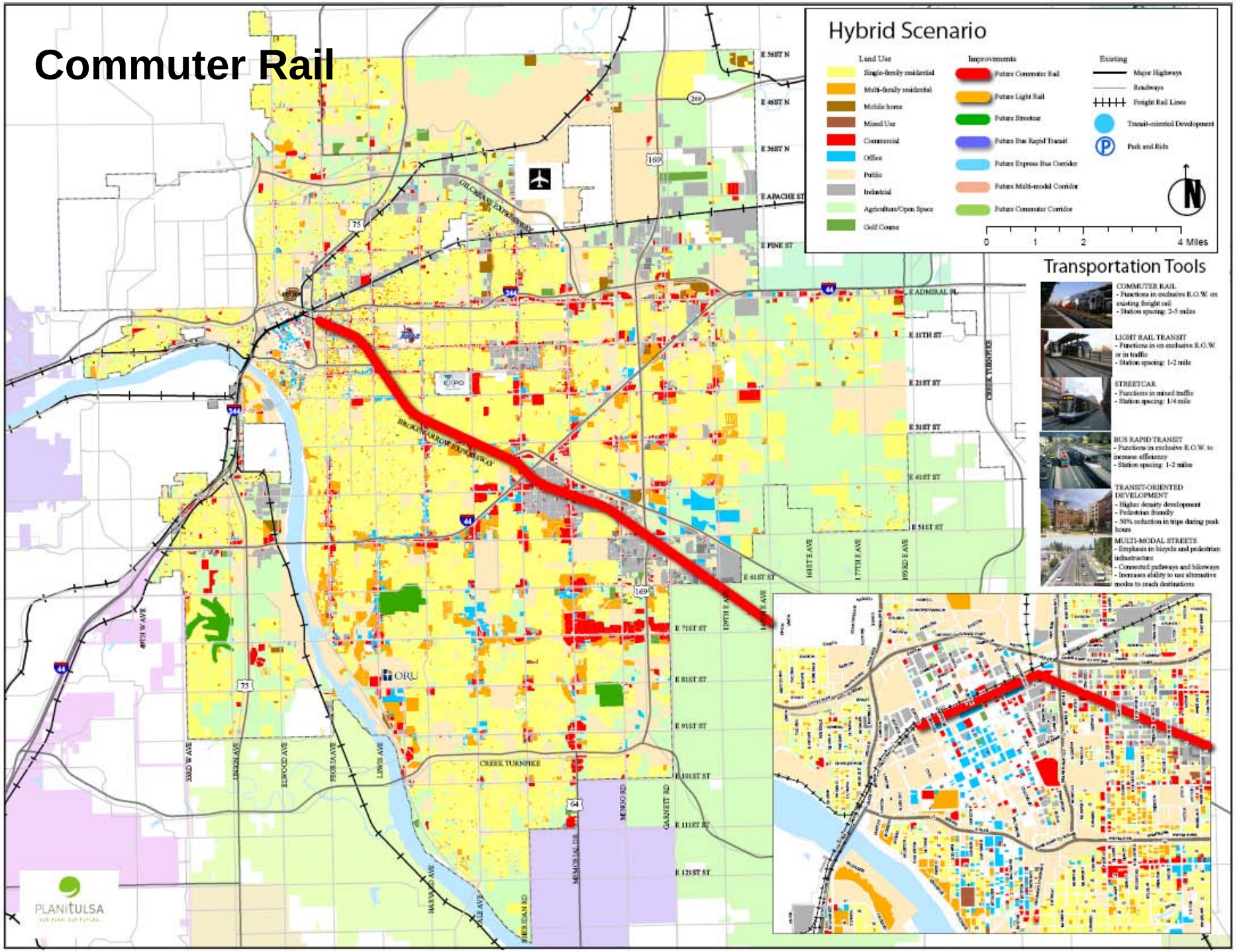
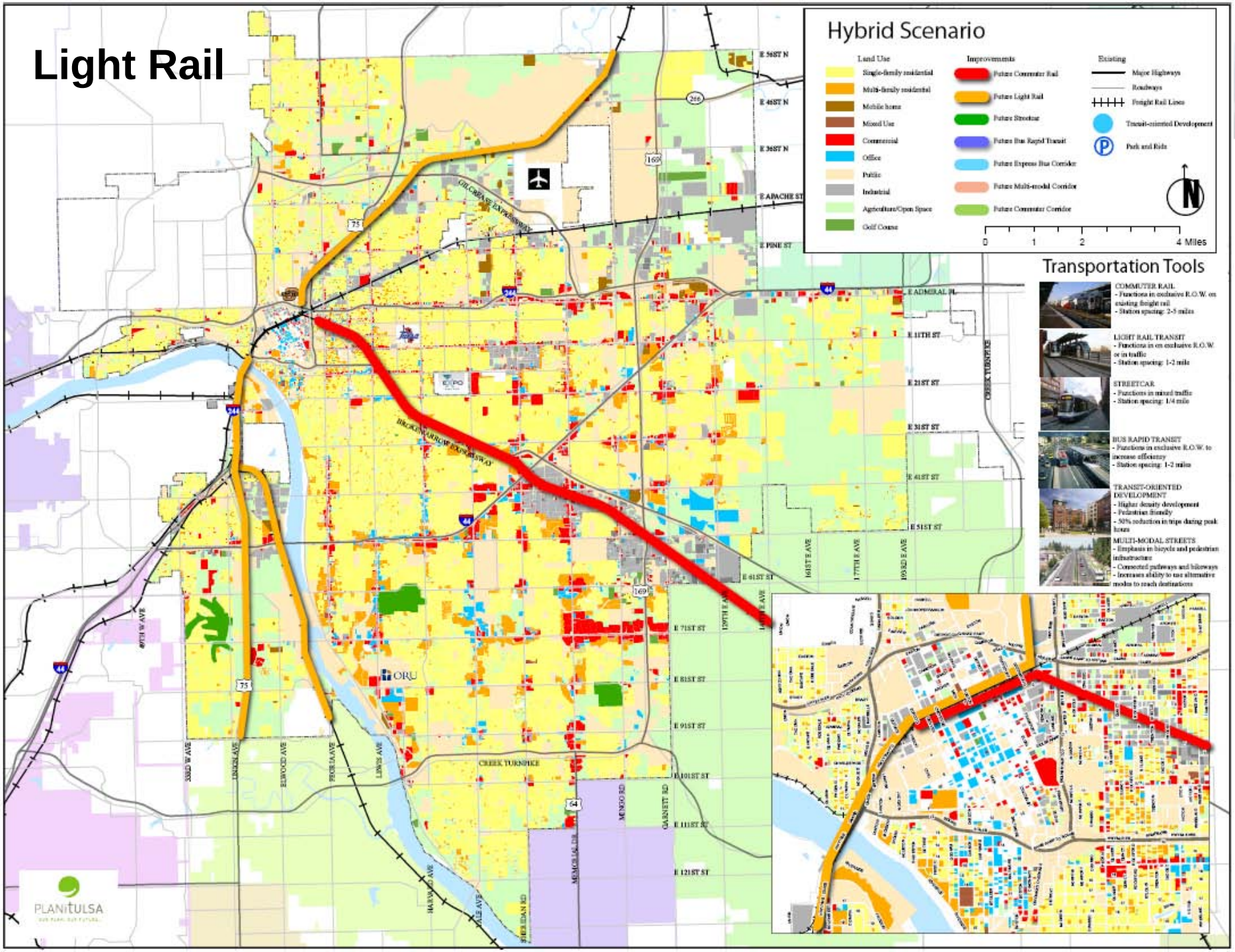
Base Map


Hybrid Scenario
Land Use
Single-family residential
Multi-family residential
Mobile home
Mixed Use
Commercial
Office
Public
Industrial
Agriculture/Open Space
Golf Course
Improvements
Future Commuter Rail
Future Light Rail
Future Streetcar
Future Bus Rapid Transit
Future Express Bus Corridor
Future Multi-modal Corridor
Future Commuter Corridor
Existing
Major Highways
Roadways
Freight Rail Lines
Transit-oriented Development
Park and Ride
N
0 1 2 4 Miles
Transportation Tools
COMMUTER RAIL
- Functions in exclusive R.O.W. on existing freight rail
- Station spacing: 2-5 miles
LIGHT RAIL TRANSIT
- Functions in on exclusive R.O.W. or in traffic
- Station spacing: 1-2 mile
STREETCAR
- Functions in mixed traffic
- Station spacing: 1/4 mile
BUS RAPID TRANSIT
- Functions in exclusive R.O.W. to increase efficiency
- Station spacing: 1-2 miles
TRANSIT-ORIENTED DEVELOPMENT
- Higher density development
- Pedestrian friendly
- 50% reduction in trips during peak hours
MULTI-MODAL STREETS
- Emphasis in bicycle and pedestrian infrastructure
- Connected pathways and bikeways
- Increases ability to use alternative modes to reach destinations
E 56ST N
E 46ST N
E 36ST N
E APACHE ST
E PINE ST
E ADMIRAL PL
E 11TH ST
E 21ST ST
E 31ST ST
E 41ST ST
E 51ST ST
E 61ST ST
E 71ST ST
E 81ST ST
E 91ST ST
E 101ST ST
E 111ST ST
E 121ST ST
CREEK TURNPIKE
GILCREASE EXPRESSWAY
BROKEN ARROW EXPRESSWAY
ORU
EXPO
PLANiTULSA

Commuter Rail



Light Rail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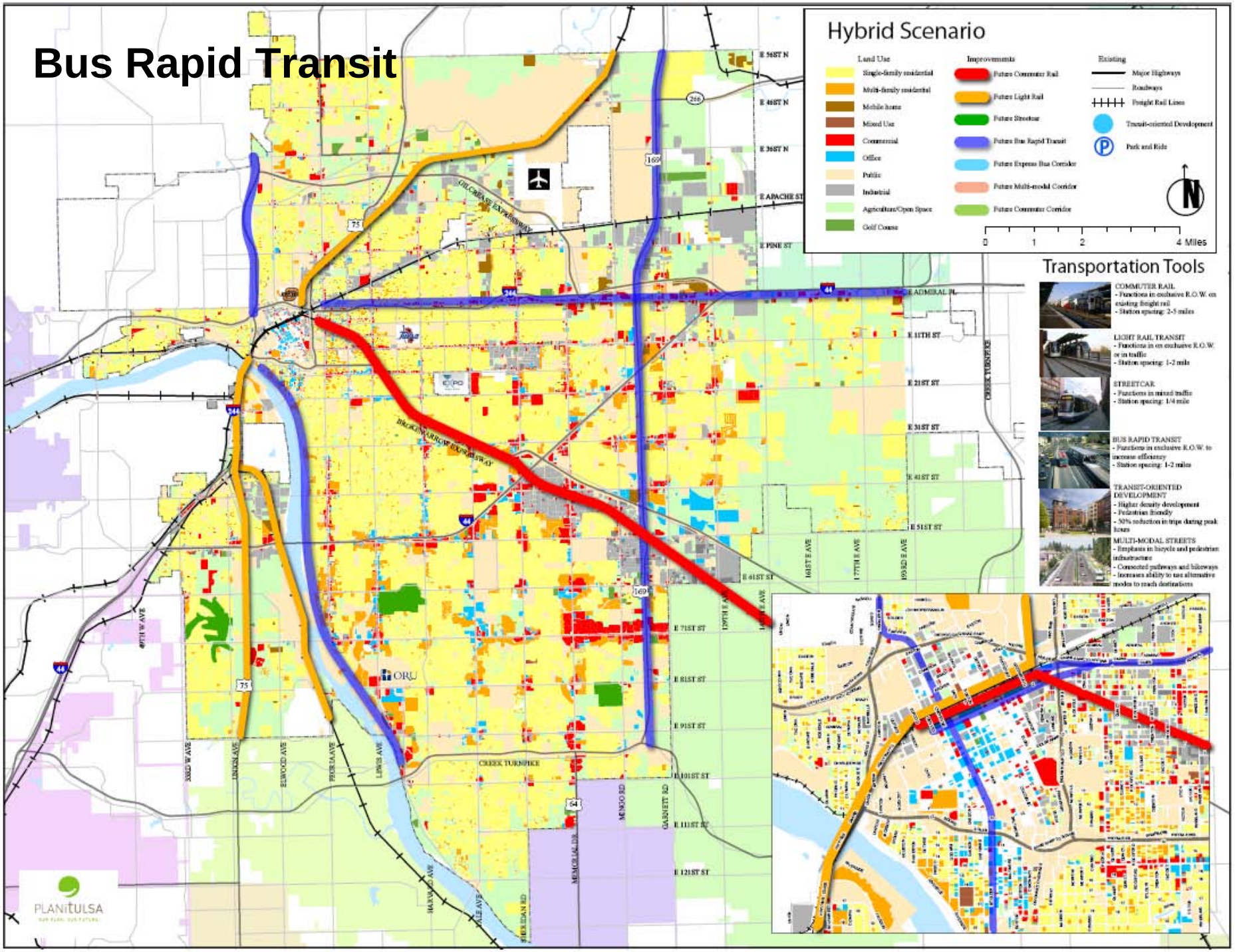
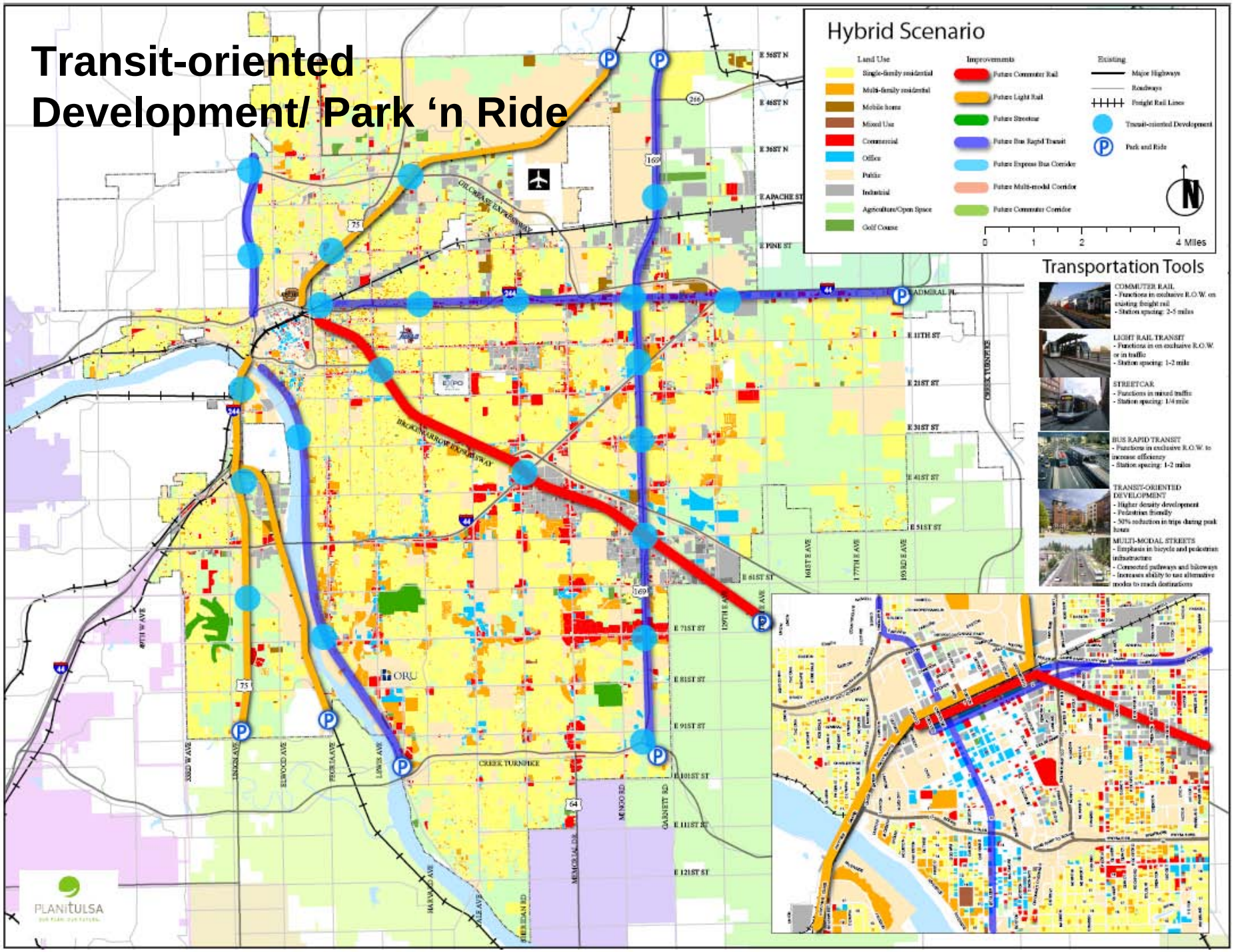
GILCREASE EXPRESSWAY
BROKEN ARROW EXPRESSWAY
CREEK TURNPIKE
ORU
EXPO
PLANiTULSA

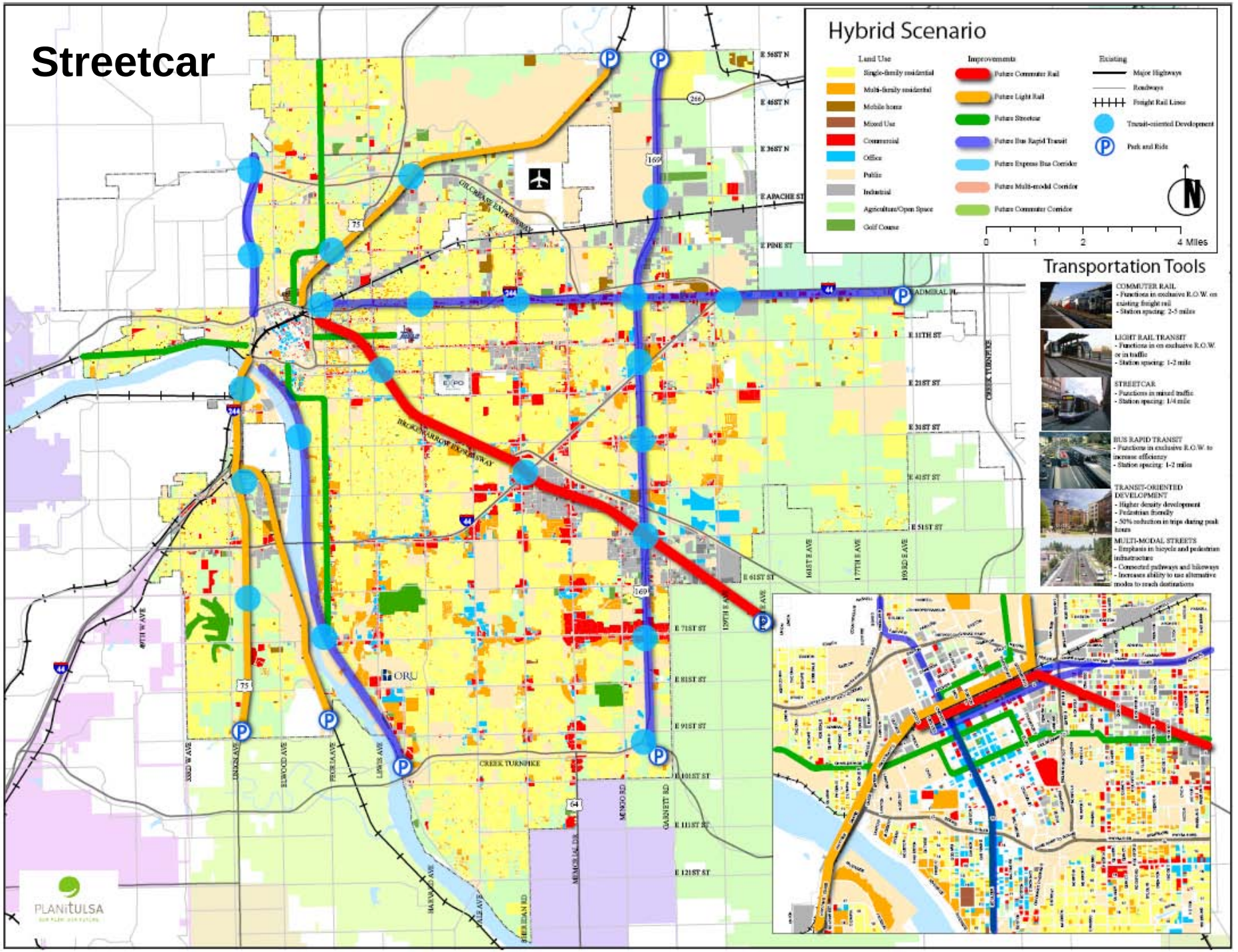
Bus Rapid Transit



Transit-oriented Development/ Park ‘n Ride



Streetcar


Hybrid Scenario
Land Use
Single-family residential
Multi-family residential
Mobile home
Mixed Use
Commercial
Office
Public
Industrial
Agriculture/Open Space
Golf Course
Improvements
Future Commuter Rail
Future Light Rail
Future Streetcar
Future Bus Rapid Transit
Future Express Bus Corridor
Future Multi-modal Corridor
Future Commuter Corridor
Existing
Major Highways
Roadways
Freight Rail Lines
Transit-oriented Development
Park and Ride
N
0 1 2 4 Miles
Transportation Tools
COMMUTER RAIL
- Functions in exclusive R.O.W. on existing freight rail
- Station spacing: 2-5 miles
LIGHT RAIL TRANSIT
- Functions in on exclusive R.O.W. or in traffic
- Station spacing: 1-2 mile
STREETCAR
- Functions in mixed traffic
- Station spacing: 1/4 mile
BUS RAPID TRANSIT
- Functions in exclusive R.O.W. to increase efficiency
- Station spacing: 1-2 miles
TRANSIT-ORIENTED DEVELOPMENT
- Higher density development
- Pedestrian friendly
- 50% reduction in trips during peak hours
MULTI-MODAL STREETS
- Emphasis in bicycle and pedestrian infrastructure
- Connected pathways and hikeways
- Increases ability to use alternative modes to reach destinations
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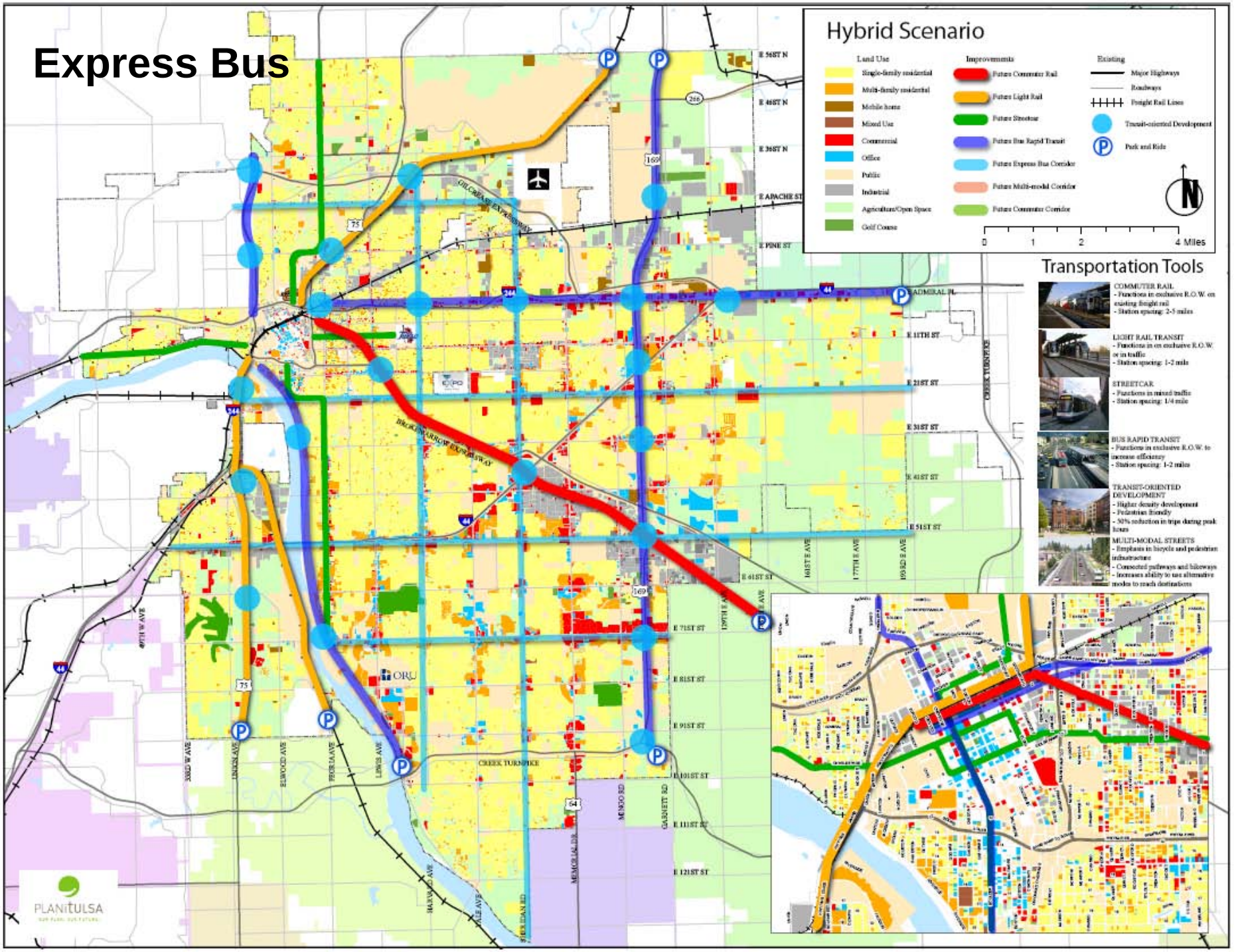
Express Bus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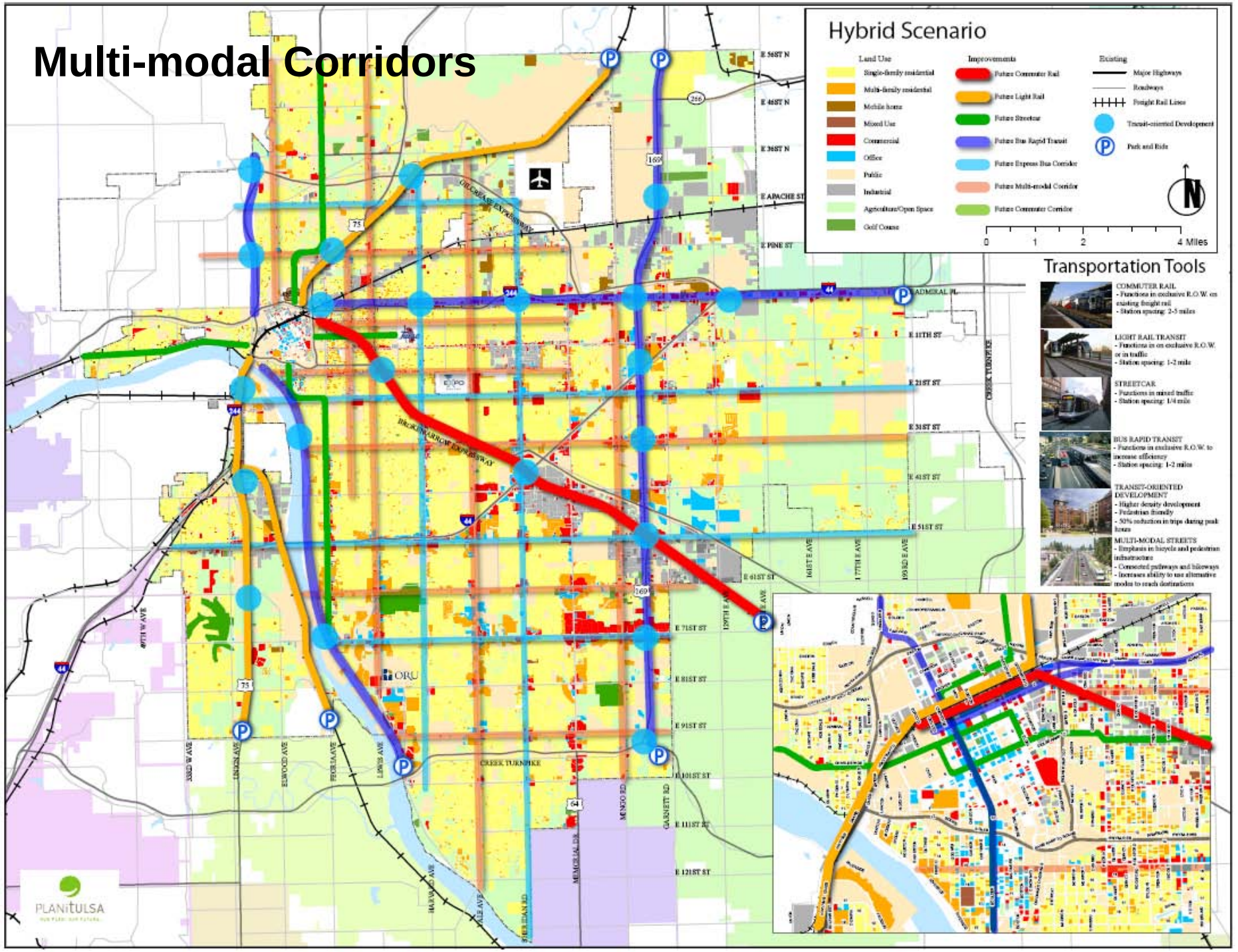
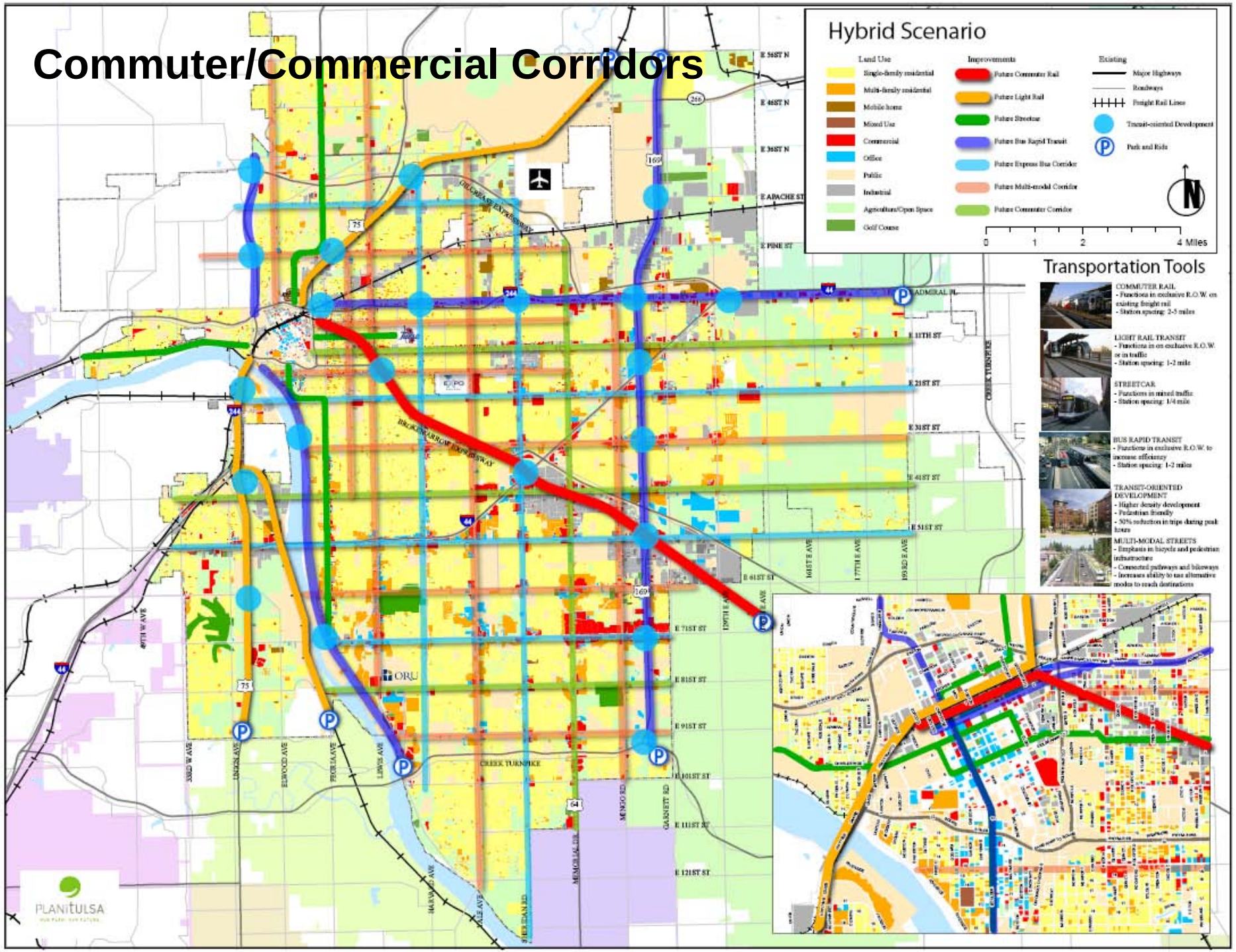
Multi-modal Corridors

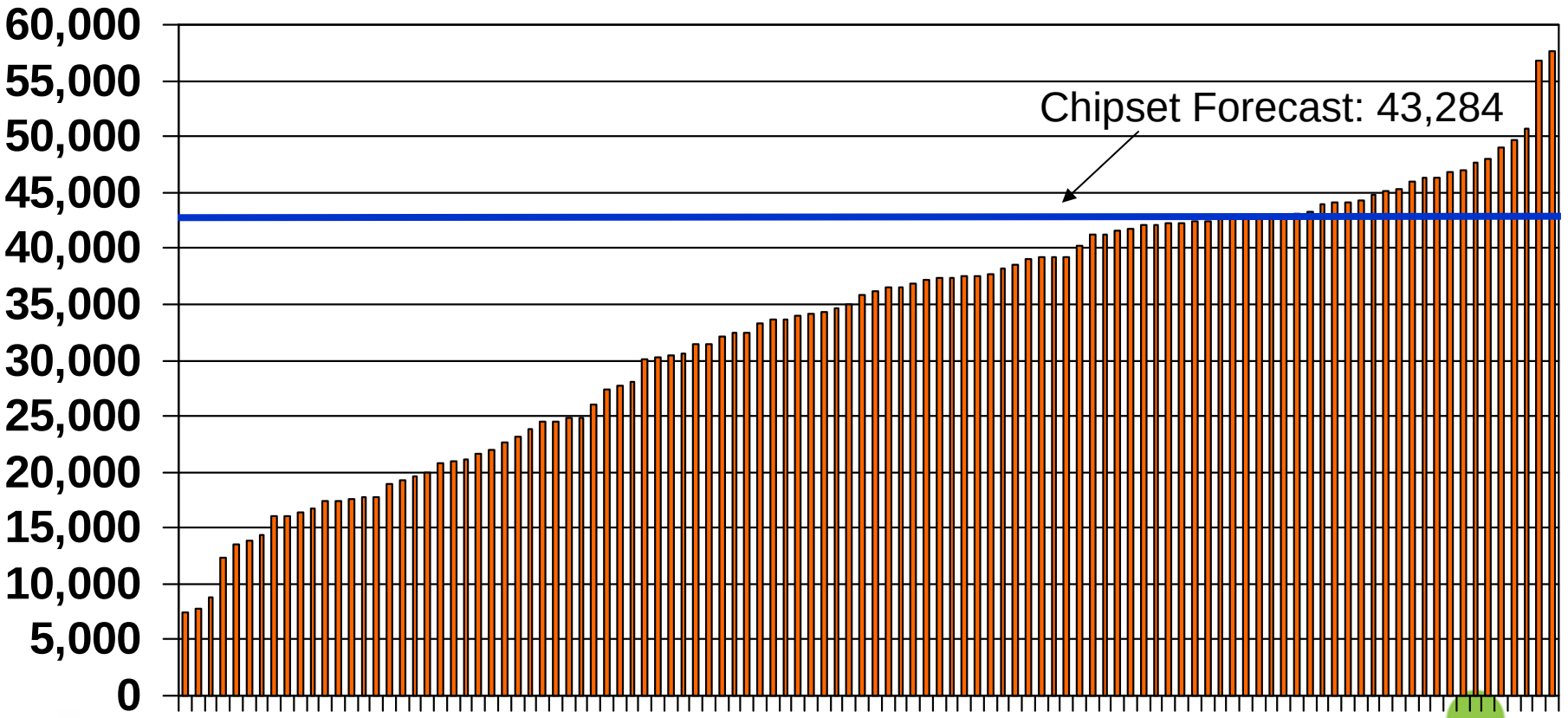


Commuter/Commercial Corridors



All Workshop Maps

Number of Households: Average ~33,000
(Median: 35,965)



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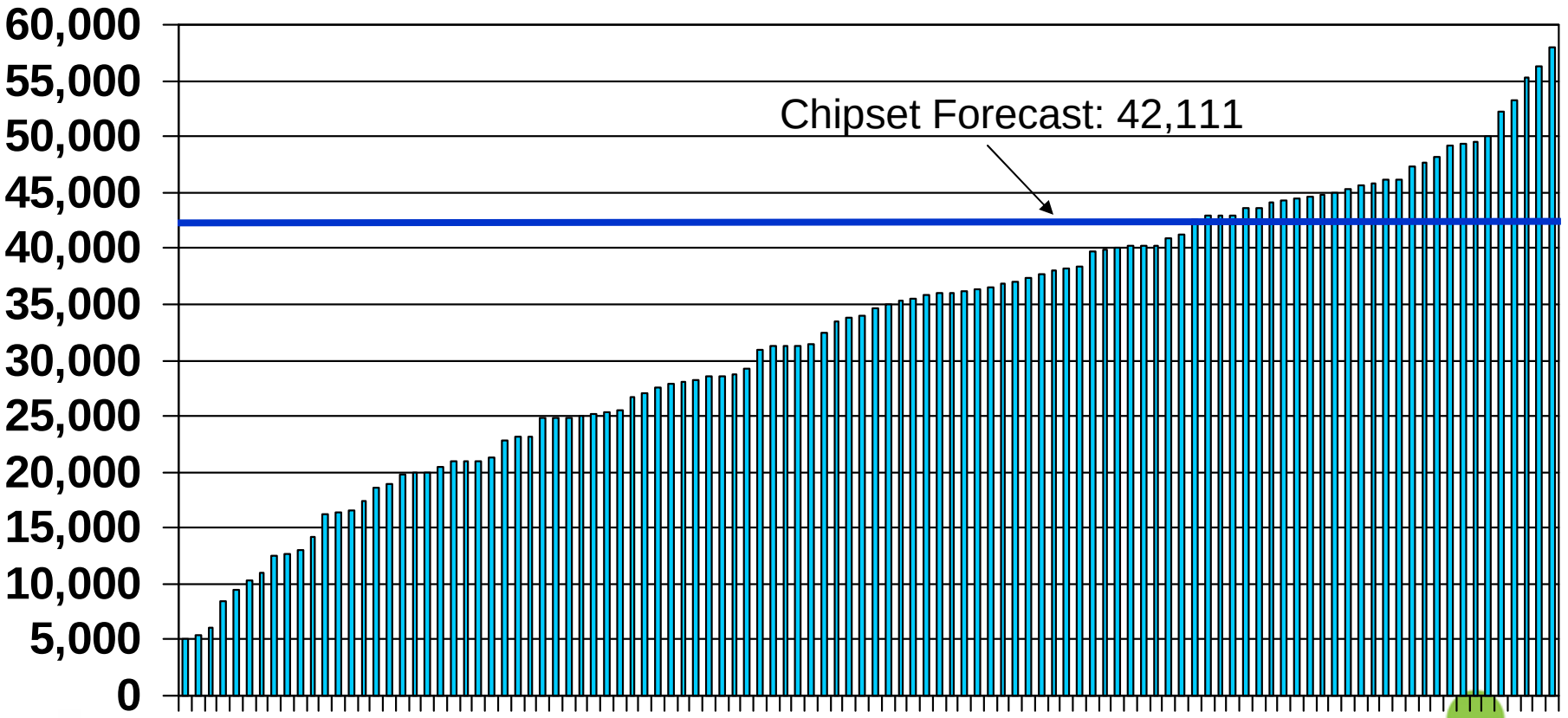
All Workshop Maps

Number of Jobs: Average ~32,000
(Median: 34,289)



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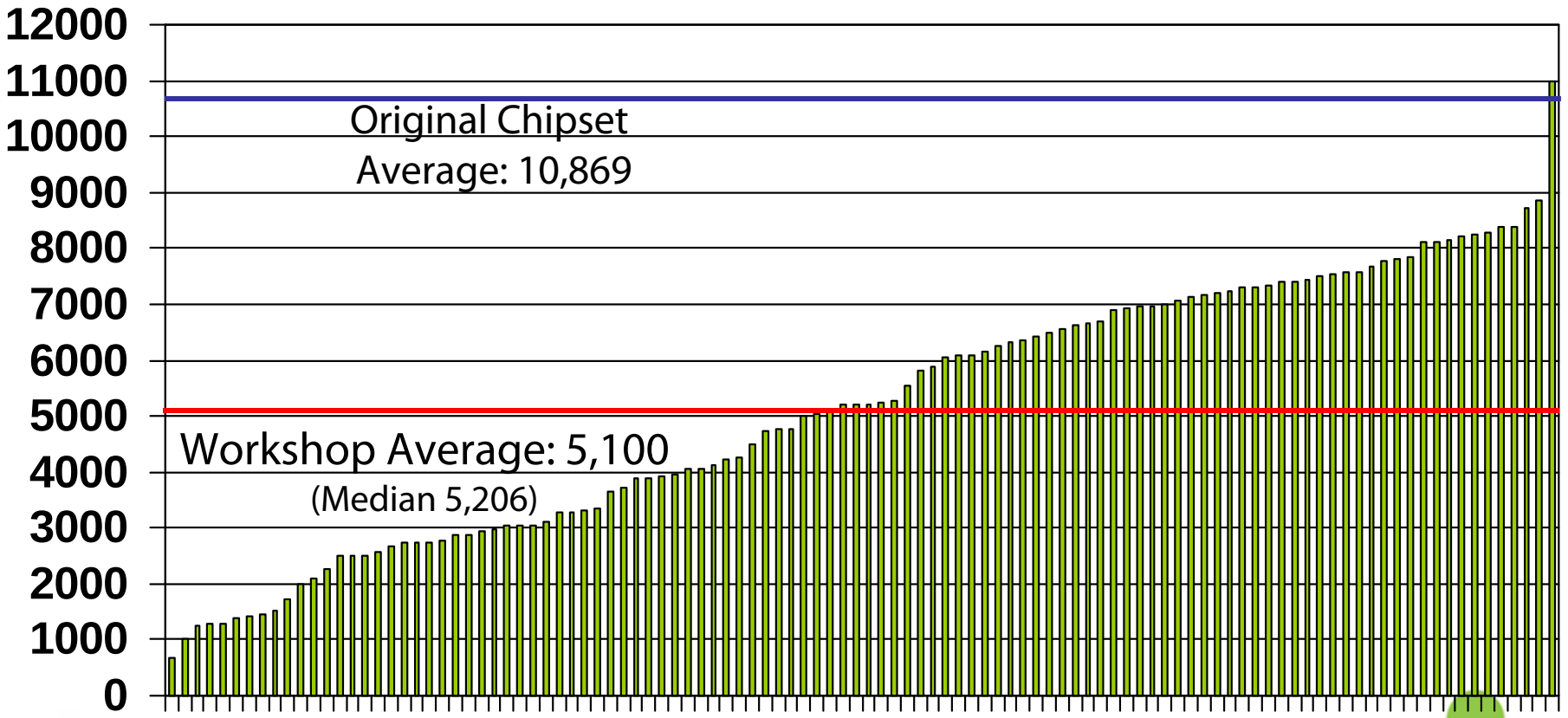
All Workshop Maps

Acres of Land Consumed



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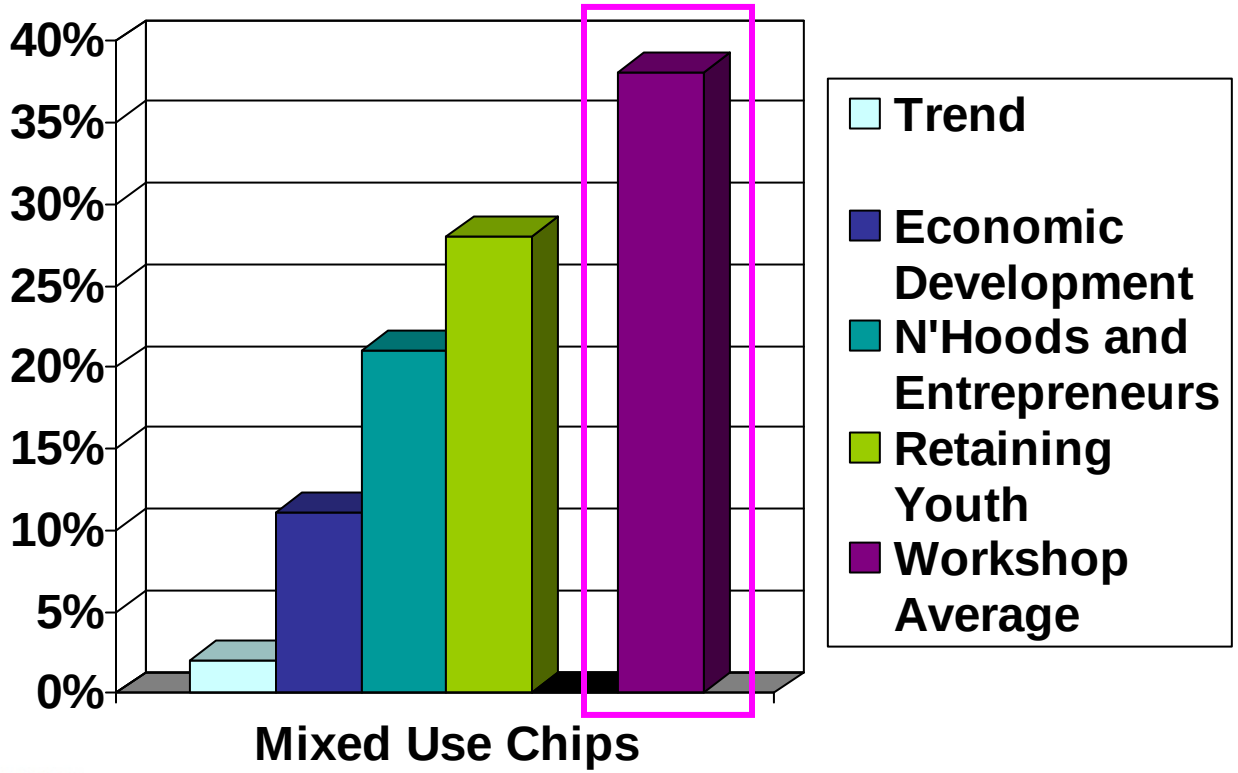
Original Chipsets vs. Workshop Results

There was a high preference for mixed-use chips

Mixed Use Chips Placed



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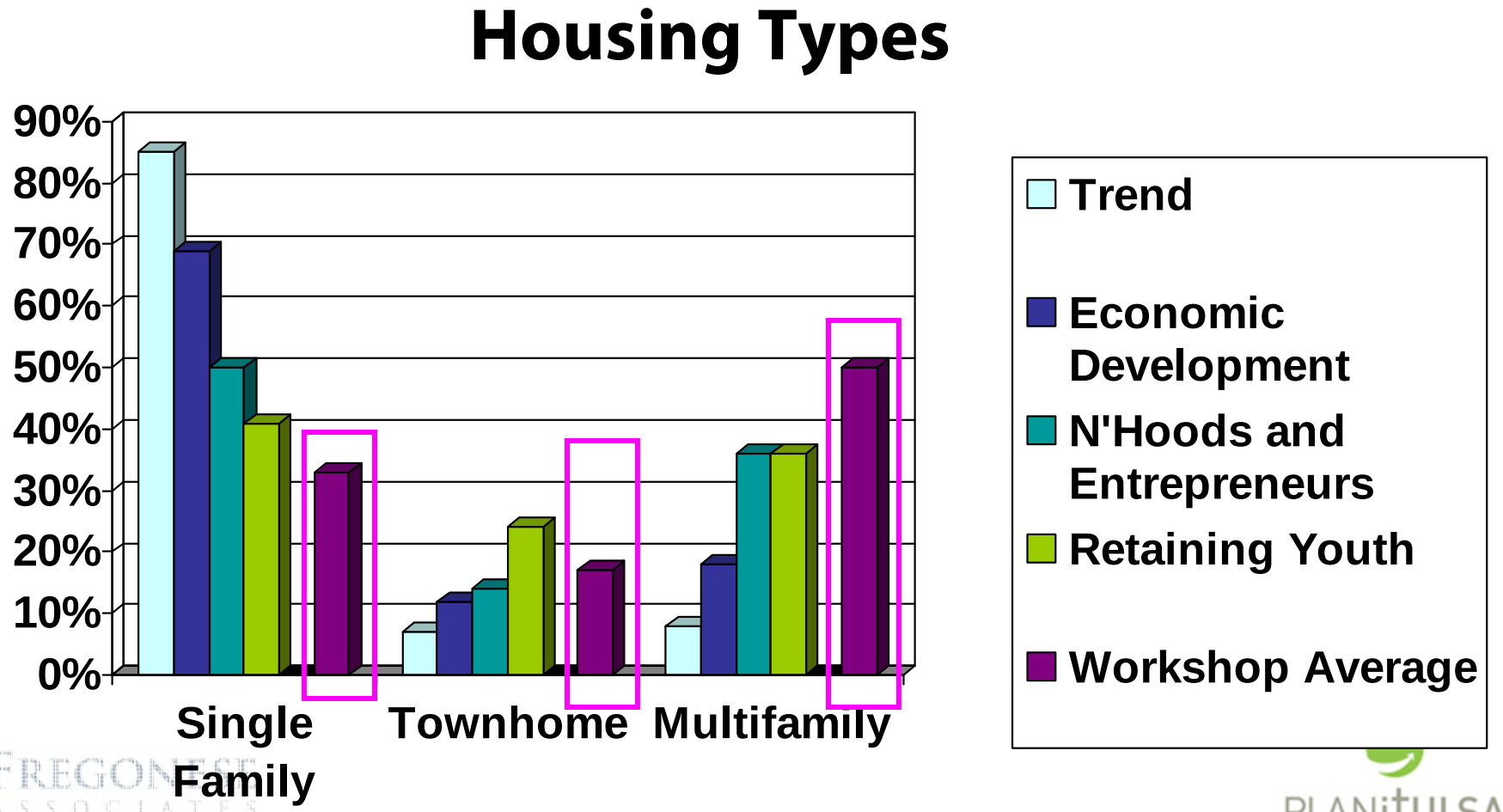
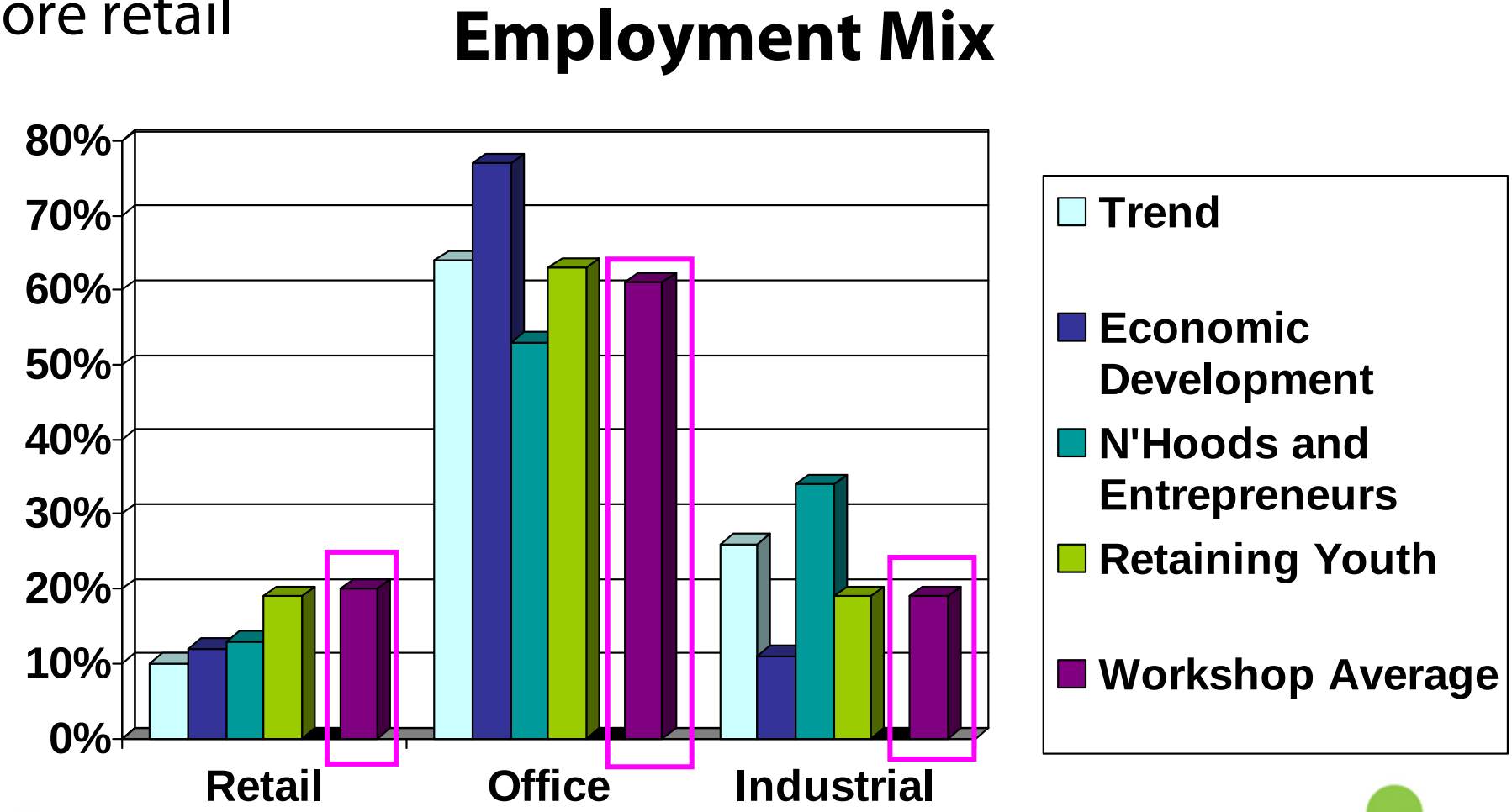
Original Chipsets vs. Workshop Results

High average preference for building more multi-family and attached housing



Original Chipsets vs. Workshop Results

Job mix was about in line with the original chipsets, some more retail



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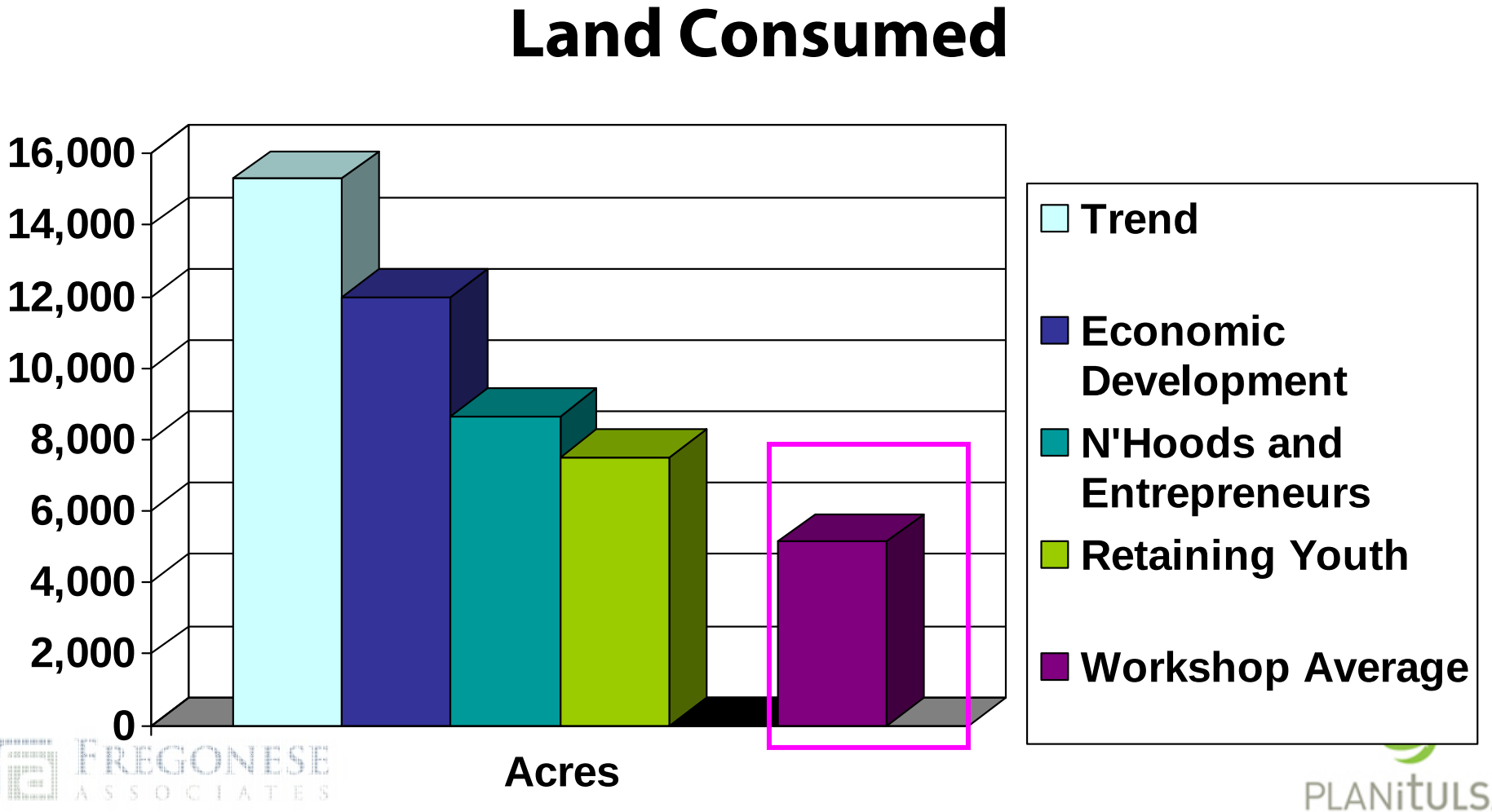
Original Chipsets vs. Workshop Results

Total land consumption was only 68% of most efficient chipset (Youth)



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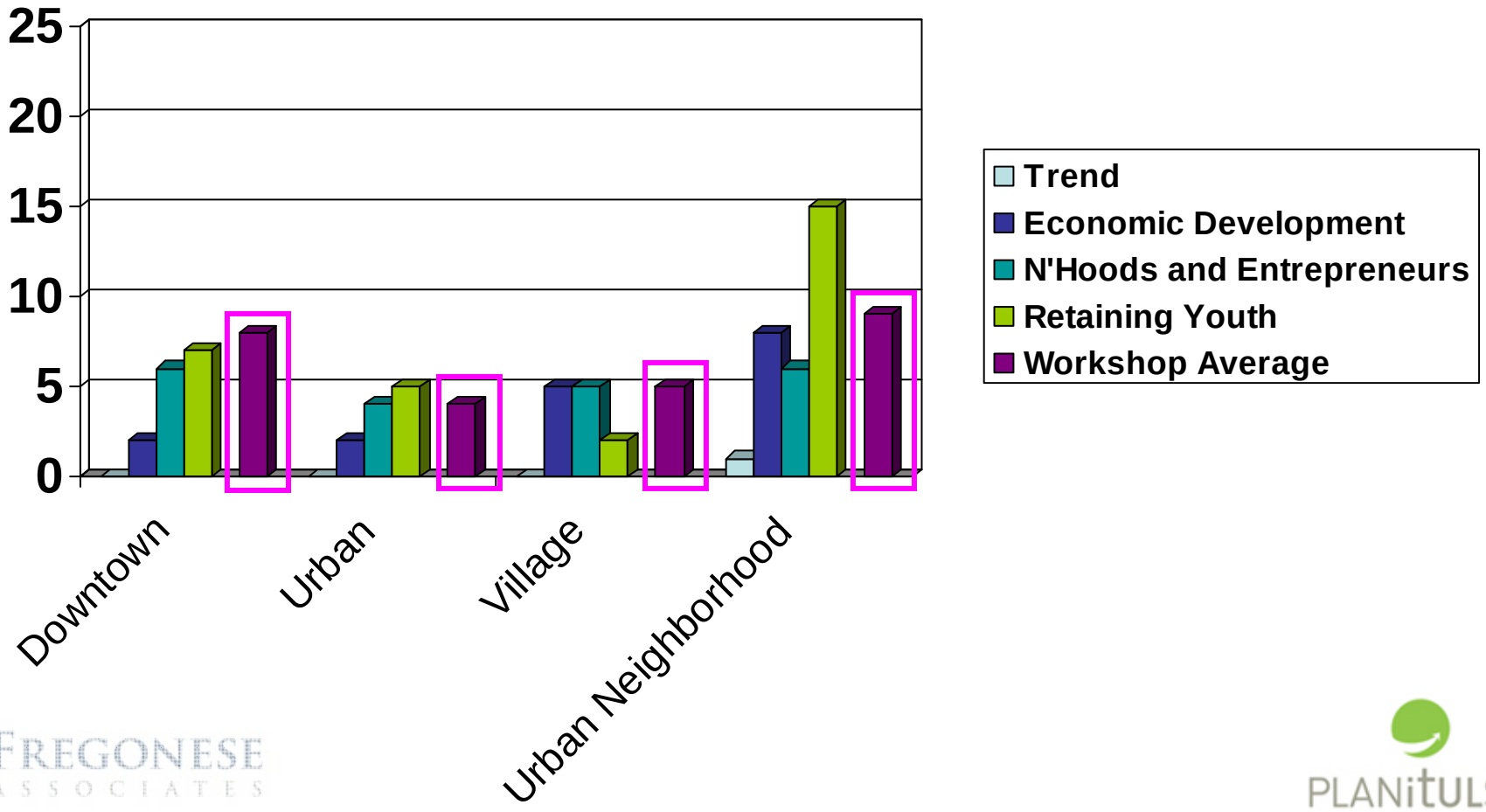
Original Chipsets vs. Workshop Results

High Density Chips: Overall, there was a high-degree of comfort with the higher density chips



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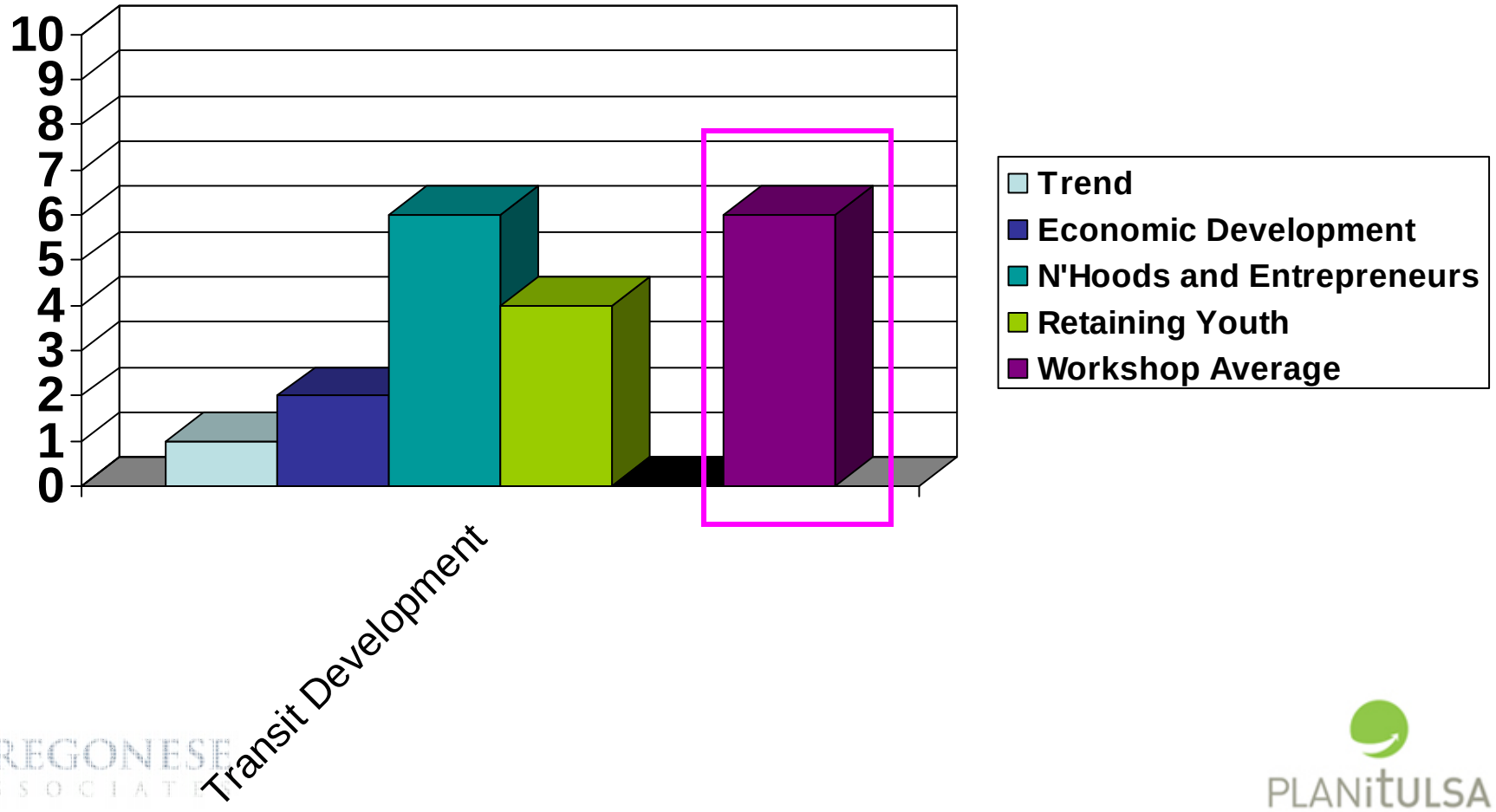
Original Chipsets vs. Workshop Results

Transit Development: This was a very popular chip across the workshop maps



Some Preliminary Conclusions

- Participants were interested in seeing
  - Economic Development largely in existing centers
  - A balance of jobs and housing
  - More infill development
  - Transit investment with housing and jobs nearby
  - Improvements to existing roads
  - More multi-family and small-lot housing options

Questions

- Meaning of large numbers of uncompleted maps
- Interest in corridors in outer Tulsa (South, East, West)
- How this interacts with market forces
- Will Tulsans at large respond to the workshop ideas?
- Will they still like this in the morning?
- How will scenarios based on this score with the Guiding Principles

Next Steps

- Develop conceptual Scenarios
  - Trend
  - Workshop Average
  - Workshop Average, Market Modifications
  - ???
  - ???
- Ideas from map subsets
- Include fundamental Policies
- Review with Committee in January
- Build and begin modeling in February
- Compare to Guiding Principles
- Ask public to weigh in around April

Small Area Workshop Overview

- Focus on small areas
- Test implementation policies
- Interact in smaller groups in neighborhoods
- Develop visualizations

Some Examples

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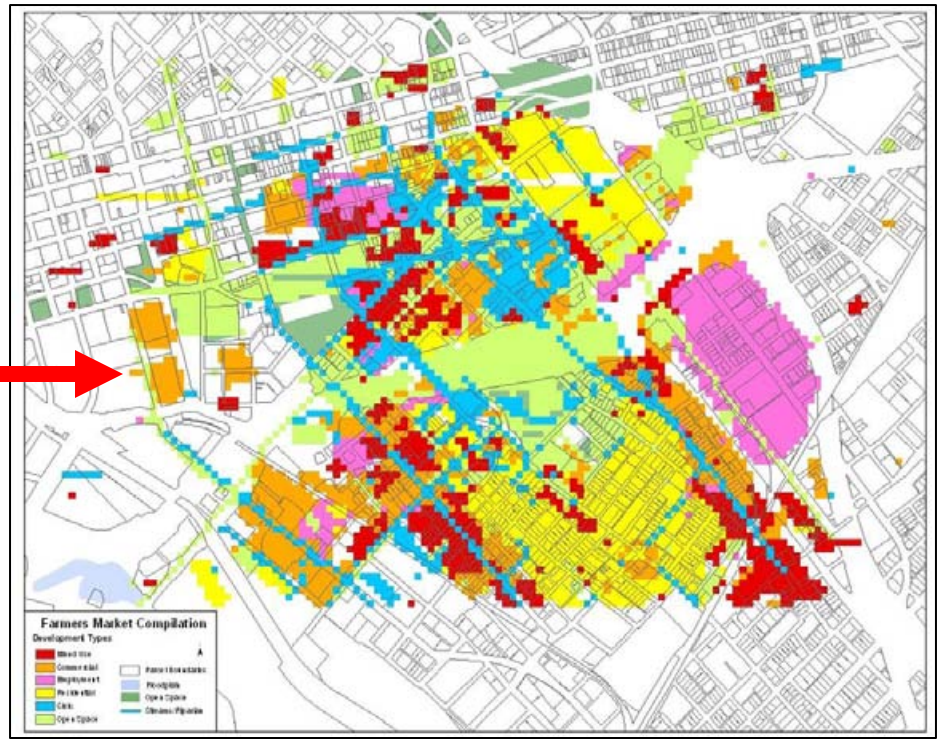
From Workshop to Plan



From multiple workshop maps…

To our analysis software…

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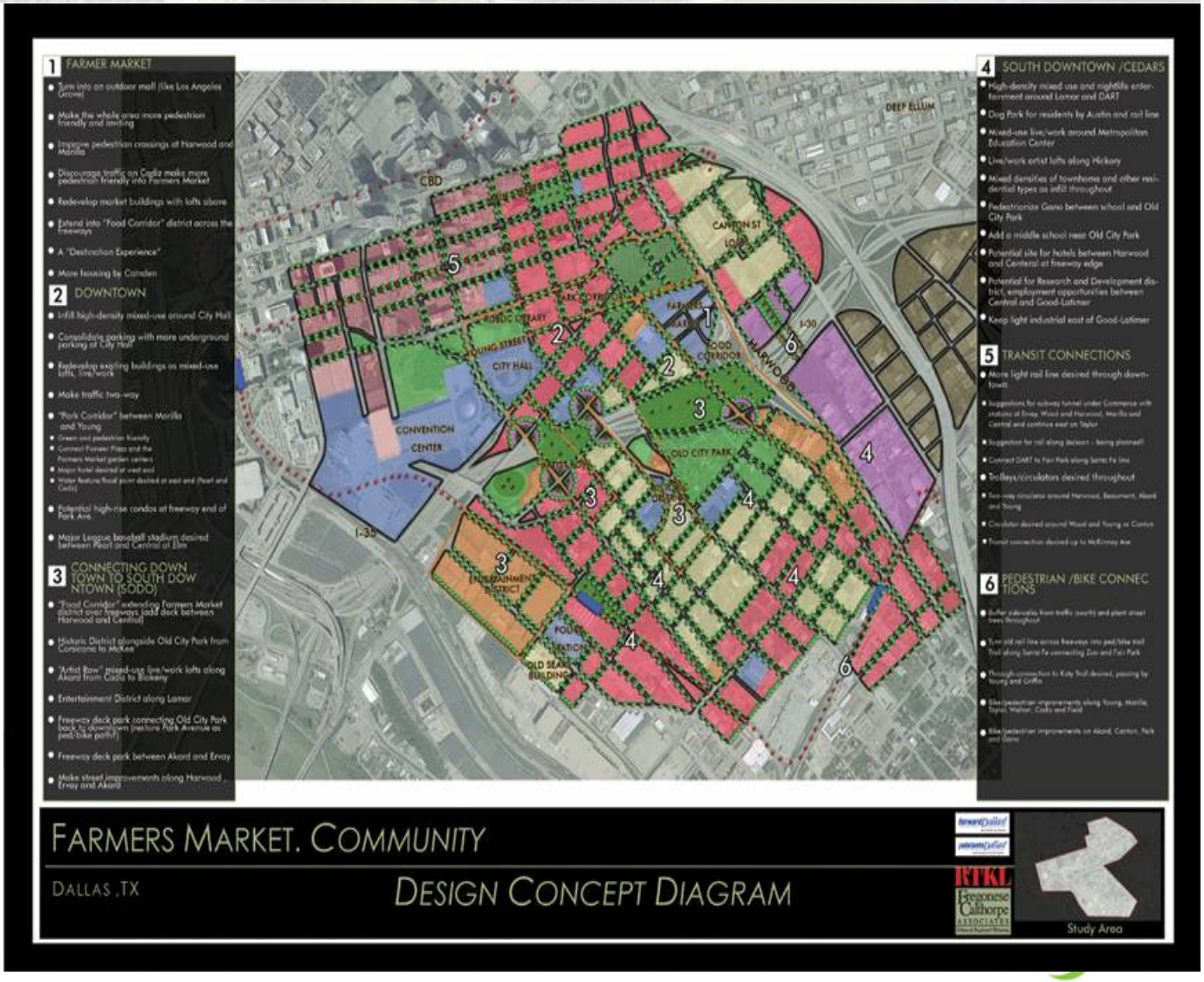
From Workshop to Plan

… to a concept plan for the area.



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N
31
37
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Google

25 areas nominated
Grouped into 11 areas to consider
2 Additional areas added for consideration based on workshop results

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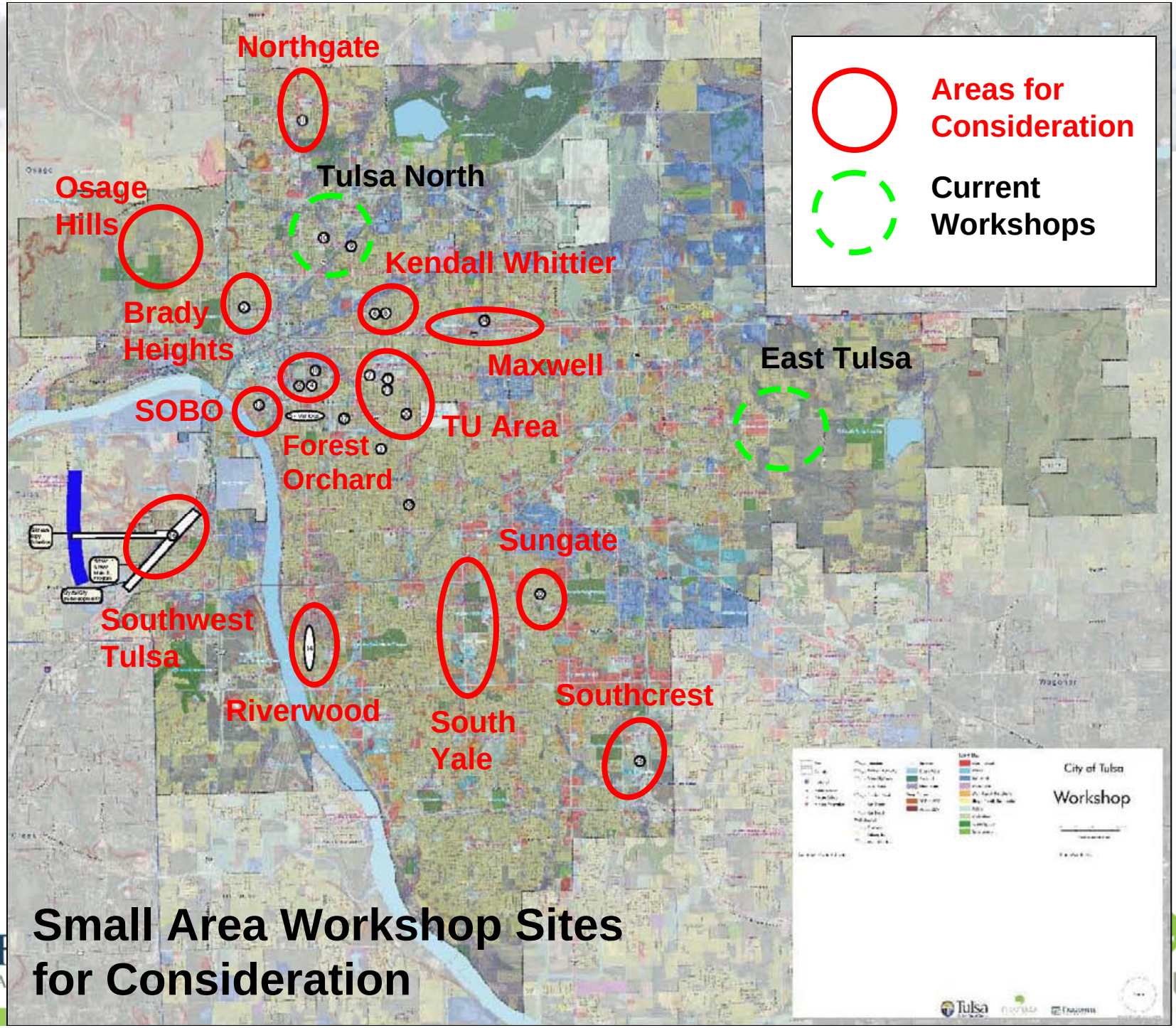
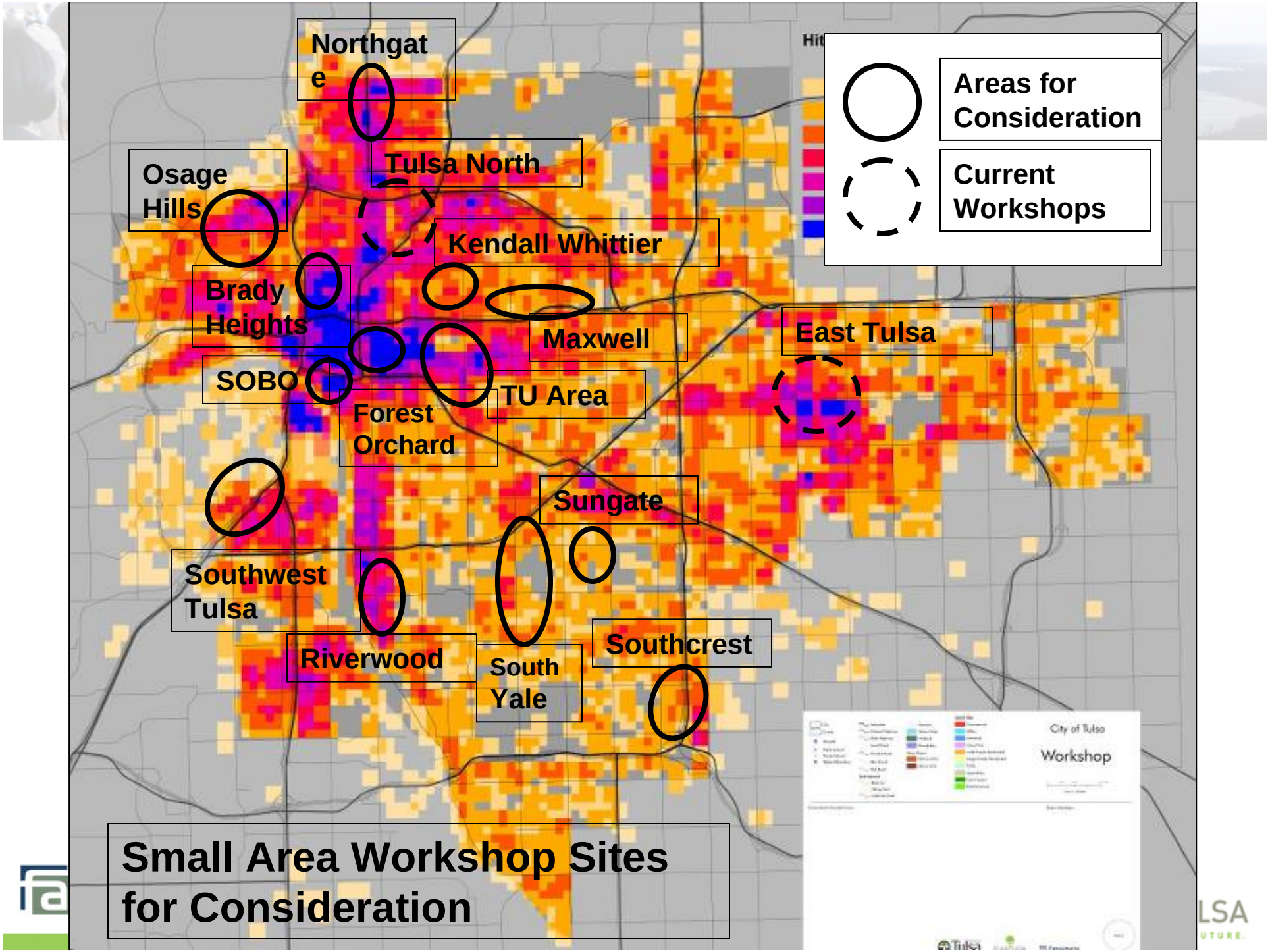


Small Area Workshop Sites for Consideration


Northgate
Tulsa North
Osage Hills
Kendall Whittier
Brady Heights
Maxwell
East Tulsa
SOBO
TU Area
Forest Orchard
Sungate
Southwest Tulsa
Riverwood
South Yale
Southcrest
Areas for Consideration
Current Workshops
City of Tulsa
Workshop
Small Area Workshop Sites for Consideration

Process

- Nominations closed December 4th
- Summary discussion December 8
- Establish working group to review applications with city and consultants
- Paper copies of all submittals mailed to applicants for review
- Review in GOTO meeting and make recommendations during last week of December
- Finalists notified early January and outreach begins
- Workshops Jan 27th to 29th and Feb 24th and 25th

Guiding Principles

Answer the question: "What should Tulsa be in the future?"

- Used in evaluating development scenarios
- Guide the development of plan recommendations - the goals, policies, and strategies of our Plan
- Ensure that the planning and implementation process moves forward in a predictable manner and that our Plan remains consistent with the shared vision of Tulsa's citizens

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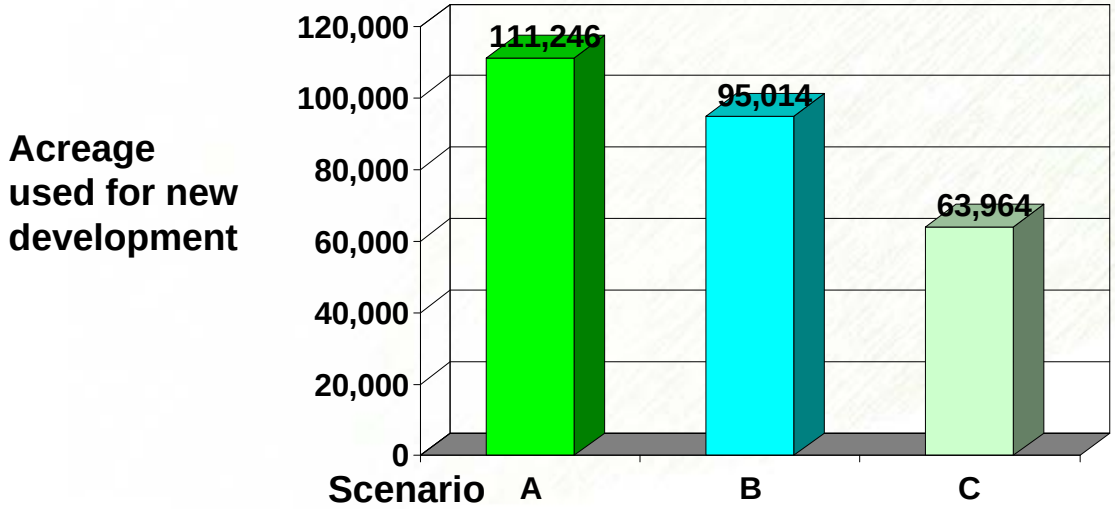
Guiding Principles

Evaluating Development Scenarios

Example Guiding Principle: *"Cluster new development in areas already developed and served by infrastructure."*

Measurement: Amount of acreage used for new development



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Guiding Principles
Guide Plan Development

Guiding Principle - *Embrace and retain the rural and historic character of the parish. Focus on attracting new housing and jobs to existing developed areas already served by infrastructure.*

Goal: Maintain the parish's rural character and environmental assets; accommodate future growth in a sustainable and equitable development pattern

Policy: Guide the majority of projected residential and employment development to areas served by urban water and sewer infrastructure in the southern part of the parish

Action: Plan and develop services and urban infrastructure, including water and sewer facilities, to accommodate 80 percent of the projected future growth within the parish.

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Guiding Principles
Initial Priorities

Guiding Principles grouped topically:

- **Economy**
- **Equity and Opportunity**
- **Environment**
- **Community and Housing**
- **Transportation**
- **Planning Process**

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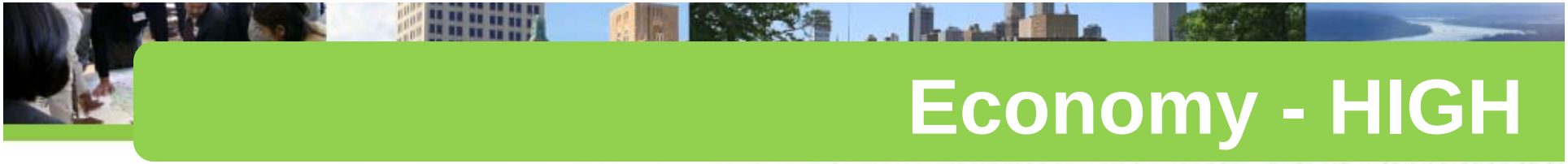
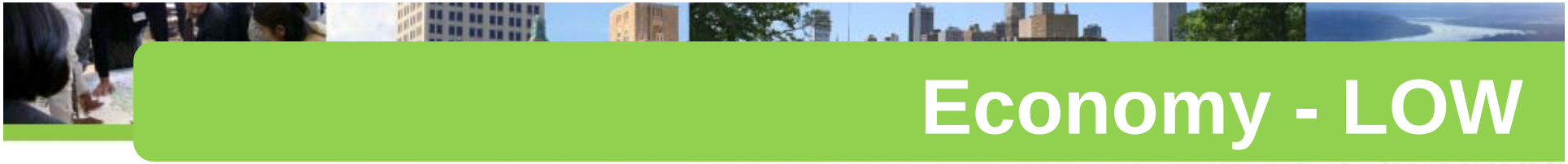


Economy - HIGH

- ✓ Recognize quality of life, arts, culture, historic resources, natural beauty, diversity and the uniqueness of the city as important
- ✓ Restore Downtown's vitality and enable it to regain its role as the region's economic engine
- ✓ Create and retain good quality jobs for people of all ages, with a focus on our youth

Economy - Medium

- Create an environment that supports new and expanding entrepreneurs and small business owners
- Foster cooperation among civic, business, and government stakeholders for continued economic success; avoid competition between entities
- Attract people and businesses by developing vibrant urban centers
- Retain and expand existing businesses (added)
- Stress the importance of the arts in a healthy economy (added)

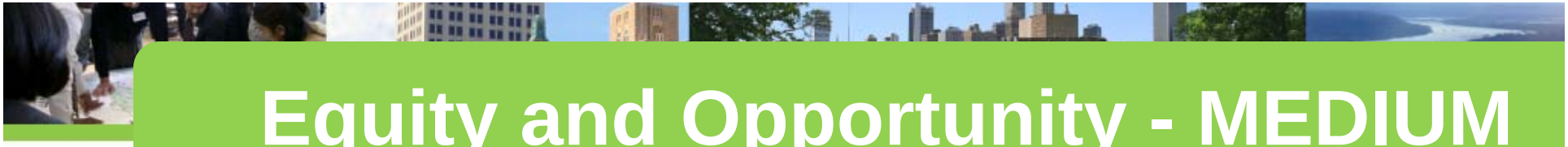


Economy - LOW

- Support an educational system that results in an educated workforce in all segments of the community and includes training for a wide range of job skills
- Attract companies that bring a wide range of job opportunities to Tulsa's residents
- Provide adequate infrastructure in underserved parts of the city to encourage future growth
- Promote new business growth in all areas of town
- Cooperate with regional economic development efforts to strengthen the region's ability to compete effectively in the global economy

Equity and Opportunity - HIGH

- ✓ Eliminate the disparity in life expectancy between North Tulsa and South Tulsa by addressing public health issues
- ✓ Have an excellent Pre- and K-12 school system that makes people want to live in Tulsa
- ✓ Commit Tulsa to be inclusive, have a variety of income levels, and be accessible to all races, cultures, and ethnicities
- ✓ Build trust in government; make government functions transparent, accessible, and participatory



Equity and Opportunity - MEDIUM

- Make development information, regulations, and processes accessible and available on the internet and other information channels
- Expand the opportunity for small, medium-sized and minority businesses
- Involve youth and high school age children in planning for their future
- Ensure all residents have access to quality housing, jobs, education and health care
- Provide choices in the type of school systems available

Equity and Opportunity - LOW

- Lead the nation in health improvement, disease prevention and disease management efforts
- Respect the historic accomplishments as well as historic challenges of all races
- Develop planning academies for public education (added)
- Respect the cultural and political identity of Native Americans
- Strive for greater community engagement in government and other civic activities
- Ensure that intolerance and prejudice, explicit or covert, is not used in the formation of land use and other public policy

Environment - HIGH

- ✓ Make Tulsa more sustainable by moving toward carbon neutrality, reducing water consumption, reducing energy consumption and decreasing vehicle miles travelled and/or using more efficient transportation
- ✓ Support and provide incentives for sustainable design and development

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Environment – MEDIUM/LOW

MEDIUM

- Reduce visual pollution – signs, bury utilities, etc (added)
- Maintain existing parks, pools and trails
- Promote development that contributes to cleaner air and water and preservation of natural resources

LOW

- Implement development patterns that restore, protect and conserve environmental resources
- Consider open space as essential infrastructure on par with sewer, water and roadways
- Ensure that parks and open spaces are easily accessible to residents in every neighborhood in the city

Community & Housing - HIGH

- ✓ Develop land use regulations that enhance and protect community livability
- ✓ Make Tulsa known nationally for its many assets - the fine arts, art deco architecture, the river, music, and our rich ethnic heritage
- ✓ Increase density for sustainability, livability, walkability and cost-efficiency
- ✓ Protect historic neighborhoods and require compatible new development within these areas

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Community & Housing - MEDIUM

- Create an alternative to (not a replacement for) suburban living: places that offer high density urban environment with round-the-clock activity and support of alternative lifestyles
- Provide affordable housing of different types and styles for people of all ages throughout the city

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Community & Housing - LOW

- Cluster new development in areas already served by infrastructure (added)
- Make Tulsa's heart - downtown - healthy and vibrant
- Extend opportunities to shop for basic needs in under-served areas of the city
- Focus community investment in targeted areas of the city, i.e. North Tulsa
- Enhance the quality of life in Tulsa to retain and attract young people to move to Tulsa
- Provide accessible cultural, entertainment and public gathering spaces
- Provide all Tulsans, young and old, with compelling reasons to remain in Tulsa; make Tulsa a destination city for all
- Encourage new homes and jobs throughout the city
- Provide quality housing and schools for people working in the city
- Create and maintain safe neighborhoods
- Encourage a variety of housing options – in location, style and size in recognition of changing demographics

Transportation - HIGH

- ✓ Coordinate the transportation system with the land uses so that people can choose to reduce their reliance on the automobile by living closer to work, living or working close to transit, and living in pedestrian and bicycle friendly areas, i.e., trails and sidewalks
- ✓ Develop walkable neighborhoods and commercial centers
- ✓ Locate new centers of employment to make efficient use of existing transportation and other infrastructure and minimize the travel time and distance for employees

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Transportation - LOW

- Create a seamless transportation system that includes multiple modes of transportation across the city
- Develop and fund a preventive maintenance program that extends the life of our infrastructure.
- Provide efficient and cost-effective movement of goods both within and beyond Tulsa
- Implement adequate and efficient new transportation infrastructure in underserved areas
- Assure adequate and timely maintenance of existing infrastructure
- Create a high quality non-auto connection between the airport to downtown
- Structure the transportation system to provide appropriate choices so that all segments of the community can meet daily living requirements

Planning Process - HIGH

- ✓ Develop a clear implementation and funding program for adopted plans
- ✓ Champion an inclusive planning program that incorporates community, housing, economic development, and transportation
- ✓ Provide transparency through open and "upfront" communications between the city and the public
- ✓ Ensure transparent and inclusive planning efforts

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Planning Process – MEDIUM/LOW

MEDIUM

- Ensure fair and transparent administration of development regulations and code enforcement

LOW

- Ensure that all of Tulsa's neighborhoods and the City work together on meaningful projects
- Ensure that eminent domain is not used for private development (added)

TOP PRINCIPLES

- Recognize quality of life (the arts, culture, historic resources) natural beauty, diversity and the uniqueness of the city as important in economic development activities
- Have an excellent Pre-K-12 school system that makes people want to live in Tulsa
- Eliminate the disparity in life expectancy between North Tulsa and South Tulsa by addressing public health issues

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TOP PRINCIPLES

- Make Tulsa more sustainable by moving toward carbon neutrality, reducing water consumption, reducing energy consumption and decreasing vehicle miles travelled and/or using more efficient transportation
- Develop land use regulations that enhance and protect community livability
- Coordinate the transportation system with the land uses so that people can choose to reduce their reliance on the automobile by living closer to work, living or working close to transit, and living in pedestrian and bicycle friendly areas, i.e., trails and sidewalks

TOP PRINCIPLES, Continued

- Restore Downtown's vitality and enable it to regain its role as the region's economic engine
- Make Tulsa known nationally for its many assets - the fine arts, art deco architecture, the river, music, and our rich ethnic heritage
- Increase density for sustainability, livability, walkability and cost-efficiency
- Protect historic neighborhoods and require compatible new development within these areas
- Develop a clear implementation and funding program for adopted plans
- Create and retain good quality jobs for people of all ages, with a focus on our youth
- Commit Tulsa to be inclusive, have a variety of income levels, and be accessible to all races, cultures, and ethnicities
- Develop walkable neighborhoods and commercial centers

Guiding Principles

Next Steps

- Develop draft guiding principles incorporating high and medium issues/eliminating duplications
- Send them out for reveiw
- Develop scenario evaluation criteria based on guiding principles
- Committee review and feedback

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