

	<b>Scenario A</b>	<b>Scenario B</b>	<b>Scenario C</b>	<b>Scenario D</b>
<b>Community and Housing Indicators</b>				
Total Population Added	28,628	72,919	100,966	102,333
Total Jobs Added	23,859	32,620	41,700	42,183
<b>Mix of housing unit types</b>				
Total Housing Units	13,066	33,281	46,082	46,706
Single Family	62%	33%	66%	19%
Townhomes	3%	17%	12%	14%
Multi-Family	35%	50%	22%	67%
<b>Number of housing units in mixed use areas/walkable areas</b>				
<b>Number of Mixed use dwelling units &amp; Jobs</b>				
Mixed-Use Housing Units	998	20,326	12,601	34,578
Percent of Units	8%	49%	27%	74%
Mixed-Use Jobs	839	10,482	13,011	23,292
Percent of Jobs	4%	34%	31%	55%

<b>Amount of urban infill</b>				
Acres of Land Consumed	5,150	4,772	10,198	4,785
Vacant Acres	4,995	3,550	9,387	3,119
Percent of Total Acres Consumed that are Vacant	97%	74%	92%	65%
True Redev Acres	155	1,222	811	1,666
Percent of Total Acres Consumed that are Redeveloped	3%	26%	8%	35%
Residential Acres	2,760	2,292	5,729	2,096
Net Residential Density (per acre)	5	15	8	22
Infill Housing Units	556	16,332	6,382	25,937
Percent of Total Units	4%	49%	14%	56%
Infill Jobs	1,636	10,998	8,195	13,475
Percent of Total Jobs	7%	34%	20%	32%
<b>Match of household demographics and income to housing type, both citywide and by neighborhood</b>				
Proportion of historic buildings currently in use vs. vacant	TBD	TBD	TBD	TBD
Number of residential units displaced by new developments	TBD	TBD	TBD	TBD

<b>Transportation Indicators</b>	<b>City of Tulsa</b>			
Proportion of households/jobs within 1/2 mile of frequent service bus lines or other public transit <b>(Repeated Environment section)</b>				
Housing Units w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	6,847	24,909	21,677	38,819
Percent of Total Housing Units w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	52%	75%	47%	83%
Jobs w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	10,637	22,225	23,779	29,476
Percent of Total Jobs w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	45%	68%	57%	70%
<b>Citywide and neighborhood splits between different modes of transportation</b>				
Vehicle miles/time traveled per capita, by mode				
Vehicle Miles Traveled per capita				
Average Travel time				
Annual hours spent driving per person				
VMT	16,300,000	14,900,000	15,200,000	14,500,000
VMT per capita (miles)	40	33	31	30
VHT	380,000	350,000	360,000	330,000
VHT per capita (Min)	56	46	45	41
Delay	49,000	43,000	47,000	40,000
Delay per capita (Min)	7.2	5.7	5.8	5.0

Total Local Transit Ridership (4D)	31,000	66,000	70,000	86,000
Walked to Transit	23,250	49,500	52,500	64,500
Bike to Transit	1,550	6,600	7,000	8,600
Drive to Transit	6,200	9,900	10,500	12,900
Total Regional Transit Ridership (4D)	0	154,000	173,000	177,000
Walked to Transit	0	69,300	77,850	79,650
Bike to Transit	0	15,400	17,300	17,700
Drive to Transit	0	69,300	77,850	79,650
Total trips	3,377,800	3,415,800	3,433,650	3,375,450
Transit Trips (Local + Regional)	31,000	220,000	243,000	263,000
Percent Transit	0.9%	6.4%	7.1%	7.8%
Walk/Bike Trips (includes internal trip capture)	146,800	295,800	290,650	312,450
Percent Walk/Bike	4.3%	8.7%	8.5%	9.3%
Vehicle Trips	3,200,000	2,900,000	2,900,000	2,800,000
Percent Vehicle	94.7%	84.9%	84.5%	83.0%
Internal Trip Capture	122,000	155,000	136,000	142,000
<a href="#">Cost of transportation improvements needed</a>				
Total Lane Miles	2,130	2,030	1,980	1,960

Proportion of households/jobs in neighborhoods with high walkability scores (street and path connectivity and intersections)	TBD	TBD	TBD	TBD
Proportion of households/jobs served by bicycle network	TBD	TBD	TBD	TBD
Bicycle commuter counts along key routes	TBD	TBD	TBD	TBD
Ratio of retail/entertainment/shopping to office/other employment within high-density employment areas – to measure mix of uses	TBD	TBD	TBD	TBD
Annual household fuel expenditures	TBD	TBD	TBD	TBD
<b>Economy Indicators</b>				
<b>Employment mix</b>				
Total Jobs Added	23,859	32,620	41,700	42,183
Retail	15%	21%	15%	14%
Office	60%	58%	60%	61%
Industrial	25%	21%	25%	25%
<b>Citywide Jobs-Housing Ratio</b>				
Ratio Jobs to Housing Units Added	1.8	1.0	0.9	0.9
<b>Build-out Totals (SQFT)</b>				
Residential	27,676,931	53,796,123	94,849,485	65,404,193
Retail	1,706,365	3,320,271	3,273,475	3,018,300
Office	4,981,720	6,636,126	8,805,638	8,947,697
Industrial	5,966,157	6,823,716	10,359,562	10,630,807

Housing Units by Building Type				
Mixed Use				
Mixed-Use Residential Retail - 4 Story	73	2,373	1,455	4,807
Live Work - 2 Story	84	923	632	560
Mixed-Use Condo Office - 2 Story	-	625	151	390
Mixed-Use Apartment Retail - 2 Story	62	277	674	474
Residential Retail - 10 Story	-	1,791	609	2,794
High Density Condo or Apartment - 5 Story	1,282	6,581	3,145	15,408
Residential				
Apartment	3,133	5,092	4,154	7,422
Townhome	340	4,790	5,016	6,032
Cottage Home	365	3,318	8,735	5,870
Single Family 5-8K lot	4,312	6,216	14,875	2,897
Single Family 8-15K lot	2,723	1,278	6,074	52
Single Family Estate	452	16	562	-
Single Family Rural	240	-	-	-
Total Units Added	13,066	33,281	46,082	46,706

Building Types by Value				
Mixed Use				
Office Retail - 15 Story	\$ -	\$ 30,115,813	\$ 61,885,892	\$ 404,345,284
Office Retail - 10 Story	\$ 16,870,134	\$ 100,069,480	\$ 102,474,887	\$ 292,999,284
Office Retail - 5 Story	\$ 7,819,733	\$ 68,795,734	\$ 148,412,070	\$ 222,087,849
Office Retail - 3 Story	\$ 2,676,104	\$ 95,735,569	\$ 217,834,616	\$ 206,305,942
Mixed-Use Retail Office - 2 Story	\$ 1,609,192	\$ 27,603,787	\$ 65,700,412	\$ 92,941,315
Mixed-Use Residential Retail - 4 Story	\$ 14,136,917	\$ 461,454,791	\$ 282,890,634	\$ 934,801,672
Live Work - 2 Story	\$ 25,095,829	\$ 275,144,941	\$ 188,397,222	\$ 166,772,116
Mixed-Use Condo Office - 2 Story	\$ -	\$ 238,877,271	\$ 57,594,444	\$ 149,043,932
Mixed-Use Apartment Retail - 2 Story	\$ 13,333,908	\$ 59,821,511	\$ 145,378,746	\$ 102,216,809
Residential Retail - 10 Story	\$ -	\$ 330,244,603	\$ 112,287,663	\$ 515,105,372
High Density Condo or Apartment - 5 Story	\$ 192,263,130	\$ 986,720,335	\$ 471,451,741	\$ 2,310,047,706
Mixed-Use Value Added	\$ 273,804,946	\$ 2,674,583,834	\$ 1,854,308,329	\$ 5,396,667,282
Residential				
Apartment	\$ 437,659,911	\$ 711,335,388	\$ 580,349,153	\$ 1,036,803,952
Townhome	\$ 81,074,929	\$ 1,141,031,629	\$ 1,226,024,929	\$ 1,474,614,732
Cottage Home	\$ 85,883,520	\$ 780,522,683	\$ 1,952,488,116	\$ 1,311,912,178
Single Family 5-8K lot	\$ 1,139,137,832	\$ 1,642,362,568	\$ 3,930,035,833	\$ 796,130,162
Single Family 8-15K lot	\$ 1,005,913,909	\$ 472,230,857	\$ 2,243,639,327	\$ 19,020,918
Single Family Estate	\$ 173,216,416	\$ 5,865,116	\$ 215,739,267	\$ -
Single Family Rural	\$ 109,866,388	\$ -	\$ -	\$ -
Residential Value Added	\$ 3,032,752,905	\$ 4,753,348,240	\$ 10,148,276,625	\$ 4,638,481,941

Employment				
Mid Rise Office Park	\$ 119,561,452	\$ 83,162,595	\$ 127,803,932	\$ 23,615,915
Business Park	\$ 870,604,991	\$ 735,397,211	\$ 1,059,965,403	\$ 526,483,868
Heavy Industrial	\$ 211,966,261	\$ 235,877,807	\$ 363,000,484	\$ 368,115,316
Light Industrial	\$ 365,049,619	\$ 421,911,620	\$ 637,253,279	\$ 656,878,499
Neighborhood Grocery - 1 Story	\$ 9,305,961	\$ 12,907,495	\$ 79,357,842	\$ 46,065,609
Neighborhood Retail - 1 Story	\$ 7,351,123	\$ 10,196,108	\$ 62,687,696	\$ 36,388,929
Retail Mall	\$ 91,347,656	\$ 116,255,930	\$ 66,466,890	\$ 7,081,035
Strip Commercial	\$ 160,996,703	\$ 198,217,503	\$ 85,052,769	\$ 56,965,105
Employment Value Added	\$ 1,836,183,767	\$ 1,813,926,268	\$ 2,481,588,295	\$ 1,721,594,276
Aggregate Value Added	\$ 5,142,741,618	\$ 9,241,858,343	\$ 14,484,173,249	\$ 11,756,743,500
<b>Added Sales Tax Revenue</b>				
City of Tulsa 3%	\$ 22,387,969	\$ 43,235,746	\$ 42,935,546	\$ 38,874,726
County 1%	\$ 7,462,656	\$ 14,411,915	\$ 14,311,849	\$ 12,958,242
State 4.5%	\$ 33,581,954	\$ 64,853,619	\$ 64,403,318	\$ 58,312,089
Total	\$ 63,432,580	\$ 122,501,280	\$ 121,650,713	\$ 110,145,057

Percent of export jobs (jobs that bring new income into the region)	TBD	TBD	TBD	TBD
Subarea Jobs-Housing ratio	TBD	TBD	TBD	TBD
Share of region's jobs that are downtown				
Wage levels of new jobs	TBD	TBD	TBD	TBD
Average Income of new workers (by job type)	TBD	TBD	TBD	TBD
Average Educational Requirements of new workforce	TBD	TBD	TBD	TBD
<b>Equity and Opportunity Indicators</b>				
BHI Score (use CJ's PPT slides)		30	19	50
				-14
Average walkability scores within 1-mile of public schools	TBD	TBD	TBD	TBD
Affordability of housing for future demographics by area	TBD	TBD	TBD	TBD
Demographic mix, housing profile, new permits	TBD	TBD	TBD	TBD
Access to alternative transportation by demographic area	TBD	TBD	TBD	TBD
Match of household make-up and income to housing type, both citywide and by neighborhood (repeated in community section)	TBD	TBD	TBD	TBD
Percent of new jobs in lower income areas	TBD	TBD	TBD	TBD

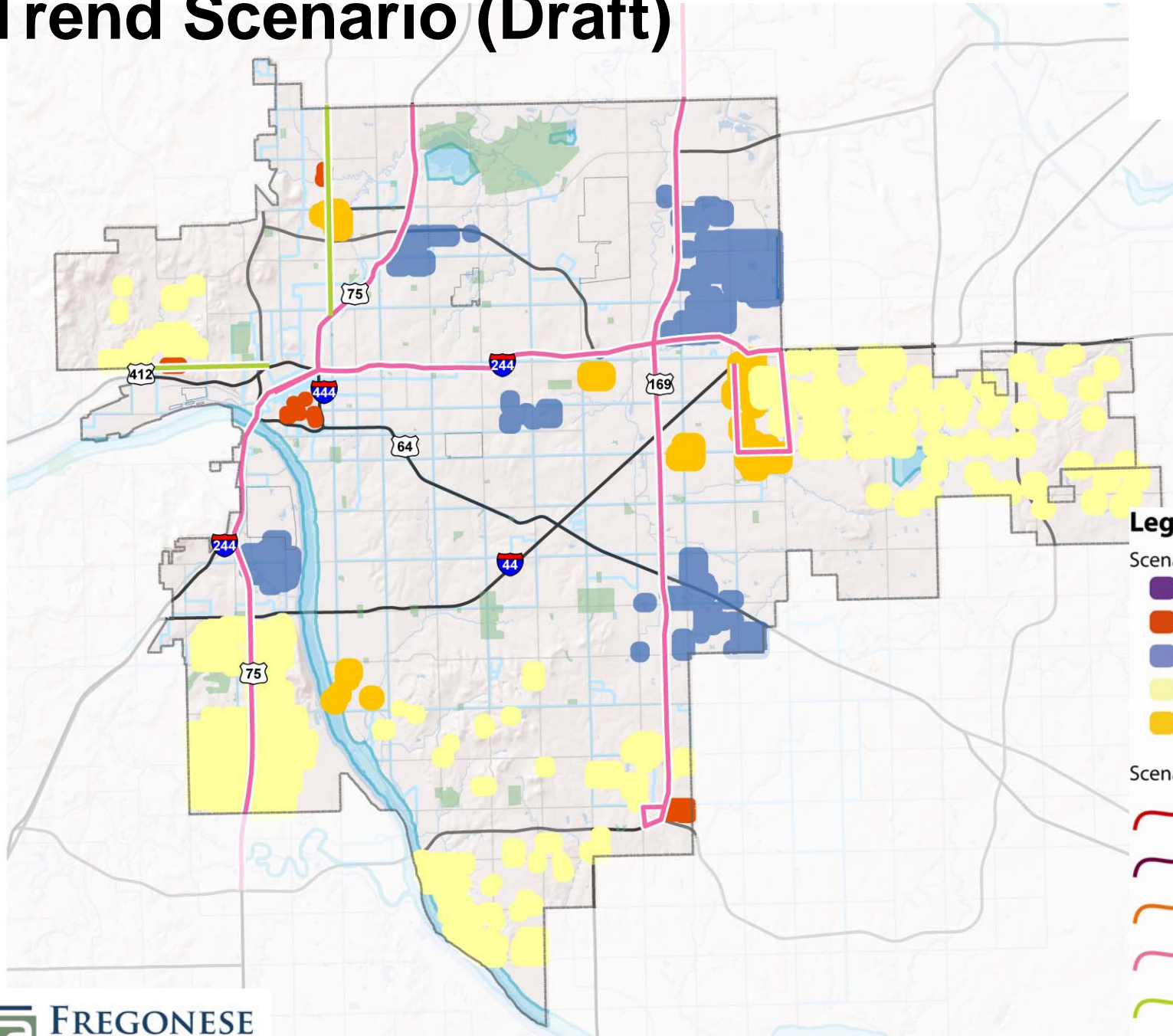
<b>Environment Indicators</b>				
<b>Proportion of households within 1/2 mile of transit-rich corridors</b>				
Housing Units w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	6,847	24,909	21,677	38,819
Percent of Total Housing Units w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	52%	75%	47%	83%
<b>Jobs w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)</b>				
Jobs w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	10,637	22,225	23,779	29,476
Percent of Total Jobs w/in 1/2 Mile of Transit (1/4 Mile of Streetcar or High Frequency Bus)	45%	68%	57%	70%
<b>Number of acres of park/open space / 1,000 people Open space per capita</b>				
<b>Parks per capita</b>				
<b>Access to open space and parks</b>				
New Parks (Acres)	167	128	338	109
New Parks per 1000 capita	5.83	1.76	3.35	1.07
<b>Housing Units within 1/2 mile of Open Space</b>				
Housing Units within 1/2 mile of Open Space	6,483	18,646	24,173	29,652
Percent of Total Housing Units w/in 1/2 mile of Open Space	50%	56%	52%	63%
<b>Housing Units within 1/4 mile of Open Space</b>				
Housing Units within 1/4 mile of Open Space	3,131	8,791	10,635	12,150
Percent of Total Housing Units within 1/4 mile of Open Space	24%	26%	23%	26%

Jobs within 1/2 mile of Open Space	5,915	10,881	12,814	18,260
Percent of Total Jobs within 1/2 mile of Open Space	25%	33%	31%	43%
Jobs within 1/4 mile of Open Space	2,956	3,721	5,115	9,808
Percent of Total Jobs within 1/4 mile of Open Space	12%	11%	12%	23%
<b>Carbon Dioxide (CO2) emissions from transportation</b>				
Gallons of Fuel Wasted Annually	10,730,000	9,420,000	10,290,000	8,760,000
Air Quality (per year)				
NoX(tons)	9,837	8,992	9,173	8,751
CO2(tons)	2,379,800	2,175,400	2,219,200	2,117,000
VOC(tons)	11,805	10,791	11,008	10,501
<b>Impervious surface created</b>				
Acres of Impervious Surface Added	2,663	2,739	5,880	2,787
Percent of Total Acres Consumed that is Impervious	52%	57%	58%	58%
<b>Extensiveness and connectivity of bicycle network</b>	TBD	TBD	TBD	TBD
<b>Average walkability scores for neighborhoods served by transit</b>	TBD	TBD	TBD	TBD
<b>Proportion of new buildings that are highly rated for energy and sustainability</b>	TBD	TBD	TBD	TBD
<b>Extensiveness and connectivity of parks, greenways and trails</b>	TBD	TBD	TBD	TBD
<b>Consumption of fuel</b>				
<b>Carbon Dioxide (CO2) emissions from buildings</b>	TBD	TBD	TBD	TBD

# Trend Scenario (Draft)



PLANitTULSA  
OUR PLAN. OUR FUTURE.



4/14/09

## Legend

### Scenario Development Types

- Town Center
- Commercial
- Employment
- Residential Subdivision
- Town Neighborhood

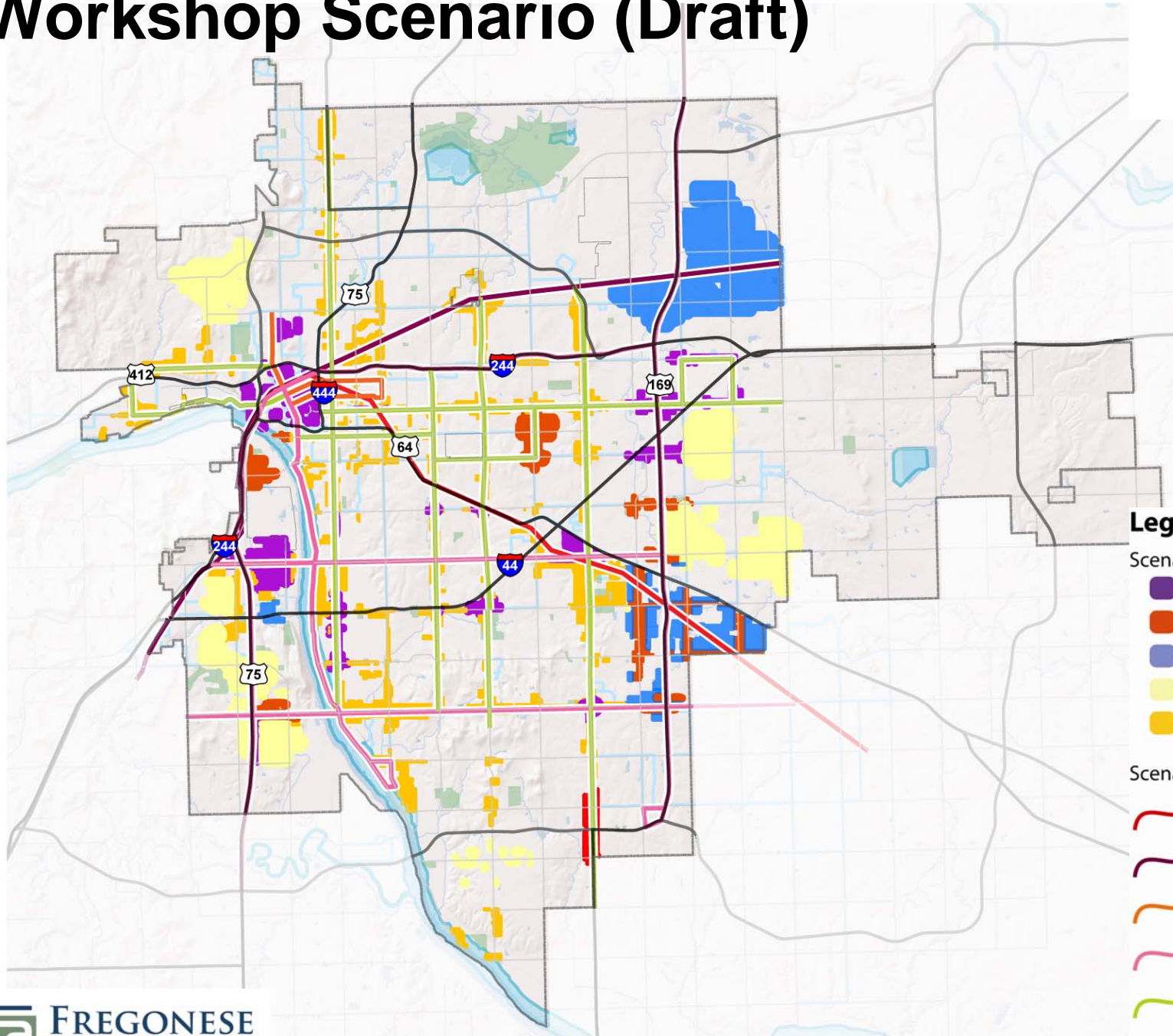
### Scenario Transportation Corridors

- Commuter Rail Transit
- Light Rail Transit
- Streetcar
- Bus Rapid Transit
- High Frequency Bus
- Existing Bus Route

# Workshop Scenario (Draft)



PLANitTULSA  
OUR PLAN. OUR FUTURE.



4/14/09

## Legend

### Scenario Development Types

- Town Center
- Commercial
- Employment
- Residential Subdivision
- Town Neighborhood

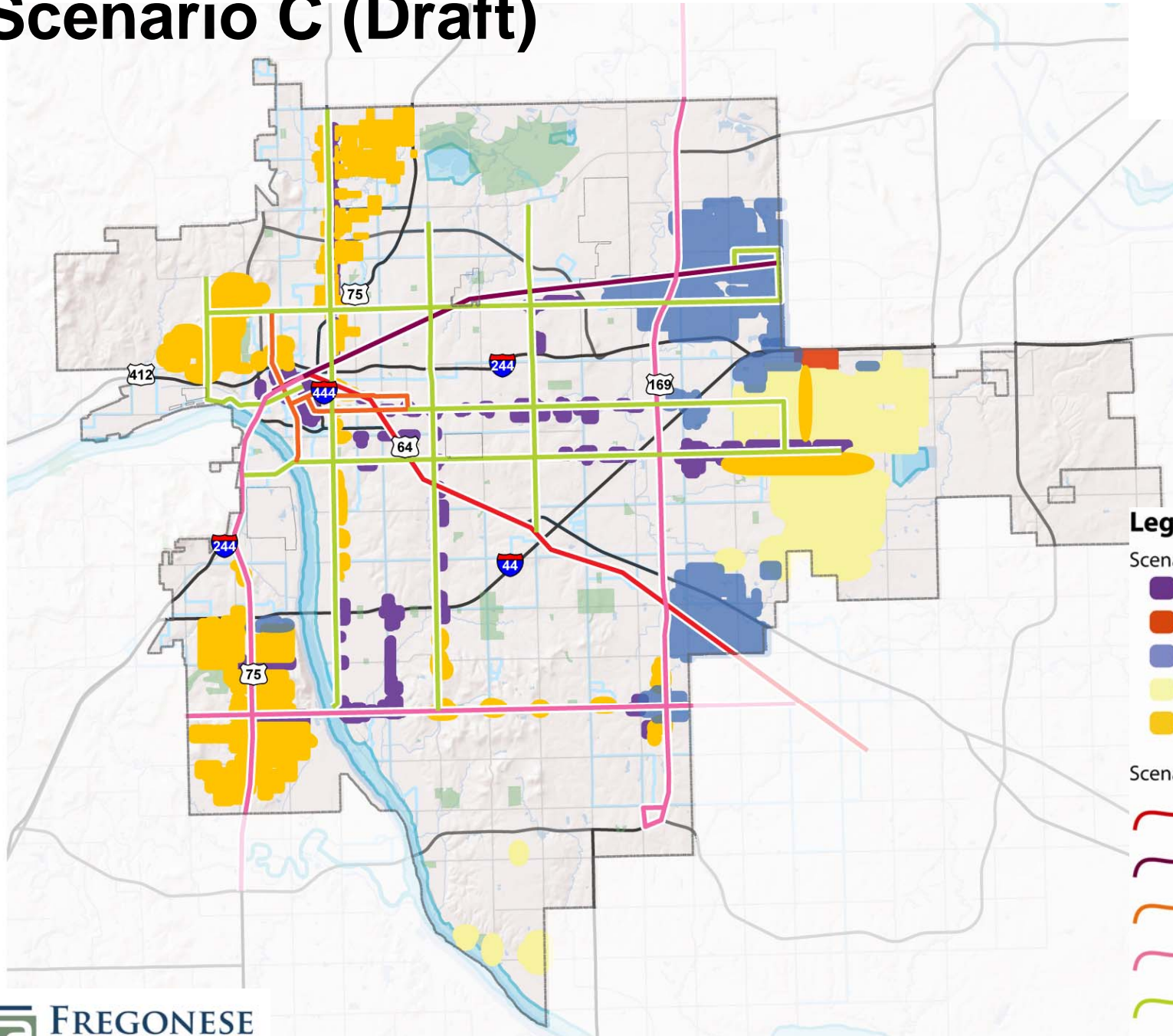
### Scenario Transportation Corridors

- Commuter Rail Transit
- Light Rail Transit
- Streetcar
- Bus Rapid Transit
- High Frequency Bus
- Existing Bus Route

# Scenario C (Draft)



PLANitTULSA  
OUR PLAN. OUR FUTURE.



4/14/09

## Legend

### Scenario Development Types

- Town Center
- Commercial
- Employment
- Residential Subdivision
- Town Neighborhood

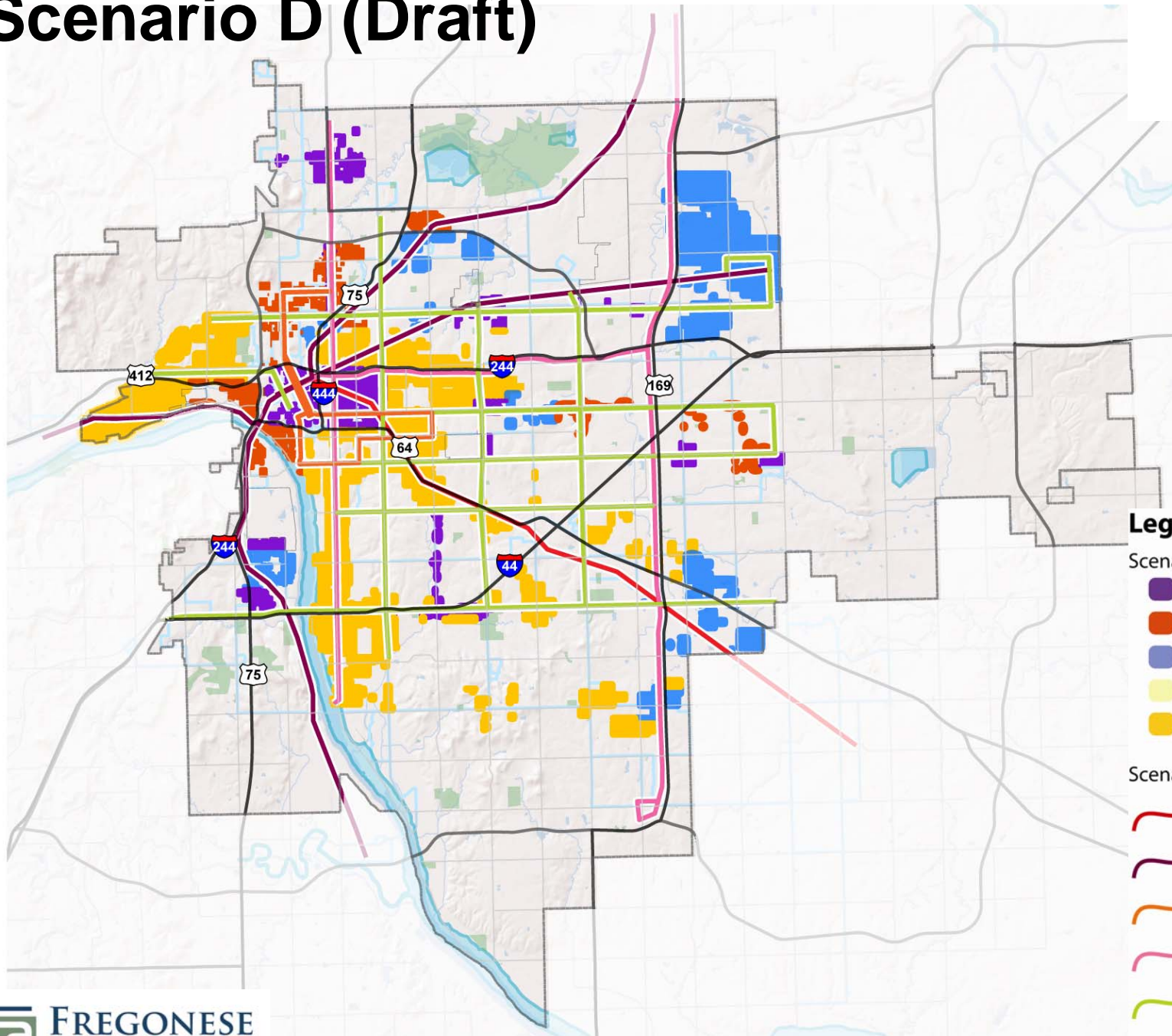
### Scenario Transportation Corridors

- Commuter Rail Transit
- Light Rail Transit
- Streetcar
- Bus Rapid Transit
- High Frequency Bus
- Existing Bus Route

# Scenario D (Draft)



PLANitTULSA  
OUR PLAN. OUR FUTURE.



4/14/09

## Legend

### Scenario Development Types

- Town Center
- Commercial
- Employment
- Residential Subdivision
- Town Neighborhood

### Scenario Transportation Corridors

- Commuter Rail Transit
- Light Rail Transit
- Streetcar
- Bus Rapid Transit
- High Frequency Bus
- Existing Bus Route