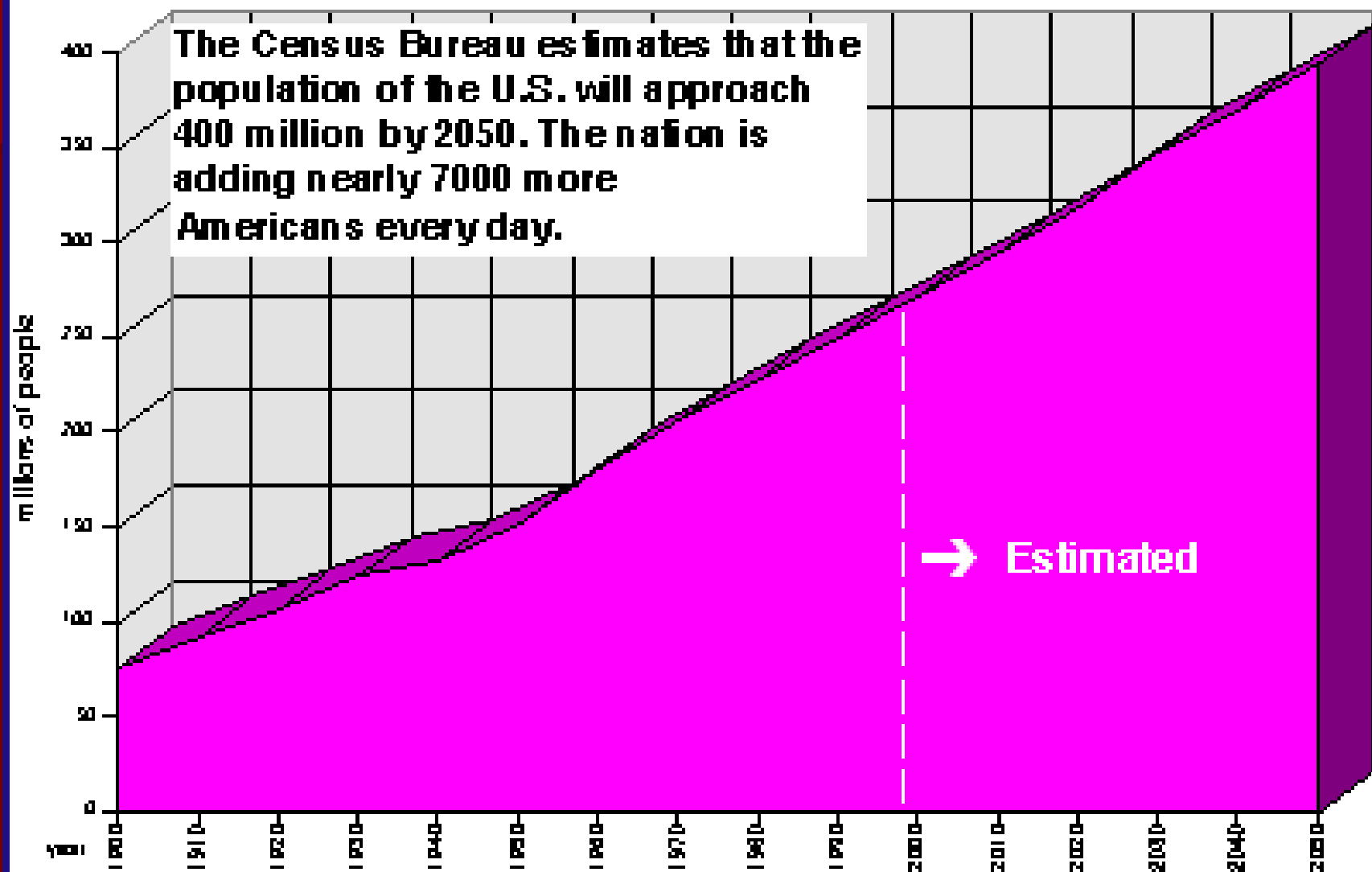


PLANiTULSA: Tulsa Comprehensive Plan Update

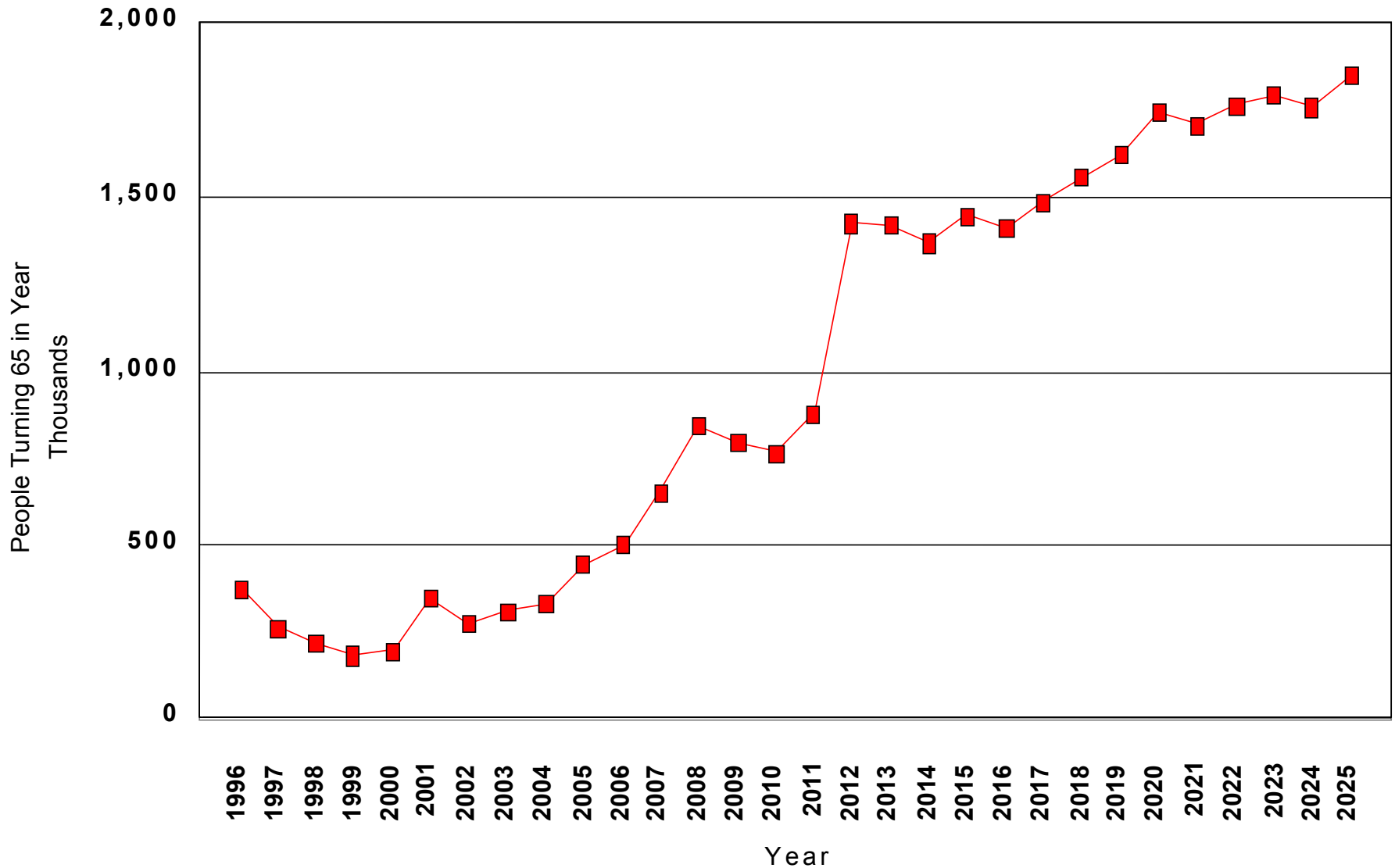
Implementing the Community's Vision

U.S. POPULATION GROWTH 1900-2050

CENSUS BUREAU PROJECTS THE NEXT HALF-CENTURY



People Turning 65 Annually 1996-2025

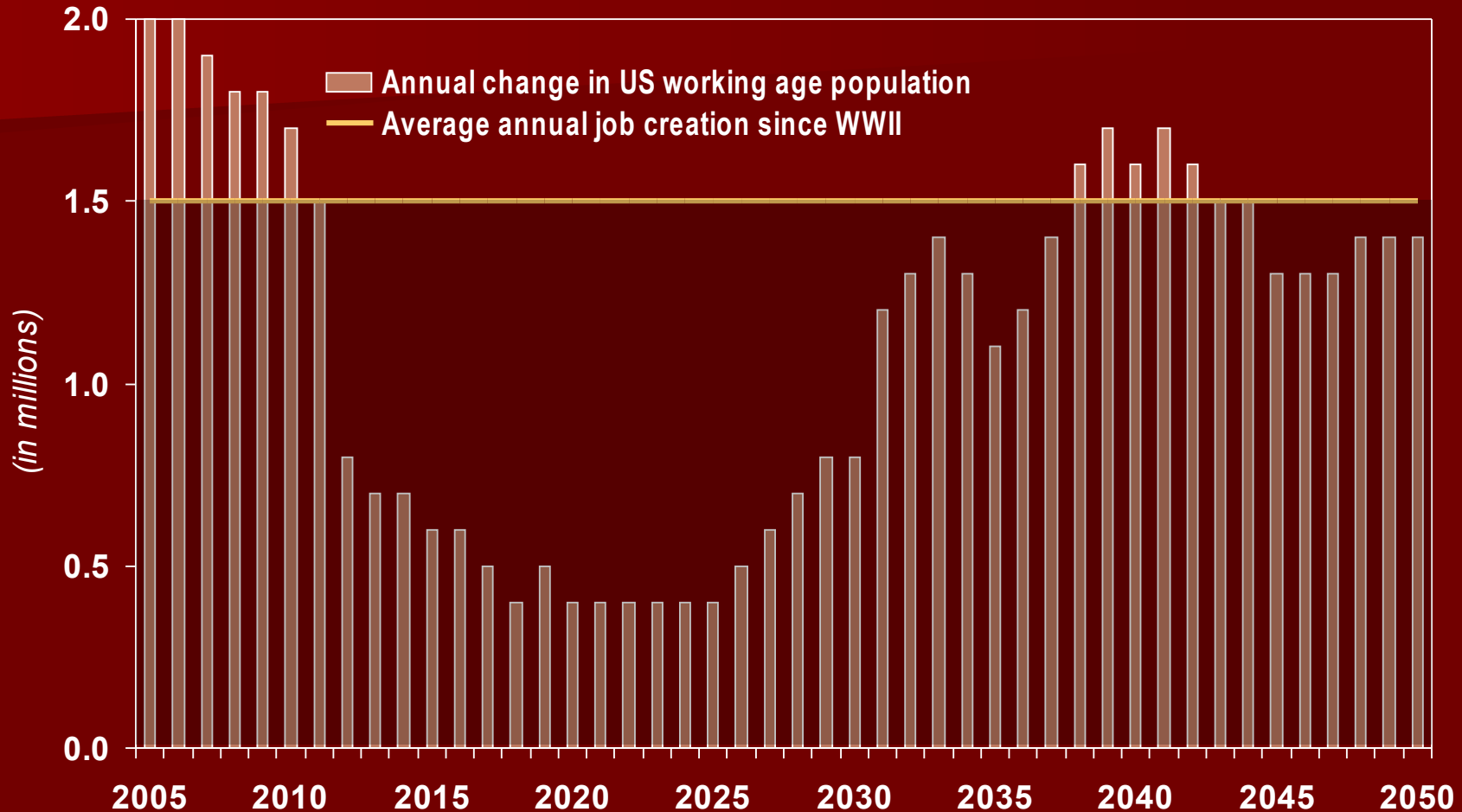


Growth in Households without Kids

<u>Household Type</u>	<u>Share</u>
With Children	12%
Without Children	88%
<i>Single-Person</i>	<i>34%</i>

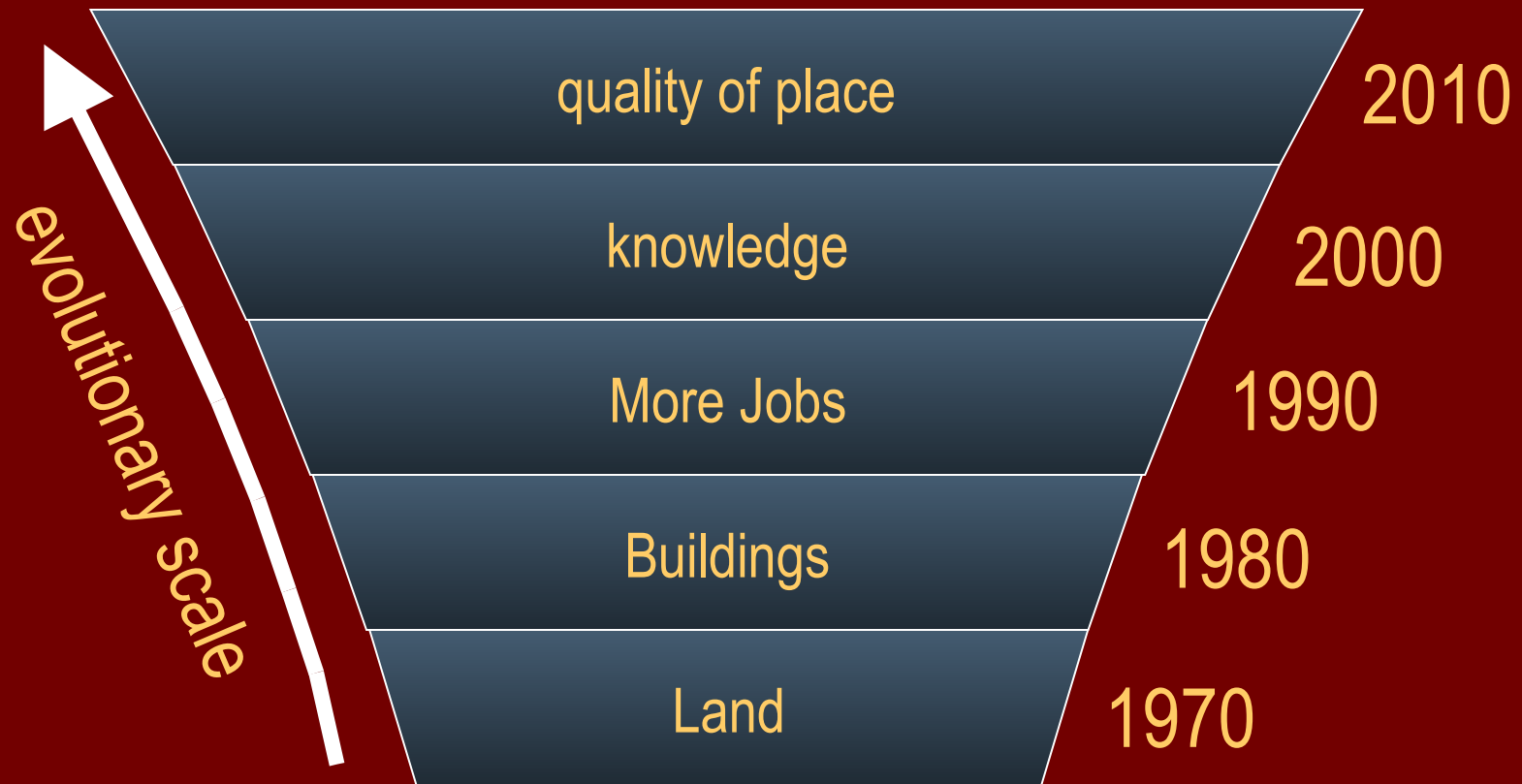
*Source: Adapted and extrapolated by Chris Nelson from Martha Farnsworth Riche, *How Changes in the Nation's Age and Household Structure Will Reshape Housing Demand in the 21st Century*, HUD (2003).*

Approaching labor shortages



Source: TIP Strategies; US Bureau Labor Statistics; US Census Bureau

evolution of ED goals





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Oil falls after nearing \$110

Crude prices dip on lower crude consumption forecasts after rising to another trading record in six of seven sessions.

Last Updated: March 11, 2008: 11:05 AM EDT

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SINGAPORE (AP) -- Oil prices fell after setting another record Tuesday as report showed crude consumption for the year would come in less than previously forecast.

Light sweet crude for April delivery surged to a new record of \$109.72 on the New York Mercantile Exchange before falling after the International Energy Agency cut its forecasts for crude consumption this year. In morning

Slippery oil politics [Image of oil rig]

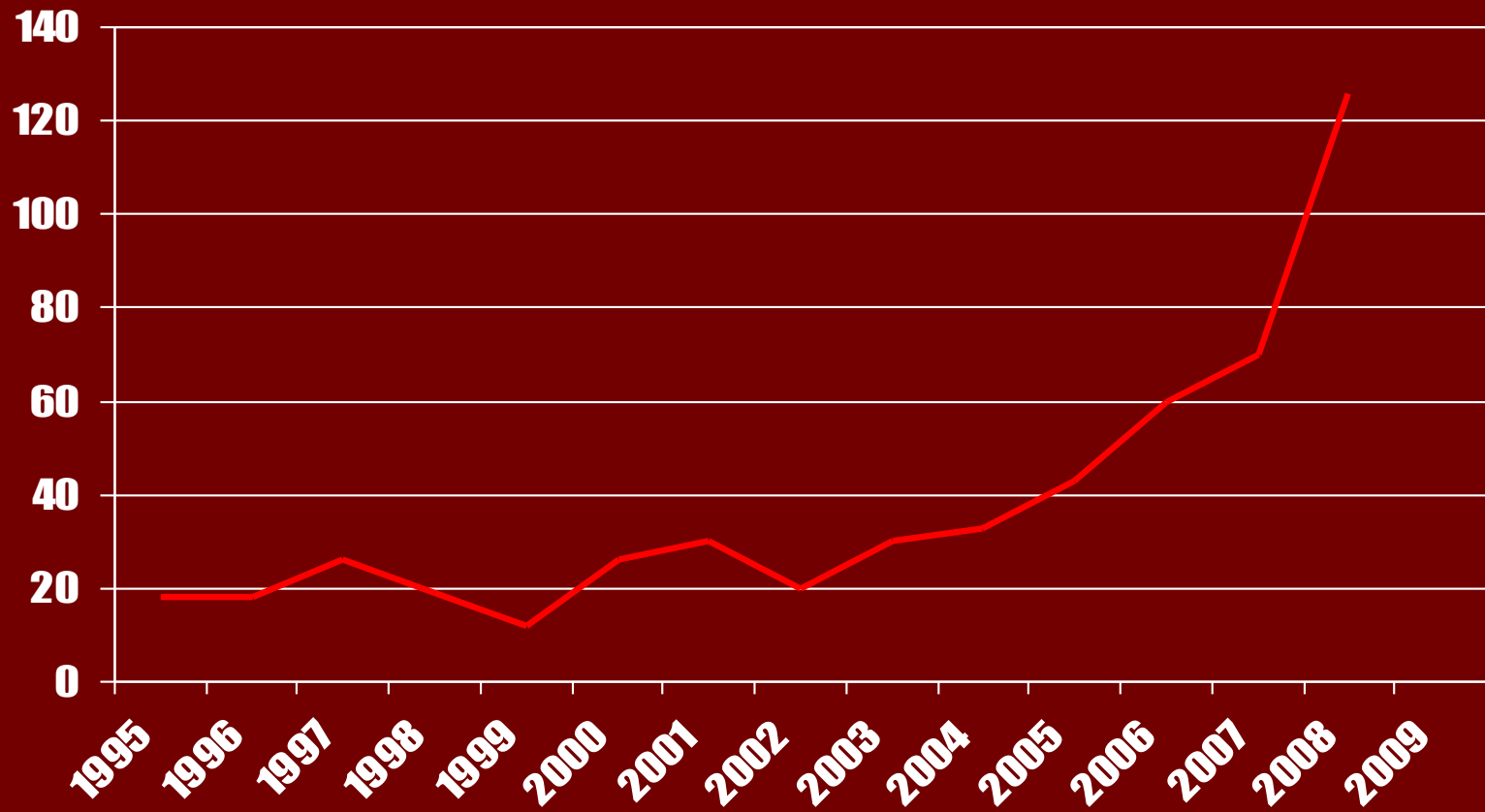
Top Stories Most Popular Stories Most Popular Videos

- 1. Fed rally keeps raging
2. The risks of buying into the bond market
3. Fed pumps \$200 billion into financial markets
4. Recession? What recession?
5. Bear Stearns skids on analyst comments

You are talking to Craig.

What We Can Expect?

Oil costs will continue to rise



What About Climate Change?



The future will not be like the past, nor the present



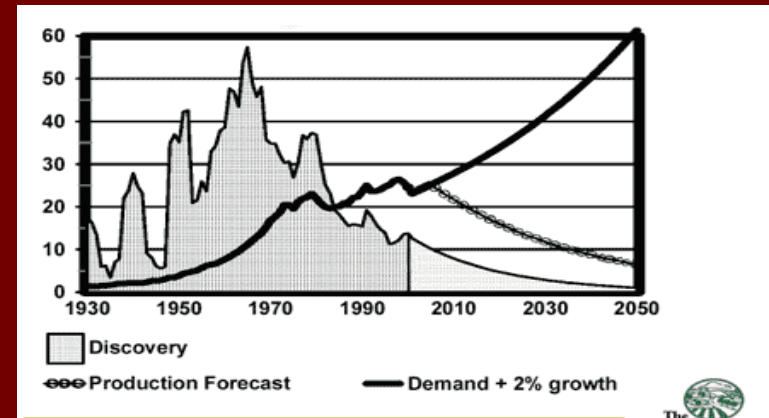
Demographic Shifts

- Growth concentrated in 55+ ages and 15-34 – Different housing demand
- These shifts will result in more multi family and mixed use growth.



What We Can Expect?

Oil costs will continue to rise
Concern for climate change will lead
to scrutiny of carbon emissions



Trends

Strong forces will put a premium on:

- **Energy Efficient, sustainable cities**
- **Shorter Trips**
- **Effective Transit**
- **Great Livability**
- **More Options for Travel, Housing and Work**



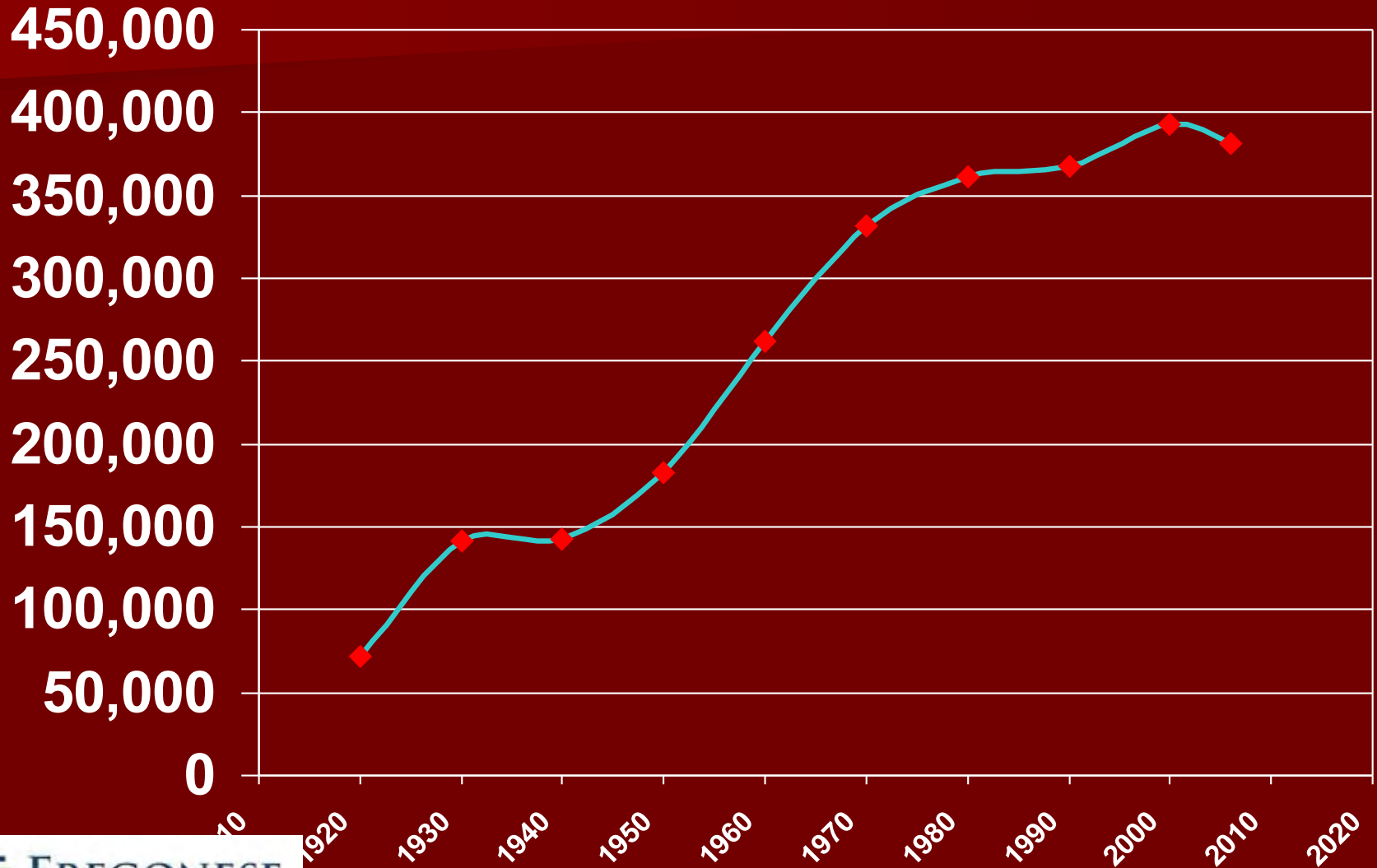
The Emerging American Vision



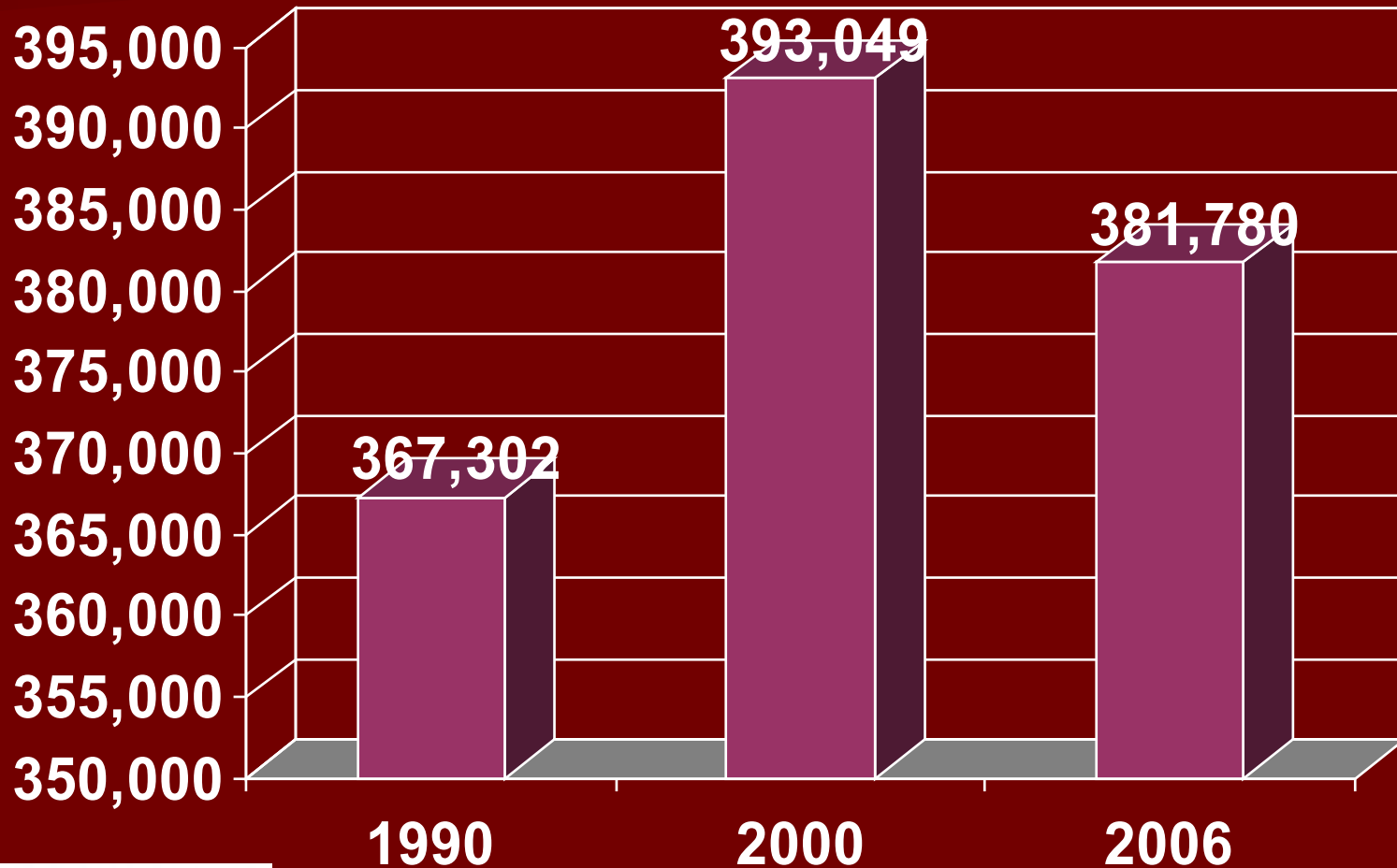
Many cities will compete to be great places to live & work



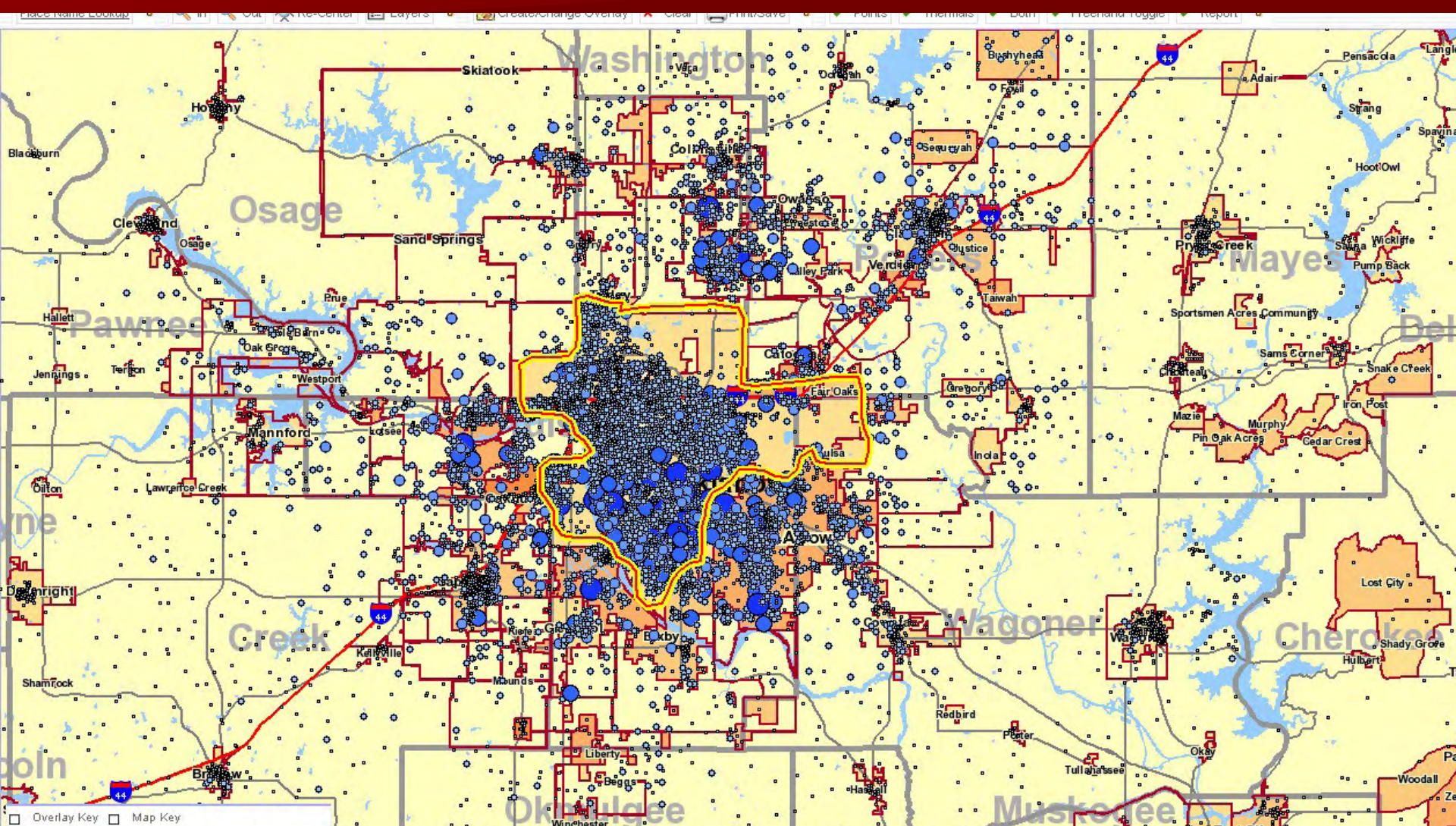
Tulsa Population Trends



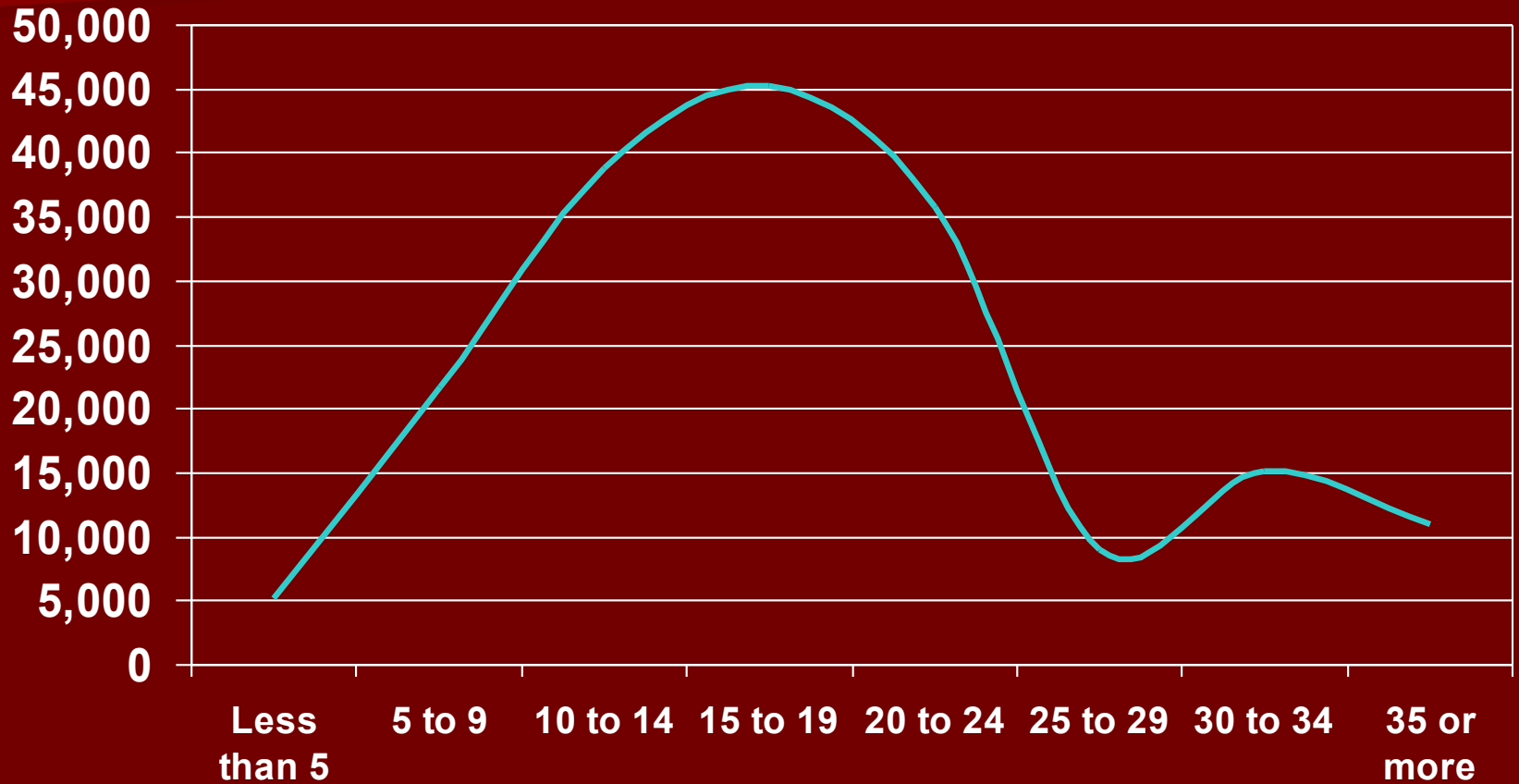
Population – City of Tulsa



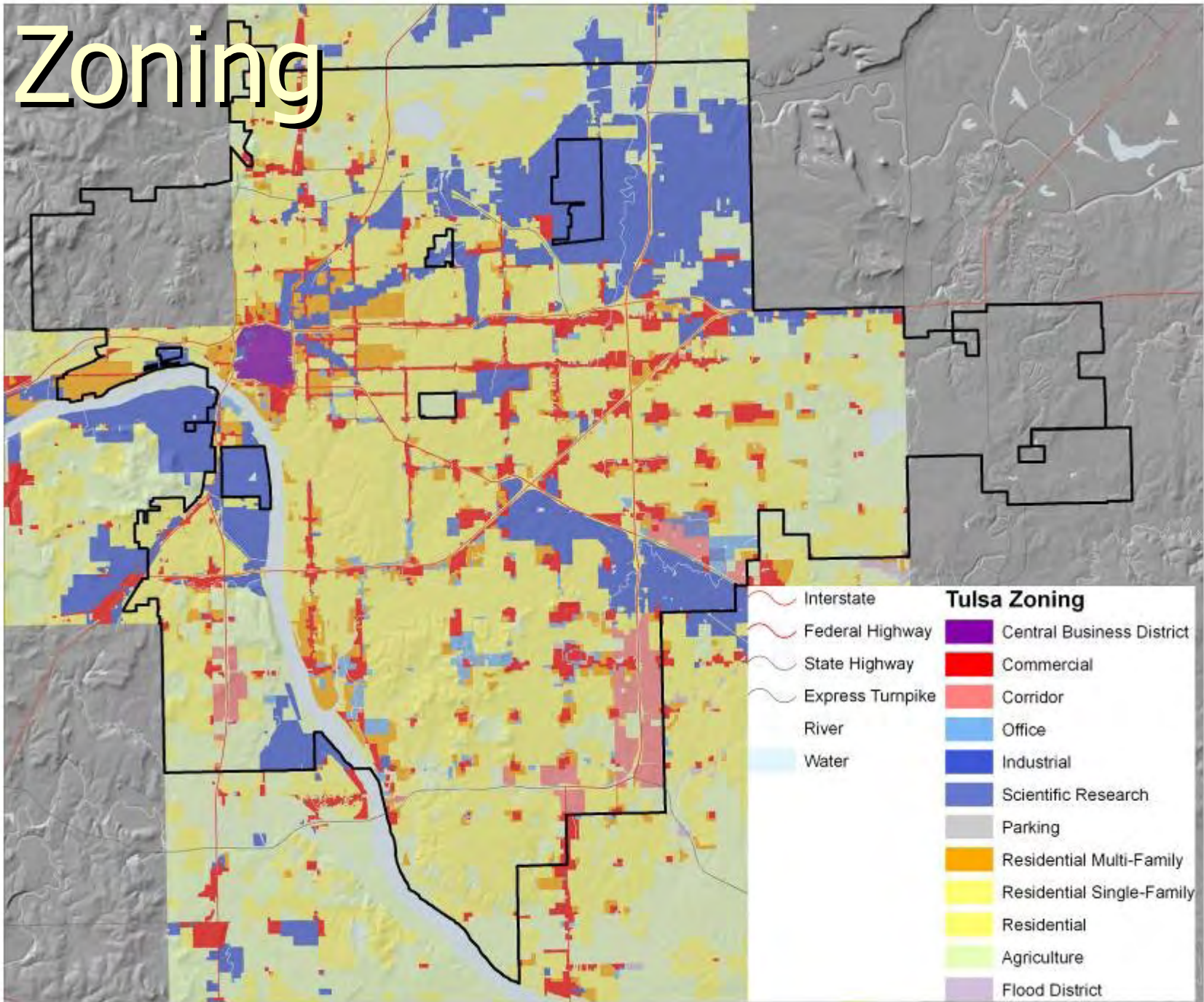
Where People Work



Travel Time to Work



Zoning



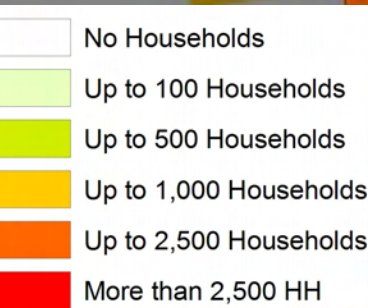
3D - TAZs



North



Households 2000



North



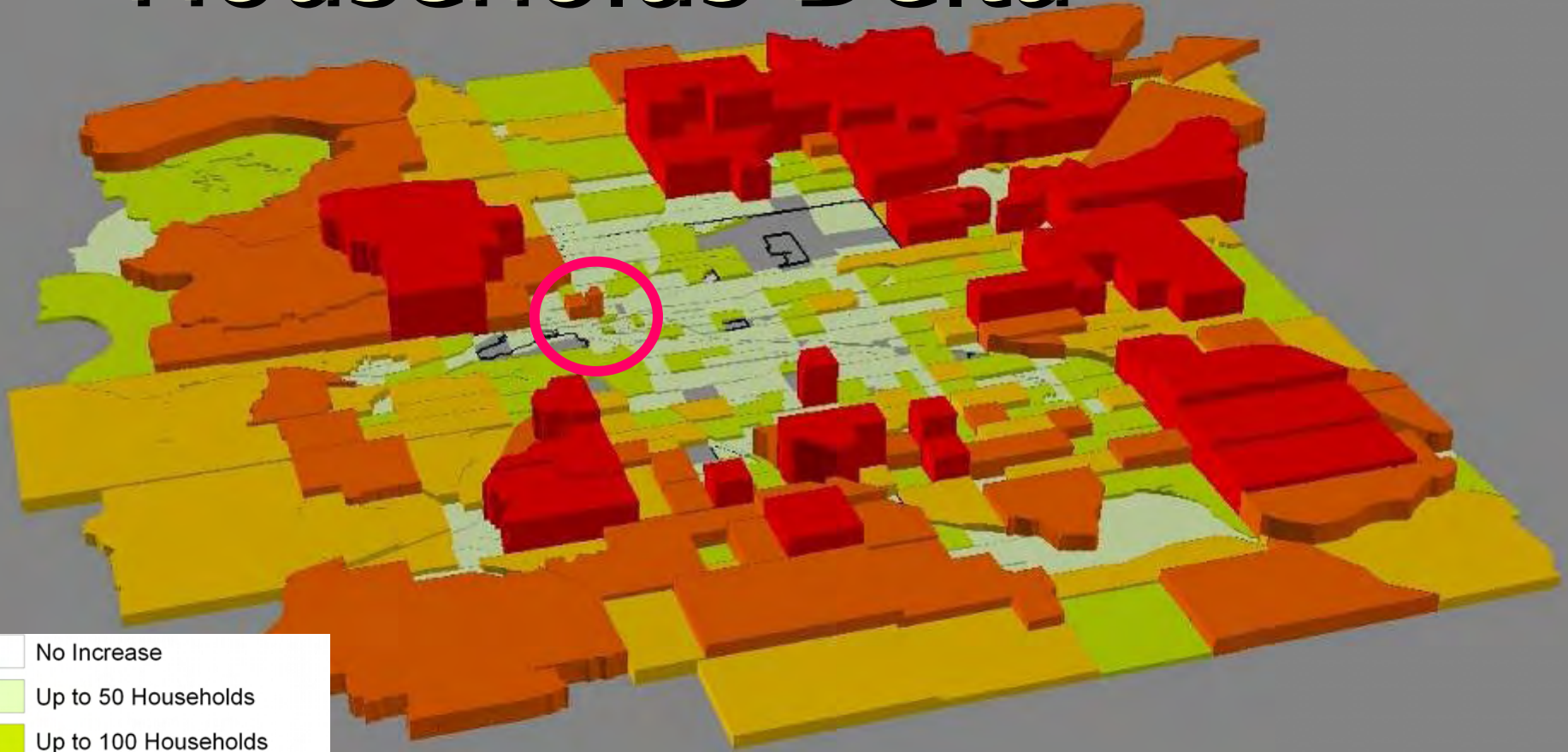
Households 2030



- No Households
- Up to 100 Households
- Up to 500 Households
- Up to 1,000 Households
- Up to 2,500 Households
- More than 2,500 HH

North

Households Delta



- No Increase
- Up to 50 Households
- Up to 100 Households
- Up to 250 Households
- Up to 500 Households
- More than 500 Households

North
↑

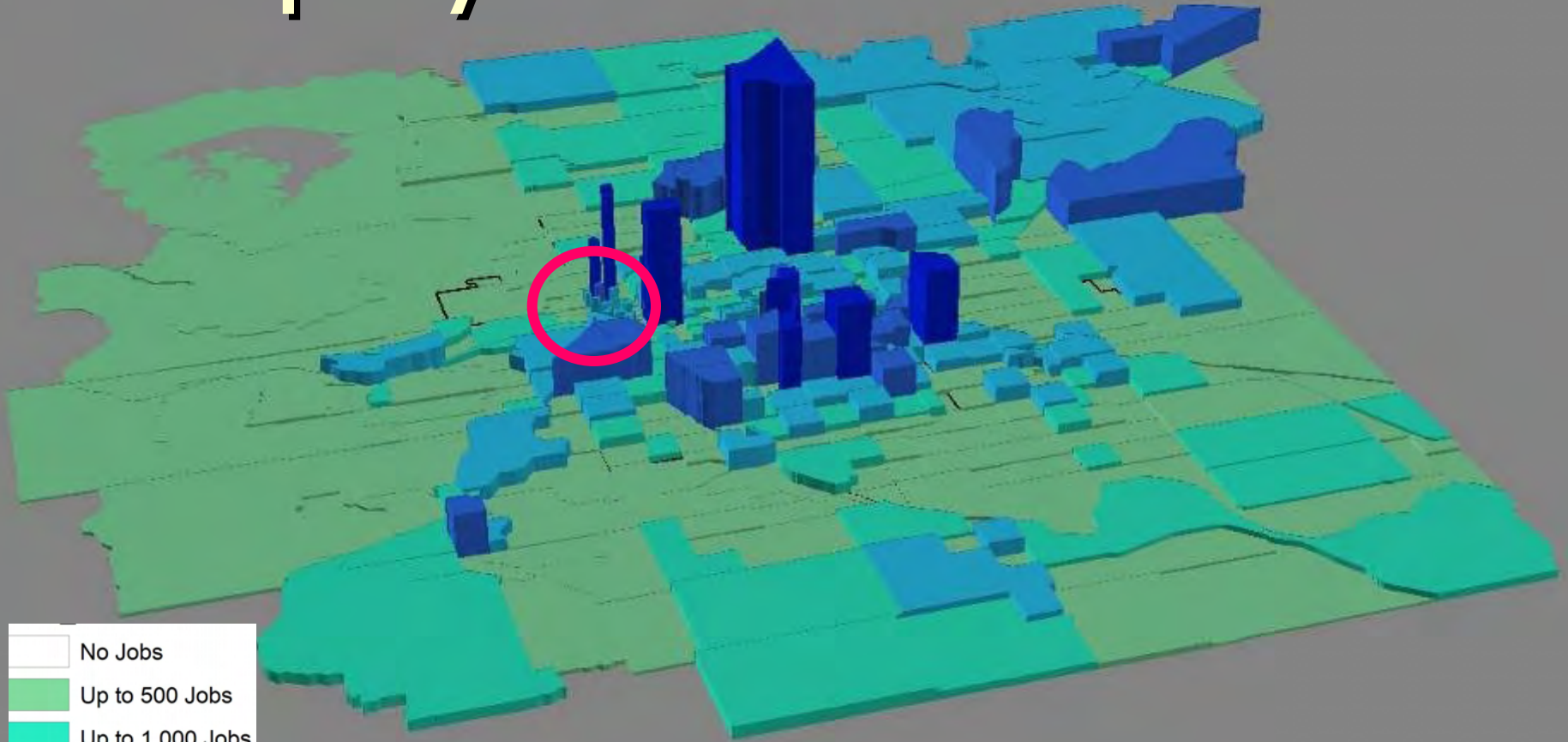
Employment 2000



North



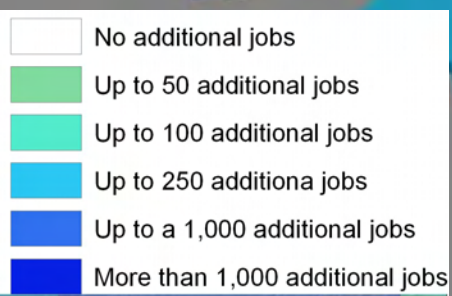
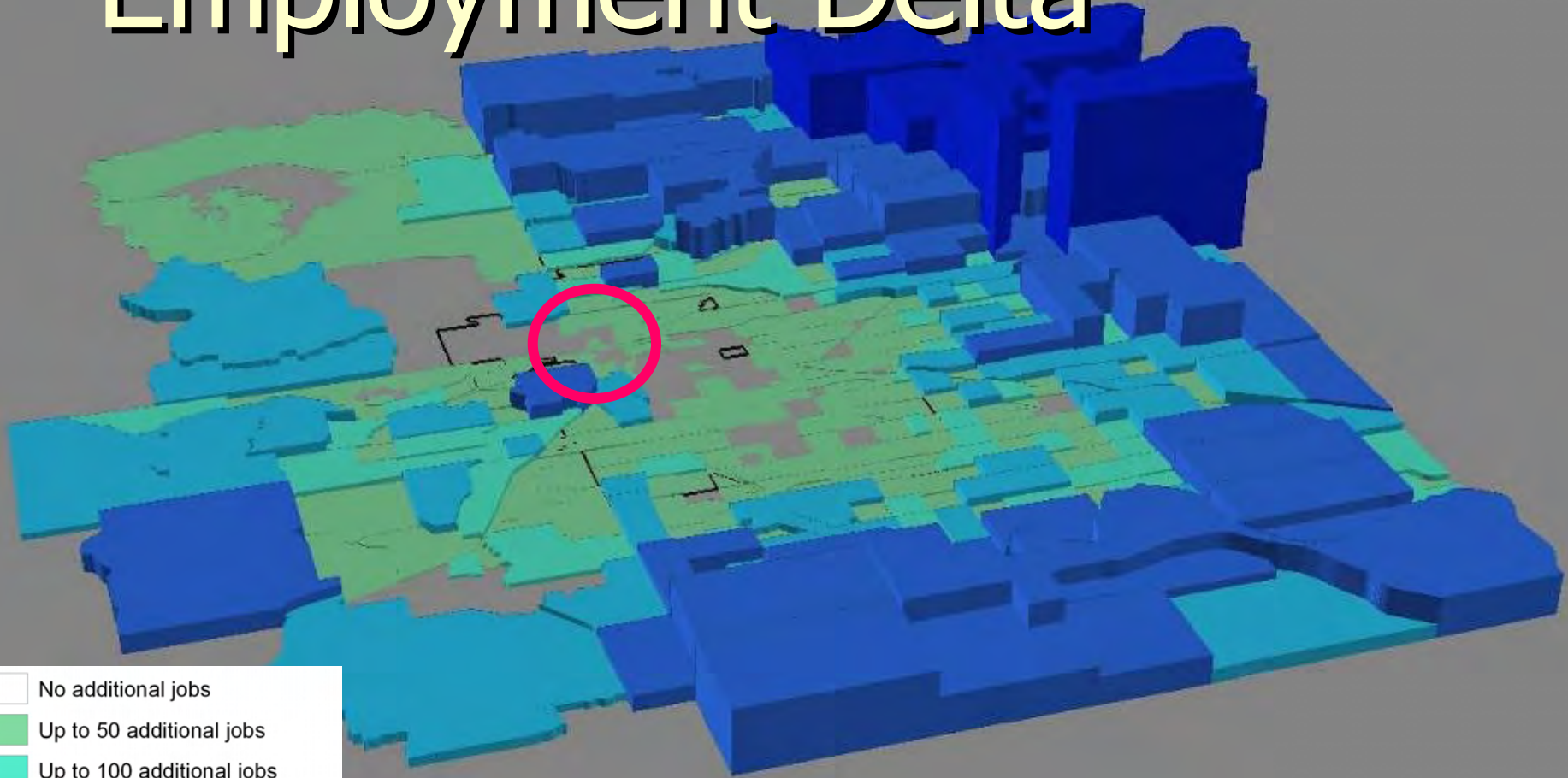
Employment 2030



North



Employment Delta



North



Traditional Planning Approach

- **Decide** – through analysis and research
- **Educate** – the public about the solution
- **Announce** – the plan
- **Defend** – the plan

Traditional Planning Approach

■ D

■ E

■ A

■ D

Improved Process

PLAN

FUND

BUILD

Improved Process

VALUES (*What do people want?*)

VISION (*How will our City provide it?*)

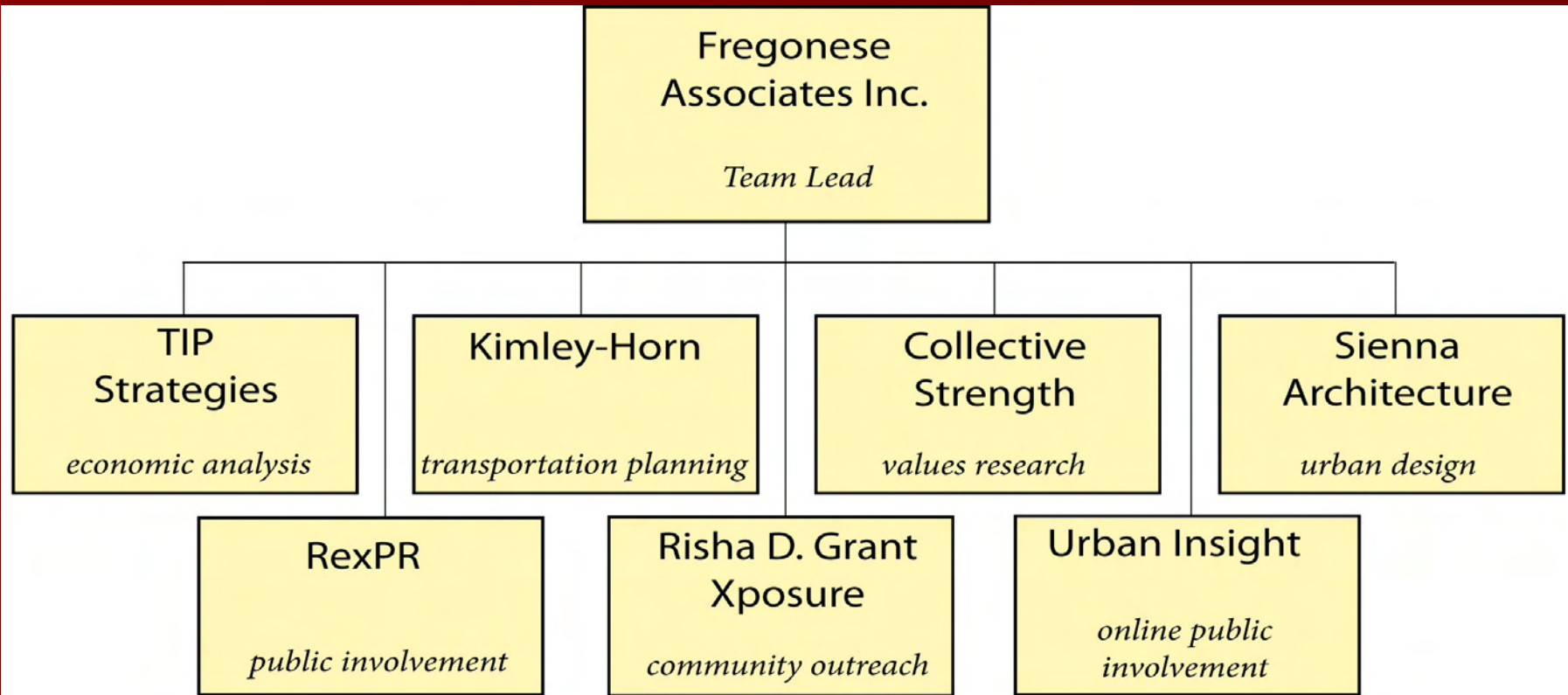
STRATEGY (*How do we implement?*)

PLAN

FUND

BUILD

Team Organization Chart



Information Gathering and Kick-off Meeting

Get to know the city through the eyes of Tulsa residents.

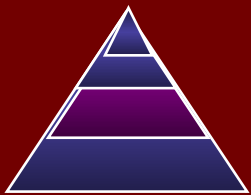
- Land Use: Visual analysis of land use types
- Housing: Housing market analysis
- Economic Assessment



Photo: Daniel Jeffries

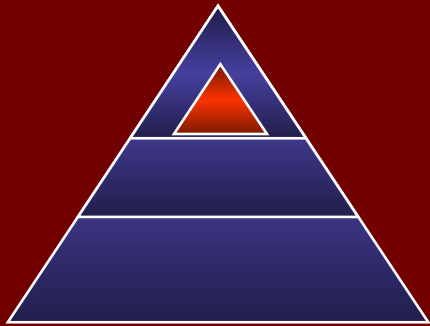
Polling and Stakeholder Interviews

- 50 In Depth Interviews
- 1,000 Phone Interviews
- 1,000 Web Based Poll
- 30 "Person on the Street"



Working with Staff and Stakeholders

- Advisory Committee



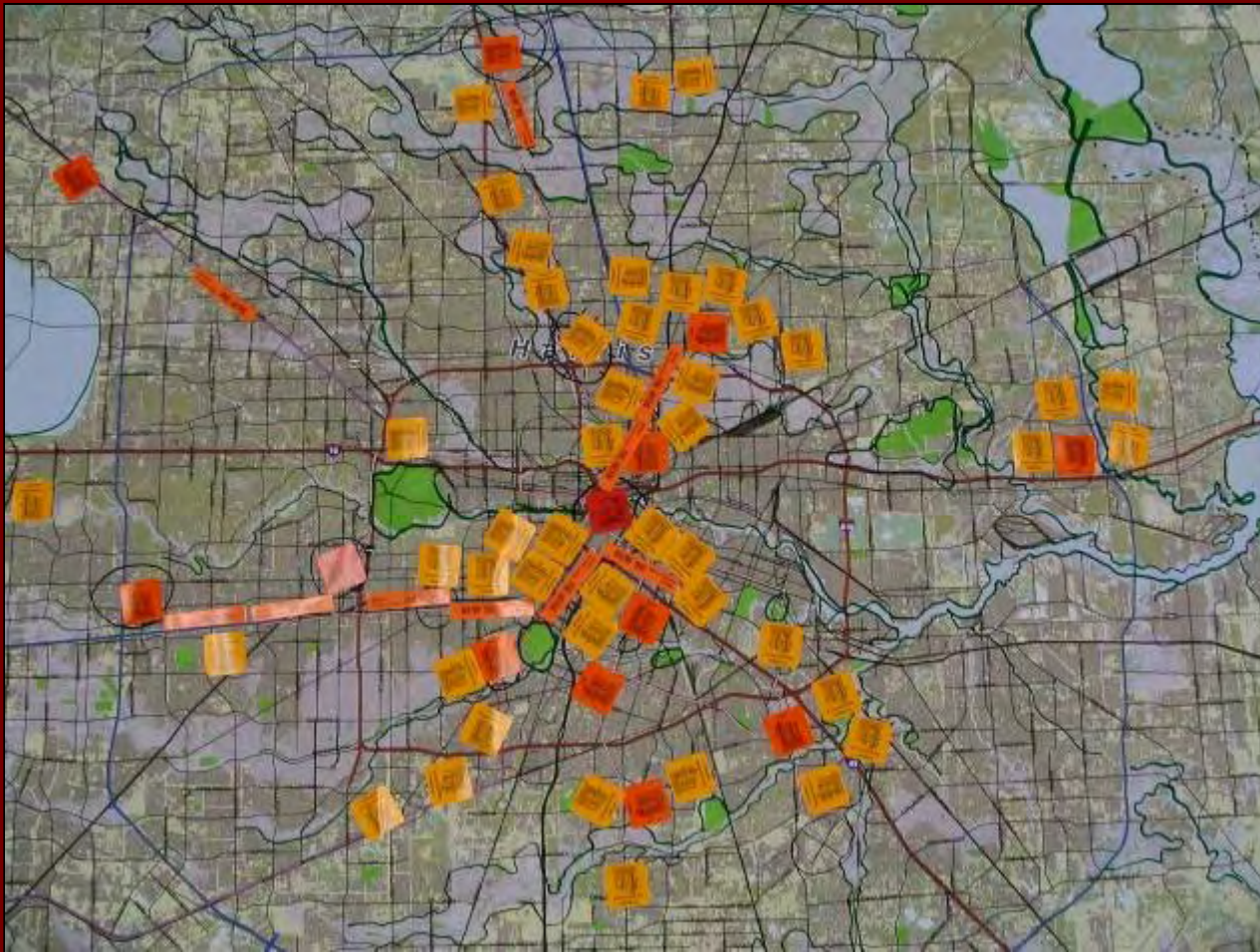
Community Workshops



Two Scales – City and Neighborhood



Workshop Maps



Each table's
plan is
analyzed and
recorded...



....and all notes and
comments are recorded

Traditional Approach

The Present

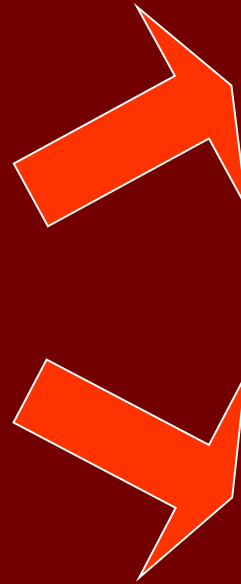


The Future

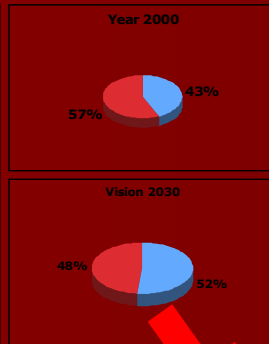
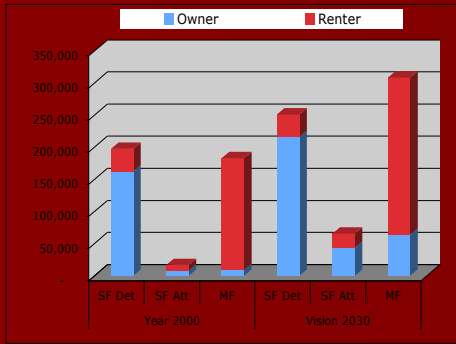


Scenario Approach

Plausible stories about the future



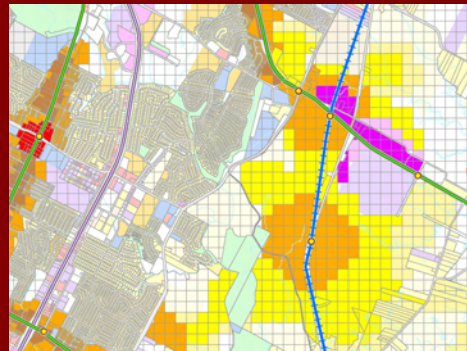
Modeling the Scenarios



Market Constraints
Development Program
Commercial Demand
Housing Needs

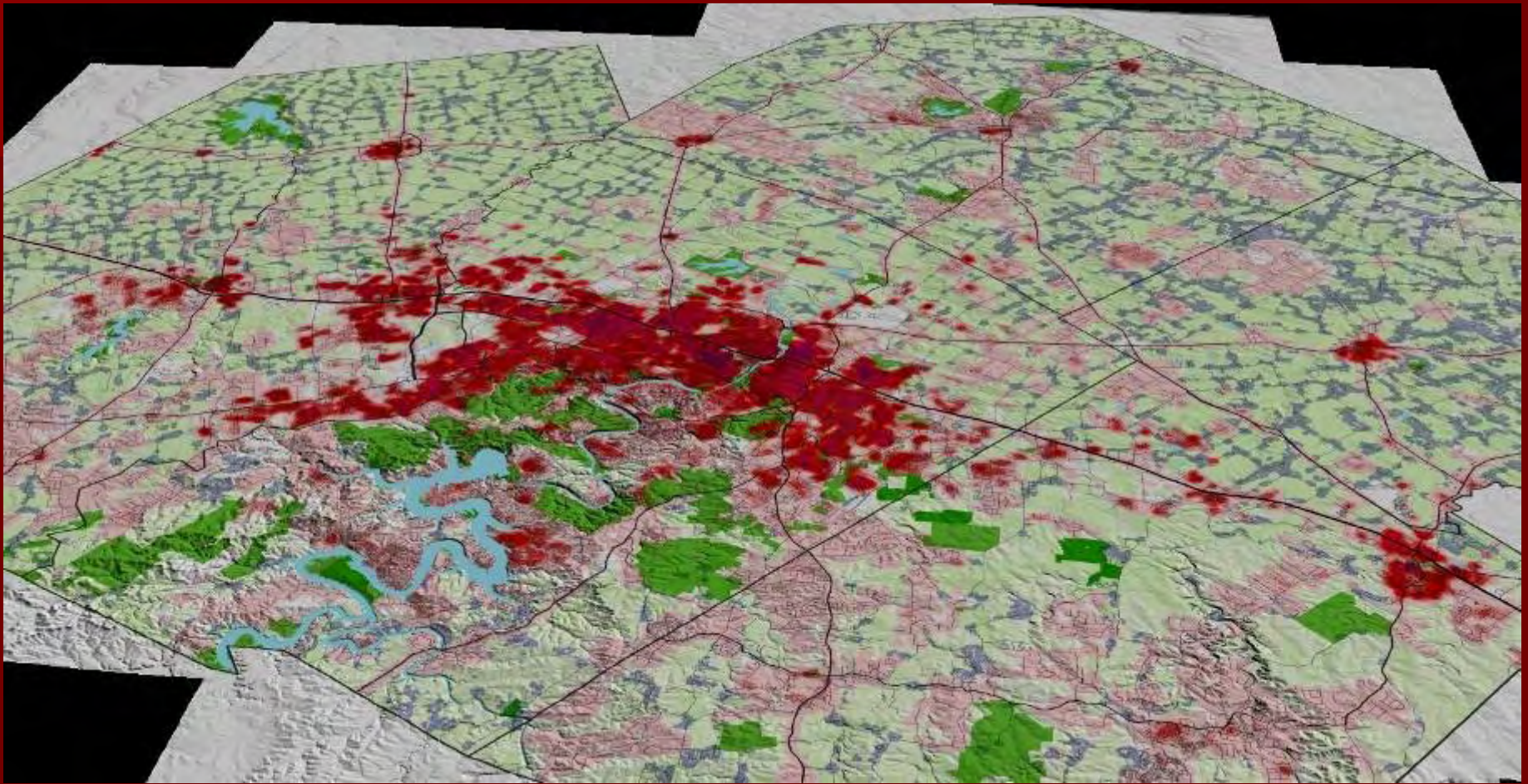
Sustainability
Urban Design

Land Use Scenario
Development



Transportation Analysis
Roadway Impact
Ridership

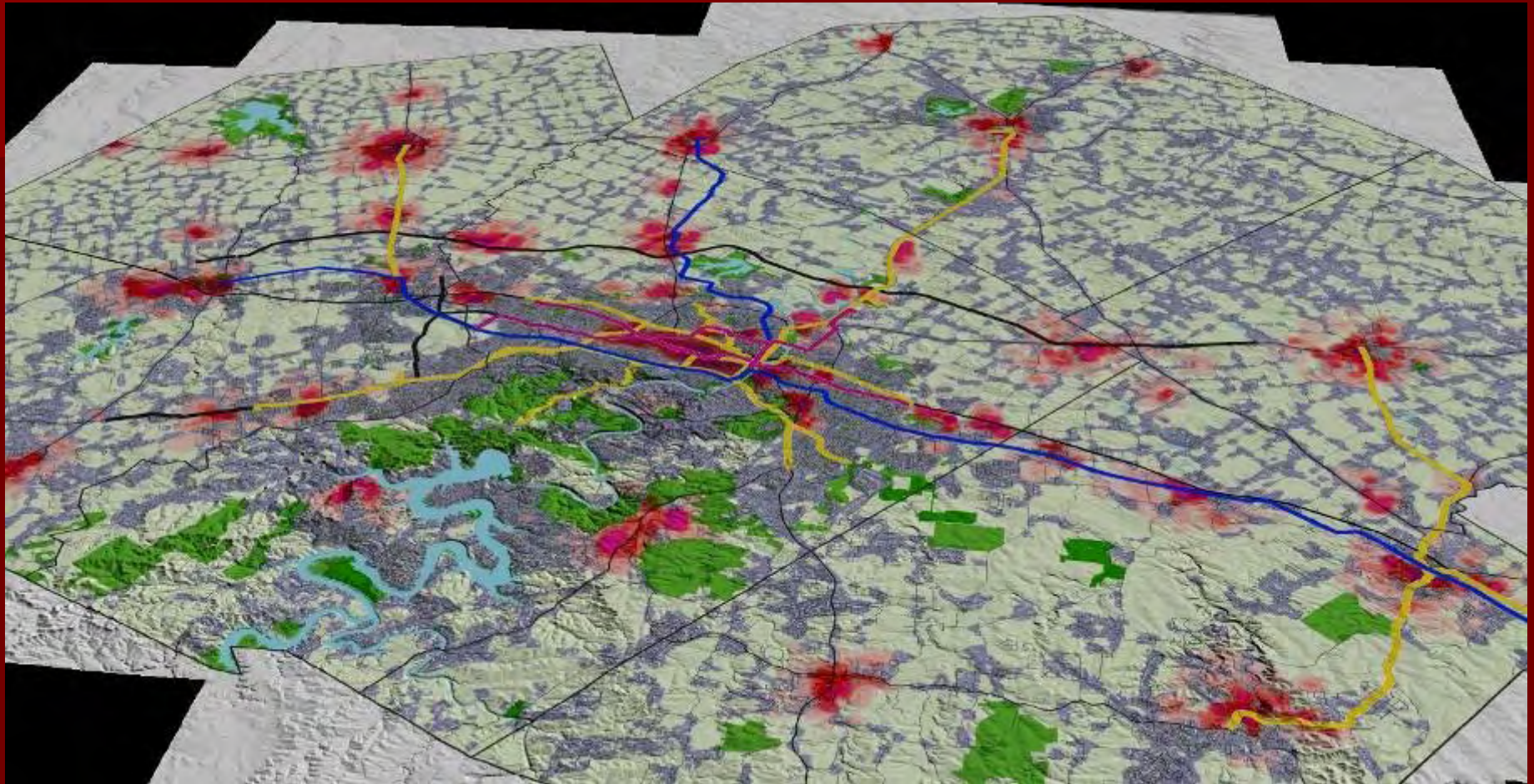
Existing Conditions



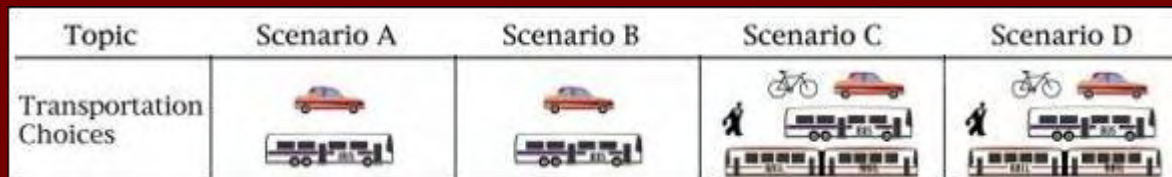
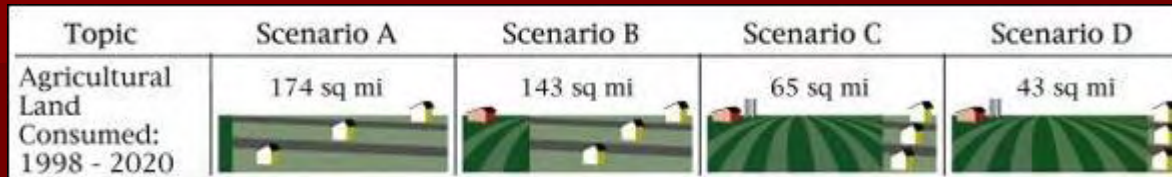
Scenario A



Scenario D

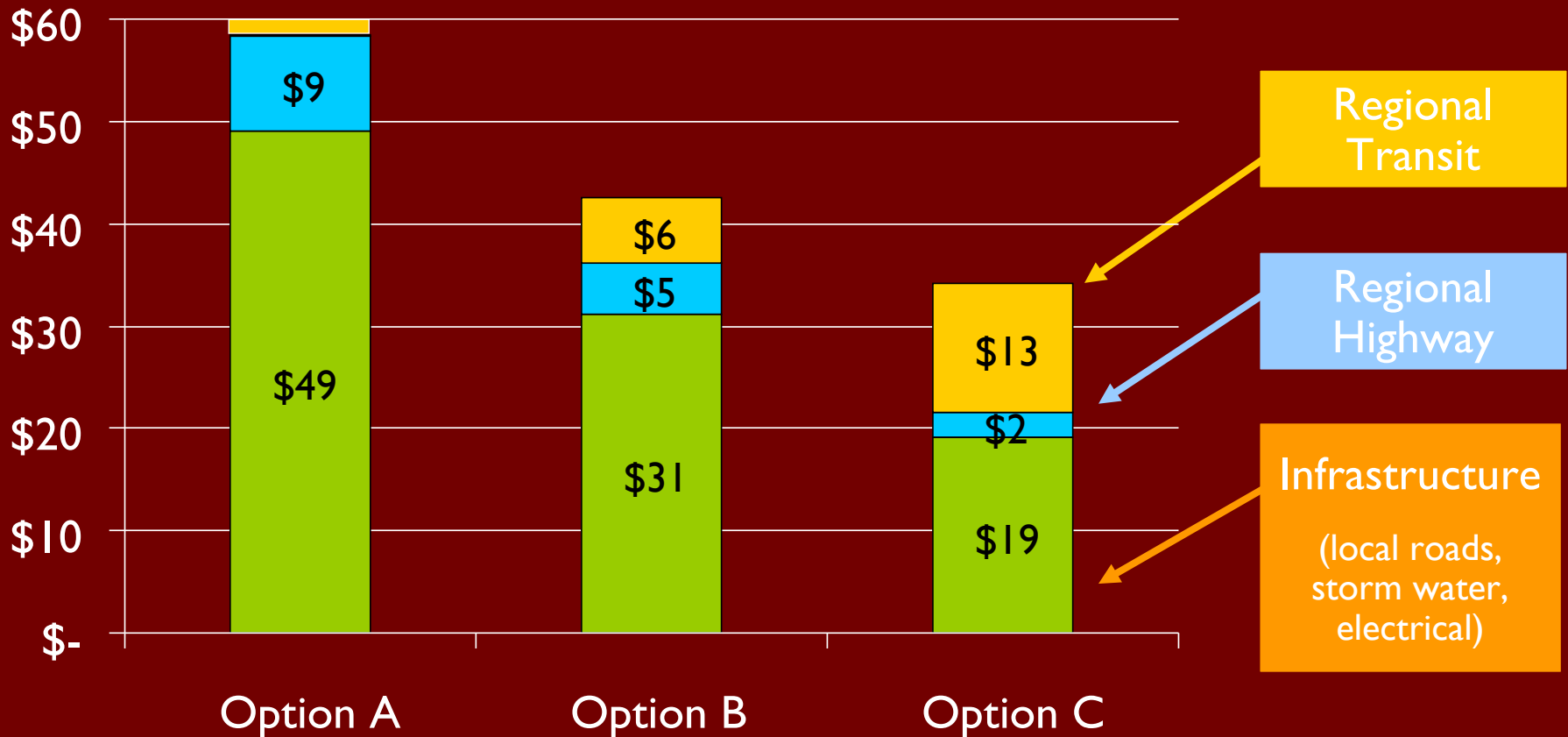


Indicators for Scenario Evaluation



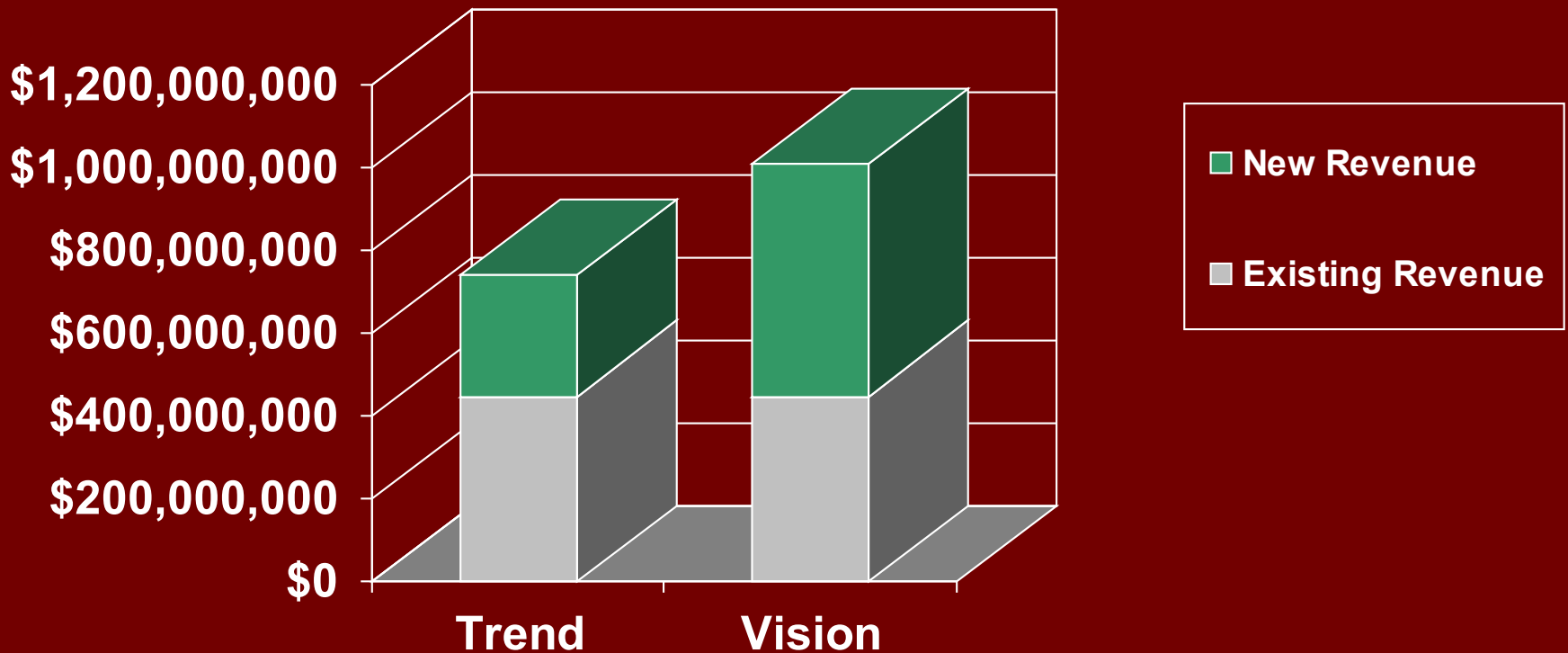
Infrastructure Costs (Louisiana Speaks)

Total Infrastructure Cost (2005-2050)



Fiscal Model Results

City Sales Tax Revenue Increase - 2000
Dollars



Broad Outreach and Multiple Opportunities for Response



OFFICIAL NEWSLETTER of THE CITY of Damascus

How do you see the future Damascus?

FESTIVAL!

Imagine... What Will Watsonville's Future Look Like? Imaginense... ¿Cómo será Watsonville en el futuro?

WATSONVILLE VISTA

FREE FOOD & MUSIC COMIDA Y MÚSICA GRATIS

Shaping Growth in Marion County

LOUISIANA SPEAKS REGIONAL VISION RESPONSE SHEET

How Should We Look?

Don't have a stamp?

www.LouisianaSpeaks.org

www.cityofdenton.com

What We've Learned

- *Vision*
- *Without action*
- *Is Hallucination*

Lessons from Scenarios and Outreach Used to Develop Plan and Products

Components

- Vision
- Comprehensive Plan
- Development Strategies
- Implementation and Financial Strategy



Implementation Plan & Funding Strategies

South California Compass Implementation Framework

The Compass Through Vision is a vision for the future. It is a vision that is shared by all. It is a vision that is shared by all. It is a vision that is shared by all.



South California Compass Implementation Framework



PRINCIPLE #1

Improve mobility for all residents

- Develop transportation alternatives and fund the alternatives as a priority
- Focus on and improve existing infrastructure and create new transportation
- Develop transit oriented development
- Provide a variety of transit options

Implementation Strategies

- The 2040 RTD Vision Plan for the San Diego area should be updated to reflect the current regional and local transportation needs and the South California Compass. The Vision Plan should be updated to reflect the current regional and local transportation needs and the South California Compass.
- The Regional Transportation Plan (RTP) should be updated to reflect the current regional and local transportation needs and the South California Compass. The RTP should be updated to reflect the current regional and local transportation needs and the South California Compass.
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PRINCIPLE #2

Improve mobility in all communities

- Provide a variety of transit options
- Provide a variety of transit options
- Provide a variety of transit options

Implementation Strategies

- The Regional Transportation Plan (RTP) should be updated to reflect the current regional and local transportation needs and the South California Compass. The RTP should be updated to reflect the current regional and local transportation needs and the South California Compass.
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PRINCIPLE #3

Enable prosperity for all people

- Provide a variety of transit options
- Provide a variety of transit options
- Provide a variety of transit options

Implementation Strategies

- The Regional Transportation Plan (RTP) should be updated to reflect the current regional and local transportation needs and the South California Compass. The RTP should be updated to reflect the current regional and local transportation needs and the South California Compass.
- The Regional Transportation Plan (RTP) should be updated to reflect the current regional and local transportation needs and the South California Compass. The RTP should be updated to reflect the current regional and local transportation needs and the South California Compass.
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PRINCIPLE #4

Provide sustainability for future generations

- Provide a variety of transit options
- Provide a variety of transit options
- Provide a variety of transit options

Implementation Strategies

- The Regional Transportation Plan (RTP) should be updated to reflect the current regional and local transportation needs and the South California Compass. The RTP should be updated to reflect the current regional and local transportation needs and the South California Compass.
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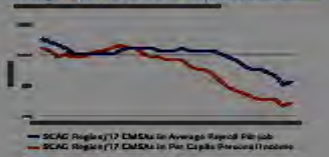
Monitoring System

THE STATE OF THE REGION 2003

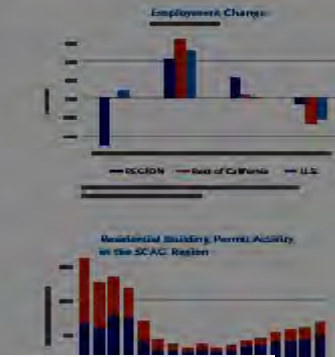
Grades: A: excellent - B: moderately well - C: average - D: potential failure - E: failing

Sector	Condition	Grade
Employment	During 2002, the region lost 22,000 jobs, the first loss since the end of the last recession in 1993. The unemployment rate also increased from 5.1 to 6.3 percent in the region during the same period, slightly higher than the national average at 5.8 percent. Job losses in the region were mostly among the manufacturing and information sectors. (The information sector includes communications, publishing, motion picture production and internet service providers). On the other hand, government and health care sectors were the two leading job generators, including additional local public school teachers. Unlike the recession in the early 1990s, job losses for the region in 2002 were less severe than that of the other large metropolitan regions in the nation. The significant population increase of 130,000 in 2002 contributed to the job gains in sectors such as retail trade and education. Average payroll per job in the region dropped from 101 percent of the average of the 17 largest metropolitan regions in 1990 to 91 percent in 2001 (most current data available).	B
Income	Real personal income per capita also declined in 2001 for the first time since 1993 and most likely continued declining through 2002, considering the job loss and significant population increase. There was no significant change in the region's median household income as well as poverty rate between 2001 and 2002. As to the decline in per capita income in 2001, the region did not perform as bad as the other large metropolitan regions, particularly those depending significantly on high tech sectors. However, the extent was too modest to change the overall economic standing of our region among the major metropolitan regions. In 2001, per capita personal income in the region was only 84 percent of the average of the 17 largest metropolitan regions, a significant reduction from 95 percent in 1990. Among the 17 largest metropolitan regions, the SCAG region continued to rank 15th in per capita income in 2001 and most likely remained 16th in 2002. In addition, there were persistent disparities in household income among the different racial and ethnic groups in the region.	C
Permits	In 2002, the region experienced the largest number of building permits issued (68,000 units) as well as the largest year-to-year increase (30,000 units) since 1990. In addition, the homeownership rate, though well below the national average, increased slightly following the national trend due to low mortgage rates. Nevertheless, housing affordability worsened due to the sharp increases in housing prices, in light of the lack of growth in household income. In 2002, every county experienced lower	D+

Average Payroll Per Job and Per Capita Personal Income

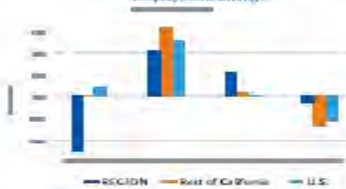


Annual Hours of Delay per Doctor by Metropolitan Area

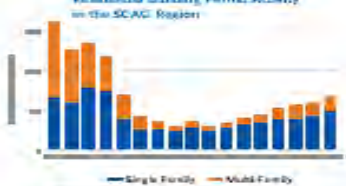


Grade	Condition	Grade
Employment	B	B
Income	C	C
Permits	D+	D+

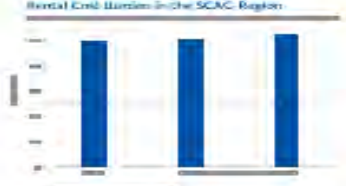
Employment Change



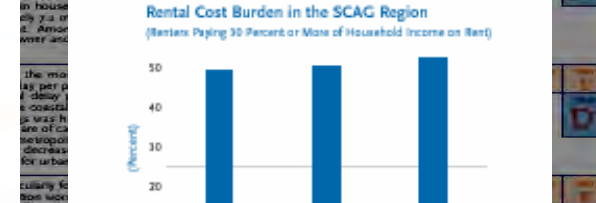
Residential Building Permit Activity in the SCAG Region



Rental Cost Burden in the SCAG Region

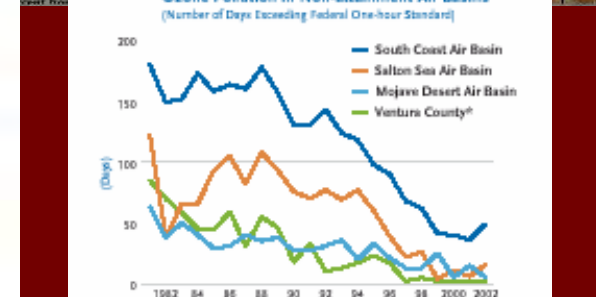


Rental Cost Burden in the SCAG Region (Renters Paying 30 Percent or More of Household Income on Rent)



Source: U.S. Census Bureau

Ozone Pollution in Non-attainment Air Basins (Number of Days Exceeding Federal One-hour Standard)



* Ventura County is a part of the South Coast Air Basin

Source: California Air Resources Board and South Coast Air Quality Management District

Math Test Score for 8th Grade (Percent above National Median Score)



* Standard 7 Test. Performed better than the nation if more than 50% of the students were above the national median.

Source: California Department of Education

Juvenile Felony Arrests (Per 100,000 Population Aged 10-17)



Source: California Department of Justice

Upcoming Events

- June - Community Values
- September - City Wide Workshops
- January - Community Workshops
- April - Scenarios
- June - Vision
- September – Draft Plan & Implementation
- Adoption Hearings – October - December

Thank You

