

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) Plat Waiver (PD 4) (CD 4)
Northeast of the northeast corner of East 15th and South Lewis

8. **BOA – 20874 –**(0226) Plat Waiver (PD 2) (CD 1)
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.** OL to OL/PUD
East of the northeast corner of East 81st Street and South Yale Avenue (PD-18) (CD-8)
(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.

Ringling/sound on all cell phones and paggers 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.

PLAT NO.

FINAL PLAT SMITH ACRES

A RE-PLAT OF LOTS 5 AND 6, BLOCK 1,
SOUTH COUNTRY MEADOWS, AN ADDITION
IN THE S 1/2, SE 1/4, SE 1/4, OF SECTION 33,
T-17-N, R-13-E OF THE 1B & M., TULSA COUNTY,
OKLAHOMA.

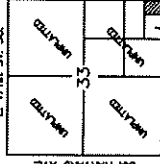
ENGINEER/SURVEYOR:
HOWARD CONSULTING
ENGINEERS, P.C.
TULSA, OKLAHOMA 74400
PHONE: 918-685-0584
C.A. NO.: 3545
EXP. DATE: 6/30/09

OWNER:
J. BRUCE SMITH
P.O. BOX 277
BROOK, OK 74608
918-368-8555



UNPLATTED

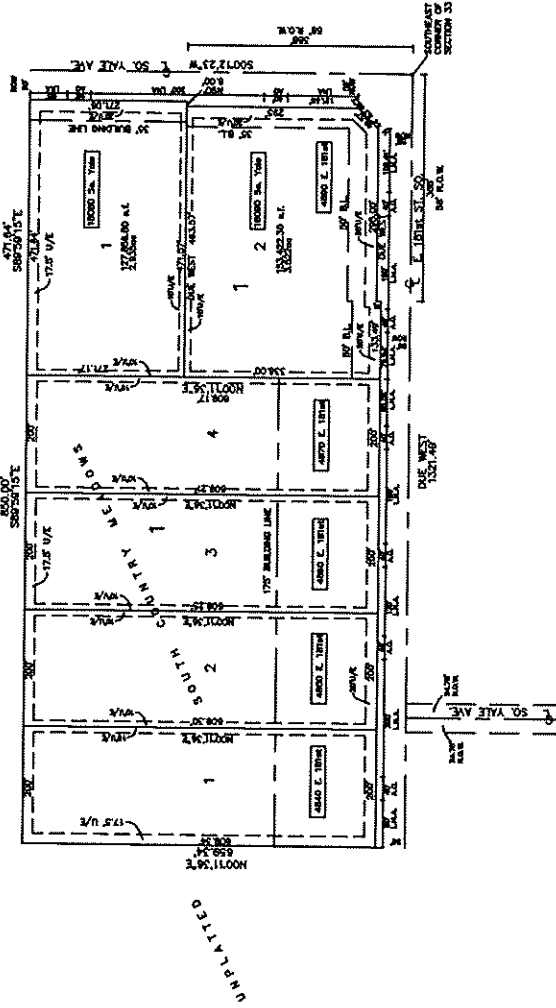
R 13 E
E 17th ST. SO.
E 18th ST. SO.
SOUTH COUNTRY MEADOWS
T 17 N
SO. HARVARD AVE.
SO. VAIL AVE.



LOCATION MAP

SUBMISSION CONTAINS:
2 LOTS
2 ACRES
SOUTH COUNTRY MEADOWS
C. 1, 2008, SURVEILLING

LEGEND
B.L. BUILDING LINE
L.P. LOT PIN
C. CENTER LINE
U/E UTILITY EASEMENT
A.C. ACCESSORY CONSTRUCTION
L.A. LIMITS OF NO ACCESS
D.A. DEDICATED ROAD
R.O.W. RIGHT-OF-WAY



NOTE: ADDRESSES SHOWN ON THIS PLAT
WERE PROVIDED BY TULSA COUNTY AND
WAS FIELD VERIFIED. ADDRESSES ARE SUBJECT
TO CHANGE. UNLESS NOTED, BE RELIED
ON IN LOTS OF LEGAL RECORDS.

This plat meets the Oklahoma minimum
standards for the practice of Land
Surveying and is subject to the Oklahoma
State Board of Registration for
Professional Engineers and Surveyors.

STATE OF OKLAHOMA } SS
COUNTY OF TULSA }
I, E. L. Smith, Surveyor, do hereby certify that the foregoing is
a true and correct copy of the instrument
as the same appears of record in the
County Clerk's Office of the County of
Tulsa, Oklahoma, Tulsa County Clerk
E. L. Smith
Surveyor

SMITH ACRES
September 2, 2008
SHEET 1 OF 2

4.2

RIGGS, ABNEY, NEAL, TURPEN, ORBISON & LEWIS

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS AT LAW
FRISCO BUILDING
502 WEST SIXTH STREET
TULSA, OKLAHOMA 74119-1010
(918) 587-3161
Fax (918) 587-9708

JEANETTE AGRAFOJOLEY
GREGORY W. ALBERTY
REBECCA V. AMENT
JACK R. ANDERSON
THOMAS M. ASKEW
RYAN J. ASSINK
VADEN F. BALES
LISA K. BECKLE
DONALD M. BINGHAM
WILLIAM A. BOWLES
PETER W. BRODLICK
SCOTT W. BYRD
JILL L. CHASE
STEPHEN L. CORTES
DONNA MARIE DE SUONE
ROBERT P. DEAN
EDWARD G. DILLON
JANET S. DUAMONT
IRA L. EDWARDS, JR.
GEORGE M. EVERSON
STEPHANIE A. FUNG
RICHARD A. GANN
BART T. GARPUTT
RICHARD T. GARREN
D. SHARON GENTRY
PATRICK H. GREEN
STEPHEN E. HALE
MELVIN C. HALL

SHARON E. HAMM
ZACHERY R. HARGIS
JERRI L. HILL
HOLLY M. HILLERMAN
ROBERT E. HOWARD
VALJOHN ISKANIAN
WM. GREGORY JAMES
STEVEN JANSZEWSKI
DEBORAH L. JOHNSTONE
KIMMONY L. JONES
MARTYIE M. KENDRICK
SARAH G. KENY
SCOTT P. KIRTLEY
KRISTOPHER E. KOEPEL
TERRY D. KORDELSKI, II
G. DIANE LEE
JOSEPH P. LEHARTY
TYLER D. LEONARD
C. S. LEWIS, III
MARY JEAN LITTLE
LORE T. LOVO-MEVES
JANET G. MALLOW
JOHN ROSS MALOY
MATT D. MATHESON
RAYMOND A. MELTON
J. PATRICK MENSCHING, JR.
RECHARD A. MILDREN
J. LYON MOREHEAD

ROBERT A. NANCE
GARY L. NEAL
MARY L. NELMS
MARGARET A. NURNERY
TIMOTHY A. O'KEEFE
JAMES C. ORBISON
JYOTI PANDYA
GEOFFREY L. PEARSON
CHERYL A. PETERSON
AMY M. PLANK
JAMES R. POLAN
RICHARD P. POORMON
FRED RAHAL, JR.
LISA R. RIGGS
M. DAVID RIGGS
STEPHEN B. RILEY
RANDALL A. RINQUEST
MARY J. ROUNDS
DEIRDRE A. SANTOSCOY
JOHN E. SCIPIONE
WILLIAM C. SEARCY
KRISTEN E. SKILLINGTON
ROBERT P. SKEITH
KENNETH M. SMITH
SCOTT D. SMITH
BETTY J. SUMMARS
KIMBERLY V. SPARKS
BEVERLY A. STEWART

STEPHANIE L. THEBAN
DAVID H. THOMAS
HARLEY W. THOMAS
REX W. THOMPSON
CHERYL A. TOMAN
SONJA M. TREI
MICHAEL G. TURPIN
LINDA VAN ARKEL-GREUEL
KARIN CARDEN WALSH
SHARON K. WEAVER
JOSEPH R. WELLS
BRIAN S. WILKERSON
LUCAS A. WIRTH
JERRY L. WITT
COURTNEY M. WOLIN
MICHAEL P. WOMACK
GARY W. WOOD
TRACY S. ZAH

Of Counsel
Benjamin P. Abney
E. Bryan Hensch
David P. Page
Peter J. Regan

February 26, 2009

INCOG

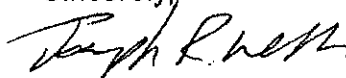
Attn: Jocelynne Feddis
201 W. 5th Street, Ste. 600
Tulsa, OK 74103-4236

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,



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: 1

To:

Jodee Fish

Phone: 596-2514

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-5091 / Lot Combination LC-

Address 430 S. 145th E. Ave.☒ Water OK. A. Holdman 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 05/08/07.

☒ Stormwater Both Tracts Contain Cooley 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 TO AWAY WITH THE LOOP. THERE ALSO NEEDS TO BE A DRIVE TO GET TO THE TWENTY 5/8/07
REAR OF THE BUILDING.

Fixed to Janet
5/8/07

A.P. 297

5.7

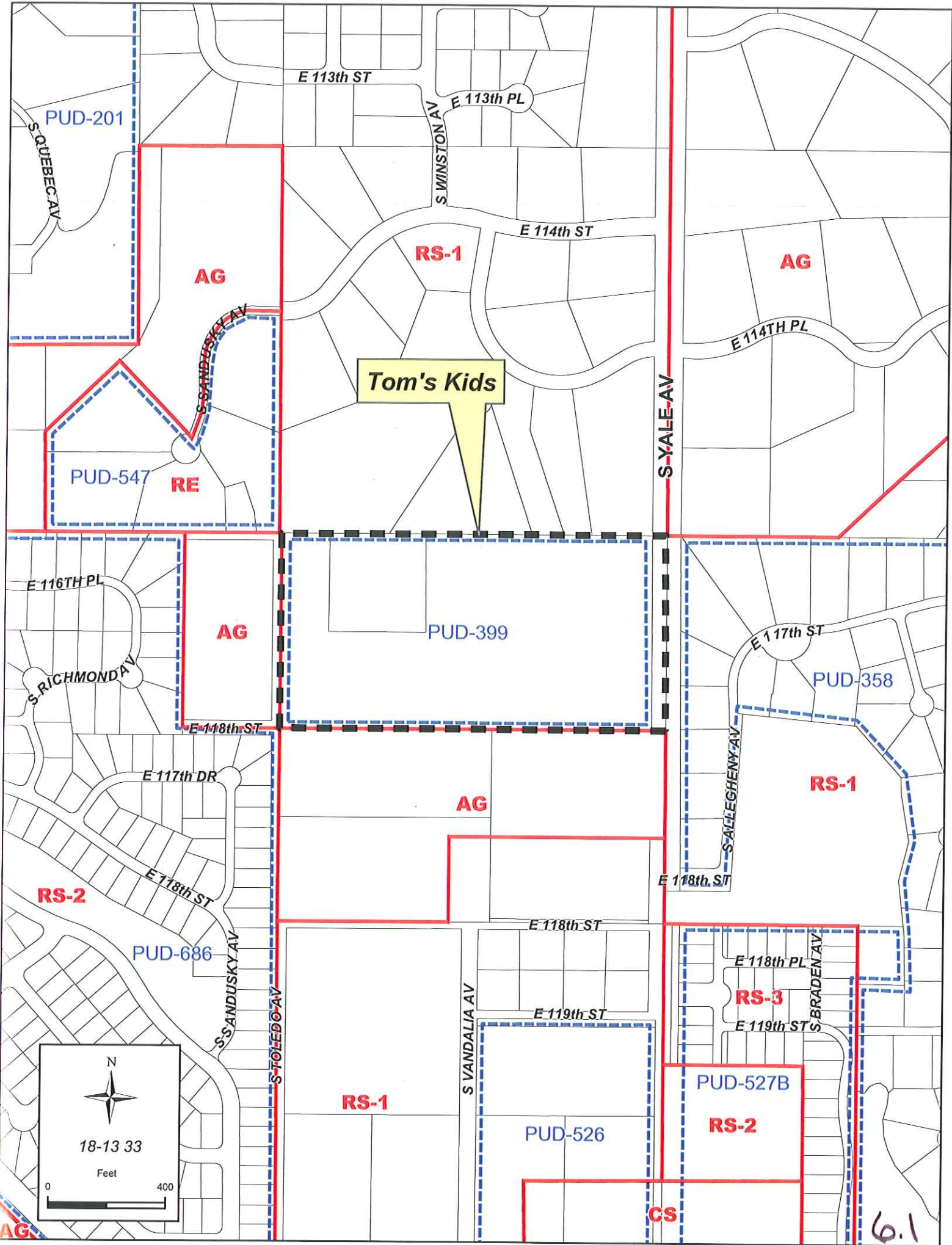
Chronister, Janet

From: Darryl French [DFRENCH@ci.tulsa.ok.us]
Sent: Wednesday, May 02, 2007 10:07 AM
To: Chronister, Janet
Subject: L-20096 - Teng

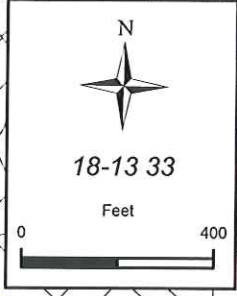
Traffic Engineering has NO objection to the Lot-Split on Admiral PL at 145 E AV subject to a mutual Access Easement for the major drive to the industrial parking lot on T-1 and perhaps a Emergency access esmt. (satisfactory to the Fire Marshall) along the east side for what appears to be a fire access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

Darryl D. French P.E.
Traffic Control Engineer

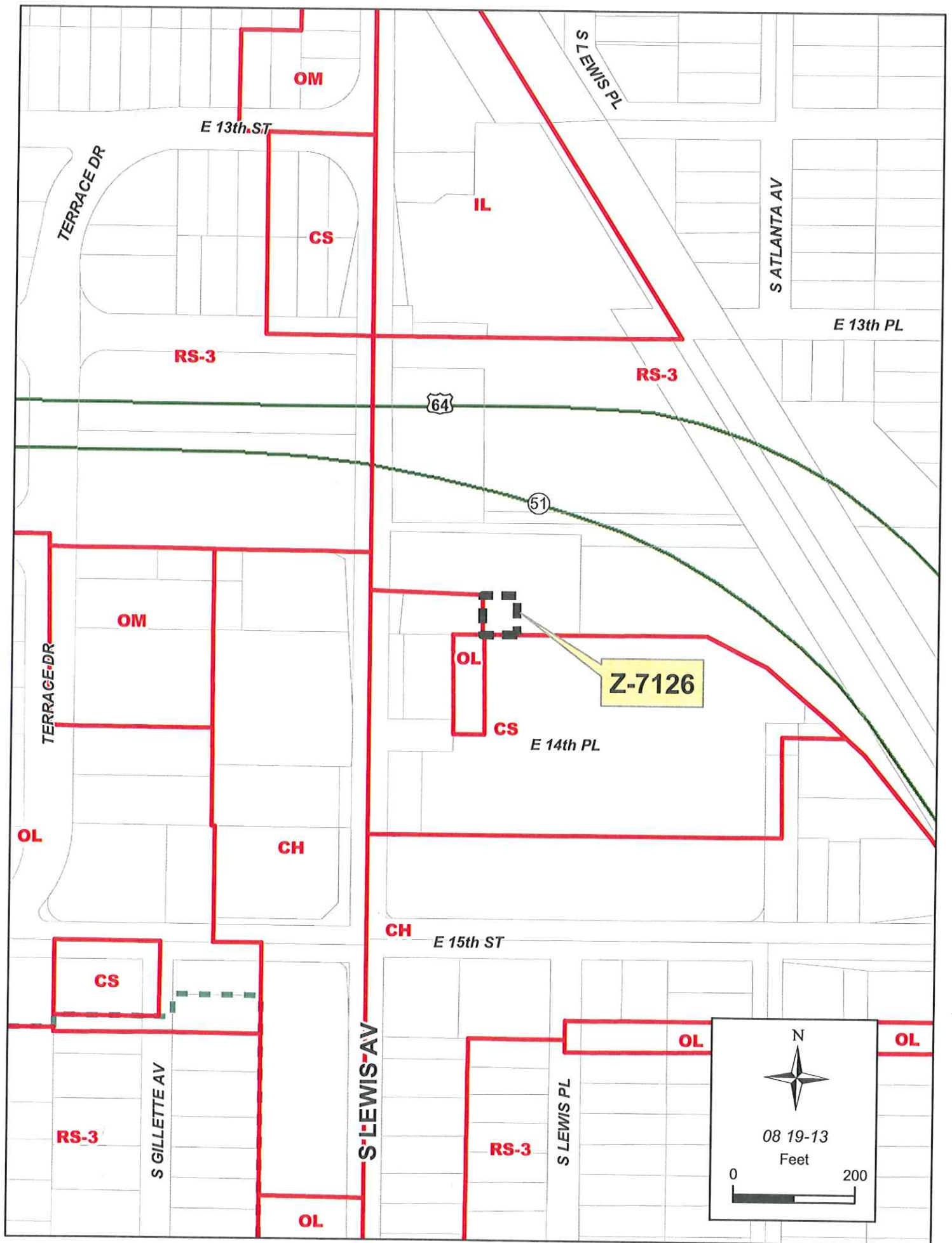
dfrench@ci.tulsa.ok.us
918-596-9753
918-596-9713 Fax

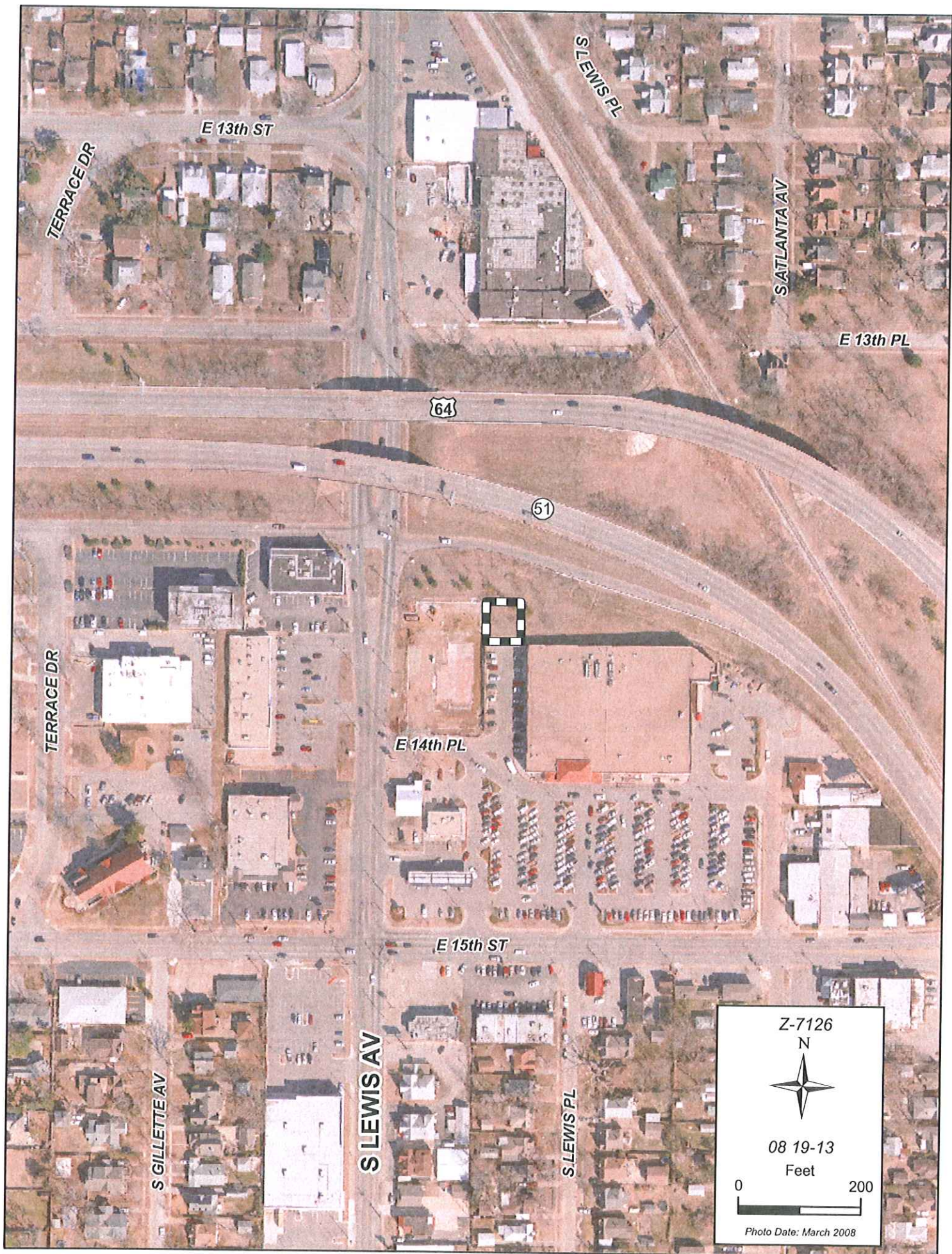


Tom's Kids




6.1





Z-7126

N



08 19-13

Feet

0 200

Photo Date: March 2008

PLAT WAIVER

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:

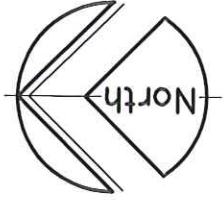
- | | Yes | NO |
|---|-----|----|
| 1. Has Property previously been platted? | X | |
| 2. Are there restrictive covenants contained in a previously filed plat? | X | |
| 3. Is property adequately described by surrounding platted properties or street right-of-way? | X | |

A YES answer to the remaining questions would generally NOT be favorable to a plat waiver:

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

Exhibit "A"

Part of Lot 3, City View Hill 2nd Addition City of Tulsa, Oklahoma Plat Waiver Exhibit



N.T.S.

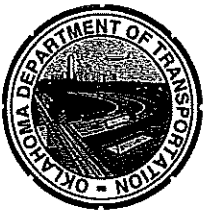


Legal Description

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.

Tanner Consulting, LLC
5323 SOUTH LEWIS AVENUE • TULSA, OKLAHOMA 74105 • (918)745-9929

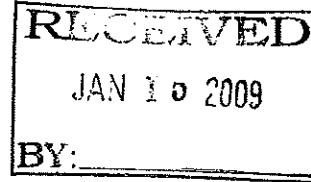


OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

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.

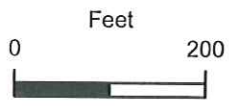
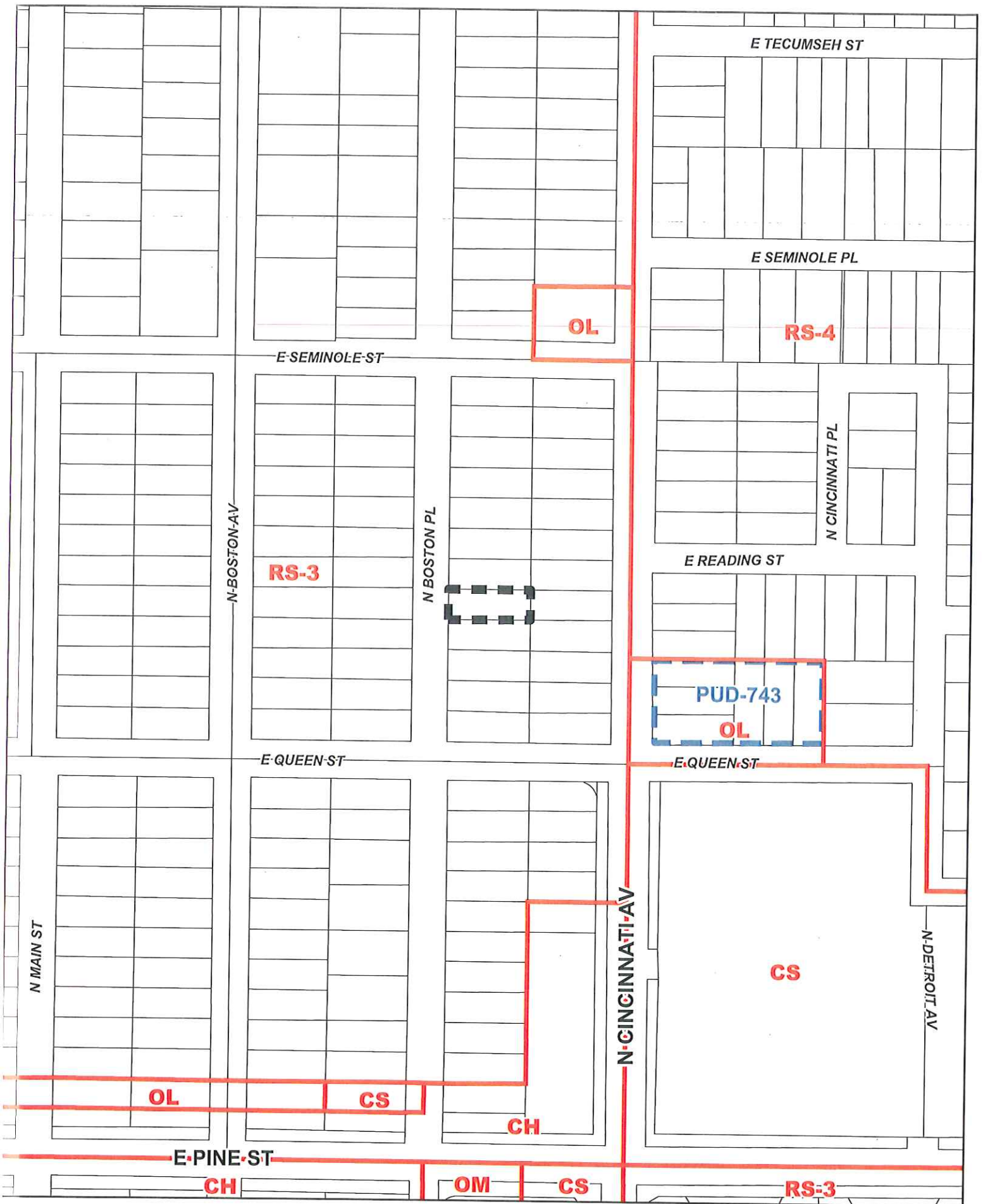
If I can be of further service or assistance, please do not hesitate to contact me.

Sincerely,

DAVID WINFREE
Assistant Division Manager
Legal & Business Services Division
(405) 521-2681

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

7.6

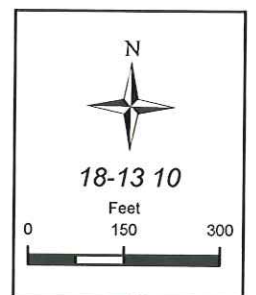
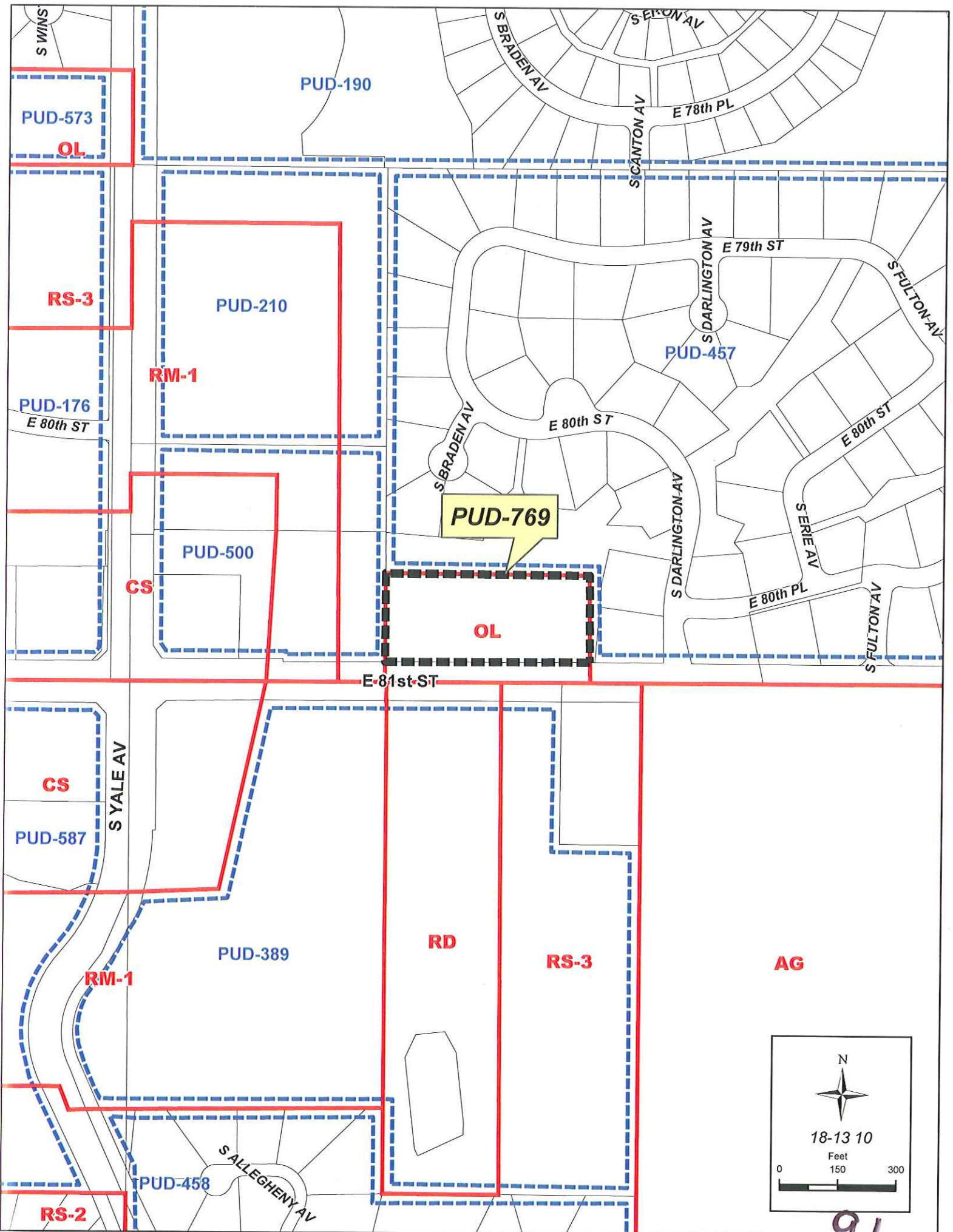


BOA-20874

20-12 26

8.1



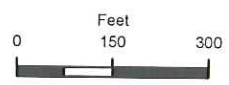


9.1



18-13 10

PUD-769



9.2



SYALE AV

E 80th ST

E 81st ST

S BRADEN AV

E 80th ST

S DARLINGTON AV

E 79th ST

S DARLINGTON AV

E 80th PL

S ERIE AV

E 80th ST

S FULTON AV

S FULTON AV

E 78th PL

S CANTON AV

S ERIE AV

S BRADEN AV

S ALLEGHENY AV



18-13 10

PUD-769

0 150 300 Feet

9.3

**TULSA METROPOLITAN AREA PLANNING COMMISSION
CASE REPORT**

APPLICATION: PUD-769

TRS 8310

Atlas 1419

CZM 53

PD-18 CD-8

TMAPC Hearing Date: March 4, 2009

Applicant: Hunter Construction Mgt. Inc.

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.

9.4

STREETS:

Exist. Access	MSHP Design	MSHP R/W	Exist. # Lanes
East 81 st 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:

GROSS:	3.31 ACRES	144,375 SF.
NET:	2.71 ACRES	118,125 SF.

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 81 st 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 accord 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 lineal foot of wall to which the sign is affixed.

3. 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.
4. 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



Legend

LANDSCAPED AREA

1
12

NUMBER OF STANDARD PARKING SPACES

NUMBER OF HANDICAP PARKING SPACES

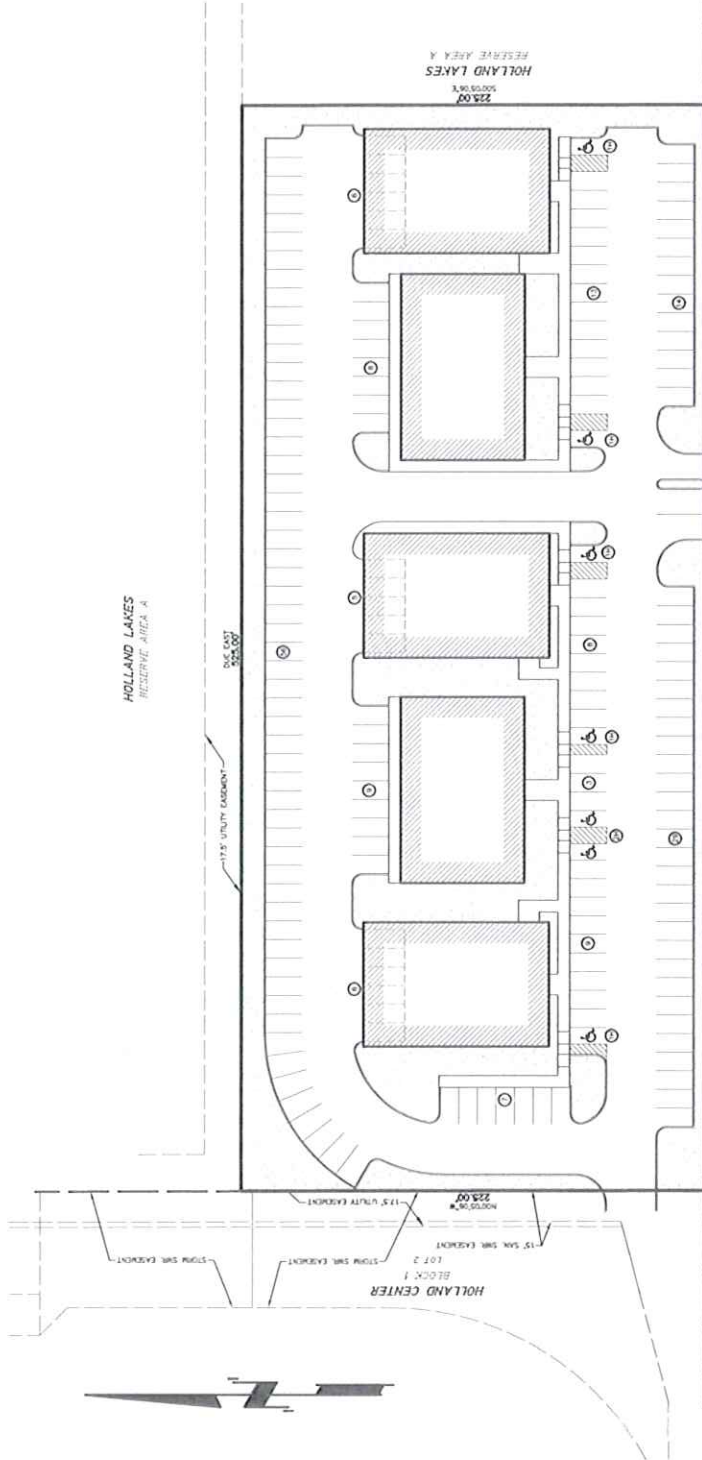
Parking Statistics

TOTAL FLOOR AREA: 40,000 S.F.

REQUIRED PARKING RATIO: 1 PER 250 S.F.



EAST 81ST STREET SOUTH (PUBLIC STREET)



SACK AND ASSOCIATES, INC.
11111 1st Street, Suite 100
San Diego, CA 92108
Tel: 619-592-4111 Fax: 619-592-4227 E-mail: info@sackandassoc.com
CA Number 1762 (P/C/S) and 1442 (L/A), Exp. June 30, 2009
Project: 81ST AND BRACER-A
Owner: SAC
Drawing: 02/08
Scale: 1/8"=1'-0" Date: JAN 2009

The Offices at
Holland Lake

Conceptual Site Plan

Plan Number and Development Number

Exhibit A-1 9.10



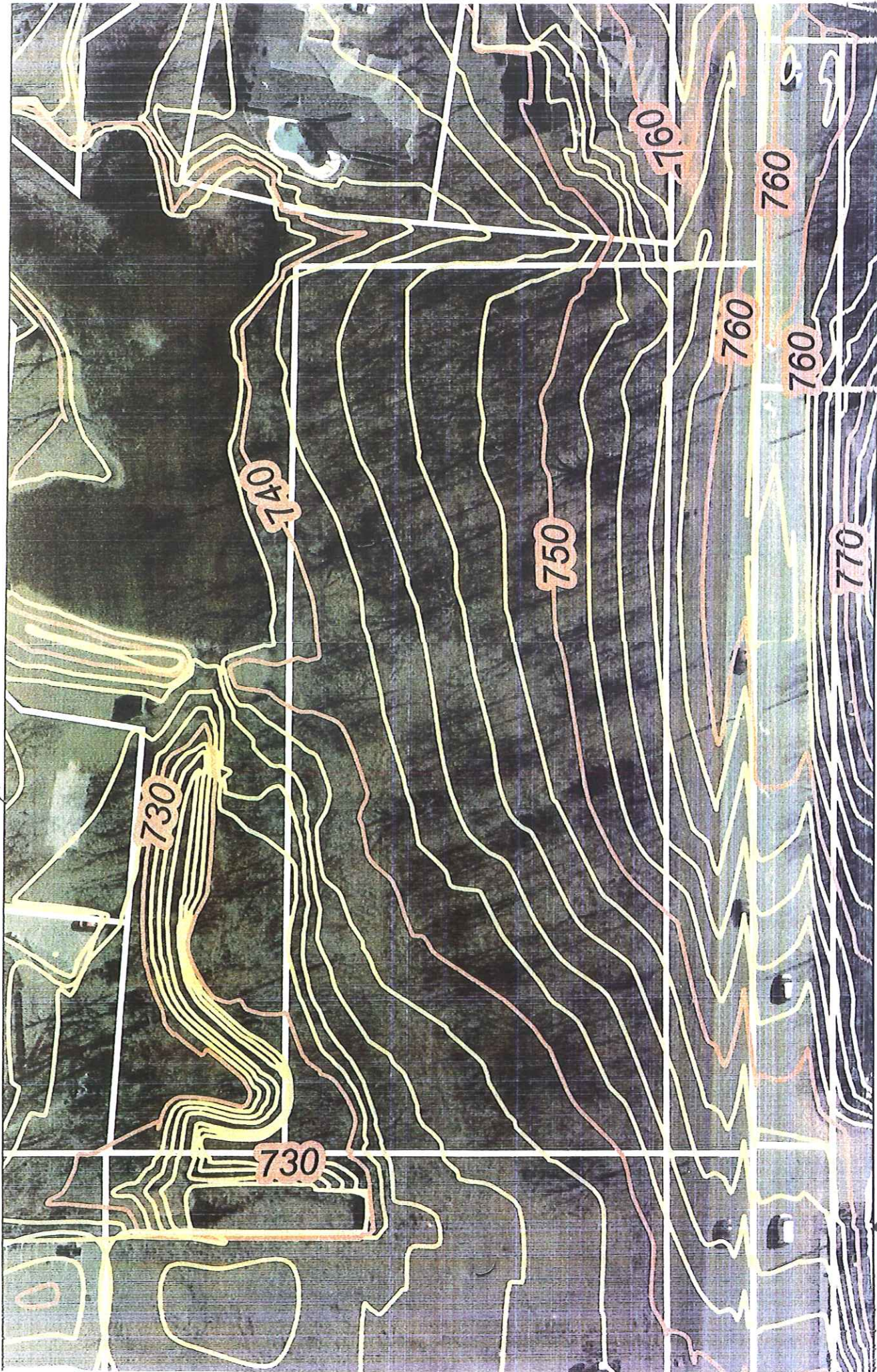
NUMBER OF STANDARD PARKING SPACES	NUMBER OF HANDICAP PARKING SPACES
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
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99	99
100	100

TOTAL FLOOR AREA:	40,000 S.F.
REQUIRED PARKING RATIO:	1 PER 250 S.F.



Conceptual Site Plan

Planned Unit Development Number:



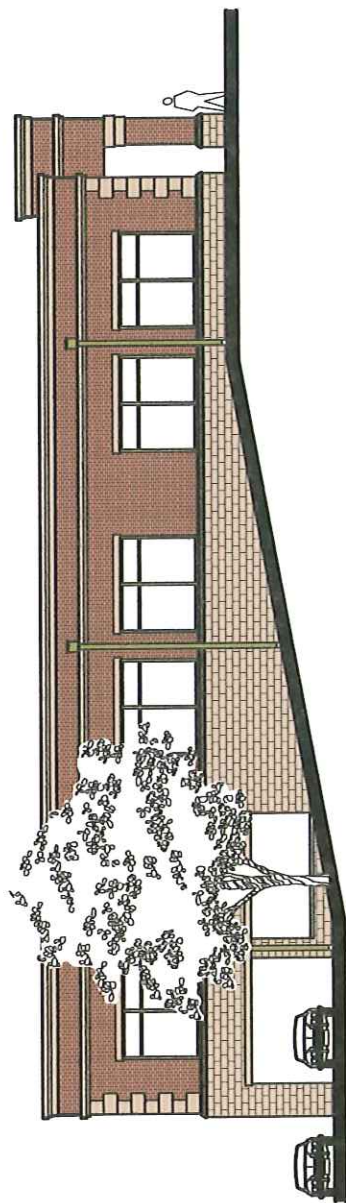
Date of Photography: March 2003
Date of Contour Data: 2002

Feet
0 25 50

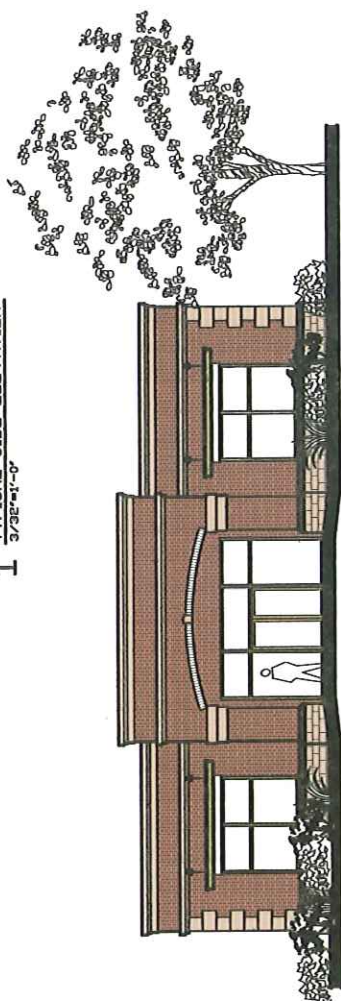
Contour Data Source:
City of Tulsa Public Works
City of Broken Arrow

W 1st Street, June 2000
S 1st Street, June 2000

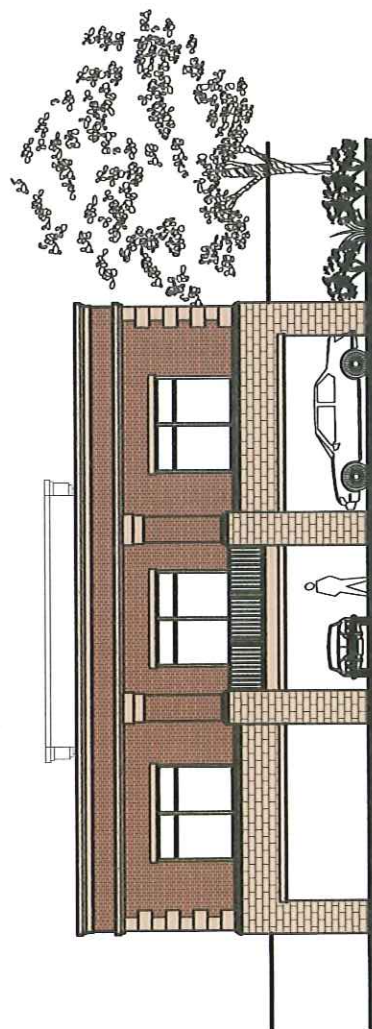
9.12
EX. B



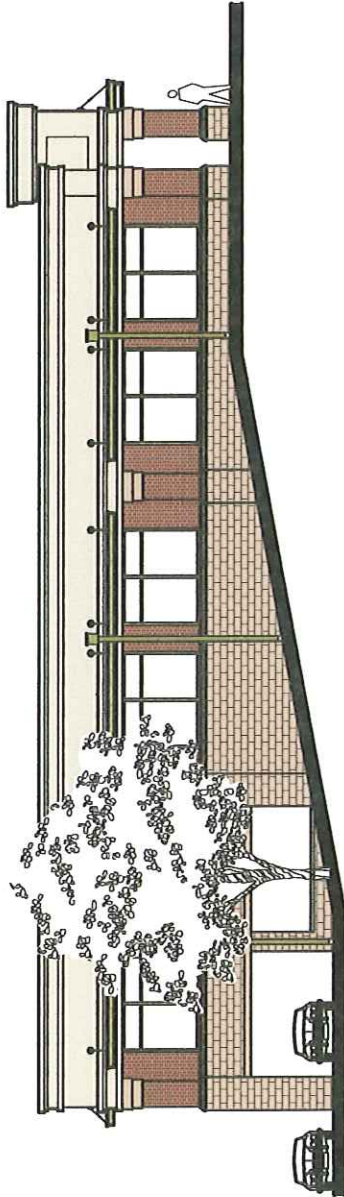
1 TYPICAL SIDE ELEVATION
3/32"=1'-0"



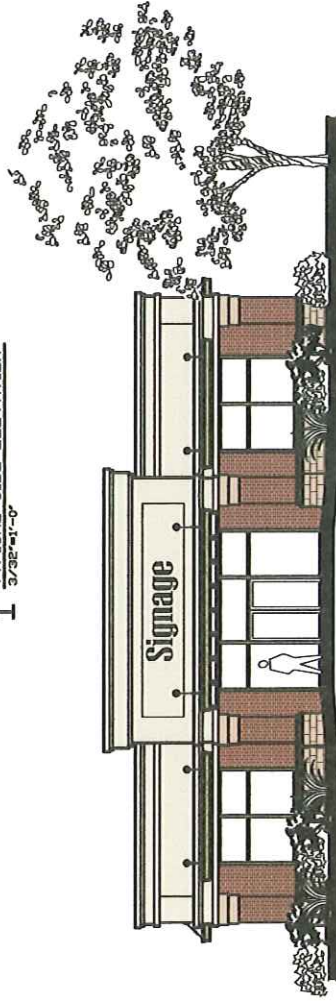
2 TYPICAL FRONT ELEVATION
3/32"=1'-0"



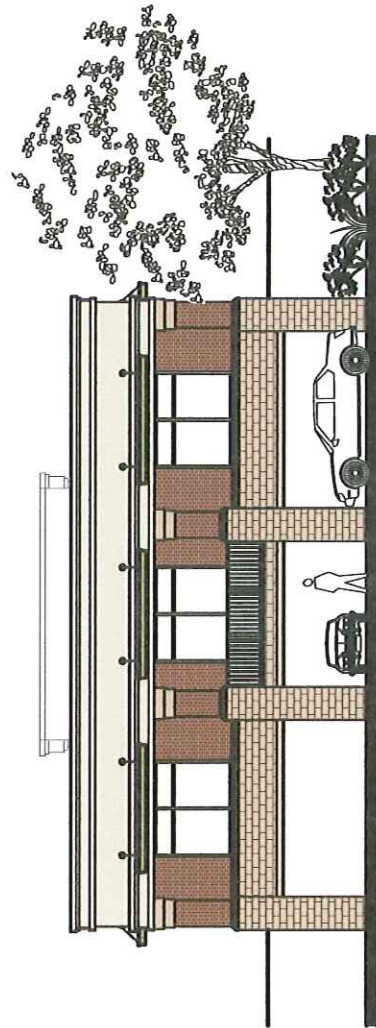
3 TYPICAL REAR ELEVATION
3/32"=1'-0"



1 TYPICAL SIDE ELEVATION
3/32"=1'-0"



2 TYPICAL FRONT ELEVATION
3/32"=1'-0"

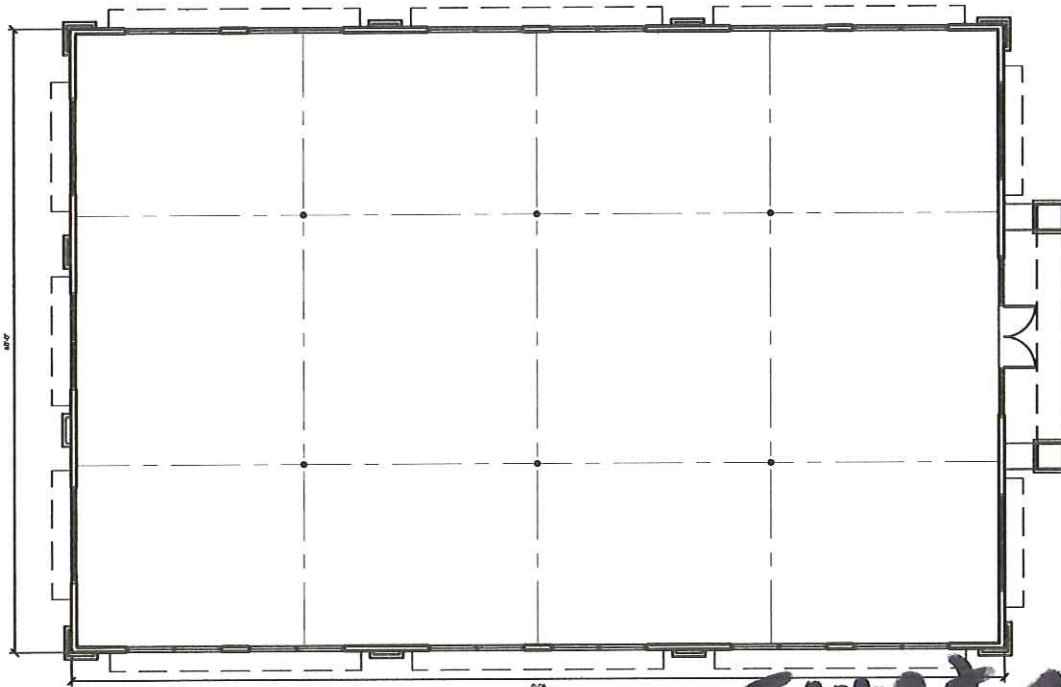


3 TYPICAL REAR ELEVATION
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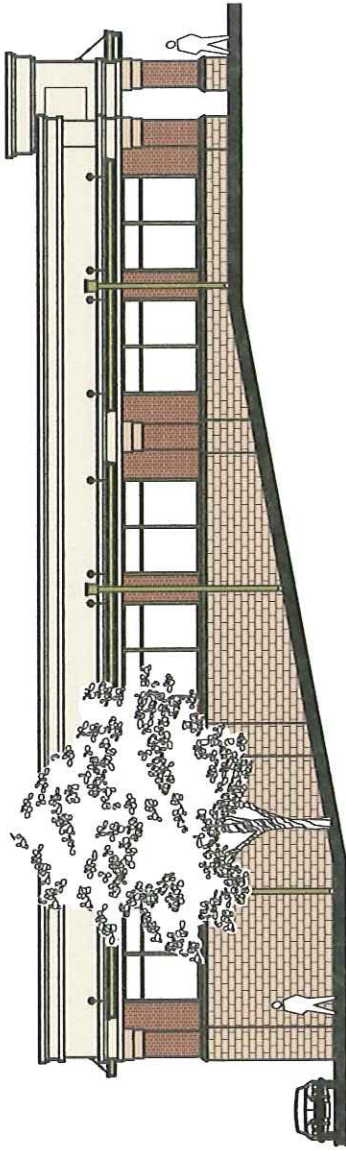


Parker Associates
2202 E. 49th Street, Suite 100
Tulsa, OK 74105
(918) 742-5465

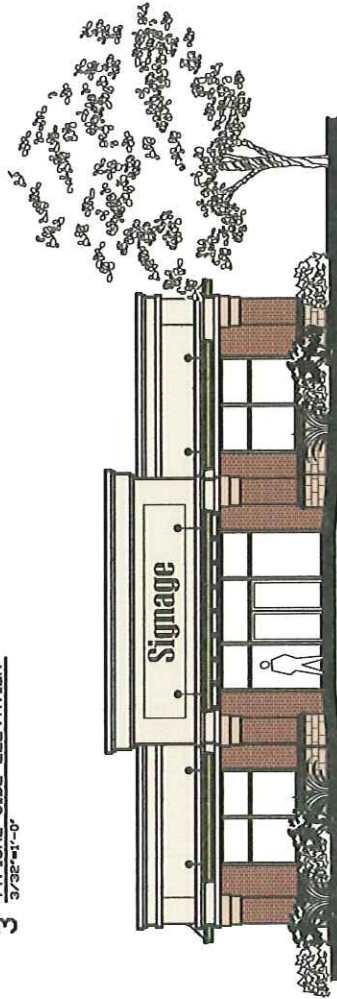
Exhibit C-19.14



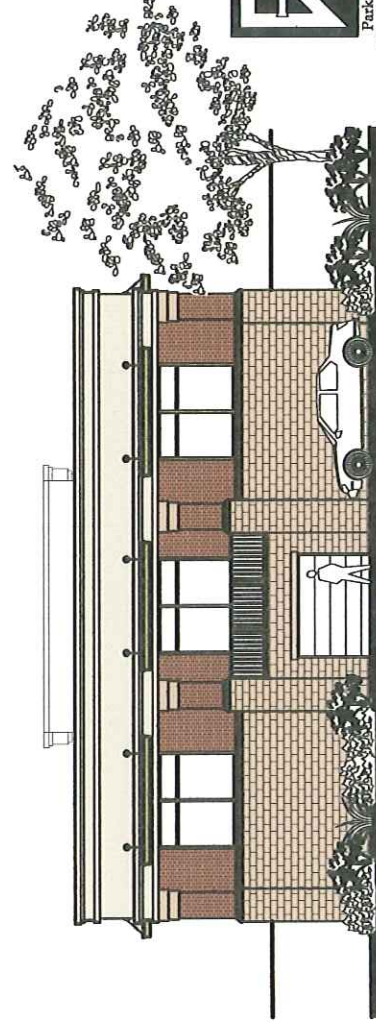
1 TYPICAL BLDG PLAN
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3 TYPICAL SIDE ELEVATION
3/32"=1'-0"



2 TYPICAL FRONT ELEVATION
3/32"=1'-0"

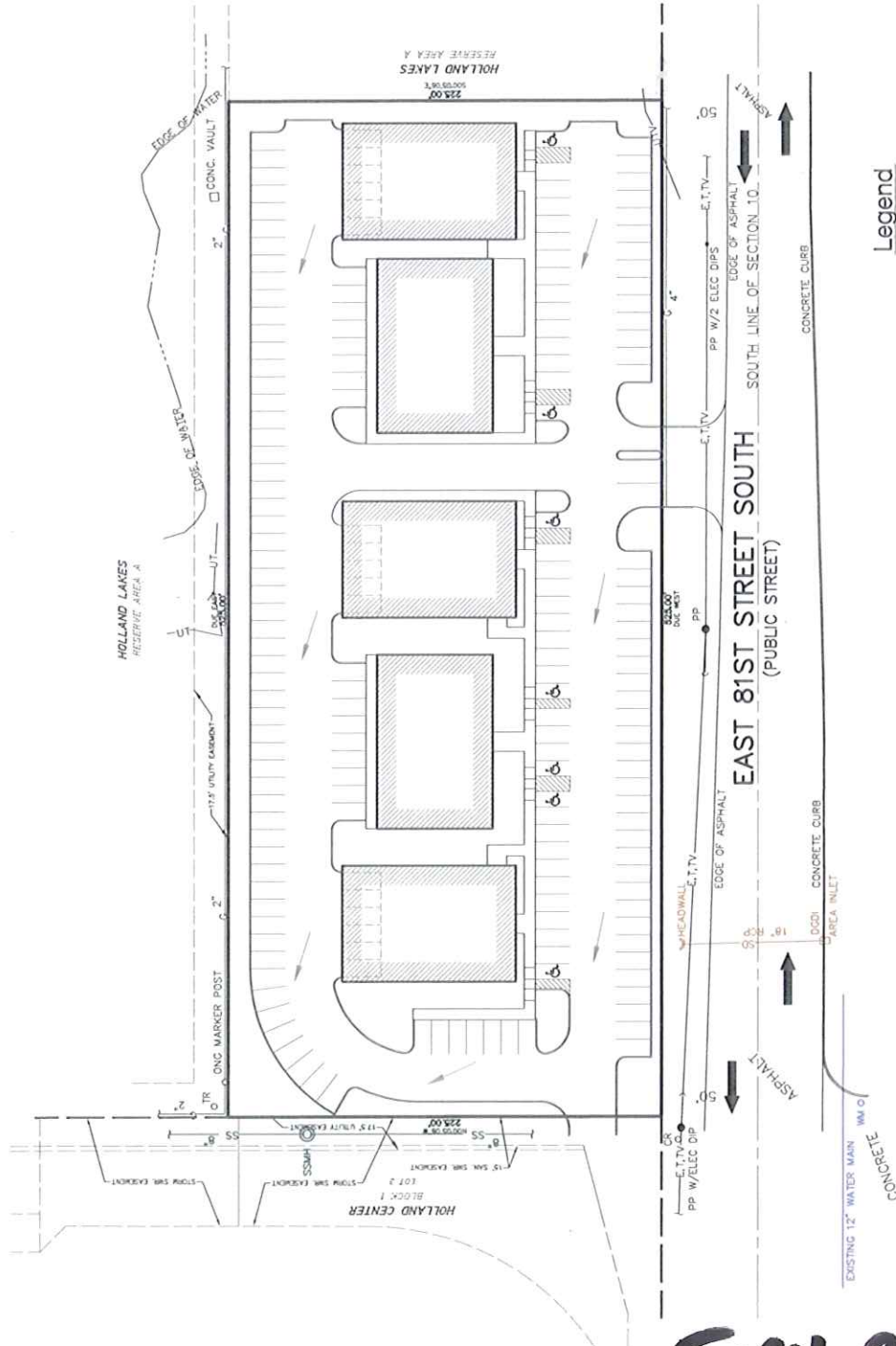


4 TYPICAL REAR ELEVATION
3/32"=1'-0"



Parker Associates
2200 E. 10th Street South
Tulsa, OK 74106
(918) 742-5465

EXHIBIT C-2 9.15



Legend

- SS— EXISTING SANITARY SEWER LINE
- SD— EXISTING STORM SEWER LINE
- W— EXISTING WATERLINE
- DIRECTION OF DRAINAGE FLOW

The Offices at
Holland Lake

Utilities and Drainage

Planned Unit Development Number -

SACK AND ASSOCIATES, INC.
1911 19th Street, Suite 100
Oakland, CA 94612
Phone: (415) 778-1111 Fax: (415) 778-1112
CA Number 1982 (PE/CS) and 1482 (L&E) Exp. June 30, 2009
Project: 81ST AND BRADDOCK
Drawing: PUD008
Drawn: JHJ Order: 80003 PUD: 1913.10 Designer: PUD
MEFX: COMPLETE 3-11-11 T-S&L3
Printed: 08 JAN 2009

EXHIBIT D 9.16



Two views of PUD-769 site from the south—across 81st Street



9.17



Two views of PUD-769 site from the west—looking NE and SE



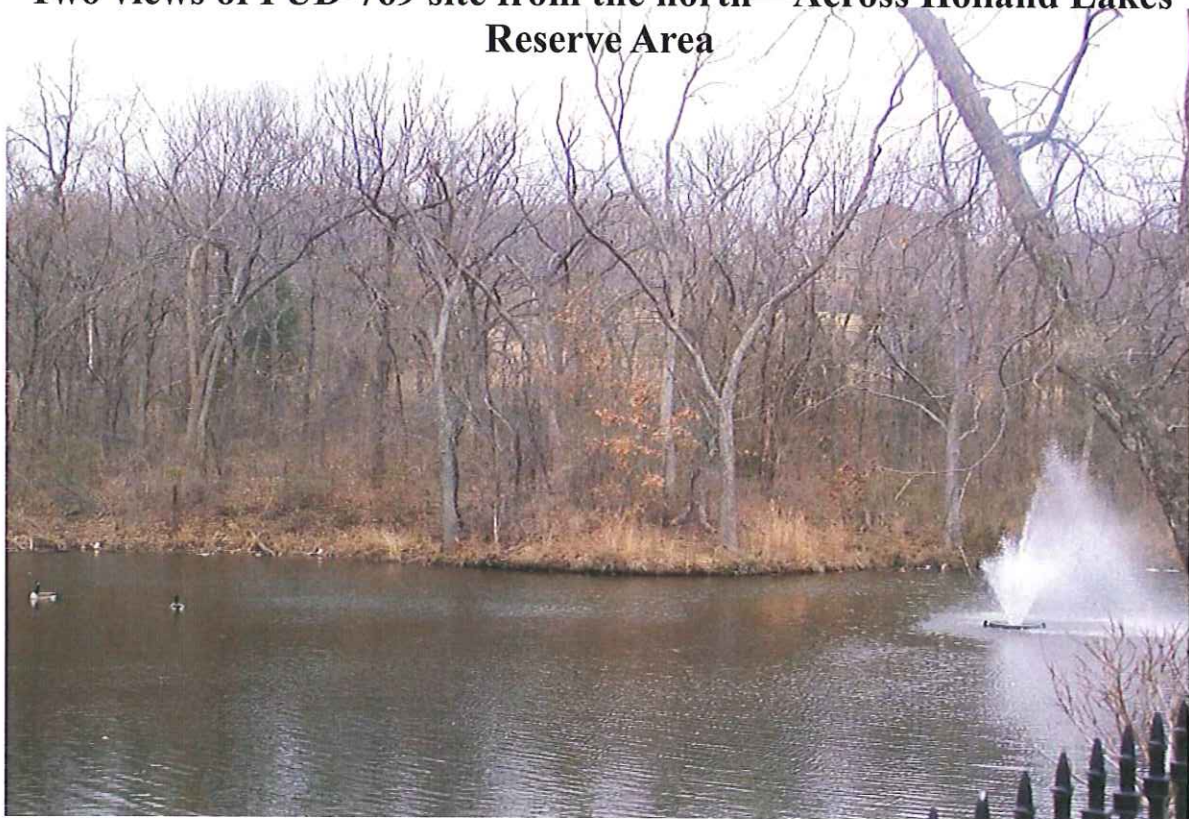


Two views of PUD-769 site from the southeast (81st) —looking NW





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, Pearl 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.

New or Revised Capital Project Submissions FY09-10

Ref. #	REQ. DEPT.	PROJECT TITLE	PURPOSE OF PROJECT
26	Parks	Replace Public Access Boardwalk & Deck to Oxley Nature Center	Structure is access point from walking trails to visitor center. Replace 27 year old deteriorated wooden structure.
27	Parks	Pedestrian Bridge from Oxley Nature Center on the south side of Bird Creek to New Soccer Fields on North side of Bird Creek	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.
39	Parks	Tulsa Garden Center and Woodward Park Existing Plan Evaluation/Update and Implementation	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.
42	Parks	Woodward Forestry & Horticulture Development - Woodward Park Improvements	To upgrade the park to today's park standards as identified in the Woodward Park master plan.
44	Planning	Arkansas River - Downtown Connections	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
46	Planning	Street Resurfacing, Improvements and Enhancements Project - North of BNSF rail lines	The project will (1) rehabilitate, enhance, & 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, & (4) develop, compliment & coordinate with recently completed projects in portions of downtown to the south and connect with OSU-Tulsa, Langston University & Drillers Ballpark to the north.
47	Planning	3rd and Kenosha Area (East End) Streetscaping & Lighting Project	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.
48	Planning	Lacy Park Regional Master Plan and Construction	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 aquatics center at the facility as well as major expansions to the athletic and community facilities at the center.

New or Revised Capital Project Submissions FY09-10

Ref. #	REQ. DEPT.	PROJECT TITLE	PURPOSE OF PROJECT
49	Planning	Downtown Strategic Property Acquisition and Preparation	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.
50	Planning	Streetscaping & Intersection Improvements at 6th & Peoria	To aid in the Commercial revitalization of a depressed area of town which has a good possibility for regeneration.
51	Planning	Brady Village and Greenwood Intersection Enhancements, Streetscaping, Sidewalks, Lighting & Landscape (Inside IDL north of BNSF rail lines)	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 & coordinate with recently completed or planned projects in portions of downtown to the south and connect with OSU-Tulsa & Langston University, & (6) enhance on-going private & public investment efforts.
52	Planning	Boston Avenue Bridge Rehabilitation and Repair	Repair, rehabilitate and enhance the Boston Avenue Bridge over BNSF railroad lines. Insure structural safety for rail traffic below and pedestrians.
53	Planning	BRADY VILLAGE IDENTITY-LOCATOR-PINNACLE (I.L.P.) LIGHTING SYSTEM - PHASE 2	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 "24/7 Urban Village". 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 "Arch", providing two new I.L.P. lights.
54	Planning	Safe Routes to Schools - Infrastructure (ODOT Program)	To increase the availability of sidewalks to schools for K-8 to increase the pedestrian and bicycle traffic to schools.

10.6

New or Revised Capital Project Submissions FY09-10

Ref. #	REQ. DEPT.	PROJECT TITLE	PURPOSE OF PROJECT
55	Planning	15th Street residential buffer and commercial streetscape	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.
57	Planning	Downtown Street Resurfacing, Improvements and Enhancements Project - South of BNSF Rail lines	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. & (4) compliment & coordinate with recently completed downtown street projects.
59	Planning	North Peoria Ave Public Sculpture Program	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.
60	Planning	Two-Way Street Improvements and Enhancements to Downtown Streets	Facilitate better pedestrian and vehicular safety and traffic movement in Downtown
61	Planning	Utility Relocations/Improvements	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.
62	Planning	Street sidewalk and streetscape enhancement - 11th Street between Yale Avenue and Sheridan Road.	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 & Yale Avenue and Expo Square activities.

10.7

New or Revised Capital Project Submissions FY09-10

Ref. #	REQ. DEPT.	PROJECT TITLE	PURPOSE OF PROJECT
63	Planning	"5th Street Plaza" at the Convention Center and Civic Center Complex	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
64	Planning	Downtown Parking Garages and Facilities	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.
65	Planning	Public Art for the BOK Center & Convention Center Master Plan Area	To provide quality exterior art with proper amenities to the public spaces within the approved master plan area.
66	Planning	4th, 5th and 6th Streets Improvements and Enhancements	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.
67	Planning	Downtown Traffic Signalization	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.
68	Planning	I-144 Expressway "Deck-Overs" - Freeway Park	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.
69	Planning	Grade Separation of Streets' Crossing of BNSF Rail Lines	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.

10.8

New or Revised Capital Project Submissions FY09-10

Ref. #	REQ. DEPT.	PROJECT TITLE	PURPOSE OF PROJECT
70	Planning	Downtown Urban Parks - Green Space Including Land Acquisition	Provide urban parks, plazas and open space in key areas of downtown, including in north, east, south and west areas
71	Planning	Centennial Walk - Phase 2 and 3 Improvements	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.
72	Planning	Transit Rail System Lines and Bridge (southwest-northeast corridor)	The project will provide (1) alternative transportation mode along the older, denser portions of Tulsa & 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, & (5) develop, compliment & coordinate with recently completed or planned projects private and public throughout in Tulsa.
73	Planning	On-Street Transit Lines and Rolling Stock	The project will provide (1) alternative transportation mode along the older, denser portions of Tulsa & 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, & (5) develop, compliment & coordinate with recently completed or planned public and private projects throughout Tulsa.
74	Planning	Kendall Whittier Plan Implementation and Acquisition	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)
75	Planning	Charles Page Blvd - Gilcrease Museum Rd to 41stW Ave	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.

New or Revised Capital Project Submissions FY09-10

Ref. #	REQ. DEPT.	PROJECT TITLE	PURPOSE OF PROJECT
76	Planning	Charles Page - Charles Page Blvd - IDL to Gilcrease Museum Rd	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
86	Public Works	61st Street South - Lewis Avenue to Harvard Avenue	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.
88	Public Works	145th East Avenue - 11th Street South to 21st Street South	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.
92	Public Works	Yale Avenue - Creek Turnpike to 101st Street South and 101st and Yale Intersection	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.
96	Public Works	Yale Avenue - 41st Street South to I-44	Widen existing four lane street to a six lane design section.
97	Public Works	City Wide Traffic Signalization	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.
99	Public Works	Mingo Road - 81st Street South to 91st Street South	Widen existing two lane street to five lane design section to connect improved intersections.
100	Public Works	Lewis Avenue - 81st Street South to 91st Street South	Widen existing two lane street to a four lane street.
101	Public Works	Traffic Calming	Purpose of project is to slow vehicles on residential streets where known speeding is occurring.
104	Public Works	Fulton Creek - Channel Improvements	Improve drainage and control erosion and reduce potential for flooding of homes adjacent to the creek
105	Public Works	Elm Creek - Pearl East Detention Pond	Construct detention pond to reduce downstream flooding
107	Public Works	Citywide - Planning Services for Hazard Mitigation and CRS Programs	Provide ongoing planning services for Multi Hazard Mitigation Plan and Community Rating System.
108	Public	Elm Creek - Pearl West Detention Pond	Construct detention pond in the Elm creek basin

10.10

New or Revised Capital Project Submissions FY09-10

Ref. #	REQ. DEPT.	PROJECT TITLE	PURPOSE OF PROJECT
109	Public Works	Elm Creek - Pearl East Conveyance System	Convey stormwater along 6th or 7th Street from Rockford to Centennial Park Detention Pond
110	Public Works	Elm Creek - Floodplain Property Acquisition	Acquire floodplain properties from the residual floodplain.
111	Public Works	Hager Creek - Relief Stormsewer System	Eliminate flooding of W. 81st Street and standing water in creek.
114	Tulsa Transit	MMS Building	Multi-use building and child care center.
115	Tulsa Transit	ITS System	Purchase of computerized system to track vehicle and customer movements
116	Tulsa Transit	Passenger Shelters	Purchase and placement of up to sixty (60) passenger shelters throughout the metropolitan Tulsa Area.
117	Tulsa Transit	Transit Coaches	Purchase and placement of up to sixty (60) transit coaches.
118	Tulsa Transit	Lift Vans	Purchase up to forty (40) lift vans/buses

10.11

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 streetscaping 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.

