TULSA METROPOLITAN AREA PLANNING COMMISSION

For Meeting No. 2541
March 4, 2009, 1:30 PM
175 East 2nd Street, 2nd Level, One Technology Center
Tulsa City Council Chambers

CONSIDER, DISCUSS AND/OR TAKE ACTION ON

Call to Order:

REPORTS

Chairman's Report:

Worksession Report:

Comprehensive Plan Report:
Report on the update of the Comprehensive Plan

Director's Report:

CONSENT AGENDA

All matters under "Consent" are considered by the Planning Commission to be routine and will be enacted by one motion. Any Planning Commission member may, however, remove an item by request.

1. **LS-20284** – Andrew Shank (9318)/Lot-Split (PD 6) (CD 9)
   Northwest corner of East 22nd Place and South Zunis Avenue, 2145 East 22nd Place

2. **LS-20285** – Barton Construction Co., Inc. (0322)/Lot-Split (PD 16) (CD 3)
   Northwest corner of East 30th Street North and North Sheridan Road, 3002 North Sheridan Road

3. **LS-20286** – Malcolm Rosser (0213)/Lot-Split (PD 25) (CD 1)
   Northwest corner of East 36th Street North and North Hartford Avenue, 505 East 36th Street North

4. **Smith Acres Amended** – (7333) Final Plat (County)
   Northwest corner of 181st Street South and South Yale Avenue

CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA

PUBLIC HEARINGS

5. **LS-20096** Joseph Wells (9404)/Lot-Split (Continued from 2/25/09) (PD 17) (CD 6)
   Southwest corner of East Admiral Place and South 145th Avenue, 420 South 145th East Avenue (Request for a continuance to April 15, 2009.)

6. **Tom's Kids** – (8333) Preliminary Plat (PD 26) (CD 8)
   Southwest corner of 116th alignment and South Yale Avenue (Continuance requested to 3/18/09 for proper legal notice)

7. **Z-7126** – (9308) Flat Waiver (PD 4) (CD 4)
   Northeast of the northeast corner of East 15th and South Lewis
8. **BOA – 20874 – (0226) Plat Waiver**

   West of North Cincinnati Avenue and north of East Queen Street
   (Continuance requested to 3/18/09 for Board of Adjustment consideration)

9. **PUD-769 – Hunter Construction MGT, Inc.**

   East of the northeast corner of East 81st Street and South Yale Avenue
   (PUD to divide the subject property into four or five pad sites for Use
   Unit 11 – Office, Studio and Support Services only.)

   **OTHER BUSINESS**

10. **Capital Improvement Projects for FY 2010**

    Consider and find the Capital Improvement Projects to be in
    conformance with the Comprehensive Plan.

11. **Commissioners’ Comments**

    **ADJOURN**

    PD = Planning District/CD = Council District

**NOTICE:**
If you require special accommodation pursuant to the Americans with Disabilities Act, please notify INCOG (918) 584-7526

Exhibits, Petitions, Pictures, etc., presented to the Planning Commission may be received and deposited in case files to be maintained at Land Development Services, INCOG.

Ringing/sound on all cell phones and pagers must be turned off during the Planning Commission.

Visit our website @ www.tmapc.org

The mission of the Tulsa Metropolitan Area Planning Commission (TMAPC) is to provide comprehensive planning, zoning and land division services for the City of Tulsa and Tulsa County through a joint city-county cooperative planning commission resulting in the orderly development of the Tulsa Metropolitan Area and enhancing and preserving the quality of life for the region’s current and future residents.

**TMAPC Mission Statement**
Final Subdivision Plat

Smith Acres - (7333) (County)
Northwest corner of 181st Street South and South Yale Avenue

This plat consists of 2 Lots in 1 Block on 6.45 acres.

Staff recommends APPROVAL of the Final Plat. All release letters have been received.
INCOG
Attn: Jocelynne Feddis
201 W. 5th Street, Ste. 600
Tulsa, OK 74103-4236

RE: Request to Continue Lot Split 20096

Dear Ms. Feddis:

I am writing on behalf of my client, Crossroads Warehouse Center, L.L.C., regarding the pending lot split referenced above. This is a request to continue to pending lot split until the April 15, 2009 agenda with the Tulsa Metropolitan Area Planning Commission. Currently, the landowner is working on meeting the City of Tulsa’s sewer requirements as well as the Fire Marshal’s access requirements. Please feel free to contact me with any questions or comments.

Sincerely,

[Signature]

Joseph R. Wells
STAFF RECOMMENDATION

LS-20096    Joseph Wells (9404)/Lot-Split
Southwest corner of East Admiral Place and South 145th Avenue, 420
South 145th East Avenue

This parcel (Albertson Tulsa Distribution) is located at the corner of East Admiral Place
and South 145th Avenue. The applicant is requested a lot-split of the property on April 20,
2007 however; due to unresolved concerns (dated 5/8/07) from the Fire Department,
Storm water and Traffic Engineering staff recommends DENIAL until a full TAC
(Technical Advisory Committee) review is completed. Staff also recommends that all
conditions be included as a part of the Warranty Deed to ensure that they are filed of
record on the property.
INCOG

FAX

Date: 5-01-07
No. of pages including cover sheet: 7

To: Jodee Fish
Phone: 595-2514
Fax: 699-3726

From: Janet Chronister
Land Regulation Analyst
Phone: 584-7526
Fax phone: 579-9574

REMARKS: □ Urgent □ For your review □ Reply ASAP □ Please comment

Please review Lot Split Number L-2,002 / Lot Combination LC-________
Address: 450 S. 19th St. & 42nd St.

Water OK. Hold 5/4/07

Sanitary Sewer: A sanitary sewer mainline extension to provide service to Tract 2 must be completed before the lot split can be approved. L. Payne 5/08/07

Stormwater: Both Tracts contain Cowley Creek City of Tulsa NSP39 Regulatory Floodplain. D. Spear 5/7/07

Fire: The cul-de-sac to east side of Tract 2 must remain to provide fire department access for the west side of the Tract 1 building. The drive could be extended to E Admiral Pl and do away with the loop. Tunkelley 5/8/07

There also needs to be a parking to get to the rear of the building.

Ref: to Jance
5/8/07

A/C 297 5.7
Traffic Engineering has NO objection to the Lot-Split on Admiral PL at 145 E AV subject to a mutual Access Easement for the major drive to the industrial parking lot on T-1 and perhaps a Emergency access esmt. (satisfactory to the Fire Marshall) along the east side for what appears to be a fire access road with turnaround adjacent to the existing building.

Darryl D. French  P.E.
Traffic Control Engineer
dfrench@ci.tulsa.ok.us
918-596-9753
918-596-9713 Fax
March 4, 2009

Z-7126 - (9308) (PD 4) (CD 4)
Northeast of the Northeast corner of East 15th and South Lewis

The platting requirement is being triggered by a pending rezoning to PK for a parking lot for an existing Braums store.

Staff provides the following information from TAC at their February 19, 2009 meeting:

ZONING:
- TMAPC Staff: The property is a small tract that is currently platted. It will be leased from ODOT (Oklahoma Department of Transportation) for parking use only.

STREETS:
- Based on the parking use we have no objection.

SEWER:
- No comment.

WATER:
- No comment.

STORM DRAIN:
- No comment.

FIRE:
- No comment.

UTILITIES:
- No comment.

Staff recommends APPROVAL of the plat waiver because of the existing platted property.

A YES answer to the following 3 questions would generally be FAVORABLE to a plat waiver:

1. Has Property previously been platted? X
2. Are there restrictive covenants contained in a previously filed plat? X
3. Is property adequately described by surrounding platted properties or street right-of-way?
A YES answer to the remaining questions would generally NOT be favorable to a plat waiver:

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
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<tbody>
<tr>
<td>4. Is right-of-way dedication required to comply with Major Street and Highway Plan?</td>
<td></td>
<td>X</td>
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<td>5. Would restrictive covenants be required to be filed by separate instrument if the plat were waived?</td>
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<td>X</td>
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<td>6. Infrastructure requirements:</td>
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<tr>
<td>a) Water</td>
<td></td>
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<tr>
<td>i. Is a main line water extension required?</td>
<td>X</td>
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<tr>
<td>ii. Is an internal system or fire line required?</td>
<td>X</td>
<td></td>
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<tr>
<td>iii. Are additional easements required?</td>
<td>X</td>
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<tr>
<td>b) Sanitary Sewer</td>
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<tr>
<td>i. Is a main line extension required?</td>
<td>X</td>
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<tr>
<td>ii. Is an internal system required?</td>
<td>X</td>
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<td>iii. Are additional easements required?</td>
<td>X</td>
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<td>c) Storm Sewer</td>
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<tr>
<td>i. Is a P.F.P.I. required?</td>
<td>X</td>
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<td>ii. Is an Overland Drainage Easement required?</td>
<td>X</td>
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<td>iii. Is on site detention required?</td>
<td>X</td>
<td></td>
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<tr>
<td>iv. Are additional easements required?</td>
<td>X</td>
<td></td>
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<td>7. Floodplain</td>
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<tr>
<td>a) Does the property contain a City of Tulsa (Regulatory) Floodplain?</td>
<td>X</td>
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<tr>
<td>b) Does the property contain a F.E.M.A. (Federal) Floodplain?</td>
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<td>8. Change of Access</td>
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<tr>
<td>a) Are revisions to existing access locations necessary?</td>
<td>X</td>
<td></td>
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<td>a) If yes, was plats recorded for the original P.U.D.</td>
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<td>10. Is this a Major Amendment to a P.U.D.?</td>
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<td>X</td>
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<tr>
<td>a) If yes, does the amendment make changes to the proposed physical development of the P.U.D.?</td>
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<td>11. Are mutual access easements needed to assure adequate access to the site?</td>
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<td>X</td>
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<tr>
<td>12. Are there existing or planned medians near the site which would necessitate additional right-of-way dedication or other special considerations?</td>
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<td>X</td>
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</table>
Part of Lot 3, City View Hill 2nd Addition
City of Tulsa, Oklahoma
Plat Waiver Exhibit

Exhibit "A"

Legal Description

THE SOUTH 65.30 FEET OF LOT THREE (3), "CITY VIEW HILL 2ND ADDITION", AN ADDITION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF; CONTAINING 3,591 SQUARE FEET OR 0.08 ACRES.
January 12, 2009

Tulsa Metropolitan Area Planning Commission
Attn: Dane Matthews
INCOG
201 West 5th Street, Suite 600
Tulsa, OK 74103

RE: Z-7126, Rezoning Application

Dear Ms. Matthews:

The Oklahoma Department of Transportation (ODOT) has entered into a lease agreement (Airspace Lease No. 550461, FAP-U-32(10)) with Retail Buildings, Inc. to use a portion of ODOT right-of-way described as the south 65.30 feet of Lot Three (3), City View Hill 2nd Addition, an addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded plat thereof, as a parking lot for a Braum's Ice Cream and Dairy Store, located at 1415 South Lewis. We understand, and have no objections to, the request of Tanner Consulting, LLC, on behalf of Retail Building Inc., to rezone the above described property from RS-3, Residential Single Family, zoning classification to PK, Parking, zoning classification.

If I can be of further service or assistance, please do not hesitate to contact me.

Sincerely,

[Signature]
DAVID WINTHALL
Assistant Division Manager
Legal & Business Services Division
(405) 521-2681

cc: Gordon Pulis, Braum's
    Dale Looper, Braum's
    Delise Tomlinson, Tanner Consulting

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER
TULSA METROPOLITAN AREA PLANNING COMMISSION
CASE REPORT

APPLICATION: PUD-769

TRS 8310  
CZM 53

Atlas 1419  
PD-18 CD-8

TMAPC Hearing Date: March 4, 2009

Tract Size: 3.31± acres

ADDRESS/GENERAL LOCATION: East of northeast corner of East 81st Street and South Yale Avenue

EXISTING ZONING: OL  
EXISTING USE: Vacant

ZONING ORDINANCE: Ordinance number 17231 dated October 17, 1989, established zoning for the subject property.

PROPOSED ZONING: OL/PUD  
PROPOSED USE: Office

RELEVANT ZONING HISTORY:

PUD-500 June 1993: All concurred in approval of a propose Planned Unit Development a 7.6± acre tract of land for a commercial shopping center on property located on the northeast corner of East 81st Street and South Yale Avenue and abutting the subject property to the west.

PUD-457 March 1990: All concurred in approval of a propose Planned Unit Development a 76.7± acre tract of land for residential development, subject to conditions on property located north and east of the northeast corner of East 81st Street South and South Yale Avenue and abutting north and east of subject property.

Z-6256 October 1989: All concurred in approval of a request for rezoning a 80± acre tract of land from AG to RS-3/OL on property located east of northeast corner of East 81st Street and South Yale Avenue and a part of the subject property.

Z-6026/PUD-389 February 1985: All concurred in approval of a request for rezoning a 32± acre tract of land from RS-3 to RM-0/OL and a propose Planned Unit Development for multi-family use on property located on the southeast corner of 81st Street and South Yale Avenue and abutting south, across 81st Street, of subject property.

PUD-210 June 1978: All concurred in approval of a propose Planned Unit Development a 10.77± acre tract of land for single-family development on property located north of the northeast corner of East 81st Street and South Yale Avenue.

AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately 3.31± acres in size and is located east of northeast corner of East 81st Street and South Yale Avenue. The property appears to be vacant and is zoned OL.
STREETS:
Exist. Access     MSHP Design     MSHP R/W     Exist. # Lanes
East 81st Street South Secondary Arterial 100' 3

UTILITIES: The subject tract has municipal water and sewer available.

SURROUNDING AREA: The subject tract is abutted on the north and east by Holland Lakes, zoned RS-3/PUD; on the south by 81st Street and then The Vintage on Yale, zoned RD/RS-3/PUD; and on the west by Holland Center, zoned CS/RM-1/RS-3/PUD.

RELATIONSHIP TO THE COMPREHENSIVE PLAN:
The District 18 Plan, a part of the adopted Comprehensive Plan for the Tulsa Metropolitan Area, designates this area as being Low Intensity – No Specific Land Use. According to the Zoning Matrix, the existing OL zoning may be found in accord with the Plan. In 1989, the OL zoning was found to be in accord with the Plan.

STAFF RECOMMENDATION:
The subject property is a 2.71 acre (118,125 sf) tract located east of the northeast corner of 81st Street South and South Yale Avenue. As stated above, the subject tract is abutted on the north and east by a heavily wooded reserve area for Holland Lakes and then Holland Lakes, a single family residential development zoned RS-3/PUD; on the south by 81st Street and then The Vintage on Yale, zoned RD/RS-3/PUD; and on the west by Holland Center, zoned CS/RM-1/RS-3/PUD.

The subject property is zoned OL, the land area of which would permit 43,312 sf of floor area at a .3 floor-to-area (FAR) ratio. PUD-769 proposes to divide the site into four or five pad sites allowing a total 40,000 sf of floor area, limited to Use Unit 11 – Office, Studio and Support Services only (see Exhibits A-1 and A-2).

Please refer to Exhibit B, the topographic map of the site showing an approximate 15’-foot (+/-) decline in topography from the 81st Street right-of-way (ROW) to the south edge of the Holland Lake (see also site photographs attached hereto by staff). Rather than level the site and raise grade 15’ (+/-) with retaining walls, the applicant is proposing the PUD over-lay to take advantage of the site topography and allow construction of split-level buildings with basements and parking under the first floor in the rear (see Exhibit C, C-1 and C-2 - Elevations). Single-story elevations will front 81st Street with the two-story rear of the buildings screened from view with a six-foot solid wall or fence in addition to utilizing the heavily wooded south boundary of the abutting reserve area to provide additional natural screening. The inside of the screening wall or fence will also be heavily landscaped to further aid in screening.

Access to the site will be from one primary access point off 81st Street, and from a mutual access easement from Holland Center - the abutting property to the west. Sidewalks will be constructed along 81st Street.

Please refer to the attached Technical Advisory Committee (TAC) comments. Fees-in-lieu of on-site stormwater detention will be allowed for this site since there is a 100-year public drainage system along the west boundary of the site to which the stormwater will be directed. No stormwater will be allowed to drain into the reserve area for the adjacent Holland Lakes development.
The applicant notes subdivision platting is planned for the spring of 2009. The applicant anticipates the first custom building will break ground by fall 2009. The balance of the lots will be developed as the marketing of the individually owned buildings are sold.

With additional buffering and screening along the north and east boundaries of the site in addition to the naturally heavy vegetation in the reserve area of Holland Lakes and drainage diverted away from the aforementioned reserve area, staff can support the proposal.

Staff finds the uses and intensities of development proposed to be in harmony with the spirit and intent of the Code. Staff finds PUD-769 to be: (1) consistent with the Comprehensive Plan; (2) in harmony with the existing and expected development of surrounding areas; (3) a unified treatment of the development possibilities of the site; and (4) consistent with the stated purposes and standards of the PUD Chapter of the Zoning Code.

Therefore, staff recommends APPROVAL of PUD-769 subject to the following conditions as amended by staff:

1. The applicant's Concept Development Plan and Text be made a condition of approval, unless modified herein.

2. Development Standards:

AREA:

<table>
<thead>
<tr>
<th>GROSS:</th>
<th>3.31 ACRES</th>
<th>144,375 SF.</th>
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<tr>
<td>NET:</td>
<td>2.71 ACRES</td>
<td>118,125 SF.</td>
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</tbody>
</table>

PERMITTED USES:

Those uses permitted as a matter of right in Use Unit 10 - Off-Street Parking Areas and Unit 11 - Offices, Studios and Support Services only.

MAXIMUM BUILDING FLOOR AREA: 40,000 SF.

MAXIMUM BUILDING HEIGHT:

One story, not to exceed 20 feet facing 81st St. frontage and two stories, not to exceed 40 feet on the north elevation, with the lower level being covered parking, storage or day light basements for general office and mechanical equipment space.

Off-STREET PARKING:

As required by the applicable Use Unit of the Tulsa Zoning Code. Covenants and cross easements between lots in the subdivision will allow some shared parking.

MINIMUM BUILDING SETBACKS:

- From centerline of 81st St.: 100 FT
- From the east boundary of the PUD: 10 FT
- From the north boundary of the PUD: 40 FT
From the west boundary of the PU: 40 FT  
From internal lot lines: 0 FT*  
* A 10 foot building separation is required  

MINIMUM LANDSCAPED AREA:  

A minimum of 15% of land area shall be improved as internal landscaped open space in accordance with the Landscape Chapter of the Zoning code, as well as perimeter landscaping as required by the Zoning Code which may be included in open space calculations.

LIGHTING:  

All parking area light standards shall not exceed 16 feet in height. All parking lot lighting and shall be directed downward and away from the north and east boundary of the property in compliance with §1303-C of the Tulsa Zoning Code. Verification of compliance shall be through application of the Kennebunkport formula and submission of a photometric plan.  

No lighting on the north and east facing walls of the office buildings shall be permitted other than accent and security lighting which shall also comply with §1303-C of the Code. Verification of compliance shall also be through application of the Kennebunkport formula and submission of a photometric plan.

SIDEWALKS:  

Sidewalks will be provided along 81st Street South per subdivision regulations.

TRASH CONTAINERS:  

Trash receptacles shall be completely screened from view of a person standing at ground level within an abutting residential district. Trash collection will be restricted to 9:00 am to 6:00 pm.

SIGNS:  

One tenant identification sign is permitted along the 81st Street frontage identifying the office park not to exceed 8’ in total height nor 64 square feet of display surface area. Each building will be permitted one south facing wall sign not to exceed 1 square foot of display surface area per linear foot of wall to which the sign is affixed.

1. **No zoning clearance permit shall be issued until a detail site plan for the lot, which includes all buildings, parking and landscaping areas, has been submitted to the TMAPC and approved as being in compliance with the approved PUD development standards. Cross parking arrangements shall be reflected on each site plan.**

2. **A detail landscape plan for the development area shall be approved by the TMAPC prior to issuance of a building permit. A landscape architect, architect or engineer registered in the State of Oklahoma shall certify to the zoning officer that all**
required landscaping and screening will be installed by a specific date in accordance with the approved landscape plan, prior to issuance of an occupancy permit. The landscaping materials required under the approved plan shall be maintained and replaced as needed, as a continuing condition of the granting of an occupancy permit.

5. No sign permits shall be issued for erection of a sign within the PUD until a detail sign plan for that lot has been submitted to the TMAPC and approved as being in compliance with the approved PUD development standards.

6. Flashing signs, changeable copy signs, running light or twinkle signs, animated signs, revolving or rotating signs or signs with movement shall be prohibited.

7. The Department of Public Works or a professional engineer registered in the State of Oklahoma shall certify to the appropriate City official that all required stormwater drainage structures or existing stormwater drainage structures and detention areas serving the development area have been installed in accordance with the approved plans prior to issuance of an occupancy permit on that lot.

8. No building permit shall be issued until the platting requirements of Section 1107-F of the Zoning Code have been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the restrictive covenants the PUD conditions of approval and making the City beneficiary to said covenants that relate to PUD conditions.

9. Subject to conditions recommended by the Technical Advisory Committee during the subdivision platting process which are approved by TMAPC.

10. Approval of the PUD is not an endorsement of the conceptual layout. This will be done during detail site plan review or the subdivision platting process.

11. There shall be no outside storage of recyclable material, trash or similar material outside a screened receptacle. Receptacle screening shall be constructed of materials having an appearance similar to the buildings themselves and be of complementary color. Trucks or truck trailers may not be parked in the PUD except while they are actively being loaded or unloaded. Truck trailers and shipping containers shall not be used for storage in the PUD.

**TAC Comments:**

**General:** No Comments.

**Water:** A 12-inch water mainline exists along the south side of E. 81st St. South.

**Fire:** The required turning radius of a fire apparatus access road shall be determined by the fire code official. Fire apparatus roads shall be designed with a minimum of 28 feet inside radius and a minimum of 48 feet' outside radius.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an
approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

**Exceptions:**
1. For Group R-3 and Group U occupancies, the distance requirement shall be 600 feet (183 m).
2. For buildings equipped throughout with an approved automatic sprinkler system the distance requirement shall be 600 feet.

**Stormwater:** Stormwater notes from the Pre-Development Conference state the following: A Stormwater Pollution Prevention Plan (SP3) will be required for this site. There is a 100-Year Public Drainage System along the west boundary of this site, therefore, Fees-In-Lieu of providing On-site Detention will be allowed. Additional drainage is not allowed to flow to the existing Reserve Area. Fill materials and spoils cannot be placed in the floodplain. It is recommended that a location specific Flood Zone Determination be requested for all buildings constructed on this site. A Infrastructure Development Process (IDP) project, previously known as Privately Financed Public Improvement (PFPI), will be required to connect to the Public Drainage System, and to construct Public Drainage Systems on this site.

**Wastewater:** Access to sanitary sewer service must be provided to all lots within the proposed development.

**Transportation:** Sidewalk required along 81st St. Include sidewalks in Access and Circulation section on Page 4.

**INCOG Transportation comments:**

- MSHP: 81st St. S., between S. Sheridan Rd and S. Yale Ave., is designated secondary arterial.
- LRTP: 81st St. S., between S. Sheridan Rd and S. Yale Ave., planned 4 lanes.
- TMP: No comments.
- Transit: No existing or future plans for this location.

**GIS:** No comments.

**Street Addressing:** No comments.

03/04/09
Two views of PUD-769 site from the south—across 81st Street
Two views of PUD-769 site from the west—looking NE and SE
Two views of PUD-769 site from the southeast (81st) — looking NW
Two views of PUD-769 site from the north—Across Holland Lakes Reserve Area
View of PUD-769 site from the north—Across Holland Lakes Reserve Area looking southwest @ west boundary

View of PUD-769 site from the north looking south @ east boundary
View of PUD-769 site from the west looking east along 81st Street

View of PUD-769 site from the north looking southeast at closest houses in Holland Lakes
Varying topography of neighborhood
MEMORANDUM

TO: TMAPC MEMBERS
    GARY HAMER, CITY FINANCE DEPARTMENT

FROM: DANE MATTHEWS, INCOG

SUBJECT: FY 09 CIP PROJECT REQUESTS

DATE: FEBRUARY 18, 2009

Pursuant to State statutes (Title 19, Section 863.3) and the request of the City of Tulsa, staff has reviewed the FY 09 list of Capital Improvement Program proposals for conformance with the adopted Comprehensive Plan. The TMAPC is not being asked to approve or deny specific applications, but simply to determine whether or not they are in accord with the Plan. In some cases, proposed projects may be outside the scope of the Plan, being far more specific than the Comprehensive Plan, a general guideline, was intended to be. In those cases, unless the Plan states otherwise, those would be found to be in accord under the Plan's general intent to protect health, safety and welfare of the residents. Other projects that may not be addressed by the Plan but which are under the jurisdiction of higher levels of government are also deemed to be in accord with the Plan. These proposed projects are largely conceptual at this time, and in many cases site-specific locations have not been selected. As a very long-range capital improvement plan, many of those sites, their designs and their other specifications will not be decided for a number of years. When and as these plans progress, further review will be mandated through the site design and platting phases. Many requests involve making facilities ADA accessible and that is, of course, a requirement before any permits are issued.

Staff has reviewed all of the applications and indeed did find many outside the Plan's scope but still within the Plan's intent and therefore in accord. Some of these include Homeland Security measures, paving of parking lots and driveways, and improvements to existing facilities and equipment. Staff does not review these in detail.
With regard to the remaining proposed improvements, staff finds them in accord with the Plan and recommends that the TMAPC do likewise. Some of the proposals are discussed in the following text.

Transportation: All are in accord with one or all of the adopted transportation plans. They seek to implement long-planned roadway, trail and other pedestrian-oriented improvements. In addition, they seek improvements and/or replacements to the public transit system in order to encourage use of alternate transportation modes.

Public Works – Water, Sanitary Sewer, Stormwater Management: All projects involve needs identified by the departments, the neighborhoods impacted and/or governmental mandates.

Parks and Recreation: Many are requests to expand or otherwise enhance existing park facilities. Several of the park improvement requests are to improve the facilities to standards so that the pools can be reopened after some years’ closure. A request has been made to update the City Park and Recreation Long-Range Plan, and staff will request that TMAPC be included in that process, should the proposal be funded. Updates of plans for specific parks in the City’s system are included in the CIP projects and staff suggests to the Park Department that those be considered during the overall plan update process.

Public art: This is required by ordinance to be included at a 1% funding for any public structure or other publicly-funded improvements. Several proposed additions are included in the FY 09 CIP list, in conjunction with such improvements as the North Peoria Avenue widening and in various other sites to celebrate Tulsa. The City Arts Commission oversees the selection and administration of this process.

Neighborhood plans: Many improvements are directly extracted from the various neighborhood plans, including the Downtown (District One), Brady Village, Cherry Street, Paerl District, Kendall Whittier, South Peoria (River Wood), Crutchfield plans and Southwest Tulsa Plan draft. The downtown improvements include acquisition of significant properties near the Arena and Convention Center (and including the acquisition of the Federal Building/Post Office), lighting and other streetscaping, street resurfacing, and linkages to the nearby neighborhoods, such as the Pearl District and Cherry Street.

Kendall Whittier improvements include the long-needed Elm Creek stormwater improvements and continued acquisition of blighted properties to clear and replace the park land given up for the construction of the Educare Center.

Extension and/or installation of sidewalks throughout many of the neighborhoods are proposed. Bus shelters are proposed to be included in some of these. The main emphasis is on improving access to common destinations and to provide
alternate means of transportation, to reduce auto use and enhance pedestrian access.

In summary, the submitted requests either meet the guidelines of the Comprehensive Plan or exceed them by being more detailed and specific than the Plan ever intended. Staff urges the TMAPC to recommend them as being in accord with the Plan.
<table>
<thead>
<tr>
<th>Ref. #</th>
<th>REQ. DEPT.</th>
<th>PROJECT TITLE</th>
<th>PURPOSE OF PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>Parks</td>
<td>Replace Public Access Boardwalk &amp; Deck to Oxley Nature Center</td>
<td>Structure is access point from walking trails to visitor center. Replace 27 year old deteriorated wooden structure.</td>
</tr>
<tr>
<td>27</td>
<td>Parks</td>
<td>Pedestrian Bridge from Oxley Nature Center on the south side of Bird Creek to New Soccer Fields on North side of Bird Creek</td>
<td>To provide ease of access for soccer fans to Oxley Nature Center and other parts of Mohawk Park, ie, Zoo, Golf Course, Air and Space Museum or the other way around.</td>
</tr>
<tr>
<td>39</td>
<td>Parks</td>
<td>Tulsa Garden Center and Woodward Park Existing Plan Evaluation/Update and Implementation</td>
<td>To evaluate and update existing plans for Snedden Mansion, Carriage House, and existing parking areas. Design/implement new entrance to green house plaza and its connection to the Rose Garden. Add restroom to Carriage House, demolish Garage, demolish Large Shelter. Add restrooms/new shelter.</td>
</tr>
<tr>
<td>42</td>
<td>Parks</td>
<td>Woodward Forestry &amp; Horticulture Development - Woodward Park Improvements</td>
<td>To upgrade the park to today’s park standards as identified in the Woodward Park master plan.</td>
</tr>
<tr>
<td>44</td>
<td>Planning</td>
<td>Arkansas River - Downtown Connections</td>
<td>1) Provide connections between the Arkansas River, downtown pedestrian corridors, and Vision 2025 projects, 2) help attract additional patrons to river and downtown, 3) assist the developing residential, dining office, retail and entertainment venues in downtown and along the Arkansas River, 4) attract added investment of area property owners and businesses, 5) increase local sales tax revenues to further support public services and projects, 6) enhance on-going public and private investment efforts</td>
</tr>
<tr>
<td>46</td>
<td>Planning</td>
<td>Street Resurfacing, Improvements and Enhancements Project - North of BNSF rail lines</td>
<td>The project will (1) rehabilitate, enhance, &amp; resurface streets inside the north end of Inner Dispersal Loop (IDL), (2) improve the safety and function of existing and revised circulation patterns, (3) facilitate traffic movement throughout the downtown, &amp; (4) develop, compliment &amp; coordinate with recently completed projects in portions of downtown to the south and connect with OSU-Tulsa, Langston University &amp; Drillers Ballpark to the north.</td>
</tr>
<tr>
<td>47</td>
<td>Planning</td>
<td>3rd and Kenosha Area (East End) Streetscaping &amp; Lighting Project</td>
<td>Project will complete planned improvements in the area by adding pedestrian lighting and extend the sidewalk lighting and streetscaping into other portions of the area. Aide pedestrian safety, economic development and redevelopment, support ongoing private investment.</td>
</tr>
<tr>
<td>48</td>
<td>Planning</td>
<td>Lacy Park Regional Master Plan and Construction</td>
<td>A major goal for the master plan effort was to define a long term plan for expansion of the existing community center and property within the context of a concept where Lacy Park would function as a major facility (regional center) with the Tulsa Parks System. This concept includes the establishment of a major competitive and recreational activities center at the facility as well as major expansions to the athletic and community facilities at the center.</td>
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<tr>
<td>49</td>
<td>Planning</td>
<td>Downtown Strategic Property Acquisition and Preparation</td>
<td>The project will (1) place the City in a proactive position to acquire sites and prepare them for mixed use, parking structure, lodging and other potential major uses in downtown, 2) assist the developing residential, dining office, retail and entertainment venues, (3) further comprehensive, coordinated infill development actions, (4) attract added investment of area property owners and businesses, 5) enhance on-going private investment efforts. Facilitate redevelopment adjacent to BOK Center, Convention Center, old City Hall, and O.T.C.; target acquisition of Federal Building, Post Office, etc.</td>
</tr>
<tr>
<td>50</td>
<td>Planning</td>
<td>Streetscaping &amp; Intersection Improvements at 6th &amp; Peoria</td>
<td>To aid in the Commercial revitalization of a depressed area of town which has a good possibility for regeneration.</td>
</tr>
<tr>
<td>51</td>
<td>Planning</td>
<td>Brady Village and Greenwood Intersection Enhancements, Streetscaping, Sidewalks, Lighting &amp; Landscape (Inside IDL north of BNSF rail lines)</td>
<td>The project will (1) attract additional patrons to the area, (2) assist the developing residential, dining and entertainment venues, (3) improve the safety and function of existing and revised circulation patterns, (4) calm and direct traffic and increase safety of vehicles and pedestrians, (5) develop, compliment &amp; coordinate with recently completed or planned projects in portions of downtown to the south and connect with OSU-Tulsa &amp; Langston University, &amp; (6) enhance on-going private &amp; public investment efforts.</td>
</tr>
<tr>
<td>52</td>
<td>Planning</td>
<td>Boston Avenue Bridge Rehabilitation and Repair</td>
<td>Repair, rehabilitate and enhance the Boston Avenue Bridge over BNSF railroad lines. Insure structural safety for rail traffic below and pedestrians.</td>
</tr>
<tr>
<td>53</td>
<td>Planning</td>
<td>BRADY VILLAGE IDENTITY-LOCATOR PINNACLE (I.L.P.) LIGHTING SYSTEM PHASE 2</td>
<td>Phase 2 - I.L.P. Lighting System within Brady Village remains to be funded and constructed. The project would complete the Brady Village Identity-Locator-Pinnacle Lighting System in Brady Village and facilitate the comprehensive, coordinated infill development actions and improvements of the private and public sector in this portion of Tulsa's &quot;24/7 Urban Village&quot;. Locations of I.L.P. Lighting System have been previously determined and six locations recommended. Phase 1 of the I.L.P. Lighting System (four towers/lights) have been completed. bn. Phase 2 of the I.L.P. Lighting System consists of constructing the I.L.P. towers and the Boston Avenue &quot;Arch&quot;, providing two new I.L.P. lights.</td>
</tr>
<tr>
<td>54</td>
<td>Planning</td>
<td>Safe Routes to Schools - Infrastructure (ODOT Program)</td>
<td>To increase the availability of sidewalks to schools for K-8 to increase the pedestrian and bicycle traffic to schools.</td>
</tr>
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<tr>
<td>55</td>
<td>Planning</td>
<td>15th Street residential buffer and commercial streetscape</td>
<td>A significant number of residential property owners and industrial park business owners request this project to serve the area with sidewalks, create a buffer for residential units, and connect the area to improvements further west across Yale Avenue. The residential area fronting 15th Street on the north side is approximately six blocks long and is otherwise adjacent to industrial and commercial land use on the north and south sides of 15th Street. It has been under pressure from encroaching commercial development and seeks a buffer. Both residents and industrial business owners desire to connect to the segment of 15th St west of Yale Ave. to the economic activity occurring at the intersection and west of Yale Avenue at Expo Square.</td>
</tr>
<tr>
<td>57</td>
<td>Planning</td>
<td>Downtown Street Resurfacing, Improvements and Enhancements Project - South of BNSF Rail lines</td>
<td>The project will (1) rehabilitate, enhance, and resurface streets inside the Inner Dispersal Loop, (2) improve the safety and function of existing and revised circulation patterns, (3) facilitate traffic movement throughout downtown, &amp; (4) compliment &amp; coordinate with recently completed downtown street projects.</td>
</tr>
<tr>
<td>59</td>
<td>Planning</td>
<td>North Peoria Ave Public Sculpture Program</td>
<td>The purpose is to provide both quality art and historical perspective to this area by creating series of sculpture depicting important persons to the North Tulsa Community. These sculptures would be placed in the existing green belt. This would provide for 8-10 works, the associated plazas, site improvements and electrical work.</td>
</tr>
<tr>
<td>60</td>
<td>Planning</td>
<td>Two-Way Street Improvements and Enhancements to Downtown Streets</td>
<td>Facilitate better pedestrian and vehicular safety and traffic movement in Downtown</td>
</tr>
<tr>
<td>61</td>
<td>Planning</td>
<td>Utility Relocations/Improvements</td>
<td>The project will 1) place the City in a proactive position to prepare opportunity sites for development and redevelopment, 2) speed process when sites are readied for development and redevelopment, facilitate addition of mixed use, parking structure, lodging and other potential major uses in downtown, 4) further comprehensive, coordinated development actions, 5) attract added investment of private local, regional and national businesses, 6) help provide additional jobs, 7) increase local sales tax revenues to further support public services and projects, and 8) enhance on-going private investment efforts.</td>
</tr>
<tr>
<td>62</td>
<td>Planning</td>
<td>Street sidewalk and streetscape enhancement - 11th Street between Yale Avenue and Sheridan Road.</td>
<td>Continuation of sidewalk installation begun 10 years ago, extending from downtown to Sheridan Road. Enhancement of the intersection for further economic development and commercial opportunity along 11th Street and connection to nearby TU, 17th Street &amp; Yale Avenue and Expo Square activities.</td>
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<tr>
<td>63</td>
<td>Planning</td>
<td>&quot;5th Street Plaza&quot; at the Convention Center and Civic Center Complex</td>
<td>The project will (1) coordinate existing and revised circulation patterns in the Civic Center and County Government Complex, (2) help facilitate traffic movement in and around the Tulsa Regional Center (Arena and Convention Center), and (3) provide a dramatic focal and gathering place for downtown. Project design will blend design with ongoing efforts of Tulsa's Brady Village District, the Tulsa Technology T.I.F. District No.3, Blue Dome TIF, District No. 5, Greenwood Center, Downtown Tulsa Unlimited, Tulsa Regional Center, O.S.U. - Tulsa Campus, Tulsa Development Authority, Downtown Tulsa - Heart of the Region, and The Downtown Master Plan - 1989-2009</td>
</tr>
<tr>
<td>64</td>
<td>Planning</td>
<td>Downtown Parking Garages and Facilities</td>
<td>Facilities are to increase parking in downtown Tulsa due to anticipated growth in development, redevelopment and event activity due to completion of Vision 2025 projects and associated private investment activities. The facilities would enhance parking options, improve the pedestrian environment, further quality redevelopment, preserve and strengthen the downtown economic vitality, foster continued growth in downtown, and provide a proactive step to facilitating growth.</td>
</tr>
<tr>
<td>65</td>
<td>Planning</td>
<td>Public Art for the BOK Center &amp; Convention Center Master Plan Area</td>
<td>To provide quality exterior art with proper amenities to the public spaces within the approved master plan area.</td>
</tr>
<tr>
<td>66</td>
<td>Planning</td>
<td>4th, 5th and 6th Streets Improvements and Enhancements</td>
<td>The project will 1) coordinate existing and revised circulation patterns in the Civic Center and County Government Complex, 2) help facilitate traffic movement in and around the Tulsa Regional Medical Center, BOK Center, and Convention Center, and 3) provide attractive pedestrian connections between major activity centers in downtown including Vision 2025 projects and existing development in the urban core.</td>
</tr>
<tr>
<td>67</td>
<td>Planning</td>
<td>Downtown Traffic Signalization</td>
<td>The project will 1) coordinate existing and revised circulation patterns for roadways and preserve and enhance vehicular and pedestrian safety, and 2) help facilitate traffic movement in and around the Tulsa Regional Center (Arena and Convention Center) and Drillers Ballpark.</td>
</tr>
<tr>
<td>68</td>
<td>Planning</td>
<td>I-144 Expressway &quot;Deck-Overs&quot; - Freeway Park</td>
<td>Provide connection between Downtown and areas south via enhanced pedestrian connection, plaza(s), urban parks, open space, trailhead facility for approximately 3 blocks by covering a portion of the I-144 expressway.</td>
</tr>
<tr>
<td>69</td>
<td>Planning</td>
<td>Grade Separation of Streets' Crossing of BNSF Rail Lines</td>
<td>Provide long term enhanced public safety at urban street rail line crossing, enhanced sealed corridor system, quiet downtown, enhance opportunities and function of rail freight and passenger movement within Tulsa, the region, Oklahoma and urban centers.</td>
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<tr>
<td>70</td>
<td>Planning</td>
<td>Downtown Urban Parks - Green Space Including Land Acquisition</td>
<td>Provide urban parks, plazas and open space in key areas of downtown, including in north, east, south and west areas</td>
</tr>
<tr>
<td>71</td>
<td>Planning</td>
<td>Centennial Walk - Phase 2 and 3 Improvements</td>
<td>The project will provide Phase 2 and Phase 3 improvements of the Centennial Walk (Phase 1 funded by Vision 2025). This project will: (1) help attract additional patrons to downtown, (2) assist the developing residential, dining office, retail and entertainment venues, (3) further comprehensive, coordinated infill development actions, (4) attract added investment of area property owners and businesses, (5) increase local sales tax revenues to further support public services and projects, (6) calm and direct traffic and increase safety of vehicles and pedestrians, and (7) enhance ongoing private investment efforts. Phase 2 is $10,000,000 and Phase 3 is $20,000,000.</td>
</tr>
<tr>
<td>72</td>
<td>Planning</td>
<td>Transit Rail System Lines and Bridge (southwest-northeast corridor)</td>
<td>The project will provide (1) alternative transportation mode along the older, denser portions of Tulsa &amp; along existing rail corridor, (2) improve the safety and function of existing transportation, (3) reduce dependence on autos/trucks, (4) help establish start-up alternative transit system, &amp; (5) develop, compliment &amp; coordinate with recently completed or planned projects private and public throughout in Tulsa.</td>
</tr>
<tr>
<td>73</td>
<td>Planning</td>
<td>On-Street Transit Lines and Rolling Stock</td>
<td>The project will provide (1) alternative transportation mode along the older, denser portions of Tulsa &amp; along Boulder Avenue corridor, (2) improve the safety and function of existing transportation, (3) reduce dependence on autos/trucks, (4) help establish start-up alternative transit system, &amp; (5) develop, compliment &amp; coordinate with recently completed or planned public and private projects throughout Tulsa.</td>
</tr>
<tr>
<td>74</td>
<td>Planning</td>
<td>Kendall Whittier Plan Implementation and Acquisition</td>
<td>SPOT ACQUISITION OF APPROXIMATELY 55 PARCELS IN AN EFFORT TO REMOVE SLUM AND BLIGHT AND STIMULATE NEIGHBORHOOD REGENERATION (IN ACCORDANCE WITH KENDALL WHITTIER NEIGHBORHOOD MASTERPLAN AND KENDALL WHITTIER URBAN RENEWAL PLAN)</td>
</tr>
<tr>
<td>75</td>
<td>Planning</td>
<td>Charles Page Blvd - Gilcrease Museum Rd to 41stW Ave</td>
<td>Gilcrease Museum Rd to 41stW Ave - Repair and install sidewalks where needed. Landscape entire length with special attention to ROW Island located at 5th St and Charles Page Blvd (in front of Knotty Pine). Install bus shelters (5) and decorative lighting.</td>
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<tr>
<td>76</td>
<td>Planning</td>
<td>Charles Page - Charles Page Blvd - IDL to Gilcrease Museum Rd</td>
<td>Charles Page Blvd - IDL to Gilcrease Museum Rd - Repair and install sidewalks where needed. Landscape entire length. Install bus Shelters (3) and decorative lighting. Gilcrease Museum Rd</td>
</tr>
<tr>
<td>86</td>
<td>Public Works</td>
<td>61st Street South - Levis Avenue to Harvard Avenue</td>
<td>Widen existing two lane street to a five lane design section. Improvements at intersection of 61st Street and Lewis Avenue. Project would alleviate traffic congestion and improve traffic safety. Alignment would be improved.</td>
</tr>
<tr>
<td>88</td>
<td>Public Works</td>
<td>145th East Avenue - 11th Street South to 21st Street South</td>
<td>Widen 145th from existing two lanes to four lane design section with wide median and adequate ROW for an ultimate six lane facility, in accordance with the Major Street and Highway Plan.</td>
</tr>
<tr>
<td>92</td>
<td>Public Works</td>
<td>Yale Avenue - Creek Turnpike to 101st Street South and 101st and Yale Intersection</td>
<td>Widen Yale Avenue from the existing two lanes to a five lane section from the Creek Turnpike to 101st Street South, and improve the intersection at 101st and Yale.</td>
</tr>
<tr>
<td>96</td>
<td>Public Works</td>
<td>Yale Avenue - 41st Street South to I-44</td>
<td>Widen existing four lane street to a six lane design section.</td>
</tr>
<tr>
<td>97</td>
<td>Public Works</td>
<td>City Wide Traffic Signalization</td>
<td>This project establishes funding to design and construct 15, eight-phase traffic signals at various locations where new developments or expanding infrastructure create need for enhanced traffic control.</td>
</tr>
<tr>
<td>99</td>
<td>Public Works</td>
<td>Mingo Road - 81st Street South to 91st Street South</td>
<td>Widen existing two lane street to five lane design section to connect improved intersections.</td>
</tr>
<tr>
<td>100</td>
<td>Public Works</td>
<td>Lewis Avenue - 81st Street South to 91st Street South</td>
<td>Widen existing two lane street to a four lane street.</td>
</tr>
<tr>
<td>101</td>
<td>Public Works</td>
<td>Traffic Calming</td>
<td>Purpose of project is to slow vehicles on residential streets where known speeding is occurring.</td>
</tr>
<tr>
<td>104</td>
<td>Public Works</td>
<td>Fulton Creek - Channel Improvements</td>
<td>Improve drainage and control erosion and reduce potential for flooding of homes adjacent to the creek</td>
</tr>
<tr>
<td>105</td>
<td>Public Works</td>
<td>Elm Creek - Pearl East Detention Pond</td>
<td>Construct detention pond to reduce downstream flooding</td>
</tr>
<tr>
<td>107</td>
<td>Public Works</td>
<td>Citywide - Planning Services for Hazard Mitigation and CRS Programs</td>
<td>Provide ongoing planning services for Multi Hazard Mitigation Plan and Community Rating System.</td>
</tr>
<tr>
<td>108</td>
<td>Public</td>
<td>Elm Creek - Pearl West Detention Pond</td>
<td>Construct detention pond in the Elm creek basin</td>
</tr>
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<tr>
<td>109</td>
<td>Public Works</td>
<td>Elm Creek - Pearl East Conveyance System</td>
<td>Convey stormwater along 6th or 7th Street from Rockford to Centennial Park Detention Pond</td>
</tr>
<tr>
<td>110</td>
<td>Public Works</td>
<td>Elm Creek - Floodplain Property Acquisition</td>
<td>Acquire floodplain properties from the residual floodplain.</td>
</tr>
<tr>
<td>111</td>
<td>Public Works</td>
<td>Hager Creek - Relief Stormsewer System</td>
<td>Eliminate flooding of W. 81st Street and standing water in creek.</td>
</tr>
<tr>
<td>114</td>
<td>Tulsa Transit</td>
<td>MMS Building</td>
<td>Multi-use building and child care center.</td>
</tr>
<tr>
<td>115</td>
<td>Tulsa Transit</td>
<td>ITS System</td>
<td>Purchase of computerized system to track vehicle and customer movements</td>
</tr>
<tr>
<td>116</td>
<td>Tulsa Transit</td>
<td>Passanger Shelters</td>
<td>Purchase and placement of up to sixty (60) passenger shelters throughout the metropolitan Tulsa Area.</td>
</tr>
<tr>
<td>117</td>
<td>Tulsa Transit</td>
<td>Transit Coaches</td>
<td>Purchase and placement of up to sixty (60) transit coaches.</td>
</tr>
<tr>
<td>118</td>
<td>Tulsa Transit</td>
<td>Lift Vans</td>
<td>Purchase up to forty (40) lift vans/buses</td>
</tr>
</tbody>
</table>
Comments on the items to be discussed:

26. Replace Public Access Boardwalk & deck to Oxley Nature Center:
In compliance with the Tulsa Region Long Range Transportation Plan (LRTP), ensure maintenance on bridge to eliminate debris and improve the safety of bicycle travel in the area. This project is eligible for the federally funded Recreational Trails Program administered by the Oklahoma Tourism and Recreation Department.

27. Pedestrian Bridge from Oxley Nature Center on the South side of Bird Creek to New Soccer Fields on North side of Bird Creek:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it further improves and integrates pedestrian circulation. This project is eligible for the federally funded Recreational Trails Program administered by the Oklahoma Tourism and Recreation Department.

44. Arkansas River – Downtown Connections:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it provides bicycle/pedestrian connections to residential and commercial areas between Downtown Tulsa, the Arkansas River, and Vision 2025 projects. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users. Provide secure and convenient parking for bicycles at these destinations.

46. Street Resurfacing, Improvements and Enhancements Project – North of BNSF rail lines:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

47. 3rd and Kenosha Area (East End) Streetscaping and Lighting Project:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it completes the installation of sidewalks lighting, enhancing the security of early morning and evening pedestrians. It also includes the extension of streetscaping and sidewalks, providing pedestrian/bicycle connections in the area. In compliance with the LRTP, ensure access to bus stops and sidewalk connections from bus stops to major destinations.
50. Streetscaping and Intersection Improvements at 6th and Peoria:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users. Improve intersection signage to accommodate an aging and/or handicapped population.

51. Brady Village and Greenwood Intersection Enhancements, Streetscaping, Sidewalks, Lighting & Landscape (Inside IDL, north of BNSF rail lines):
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system and completes the installation of sidewalks lighting, enhancing the security of early morning and evening pedestrians. It also includes the enhancement of streetscaping and sidewalks, providing pedestrian/bicycle connections in the area. In compliance with the LRTP, ensure installation of pedestrian and bicycle sensitive traffic signals at intersections.

52. Boston Avenue Bridge Rehabilitation and Repair:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it supports roadway maintenance ensuring reliability and adequate service level with respect to grade crossings and bridges. In compliance with the LRTP, ensure the integration of a pedestrian/bicycle circulation plan on the bridge rehabilitation.

54. Safe Routes to Schools – Infrastructure (ODOT Program):
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it provides bicycle/pedestrian connections to schools, encouraging use of alternative modes of transportation. In compliance with the LRTP, ensure the provision of bicycle/pedestrian amenities and signs for bicycle users to improve the safety of bicycle travel and to increase motorists’ awareness of bicycle/pedestrian activity.

55. 15th Street Residential Buffer and Commercial Streetscape:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it provides pedestrian connections in the area. In compliance with the LRTP, ensure the provision of pedestrian amenities and installations of street lights, as needed, along pedestrian routes to bus stops to enhance security. Ensure access to bus stops and sidewalk connections from bus stops to major destinations.

57. Downtown Street Resurfacing, Improvements and Enhancements Project – South of BNSF Rail Lines:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that
address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

60. Two-Way Street Improvements and Enhancements to Downtown Streets:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

62. Street Sidewalk and Streetscape Enhancement – 11th Street between Yale Avenue and Sheridan Road:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it includes the enhancement of streetscapes and the continuation of sidewalks installation, providing pedestrian/bicycle connections in the area. In compliance with the LRTP, ensure installation of pedestrian and bicycle sensitive traffic signals at intersections. Ensure access to bus stops and sidewalk connections from bus stops to major destinations.

63. “5th Street Plaza” at the Convention Center and Civic Center Complex:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

66. 4th, 5th, and 6th Streets Improvements and Enhancements:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system and the continuation of sidewalks installation, providing pedestrian/bicycle connections in the area. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

67. Downtown Traffic Signalization:
In compliance with the LRTP, focus on improving safety at street intersections and signal coordination in corridors.

68. I-144 Expressway “Deck-Overs” – Freeway Park:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it provides bicycle/pedestrian connections between Downtown Tulsa and areas south. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users. Provide secure and convenient parking for bicycles at these destinations.
69. Grade Separation of Streets Crossing of BNSF Rail Lines:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses safety-related issues on the road network involving freight movement in the region. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

71. Centennial Walk – Phase 2 and 3 Improvements:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it provides pedestrian connections in the area. In compliance with the LRTP, ensure the provision of pedestrian amenities and installations of street lights, as needed, along pedestrian routes to bus stops to enhance security. Ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

72. Transit Rail System Lines and Bridge (southwest-northeast corridor):
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it explores and pursues development of passenger rail service in the Tulsa region. In compliance with the LRTP, ensure convenient access between any future passenger rail station and the local public transit service.

73. On-Street Transit Lines and Rolling Stock:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it pursues development and expansion of fixed-route transit service in the Tulsa region. In compliance with the LRTP, ensure access to bus stops and sidewalk connections from bus stops to major destinations.

75. Charles Page Blvd – Gilcrease Museum Rd to 41st W. Ave:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it completes the installation of sidewalks lighting, enhancing the security of early morning and evening pedestrians. It also includes the extension of streetscaping and sidewalks, providing pedestrian/bicycle connections in the area. In compliance with the LRTP, ensure access to bus stops and sidewalk connections from bus stops to major destinations.

76. Charles Page Blvd – IDL to Gilcrease Museum Rd:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it completes the installation of sidewalks lighting, enhancing the security of early morning and evening pedestrians. It also includes the extension of streetscaping and sidewalks, providing pedestrian/bicycle connections in the area. In compliance with the LRTP, ensure access to bus stops and sidewalk connections from bus stops to major destinations.
86. 61st St S. – Lewis Avenue to Harvard Avenue:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

88. 145th East Avenue – 11th Street South to 21st St. South:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

92. Yale Avenue – Creek Turnpike to 101st Street South and 101st and Yale Intersection:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

96. Yale Avenue – 41st St S. to I-44:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

97. Mingo Road – 81st St South to 91st St. South:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

100. Lewis Avenue – 81st St South to 91st St. South:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the maintenance of the existing roadway system. In compliance with the LRTP, ensure the development of streets that address bicycle/pedestrian needs and apply the Complete Streets concept on the roadways, accommodating all transportation users.

115. ITS System:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the implementation of technology enhancements for the transit system.

116. Passenger Shelters:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the placement of bus shelters throughout the Metropolitan Tulsa Area.

117. Transit Coaches:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the improvement of the transit system with the replacement of the bus fleet.

118. Lift Vans:
This project is in compliance with the Tulsa Transportation Management Area Long Range Transportation Plan (LRTP) as it addresses the improvement of the transit system with the replacement of the bus/van fleet.