

**TULSA METROPOLITAN AREA PLANNING
COMMISSION**

Meeting No. 2718

March 16, 2016, 1:30 PM

**175 East 2nd Street, 2nd Level, One Technology Center
Tulsa City Council Chamber**

CONSIDER, DISCUSS AND/OR TAKE ACTION ON:

Call to Order:

REPORTS:

Chairman's Report:

Worksession Report:

Director's Report:

Review TMAPC receipts for the month of February 2016

1. Minutes of March 2, 2016, Meeting No. 2717

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.

2. **LS-20861** (Lot-Split) (CD 9) – Located: South of the southeast corner of East 31st Street South and South Toledo Avenue
3. **LS-20862** (Lot-Split) (County) – Located: Southwest corner of East 106th Street North and North Sheridan Road
4. **LC-756** (Lot-Combination) (CD 4) – Located: Southwest corner of East 15th Street South and South Atlanta Place
5. **LS-20863** (Lot-Split) (County) – Location: South and West of the southwest corner of West 41st Street South and South 177th West Avenue / 18119 West Coyote Trail (Related to: LC-757)
6. **LC-757** (Lot-Combination) (County) - Location: South and West of the southwest corner of West 41st Street South and South 177th West Avenue / 18119 West Coyote Trail (Related to: LS-20863)

7. **LS-20864** (Lot-Split) (CD 8) – Location: Northeast corner of East 111th Street South and South Sheridan Road
8. **LS-20865** (Lot-Split) (CD 4) – Location: Southwest corner of East 15th Street South and South Cincinnati Avenue (Related to: LS-20866, LC-758 and LC-759)
9. **LS-20866** (Lot-Split) (CD 4) – Location: Southwest corner of East 15th Street South and South Cincinnati Avenue (Related to: LS-20865, LC-758 and LC-759)
10. **LC-758** (Lot-Combination) (CD 4) - Location: Southwest corner of East 15th Street South and South Cincinnati Avenue (Related to: LS-20865, LS-20866 and LC-759)
11. **LC-759** (Lot-Combination) (CD 4) - Location: Southwest corner of East 15th Street South and South Cincinnati Avenue (Related to: LS-20865, LS-20866 and LC-758)
12. **PUD-288-16 – Richard Winn**, Location: East of southeast corner of East 26th Street South and South Lewis Avenue, requesting a **PUD Minor Amendment** to modify the rear yard requirements, **RS-1/PUD-288**, (CD 4)
13. **PUD-571-A-1 – Brad Lechtenberger, AIA**, Location: East of the northeast corner of East 81st Street South and South Memorial Drive, requesting a **PUD Minor Amendment** to modify parking requirements, **CS/RM-1/PUD-571-8**, (CD 8)
14. **Z-6051-SP-2a – Danny Mitchell**, Location: South of the southeast corner of East 81st Street South and South Mingo Road, requesting a **Corridor Minor Amendment** to revise the finish material for fence along east boundary and the building façade material, **CO**, (CD 7)
15. **PUD-304-3 – Ken Klein**, Location: Southeast corner of East 71st Street South and South Trenton Avenue, requesting a **PUD Minor Amendment** to allow seasonal outside storage, **CS/OL/PUD-304**, (CD 2)

CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:

COMPREHENSIVE PLAN AMENDMENT PUBLIC HEARINGS:

16. **New CIP Projects, FY 2017-2021 - Public Hearing Approving New Capital Improvement Projects for the Capital Improvement Plan, Fiscal 2017-2021.**
17. **CPA-40 – City Council, to amend Land Use Designation from “Town Center” and “New Neighborhood” to “Regional Center” on approximately 163.04 acres located southeast of the intersection of Interstate 44 and Admiral Place, (CD 6) (Related to Z-7333) (City Councilor Dodson has requested a continuance to April 20, 2016).**

PUBLIC HEARINGS:

18. **Z-7333 – City Council.** Location: southeast of the intersection of Interstate 44 and Admiral Place, requesting a rezoning from **AG/RMH/RM-2/OL/CG to CG**, (CD 6) (Related to CPA-49) (**City Councilor Dodson has requested a continuance to April 20, 2016**).
19. **Z-7332 – Nathan Cross.** Location: Northwest corner of South Carson Avenue and West 15th Street South requesting a rezoning from **RM-2 to CS with Optional Development Plan**, (CD 4)

OTHER BUSINESS

20. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Santa Fe Square Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Santa Fe Square Economic Development Project Plan. Resolution No.: 2718:950.
21. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Tulsa International Airport Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to both the City of Tulsa and Tulsa County the approval and adoption of the Tulsa International Airport Economic Development Project Plan. Resolution No.: 2718:949.
22. **Commissioners' Comments**

ADJOURN

CD = Council District

NOTE: 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 paggers must be turned off during the Planning Commission.

Visit our website at www.tmapc.org

email address: esubmit@incog.org

TMAPC Mission Statement: The Mission of the Tulsa Metropolitan Area Planning Commission (TMAPC) is to provide unbiased advice to the City Council and the County Commissioners on development and zoning matters, to provide a public forum that fosters public participation and transparency in land development and planning, to adopt and maintain a comprehensive plan for the metropolitan area, and to provide other planning, zoning and land division services that promote the harmonious development of the Tulsa Metropolitan Area and enhance and preserve the quality of life for the region's current and future residents.

TMAPC RECEIPTS
Month of February 2016

	----- Current Period -----				----- Year To Date -----			
ZONING	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
Zoning Letters	12	\$450.00	\$450.00	\$900.00	96	\$2,925.00	\$2,925.00	\$5,850.00
Zoning	4	1,625.00	1,625.00	3,250.00	43	20,067.50	\$20,067.50	40,135.00
Plan Reviews	27	2,450.00	2,450.00	4,900.00	200	18,825.00	\$18,825.00	37,650.00
Refunds		0.00	0.00	0.00	0	(1,245.00)	(\$1,245.00)	(2,490.00)
NSF		0.00	0.00	0.00		0.00	0.00	0.00
Fees Waived		0.00	0.00	0.00	0	0.00	\$0.00	0.00
		<u>\$4,525.00</u>	<u>\$4,525.00</u>	<u>\$9,050.00</u>		<u>\$40,572.50</u>	<u>\$40,572.50</u>	<u>\$81,145.00</u>
LAND DIVISION								
Preliminary Plats	1	670.00	670.00	1,340.00	23	\$12,387.50	\$12,387.50	24,775.00
Final Plats	2	790.00	790.00	1,580.00	11	\$4,917.50	\$4,917.50	9,835.00
Lot Splits	12	660.00	660.00	1,320.00	68	\$3,520.00	\$3,520.00	7,040.00
Lot Combinations	7	350.00	350.00	700.00	75	\$3,800.00	\$3,800.00	7,600.00
Other	0	0.00	0.00	0.00	1	\$2,525.00	\$2,525.00	5,050.00
NSF		0.00	0.00	0.00	0	(\$50.00)	(\$50.00)	(100.00)
Refunds		0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
Fees Waived		0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
		<u>\$2,470.00</u>	<u>\$2,470.00</u>	<u>\$4,940.00</u>		<u>\$27,100.00</u>	<u>\$27,100.00</u>	<u>\$54,200.00</u>
TMAPC COMP								
Comp Plan Admendment	0	\$0.00	\$0.00	\$0.00		\$730.00	\$0.00	\$730.00
Refund		\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$250.00
		<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>		\$730.00	\$0.00	\$980.00
BOARDS OF ADJUSTMENT								
Fees	16	\$3,850.00	\$2,750.00	\$6,600.00	126	\$40,422.00	\$9,815.00	\$50,237.00
Refunds		(950.00)	0.00	(\$950.00)	34	(\$950.00)	0.00	(950.00)
NSF Check		0.00	0.00	\$0.00	0	\$0.00	0.00	0.00
Fees Waived		0.00	0.00	\$0.00	0	\$0.00	\$0.00	0.00
		<u>\$2,900.00</u>	<u>\$2,750.00</u>	<u>\$5,650.00</u>		<u>\$39,472.00</u>	<u>\$9,815.00</u>	<u>\$49,287.00</u>
TOTAL		\$9,895.00	\$9,745.00	\$19,640.00		\$107,874.50	\$77,487.50	\$185,612.00
LESS WAIVED FEES *		(\$500.02)		(\$500.02)		(\$712.32)		(\$712.32)
GRAND TOTALS		\$9,394.98	\$9,745.00	\$19,139.98		\$107,162.18	\$77,487.50	\$184,899.68

* Advertising, Signs & Postage Expenses for City of Tulsa Applications with Fee Waivers.



Case Number: PUD-288-16
Minor Amendment

Hearing Date: March 16, 2016

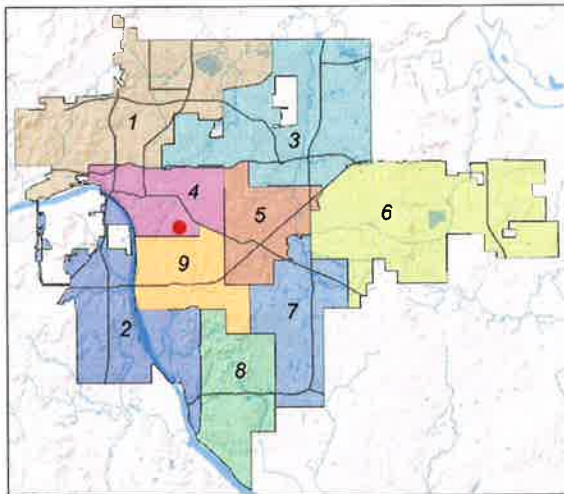
Case Report Prepared by:
 Jay Hoyt

Owner and Applicant Information:

Applicant: Richard Winn

Property Owner: Terry and Pam Carter

Location Map:
 (shown with City Council Districts)



Applicant Proposal:

Concept summary: PUD minor amendment to modify the rear yard requirements.

Gross Land Area: .41 acres

Location: East of SE/c East 26th Street South & South Lewis Avenue

2660 South Birmingham Avenue East

Lot 5, Block 1 Eight Acres

Zoning:

Existing Zoning: RS-1/PUD-288

Proposed Zoning: No Change

Comprehensive Plan:

Land Use Map: Existing Neighborhood

Growth and Stability Map: Stability

Staff Recommendation:

Staff recommends **approval**.

Staff Data:

TRS: 9317

CZM: 37

Atlas: 93

City Council District: 4

Councilor Name: Blake Ewing

County Commission District: 2

Commissioner Name: Karen Keith

12.1

SECTION I: PUD-288-16 Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the PUD Development Standards to reduce the required rear yard from 18 feet to 13 feet to permit a covered patio.

The applicant is proposing to construct a covered patio that would encroach 7 feet into the required rear yard of 18 feet. A 2 foot overhand is allowed per the Zoning Code. The application is proposing to reduce the required rear yard by 5 feet to 13 feet.

Staff Comment: *This request can be considered a Minor Amendment as outlined by Section 30.010.1.2.c(9) of the City of Tulsa Zoning Code.*

“Changes in structure heights, building setbacks, yards, open spaces, building coverage and lot widths or frontages, provided the approved PUD development plan, the approved standards and the character of the development are not substantially altered.”

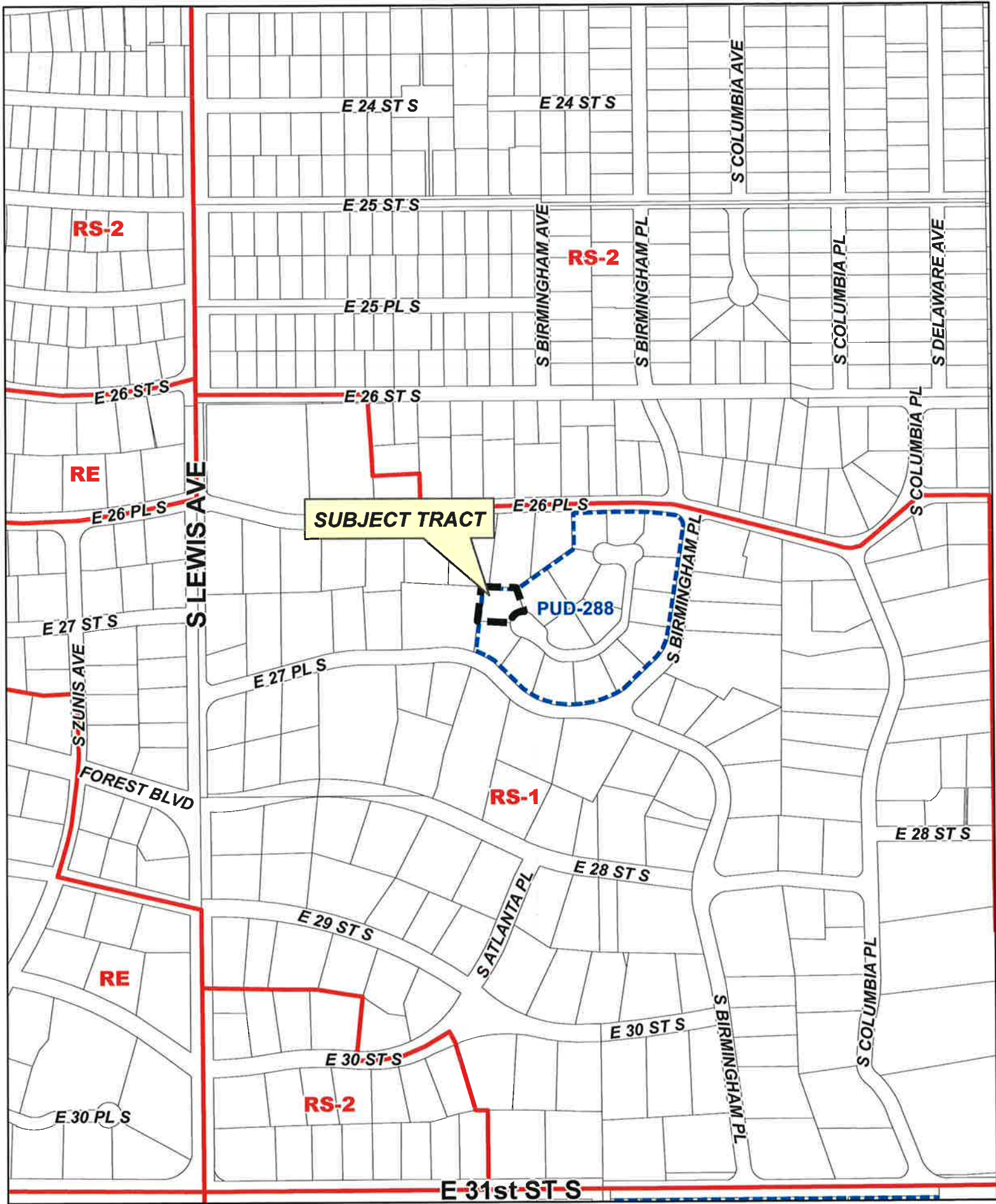
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-288 and subsequent minor amendments shall remain in effect.

Exhibits included with staff recommendation:

INCOG zoning case map
INCOG aerial photo
INCOG aerial photo enlarged
Applicant Site Plan
Applicant Elevations

With considerations listed above, staff recommends **approval** of the minor amendment request to modify required rear yard for Lot 5, Block 1.

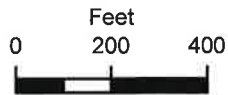


SUBJECT TRACT

PUD-288

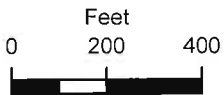
PUD-288-16

12.3



19-13 17





Subject Tract

PUD-288-16

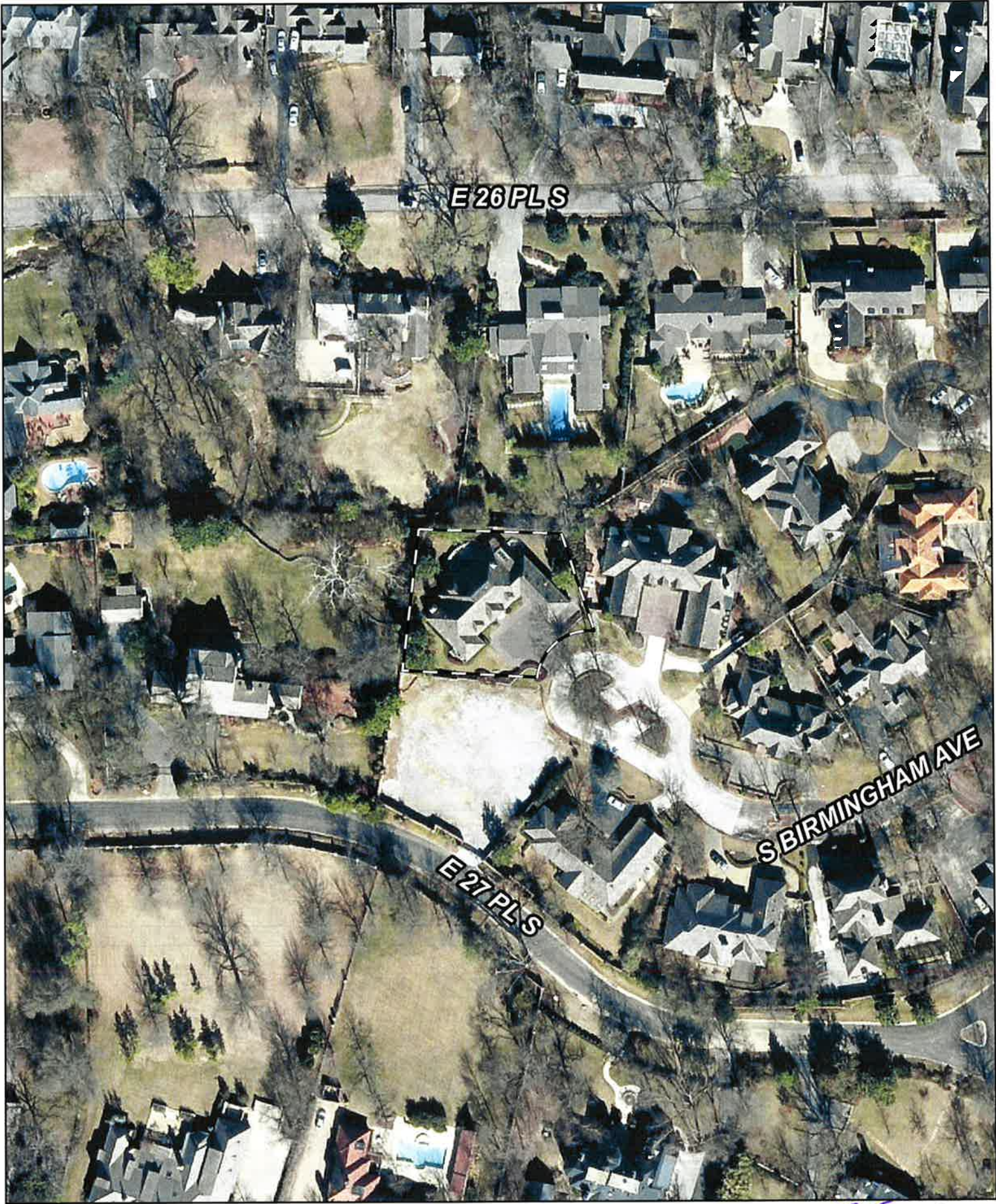
19-13 17

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014



12.4



E 26 PLS

S BIRMINGHAM AVE

E 27 PLS

12.5



Subject Tract

PUD-288-16

19-13 17

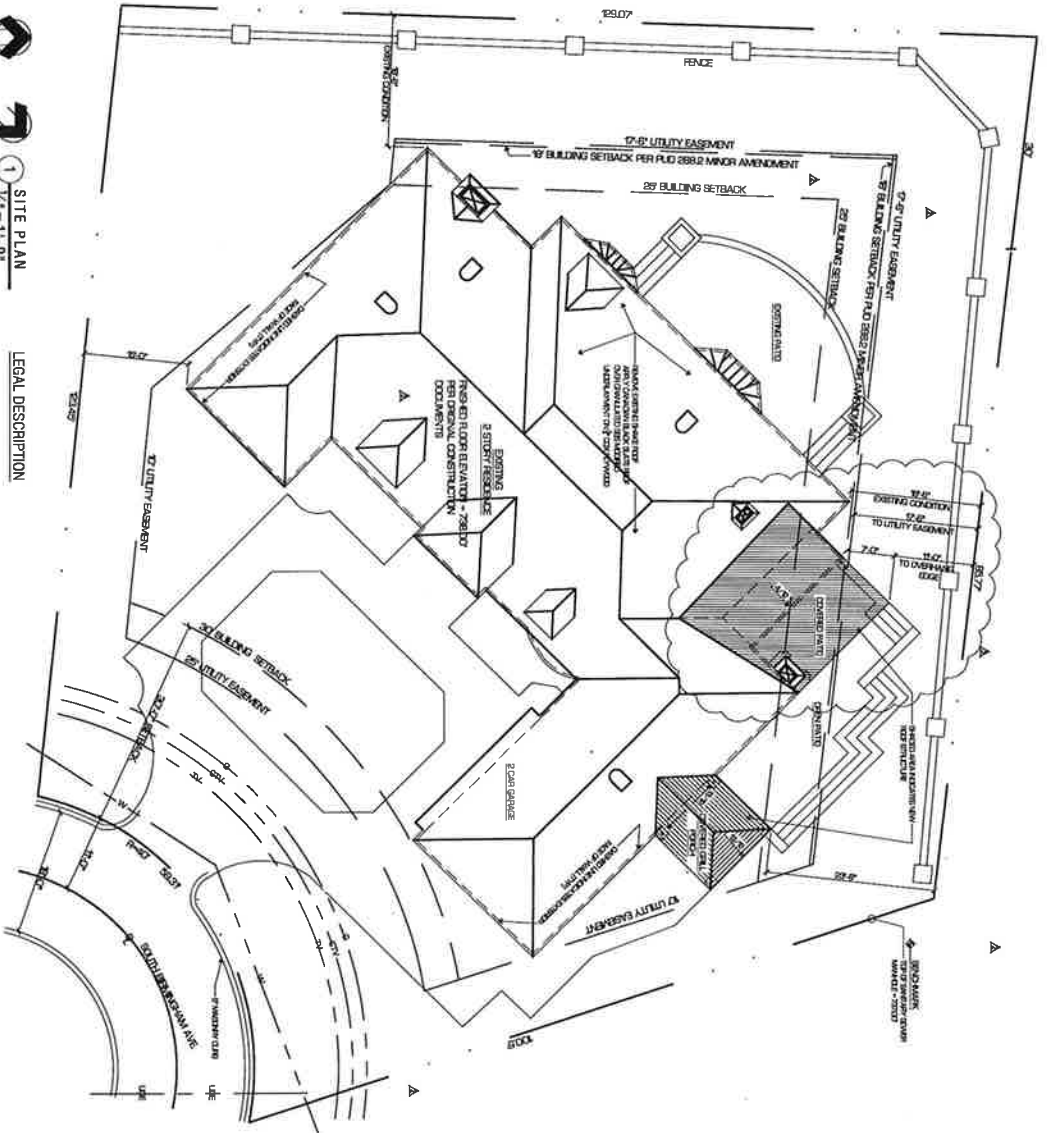
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014



12.6

TRUE PROJECT NORTH
 1 SITE PLAN
 1/4" = 1'-0"



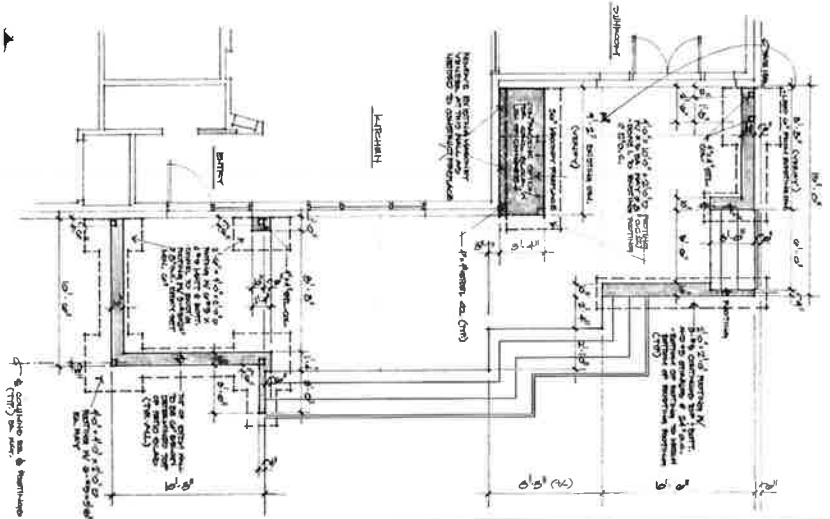
LEGAL DESCRIPTION

LOT 8, BLOCK 1, EAST ACRES, AMENDMENT TO BLOCK 1 OF WEST GREET SUBDIVISION

BUILDING SUMMARY

EXISTING LIVABLE AREA - LEVEL 1: 3,828 SQ. FT.
 EXISTING LIVABLE AREA - LEVEL 2: 4,989 SQ. FT.
 EXISTING LIVABLE AREA - LEVEL 3: 2,191 SQ. FT.
 EXISTING TOTAL LIVABLE AREA: 10,997 SQ. FT.
 NEW CONSTRUCTION: 2,000 SQ. FT.

2 PATIO FOUNDATION PLAN
 1/4" = 1'-0"

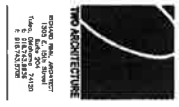
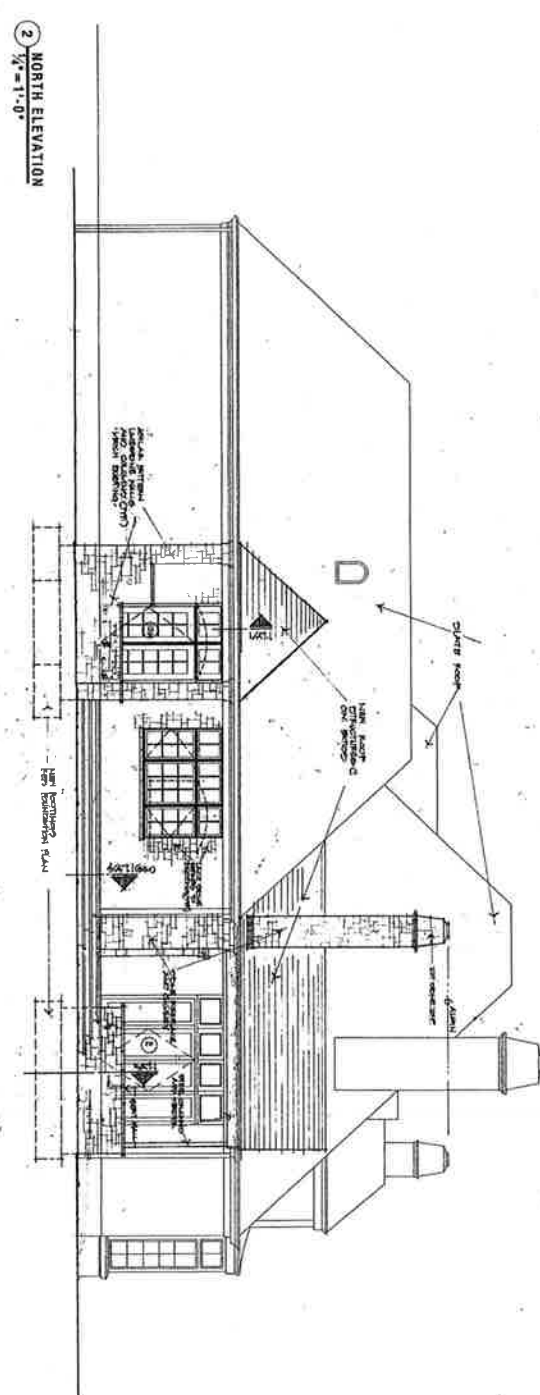
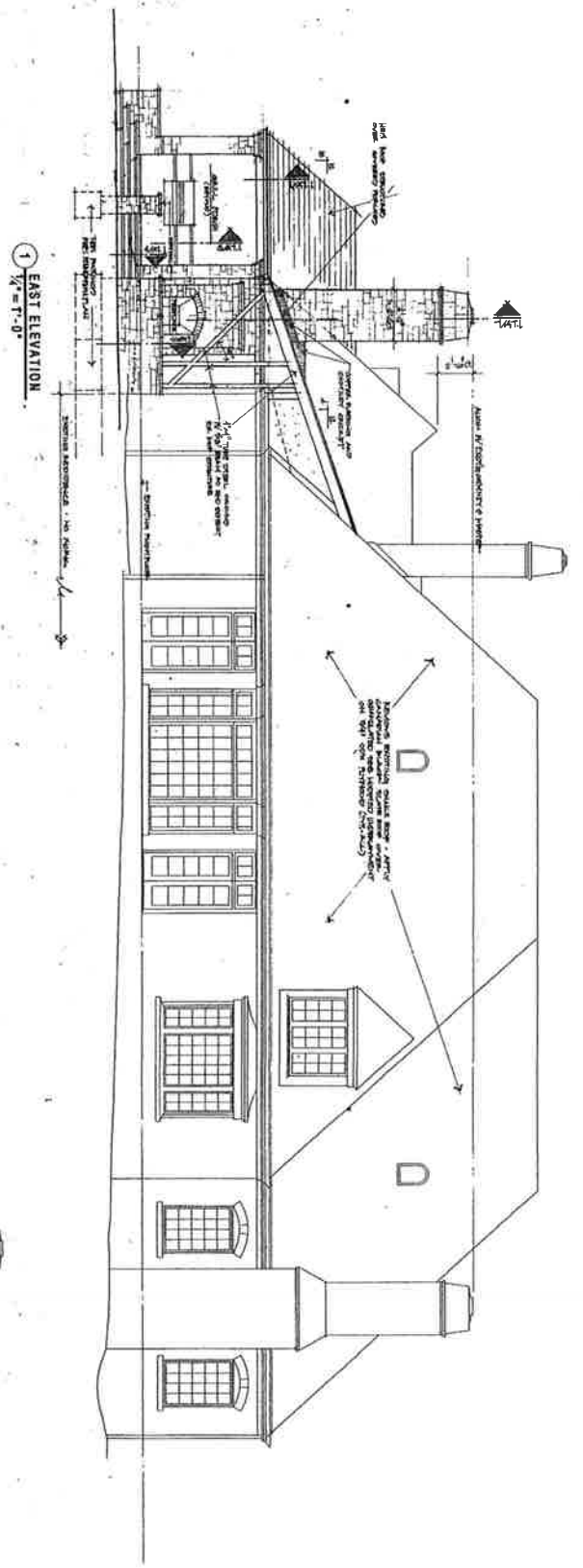


ISSUE DATE	01/25/2016
REVISIONS	A1/25/2016 A2/27/2016 A3/27/2016
PROJECT NO.	12.6
DRAWN BY	AT.1

CARTER 8 ACRE RESIDENCE
 2660 E. SOUTH BIRMINGHAM PL., TULSA, OK

TWO ARCHITECTURE
 1202 E. 17th Street
 Tulsa, OK 74104
 Phone: 918.592.4321
 Fax: 918.592.4322

12.2



TMO ARCHITECTURE
 TERRY M. OSBORN
 ARCHITECT
 2600 W. 13TH ST.
 TULSA, OK 74104
 918.438.2500

CARTER 8 ACRE RESIDENCE
 2600 E. SOUTH BIRMINGHAM PL., TULSA, OK

ISSUE DATE:
 01.26.2020
 REVISIONS:
 01.26.2020
 01.26.2020
 01.26.2020

A 6.1



Case Number: PUD-571-A-1
Minor Amendment

Hearing Date: March 16, 2016

Case Report Prepared by:
 Jay Hoyt

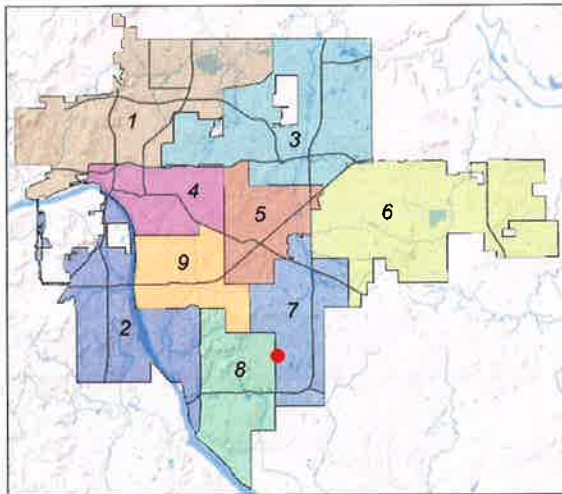
Owner and Applicant Information:

Applicant: Brad Lechtenberger, AIA

Property Owner: Faith Assembly of God

Location Map:

(shown with City Council Districts)



Applicant Proposal:

Concept summary: PUD minor amendment to modify parking requirements.

Gross Land Area: 3.4 acres

Location: East of NE/c East 81st Street South & South Memorial Drive

8300 South Memorial Drive

Zoning:

Existing Zoning: CS//RM-1/PUD-571-A
 Proposed Zoning: No Change

Comprehensive Plan:

Land Use Map: Town Center
 Growth and Stability Map: Growth

Staff Recommendation:

Staff recommends **approval**.

Staff Data:

TRS: 8312

CZM: 53

Atlas: 1415

City Council District: 8

Councilor Name: Phil Lakin

County Commission District: 3

Commissioner Name: Ron Peters

13.1

SECTION I: PUD-571-A-1 Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the PUD Development Standards parking requirements to permit a proposed church.

The current PUD Development Standards refer to the City of Tulsa Zoning code for parking requirements. For a church, the parking requirements are 24.25 parking spaces per 1,000 sf of sanctuary or 1 space per 3 seats, whichever is greater. Due to limited space on the site and the lack of need for the greater number of parking spaces, the application is proposing to use the ratio of 1 space per 3 seats. A Mutual Reciprocal Access and Parking Agreement with the surrounding property owners has been obtained by the church.

This change would apply only to the Religious Assembly use. All other parking requirements would remain.

Staff Comment: *This request can be considered a Minor Amendment as outlined by Section 30.010.1.2.c(5) of the City of Tulsa Zoning Code.*

"Modification of the internal circulation system, provided the system is not substantially altered in design, configuration or location."

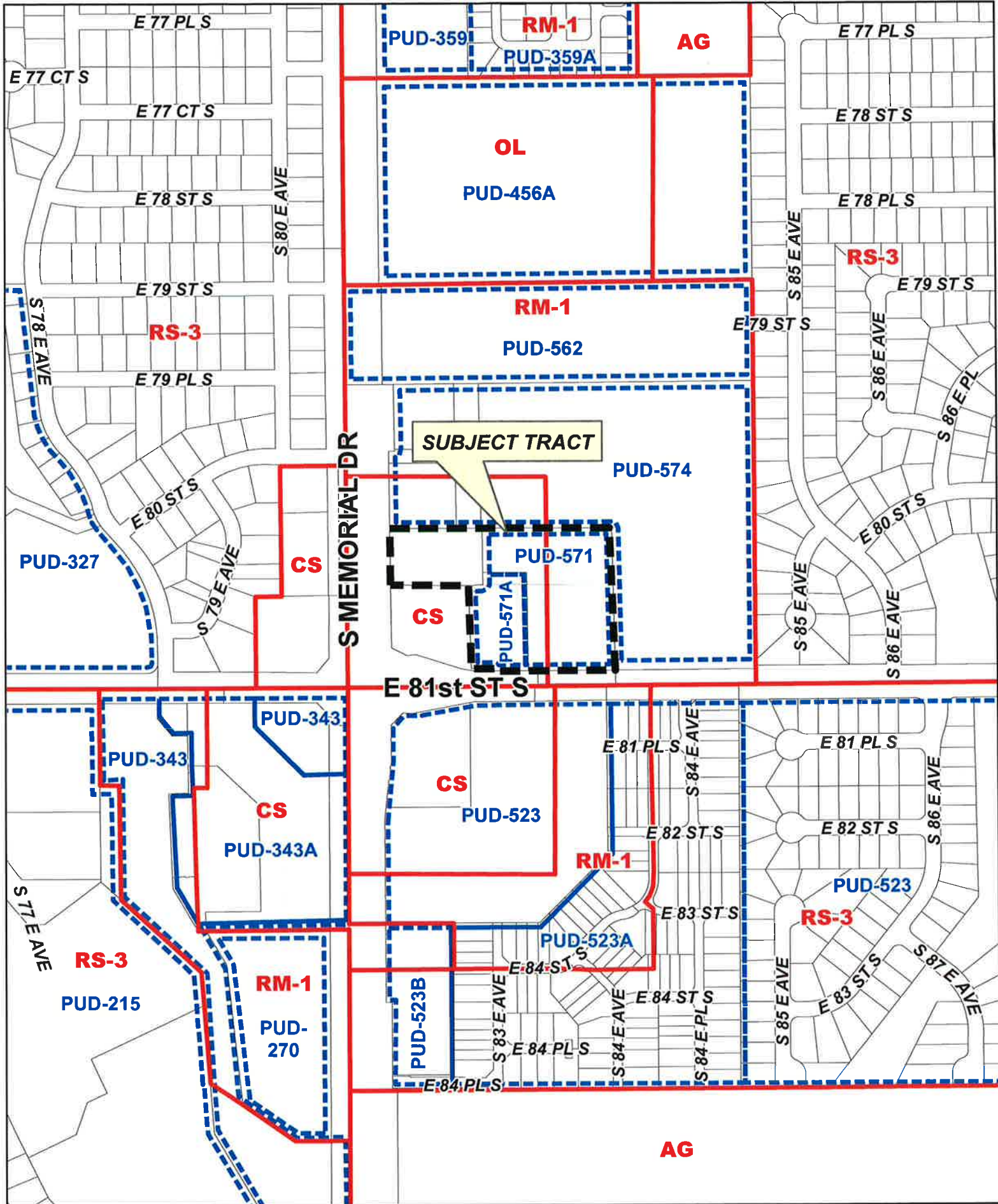
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-571-A and subsequent minor amendments shall remain in effect.

Exhibits included with staff recommendation:

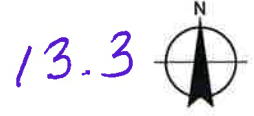
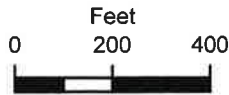
INCOG zoning case map
INCOG aerial photo
INCOG aerial photo enlarged
Applicant Exhibit - Legal Description
Applicant Exhibit - Nature of Amendment
Applicant Mutual Access and Parking Agreement
Applicant Site Plan

With considerations listed above, staff recommends **approval** of the minor amendment request to modify the parking requirements.



SUBJECT TRACT

PUD-571-A-1





PUD-571-A-1

Note: Graphic overlays may not precisely align with physical features on the ground.

13.4

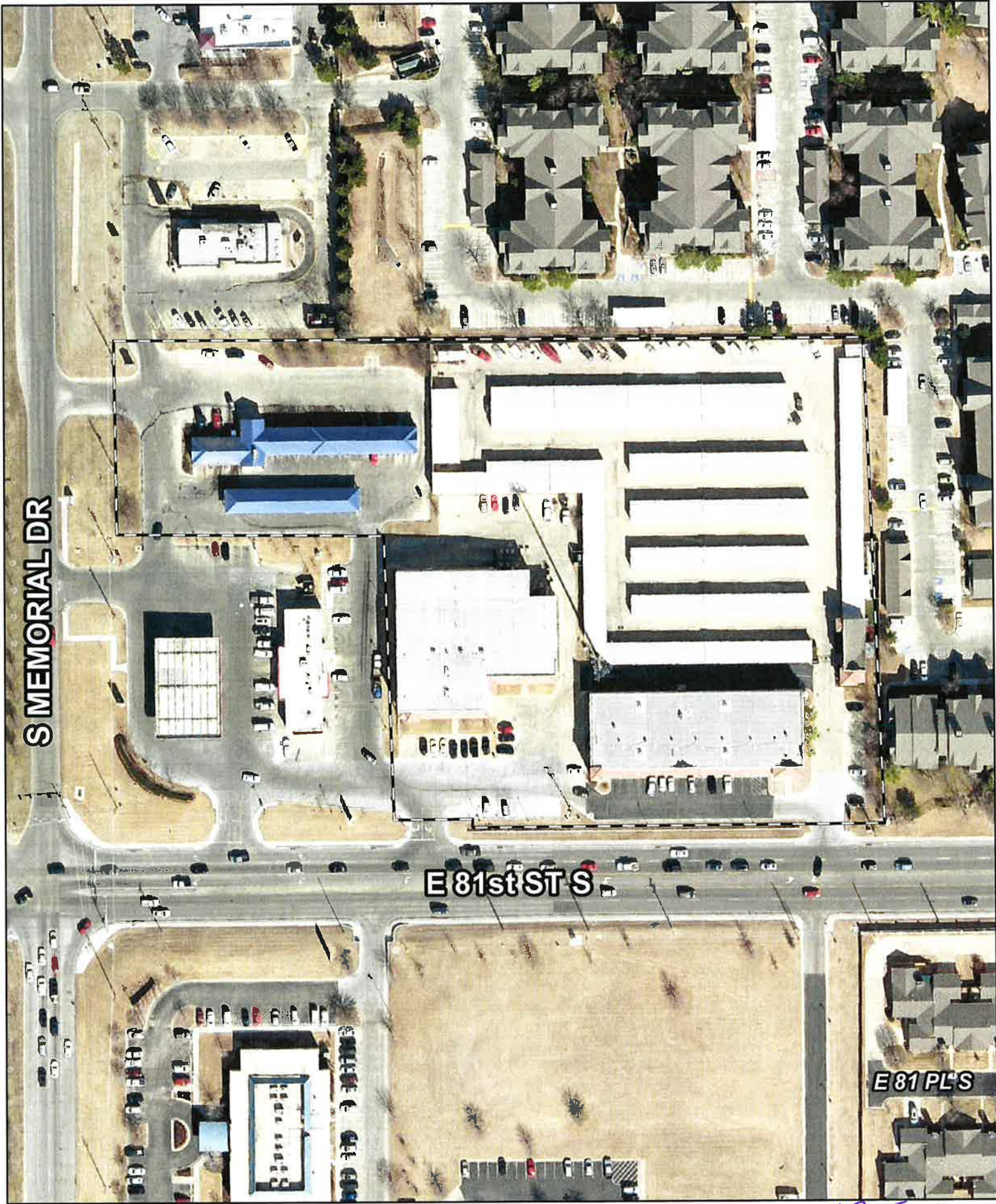
Aerial Photo Date: March 2014



 Subject Tract

18-13 12



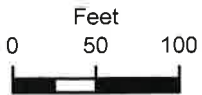


S MEMORIAL DR

E 81st ST S

E 81st PL S

13.5



Subject Tract

PUD-571-A-1

18-13 12

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014



A tract of land being part of Lot Two (2), Block One (1), Anderson Addition, an addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded plat thereof, said tract being more particularly described as follows, to-wit:

Beginning at the Southeast corner of said Lot 2; thence North $0^{\circ}01'11''$ East along the Easterly line of Lot 2, for a distance of 465.00 feet to a point, said point being the Northeast corner of Lot 2; thence South $89^{\circ}59'59''$ West along the Northerly line of Lot 2, for a distance of 420.00 feet to a point, thence South $0^{\circ}01'01''$ West for a distance of 144.10 feet to a point; thence North $89^{\circ}57'30''$ East for a distance of 142.00 feet to a point; thence South $0^{\circ}01'11''$ West and parallel with the Easterly line of Lot 2, for a distance of 321.00 feet to a point on the Southerly line of Lot 2; thence North $89^{\circ}59'59''$ East along said Southerly line, for a distance of 278.00 feet to the point of beginning.

City of Tulsa Board of Adjustment
Faith Assembly of God Church
8300 East 81st Street South

Scope of Request for Minor Amendment to PUD-571-A

Faith Assembly of God Church is asking for a minor amendment to PUD-571-A to revise the parking requirements so that they are to be calculated as one parking space per three seats in the sanctuary (1/3). There are currently 55 parking spaces located on their site and the church has entered into a Mutual Reciprocal Access and Parking Agreement with the adjacent property owner, which will add 27 more parking spaces for a total of 82 parking spaces. Based on the parking calculation of 1 space/3seats this would allow for a maximum seating capacity of 246 seats in the sanctuary. See Attached Site plan showing the existing parking on site and the adjacent parking that is available per the Mutual Reciprocal Access and Parking Agreement and a current floor plan showing the seating in the new Sanctuary.

MUTUAL RECIPROCAL ACCESS AND PARKING AGREEMENT

This Agreement is made as of the 17 day of December, 2015, by and between **FAITH ASSEMBLY OF GOD CHURCH**, an Oklahoma church corporation ("**Church**"), whose address is 8301 East 81st Street, Tulsa, Oklahoma 74133, and **SOUTH TULSA STORAGE, LLC**, an Oklahoma limited liability company ("**South Tulsa**") whose address is 8307 East 81st Street, Tulsa, Oklahoma 74133, as follows:

1. Church Ownership. Church represents and warrants that it owns or will own, the lands described in Exhibit "A" attached hereto and made a part hereof, which lands are referred to herein as the "Church Site."
2. South Tulsa Ownership. South Tulsa represents and warrants that South Tulsa owns the lands described in Exhibit "B" attached hereto and made a part hereof, which lands are referred to herein as the "South Tulsa Site."
3. Grant of Access Easement to Church. South Tulsa hereby grants to Church, its successors, legal representatives, assigns, and invitees, rights over and upon the South Tulsa Site as follows:
 - a. Pedestrian Easement. Nonexclusive easement for the purpose of pedestrian traffic (i) on the South Tulsa Site; (ii) the public streets and alleys now or hereafter abutting or located on any portion of the South Tulsa Site; and (iii) the designated parking spaces now and hereinafter located on the South Tulsa Site ("Pedestrian Easement").
 - b. Vehicular Easement. Nonexclusive easement for the purpose of vehicular traffic over, upon, across and between the South Tulsa Site and the public streets and alleys now or hereafter abutting or located upon any portion of the South Tulsa Site, limited however to those portions of the South Tulsa Site which are improved by South Tulsa from time to time as vehicular access ways ("Vehicular Easement").
 - c. Nonexclusive easement in and to the designated parking spaces now and hereinafter located on the South Tulsa Site inclusive of access to and use for vehicular parking purposes ("Parking Easement"), which shall be twenty-seven (27) at a minimum.
 - d. The Church's rights under the Pedestrian Easement, Vehicular Easement and Parking Easement may be exercised on Sundays, Wednesday evenings after 6:00 p.m., and on major religious holidays, without payment of fee or charge. The Church's rights under the Pedestrian Easement, Vehicular Easement and Parking Easement may be exercised on other days the Church holds services or related events, without payment of any fee or charge, but only after the Church obtains approval of such use at least forty-eight hours in advance of the proposed use. Approval by South Tulsa shall not be unreasonably withheld.
4. Grant of Easement to South Tulsa. Church hereby grants to South Tulsa, its successors, legal representatives, assigns, and invitees, rights over and upon the South Tulsa Site as follows:

- a. Pedestrian Easement. Nonexclusive easement for the purpose of pedestrian traffic (i) on the Church Site; (ii) the public streets and alleys now or hereafter abutting or located on any portion of the Church Site; and (iii) the designated parking spaces now and hereinafter located on the Church Site ("Pedestrian Easement").
- b. Vehicular Easement. Nonexclusive easement for the purpose of vehicular traffic ever, upon, across and between the Church Site and the public streets and alleys now or hereafter abutting or located upon any portion of the Church Site, limited however to those portions of the Church Site which are improved by the Church from time to time as vehicular access ways ("Vehicular Easement").
- c. Nonexclusive easement in and to the designated parking spaces now and hereinafter located on the Church Site which abut 81st Street, inclusive of access to and use for vehicular parking purpose ("Parking Easement").
- d. South Tulsa's rights under the Pedestrian Easement, Vehicular Easement and Parking Easement may be exercised on Monday through Saturday during normal retail, business hours, without payment of any fee or charge. Notwithstanding the foregoing, the use shall be subject to the rights of tenants on the Church Site. Provided, however, the rights of the tenants on the Church Site shall be reasonably enforced so as not to arbitrarily deny South Tulsa's right to exercise is Pedestrian Easement, Vehicular Easement and/or its Parking Easement.

5. Maintenance and Upkeep of Easement Areas.

- a. Each party shall be responsible for the trash pick-up and removal from the other party's site as a result of each party's use thereof in connection with the uses granted hereunder.
- b. Except as described above, South Tulsa shall be responsible for the general maintenance of the South Tulsa Site.
- c. Except as described above, the Church shall be responsible for the general maintenance of the Church Site.

6. No Obstructions. Except for temporary closings in order to maintain the access-routes, neither the Church or South Tulsa shall erect or place, or permit the erection or placement of, any post, sign, wall, fence, gate, curb or other obstruction on either site which would prevent or unreasonably hinder the free flow of pedestrian and vehicular traffic over and across those tracts. Provided, however, there presently exists on the South Tulsa Site several security gates to control access to its various storage units. This agreement shall not oblige South Tulsa to remove such gates or allow access through these existing gates to the Church or its successors, legal representatives, assigns, and invitees.

7. No Dedication. Nothing contained herein shall be deemed to be a dedication of any portion of either the South Tulsa Site or the Church Site as a public street or right-of-way.
8. Right to Enforce. The owners and the holder of any first mortgage on either the South Tulsa Site or the Church Site, but no other third party, shall have the right to enforce the covenants, easements and rights created and imposed hereby, including, without limitation, the right to obtain damages for the breach hereof and the right to sue for and obtain damages for the breach hereof and the right to sue for and obtain an injunction, prohibitive or mandatory, preventing the breach of, or enforcing the observance of, the covenants, easements and rights created and imposed hereby.
9. Indemnification. Each party hereto with the respect to the South Tulsa Site, shall comply with all applicable laws, rules, regulations and requirements of all public authorities and shall indemnify, defend and hold the other party harmless from and against any and all claims, demands, losses, damages, liabilities and expenses and all suits, action and judgment (including, but not limited to, costs and reasonable attorney's fees) arising out of any way related to the failure by such party to maintain the South Tulsa Site in a safe and proper condition. Each party shall give the other party prompt and timely notice of any claim made or suit or action commence which, in any way, could result in indemnification hereunder.

In addition, each party hereto with the respect to the Church Site, shall comply with all applicable laws, rules, regulations and requirements of all public authorities and shall indemnify, defend and hold the other party harmless from and against any and all claims, demands, losses, damages, liabilities and expenses and all suits, action and judgment (including, but not limited to, costs and reasonable attorney's fees) arising out of any way related to the failure by such party to maintain the Church Site in a safe and proper condition. Each party shall give the other party prompt and timely notice of any claim made or suit or action commence which, in any way, could result in indemnification hereunder.

10. Covenants Run with the Land. Each covenant, easement and restriction herein relating to the South Tulsa Site or the Church Site shall be appurtenant to and for the benefit of the benefitted parcel and shall be a burden upon the other parcel for the benefit of the benefitted parcel and shall be deemed to be a covenant running with the benefitted parcel.
11. Liability Insurance. The Church shall obtain and maintain comprehensive public liability insurance covering injuries to persons and property on, in or about the South Tulsa Site, with a single limit of One Million Dollars (\$1,000,000.00) naming South Tulsa as an insured. All such policies shall be issued by solvent and responsible insurance companies authorized to do business in the State of Oklahoma. On request, the Church shall furnish South Tulsa with certificates of insurance reflecting this coverage. South Tulsa shall obtain and maintain

13.10

comprehensive public liability insurance covering injuries to persons and property on, in or about the Church Site, with a single limit of One Million Dollars (\$1,000,000.00) naming the Church as an insured. All such policies shall be issued by solvent and responsible insurance companies authorized to do business in the State of Oklahoma. On request, the South Tulsa shall furnish the Church with certificates of insurance reflecting this coverage.

12. The parties hereto waive any cause of action that either party or anyone claiming through, or under a party might now or hereafter have against the other party by subrogation or otherwise, based on any loss, damage or injury which is insured under an insurance policy or coverage of a party. All policies of insurance by either party to the agreement which is applicable to claims, loss, damage or other, where the insurance carriers issuing the same shall acknowledge that the respective insured have waived and release their right of recovery pursuant to section and waive the right to subrogation which such carrier might otherwise have had, all without impairment or invalidation of such insurance.

13. Duration. The easements, covenants, restrictions and other provisions of the Agreement shall be for perpetual duration.

This Agreement, or any easement, covenant, restriction or undertaking contained herein, may be terminated, extended, or amended only by recording of the appropriate document in the offices of the County Clerk of Tulsa, Oklahoma, which document must be executed by all parties affected thereby, as of the date of such document.

14. Recording. A fully executed counterpart of this Mutual Reciprocal Access and Parking Easement shall be recorded in the offices of the County Clerk of Tulsa, Oklahoma.

15. Severability. If any covenant, provision or agreement contained in this Agreement shall be held illegal, invalid, or unenforceable under present or future laws, then the remainder of this Agreement shall not be affected thereby, and this Agreement shall otherwise continue in full force and effect.

16. Waiver. No waiver of any breach of any of the easements, covenants, and /or agreements contained herein shall be construed as, or constitute, a waiver of any other breach or a waiver, acquiescence in or consent to any further or succeeding breach of the same or any other covenant and/or agreement.

17. Applicable Law. This Agreement shall be construed and enforced in accordance with the laws of Oklahoma.


18. Counterparts. This Agreement may be executed in separate counterparts, each of which shall be deemed an original.

19. Notices. All notices under this Agreement shall be effective as if served personally or if deposited in the U.S. Mail, postage prepaid, certified or registered mail at the addresses first written above. Upon any change of address or change of owner, notice of such change shall be provided by certified mail, return receipt, to the other party.

Executed in and as of the date first above written.


“Church”

FAITH ASSEMBLY OF GOD CHURCH,
an Oklahoma church corporation

By: 
its Pastor

“South Tulsa”

SOUTH TULSA STORAGE, LLC,
an Oklahoma limited liability company

By: 
its Manager

STATE OF OKLAHOMA)
COUNTY OF TULSA) ss.

This instrument was acknowledged before me on this 18 day of December, 2015, by Kelby Goins, as Partner of Faith Assembly of God Church, an Oklahoma church corporation.



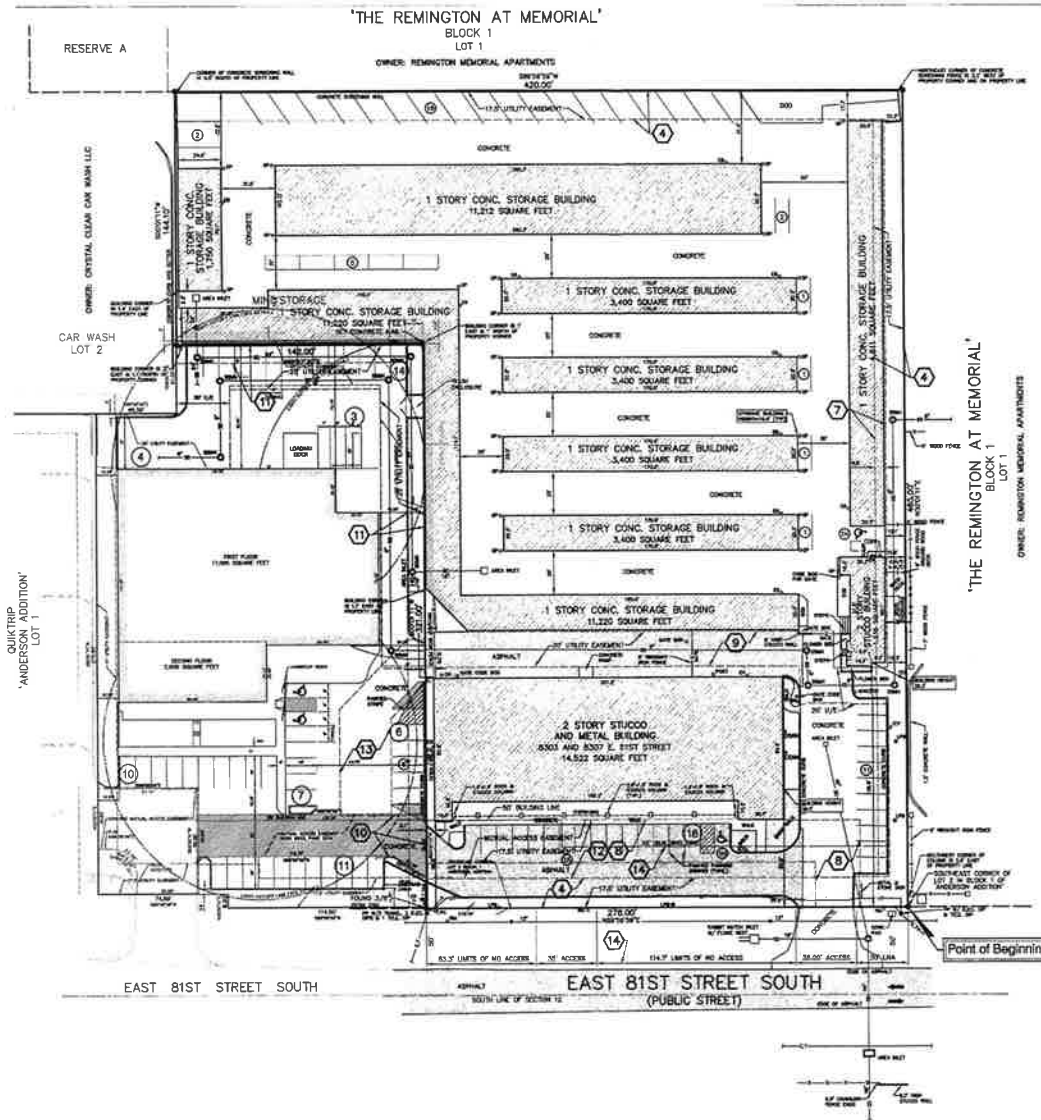
Lisa Goins
Notary Public, State of Oklahoma
My Commission Expires: 3/1/2016

STATE OF OKLAHOMA)
COUNTY OF TULSA) ss.

This instrument was acknowledged before me on this 18th day of December, 2015, by David Swezey, as Manager of South Tulsa Storage, LLC, an Oklahoma limited liability company.



Patty Cramberg
Notary Public, State of Oklahoma
My Commission Expires: 5/18/17



DAMAN - LECHTENBERGER PC
 706 S. ELGIN AVE., SUITE 107
 TULSA, OK 74120
 918.933.5223
 bleichtenberger@yahoo.com

PROJECT DATE	10-29-2015
REVISIONS	

PARKING	
EXISTING ON SITE	55 SPACES
WITH CROSS ACCESS AGREEMENT	27 SPACES
TOTAL	82 SPACES
CHURCH SEATING AT ONE PARKING SPACE PER 3 SEATS	
(1/3) = 246 SEATS MAXIMUM	

FAITH CHURCH
 TULSA, OKLA-OMA

SITE PLAN
AS100

MINOR AMENDMENT TO PUD 571-A

1 SITE PLAN
 ASTOR SCALE 1/8" = 1'-0"
 NORTH

13.14



Case Number: Z-6051-SP-2a
Minor Amendment

Hearing Date: March 16, 2015

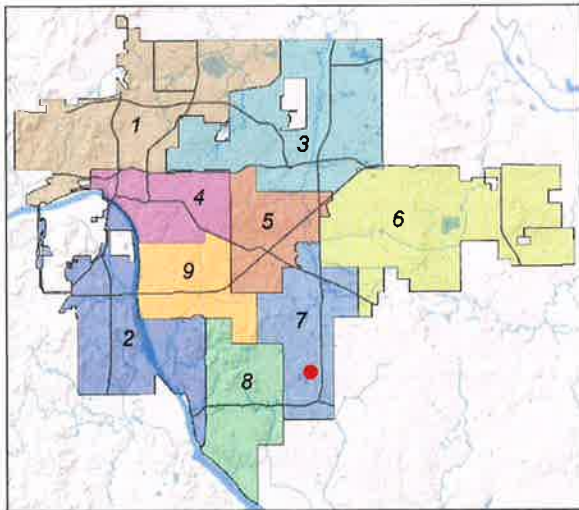
Case Report Prepared by:
 Jay Hoyt

Owner and Applicant Information:

Applicant: Danny Mitchell

Property Owner: 8200 S. Mingo, LLC

Location Map:
 (shown with City Council Districts)



Applicant Proposal:

Concept summary: Corridor Minor amendment to revise the finish material for fence along east boundary and the building façade material.

Gross Land Area: 3.14 acres

Location: South of the SE/c of East 81st Street South & South Mingo Road

8175 South Mingo Road

Zoning:
 Existing Zoning: CO
 Proposed Zoning: No Change

Comprehensive Plan:
 Land Use Map: Mixed-Use Corridor
 Growth and Stability Map: Growth

Staff Recommendation:
 Staff recommends **approval**.

Staff Data:
 TRS: 8418
 CZM: 54 Atlas: 1413/1568

City Council District: 7
 Councilor Name: Anna America

County Commission District: 2
 Commissioner Name: Ron Peters

14.1

SECTION I: Z-6051-SP-2a Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the Corridor Plan to revise the finish material for fence along east boundary and the building façade material.

The current Development Standards state that an 8 ft concrete panel screening fence, matching the existing fence installed by the adjacent hotel, is to be installed along the entire eastern boundary of the Corridor. The applicant states that this product is no longer available and has proposed a different pattern from that used by the hotel. The standards also call for the building façade to be masonry building materials. The applicant is proposing to use a textured acrylic finish with a faux brick pattern.

Staff Comment: *This request can be considered a Minor Amendment as outlined by Section 25.040D.3.b(5) of the Corridor District Provisions of the City of Tulsa Zoning Code.*

“Minor amendments to an approved corridor development plan may be authorized by the Planning Commission, which may direct the processing of an amended development plan and subdivision plat, incorporating such changes, so long as substantial compliance is maintained with the approved development plan. “

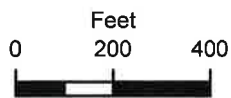
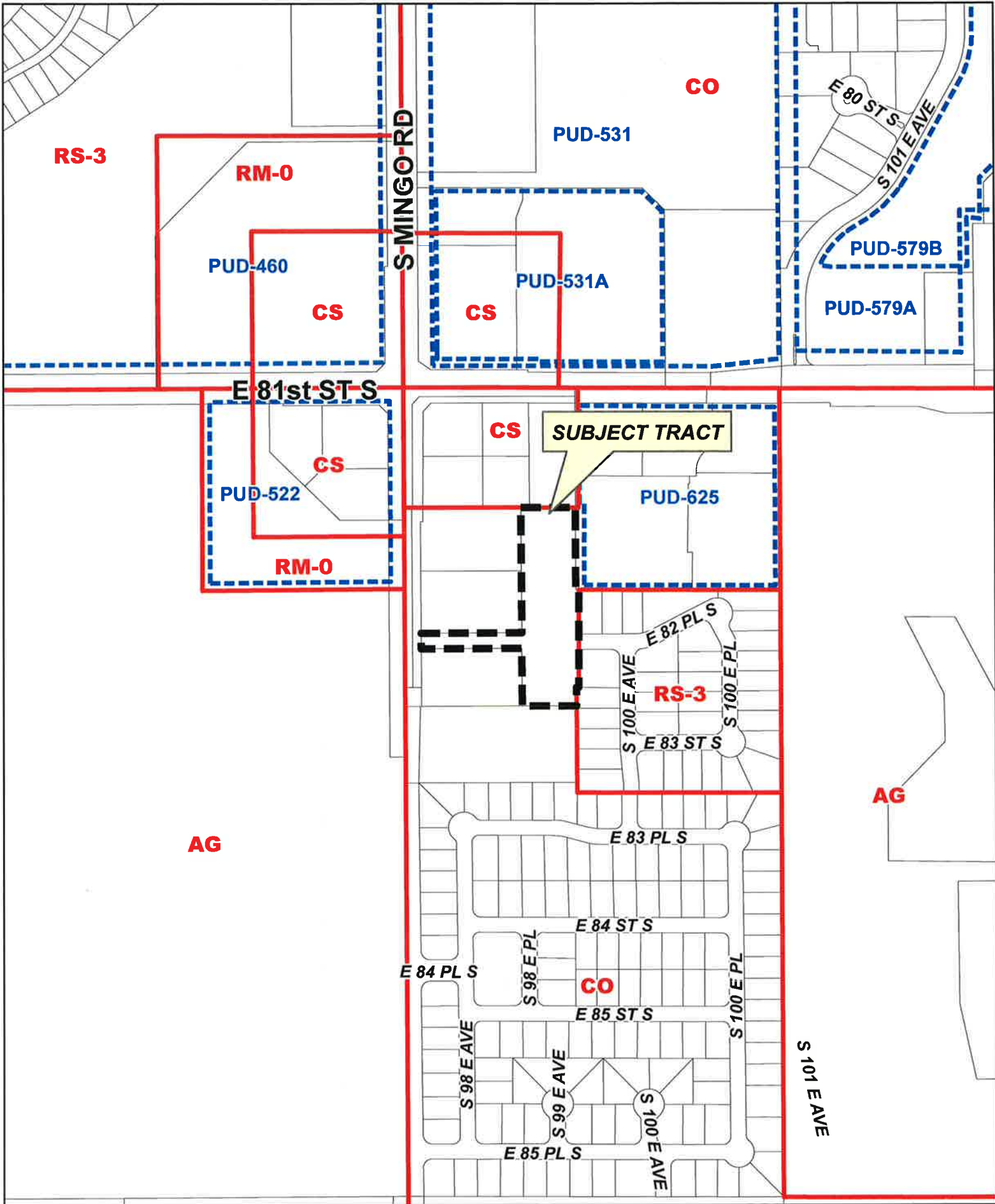
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the Corridor Development Plan.
- 2) All remaining development standards defined in Z-6051-SP-2 shall remain in effect.

Exhibits included with staff recommendation:

INCOG zoning case map
INCOG aerial photo
INCOG land use map
INCOG growth and stability map
Applicant Site Plan
Applicant Exterior Elevations

With considerations listed above, staff recommends **approval** of the minor amendment request to revise the finish material for fence along east boundary and the building façade material.



Z-6051-SP-2a

18-14 18

14.3





S 101 E AVE
E 80 STS

E 81st ST S

S MINGO RD

E 82 PLS S

S 100 E PL

E 83 STS

S 100 E AVE

E 83 PLS

E 84 STS

E 85 STS

S 100 E PL

S 100 E AVE

S 98 E PL

S 99 E AVE

E 85 PLS

S 98 E AVE

E 84 PLS



19.4

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014

Z-6051-SP-2a

18-14 18



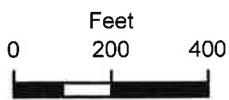
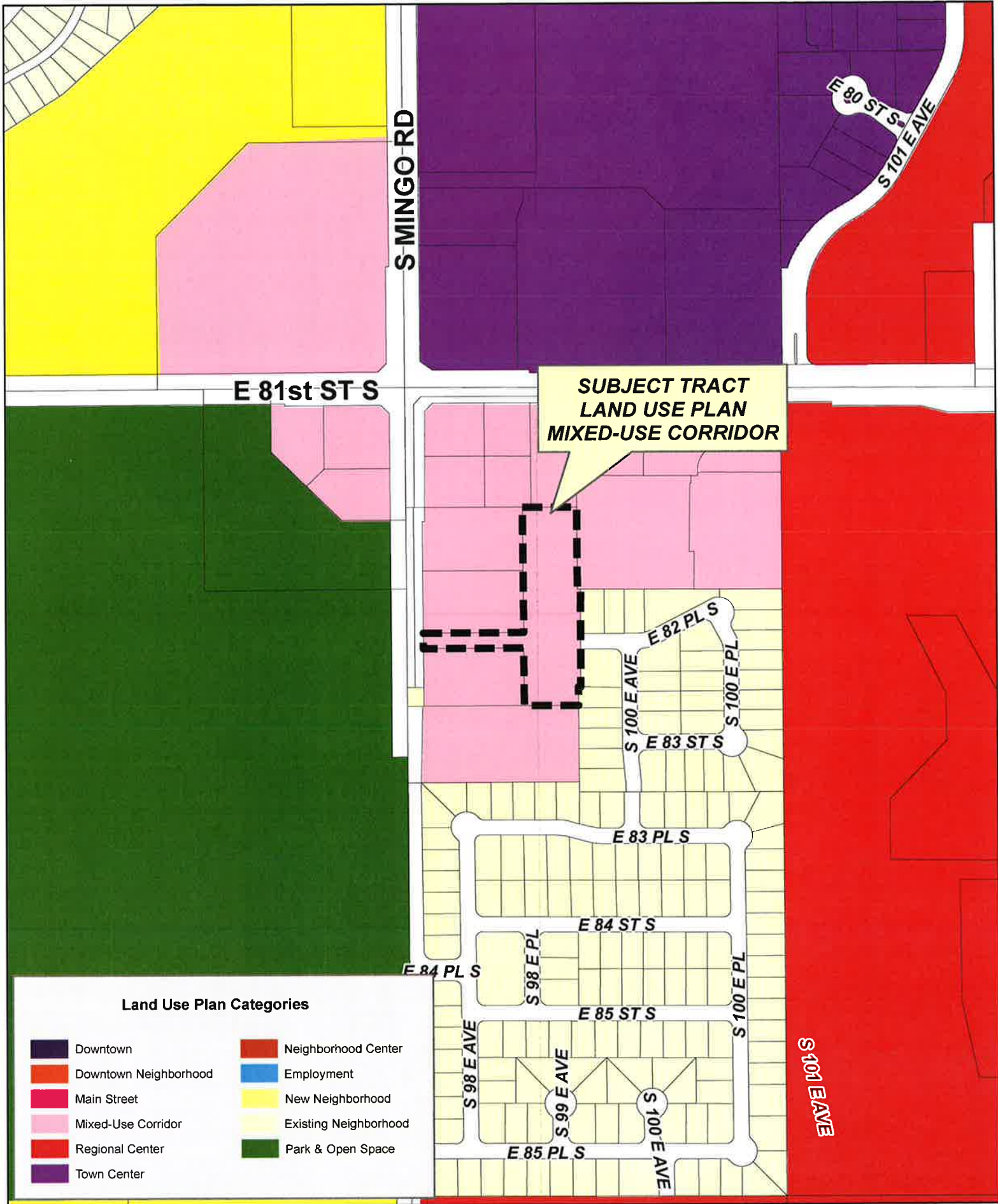
Subject Tract



0

200

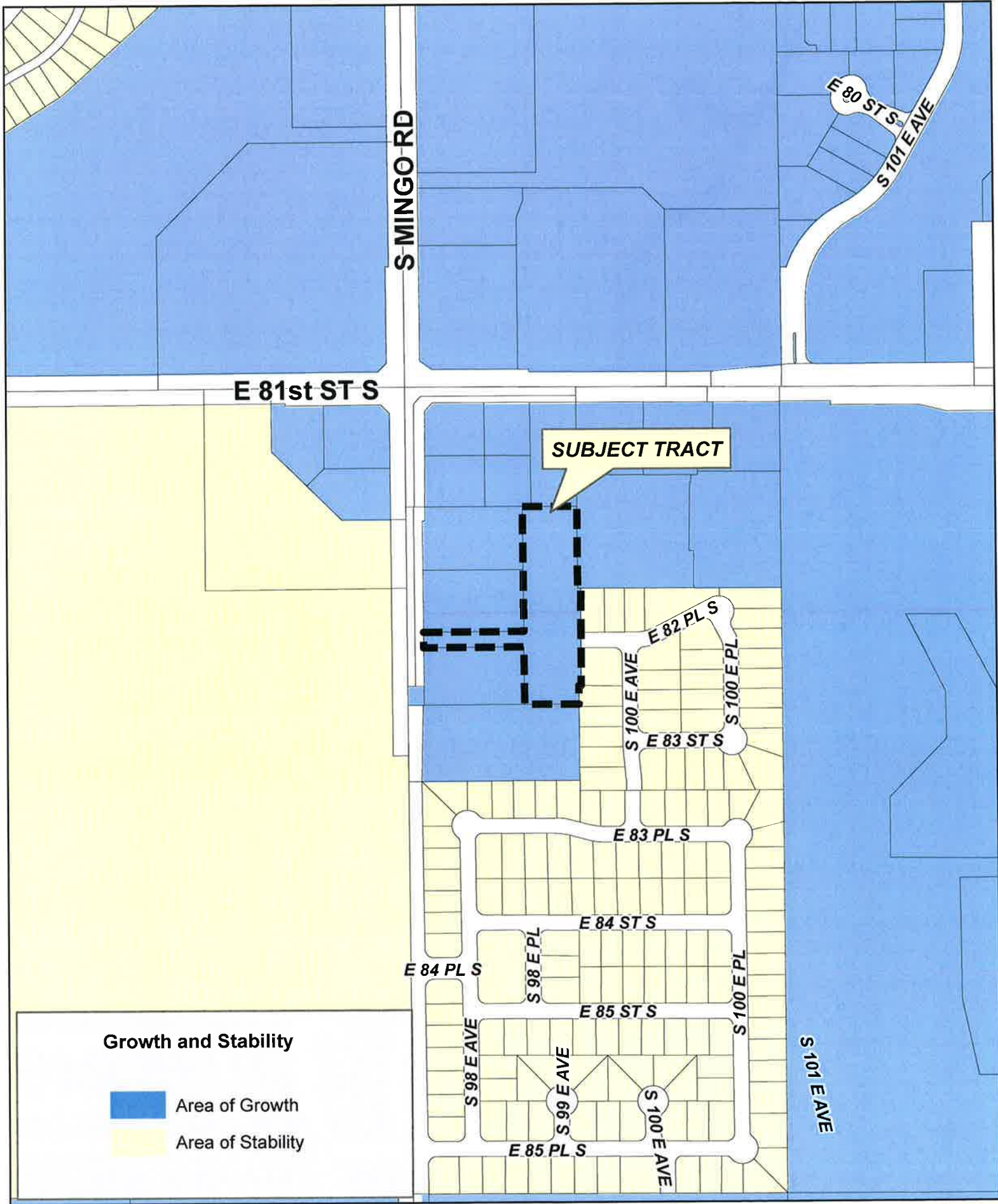
400



Z-6051-SP-2a

14.5





Z-6051-SP-2a

14.6



PUD NO. Z-6051-SP-2

LOT AREA: 138,688 S.F.
 MINIMUM %/AREA LANDSCAPE REQ'D: 10% (13,868 S.F.)
 MINIMUM %/AREA LANDSCAPE PROVIDED: 21.2% (29,395 S.F.)

STREET YARD AREA PER STREET FRONTAGE:
 SOUTH MINGO (50' FRONTAGE, 50' SETBACK): 2500 S.F.

LANDSCAPE AREA REQ'D PER STREET YARD:
 LANDSCAPE AREA PROVIDED PER STREET YARD:
 82ND STREET (109' FRONTAGE, 103' SETBACK): 11227 S.F.

LANDSCAPE AREA REQ'D PER STREET YARD:
 LANDSCAPE AREA PROVIDED PER STREET YARD:
 ALONG EAST BOUNDARY: 41 REQUIRED 47 PROVIDED

NUMBER OF TREES REQ'D PER STREET YARD:
 NUMBER OF TREES PROVIDED PER STREET YARD:
 ALONG EAST BOUNDARY: 41 REQUIRED 47 PROVIDED

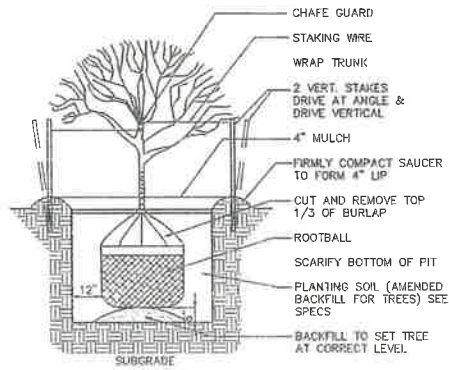
REQUIRED: 2 (23 SPACES / 12)
 PROVIDED: 4

THIS LANDSCAPE PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN TITLE 42, CHAPTER 10, OF THE ZONING CODE OF THE CITY OF TULSA, OK

THIS LANDSCAPE PLAN HAS BEEN CERTIFIED BY OKLAHOMA LICENSED ARCHITECT #2103, DANNY R. MITCHELL AND IS ONLY VALID IF SEALED IN THE SPACE PROVIDED BELOW:



ARCHITECT'S SEAL AND DATE

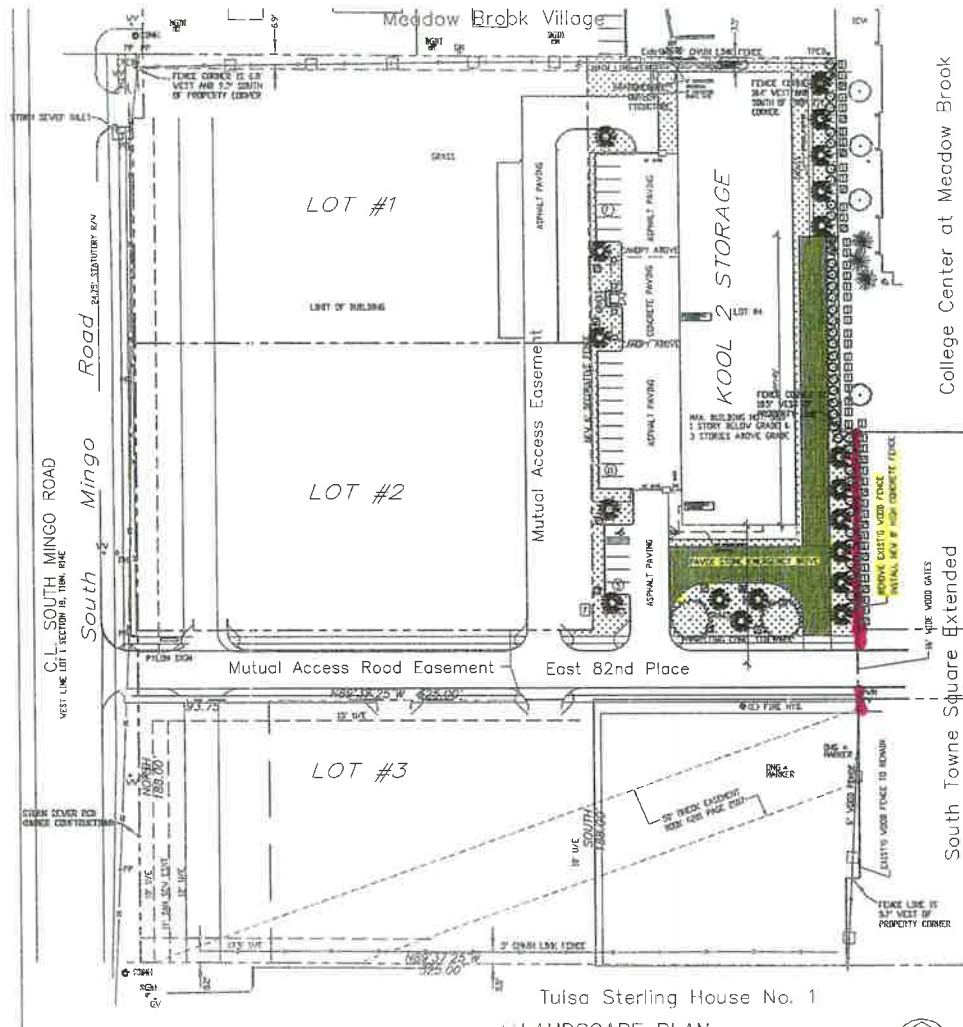


3 TREE PLANTING DETAIL
 3/8" = 1'-0"

PLANT LIST

MARK	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT @ PLANTING
1	37	ILEX OPACA	AMERICAN HOLLY	12'
		AVERAGE GROWTH/YEAR: 12"-24"		
		MATURE HEIGHT: 15'-20'	MATURE WIDTH: 12'-15'	
2	59	ILEX CORNUTA	HOLLIE STEVENS HOLLY	12'
		AVERAGE GROWTH/YEAR: 2'-3"		
		MATURE HEIGHT: 15'-25'	MATURE WIDTH: 5'-10'	
3	2	KOELNUTERIA	GOLDEN RAINTREE	10'
		AVERAGE GROWTH/YEAR: 12"-24"		
		MATURE HEIGHT: 30'	MATURE WIDTH: 30'	

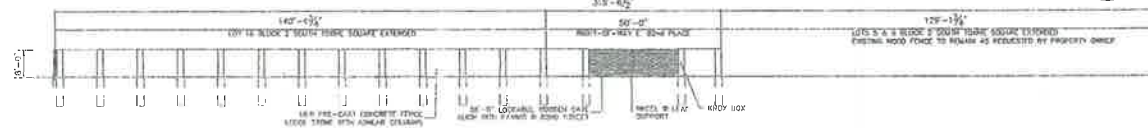
56 TOTAL TREES



Tulsa Sterling House No. 1

1 LANDSCAPE PLAN

1" = 40'-0"



2 FENCE ELEVATION

1/16" = 1'-0"

DANNY R. MITCHELL ARCHITECT, P.C.

5110 SOUTH YALE, SUITE 510
 TULSA, OKLAHOMA 74135-7401

(918) 523-0040 TEL.
 (918) 523-6282 FAX

DANNY R. MITCHELL ARCHITECT, P.C.
 OKLAHOMA LICENSE NO. 2103
 CORPORATION AUTHORITY NO. C485

USE OF THIS DOCUMENT WITHOUT
 KNOWLEDGE AND WRITTEN PERMISSION
 OF THE ARCHITECT IS PROHIBITED.

2/10/2016

MOVED BUILDING 5'-0" TO WEST
 REVISD FENCE ELEVATION
 ADDED FIRE DEPARTMENT ACCESS ROAD
 REVISD TREE TYPES & HEIGHT
 AT PLANTING
 REVISD BUILDING MAX. HEIGHT

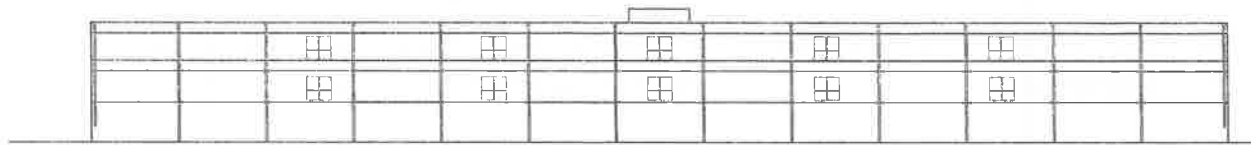
KOOL STORAGE #2
 LOT 4 BLOCK 1 SOUTH MINGO PLAZA

LANDSCAPE PLAN

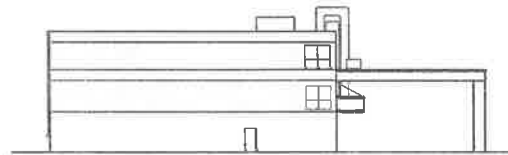
DATE: JULY 23, 2012
 PROJ. NO.: 2007-265
 REVISIONS: Δ 2/10/2016



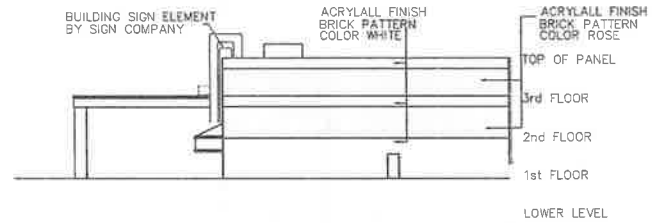
147



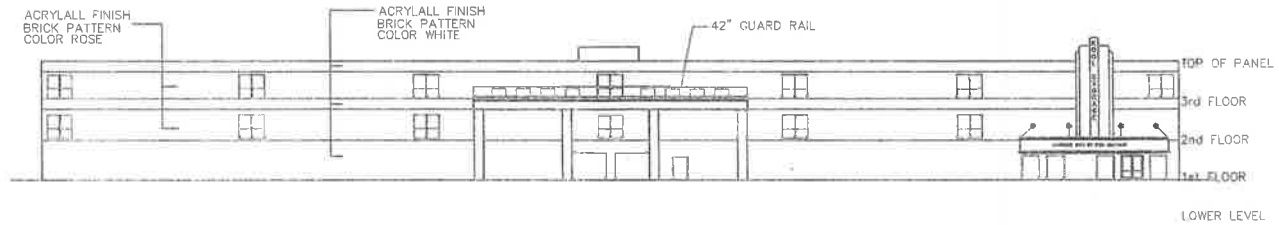
4 CONCEPTUAL EAST ELEVATION
1/16" = 1'-0"



3 CONCEPTUAL NORTH ELEVATION
1/16" = 1'-0"



2 CONCEPTUAL SOUTH ELEVATION
1/16" = 1'-0"



1 CONCEPTUAL WEST ELEVATION
1/16" = 1'-0"

DANNY R. MITCHELL ARCHITECT, P.C.
5110 SOUTH YALE, SUITE 510
TULSA, OKLAHOMA 74135-7401
(918) 523-0040 TEL.
(918) 523-8282 FAX.
© DANNY R. MITCHELL ARCHITECT, P.C.
OKLAHOMA LICENSE NO. 2183
CORPORATION AUTHORITY NO. C2433
USE OF THIS DOCUMENT WITHOUT
KNOWLEDGE AND WRITTEN PERMISSION
OF THE ARCHITECT IS PROHIBITED.

TULSA, OK
KOOOL STORAGE #2
LOT 4, BLOCK 1 SOUTH MINGO PLAZA

ISSUED FOR CONSTRUCTION - NOVEMBER 11, 2015

EXTERIOR ELEVATIONS

DATE: NOVEMBER 12, 2015
PROJ. NO.: 2007-005
REVISIONS: 2/18/2016



SHEET NO.
A6
OF SHEETS

148

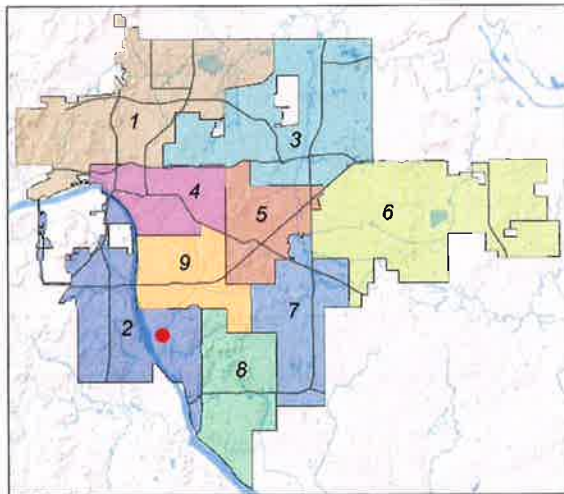


Case Number: PUD-304-3
Minor Amendment
Hearing Date: March 16, 2016

Case Report Prepared by:
 Jay Hoyt

Owner and Applicant Information:
 Applicant: Ken Klein
 Property Owner: Klein Rentals, LLC

Location Map:
 (shown with City Council Districts)



Applicant Proposal:

Concept summary: PUD minor amendment to allow seasonal outside storage.
 Gross Land Area: 3.2 acres
 Location: SE/c East 71st Street South & South Trenton Avenue
 1660 East 71st Street South

Zoning:
 Existing Zoning: CS/OL/PUD-304
 Proposed Zoning: No Change

Staff Recommendation:
 Staff recommends approval.

Comprehensive Plan:
 Land Use Map: Town Center
 Growth and Stability Map: Growth

Staff Data:
 TRS: 8307
 CZM: 52 Atlas: 1138

City Council District: 2
Councilor Name: Jeannie Cue
County Commission District: 2
Commissioner Name: Karen Keith

15.1

SECTION I: PUD-304-3 Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the PUD Development Standards to allow seasonal outside storage.

The applicant is proposing to allow seasonal refrigerated storage for the use of a Tenant "The Hamlet" its successors or assigns. The period of operation would be limited annually to the 76 day period from November 1 through January 15 and a 31 day period from 3 calendar weeks before Easter through 10 days after Easter.

Staff Comment: This request can be considered a Minor Amendment as outlined by Section 30.010.1.2.c(15) of the City of Tulsa Zoning Code.

"Changes in an approved use to another use may be permitted, provided the underlying zoning on the particular site within the PUD would otherwise permit such use as of right and the proposed use will not result in any increases of incompatibility with the present and future use of nearby properties."

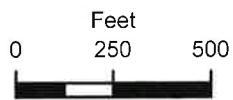
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-304 and subsequent minor amendments shall remain in effect.

Exhibits included with staff recommendation:

INCOG zoning case map
INCOG aerial photo
INCOG aerial photo enlarged
Applicant Legal Description
Applicant Minor Amendment Text
Applicant Site Plan with proposed storage locations
Applicant Photos of storage use in past

With considerations listed above, staff recommends **approval** of the minor amendment request to allow seasonal outside storage.



Subject Tract

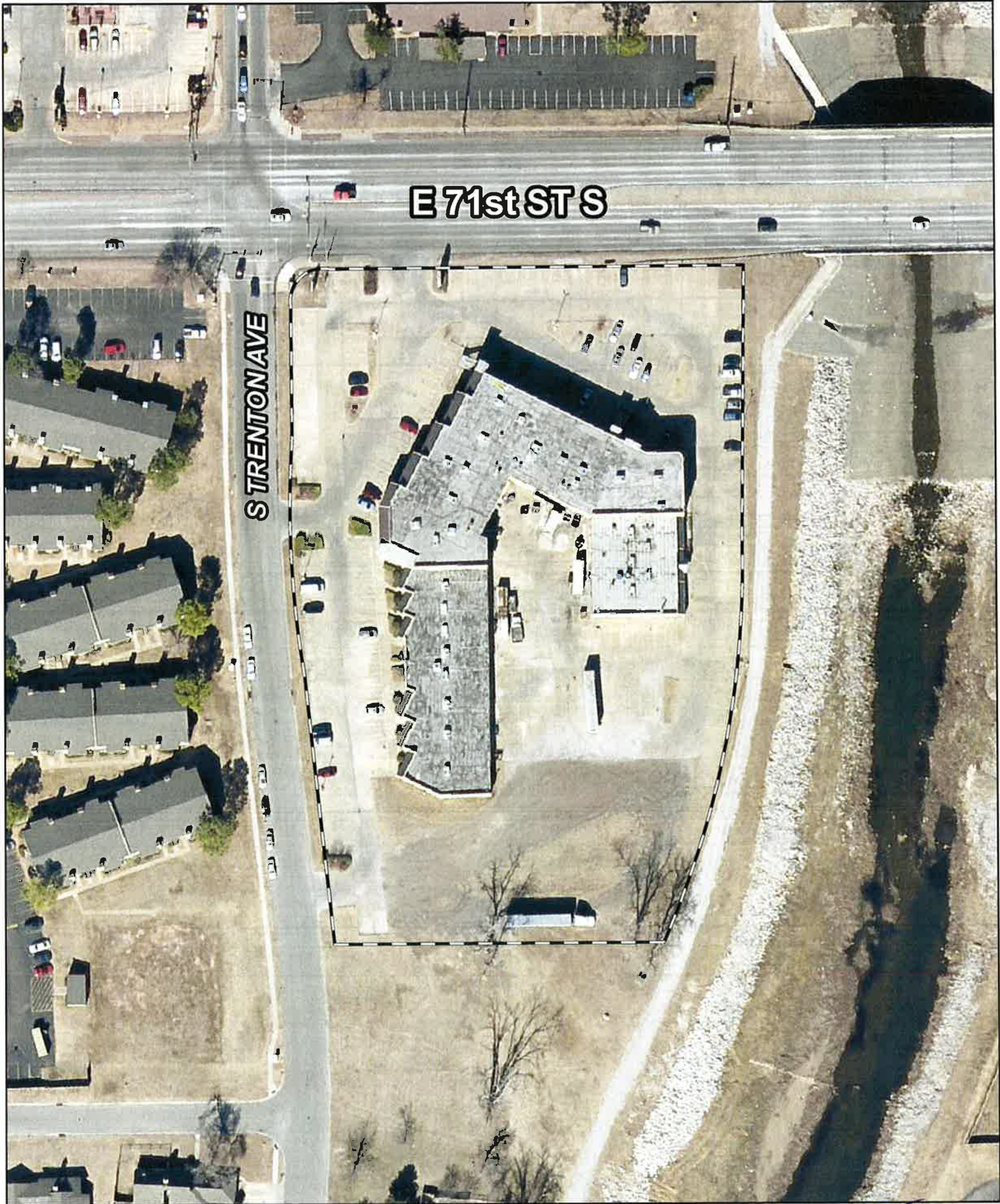
PUD-304-3

18-13 07

Note: Graphic overlays may not precisely align with physical features on the ground.

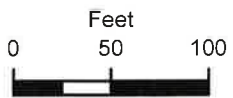
Aerial Photo Date: March 2014





E 71st ST S

S TRENTON AVE



Subject Tract

PUD-304-3

18-13 07

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014



15.5

LEGAL: PUD-304-3

All of Block 2, Kensington II, an addition to the City of Tulsa, Tulsa County, Oklahoma, according to the recorded Plat thereof, **Less and Except** the following described portion, to wit:

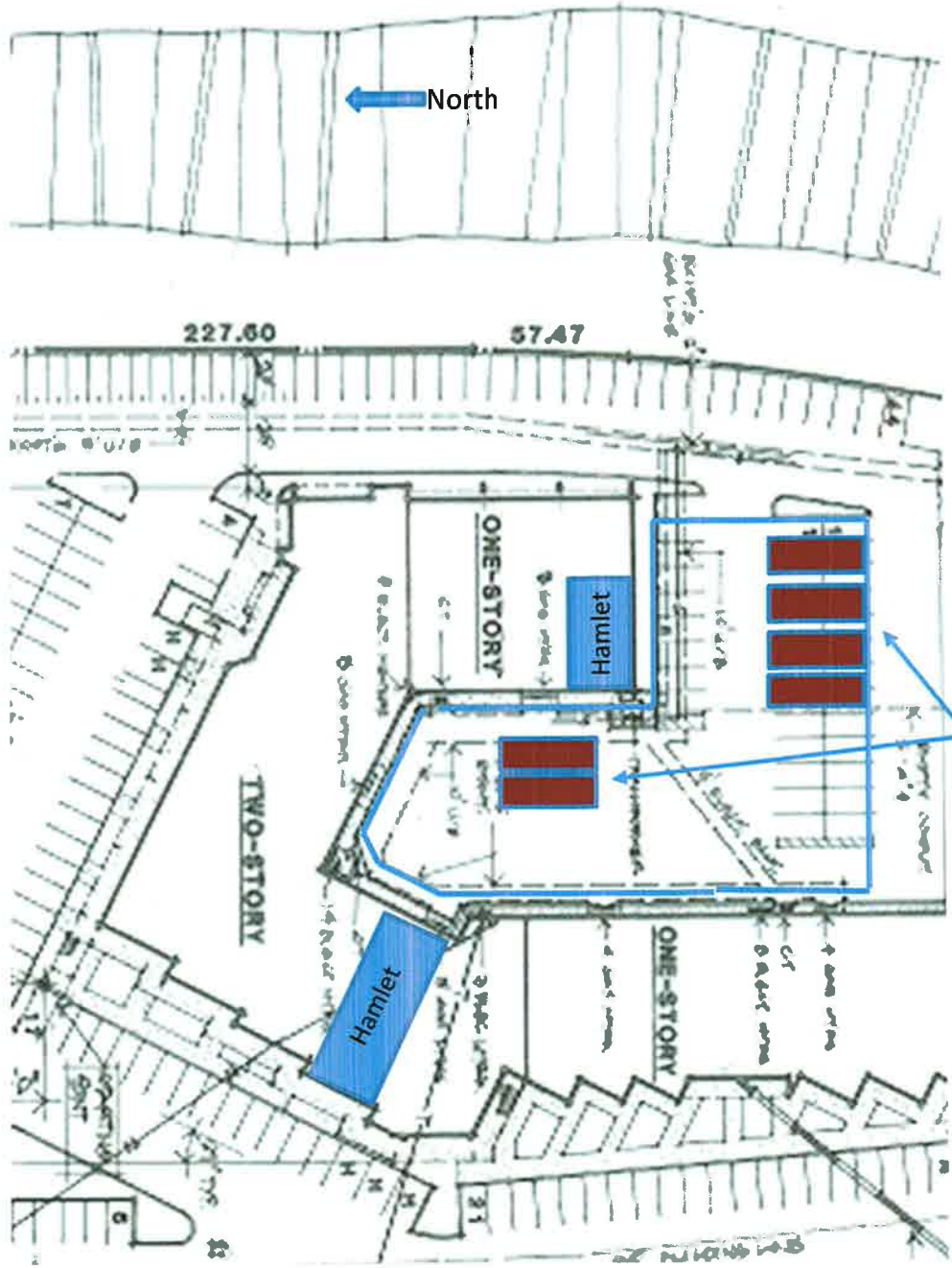
Beginning at the southeast corner of said Block 2; thence due west along the south line thereof a distance of 211.13 feet to the southwest corner of said Block 2; thence along a curve to the left having an initial tangent bearing of N 00° 03' 58" W a radius of 1285.47 feet, a central angle of 5°29'32" for a distance of 123.22 feet; thence N 89°54'43" E a distance of 274.78 feet to the east line of said Block 2; thence on a curve to the right having an initial tangent bearing of S 21°45'18" W a radius of 850.00 feet, a central angle of 5°12'40" for a distance of 77.31 feet; thence on a curve to the left having an initial tangent bearing of S 26°57'58" W a radius of 1550.00 feet, a central angle of 2° 10'46" for a distance of 58.96 feet to the point of beginning.

PUD 304: Outside temporary refrigeration equipment to store seasonal *perishable* inventory of for a business that occupied the site for 25-years. Presence and use of such equipment would be limited annually to the 76 day period from November 1 thru Jan 15, and approximately 31 days covering the period from (3) calendar weeks before Easter to 10 days after Easter, of each year. The type of equipment would be self-powered 50' refrigerated trailers, which makes moving the equipment to and from the site very easy.

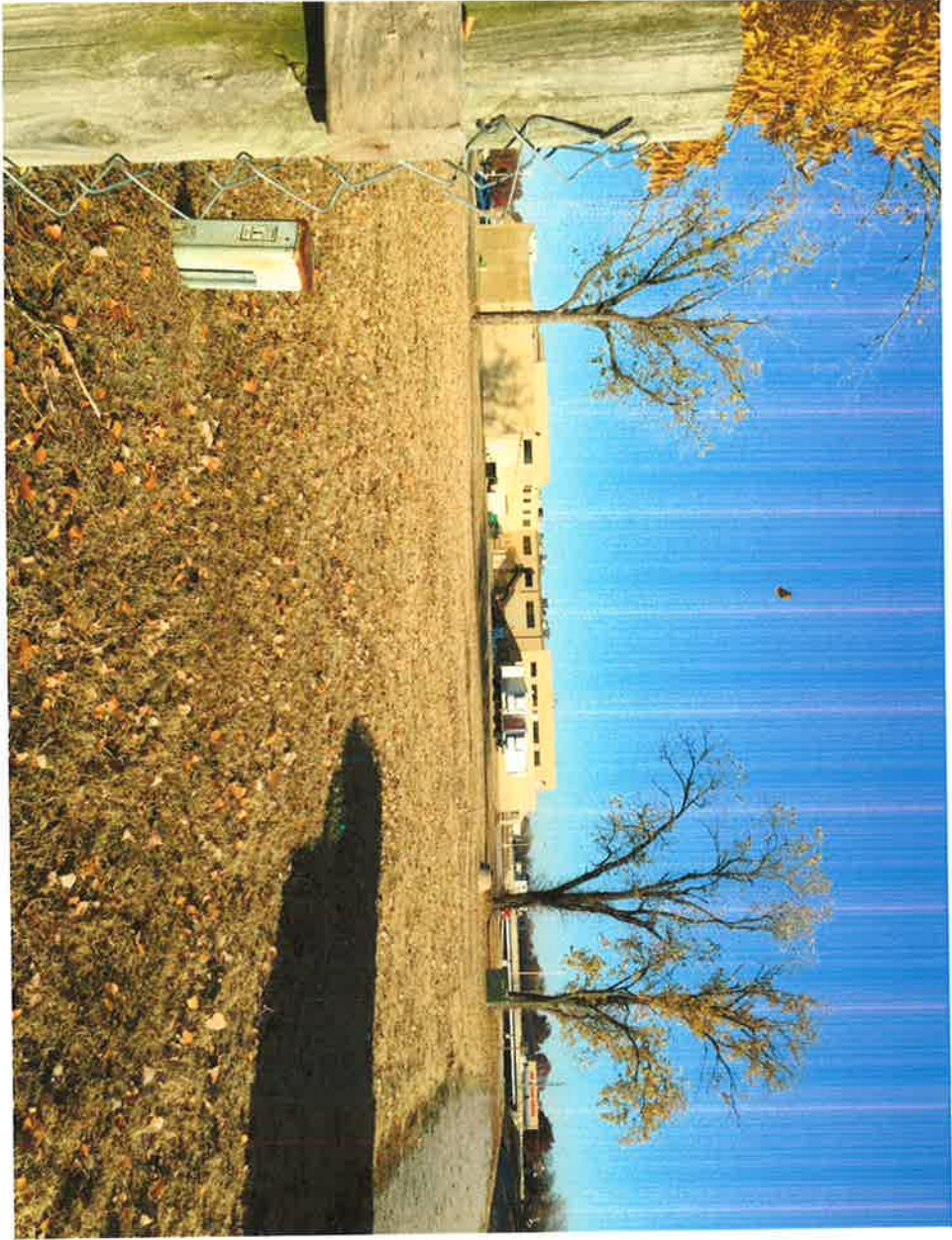
This use has been ongoing for over 25 years. Landlord and Tenant have recently become aware of need for PUD minor amendment. Use granted by this minor amendment would apply only to the HAMLET, its successors or assigns.

Required patron-employee parking is 220 spaces; actual available is 235 spaces. Of the extra 15 spaces available, a maximum of 10 would be occupied by the temporary storage units.

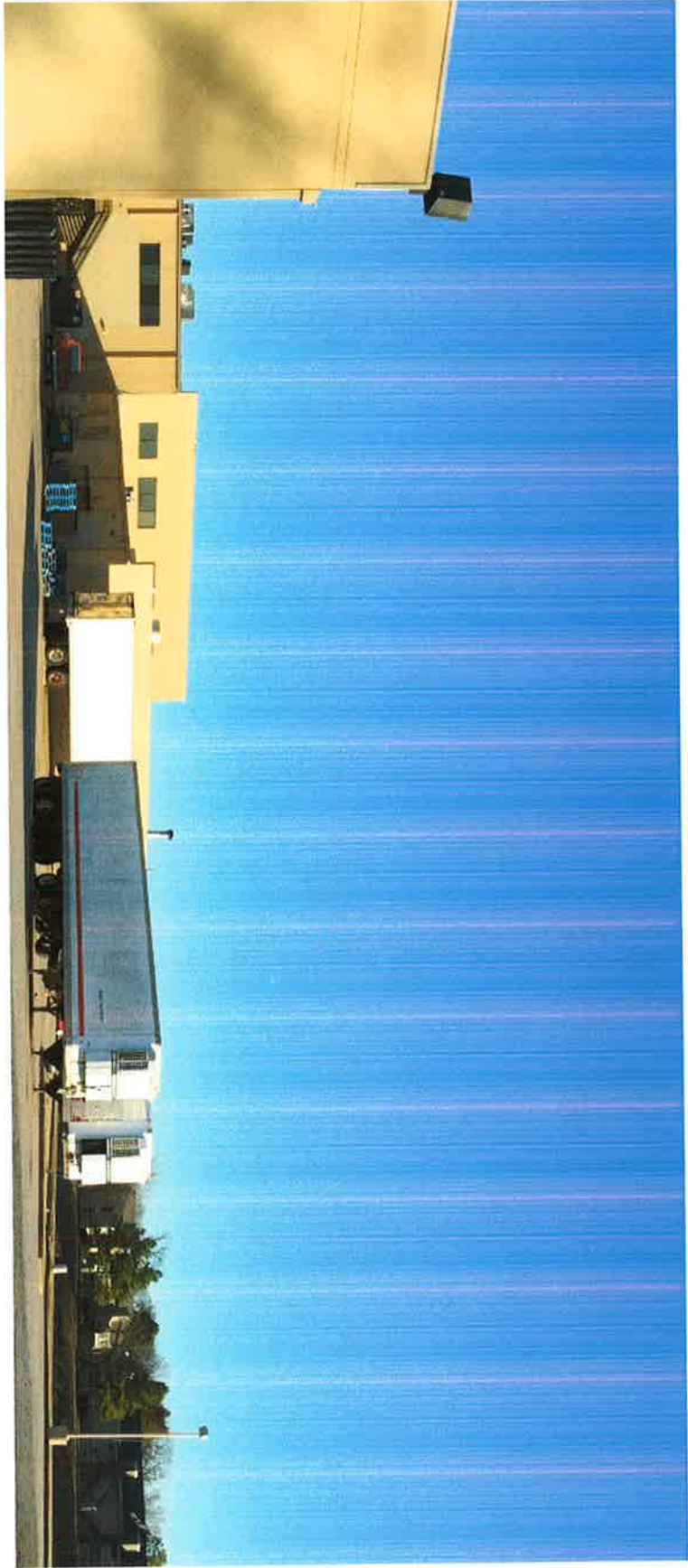
JOE CREEK CHANNEL



15.8



15.9



15.10

TMAPC
March 16, 2016
New CIP projects, FY 2017-2021

Item: Public hearing approving new capital improvement projects for the Capital Improvement Plan, Fiscal Year 2017-2021.

Background

The Capital Improvement Plan (CIP), containing recommended capital projects for the next five years, is a tool to implement the Comprehensive Plan. State Statutes provide that once a comprehensive plan has been adopted, no capital project shall be constructed or authorized without approval of its location, character and extent by the Planning Commission.

The Vision proposal generated the list of new capital improvements in the plan. The City of Tulsa prepares an annual Capital Improvement Plan that is published with the fiscal year budget. The Planning Commission generally reviews any new additions proposed for inclusion in the proposed capital plan before the draft budget and capital plan are published.

Staff Analysis

TMAPC staff reviewed the new proposed Capital Improvement Plan projects for consistency with the City of Tulsa's Comprehensive Plan. In general, the improvements listed are consistent with the Comprehensive Plan.

A new CIP projects summary is attached. Below is a summarized list of those items, including: the name of requesting Department, the project name, the item number(s) that correspond with the attached chart, and staff comments regarding relationship and consistency with the Comprehensive Plan.

- **Fire Department**

- 1) Move Fire Station 23 from 4348 E. 51st St. to 5800 S. Yale
- 2) Relocate Fire Station 12 from 3123 W. 40th St to near 8400 S. Mingo
- 3) Relocate Fire Station 18 from 4800 S. Peoria to near 5600 S. Peoria
- 4) Fire Station 11 near 10400 E. Admiral Blvd

Staff Comments: *This proposed project is related to rehabilitation and system upkeep and is generally consistent with the Comprehensive Plan's direction on infrastructure maintenance. The proposed Fire Department projects focus on system upkeep and rehabilitation/maintenance of existing facilities. Although no specific guidance is provided in the Comprehensive Plan, the projects will contribute to public safety and maintenance of existing City facilities.*

- **Gilcrease Museum**

- 5) Interior and Site Signage
- 6) Restore Gilcrease House
- 7) Gilcrease Loading Dock and Approach
- 8) Gilcrease Landscape Master Plan
- 9) Fire Alarm
- 10) Halon System Lower Level
- 11) Mechanical Repairs and Improvements
- 12) Gilcrease Bike and Trail Connector

Staff Comments: *A guiding principle of the Comprehensive Plan is: "The arts as well as cultural and historic resources are celebrated" (p. 6). Economic Development Priority 3 identifies the need to cultivate new industry clusters through strategic investments to develop a competitive advantage in this industry (ED 11). An emerging target industry in Tulsa is entertainment and tourism. Therefore, the proposed improvements to Gilcrease museum are in conformance with the Comprehensive Plan.*

- **Parks**

- 13) Carl Smith Renovation
- 14) North Tulsa Sports Complex Phase 2

Staff Comments: *Destination and cultural parks are large-scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Ensuring public access and appropriate infrastructure investments is a major facet of planning for these establishments. The proposed capital improvement projects are consistent with:*

- *Parks, Trails and Open Space Priority 5 (Improve Access and Quality of Parks and Open Space)*

Goal 14 – Parks and recreational facilities are updated to address changing needs and desires.

- *Policy 14.1 Add comfort and convenience features to parks.*
- *Policy 14.2 Identify parks components that need to be updated or replaced and develop a schedule, budget and methodology to complete improvements.*
- *Policy 14.4 Identify Parks throughout the City for upgrade and develop an action plan to accomplish upgrades. (PA 29)*

Based on the above and similar policies regarding parks, the proposed projects are in conformance with the Tulsa Comprehensive Plan.

- 15) Mohawk Golf Renovation
- 16) Page Belcher Golf Course Improvements

Staff Comments: *In addition to that stated above, West Highlands Small Area Plan Policy 9.2 states: Acknowledge, strengthen and support the vicinity's regional outdoor amenities namely Turkey Mountain, Page Belcher Golf Course and other golf courses" (R 87). Based on the above and similar policies regarding parks, the proposed projects are in conformance with the Tulsa Comprehensive Plan.*

- **Planning and Development**

- 17) Route 66 Station (Phase II - Route 66 Historical Village)

Staff Comments: *Land Use Goal 8 of the Comprehensive Plan states: "Underutilized land in areas of growth is revitalized" (LU 83). Prime opportunities for revitalization exists along corridors and main streets, such as Route 66. Economic Priority 3 in the Comprehensive Plan states: "Retain industry clusters that are strong now, cultivate new clusters." (ED 18). New industry clusters, such as entertainment and tourism, should be cultivated through strategic investments to develop a competitive advantage in this industry. The Southwest Tulsa Neighborhood Plan Phase 1 provides a phased implementation plan that envisions a "transportation park" (p. 26) to be an outdoor education site with a transportation theme now called the "Route 66 Village Train Depot." Therefore, this project is in conformance with the Comprehensive Plan.*

- **Engineering Services**

- 18) Parkview Ditch Improvements
- 19) Bolewood Storm Sewer Extension
- 20) Wexford Detention Pond Improvements

Staff Comments: *One of the Guiding Principles for Economic Development is "The City invests in the critical infrastructure necessary to develop a robust and diversified economy." (p. 6) The proposed projects are related to rehabilitation and system upkeep and consistent with the Comprehensive Plan's direction on infrastructure maintenance.*

- **Police**

- 21) Eurocopter

Staff Comments: *The proposed Police Department project is consistent with the Comprehensive Plan's vision for a safer community, but no specific guidance is offered.*

- **Tulsa Convention Center**

- 22) BOK – Audio/Visual #1

Staff Comments: *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters through strategic investments to develop a competitive advantage in this industry (ED 18). An emerging target industry in Tulsa is entertainment and tourism. In addition, the proposed improvements to the BOK center*

are consistent with the Comprehensive Plan's understanding of the downtown core as Tulsa's "...most intense regional center of commerce, housing, culture and entertainment." (LU 31) Therefore, this project is in conformance with the Comprehensive Plan.

- **Engineering Services**

- 23) Jones Riverside Airport- Sewer Eastside
- 24) FEB Joint and Crack Repairs
- 25) 71st Street Drying Bed Modifications
- 26) 71st Street Dewatering Conveyer
- 27) 71st Street Dewatering Facility - Storage Tank Repair
- 28) Transmission Line Condition Assessment
- 29) Water Reuse Study and Master Plan
- 30) Eucha Dam Radial Gates Rehabilitation
- 31) Raw Water Tiawah Tunnel Repairs

Staff Comments: One of the Guiding Principles for Economic Development is "The City invests in the critical infrastructure necessary to develop a robust and diversified economy." (p. 6) The proposed projects are related to rehabilitation and system upkeep and consistent with the Comprehensive Plan's direction on infrastructure maintenance.

- **Planning and Development**

- 32) Citywide & Route 66 Beautification and Reinvestment Fund

Staff Comments: Land Use Goal 8 of the Comprehensive Plan states: "Underutilized land in areas of growth is revitalized" (LU 83). Prime opportunities for revitalization exists along corridors and main streets, such as Route 66. Land Use Policy 13.3 calls for providing residents in distressed neighborhoods access to programs and partners to improve and stabilize their neighborhood with expansion of capital improvement projects for home improvements, traffic calming, connectivity and bike/pedestrian improvements. It also supports stabilization of existing neighborhoods while encouraging infill development that revitalizes and enhances urban areas including neighborhood-serving businesses on significant roadways. (LU 85) The purpose of Transportation Policy 7.1 is to enhance Tulsa's right-of-ways so they both serve as great public places and promote multi-modal travel with a combination of light fixtures, signs, and sidewalks to make the city's roads unique, and to help residents and visitors recognize that they are in Tulsa. (TR 38) Therefore, the proposed projects are in conformance with the Comprehensive Plan.

- 33) Peoria-Mohawk Business Park

Staff Comments: Comprehensive Plan Land Use Goals 9 and 10 are specific to improvements in North Tulsa. Policy 9.1 of the Comprehensive Plan identifies North Tulsa as a focus area for planning, reinvestment, and rehabilitation to improve economic stability. (LU 83) The 36th Street North Corridor Small Area Plan provides recommendations specific to the area around 36th Street North and Peoria Avenue

including encouraging new development and redevelopment to contribute to the vibrancy of the plan area. Therefore, the proposed project is in conformance with the Comprehensive Plan.

- **Citywide (Enterprise)**

34) Community Health Connection Facility

Staff Comments: *A guiding principle of the Comprehensive Plan is for Tulsa's civic, business and government institutions to ensure that everyone has equal opportunity and access to housing, employment, transportation, education and health care, regardless of background, ethnicity, or neighborhood. (p. 6) A priority target industry in Tulsa is healthcare. Economic Development Priority 3 identified the need to retain industry clusters that are strong. (ED 18) Therefore, the proposed project is in conformance with the Comprehensive Plan.*

35) Air National Guard F-35 Simulator Training Center

Staff Comments: *Economic Development Priorities 2, 3, and 4 of the Comprehensive Plan call for connecting education and training institutions with private and public sectors that develop pertinent programs to better address job skills required in target industry clusters such as Aviation and Aerospace; retain industry clusters that are strong through investments to strengthen competitive advantage; and support development efforts for target clusters. (ED 9-12) Therefore, the proposed project is in conformance with the Comprehensive Plan.*

36) Discovery Lab at the Gathering Place

Staff Comments: *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry. (ED 18) Destination parks are large-scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Therefore, the proposed project is in conformance with the Comprehensive Plan.*

- **Planning and Development**

- 37) Peoria Connection

- Staff Comments:** Comprehensive Plan Land Use Goals 9 and 10 and Transportation Goal 10 are specific to improvements in North Tulsa. Land Use Policy 9.1 of the Comprehensive Plan identifies North Tulsa as a focus area for planning, reinvestment, and rehabilitation to improve economic stability. (LU 83) The 36th Street North Corridor Small Area Plan provides recommendations specific to the area around 36th Street North and Peoria Avenue including enhanced transit, streets, and development opportunities. Therefore, the proposed project is in conformance with the Comprehensive Plan.*

- **Citywide (Enterprise)**

- 38) Tulsa Community College Career Placement

- Staff Comments:** Land Use Policy 8.3 of the Comprehensive Plan states: "Enhance the quality of educational opportunities to provide Tulsa residents with a greater opportunity for economic stability—prepare students for the workforce." (LU 83) Economic Development Goal 9 of the Comprehensive Plan identifies the need for the city's labor force to have the education and skills to support industrial firms. (ED 20) Therefore, the proposed project is in conformance with the Comprehensive Plan.*

- 39) OSU-Tulsa Innovation Center (University Center at Tulsa Authority)

- Staff Comments:** Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters. (ED 18) More specifically Goal 4.4 states "Partner with health care and educational institutions to develop plans and implementation strategies for the creation of medical, hospital or educational districts that can accommodate growing needs of medical facilities, the supply high quality housing and supporting businesses and services for employees and clients." (ED 18) Therefore, the Comprehensive Plan supports OSU Medical Center expansion and is in conformance with the Comprehensive Plan.*

- **Parks**

- 40) McCullough Park

- Staff Comments:** Destination and cultural parks are large-scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Ensuring public access and appropriate infrastructure investments is a major facet of planning for these establishments. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) A goal of the East Tulsa Neighborhood Plan Parks Goal states that the City's park and recreation facilities be maintained, enhanced, and optimized. Wherever appropriate, parks facilities should be provided adjacent public school facilities and/or other public use facilities. Therefore, the proposed project is in conformance with the Comprehensive Plan.*

- **Engineering Services**

- 41) GO Plan

Staff Comments: *The improvements are consistent with the Transportation Priorities in the Comprehensive Plan, which states: "Transportation decisions should be focused on improving the range and quality of Tulsa's travel options, supporting land use goals and maintaining fiscal responsibility." (TR 36) Transportation Goals 13 and 14 of the Comprehensive Plan identify the need to invest in pedestrian and bicycle infrastructure and to have easy access to jobs, shopping, and recreation. (TR 41) Comprehensive Plan Park Policies 12.8 and 12.9 call for new and improved trails and sidewalks and links to specific destinations. (PA 28) The proposed improvements contribute to the quality of life for the City of Tulsa and are in conformance with the Comprehensive Plan.*

- **Tulsa Convention Center**

- 42) Cox Business Center

Staff Comments: *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry (ED 18). In addition, the proposed improvements to the Cox Business Center is consistent with the Comprehensive Plan's understanding of the downtown core as Tulsa's "...most intense regional center of commerce, housing, culture and entertainment." (LU 31) Therefore, this project is in conformance with the Comprehensive Plan.*

- **Citywide (Enterprise)**

- 43) Tulsa Fairgrounds Improvements

Staff Comments: *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry (ED 18). Destination parks are large scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Therefore, this project is in conformance with the Comprehensive Plan.*

44) Langston University

Staff Comments: *Economic Development Priorities 2 and 3 of the Comprehensive Plan identifies the need to develop and refine pertinent programs to address job skills required in target industry clusters and to retain industry clusters that are strong. (ED 18) A priority target industry in Tulsa is healthcare; therefore, the proposed project is consistent with the Comprehensive Plan.*

45) Olympic Training Center and BMX USA National

Staff Comments: *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry (ED 18). Destination parks are large scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Therefore, this proposed project is in conformance with the Comprehensive Plan.*

46) Public Schools – Safety First Initiative

Staff Comments: *Land Use Policy 12.1 of the Comprehensive Plan calls for collaboration with School districts to ensure that safe, accessible and direct routes (sidewalks, pathways, adequate signage) are available for schoolchildren and their parents that minimize walking distances and conflicts with traffic. (LU 84) Parks Policy 12.9 of the Comprehensive Plan identifies the prioritization of sidewalk improvements based on adjacency to schools and community centers. (PA 28) Therefore, this proposed project is in conformance with the Comprehensive Plan.*

47) Capital Equipment - Non-Public Safety

Staff Comments: *The project proposed to maintain, repair and replace city equipment - no specific guidance is provided in the Comprehensive Plan on such items.*

- **River Parks Authority**

48) Lakes and Improvements

Staff Comments: *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry. (ED 18) Destination parks are large-scale dynamic parks, such as those located along the Arkansas River, that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Improvements to the river would have a significant impact on entertainment, tourism and economic development for the City of Tulsa.*

Priorities 1 and 2 of the Parks, Trails and Open Space component of the Comprehensive Plan identifies the need to strengthen connections to the Arkansas River through implementation of the Arkansas River Corridor Master Plan; expansion and connection of parks, trails, and open spaces along the River; promote the Arkansas River as a centerpiece of life in Tulsa; and improve recreational opportunities along the Arkansas River while ensuring a clean and healthy River. (PA 22-25) The Small Area Plans envision more trails and connections to the River in addition to concepts for activation based on the Arkansas River Corridor Master Plan. The Downtown Area Master Plan lists connecting the Downtown and the River as one of its three-part Mission Statement.

This set of improvements furthers the vision of the Arkansas River Corridor Master Plan, which was brought forward and included in the 2010 adoption of the Comprehensive Plan. These improvements will improve Tulsans quality of life and is in conformance with the Comprehensive Plan.

Staff Recommendation

Approve based on the finding that the new capital improvement projects for the Capital Improvement Plan, FY 2017-2021 are in conformance with the Tulsa Comprehensive Plan.

**FY17 - 21 NEW CIP PROJECTS
CITY OF TULSA**

REFERENCE	PROJECT TITLE	REQUESTING DEPT	PROJECT PURPOSE
<u>1</u>	Move Fire Station 23 from 4348 E. 51st St. to 5800 S. Yale	Fire	Realign fire station location spacing in South Tulsa. Address high risk in area of Fire Station 28 and allow for more response area for Fire Stations 25 and 14.
<u>2</u>	Relocate Fire Station 12 from 3123 W. 40th St to near 8400 S. Mingo	Fire	The proposed location of Fire Station 12 would realign the spacing of stations on the west side of Tulsa and reduce the concentration of legacy stations in this area. Further, this redeployment would significant risk in the southeast area of town and allow us to meet our life safety standard care of coverage and response times per KPI.
<u>3</u>	Relocate Fire Station 18 from 4800 S. Peoria to near 5600 S. Peoria	Fire	The proposed location of Fire Station 18 would reduce risk an area of Tulsa that experiences significant risk - Fire Station 29's response area (defined by population density, call volume, and response times). Moving Fire Station 18 will adjust TFD's life safety coverage to be consistent with standards of coverage for an area of this construction type and spacing. Further, relocating Fire Station 18 would enhance the pertinence of Fire Station 14 by increasing its area to the south and realigning its coverage area to be consistent with the construction type and spacing in its area.
<u>4</u>	Fire Station 11 near 10400 E. Admiral Blvd.	Fire	The proposed location of Fire Station 11 would reduce risk to an area of Tulsa that experiences significant risk (defined by population density, call volume, and response times). The construction of Fire Station 11 will adjust TFD's life safety coverage to be consistent with standards of coverage for an area of this construction type and spacing.
<u>5</u>	Interior and Site Signage	Gilcrease	Replace interior and site signage. There are several generations of signs that do not match one another and they do not accurately describe the function. The directional or wayfinding aspect is not clear.
<u>6</u>	Restore Gilcrease House	Gilcrease	Restore Gilcrease House to inhibit further deterioration. Repair and replace damaged material. Make the property attractive and accessible to the public. Increase Gilcrease attendance. Increase recognition of Thomas Gilcrease's contribution to art and history
<u>7</u>	Gilcrease Loading Dock and Approach	Gilcrease	The loading dock that is used for daily delivery of material and equipment is too small, does not have adequate docking equipment and the approach to the dock is too narrow. Some adjacent parking for maintenance and delivery vehicles is desirable to eliminate congestion. A wider drive and approach would protect landscape and irrigation systems that are being damaged.
<u>8</u>	Gilcrease Landscape Master Plan	Gilcrease	Create a Landscape Master Plan for the next decade. Expand and improve grounds and gardens. Many plants have passed their maturity, some dead. Irrigation has deteriorated and does not match the needs of the plants. Create a sculpture garden. Replace the aeration pump in Stuart Park pond. Install security fence on the west side of the GM property, create a road and path to Stuart Park and build an amphitheater/pavilion.
<u>9</u>	Fire Alarm	Gilcrease	This work provides an upgrade to Ethernet at the workstation at the Security office and a mass notification system throughout the museum.

16-10

REFERENCE	PROJECT TITLE	REQUESTING DEPT	PROJECT PURPOSE
<u>10</u>	Halon System Lower Level	Gilcrease	This supplants the previous inadequate CIP for Halon replacement. Halon is not allowed in remodel work and the maintenance cost is high because it is no longer widely available as an approved fire retardant.
<u>11</u>	Mechanical Repairs and Improvements	Gilcrease	This supplants the previous inadequate CIP projects for Humidification, HVAC Controls, and chilled system. This request also includes replacement of VAV units with controls, two fan coils, heating water boilers, domestic water heater and AHU 10.
<u>12</u>	Gilcrease Bike and Trail Connector	Gilcrease	Connect existing City of Tulsa pedestrian and bicycle trails one mile south of Gilcrease Museum to the Gilcrease site. The trail connector would provide two lanes for bike and two lanes for pedestrians with lighting and forested landscape as well as park benches and a small shade structure/pavilion. This work would include making the Gilcrease Grounds bicycle friendly.
<u>13</u>	Carl Smith Renovation	Parks	Remove and replace all ball fields, fencing, lighting, irrigation and building facilities. Renovate and expand parking
<u>14</u>	North Tulsa Sports Complex Phase 2	Parks	Finish project that was proposed to the citizens as part of the first Vision package. Add approximately 590 parking spaces, add East side Main Exit with dedicated paved road to 56th street north, Add Automotive bridge connecting east side to additional parking and field areas in phase II expansion, add 6 fields with collegiate national championship level lights, add pedestrian and golf cart pathways throughout complex for public safety, and add championship bleachers with a seating capacity of 2000.
<u>15</u>	Mohawk Golf Renovation	Parks	Renovate existing clubhouse and cart storage buildings. Replace course bridges, renovate existing irrigation system, replace cart path, add additional maintenance storage, add security fencing around course perimeter, renovate and replace bunkers, removal of old walking bridge on #12 and #14 woodbine, add tee signage, and removal of old pump station on #15 pecan valley.
<u>16</u>	Page Belcher Golf Course Improvements	Parks	Existing Facilities are in need of replacement. A new Clubhouse, maintenance building and cart storage building is needed. Ponds need to be added, add security fencing around maintenance area, replace corrugated drainage, add bunkers, repair cart paths, secure perimeter of golf course, add tee signage and update irrigation system.
<u>17</u>	Route 66 Station (Phase II - Route 66 Historical Village)	Planning	Phase 2 of Route 66 Station project (short term parking and restrooms funded in Improve Our Tulsa). This phase will construct the train station as part of the Route 66 Historical Village. Operation of completed asset will be maintained by a private organization.
<u>18</u>	Parkview Ditch Improvements	Engineering Services	Take over maintenance of privately owned channel to insure better drainage and reduce clogging of levee flap gates.
<u>19</u>	Bolewood Storm Sewer Extension	Engineering Services	Reduce flooding of 3 homes and streets in Bolewood Addition.

16.11

REFERENCE	PROJECT TITLE	REQUESTING DEPT	PROJECT PURPOSE
<u>20</u>	Wexford Detention Pond Improvements	Engineering Services	Add 2 rows of segmental block retaining walls and terrace slopes to make banks maintainable.
<u>21</u>	Eurocopter	Police	Replace 2014 Bell Helicopter
<u>22</u>	BOK - Audio/Visual #1	Tulsa Convention Center	Replace and upgrade various components of the audio/visual systems within the BOK Center. As listed in 5 year detail of 30 Year Maintenance Plan.
<u>23</u>	Jones Riverside Airport- Sewer Eastside	Engineering Services	Construct a new interceptor sewer and sanitary sewer collection system to serve hangers on the east side of RL Jones Airport.
<u>24</u>	FEB Joint and Crack Repairs	Engineering Services	Inspect Flow Equalization Basins and determine the condition of concrete slabs and joints. Repair and seal joints in concrete slabs in the first 3 cells of Cherry Creek FEB.
<u>25</u>	71st Street Drying Bed Modifications	Engineering Services	Operators have commented that the existing gravel underdrain frequently becomes clogged, reduces productivity of land application efforts, and requires removal and replacement of gravel. The gravel strips, even when working, make loading of material difficult due to the constant settlement in each trench. Operators dumping material have reported injuries associated with truck tires falling into the trench. Consider abandoning gravel drains and construct concrete surface that allows free water to drain to a surface inlet.
<u>26</u>	71st Street Dewatering Conveyor	Engineering Services	Replace belt filter press conveyor located at the 71st Street Dewatering facility. The conveyor and the associated belt pressures have been in service for 20 years. The presses currently run daily for 9 hours, 7 days per week. The belt conveyor is running all this time. If conveyor is down, loading dry cake onto trucks is not possible. The conveyor is in poor condition and requires frequent repairs.
<u>27</u>	71st Street Dewatering Facility - Storage Tank Repair	Engineering Services	Rehabilitate the 71st Street Dewatering Facility solids storage tanks. Rehabilitation of the sludge storage tanks for the 71st Street Dewatering Facility was removed from Contract I because of available funding. Contract 1 will provide access to the tanks, cleaning, and inspections. Inspection date for the interior of the tank and the roof will be used to determine the scope and the cost of needed repairs.
<u>28</u>	Transmission Line Condition Assessment	Engineering Services	This project develops programs to assess the water distribution transmission system mainly through the use of non-interruptive conditional assessment technology. This program will be aimed at large diameter pipe of 14-inch and greater. This program will enable a more targeted approach to pipe maintenance management by identifying mains that require local repair and providing prioritization of mains for replacement or rehabilitation.
<u>29</u>	Water Reuse Study and Master Plan	Engineering Services	TMUA would like to evaluate the potential opportunities to reuse and reclaim wastewater effluent produced by the City of Tulsa's wastewater treatment plants. The Water Reuse Study and Master Plan would investigate potential opportunities for reuse, identify potential future customers and markets, determine the volume of water that may be reused, market value, cost of service, and overall benefit to TMUA.

16.12

REFERENCE	PROJECT TITLE	REQUESTING DEPT	PROJECT PURPOSE
<u>30</u>	Eucha Dam Radial Gates Rehabilitation	Engineering Services	The purpose of this project is to rehabilitate the radial gates at the Eucha Dam by recoating the gates; removing all surface corrosion; repairing all pitted corrosion areas; reshaping or replacing all deformed members; and replace all leaking seals.
<u>31</u>	Raw Water Tiawah Tunnel Repairs	Engineering Services	Repairs to the Tiawah Tunnel will consist of 1.) Filling the voids between the lining of the mined section of the tunnel; 2.) Installing reinforced concrete along 148 feet of unreinforce open-cut section of the tunnel; and 3.) Repair the delaminated and drummy concrete in the reinforce open-cut area using a cast-in-place concrete method for the areas identified in the 2015 inspection report.
<u>32</u>	Citywide & Route 66 Beautification and Reinvestment Fund	Planning	Creates a fund for annual beautification of Tulsa's residential neighborhoods, deteriorating commercial shopping areas, and major thoroughfares and entryways into downtown and the city.
<u>33</u>	Peoria-Mohawk Business Park	Planning	Prepares a site at 36th St. North and Peoria Ave. for highly-skilled, primary jobs, focused on hiring Tulsans from the surrounding north Tulsa community.
<u>34</u>	Community Health Connection Facility	Citywide (Enterprise)	Constructs a larger facility in east Tulsa for this federally-qualified health center, allowing it to meet growing demand and replace dilapidated facilities.
<u>35</u>	Air National Guard F-35 Simulator Training Center	Citywide (Enterprise)	Provides a local match for the construction of a Mission Training Center at the Tulsa Air National Guard base, a key component in securing operational duties for the next generation aircraft—the F-35—and protecting the base from future base closings.
<u>36</u>	Discovery Lab	Citywide (Enterprise)	Provides matching funds to the Tulsa Children's Museum for a science center in the Gathering Place, with private funding covering the remainder. Activities will focus on STEM and healthy living, benefiting Tulsa's children and attracting visitors from across the region.
<u>37</u>	Peoria Connection	Planning	Acquires and prepares land, including streetscaping and infrastructure improvements, for future economic development, along North Peoria Ave. from 56th St. North to Mohawk Blvd.
<u>38</u>	Tulsa Community College Career Placement	Citywide (Enterprise)	Renovates areas used for student advisement, admissions, and enrollment services, creating a new Career Placement and Student Success Center, to increase graduation rates and connect graduates to Tulsa employers.
<u>39</u>	OSU-Tulsa Innovation Center (University Center at Tulsa Authority)	Citywide (Enterprise)	Provides partial funding for site acquisition and preparation for the OSU-Tulsa Innovation Center, which will allow private companies to work with OSU researchers to develop projects in highly technical fields like aerospace and advanced manufacturing. The Innovation Center will be a part of a larger commercial development just north of downtown.

16.13

REFERENCE	PROJECT TITLE	REQUESTING DEPT	PROJECT PURPOSE
<u>40</u>	McCullough Park	Parks	Enhances McCullough Park with a new playground, water playground, two new shelters, and a half-mile trail; creates a BMX track and spectator area, a lighted multi-use sports court and upgrades to the existing parking lot.
<u>41</u>	GO Plan	Engineering Services	Funds key projects on the publicly-developed Bicycle/Pedestrian Master Plan, including sidewalks, bike lanes and corridors, trail expansions and improvements, and other pedestrian improvements along commercial corridors.
<u>42</u>	Cox Business Center	Tulsa Convention Center	Expands the current convention center, allowing Tulsa to remain competitive with other regional convention centers; creates a master plan for the redevelopment and economic growth of Tulsa's Arena District—maximizing the potential of the BOK Center.
<u>43</u>	Tulsa Fairgrounds Improvements	Citywide (Enterprise)	Funds infrastructure and building enhancements at Expo Square, allowing Tulsa to retain and recruit large-scale, national, and international events, which bring additional sales tax revenue to the city.
<u>44</u>	Langston University	Citywide (Enterprise)	Constructs a new complex to house and expand Langston's healthcare training courses, including nursing, public health, physical therapy, and rehabilitation services.
<u>45</u>	Olympic Training Center and BMX USA National	Citywide (Enterprise)	In partnership with Tulsa County, funds construction of an Olympic training center for BMX athletes and national headquarters for BMX USA at the former Drillers Stadium. This project is projected to generate more than \$11 million and 100 events over five years.
<u>46</u>	Public Schools – Safety First Initiative	Citywide (Enterprise)	Funds targeted safety improvements at 82 Tulsa Public Schools sites, five Jenks Public School locations, and 17 sites in the Union School District, to ensure safe crossings for students and their parents; provides equipment for increased communications between schools and emergency responders.
<u>47</u>	Capital Equipment - Non-Public Safety	Citywide (Enterprise)	Maintains, repairs and replaces much-needed city equipment over the course of this package.
<u>48</u>	Lakes and Improvements	River Parks Authority	Creates two lakes in the Arkansas River, including shoreline improvements and parks. Improvements include replacing the unsafe and structurally deficient Zink Dam, including a recreational whitewater flume and a new iconic pedestrian bridge, and constructing a new dam and pedestrian bridge in south and west Tulsa. Funding for the South Tulsa dam will only be allocated if Jenks and the Muscogee (Creek) Nation contribute proportionally to the overall project, which is to include a long-term operating and maintenance endowment.

16.14

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16.15

REFERENCE	1
PROJECT TITLE	Move Fire Station 23 from 4348 E. 51st St. to 5800 S. Yale
CATEGORY	----
REQUESTING DEPT	Fire
PROJECT PURPOSE	Realign fire station location spacing in South Tulsa. Address high risk in area of Fire Station 28 and allow for more response area for Fire Stations 25 and 14.
PROJECT CLASS	Replacement
REASON FOR CLASS	
EST USE LIFE	50
ADDRESS LOCATION	Move Fire Station 23 from 4348 E. 51st St. to 5800 S. Yale
GENERAL COMMENTS	Low priority due to unavailability of land in area.
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	Public Works
PLAN OR STUDY	TFD Internal Deployment Study 2014-2016,
DEPT PRIORITY	Low
CONTACT PERSON	Michael J. Mallory
CONTACT EMAIL	mmallory@cityoftulsa.org

16.16

REFERENCE	2
PROJECT TITLE	Relocate Fire Station 12 from 3123 W. 40th St to near 8400 S. Mingo
CATEGORY	----
REQUESTING DEPT	Fire
PROJECT PURPOSE	The proposed location of Fire Station 12 would realign the spacing of stations on the west side of Tulsa and reduce the concentration of legacy stations in this area. Further, this redeployment would significant risk in the southeast area of town and allow us to meet our life safety standard care of coverage and response times per KPI.
PROJECT CLASS	Replacement
REASON FOR CLASS	TFD's ability to respond to the 6 minute response area radiating from 8400 S. Mingo does not meet KPI or standards of coverage. The combination of population density, call volume, response times, and growth in this area substantiate additional service capability. Construction of this station will fix the risk associated with Station 28 and 20, address significant risk in the area, and allow TFD to meet life safety standard care of coverage and response times per KPI.
EST USE LIFE	50 years
ADDRESS LOCATION	Relocate Fire Station 12 from 3123 W. 40th St to near 8400 S. Mingo
GENERAL COMMENTS	Relocation of existing fire personnel and apparatus assigned to E12. No new staffing required.
ROI	
ROI DESC	Current Fire Station 12 is one of the least busy fire station in Tulsa. Further it has the smallest first-in coverage area. One of the reasons for this is a perceived agreement between Tulsa and Red Fork dating back to the early 1900s. The current facility is small and struggles to fit modern fire apparatus. The combination of the low acuity, proximity to Fire Station 26, and condition of the facility contribute to the redeployment of this resource to an area of Tulsa has long needed more resources. Citizens in the proposed new area are subject to much higher risk than legacy areas which have closer spacing of Fire Stations (determined by population density, call volume, and drive time). The areas to the east of Fire Station 32's current 6 minute response area (REF TFD KPI) experience moderately high call volume coupled with long response times.
LINK LEV DESCR	The Fire Department is committed to delivering the most efficient and effective services possible. The relocation of Station 12 will reduce response times and improve service delivery.
REL TO OUTCOME DESC	The relocation of Fire Station 12 will increase public safety, particularly the area located between Fire Stations 20, 28, and 32.
TIME REQUIRED	
RELATIONSHIP OTHER PROJECTS	N/A
COORDINATING AGENCIES	Public Works
PLAN OR STUDY	TFD Resource Allocation Report 2000, TFD Internal Deployment Study 2014-2016,
DEPT PRIORITY	Medium
CONTACT PERSON	Michael J. Mallory
CONTACT EMAIL	mmallory@cityoftulsa.org

16.17

REFERENCE	3
PROJECT TITLE	Relocate Fire Station 18 from 4800 S. Peoria to near 5600 S. Peoria
CATEGORY	-----
REQUESTING DEPT	Fire
PROJECT PURPOSE	The proposed location of Fire Station 18 would reduce risk an area of Tulsa that experiences significant risk - Fire Station 29's response area (defined by population density, call volume, and response times). Moving Fire Station 18 will adjust TFD's life safety coverage to be consistent with standards of coverage for an area of this construction type and spacing. Further, relocating Fire Station 18 would enhance the pertinence of Fire Station 14 by increasing its area to the south and realigning its coverage area to be consistent with the construction type and spacing in its area.
PROJECT CLASS	Replacement
REASON FOR CLASS	The current Fire Station 18 is among TFD's stations in greatest need of rebuilding. Fire Station 29 has an extended coverage area that yields greater risk for that portion of the city. The combination of those factors and the ability of Fire Station 14 to absorb more coverage area yields the conclusion to move Fire Station 18 south approximately 1 mile.
EST USE LIFE	50 years
ADDRESS LOCATION	Relocation of Fire Station 18 near 5600 S. Peoria.
GENERAL COMMENTS	No additional staffing needed.
ROI	
ROI DESC	Combination of factors - age, condition, and energy efficiency of current Fire Station 18 combined with the need to realign coverage in general area to reduce risk in Fire Station 29's are and increase pertinence in Fire Station 14's southern area make this a strategic move.
LINK LEV DESCR	There is a need to reduce the risk in South Tulsa. There is an ability to increase station spacing on the south side of Station 14 due to the type of construction and spacing of buildings.
REL TO OUTCOME DESC	The relocation of Fire Station 18 will improve response times and delivered services between Fire Stations 29, 23, and 18. It will also allow the Fire Department to improve operational efficiency and effectiveness of its delivered services.
TIME REQUIRED	
RELATIONSHIP OTHER PROJECTS	N/A
COORDINATING AGENCIES	Public Works
PLAN OR STUDY	TFD Resource Allocation Report 2000, TFD Internal Deployment Study 2014-2016.
DEPT PRIORITY	Medium
CONTACT PERSON	Michael J. Mallory
CONTACT EMAIL	mmallory@cityoftulsa.org

16.18

REFERENCE	4
PROJECT TITLE	Fire Station 11 near 10400 E. Admiral Blvd.
CATEGORY	----
REQUESTING DEPT	Fire
PROJECT PURPOSE	The proposed location of Fire Station 11 would reduce risk to an area of Tulsa that experiences significant risk (defined by population density, call volume, and response times). The construction of Fire Station 11 will adjust TFD's life safety coverage to be consistent with standards of coverage for an area of this construction type and spacing.
PROJECT CLASS	New
REASON FOR CLASS	TFD's ability to respond to the 6 minute response areas surrounding 10400 E. Admiral Blvd. do not meet KPI or standards of coverage. The combination of population density, call volume, and response times in this area realigning service capability from a lower risk area. Construction of this station will fix the risk associated with Stations 22, and 27, address significant risk in the area, and allow TFD to meet life safety standard care of coverage and response times per KPI.
EST USE LIFE	50 years
ADDRESS LOCATION	Proposed Fire Station 11 near 10400 E. Admiral Blvd.
GENERAL COMMENTS	No additional staffing required. Proposal would reallocate one apparatus and assigned personnel from Fire Station 31 at 3002 N. Mingo Rd., leaving them in the same general vicinity and still able to respond to significant incidents on or about the airport.
ROI	
ROI DESC	Construction of this station (11) will improve services where there is a current gap.
LINK LEV DESCR	There is a need to reduce response times and service loads in East Tulsa currently provided by Fire Station 22.
REL TO OUTCOME DESC	The construction of Fire Station 11 will improve response times and delivered services between Fire Stations 22, 31, 30, and 27. It will also allow the Fire Department to improve operational efficiency and effectiveness of its delivered services.
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	N/A
COORDINATING AGENCIES	Public Works
PLAN OR STUDY	TFD Resource Allocation Report 2000, TFD Internal Deployment Study 2014-2016.
DEPT PRIORITY	High
CONTACT PERSON	Michael J. Mallory
CONTACT EMAIL	mmallory@cityoftulsa.org

16.19

REFERENCE	5
PROJECT TITLE	Interior and Site Signage
CATEGORY	-----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	Replace interior and site signage. There are several generations of signs that do not match one another and they do not accurately describe the function. The directional or wayfinding aspect is not clear.
PROJECT CLASS	New
REASON FOR CLASS	The signage situation can make for a frustrating experience for visitors.
EST USE LIFE	15
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	None
COORDINATING AGENCIES	
PLAN OR STUDY	None
DEPT PRIORITY	High
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.20

REFERENCE	6
PROJECT TITLE	Restore Gilcrease House
CATEGORY	-----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	Restore Gilcrease House to inhibit further deterioration. Repair and replace damaged material. Make the property attractive and accessible to the public. Increase Gilcrease attendance. Increase recognition of Thomas Gilcrease's contribution to art and history
PROJECT CLASS	New
REASON FOR CLASS	Stabilize building foundation, install French drain, restore wood work, replace rotten building material, upgrade mechanical and electrical systems.
EST USE LIFE	15
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	None
COORDINATING AGENCIES	
PLAN OR STUDY	None
DEPT PRIORITY	High
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.21

REFERENCE	7
PROJECT TITLE	Gilcrease Loading Dock and Approach
CATEGORY	-----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	The loading dock that is used for daily delivery of material and equipment is too small, does not have adequate docking equipment and the approach to the dock is too narrow. Some adjacent parking for maintenance and delivery vehicles is desirable to eliminate congestion. A wider drive and approach would protect landscape and irrigation systems that are being damaged.
PROJECT CLASS	New
REASON FOR CLASS	The current layout creates a dangerous situation for vehicles and damages landscape. Trucks cannot be loaded or unloaded in a climate controlled environment without bringing them inside the building.
EST USE LIFE	30
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	2
RELATIONSHIP OTHER PROJECTS	None
COORDINATING AGENCIES	
PLAN OR STUDY	None
DEPT PRIORITY	High
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.22

REFERENCE	8
PROJECT TITLE	Gilcrease Landscape Master Plan
CATEGORY	----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	Create a Landscape Master Plan for the next decade. Expand and improve grounds and gardens. Many plants have passed their maturity, some dead. Irrigation has deteriorated and does not match the needs of the plants. Create a sculpture garden. Replace the aeration pump in Stuart Park pond. Install security fence on the west side of the GM property, create a road and path to Stuart Park and build an amphitheater/pavilion.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Improve and maintain the exceptional grounds to attract tourist and for the enjoyment of area citizens.
EST USE LIFE	50
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	3
RELATIONSHIP OTHER PROJECTS	None
COORDINATING AGENCIES	Public Works, Parks Department
PLAN OR STUDY	None
DEPT PRIORITY	Medium
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.23

REFERENCE	9
PROJECT TITLE	Fire Alarm
CATEGORY	----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	This work provides an upgrade to Ethernet at the workstation at the Security office and a mass notification system throughout the museum.
PROJECT CLASS	New
REASON FOR CLASS	The current alarm status system is based on Arcnet technology and is obsolete. Programming, maintenance and software updates are increasingly difficult. There is currently no capability for emergency communication with the occupants.
EST USE LIFE	15
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	
DEPT PRIORITY	High
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.24

REFERENCE	10
PROJECT TITLE	Halon System Lower Level
CATEGORY	-----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	This supplants the previous inadequate CIP for Halon replacement. Halon is not allowed in remodel work and the maintenance cost is high because it is no longer widely available an an approved fire retardant.
PROJECT CLASS	New
REASON FOR CLASS	It is the museum's goal to remodel the lower level art storage areas and the Halon must be replaced to meet the building codes for remodel. Maintenance of the Halon systems is high. The cost of replacement Halon is high since the EPA banned it for new construction and remodel and it is no longer being manufactured.
EST USE LIFE	15
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	
DEPT PRIORITY	High
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.25

REFERENCE	11
PROJECT TITLE	Mechanical Repairs and Improvements
CATEGORY	----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	This supplants the previous inadequate CIP projects for Humidification, HVAC Controls, and chilled system. This request also includes replacement of VAV units with controls, two fan coils, heating water boilers, domestic water heater and AHU 10.
PROJECT CLASS	New
REASON FOR CLASS	The mechanical systems are at the end of life with frequent failures and high maintenance. In extreme weather, the museum is not able to provide a suitable temperature and humidity for the collections.
EST USE LIFE	
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	
DEPT PRIORITY	High
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.24

REFERENCE	12
PROJECT TITLE	Gilcrease Bike and Trail Connector
CATEGORY	-----
REQUESTING DEPT	Gilcrease
PROJECT PURPOSE	Connect existing City of Tulsa pedestrian and bicycle trails one mile south of Gilcrease Museum to the Gilcrease site. The trail connector would provide two lanes for bike and two lanes for pedestrians with lighting and forested landscape as well as park benches and a small shade structure/pavilion. This work would include making the Gilcrease Grounds bicycle friendly.
PROJECT CLASS	New
REASON FOR CLASS	The Bike and Trail Connector would allow the popular River Parks trail to tie into the beautiful Gilcrease Grounds.
EST USE LIFE	15
ADDRESS LOCATION	Gilcrease Museum
GENERAL COMMENTS	Est. as of 11/2015
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	3
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	Public Works, Parks Department
PLAN OR STUDY	
DEPT PRIORITY	Medium
CONTACT PERSON	Susan Neal/James Pepper Henry
CONTACT EMAIL	mailto:sandi-freeman@utulsa.edu

16.27

REFERENCE	13
PROJECT TITLE	Carl Smith Renovation
CATEGORY	Facilities
REQUESTING DEPT	Parks
PROJECT PURPOSE	Remove replace all ball fields, fencing, lighting, irrigation and building facilities. Renovate and expand parking
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	
EST USE LIFE	20 years
ADDRESS LOCATION	17120 e 21 st
GENERAL COMMENTS	The current facility is over 35 years old and is beyond its useful life.
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	2 years
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	
DEPT PRIORITY	High
CONTACT PERSON	Jack Bubenik
CONTACT EMAIL	jackiebubenik@cityoftulsa.org

16.28

REFERENCE	14
PROJECT TITLE	North Tulsa Sports Complex Phase 2
CATEGORY	Facilities
REQUESTING DEPT	Parks
PROJECT PURPOSE	Finish project that was proposed to the citizens as part of the first Vision package. Add approximately 590 parking spaces, add East side Main Exit with dedicated paved road to 56th street north, Add Automotive bridge connecting east side to additional parking and field areas in phase II expansion, add 6 fields with collegiate national championship level lights, add pedestrian and golf cart pathways throughout complex for public safety, and add championship bleachers with a seating capacity of 2000.
PROJECT CLASS	Expansion
REASON FOR CLASS	Expanding existing facilities
EST USE LIFE	30 years
ADDRESS LOCATION	3000 e 56st north
GENERAL COMMENTS	
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	3 years
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	Tulsa Parks Master Plan
DEPT PRIORITY	High
CONTACT PERSON	Jack Bubenik
CONTACT EMAIL	jackiebubenik@cityoftulsa.org

16.29

REFERENCE	15
PROJECT TITLE	Mohawk Golf Renovation
CATEGORY	Facilities
REQUESTING DEPT	Parks
PROJECT PURPOSE	Renovate existing clubhouse and cart storage buildings. Replace course bridges, renovate existing irrigation system, replace cart path, add additional maintenance storage, add security fencing around course perimeter, renovate and replace bunkers, removal of old walking bridge on #12 and #14 woodbine, add tee signage, and removal of old pump station on #15 pecan valley.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Existing facilities need to be expanded or expanded because of the additional play at the courses and the age of the existing facilities.
EST USE LIFE	30 years
ADDRESS LOCATION	5223 E 41st north
GENERAL COMMENTS	
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	3 years
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	Tulsa Parks Master Plan
DEPT PRIORITY	Medium
CONTACT PERSON	Jack Bubenik
CONTACT EMAIL	jackiebubenik@cityoftulsa.org

16.30

REFERENCE	16
PROJECT TITLE	Page Belcher Golf Course Improvements
CATEGORY	Facilities
REQUESTING DEPT	Parks
PROJECT PURPOSE	Existing Facilities are in need of replacement. A new Clubhouse, maintenance building and cart storage building is needed. Ponds need to be added, add security fencing around maintenance area, replace corrugated drainage, add bunkers, repair cart paths, secure perimeter of golf course, add tee signage and update irrigation system.
PROJECT CLASS	Replacement
REASON FOR CLASS	Existing facilities have outlived their projected lives.
EST USE LIFE	30 years
ADDRESS LOCATION	6666 s union Tulsa, ok
GENERAL COMMENTS	
ROI	\$500,000 +
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	3 years
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	Parks Master Plan
DEPT PRIORITY	Medium
CONTACT PERSON	Jack Bubenik
CONTACT EMAIL	jackiebubenik@cityoftulsa.org

16.31

REFERENCE	17																		
PROJECT TITLE	Route 66 Station (Phase II - Route 66 Historical Village)																		
CATEGORY	-----																		
REQUESTING DEPT	Planning																		
PROJECT PURPOSE	Phase 2 of Route 66 Station project (short term parking and restrooms funded in Improve Our Tulsa). This phase will construct the train station as part of the Route 66 Historical Village. Operation of completed asset will be maintained by a private organization.																		
PROJECT CLASS	Expansion																		
REASON FOR CLASS	Project will construct new facilities related to Route 66 Station project.																		
EST USE LIFE	50																		
ADDRESS LOCATION	SW BLVD and W 38 PL S																		
GENERAL COMMENTS	<p>Project consists of 9 phases:</p> <table> <tr> <td>1) Train Depot</td> <td>\$1,125,000</td> </tr> <tr> <td>2) Town Square</td> <td>\$337,500</td> </tr> <tr> <td>3) Toll Booth</td> <td>\$33,750</td> </tr> <tr> <td>4) Cyress Avery Bridge</td> <td>\$350,000</td> </tr> <tr> <td>5) Pedestrian Crossing</td> <td>\$150,000</td> </tr> <tr> <td>6) Airport Hangar</td> <td>\$78,000</td> </tr> <tr> <td>7) Aviation Tower</td> <td>\$125,000</td> </tr> <tr> <td>8) Runway</td> <td>\$104,000</td> </tr> <tr> <td>9) Covered Performances Seating</td> <td>\$45,000</td> </tr> </table>	1) Train Depot	\$1,125,000	2) Town Square	\$337,500	3) Toll Booth	\$33,750	4) Cyress Avery Bridge	\$350,000	5) Pedestrian Crossing	\$150,000	6) Airport Hangar	\$78,000	7) Aviation Tower	\$125,000	8) Runway	\$104,000	9) Covered Performances Seating	\$45,000
1) Train Depot	\$1,125,000																		
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7) Aviation Tower	\$125,000																		
8) Runway	\$104,000																		
9) Covered Performances Seating	\$45,000																		
ROI																			
ROI DESC																			
LINK LEV DESCR																			
REL TO OUTCOME DESC																			
TIME REQUIRED	2																		
RELATIONSHIP OTHER PROJECTS	Route 66 Project (short term parking and restrooms) - funded in Improve Our Tulsa.																		
COORDINATING AGENCIES	Brewer Construction Company																		
PLAN OR STUDY																			
DEPT PRIORITY	Medium																		
CONTACT PERSON	Leon Davis																		
CONTACT EMAIL	ldavis@cityoftulsa.org																		

16.32

REFERENCE	18
PROJECT TITLE	Parkview Ditch Improvements
CATEGORY	Flood Control/Storm Water
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Take over maintenance of privately owned channel to insure better drainage and reduce clogging of levee flap gates.
PROJECT CLASS	Expansion
REASON FOR CLASS	Requested by Levee District 12 because flap gates in the levee are clogging from debris floating down creek.
EST USE LIFE	50 years
ADDRESS LOCATION	33rd W. Ave. & Edison to I-412 & 41st W. Ave.
GENERAL COMMENTS	Once initial clearing is complete will require annual maintenance to remove fallen limbs and debris
ROI	
ROI DESC	Clogged levee flap gates cause flooding behind the levee during high flows in the Arkansas River.
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1 year
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	Levee District 12, Utilities, Streets & Stormwater
PLAN OR STUDY	
DEPT PRIORITY	Medium
CONTACT PERSON	Bill Robison
CONTACT EMAIL	brobison@cityoftulsa.org

16.33

REFERENCE	19
PROJECT TITLE	Bolewood Storm Sewer Extension
CATEGORY	Flood Control/Storm Water
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Reduce flooding of 3 homes and streets in Bolewood Addition.
PROJECT CLASS	Expansion
REASON FOR CLASS	Part of Perryman Ditch storm sewer system to connect to I-44 RCB.
EST USE LIFE	50 years
ADDRESS LOCATION	38th & Birmingham to 49th & Wheeling
GENERAL COMMENTS	
ROI	
ROI DESC	Homes are flooding in this area due to undersized storm sewer system. Project needed to fully utilize the I-44 RCB constructed by ODOT.
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	
RELATIONSHIP OTHER PROJECTS	49th & Wheeling to I-44 segment needs to be completed first
COORDINATING AGENCIES	Streets & Stormwater, Transportation Design, Utilities
PLAN OR STUDY	Perryman Ditch MDP
DEPT PRIORITY	High
CONTACT PERSON	Bill Robison
CONTACT EMAIL	brobison@cityoftulsa.org

16.34

REFERENCE	20
PROJECT TITLE	Wexford Detention Pond Improvements
CATEGORY	Flood Control/Storm Water
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Add 2 rows of segmental block retaining walls and terrace slopes to make banks maintainable.
PROJECT CLASS	Expansion
REASON FOR CLASS	City has taken over maintenance of this facility and it is impossible to mow with normal mowing equipment.
EST USE LIFE	50 Years
ADDRESS LOCATION	103rd Street South, East of Yale
GENERAL COMMENTS	
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1 year
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	Streets & Stormwater
PLAN OR STUDY	
DEPT PRIORITY	Medium
CONTACT PERSON	Bill Robison
CONTACT EMAIL	brobison@cityoftulsa.org

16.35

REFERENCE	21
PROJECT TITLE	Eurocopter
CATEGORY	-----
REQUESTING DEPT	Police
PROJECT PURPOSE	Replace 2014 Bell Helicopter
PROJECT CLASS	Replacement
REASON FOR CLASS	Replace 2014 Bell Helicopter and FLIR
EST USE LIFE	10 Years
ADDRESS LOCATION	6066 E 66th St N Tulsa, OK 74117-1811
GENERAL COMMENTS	
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	
DEPT PRIORITY	2
CONTACT PERSON	Nick Cory
CONTACT EMAIL	ncory@cityoftulsa.org

16.34

REFERENCE	22
PROJECT TITLE	BOK - Audio/Visual #1
CATEGORY	----
REQUESTING DEPT	Tulsa Convention Center
PROJECT PURPOSE	Replace and upgrade various components of the audio/visual systems within the BOK Center. As listed in 5 year detail of 30 Year Maintenance Plan.
PROJECT CLASS	Replacement
REASON FOR CLASS	Project will replace/upgrade/refurbish various components of the audio/visual systems within the BOK Center.
EST USE LIFE	10
ADDRESS LOCATION	BOK Center
GENERAL COMMENTS	"Clear-Com System - \$200,000.00 Scoreboard - Front End Equip. - \$200,000.00 Sound System - Amplifiers & Speakers - \$300,000.00 5% contingency "
ROI	
ROI DESC	
LINK LEV DESCR	
REL TO OUTCOME DESC	
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	
PLAN OR STUDY	SMG 30 Year Maintenance Plan
DEPT PRIORITY	Medium
CONTACT PERSON	John Dodd
CONTACT EMAIL	jdodd@smgtulsa.com

14.37

REFERENCE	23
PROJECT TITLE	Jones Riverside Airport- Sewer Eastside
CATEGORY	Sewer
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Construct a new interceptor sewer and sanitary sewer collection system to serve hangers on the east side of RL Jones Airport.
PROJECT CLASS	-----
REASON FOR CLASS	Growth
EST USE LIFE	50
ADDRESS LOCATION	Collection System
GENERAL COMMENTS	17SOM_CS_SS_0036
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2018
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	ODEQ
PLAN OR STUDY	IMG-Comp Wastewater Study
DEPT PRIORITY	
CONTACT PERSON	Robert Shelton
CONTACT EMAIL	mailto:rshelton@cityoftulsa.org

16.38

REFERENCE	24
PROJECT TITLE	FEB Joint and Crack Repairs
CATEGORY	Sewer
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Inspect Flow Equalization Basins and determine the condition of concrete slabs and joints. Repair and seal joints in concrete slabs in the first 3 cells of Cherry Creek FEB.
PROJECT CLASS	-----
REASON FOR CLASS	Replacement/Rehabilitation
EST USE LIFE	15
ADDRESS LOCATION	Area Wide
GENERAL COMMENTS	17WPC_AW_0003
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2018
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	ODEQ
PLAN OR STUDY	Asset Management
DEPT PRIORITY	
CONTACT PERSON	Robert Shelton
CONTACT EMAIL	mailto:rshelton@cityoftulsa.org

16.39

REFERENCE	25
PROJECT TITLE	71st Street Drying Bed Modifications
CATEGORY	Sewer
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Operators have commented that the existing gravel underdrain frequently becomes clogged, reduces productivity of land application efforts, and requires removal and replacement of gravel. The gravel strips, even when working, make loading of material difficult due to the constant settlement in each trench. Operators dumping material have reported injuries associated with truck tires falling into the trench. Consider abandoning gravel drains and construct concrete surface that allows free water to drain to a surface inlet.
PROJECT CLASS	-----
REASON FOR CLASS	Efficiency/Cost Savings
EST USE LIFE	20
ADDRESS LOCATION	Southside
GENERAL COMMENTS	17WPC_SS_0008
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2017
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	ODEQ
PLAN OR STUDY	IMG-Comp Wastewater Study
DEPT PRIORITY	
CONTACT PERSON	Robert Shelton
CONTACT EMAIL	mailto:rshelton@cityoftulsa.org

16.40

REFERENCE	26
PROJECT TITLE	71st Street Dewatering Conveyer
CATEGORY	Sewer
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Replace belt filter press conveyer located at the 71st Street Dewatering facility. The conveyer and the associated belt pressures have been in service for 20 years. The presses currently run daily for 9 hours, 7 days per week. The belt conveyer is running all this time. If conveyer is down, loading dry cake onto trucks is not possible. The conveyer is in poor condition and requires frequent repairs.
PROJECT CLASS	-----
REASON FOR CLASS	Replacement/Rehabilitation
EST USE LIFE	20
ADDRESS LOCATION	Southside
GENERAL COMMENTS	17WPC_SS_0013
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2017
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	ODEQ
PLAN OR STUDY	Asset Management
DEPT PRIORITY	
CONTACT PERSON	Robert Shelton
CONTACT EMAIL	mailto:rshelton@cityoftulsa.org

16.41

REFERENCE	27
PROJECT TITLE	71st Street Dewatering Facility - Storage Tank Repair
CATEGORY	Sewer
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Rehabilitate the 71st Street Dewatering Facility solids storage tanks. Rehabilitation of the sludge storage tanks for the 71st Street Dewatering Facility was removed from Contract I because of available funding. Contact 1 will provide access to the tanks, cleaning, and inspections. Inspection date for the interior of the tank and the roof will be used to determine the scope and the cost of needed repairs.
PROJECT CLASS	-----
REASON FOR CLASS	Replacement/Rehabilitation
EST USE LIFE	40
ADDRESS LOCATION	Southside
GENERAL COMMENTS	17WPC_SS_0014
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2017
RELATIONSHIP OTHER PROJECTS	
COORDINATING AGENCIES	ODEQ
PLAN OR STUDY	Asset Management
DEPT PRIORITY	
CONTACT PERSON	Robert Shelton
CONTACT EMAIL	mailto:rshelton@cityoftulsa.org

16.42

REFERENCE	28
PROJECT TITLE	Transmission Line Condition Assessment
CATEGORY	Water
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	This project develops programs to assess the water distribution transmission system mainly through the use of non-interruptive conditional assessment technology. This program will be aimed at large diameter pipe of 14-inch and greater. This program will enable a more targeted approach to pipe maintenance management by identifying mains that require local repair and providing prioritization of mains for replacement or rehabilitation.
PROJECT CLASS	
REASON FOR CLASS	Replacement/Rehabilitation
EST USE LIFE	NA
ADDRESS LOCATION	Transmission Mains
GENERAL COMMENTS	17WD_TM_0006
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2017
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	NA
PLAN OR STUDY	NA
DEPT PRIORITY	High
CONTACT PERSON	Anthony Wilkins
CONTACT EMAIL	mailto:awilkins@cityoftulsa.org

16.43

REFERENCE	29
PROJECT TITLE	Water Reuse Study and Master Plan
CATEGORY	Water
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	TMUA would like to evaluate the potential opportunities to reuse and reclaim wastewater effluent produced by the City of Tulsa's wastewater treatment plants. The Water Reuse Study and Master Plan would investigate potential opportunities for reuse, identify potential future customers and markets, determine the volume of water that may be reused, market value, cost of service, and overall benefit to TMUA.
PROJECT CLASS	
REASON FOR CLASS	Efficiency/Cost Savings
EST USE LIFE	NA
ADDRESS LOCATION	Areawide
GENERAL COMMENTS	17WS_AW_0001
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2018
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	ODEQ, OWRB
PLAN OR STUDY	Water for 2060
DEPT PRIORITY	High
CONTACT PERSON	Anthony Wilkins
CONTACT EMAIL	mailto:awilkins@cityoftulsa.org

16.44

REFERENCE	30
PROJECT TITLE	Eucha Dam Radial Gates Rehabilitation
CATEGORY	Water
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	The purpose of this project is to rehabilitate the radial gates at the Eucha Dam by recoating the gates; removing all surface corrosion; repairing all pitted corrosion areas; reshaping or replacing all deformed members; and replace all leaking seals.
PROJECT CLASS	
REASON FOR CLASS	Replacement/Rehabilitation
EST USE LIFE	20
ADDRESS LOCATION	Raw Water
GENERAL COMMENTS	17WS_RW_0016
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2017
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	NA
PLAN OR STUDY	NA
DEPT PRIORITY	High
CONTACT PERSON	Anthony Wilkins
CONTACT EMAIL	mailto:awilkins@cityoftulsa.org

16.95

REFERENCE	31
PROJECT TITLE	Raw Water Tiawah Tunnel Repairs
CATEGORY	Water
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Repairs to the Tiawah Tunnel will consist of 1.) Filling the voids between the lining of the mined section of the tunnel; 2.) Installing reinforced concrete along 148 feet of unreinforce open-cut section of the tunnel; and 3.) Repair the delaminated and drummy concrete in the reinforce open-cut area using a cast-in-place concrete method for the areas identified in the 2015 inspection report.
PROJECT CLASS	
REASON FOR CLASS	Replacement/Rehabilitation
EST USE LIFE	50
ADDRESS LOCATION	Raw Water
GENERAL COMMENTS	17WS_RW_0017
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2017
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	NA
PLAN OR STUDY	NA
DEPT PRIORITY	High
CONTACT PERSON	Anthony Wilkins
CONTACT EMAIL	mailto:awilkins@cityoftulsa.org

16.44

REFERENCE	32
PROJECT TITLE	Citywide & Route 66 Beautification and Reinvestment Fund
CATEGORY	
REQUESTING DEPT	Planning
PROJECT PURPOSE	Creates a fund for annual beautification of Tulsa's residential neighborhoods, deteriorating commercial shopping areas, and major thoroughfares and entryways into downtown and the city.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Rehabilitation of various sites. Beautification.
EST USE LIFE	20
ADDRESS LOCATION	Citywide, Rt 66
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2
RELATIONSHIP OTHER PROJECTS	Route 66 Improvements
COORDINATING AGENCIES	PED, INCOG, ENG, Streets, Rt 66 org.
PLAN OR STUDY	Comp Plan - Land Use, Economic Development; Southwest Tulsa Neighborhood Plan; Route 66 Master Plan.
DEPT PRIORITY	High
CONTACT PERSON	Dawn Warrick
CONTACT EMAIL	mailto:dwarrick@cityoftulsa.org

16.97

REFERENCE	33
PROJECT TITLE	Peoria-Mohawk Business Park
CATEGORY	
REQUESTING DEPT	Planning
PROJECT PURPOSE	Prepares a site at 36th St. North and Peoria Ave. for highly-skilled, primary jobs, focused on hiring Tulsans from the surrounding north Tulsa community.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Rehabilitation of various sites. Laying infrastructure for development.
EST USE LIFE	50
ADDRESS LOCATION	36th St North and N Peoria Ave
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	PED, INCOG, ENG, Streets
PLAN OR STUDY	Comp Plan - Land use, Transportation; 36h Street North Corridor Small Area Plan
DEPT PRIORITY	High
CONTACT PERSON	Dawn Warrick
CONTACT EMAIL	mailto:dwarrick@cityoftulsa.org

12.48

REFERENCE	34
PROJECT TITLE	Community Health Connection Facility
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Constructs a larger facility in east Tulsa for this federally-qualified health center, allowing it to meet growing demand and replace dilapidated facilities.
PROJECT CLASS	Expansion
REASON FOR CLASS	Creation of new asset.
EST USE LIFE	50
ADDRESS LOCATION	East Tulsa.
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	Community Health Connection
PLAN OR STUDY	Comp Plan - Guiding Principle, Economic Development
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

16.49

REFERENCE	35
PROJECT TITLE	Air National Guard F-35 Simulator Training Center
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Provides a local match for the construction of a Mission Training Center at the Tulsa Air National Guard base, a key component in securing operational duties for the next generation aircraft—the F-35—and protecting the base from future base closings.
PROJECT CLASS	Expansion
REASON FOR CLASS	Creation of new asset.
EST USE LIFE	50
ADDRESS LOCATION	Tulas Air National Guard
GENERAL COMMENTS	Part of the Vision 2025 Program Local match dollars.
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	Air National Guard
PLAN OR STUDY	Comp Plan - Economic Development
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

16.50

REFERENCE	36
PROJECT TITLE	Discovery Lab
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Provides matching funds to the Tulsa Children's Museum for a science center in the Gathering Place, with private funding covering the remainder. Activities will focus on STEM and healthy living, benefiting Tulsa's children and attracting visitors from across the region.
PROJECT CLASS	Expansion
REASON FOR CLASS	Creation of new asset.
EST USE LIFE	50
ADDRESS LOCATION	Tulsa Gathering Place
GENERAL COMMENTS	Part of the Vision 2025 Program Local match dollars.
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	Discovery Lab
PLAN OR STUDY	Comp Plan - Economic Development, Parks, Trails, and Open Spaces
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

16.51

REFERENCE	37
PROJECT TITLE	Peoria Connection
CATEGORY	
REQUESTING DEPT	Planning
PROJECT PURPOSE	Acquires and prepares land, including streetscaping and infrastructure improvements, for future economic development, along North Peoria Ave. from 56th St. North to Mohawk Blvd.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Rehabilitation of existing assets. Some land purchase will be included.
EST USE LIFE	50
ADDRESS LOCATION	North Peoria: 56th St North to Mohawk Blvd
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	5
RELATIONSHIP OTHER PROJECTS	Peoria Mohawk Business Park
COORDINATING AGENCIES	ENG, Streets, INCOG
PLAN OR STUDY	Comp Plan - Economic Development
DEPT PRIORITY	High
CONTACT PERSON	Dawn Warrick
CONTACT EMAIL	mailto:dwarrick@cityoftulsa.org

16.52

REFERENCE	38
PROJECT TITLE	Tulsa Community College Career Placement
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Renovates areas used for student advisement, admissions, and enrollment services, creating a new Career Placement and Student Success Center, to increase graduation rates and connect graduates to Tulsa employers.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Rehabilitation of existing asset.
EST USE LIFE	50
ADDRESS LOCATION	TCC Campus
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	TCC
PLAN OR STUDY	Comp Plan - Land Use, Economic Development
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

16.53

REFERENCE	39
PROJECT TITLE	OSU-Tulsa Innovation Center (University Center at Tulsa Authority)
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Provides partial funding for site acquisition and preparation for the OSU-Tulsa Innovation Center, which will allow private companies to work with OSU researchers to develop projects in highly technical fields like aerospace and advanced manufacturing. The Innovation Center will be a part of a larger commercial development just north of downtown.
PROJECT CLASS	Expansion
REASON FOR CLASS	Creation of new asset.
EST USE LIFE	50
ADDRESS LOCATION	North of Downtown
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	OSU-Tulsa
PLAN OR STUDY	Comp Plan - Land Use, Economic Development; Downtown Area Master Plan
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

1654

REFERENCE	40
PROJECT TITLE	McCullough Park
CATEGORY	
REQUESTING DEPT	Parks
PROJECT PURPOSE	Enhances McCullough Park with a new playground, water playground, two new shelters, and a half-mile trail; creates a BMX track and spectator area, a lighted multi-use sports court and upgrades to the existing parking lot.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Rehabilitation of existing asset, with some additional new assets
EST USE LIFE	50
ADDRESS LOCATION	McCullough Park
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	ENG, INCOG, Riverparks
PLAN OR STUDY	Parks Master Plan, Comp Plan - parks, Trails, and Open Space; East Tulsa Neighborhood Plan, Phase 1
DEPT PRIORITY	High
CONTACT PERSON	Lucy Dolman
CONTACT EMAIL	mailto:ldolman@cityoftulsa.org

16.55

REFERENCE	41
PROJECT TITLE	GO Plan
CATEGORY	Streets
REQUESTING DEPT	Engineering Services
PROJECT PURPOSE	Funds key projects on the publicly-developed Bicycle/Pedestrian Master Plan, including sidewalks, bike lanes and corridors, trail expansions and improvements, and other pedestrian improvements along commercial corridors.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Rehabilitation of existing asset, with some additional new assets
EST USE LIFE	50
ADDRESS LOCATION	Citywide
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	5
RELATIONSHIP OTHER PROJECTS	Citywide Bicycle/Pedestrian Master Plan and Related Projects (Improve Our Tulsa)
COORDINATING AGENCIES	ENG, INCOG, Planning, Riverparks
PLAN OR STUDY	Comp Plan - Land Use, Transportation, Parks, Trails, and Open Space
DEPT PRIORITY	High
CONTACT PERSON	Brent Stout
CONTACT EMAIL	mailto:bstout@cityoftulsa.org

16.54

REFERENCE	42
PROJECT TITLE	Cox Business Center
CATEGORY	
REQUESTING DEPT	Tulsa Convention Center
PROJECT PURPOSE	Expands the current convention center, allowing Tulsa to remain competitive with other regional convention centers; creates a master plan for the redevelopment and economic growth of Tulsa's Arena District—maximizing the potential of the BOK Center.
PROJECT CLASS	Expansion
REASON FOR CLASS	Expansion of existing asset
EST USE LIFE	50
ADDRESS LOCATION	Tulsa Convention Center
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2
RELATIONSHIP OTHER PROJECTS	Remaining Tulsa Convention Center facility projects
COORDINATING AGENCIES	Engineering Services
PLAN OR STUDY	Downtown Master Plan
DEPT PRIORITY	Comp Plan - Economic Development
CONTACT PERSON	High
CONTACT PERSON	Marsha Hinds John Dodd
CONTACT EMAIL	mhinds@cityoftulsa.org / jdodd@smgtulsa.com

16.57

REFERENCE	43
PROJECT TITLE	Tulsa Fairgrounds Improvements
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Funds infrastructure and building enhancements at Expo Square, allowing Tulsa to retain and recruit large-scale, national, and international events, which bring additional sales tax revenue to the city.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	Repair of existing asset. Although some expansion will occur in this project.
EST USE LIFE	50
ADDRESS LOCATION	Expo Square Fairgrounds (21st St and Yale Ave)
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	5
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	NA
PLAN OR STUDY	NA
DEPT PRIORITY	High
CONTACT PERSON	Mark Andrus
CONTACT EMAIL	mailto:mandrus@exposquare.com

16.58

REFERENCE	44
PROJECT TITLE	Langston University
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Constructs a new complex to house and expand Langston's healthcare training courses, including nursing, public health, physical therapy, and rehabilitation services.
PROJECT CLASS	Expansion
REASON FOR CLASS	Creation of new asset.
EST USE LIFE	50
ADDRESS LOCATION	Tulsa's Healthcare Professions Complex
GENERAL COMMENTS	Part of the Vision 2025 Program Langston University - Tulsa will construct a new facility to house healthcare programs including those within our School of Nursing & Health Sciences and School of Physical Therapy, as well as Public Health, Rehabilitation Counseling and Rehabilitation Services. The expansion will also include a daycare which will serve the North Greenwood district of Tulsa and provide training for future educators attending Langston University-Tulsa.
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	PED, INCOG
PLAN OR STUDY	Comp Plan - Economic Development
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

16.59

REFERENCE	45
PROJECT TITLE	Olympic Training Center and BMX USA National
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	In partnership with Tulsa County, funds construction of an Olympic training center for BMX athletes and national headquarters for BMX USA at the former Drillers Stadium. This project is projected to generate more than \$11 million and 100 events over five years.
PROJECT CLASS	Expansion
REASON FOR CLASS	Creation of new asset.
EST USE LIFE	50
ADDRESS LOCATION	Drillers Stadium
GENERAL COMMENTS	Part of the Vision 2025 Program
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	2
RELATIONSHIP OTHER PROJECTS	NA
COORDINATING AGENCIES	PED, INCOG
PLAN OR STUDY	Comp Plan - Economic Development, Parks, Trails, and Open Spaces
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

16.60

REFERENCE	46
PROJECT TITLE	Public Schools – Safety First Initiative
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Funds targeted safety improvements at 82 Tulsa Public Schools sites, five Jenks Public School locations, and 17 sites in the Union School District, to ensure safe crossings for students and their parents; provides equipment for increased communications between schools and emergency responders.
PROJECT CLASS	Rehabilitation
REASON FOR CLASS	No new assets created or expanded. Project involves renovation of streets, and purchase of small equipment.
EST USE LIFE	10
ADDRESS LOCATION	82 TPS sites 5 JPS sites 17 UPS sites
GENERAL COMMENTS	Part of the Vision 2025 Program. Will involve streets, AMD, Traffic Eng.
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	1
RELATIONSHIP OTHER PROJECTS	Safe Routes to Schools - Infrastructure
COORDINATING AGENCIES	ENG, Traffic, Streets, AMD, County
PLAN OR STUDY	Comp Plan - Land Use, Parks, Trails, and Open Space
DEPT PRIORITY	High
CONTACT PERSON	NA
CONTACT EMAIL	NA

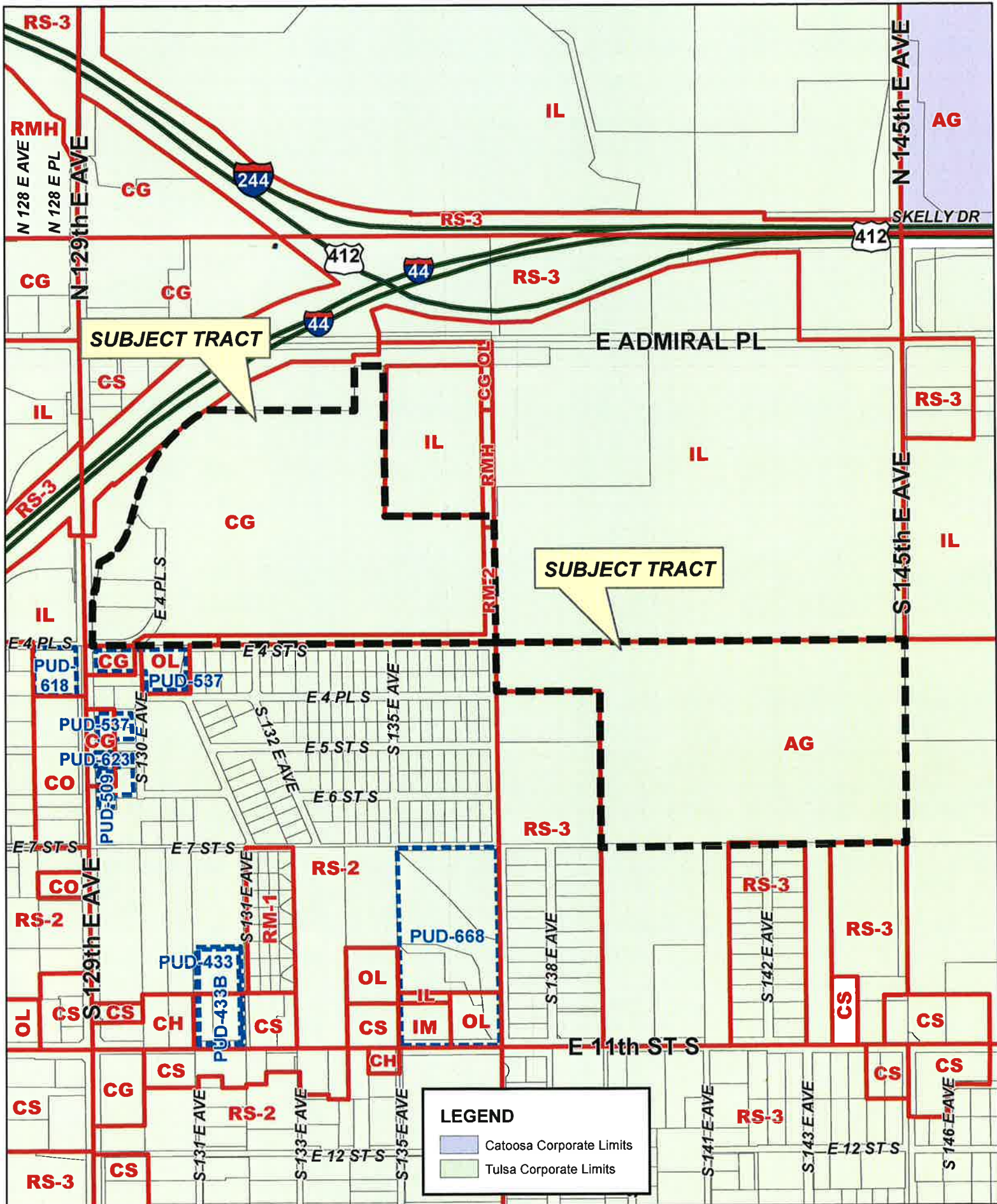
16.61

REFERENCE	47
PROJECT TITLE	Capital Equipment - Non-Public Safety
CATEGORY	
REQUESTING DEPT	Citywide (Enterprise)
PROJECT PURPOSE	Maintains, repairs and replaces much-needed city equipment over the course of this package.
PROJECT CLASS	Replacement
REASON FOR CLASS	Replacement of various short-term equipment
EST USE LIFE	10
ADDRESS LOCATION	Citywide
GENERAL COMMENTS	Part of the Vision 2025 Program. Not part of the Public Safety capital equipment project. This will provide equipment for citywide uses.
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	5
RELATIONSHIP OTHER PROJECTS	Short Term Capital Equipment (3rd penny)
COORDINATING AGENCIES	Citywide, Finance, AMD
PLAN OR STUDY	NA
DEPT PRIORITY	High
CONTACT PERSON	Gary Hamer
CONTACT EMAIL	mailto:ghamer@cityoftulsa.org

16.62

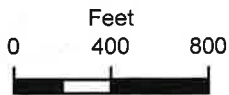
REFERENCE	48
PROJECT TITLE	Lakes and Improvements
CATEGORY	
REQUESTING DEPT	River Parks Authority
PROJECT PURPOSE	Creates two lakes in the Arkansas River, including shoreline improvements and parks. Improvements include replacing the unsafe and structurally deficient Zink Dam, including a recreational whitewater flume and a new iconic pedestrian bridge, and constructing a new dam and pedestrian bridge in south and west Tulsa. Funding for the South Tulsa dam will only be allocated if Jenks and the Muscogee (Creek) Nation contribute proportionally to the overall project, which is to include a long-term operating and maintenance endowment.
PROJECT CLASS	Expansion
REASON FOR CLASS	New Assets
EST USE LIFE	50
ADDRESS LOCATION	Arkansas River
GENERAL COMMENTS	Project is one of five distinct projects which make up the Arkansas River Corridor Infrastructure and Improvements project found in the Vision 2025 Program.
ROI	NA
ROI DESC	NA
LINK LEV DESCR	NA
REL TO OUTCOME DESC	NA
TIME REQUIRED	5
RELATIONSHIP OTHER PROJECTS	Arkansas River Corridor Infrastructure and Improvements
COORDINATING AGENCIES	Jenks, Muscogee (Creek) Nation, INCOG, Engineering Services
PLAN OR STUDY	Comp Plan- Parks, Trails and Open Space; Arkansas River Corridor Master Plan; West Highlands Tulsa Hills SAP; Southwest Tulsa SAP Phase II; Charles Page Boulevard Plan; Eugene Field SAP; Downtown Area Master Plan.
DEPT PRIORITY	High
CONTACT PERSON	Matt Meyer
CONTACT EMAIL	mailto:mattmeyer@riverparks.org

16.63



LEGEND

- Catoosa Corporate Limits
- Tulsa Corporate Limits



CPA-40/2-7333

04 19-14

17. & 18



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7332
(With Optional development plan)

Hearing Date: March 16, 2016

Case Report Prepared by:

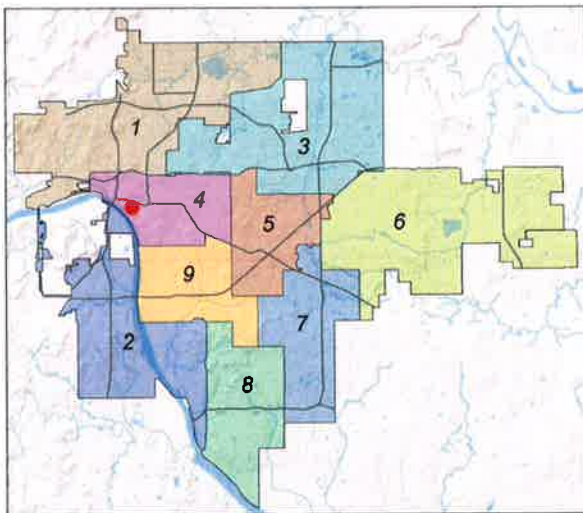
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Nathan Cross

Property Owner: NICKS, JOHN B AND LINDA G

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Office

Proposed Use: Small Assembly & Entertainment

Concept summary:

Tract Size: 0.16 ± acres

Location: Northwest corner of S. Carson Ave. and
W. 15th St. S.

Zoning:

Existing Zoning: RM-2

Proposed Zoning: CS
(With Optional Development Plan)

Comprehensive Plan:

Land Use Map: Downtown Neighborhood

Stability and Growth Map: Area of Stability

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 9212

CZM: 36

Atlas: 16

City Council District: 4

Councilor Name: Blake Ewing

County Commission District: 2

Commissioner Name: Karen Keith

19.1

SECTION I: Z-7332 (Rezoning from RM-2 to CS with Optional Development Plan)

APPLICANTS OPTIONAL DEVELOPMENT PLAN CONCEPT:

The Escape Tulsa is a novel concept not seen before in the City of Tulsa wherein 2-6 individuals are given one (1) hour to solve multiple complex puzzles that will show them the way to unlock one of the three (3) rooms that guest can choose to be confined within. The concept was developed by Andrew Gipson (the "Applicant"). The Applicant also has locations in Oklahoma City and Omaha, Nebraska. The Escape Tulsa staffs two (2) employees at a time at their facility located at 1448 S. Carson Ave and primary business hours for corporate teambuilding are Monday- Thursday 8am to 4pm. Primary business hours for public teambuilding are Thursday-Sunday 11am to 10pm. More information can be found by visiting the following website: <http://theescapetulsa.com>.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits: None

SECTION II: OPTIONAL DEVELOPMENT PLAN STANDARDS:

In order to further lessen the impact of the rezoning of the Subject Parcel on the neighborhood, the Applicant has elected to impose additional restrictions on the property by requesting the implementation of an Optional Development Plan as is allowed under the Code. In addition to the existing restrictions for CS zoned property under the Code, the Applicant proposes the following:

Use Limitation:

The Applicant proposes limiting the allowed uses and adding development standards on the Subject Parcel as follows and no others:

Single family detached house in the existing building.

New single family home consistent with lot and building regulations allowed in an RM-2 zoned district.

Office use as allowed in CS districts except that Plasma centers are prohibited.

Demolition of the existing building and retaining wall along the street right of way is prohibited. Sidewalk, or vehicular driveway/parking rehabilitation, bicycle parking areas and landscaping, would not be considered "demolition" or "construction" for purposes of this Development Plan

The Escape Tulsa business is allowed in the existing building.

Cosmetic improvements are allowed but not limited to general maintenance items such as painting, window and door repair or replacement, roofing replacement.

Setbacks and Yards:

As stated above, any future office use or Escape Tulsa will be contained in the existing structure. Conversion of the existing structure to a single family home would be allowed without the need for additional relief. Any construction for the purposes of a single family home use would be required to follow all bulk and density requirements of an RM-2 zoned district.

Further Limitations:

All other development standards not specifically stated herein would be consistent with RM-2 zoning.

Conclusion:

This process is being undertaken solely to bring the existing structure into compliance with the City of Tulsa Zoning Code. The Applicant has no plans to make any structural changes to the existing structure nor does he intend to add parking. The effect of this action, if successful, would be to ensure that The Escape Tulsa is being the best neighbor possibly by following all of the requirements of the Zoning Code and optional development plan.

DETAILED STAFF RECOMMENDATION:

Z-7332 with the optional development plan is consistent with the Tulsa Comprehensive Plan, and;

The provisions of the Optional Development Plan is consistent with the Development Plan provisions of the Code, and;

CS zoning with the Optional Development Plan Standards defined above implement standards that allow the Escape Tulsa use and provides detailed restrictions that will protect the integrity of the residential character of the neighborhood, therefore;

Staff recommends Approval of Z-7332 with an optional development plan to rezone property from RM-2 to CS with an optional development plan.

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The Downtown Neighborhood land use designation recognizes the importance of retail districts that could be placed in CS zoned. The optional development plan provides an opportunity to respect the site as an Area of Stability by implementing additional standards that maintain the character of the street and existing building. CS zoning with the companion optional development plan are consistent with the land use designations in the Comprehensive Plan.

Land Use Vision:

Land Use Plan map designation: Downtown Neighborhood

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are

evolving into areas where people both live and work, and medium to high rise mixed use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.

Areas of Stability and Growth designation: Area of Stability

The Areas of Stability includes approximately 75% of the city's total parcels. Existing residential neighborhoods, where change is expected to be minimal, make up a large proportion of the Areas of Stability. The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small scale infill projects. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life.

Transportation Vision:

Major Street and Highway Plan:

East 15th Street South is an Urban Arterial street with no other designation.

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary:

The existing structure is formerly a residence, but has been in commercial use for more than 30 years. The Escape Tulsa is currently located here.

Applicants Summary of Current Use:

The Escape Tulsa moved into the Subject Parcel last year with the intention of bringing the novel escape concept to Tulsa. Because of the limited space in the structure and the design of the concept, The Escape Tulsa cannot have any more than twenty-four (24) guests and two (2) staff members in the structure at any given moment. The average is sixteen (16) at the Oklahoma City location. Currently, The Escape staff is parking on the Carson Avenue and the entire parking lot (ten (10) spaces) is being left open for guest use. All visits are by appointment and The Escape Tulsa staff notifies all guests in advance that they are only allowed to park in the lot on the Subject Parcel. The Escape Tulsa staff plans to continue to police parking and make every effort to ensure that parking is limited to the Subject Parcel.

Street view image of existing building:



Environmental Considerations: None that would affect development opportunities of this site.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Carson Avenue	No Designation	50 feet	2
West 15 th Street South	Urban Arterial	70 feet	4

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RM-2	Downtown Neighborhood	Stability	Single family residential
East	RM-2	Downtown Neighborhood	Stability	Vacant lot
South	RM-2	Downtown Neighborhood	Stability	Single family residential
West	CS	Downtown Neighborhood	Area of Growth	Convenience good and services

Surrounding Properties: The subject tract is abutted on the east by single-family residences and a vacant lot, zoned RM-2; on the north by single-family residence, zoned RM-2; on the south by single-family residence, zoned RM-2; and on the west by a QuikTrip, zoned CS.

19.5

SECTION III: Relevant Zoning History

APPLICANTS HISTORICAL SUMMARY:

The property at issue in this case (the "Subject Parcel") is located at 1448 S. Carson Avenue. The current configuration of the Subject Parcel is a two-story structure with front (east facing) and rear (west facing) entries with a paved parking lot containing ten (10) striped parking spaces. There are no plans to change the configuration of the structure or the parking lot or to add parking. Ingress and egress are facilitated through South Carthage Avenue on the west side of the Subject Parcel and through a curb cut off of 15th street on the south side of the Subject Parcel.

From and since at least 1980, the Subject Parcel has been used exclusively for office or other commercial use. At some point during that time, a majority of the green space on the lot was paved to accommodate the ten (10) parking spaces now on site. Since the Subject Parcel has been used a commercial structure for more than 30 years, it has been divided up and reconfigured repeatedly. As such, retrofitting it back into a single-family home with yard would be an expensive and difficult task that would require large-scale demolition and reconstruction.

ZONING ORDINANCE: Ordinance number 11814 dated June 26, 1970, established zoning for the subject property.

Subject Property:

Z-7317 December 2015: Staff and TMAPC concurred in approval of a request for rezoning a 6900± square foot tract of land from RM-2 to CS for Use Unit 19 (Recreation facilities) on property located on the northwest corner of S. Carson Ave. and E. 15th St. S. However, the applicant withdrew the application with the intent to refile with an Optional Development Plan available through the adoption of the new zoning code at the beginning of 2016.

BOA-12325 December 16, 1982: The Board of Adjustment **approved** a *Special Exception* to allow an office use in an RM-2 district; at 1448 S. Carson Ave. and also known as the subject property.

Z-5359 February 1980: Staff recommended denial of a request for *rezoning* a 6800± square foot tract of land from RM-2 to CS to convert a home for a beauty salon, and approval of OM, on property located on the northwest corner of S. Carson Ave. and E. 15th St. S. and also known as the subject property. The TMAPC recommended denial and the applicant appealed it to City Council. The City Council **denied** the request for OM zoning.

Surrounding Property:

Z-6311 July 1991: All concurred in **approval** of a request for *rezoning* a 1.6± acre tract of land from OL/ CH to CS for a convenience store, QuikTrip, on property located on the northeast corner of S. Denver Ave. and E. 15th St. S. and abutting west of subject property.

BOA-20161 December 13, 2005: The Board of Adjustment **approved** a *Special Exception* to permit an office use (Use Unit 11) in an RM-2 district (Section 401), on property located at 1444 S. Carson Ave. W.

BOA-19881 July 27, 2004: The Board of Adjustment **approved** a *Special Exception* to permit a home occupation (hair salon) in an RM-2 district; and a *Variance* of home occupation guidelines

to permit one employee, with conditions for one customer at a time; days/hours of operation Tuesday through Saturday, 10am to 8pm, thirty minutes between clients; and the conditions listed in the neighborhood association letter, which are the zoning code home occupation guidelines, except to allow one employee; located at 1515 S. Carson Ave.

BOA-19765 February 24, 2004: The Board of Adjustment **approved** a *Special Exception* to allow office use (Use Unit 11) in an RM zoned district, finding the building will be in substantial conformance to the conceptual plan submitted today; and the uses will be in compliance with the desirable uses that have been submitted; located at 1513 S. Carson Ave.

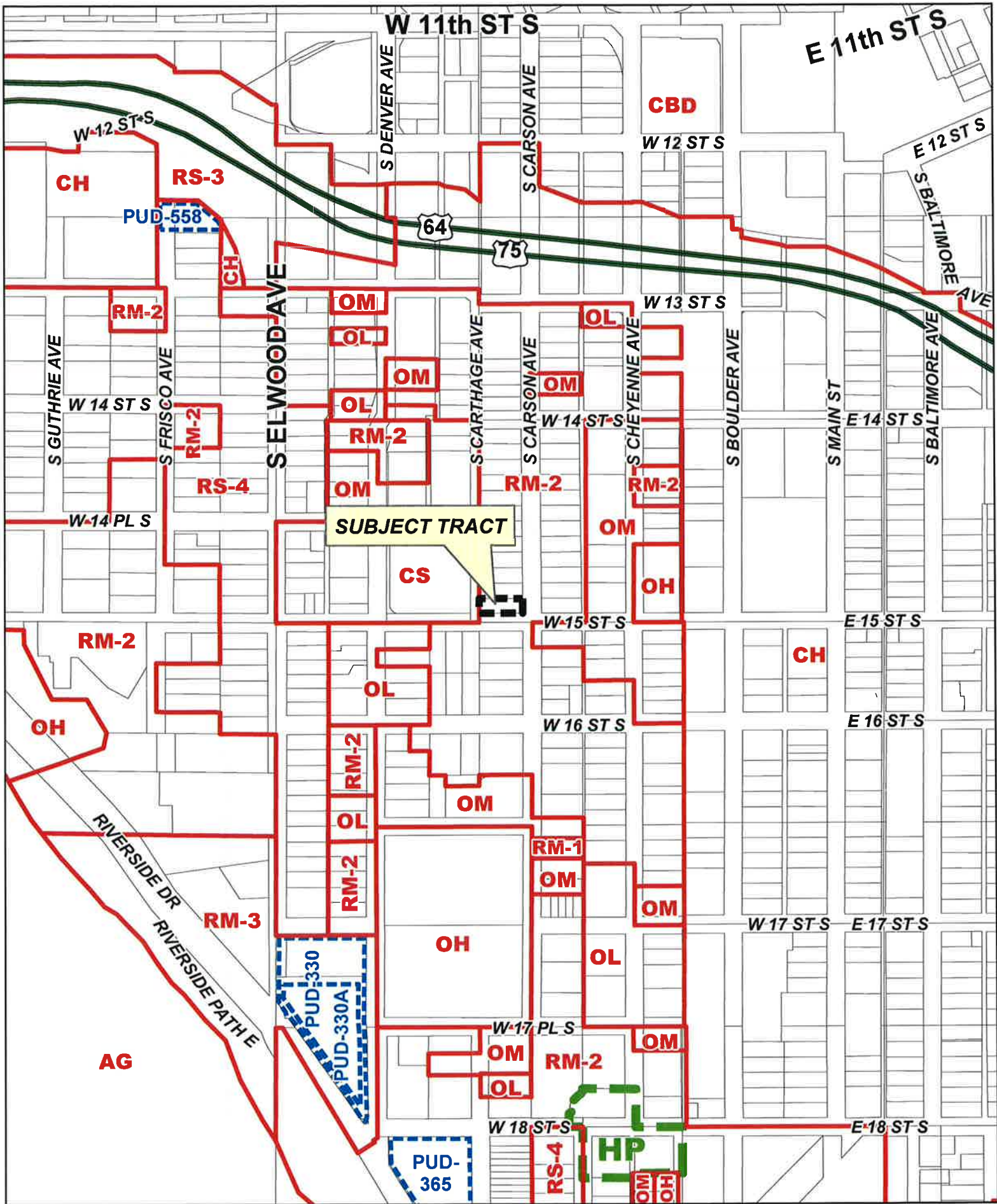
BOA-19660 August 26, 2003: The Board of Adjustment **approved** a *Special Exception* to permit an office in an RM-2 district, with the following conditions: the days and hours of operation be limited to 8:00a to 6:00p Monday through Friday, and 8a to 12p on Saturdays; and that bail bond business not be permitted on this subject property described as: 240 W. 15th St.

BOA-15399 March 15, 1990: The Board of Adjustment **approved** a *Special Exception* to permit office use in an RM-2 district; and **approved** a *Variance* to waive the screening requirements on the west and south boundary lines; subject to the structure retaining its residential character, and the principal building only being used for office space; subject to screening being installed on the north boundary; and subject to signage being limited to one unlighted sign 2' by 4'; finding that office use is existing in the area; and finding that screening on the front portion of the lot would destroy the residential character of the neighborhood; and finding that the granting of the requests, per imposed conditions, will not alter the residential character of the neighborhood; located at 1441 S. Carson Ave.

BOA-13120 May 17, 1984: The Board of Adjustment **approved** a *Special Exception* to permit office use in an RM-2 district; and a *Variance* of the required setback from an abutting R district on the N, S, and W for 10' to 8.1', 2.2', and 3', respectively, and a *Special Exception* to waive the screening requirement except at the parking lot; located S of the SW/c of 15th and Carson Ave.

3/16/2016 1:30 PM

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SUBJECT TRACT

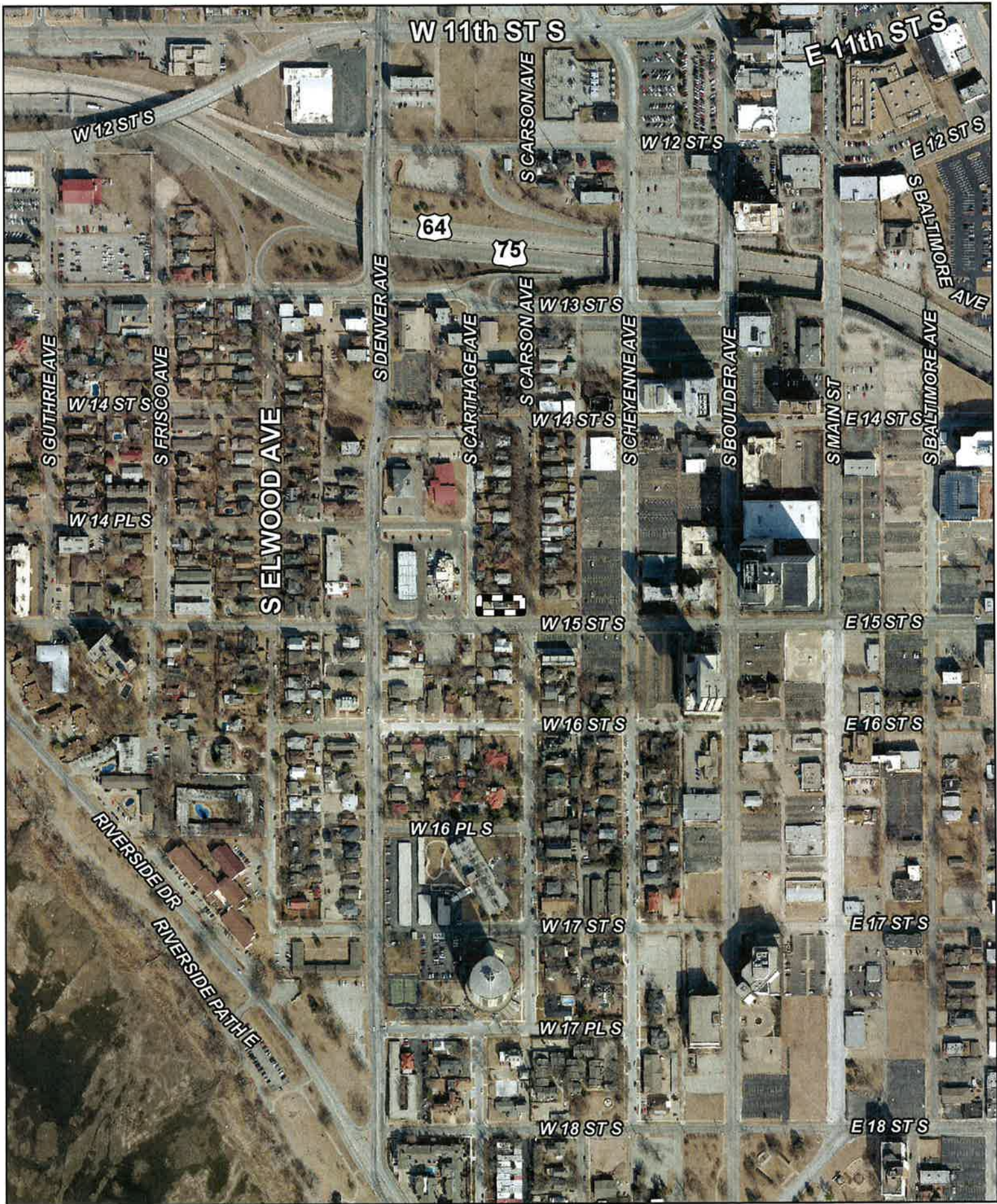
Z-7332



19-12 12

19.8





W 11th ST S

E 11th ST S

W 12 ST S

S CARSON AVE

W 12 ST S

E 12 ST S

64

75

S DENVER AVE

S CARTHAGE AVE

W 13 ST S

S CARSON AVE

S CHEYENNE AVE

S BOULDER AVE

S MAIN ST

S BALTIMORE AVE

S GUTHRIE AVE

W 14 ST S

S FRISCO AVE

S SELWOOD AVE

W 14 PL S

W 14 ST S

E 14 ST S



W 15 ST S

E 15 ST S

W 16 ST S

E 16 ST S

W 16 PL S

W 17 ST S

E 17 ST S

W 17 PL S

W 18 ST S

E 18 ST S

RIVERSIDE DR
RIVERSIDE PATH



Subject Tract

Z-7332

19-12 12

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014

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W 14 PLS

S CARTHAGE AVE

W 15 ST S

SCARSON AVE

W 16 ST S



Subject Tract

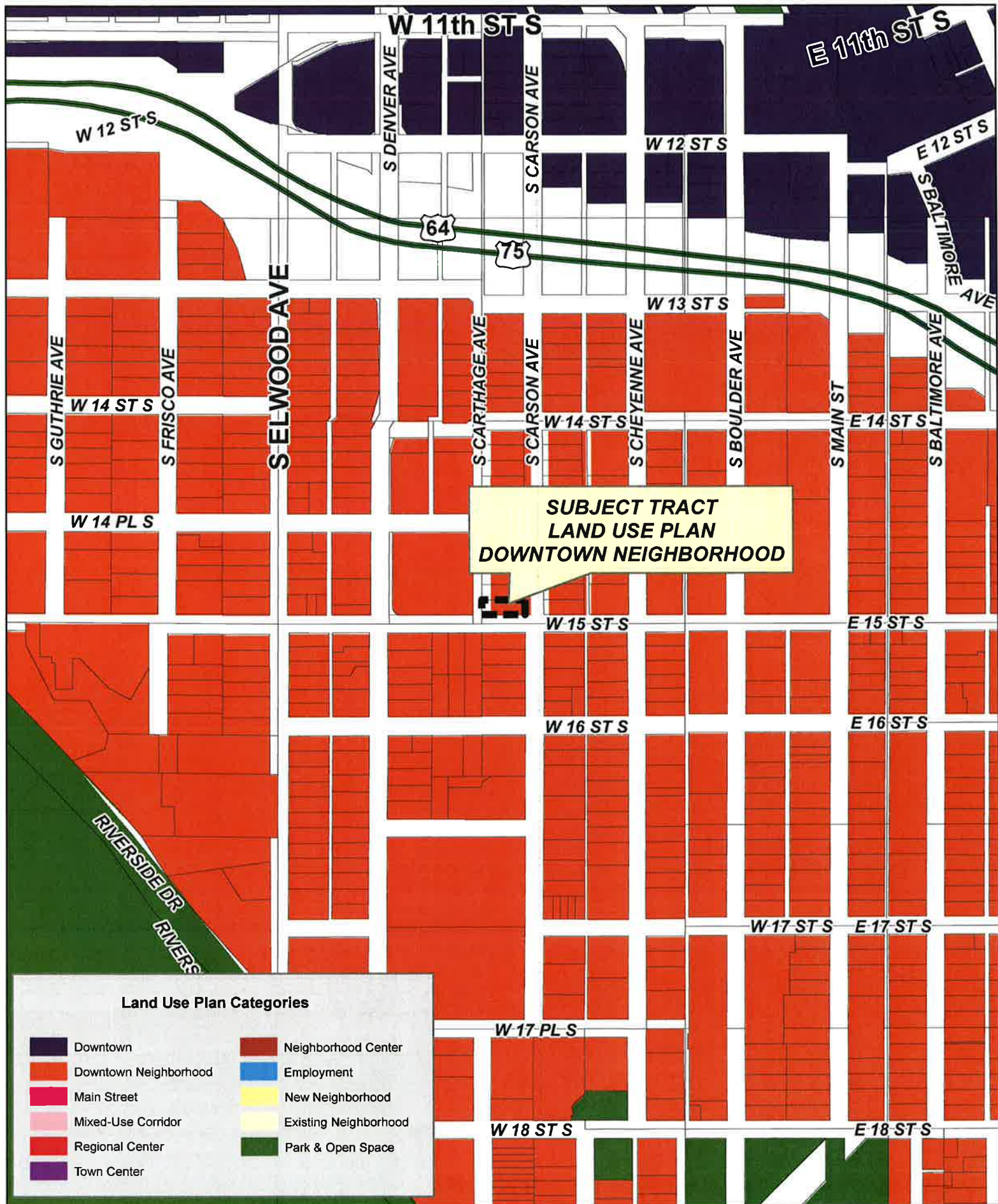
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19-12 12

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014 19.10

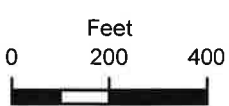




**SUBJECT TRACT
LAND USE PLAN
DOWNTOWN NEIGHBORHOOD**

Land Use Plan Categories

- | | |
|--|---|
|  Downtown |  Neighborhood Center |
|  Downtown Neighborhood |  Employment |
|  Main Street |  New Neighborhood |
|  Mixed-Use Corridor |  Existing Neighborhood |
|  Regional Center |  Park & Open Space |
|  Town Center | |

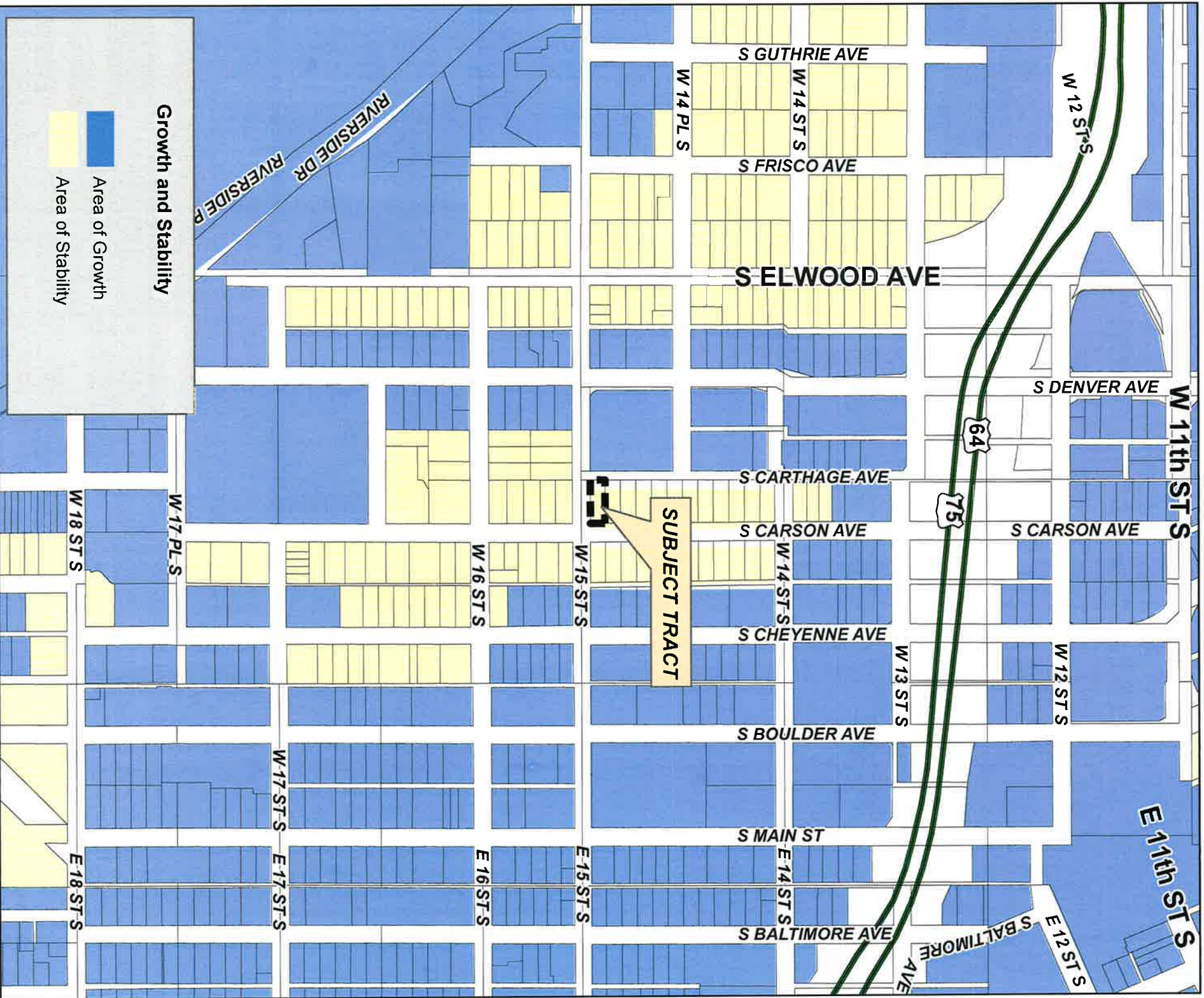


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Growth and Stability

- Area of Growth
- Area of Stability



Z-7332

19-12 12



19.12

TMAPC Staff Report

March 16, 2016

Santa Fe Square Economic Development Project Plan

Item for consideration: Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Santa Fe Square Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Santa Fe Square Economic Development Project Plan.

- I. **Background:** As defined by the Tulsa Comprehensive Plan, a Tax Increment Financing District (TIF) is “a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.”
- II. **Development or Redevelopment Using Tax Increment Financing:** The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

One of the Act’s tools is tax increment financing, which allows a city, town or county to direct the apportionment of an increment of certain local taxes and fees to finance public project costs in order to stimulate development in the defined area. The sales tax increment is the portion of sales taxes collected each year that are generated by the project(s) in the increment district, as determined by a formula approved by the governing body. The increment district is established by the development and approval of a project plan, which specifies the project area, the boundaries of the increment district, the objectives for the project area, the activities to be carried out in furtherance of those objectives, and the costs.

Increment districts have been validated by court proceedings involving two increment districts in Oklahoma City (for economic development projects at the Oklahoma Health Center and for the Downtown/MAPS project) and the increment district in Guymon (for the Guymon-Seaboard Economic Development project).

- III. **Santa Fe Square Project Plan Area** is bounded on the north by I-244; on the east by Hwy 75; on the south by E. 8th St.; and then on the west irregularly by sequence: S. Cincinnati Ave., E. 6th St., S. Boston Ave., E. 5th St., S. Cincinnati Ave., mid-block between E. 4th St. and E. 3rd St. to Boston Ave., then up Boston Ave. through the plaza fronting the

Performing Arts Center, E. 2nd St., S. Cincinnati Ave. again to the Santa Fe Railroad Tracks, then down the railroad right-of-way to N. Elgin Ave., then up N. Elgin Ave. to I-244.

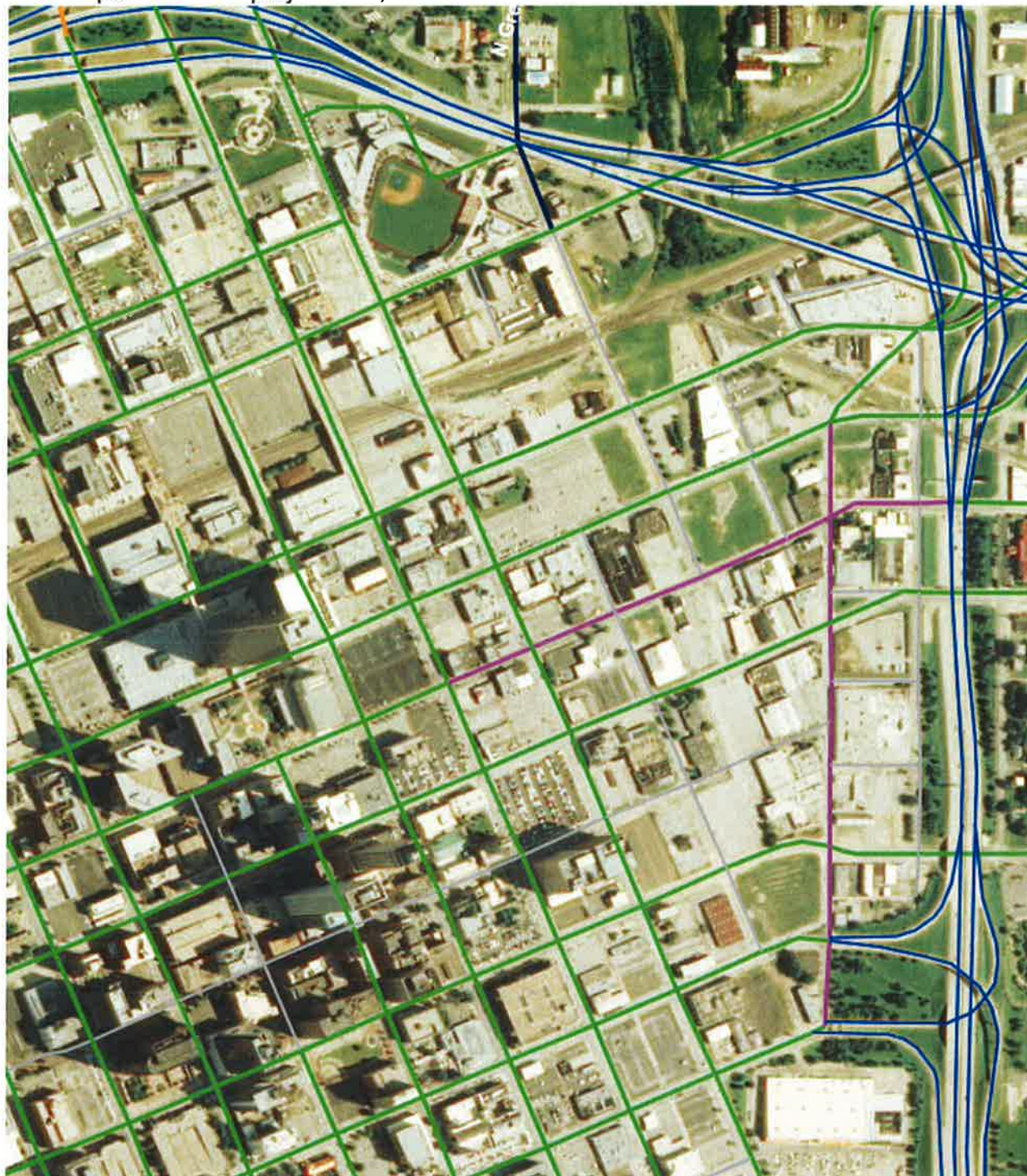


IV. Review of the Santa Fe Square Project Plan for Conformance with the Tulsa Comprehensive Plan: Prior to submittal to City Council, the TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Staff analysis will focus on three aspects of the Tulsa Comprehensive Plan:

- Major Street and Highway Plan
- Land Use Map
- Other Comprehensive Plan Priorities

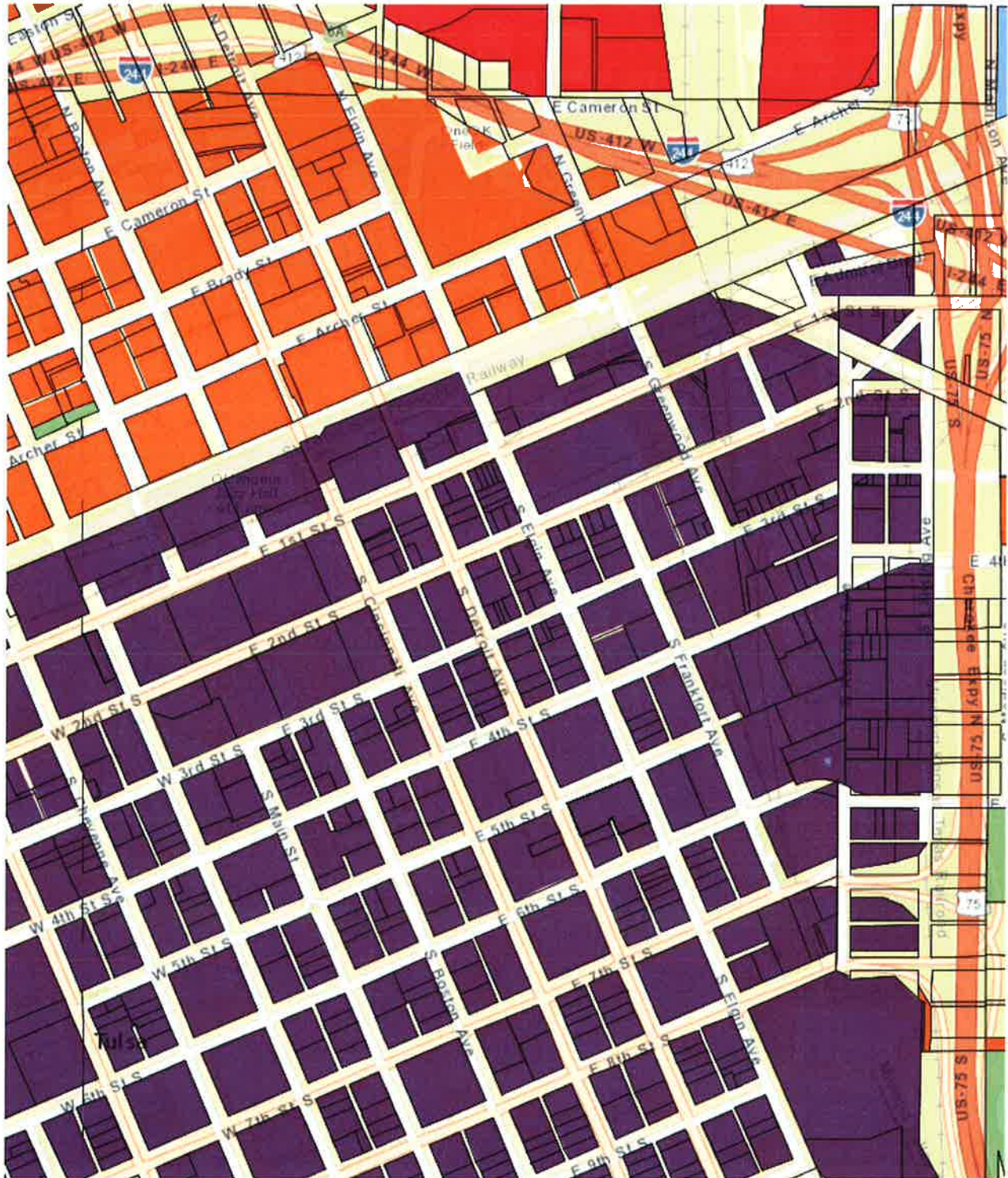
A. Major Street and Highway Plan

The Major Street and Highway Plan (MSHP) classifies street segments in the Project Plan Area primarily as *Commercial/CBD/Industrial Collectors* (green), with Kenosha Avenue and E. 3rd St. classified as *Commercial/Industrial Streets* (purple) and *Freeways* shown in blue. In the far eastern portion of the project area, there are a few smaller streets classified as "Other."



B. Land Use Map

The land use designations in the Project Plan Area are Downtown (purple) and Downtown Neighborhood (orange.).



The land use designations of *Downtown* and *Downtown Neighborhood* are found in the Project Plan Area. They are described in the Tulsa Comprehensive Plan as:

“Downtown Tulsa is a unique area, the centerpiece of the city and region with the highest intensity of uses. Many uses are attracted to the centralized location – government entities, major employers, regional entertainment venues, unique restaurants, specialty stores, nightclubs, cultural entertainment and hotels. Downtown is a significant employment center. Downtown also is a unique and eclectic neighborhood offering a special variety of housing for people who prefer to live in the midst of the activity and amenities.”

“Downtown Core is Tulsa’s most intense regional center of commerce, housing, culture and entertainment. It is an urban environment of primarily high density employment and mixed-use residential uses, complemented by regional-scale entertainment, conference, tourism and educational institutions. Downtown core is primarily a pedestrian-oriented area with generous sidewalks shaded by trees, in-town parks, open space, and plazas. The area is a regional transit hub. New and refurbished buildings enhance the pedestrian realm with ground-floor windows and storefronts that enliven the street. To support downtown’s lively and walkable urban character, automobile parking ideally is located on-street and in structured garages, rather than in surface parking lots.”

“Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium- to high-rise mixed use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.”

The “Objectives” and “Statement of Principal Actions” in the Santa Fe Square Economic Development Project Plan Increment District No. 8, City of Tulsa are fully consistent with the land use designations. The Project Plan describes development in the area as including: parking structure with over 1,100 parking spaces; landscape and streetscape improvements, including lighting, signage, and sidewalk; a mixed-use project including substantial retail, residential, and office components; and a full-service boutique hotel.

The Project Plan will contribute to the variety of housing/mixed use opportunities and pedestrian nature of *Downtown*. This project involves the reuse and rehabilitation of an important historic structure to the City of Tulsa, the Santa Fe Station. This project supports the *Downtown* land use designation, as well as multiple goals in the Land Use section of the Tulsa Comprehensive Plan.

C. Other Comprehensive Plan Priorities

This project also supports multiple priorities in the Economic Development and Housing sections of the Tulsa Comprehensive Plan and is in conformance with the Downtown Area Master Plan.

Economic Development Goal 6 of the Comprehensive Plan states: "Downtown Tulsa is the core of the regional economy." Policies to support this goal include:

6.1 Expand the development tool kit to enable adaptive re-use and occupancy of historic and viable older buildings downtown that are currently vacant. This should include designation of National Register districts in downtown, enlarging the tax increment area to incorporate the entire downtown, and offering property tax freezes on historic buildings to further encourage their adaptive re-use.

6.2 Enter into partnerships and provide appropriate tools that will bring about more new, sustainable mixed-use, and residential development on vacant or underutilized sites owned by the private sector, public agencies and religious institutions.

The Comprehensive Plan states that an Economic Development Priority is to have "regional centers that provide ideal opportunities for a high concentration of commercial and retail employers." (Comprehensive Plan, p. ED-12) The priority is further described as "Employers and residents in these centers are also offered opportunities for shopping, dining, entertainment and other services. As more people work and live in them, additional services are provided and these centers, will become even more desirable places to live, contributing to a vibrant urban economy and environment." (Comprehensive Plan, p. ED-13)

Housing Goal 3 of the Comprehensive Plan states: Downtown Tulsa offers expanded opportunities in which to live. Several policies supporting this goal focus on expanding housing options, providing and utilizing various incentives to achieve infill and revitalization downtown. (Comprehensive Plan, p. H-11).

Staff recommendation: Approval of the Santa Fe Square Economic Development Project Plan, finding it to be in conformance with the Tulsa Comprehensive Plan.

Attachments:

- Santa Fe Square Economic Development Project Plan Increment District No. 8, City of Tulsa

Adopted _____, 2016

APPROVED BY
REVIEW COMMITTEE

**SANTA FE SQUARE ECONOMIC DEVELOPMENT PROJECT PLAN
INCREMENT DISTRICT NO. 8, CITY OF TULSA**

PREPARED BY:

THE CITY OF TULSA, OKLAHOMA



WITH THE ASSISTANCE OF:

CENTER FOR ECONOMIC DEVELOPMENT LAW
301 North Harvey, Suite 100
Oklahoma City, Oklahoma 73102
(405) 232-4606
econlaw@econlaw.com

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SANTA FE SQUARE ECONOMIC DEVELOPMENT PROJECT PLAN

I. INTRODUCTION

The Santa Fe Square Economic Development Project Plan is a project plan as defined under the Oklahoma Local Development Act, 62 O.S. §850, *et seq.*, and is referred to here as the "Project Plan." The project is being undertaken by the City of Tulsa, Oklahoma ("City") in order to develop two city blocks in Tulsa's Blue Dome District, achieve the City's development objectives, improve the quality of life for its citizens, stimulate private investment, and enhance the tax base. At the heart of this project is the development of a mixed-use project including a substantial retail component, apartments, Class A office space, a full-service boutique hotel, and over 1,100 structured parking spaces. The central component of the Project Plan is the support of this private development in the heart of downtown Tulsa that provides a significant public benefit and improves the quality of life for the residents of Tulsa. This Project Plan is a critical element in fostering public-private partnerships to create the type of development that the City seeks but can achieve only by means of the financing tools available under the Oklahoma Local Development Act.

An increment district provides funding for public sector costs to stimulate private commercial development and provide improvements to and beautification of the area in order to create the dense, high-quality development that the City contemplates. The project will be financed from a combination of public and private sources, including apportionment of ad valorem and sales tax increments from Increment District No. 8, City of Tulsa.

II. BOUNDARIES OF PROJECT AREA AND INCREMENT DISTRICT

The Project Area is the area in which project activities will take place. The Project Area is generally located as follows: bounded on the north by Interstate 244; on the east by Highway 75; on the south by East 8th Street; and then on the west irregularly by sequence: South Cincinnati Avenue, East 6th Street, South Boston Avenue, East Fifth Street, South Cincinnati Avenue, mid-block between East 4th Street and East 3rd Street to Boston Avenue, then up Boston Avenue through the plaza fronting the Performing Arts Center, East Second Street, South Cincinnati Avenue again to the Santa Fe Railroad Tracks, then down the railroad right-of-way to North Elgin Avenue, then up North Elgin Avenue to Interstate 244.

The Increment District is designated Increment District No. 8, City of Tulsa, and is the area from which the increment is generated. Increment District No. 8 is the block bounded by Greenwood Avenue, Elgin Avenue, 1st Street, and 2nd Street.

The Project Area and Increment District No. 8 boundaries are depicted on Exhibit A-1 (lot and block base map) and Exhibit A-2 (aerial base map). The Project Area boundaries are described on Exhibit B. Increment District No. 8 boundaries are described on Exhibit C.

III. ELIGIBILITY OF PROJECT AREA

The Project Area is an enterprise area. It lies within an enterprise zone, designated by the Oklahoma Department of Commerce to be in a disadvantaged portion of the City of Tulsa. Investment, development, and economic growth in the area are difficult, but possible if the provisions of the Local Development Act are used. The Project Area is unproductive, undeveloped, underdeveloped, or blighted within the meaning of Article 10, §6C of the Oklahoma Constitution, and suffers from conditions inhibiting development.

IV. OBJECTIVES

The principal objectives of the project and Increment District No. 8 are:

- A. To achieve development goals and objectives for downtown Tulsa contained in The Downtown Area Master Plan, The Downtown Public Investment Master Plan, The City's Economic Development Master Plan, and Tulsa Comprehensive Plan.
- B. To preserve and enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the project and the apportionment of incremental ad valorem and sales tax revenues.
- C. To stimulate private commitments to invest in and develop in the Project Area.
- D. To support the creation of an attractive, high-quality, and viable mixed-use development to draw residents and visitors.
- E. To provide a needed public benefit through the construction of a parking structure, in which 400 garage spaces will be allocated to the general public and retail uses.
- F. To restore and rehabilitate the historic Santa Fe Station.
- G. To provide a public benefit through the enhancement of landscaping, streetscaping, and additional on-street parking surrounding the project.

V. STATEMENT OF PRINCIPAL ACTIONS

Implementation actions for the project, including all necessary, appropriate and supportive steps, will consist principally of the following:

- A. Project planning, design and approval.
- B. Construction of a parking structure with over 1,100 parking spaces.
- C. Landscape and streetscape improvements, including lighting, signage, and sidewalks.
- D. Development of a mixed-use project including substantial retail, residential, and office components, as well as a full-service boutique hotel.

VI. ESTABLISHMENT OF INCREMENT DISTRICT NO. 8, CITY OF TULSA

A. This Project Plan creates Increment District No. 8, City of Tulsa, an ad valorem and sales tax increment district.

B. The sales tax increment is a portion of the City's sales tax attributable to investment and development within Increment District No. 8. The sales tax increment shall be two percent (2%) of the gross proceeds or gross receipts derived from all sales in Increment District No. 8 that are taxable under the sales tax code of Oklahoma (including any and all amendments thereto and revisions thereof), regardless of whether the City modifies its sales tax rates.

C. The ad valorem increment shall be those ad valorem taxes in excess of the base assessed value, as determined by the Tulsa County Assessor in accordance with the Oklahoma Local Development Act, 62 O.S. §862.

D. The increment of the taxes generated by Increment District No. 8 may be used to pay Project Costs authorized by Section VIII of this Project Plan for a period not to exceed twenty-five (25) fiscal years from the effective date of Increment District No. 8, as provided by law, or the period required for payment of the Project Costs authorized by Section VIII, whichever is less. During the period of apportionment, the tax apportionment fund (1) shall be available to pay Project Costs under Section VIII, (2) shall constitute special funds of the City, or, at the direction of the City, the Tulsa Industrial Authority, a public trust, or another public entity designated by the City, and (3) shall not be subject to annual appropriation as a part of the general fund of the City.

VII. PROJECT AND INCREMENT DISTRICT AUTHORIZATIONS

A. The City is designated and authorized as the principal public entity to carry out and administer the provisions of this Project Plan and to exercise all powers necessary or appropriate thereto as provided in the Oklahoma Local Development Act, 62 O.S. §854.

B. The Tulsa Industrial Authority (TIA), or another public entity designated by the City pursuant to Section VI, is authorized and designated to carry out implementation actions for the project, including all necessary, appropriate, and supportive steps pursuant to one or more development agreements with one or more private developers. Such public entity is also authorized and designated to carry out those provisions of the project related to issuance of bonds or notes as provided in Sections 854(B) and 863 of the Oklahoma Local Development Act, subject to approval of the governing body of the City of any specific notes or bonds. TIA is authorized to assist in carrying out this Project Plan and to exercise all powers necessary or appropriate thereto pursuant to Section 854 of the Oklahoma Local Development Act, except for approval of this Project Plan and those powers enumerated in paragraphs 1, 2, 3, 4, 7, 13 and 16 of Section 854. As a public entity designated by the City, TIA or another public entity designated by the City is authorized to: (1) issue tax apportionment bonds or notes, or both; (2) pledge revenues from current and future fiscal years to repayment; (3) incur Project Costs pursuant to Section VIII of this Project Plan; (4) provide funds to or reimburse the City for the payment of Project Costs and other costs incurred in support of the implementation of the project; and (5) incur the cost of issuance of bonds for payment of such costs and to accumulate appropriate reserves, if any, in

connection with them. Project Costs shall mean (a) the public costs authorized to be paid pursuant to Section VIII of this Project Plan, and (b) costs necessary or appropriate to implement this Project Plan other than costs authorized by Section VIII, which may be authorized without amendment to this Project Plan.

C. The City Manager, Jim Twombly, his successor in office, or his designee shall be the person in charge of implementation of the Project Plan in accordance with the provisions, authorizations, and respective delegations of responsibilities contained in this Project Plan. The City Manager, his successor in office, or his designee is authorized to empower one or more designees to exercise responsibilities in connection with project implementation.

VIII. BUDGET OF ESTIMATED PROJECT COSTS TO BE FINANCED BY TAXES APPORTIONED FROM INCREMENT DISTRICT NO. 8, CITY OF TULSA

A. The Project Costs will be financed by the apportionment of ad valorem and sales tax increments from Increment District No. 8. The Project Costs categories are:

Assistance in Development Financing	\$36,000,000.00
-------------------------------------	-----------------

Assistance in Development Financing consists of public support provided to a private developer pursuant to a legally enforceable Development Agreement to ensure the delivery of the project, or specific portions thereof.

Implementation and Administration	\$ 200,000.00
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TOTAL Project Costs	\$36,200,000.00
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Plus financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs.

B. Additional costs necessary or appropriate to implement this Project Plan that are to be financed by other than apportioned tax increments may be approved by the City at any time. The provisions of this Section VIII are not a limitation on Project Costs to be financed by other than apportioned tax increments.

C. Assistance in Development Financing will be provided only for projects that are determined, in the City's and/or TIA's discretion: (1) to meet the City's approved development goals and objectives for the Project Area, as expressed from time to time in the City's plans and policies, and (2) to provide adequate consideration and public benefit in return for the public investment.

IX. FINANCING PLAN AND REVENUE SOURCES

A. Financing Plan.

Private developers within the Project Area will be required to construct the necessary improvements for the project at their initial expense. It is anticipated that these costs will be incurred within two to three years after approval of the Project Plan. The tax increments generated within

Increment District No. 8 will pay authorized Project Costs after they are incurred by the developer(s). Without the proposed project and assistance in development financing, development of this type and on this scale within the Project Area would not occur. Increments generated by Increment District No. 8 will provide the funding of Project Costs to be paid by the City and/or TIA. The financing of the projected private development in Increment District No. 8 will be provided by private equity and private financing, secured by the private development.

B. Financing Authorizations.

The implementation of the Project Plan shall be financed in accordance with financial authorizations, including both fund and asset transfers, authorized from time to time by the City.

C. Financing Revenue Sources.

The revenue sources expected to finance Project Costs authorized by Section VIII are the portion of the increments attributable to investment and development within Increment District No. 8. Project Costs will be paid by the City and/or TIA.

D. Financial Reports and Audits.

The development activities undertaken by the City, pursuant to this Project Plan, shall be accounted for and reported by the appropriate and necessary annual fiscal year audits and reports.

E. Other Necessary and Supporting Costs.

TIA or another public entity designated by the City pursuant to Section VI, is authorized to issue bonds and notes and to apply for and obtain grants from other sources for costs incurred or to be incurred in connection with the project and the construction of improvements therein in addition to Project Costs to be financed pursuant to Section VIII.

X. PRIVATE AND PUBLIC INVESTMENTS EXPECTED FOR THE PROJECT

A. Private and Public Investments Expected from the project and Increment District No. 8.

The total estimated private investment for the project is approximately \$160,000,000.00. Private investment in Increment District No. 8 is expected to consist of the new mixed-use development. Public investment will include a parking structure and landscape and streetscape improvements.

B. Public Revenue Estimated to Accrue from the Project and Increment District No. 8.

The estimated incremental increases in tax revenue, which will serve as the revenue source for financing the Project Costs authorized by Section VIII, is the public revenue directly attributable to the project described herein. Both the City and the State will experience increases in tax revenues that are not a part of Increment District No. 8. Ad valorem taxing entities will experience additional revenues from increasing values within the Project Area but outside of Increment District No. 8.

Incremental sales tax revenues are estimated to range between \$500,000.00 and \$650,000.00 annually. Incremental ad valorem revenues are estimated to range between \$2,000,000.00 and \$2,350,000.00. Total incremental revenues estimated to be generated over the 25-year lifespan of Increment District No. 8 range between \$59,700,000.00 and \$68,000,000.00.

The development anticipated by the project will not result in a measurable increase in demand for services by or in costs to the affected taxing entities. The economic benefits of the project for the affected taxing jurisdictions indicate positive financial impacts for the community as a whole. The aggregate impacts from implementation of the Project Plan are positive and include the achievement of the objectives set forth in Section IV.

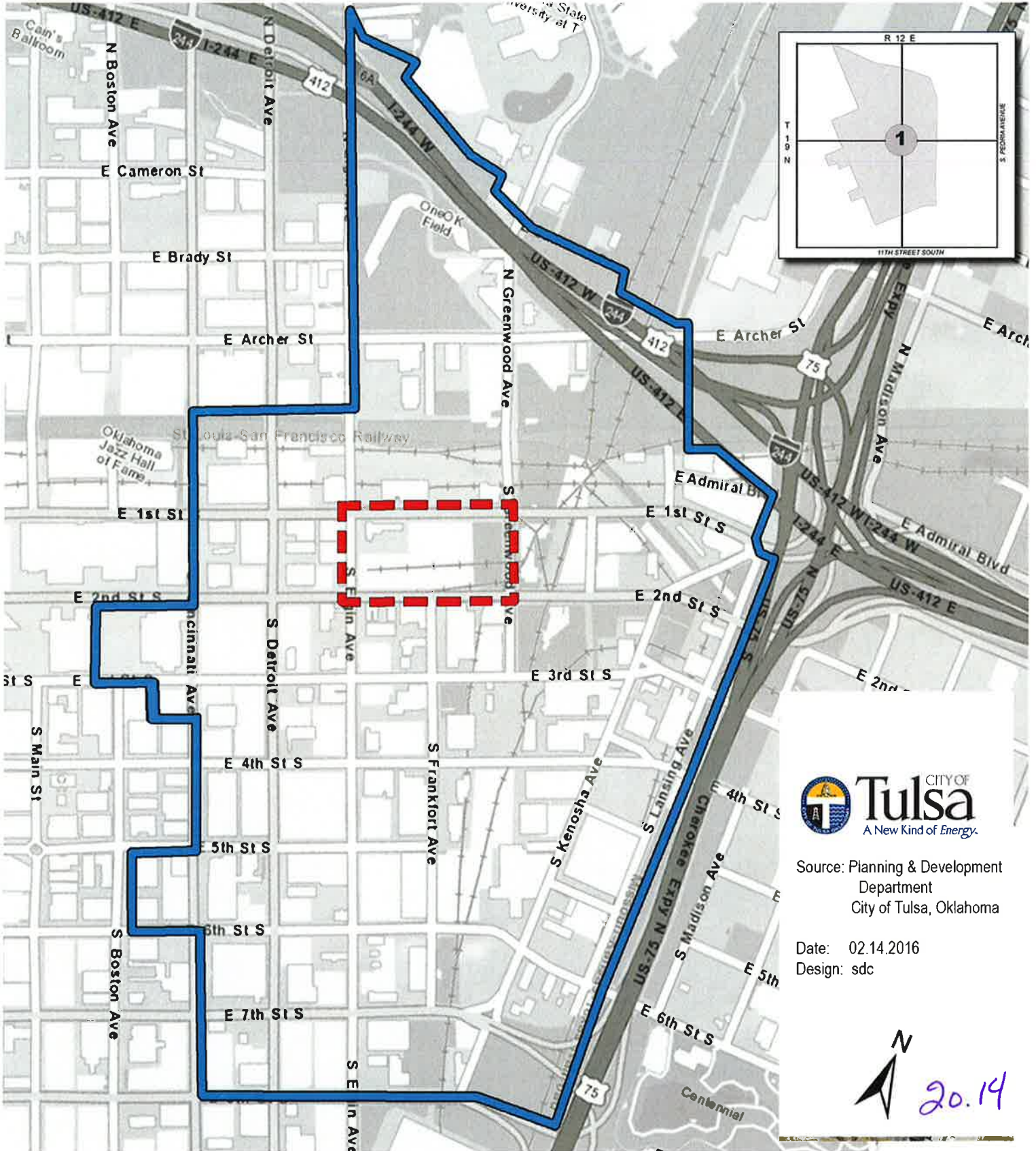
XI. LAND USE

Existing uses and conditions of real property in Increment District No. 8 are shown on the attached Exhibit D. A map showing the proposed improvements to and proposed uses of the real property in Increment District No. 8 are shown on the attached Exhibit E. Implementation of the Project Plan requires no changes to the Tulsa Comprehensive Plan. The Project Plan complies with the objectives and priorities of the Tulsa Comprehensive Plan.

Exhibit A-1 PROJECT AREA AND INCREMENT DISTRICT

LEGEND

-  Increment District Boundary
-  Project Area Boundary



Source: Planning & Development Department
City of Tulsa, Oklahoma

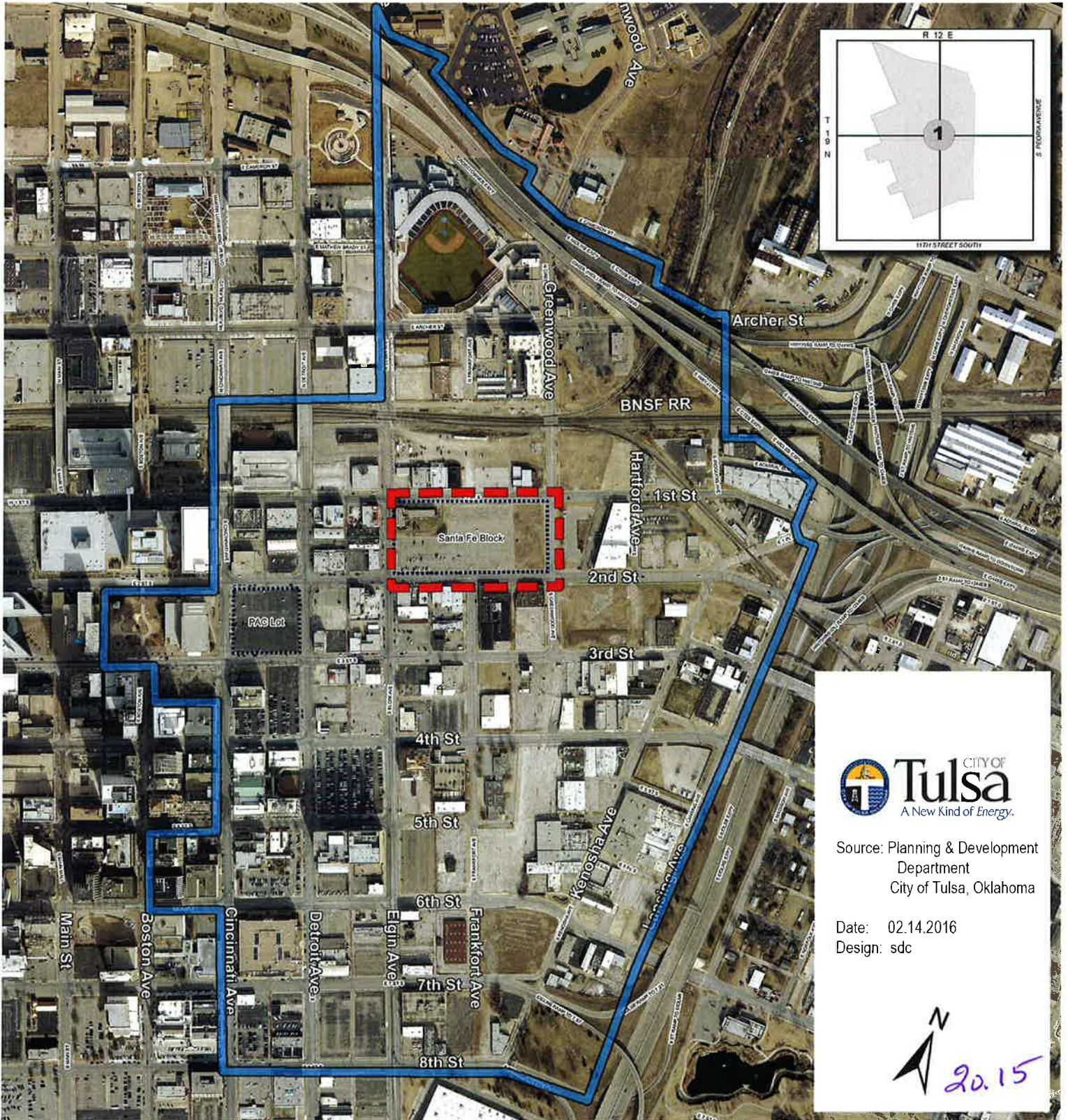
Date: 02.14.2016
Design: sdc



Exhibit A-2 PROJECT AREA AND INCREMENT DISTRICT

LEGEND

-  Increment District Boundary
-  Project Area Boundary



Source: Planning & Development
Department
City of Tulsa, Oklahoma

Date: 02.14.2016
Design: sdc



EXHIBIT B

Legal Description of Project Area Boundaries

February 11, 2016

A tract of land being a part of the Northwest Quarter (NW/4), Northeast Quarter (NE/4), Southeast Quarter (SE/4) and Southwest Quarter (SW/4) of Section One (1), Township Nineteen (19) North, Range Twelve (12) East of the Indian Base and Meridian, City of Tulsa, Tulsa County, Oklahoma, being more particularly described as follows:

Beginning at a POINT OF BEGINNING (P.O.B.) at the intersection of the western North Elgin Avenue Right-of-Way line with the northern Oklahoma State Department of Transportation Right-of-Way line;

THENCE eastward along the northern Oklahoma State Department of Transportation Right-of-Way line extending to a point of intersection with the southeast corner of Lot 2, Block 48, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE northeastward 80 feet +/- to the southwest corner of Lot 2, Block 49, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE southward across the Burlington Northern Right-of-Way to the point with the northwestward corner of Lot 5, Block 80, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE northeastward along Lots 4 and 5, Block 80, Original Townsite, City of Tulsa, Tulsa County, Oklahoma to the northernmost corner of Lot 4, Block 80, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE southeastward along Block 80 and Block 81, Original Townsite, City of Tulsa, Tulsa County, Oklahoma to the northeast corner of Lot 7, Block 81, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE southward along the east property lines of Lot 7 and Lot 12, Block 81, Original Townsite, City of Tulsa, Tulsa County, Oklahoma to the point of intersection of the southeast corner of Lot 12, Block 81, Original Townsite, City of Tulsa, Tulsa County, Oklahoma with the northern East First Street Right-of-Way line;

THENCE southward 60 feet +/- across the East First Street Right-of-Way to the point of intersection of the northeast corner of Lot 1, Block 4, Hodge Addition, City of Tulsa, Tulsa County, Oklahoma with the southern East First Street Right-of-Way line;

20.16

THENCE southward across the East First Place Right-of-Way to a point of intersection of the southern East First Place Right-of-Way line with the northeastward corner of Lot 1, Block 4, Hodge Addition, City of Tulsa, Tulsa County, Oklahoma;

THENCE east 60 feet +/- across the Lansing Avenue Right-of-Way to a point of intersection with the eastern boundary of South Lansing Avenue Right-of-Way line;

THENCE southward along the East Lansing Avenue Right-of-Way line to a point 41.54 feet +/- east of the northeast corner of Lot 24, Block 7, Burnett Addition, City of Tulsa, Tulsa County, Oklahoma;

THENCE southward across Oklahoma State Department of Transportation Right-of-Way to the eastern corner point of Lot 1, Block 10, Burnett Addition, City of Tulsa, Tulsa County Oklahoma;

THENCE southward along Block 10, Burnett Addition, City of Tulsa, Tulsa County Oklahoma to the southeast corner of Lot 24, Block 10, Burnett Addition, City of Tulsa, Tulsa County, Oklahoma;

THENCE westward to the northern most point of intersection of Lot 1, Block 1, Home Depot North Tulsa Addition, City of Tulsa, Tulsa County, Oklahoma with the southern East Eighth Street Right-of-Way line;

THENCE westward along the southern East Eighth Street Right-of-Way line to the point of intersection with the western South Cincinnati Avenue Right-of-Way line;

THENCE northward along the western South Cincinnati Avenue Right-of-Way line to the point of intersection with the southern East Sixth Street Right-of-Way line;

THENCE westward along the southern East Sixth Street Right-of-Way line to the point of intersection with the eastern South Boston Avenue Right-of-Way line;

THENCE northward along the eastern South Boston Avenue Right-of-Way line to the point of intersection with the southern East Fifth Street Right-of-Way line;

THENCE eastward along the southern East Fifth Street Right-of-Way line to the point of intersection with the western South Cincinnati Avenue Right-of-Way line;

THENCE northward along the western South Cincinnati Avenue Right-of-Way line to the point of intersection with the southeastern corner of Lot 2, Block 118, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE westward to the southwestern corner of Lot 7, Block 118, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

20.17

THENCE northward along the eastern South Boston Avenue Right-of-Way line to the point of intersection with the southern East Third Street Right-of-Way line;

THENCE westward along southern East Third Street Right-of-Way line to the point of intersection with northeastern corner of Lot 7, Block 119, Original Townsite, City of Tulsa, Tulsa County Oklahoma;

THENCE northward to the point of intersection with the northeastern corner of Lot 7, Block 105, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE eastward along the southern Second Street Right-of-Way line to the point of intersection with the western South Cincinnati Avenue Right-of-Way line;

THENCE northward along the western South Cincinnati Avenue Right-of-Way line to the point of intersection with the southeastern corner of Lot 3, Block 58, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE eastward along the northern Burlington Northern Santa Fe Frisco (BNSF) Rail Road Right-of-Way line to the point of intersection with southeastern corner of Lot 3, Block 56, Original Townsite, City of Tulsa, Tulsa County, Oklahoma;

THENCE northward along the western North Elgin Avenue Right-of-Way line to the POINT OF BEGINNING (P.O.B.).

The legal description recognizes that the Original Townsite, City of Tulsa, Tulsa County Oklahoma is a grid system that is not on the true north, and therefore eastward, southward, westward and northward is used to indicate the general direction of the designated streets and highway right-of-way lines and southeastern, southwestern, northeastern and northwestern are used to indicate the general location of points of intersection. Said described Project Area boundary includes the area of Increment District No. 8 and includes all street right-of-way, vacated right-of-way, railroad right-of-way, highway right-of-way, and all lots and blocks contained within the described Project Area boundary.

28.18

EXHIBIT C

Legal Description of Increment District Boundaries

February 10, 2016

A tract of land being a part of the Northwest Quarter (NW/4), Northeast Quarter (NE/4), Southeast Quarter (SE/4) and Southwest Quarter (SW/4) of Section One (1), Township Nineteen (19) North, Range Twelve (12) East of the Indian Base and Meridian, City of Tulsa, Tulsa County, Oklahoma, being more particularly described as follows:

Beginning at a POINT OF BEGINNING (P.O.B.) at the intersection of the western Elgin Avenue Right-of-Way line with the northern First Street Right-of-Way line;

THENCE eastward along the northern First Street Right-of-Way line a distance of 840 feet +/- to the point of intersection of the northern First Street Right-of-Way line with the eastern Greenwood Avenue Right-of-Way line;

THENCE southward along the eastern Greenwood Avenue Right-of-Way line a distance of 460 feet +/- to the point of intersection of the eastern Greenwood Avenue Right-of-Way line with the southern Second Street Right-of-Way line;

THENCE westward along the southern Second Street Right-of-Way line a distance of 840 feet +/- to the point of intersection of the Second Street Right-of-Way with the western Elgin Avenue Right-of-Way line;

THENCE northward along the western Elgin Avenue Right-of-Way line a distance of 460 feet to the POINT OF BEGINNING.

The legal description recognizes that the Original Townsite, City of Tulsa, Tulsa County Oklahoma is a grid system that is not on the true north, and therefore eastward, southward, westward and northward is used to indicate the general direction of the designated streets right-of-way lines. Said described boundary includes the area of Increment District No. 8 and includes all street right-of-way, vacated right-of-way, and lots and blocks contained therein including Blocks 84 and 85, Original Townsite, City of Tulsa, Tulsa County, Oklahoma.

20.19

Exhibit D

EXISTING USES AND CONDITIONS

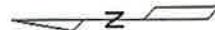
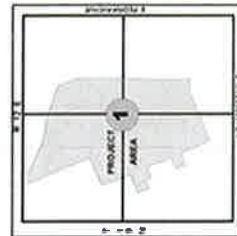
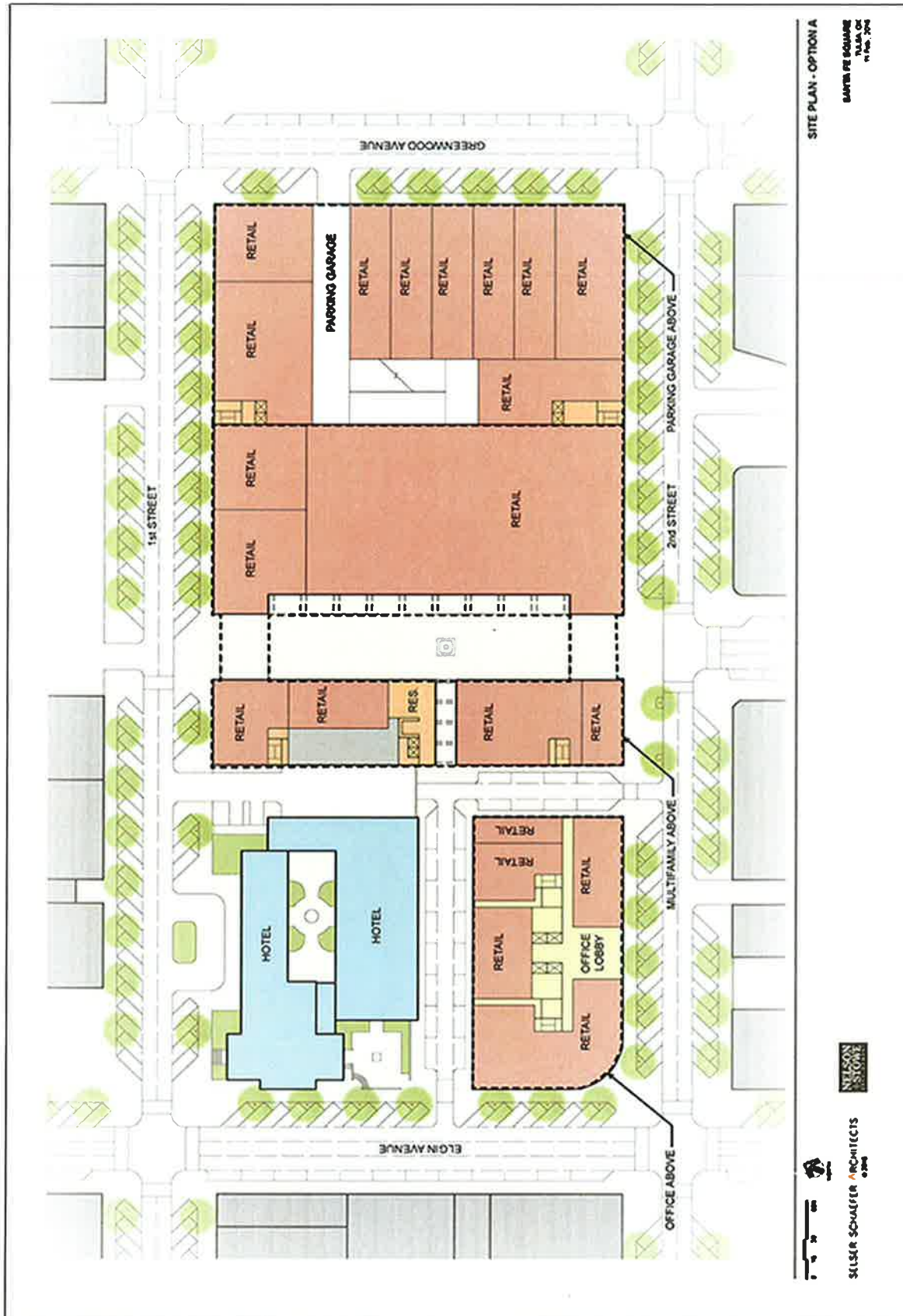
LEGEND

- Increment District Boundary
- Developed, Under Construction or Incubation
- Vacant, Underdeveloped, or Parking Lots
- Project Area Boundary



02.20

Exhibit E PROPOSED IMPROVEMENTS AND USES



Tulsa City of
A New Kind of Energy.

Source: Planning & Development
Department
City of Tulsa, Oklahoma

Date: 02.15.2016
Design: sdc

20.21

RESOLUTION NO.: 2718:950

RESOLUTION DETERMINING THAT THE SANTA FE SQUARE ECONOMIC DEVELOPMENT PROJECT PLAN IS IN CONFORMANCE WITH THE TULSA COMPREHENSIVE PLAN AND RECOMMENDING TO THE CITY OF TULSA APPROVAL AND ADOPTION OF THE SANTA FE SQUARE ECONOMIC DEVELOPMENT PROJECT PLAN

WHEREAS, the City of Tulsa (“City”) seeks to promote, revitalize, and generate development in order to attract major investment, enhance the tax base, stimulate economic growth, and improve the quality of life in Tulsa; and

WHEREAS, the City envisions the redevelopment of two blocks of surface parking lots and the historic Santa Fe Station, located in the Blue Dome District between 1st Street, 2nd Street, Greenwood Avenue, and Elgin Avenue, as a dense, mixed-use project consisting of retail, residential, office, and hotel components, both structured and on-street parking, as well as streetscape improvements surrounding the development; and

WHEREAS, economic development within the City will promote the public good, general welfare, economic security, and prosperity of the City and its inhabitants; and

WHEREAS, the Santa Fe Square Economic Development Project Plan (“Project Plan”) is a project plan as defined under the Oklahoma Local Development Act, 62 O.S. §850, *et seq.*; and

WHEREAS, the provisions of the Oklahoma Local Development Act provide procedures for developing a qualified area such as the project area; and

WHEREAS, the Santa Fe Square Economic Development Project Plan Review Committee, including a representative of the Tulsa Metropolitan Area Planning Commission, has recommended the approval of the Project Plan after finding the project eligible and determining that the Project Plan will make a positive impact on affected taxing jurisdictions and business activities within the increment district; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission has reviewed the Tulsa Comprehensive Plan and the Project Plan; and

WHEREAS, the Project Plan is appropriate and desirable in order to support efforts to achieve the objectives of the Tulsa Comprehensive Plan; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission finds it appropriate and desirable to recommend to the City Council of the City that it approve and adopt the Project Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION:

1. The Santa Fe Square Economic Development Project Plan is hereby declared to be in conformance with the Tulsa Comprehensive Plan.
2. The Santa Fe Square Economic Development Project Plan is determined to be desirable.
3. Recommendation is hereby made to the City Council of the City of Tulsa that it approve and adopt the Santa Fe Square Economic Development Project Plan.

PASSED AND APPROVED this ___ day of March, 2016.

Chairperson

ATTEST:

Secretary

TMAPC Staff Report

March 16, 2016

Tulsa International Airport Economic Development Project Plan

Item for consideration: Adopt a resolution of the Tulsa Metropolitan Area Planning Commission finding that the Tulsa International Airport Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa and Tulsa County the approval and adoption of the Tulsa International Airport Economic Development Project Plan.

- I. **Background:** As defined by the Tulsa Comprehensive Plan, a Tax Increment Financing District (TIF) is “a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.”

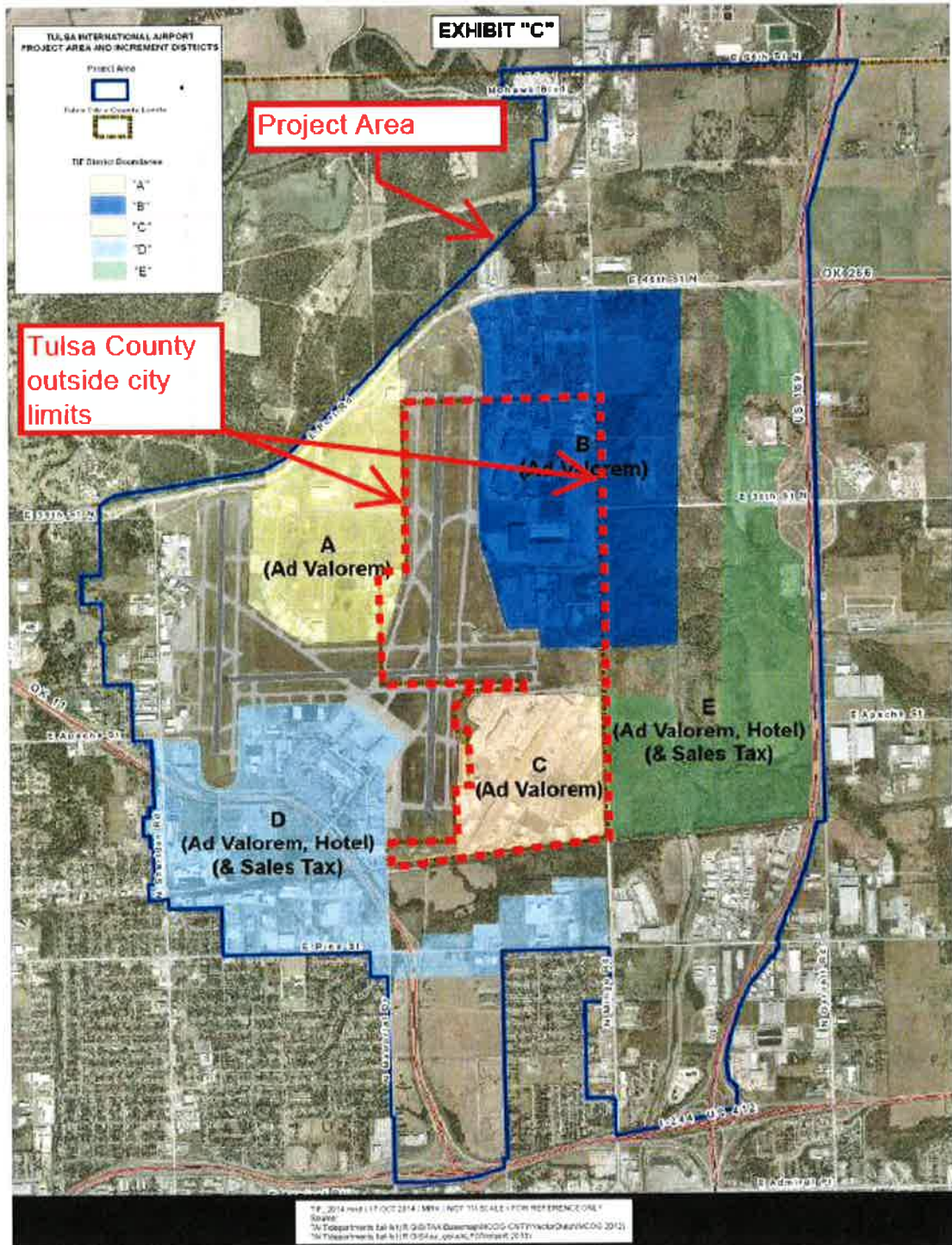
- II. **Development or Redevelopment Using Tax Increment Financing:** The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

One of the Act’s tools is tax increment financing, which allows a city, town or county to direct the apportionment of an increment of certain local taxes and fees to finance public project costs in order to stimulate development in the defined area. The sales tax increment is the portion of sales taxes collected each year that are generated by the project(s) in the increment district, as determined by a formula approved by the governing body. The increment district is established by the development and approval of a project plan, which specifies the project area, the boundaries of the increment district, the objectives for the project area, the activities to be carried out in furtherance of those objectives, and the costs.

Increment districts have been validated by court proceedings involving two increment districts in Oklahoma City (for economic development projects at the Oklahoma Health Center and for the Downtown/MAPS project) and the increment district in Guymon (for the Guymon-Seaboard Economic Development project).

- III. Tulsa International Airport Project Plan Area is the area in which Project activities will take place and Project Costs will be incurred. The Project Area can be generally described as the area bounded by North Port Road, East 56th Street North, Highway 169, portions

of Pine Street and Interstate-244, and extending just a little west of Sheridan Road. The project plan for this TIF district includes 5 district boundaries. Each district can begin implementation independently however no district can start 10 years after approval of the TIF district.



IV: Review of the Tulsa International Airport Project Plan for Conformance with the Tulsa Comprehensive Plan: Prior to submittal to City Council and the Board of Commissioners for Tulsa County , the TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Tulsa County has not adopted a Comprehensive plan for this area however the Tulsa County Area is completely surrounded by the City of Tulsa Comprehensive Plan therefore staff analysis will focus on three aspects of the Tulsa Comprehensive Plan:

- Major Street and Highway Plan
- Land Use Map
- Economic Development Priorities

A. Major Street and Highway Plan

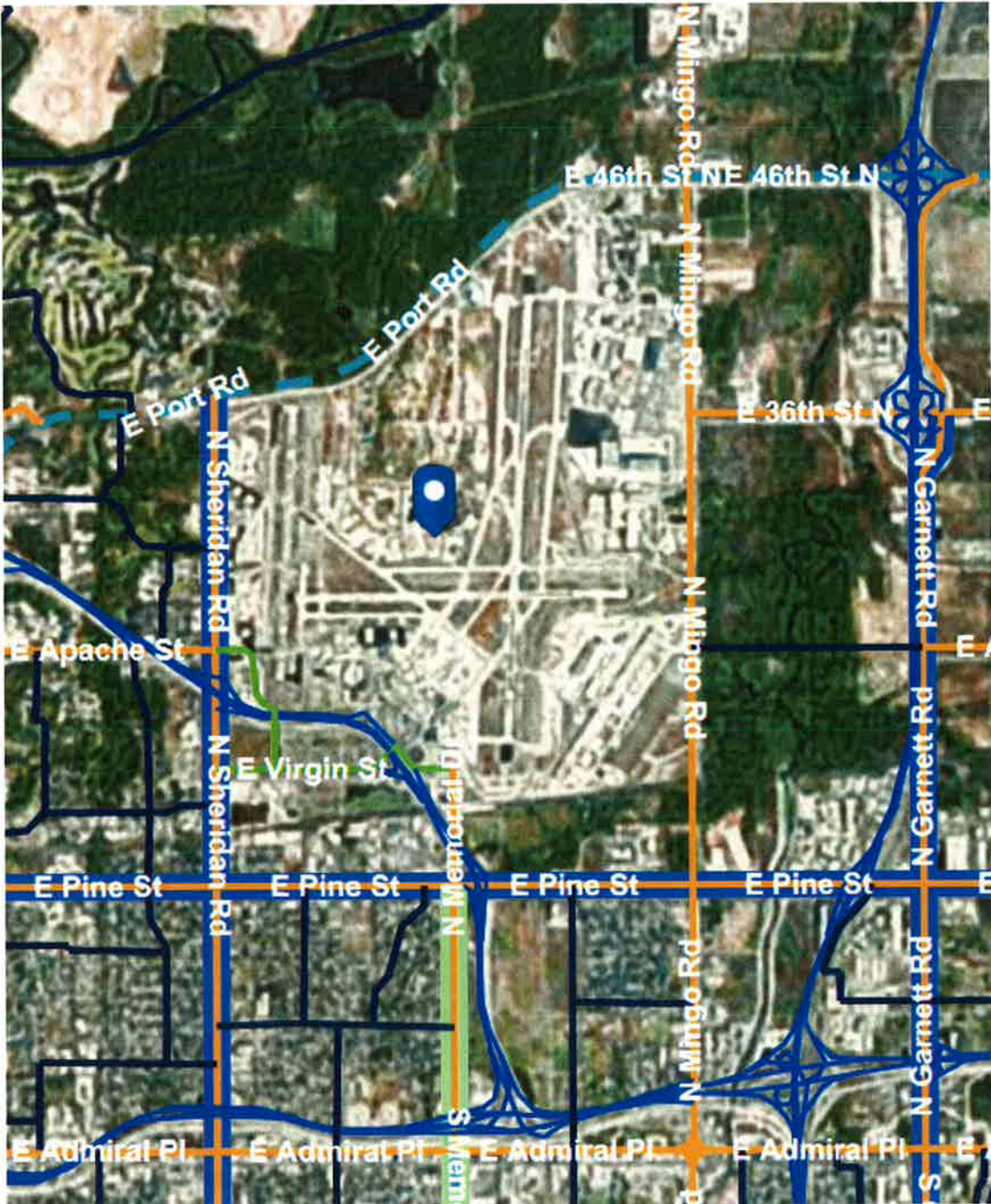
The Major Street and Highway Plan (MSHP) identifies streets in and near the Project Plan with a wide variety of high capacity vehicular transportation corridors. The site is served with the Highway 11 freeway at the southwest corner of the plan area and Highway 169 freeway just east of the project boundary. Both are identified with a solid blue line.

Primary and secondary arterial streets also serve the site. The north portion of the site is served by East Port Road which connects heavy vehicular traffic directly to the Tulsa Port of Catoosa. The east, west and south portions of the property are also served by Secondary Arterial streets that connect the airport to the rest of Tulsa with vehicular traffic.

The plan also indicates North Memorial as a Commuter Street. The Commuter Street is defined as follows:

“The most widespread commercial street type is the strip commercial arterial, these arterial streets typically serve commercial areas that contain many small retail strip centers with buildings set back from front parking lots. Because of this, strip commercial arterials have many intersections and driveways that provide access to adjacent businesses. Historically, this type of street is highly auto-oriented and tends to discourage walking and bicycling. On-street parking is infrequent.

Commuter streets are designed with multiple lanes divided by a landscaped median or a continuous two way left turn lane in the center. Commuter streets are designed to balance traffic mobility with access to nearby businesses.”



B. Land Use Plan

The land use designations in the Project Plan Area are undefined in the County. The majority of the land inside the Plan Area are classified as Employment in the Tulsa Comprehensive Plan.

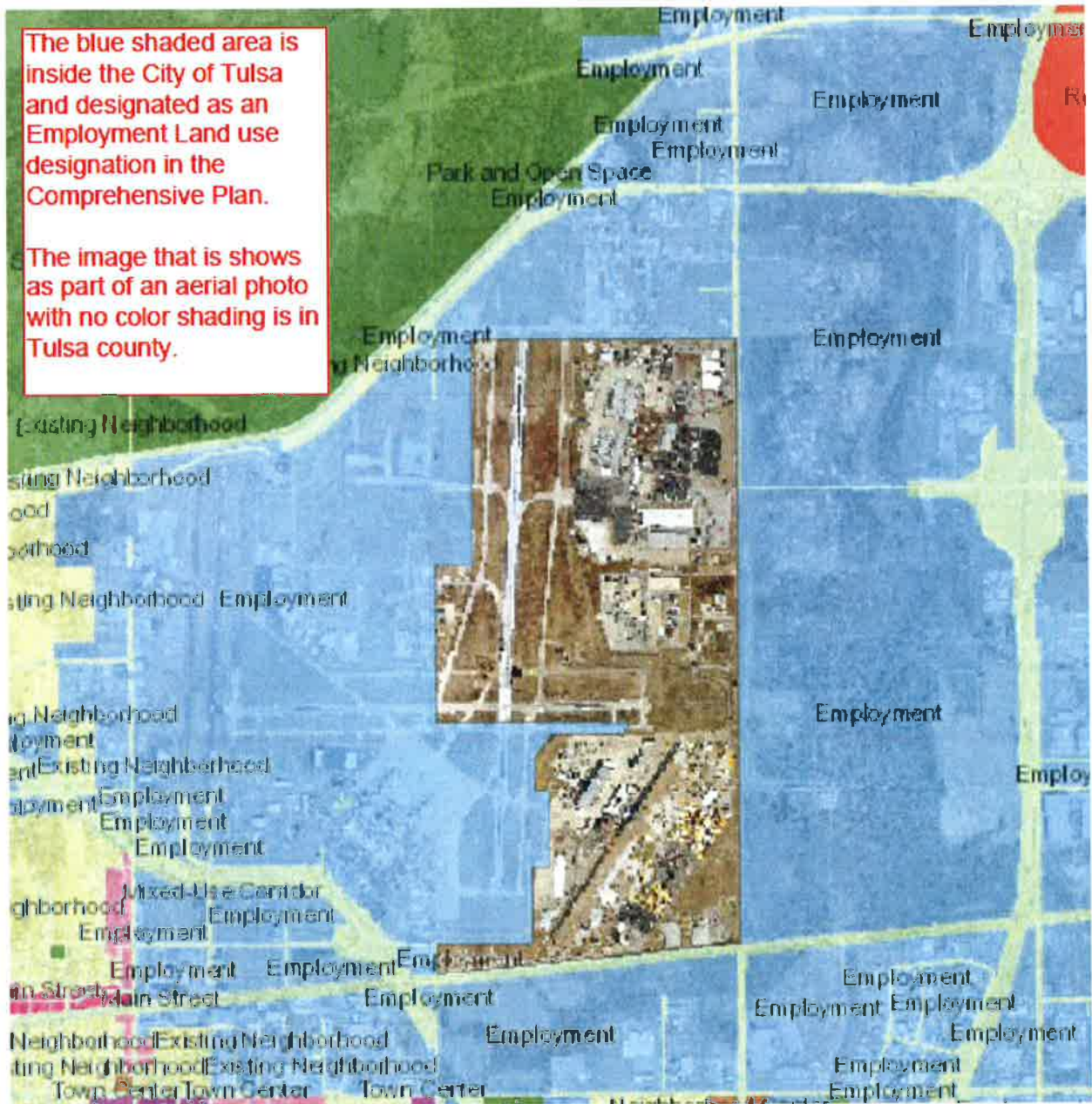
The Employment land use designation found in the Project Plan Area is described in the Tulsa Comprehensive Plan as:

“Employment areas contain office, warehousing, light manufacturing and high tech uses such as clean manufacturing or information technology. Sometimes big-box retail or warehouse retail clubs are found in these areas. These areas are distinguished from mixed-use centers in that they have few residences and typically have more extensive commercial activity.

Employment areas require access to major arterials or interstates. Those areas, with manufacturing and warehousing uses must be able to accommodate extensive truck traffic, and rail in some instances. Due to the special transportation requirements of these districts, attention to design, screening and open space buffering is necessary when employment districts are near other districts that include moderate residential use”

LAND USE MAP:

(See map on next page)



The “Objectives” and “Statement of Principal Actions” in the Tulsa International Airport Economic Development Plan in District No. 3, City of Tulsa is fully consistent with the Employment land use designation. The Project Plan describes 5 separate development areas. That includes Public Improvements and Infrastructure, Development Financing Assistance and Project Implementation and Contingency cost.

The Project Plan area will contribute to a variety of private and public investments expected to increase future tax revenues including ad valorem, sales and hotel tax increment revenues.

C. Economic Development Priorities

The Economic Development section of the Comprehensive plan identifies Priority Targets for several industries in Tulsa. Aviation and Aerospace is one of the Priority Targets of key industry clusters.

Several of the other target industry clusters depend on Tulsa's transportation infrastructure, and related industries and assets. Tulsa relies on Tulsa International Airport, the Port of Catoosa and highway freight to receive/deliver goods to the Tulsa area. The transportation, distribution, and logistics cluster supports the regions large manufacturers and wholesalers. Continued investments in Tulsa's transportation infrastructure, including major enhancements of Tulsa International Airport's cargo capacity, are important to support Tulsa's key clusters.

Economic Development Priority Goal 8 of the Comprehensive Plan states: "Tulsa's industrial development efforts focus on target clusters. Policies to support this goal include:

8.1 Offer tax credits, land assembly assistance, or other incentives for industrial development in target cluster industries that emerge locally or are attracted to the City with the potential to support existing businesses in target clusters.

8.2 Bolster the database of shovel-ready industrial sites, with information on site characteristics that would be desirable for target clusters. For example, describe connections and proximity to assets and infrastructure, e.g., sites near the Tulsa International Airport to attract firms in the Aviation and Aerospace cluster, or distance to major freeways to attract firms in the Transportation, Distribution, and logistics cluster.

Tulsa International Airport Master Plan Considerations:

The existing Master Plan is currently in the process of being updated with an expected completion date in 2016. The proposed TIF districts are complementary with the Current Master Plan and the anticipated land use expectations identified in the update.

The generalized Future Land Use maps identified in the draft of the plan update are consistent with the Tulsa Comprehensive Plan and are also identified as Employment Areas.

Staff recommendation: Approval of the Tulsa International Airport Economic Development Project Plan, finding it to be in conformance with the Tulsa Comprehensive Plan including the Tulsa International Airport Master Plan.

Attachments:

- Tulsa International Airport Economic Development Project Plan

Adopted _____, 2016

APPROVED BY
REVIEW COMMITTEE



TULSA INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT PROJECT PLAN

A PROJECT OF:
THE CITY OF TULSA

IN COOPERATION WITH:
TULSA COUNTY
TULSA INTERNATIONAL AIRPORT DEVELOPMENT TRUST
TULSA AIRPORTS IMPROVEMENT TRUST

WITH THE ASSISTANCE OF:
JEFF MULDER, A.A.E. – DIRECTOR OF AIRPORTS
ALEXIS HIGGINS, A.A.E. – DEPUTY DIRECTOR OF MARKETING
JEFF HOUGH, P.E. – DEPUTY DIRECTOR OF ENGINEERING AND FACILITIES
NANCY MCNAIR – AIRPORT LEGAL COUNSEL
CARL REMUS – DEPUTY DIRECTOR OF ADMINISTRATION AND FINANCE

AND:



**CENTER FOR ECONOMIC
DEVELOPMENT LAW**

LESLIE V. BATCHELOR, PRESIDENT | 301 NORTH HARVEY, SUITE 100
(405) 232-3606 | OKLAHOMA CITY, OK 73102

21.8

TULSA INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT PROJECT PLAN

I. DESCRIPTION OF PROJECT

As the hub of aerospace activity for the region, Tulsa International Airport (“Airport” or “TUL”) seeks to continue and expand its support of the growth of the aerospace industry by generating development on the Airport’s 700+ acres of property. Aerospace is one of the State’s largest industries, and Tulsa is ranked eighth nationally for the size of its aerospace engines manufacturing cluster and twentieth for its defense-related cluster. TUL’s central location in the Midwest is easily accessible by a multi-modal transportation network.

The purpose of this Project Plan is to provide a planning framework and funding mechanism for a substantial portion of the local public investment required to support the area’s aerospace economy and to generate additional, related private investment in the area. New public infrastructure—from taxilanes, hangars, and storage facilities to water and sewer lines, access roads, and building pads—is essential to both the public and private developments in the Airport area. While the cost of this infrastructure is substantial (\$100–150 Million), so is the potential new private investment (\$800–\$900 Million). A single development or expansion by a commercial aviation company could generate private investment of \$200–300 Million. Multiple, smaller commercial developments are possible under this Project Plan, including hotels, offices, and retail establishments.

An integral part of the development strategy will be the negotiation of agreements under which private development commitments will be secured in exchange for the public investments. One element of this will be the appropriate disposition of publicly-owned property by lease or sale, to convert undeveloped or underdeveloped land into revenue-generating property. Another element will be to promote the development and construction of privately-owned buildings and other improvements on property that remains in public ownership. Such private improvements will generate tax increments, which will produce funding for the public costs of development.

Implementation of the Project Plan will help the Airport achieve its objectives of diversifying its revenue sources, maintaining its facilities, and supporting air service development. By enhancing the tax base, the Airport Project Plan will have a long-term positive impact on all the affected taxing jurisdictions and will improve the quality of life for residents of the City of Tulsa and Tulsa County.

II. BOUNDARIES OF PROJECT AREA AND INCREMENT DISTRICTS

The Project Area is the area in which Project activities will take place and Project Costs will be incurred. The Project Area can be generally described as the area bounded by North Port Road, East 56th Street North, Highway 169, portions of Pine Street and Interstate-244, and extending just a little west of Sheridan Road. The legal description of the Project Area is contained on Exhibit A.

The Increment Districts will generate the revenues to assist in paying or financing eligible Project Costs. For purposes of this Project Plan document, the Increment Districts shall be referred to as Increment Districts A, B, C, D, and E, (and collectively referred to as the “Increment Districts”). Once the commencement date of each Increment District is determined, the Increment District shall be renamed as “Increment District Number _____, City of Tulsa” or “Increment District Number _____, Tulsa County,” as appropriate, by assigning the next consecutive number for increment districts of the City of Tulsa or

Tulsa County, in accordance with 62 O.S. §856(3). The legal descriptions of Increment Districts are contained on Exhibit B. The boundaries of the Project Area and Increment Districts are illustrated on Exhibit C.

In accordance with the legislative guideline found in 62 O.S. §852(2), areas where investment, development, and economic growth would occur anyway have been excluded.

III. ELIGIBILITY OF PROJECT AREA

The Project Area qualifies as an enterprise area, as defined by 62 O.S. § 853(6), because it lies within an enterprise zone designated by the Oklahoma Department of Commerce. The Project Area also qualifies as a reinvestment area, as defined by 62 O.S. § 853(17), due to the need for public improvements to catalyze the development of the area.

IV. OBJECTIVES

The principal objectives of the Project and the Increment Districts are:

- A. To facilitate the development of property at the Airport, thus helping to diversify the revenue sources that support the ongoing costs of operating, maintaining, and improving Airport facilities.
- B. To provide a funding mechanism for a substantial portion of the local public investment required to support the Airport's aerospace economy.
- C. To support the existing major businesses and employers in the Project Area.
- D. To serve as a catalyst for retaining or expanding employment, to attract major investment in the area, and reverse economic stagnation.
- E. To preserve and enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the Project and the apportionment of incremental sales tax revenues.
- F. To stimulate private commitments to invest and reinvest in the Project Area.
- G. To create and expand commercial activities in the area, including hotels, retail, and travel and tourism related attractions and amenities.

V. STATEMENT OF PRINCIPAL ACTIONS

Implementation actions for the Project, including all necessary, appropriate and supportive steps will consist principally of the following, to be undertaken primarily by the Tulsa International Airport Development Trust ("TIADT"):

- A. Project planning, design, and approval.
- B. Coordination and cooperation between Tulsa County, the City of Tulsa, and the appropriate City Trusts for joint and/or coordinated endeavors under this Project Plan, including through appropriate interlocal agreements.

C. Construction and/or repair of public improvements, streets, streetscapes, utilities and other public infrastructure and facilities, including but not limited to taxilanes, access roads, water and sewer lines, and sidewalks.

D. Preparation of development sites, including by grading, constructing building pads, and providing utilities and infrastructure.

E. Negotiation of development agreements, leases, and other contracts under which private development commitments will be secured in exchange for the public investments.

VI. ESTABLISHMENT OF THE INCREMENT DISTRICTS

A. This Project Plan creates five increment districts, three of which are ad valorem tax increment districts and two of which are sales, hotel, and ad valorem tax increment districts. Each increment district shall commence as of the date determined by the City Council of the City of Tulsa, and as authorized by the Tulsa County Commissioners, for that district in accordance with 62 O.S. § 856(B) within thirty days of request by TIADT.

1. The increment of ad valorem taxes from Increment District A in excess of the base assessed value of Increment District A may be apportioned from time to time to pay Project Costs (as defined in Section VIII, below) authorized by Section VIII of this Plan for a period not to exceed 25 fiscal years or the period required for the payment of such authorized Project Costs, whichever is less.

2. The increment of ad valorem taxes from Increment District B in excess of the base assessed value of Increment District B may be apportioned from time to time to pay Project Costs (as defined in Section VIII, below) authorized by Section VIII of this Plan for a period not to exceed 25 fiscal years or the period required for the payment of such authorized Project Costs, whichever is less.

3. The increment of ad valorem taxes from Increment District C in excess of the base assessed value of Increment District C may be apportioned from time to time to pay Project Costs (as defined in Section VIII, below) authorized by Section VIII of this Plan for a period not to exceed 25 fiscal years or the period required for the payment of such authorized Project Costs, whichever is less.

4. The increment of ad valorem taxes from Increment District D in excess of the base assessed value of Increment District D may be apportioned from time to time to pay Project Costs (as defined in Section VIII, below) authorized by Section VIII of this Plan for a period not to exceed 25 years or the period required for the payment of such authorized Project Costs, whichever is less.

5. The increment of City of Tulsa sales and hotel taxes generated by Increment District D, as determined by a formula to be approved by resolution of the Tulsa City Council in accordance with the Local Development Act, may be used to pay Project Costs authorized pursuant to Section VIII of this Plan, for a period not to exceed 25 fiscal years from the effective date of Increment District D, as provided by law, or the period required for payment of the Project Costs authorized pursuant to Section VIII of this Plan, whichever is less. "Sales" and "use" taxes

include all proceeds and receipts derived from all sales taxable under the sales tax code of Oklahoma (which include but are not limited to sales of construction materials).

6. The increment of ad valorem taxes from Increment District E in excess of the base assessed value of Increment District E may be apportioned from time to time to pay Project Costs (as defined in Section VIII, below) authorized by Section VIII of this Plan for a period not to exceed 25 fiscal years or the period required for the payment of such authorized Project Costs, whichever is less.

7. The increment of City of Tulsa sales and hotel taxes generated by Increment District E, as determined by a formula to be approved by resolution of the Tulsa City Council in accordance with the Local Development Act, may be used to pay Project Costs authorized pursuant to Section VIII of this Plan, for a period not to exceed 25 fiscal years from the effective date of Increment District E, as provided by law, or the period required for payment of the Project Costs authorized pursuant to Section VIII of this Plan, whichever is less. "Sales" and "use" taxes include all proceeds and receipts derived from all sales taxable under the sales tax code of Oklahoma (which include but are not limited to sales of construction materials).

B. During the period of apportionment, the apportionment fund (1) shall be available to pay Project Costs under Section VIII, (2) shall constitute special funds of TIADT, and (3) shall not be subject to annual appropriation as a part of the general fund of the City.

VII. PROJECT AND INCREMENT DISTRICT AUTHORIZATIONS

A. TIADT is designated and authorized as the principal public entity to carry out and administer the provisions of this Project Plan and to exercise all powers necessary or appropriate thereto as provided in the Local Development Act, 62 O.S. § 854. TIADT, or another public entity designated by the City, is authorized and designated to carry out those provisions of the Project related to issuance of bonds or notes as provided in 62 O.S. §§ 854(B) and 863 of the Local Development Act, subject to approval of the governing body of the City of any specific notes or bonds. Such public entity of the City is authorized to assist in carrying out this Project Plan and to exercise all powers necessary or appropriate thereto pursuant to Sections 854, Title 62 of the Oklahoma Statutes, except for approval of this Project Plan and those powers enumerated in paragraphs 1, 2, 3, 4, 7, 13 and 16 of Section 854, Title 62. As a public entity designated by the City, the TIADT, or another public entity designated by the City is authorized to: (1) issue tax apportionment bonds or notes, or both; (2) incur Project Costs, pursuant to Section VIII of this Project Plan; (3) provide funds to or reimburse TAIT or the City for the payment of Project Costs and other costs incurred in support of the implementation of the Project; and (4) incur the cost of issuance of bonds for payment of such costs and to accumulate appropriate reserves, if any, in connection with them. Project Costs shall mean (a) the public costs authorized to be paid by apportioned tax increments pursuant to Section VIII of this Project Plan, and (b) costs necessary or appropriate to implement this Project Plan other than costs authorized by Section VIII, which may be authorized without amendment to this Project Plan.

B. The Tulsa Airports Improvement Trust, a public trust ("TAIT"), is authorized and designated as an additional public entity to assist in carrying out the provisions of this Project Plan and to incur Project Costs with respect to airport improvements and operations within its responsibilities, in accordance with budgetary allocations for such activities approved in accordance with this Project Plan

and development agreements approved by TIADT as authorized by this Project Plan. Any Project Costs incurred by TAIT will be reimbursed by TIADT.

C. The Director of Airports, Jeff Mulder, his successor in office, or his designee shall be the person in charge of implementation of the Project Plan in accordance with the provisions, authorizations, and respective delegations of responsibilities contained in this Project Plan. The Director of Airports, his successor in office, or his designee is authorized to empower one or more designees to exercise responsibilities in connection with Project implementation.

VIII. BUDGET OF ESTIMATED PROJECT COSTS TO BE FINANCED BY TAXES APPORTIONED FROM THE INCREMENT DISTRICTS

A. Project Costs.

The Project Costs will be financed by the apportionment of tax increments from Increment Districts. Project Costs are expected to be incurred throughout the Project Area in these categories:

Public Improvements and Infrastructure	\$	61,000,000.00
Development Financing Assistance	\$	33,000,000.00
Project Implementation and Contingency	\$	<u>4,000,000.00</u>
TOTAL	\$	98,000,000.00

plus financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs.

B. Generation of Revenue.

The revenues expected to be generated from the Increment Districts within the Project Area and authorized for payment of Project Costs throughout the Project Area are as follows:

Increment District A	\$	39,000,000.00
Increment District B	\$	24,000,000.00
Increment District C	\$	6,000,000.00
Increment District D	\$	14,000,000.00
Increment District E	\$	<u>15,000,000.00</u>
TOTAL	\$	98,000,000.00

plus revenues sufficient to cover financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs, allocated appropriately to the Increment Districts.

c. Additional Costs.

Additional costs necessary or appropriate to implement this Project Plan that are to be financed by other than apportioned tax increments may be approved by the TIADT at any time. The provisions of

this Section VIII are not a limitation on Project Costs to be financed by other than apportioned sales tax increments.

IX. FINANCING REVENUE SOURCES

A. Financing Authorizations.

The implementation of the Project Plan shall be financed in accordance with financial authorizations, including both fund and asset transfers, authorized from time to time by the TIADT.

B. Financing Revenue Sources.

The revenue sources expected to finance Project Costs authorized by Section VIII are the portion of the increments attributable to investment and development within each Increment District. Project Costs will be paid by the City and/or the TIADT.

C. Financial Reports and Audits.

The development activities undertaken by the TIADT, pursuant to this Project Plan, shall be accounted for and reported by the appropriate and necessary annual fiscal year audits and reports.

D. Other Necessary and Supporting Costs.

The TIADT, or another public entity designated by the City pursuant to Section VII, is authorized to issue bonds and notes and to apply for and obtain grants from other sources for costs incurred or to be incurred in connection with the project and the construction of improvements therein in addition to Project Costs to be financed pursuant to Section VIII.

X. PRIVATE AND PUBLIC INVESTMENTS EXPECTED FOR THE PROJECT

A. Private and Public Investments Expected from the Project and Increment District Nos. A through E.

The total estimated private investment is approximately \$800–900 Million, in addition to an estimated \$200 Million in aggregate public investment, including federal funds. Private investment in the area is expected to consist of business and commercial development. Public investment will include infrastructure improvements, especially taxilanes, access roads, water and sewer lines, and sidewalks, as well as development financing assistance on appropriate private projects.

B. Public Revenue Estimated to Accrue from the Project and Increment District Nos. A through E.

The estimated increase in tax increment revenues—including ad valorem, sales, and hotel tax increment revenues—which will serve as the revenue source for financing the Project Costs authorized by Section VIII, is the public revenue directly attributable to the Project defined by establishment of the Increment Districts. The City and the State will experience increases in sales and hotel tax revenues that

are not a part of the increment. Ad valorem taxing entities will experience additional revenues from increasing values near and adjacent to the Project.

Incremental tax revenues are estimated to range between \$500,000 annually in the near term and \$5,000,000 annually over the longer term. The anticipated development will not result in a measurable increase in demand for services by or in costs to the affected taxing entities. The public revenue anticipated includes increased tax revenue both inside and outside the Increment Districts. The economic benefits of the Project Plan for the City, Tulsa County and the other affected taxing jurisdictions indicate positive financial impacts for the community as a whole. The aggregate impacts on the City and Tulsa County from implementation of the Project Plan are positive and include the achievement of the objectives set forth in Section IV.

XI. FINANCING PLAN

The proposed private developments will generate tax increments necessary to pay authorized public costs of the Project.

XII. LAND USE

Existing uses and conditions of real property in the Project Area are shown on the map attached as Exhibit D. The proposed improvements to and the proposed uses of the real property in the Project Area are shown on Exhibit E.

XIII. MISCELLANEOUS PROVISIONS

No changes in zoning are anticipated to be necessary to accommodate this Project. This Project Plan complies with the objectives and priorities of the Comprehensive Plan of the City of Tulsa, as amended, and the general objectives and priorities of Tulsa County.

EXHIBIT A:
PROJECT AREA LEGAL DESCRIPTION

A TRACT OF LAND BEING A PART OF SECTIONS 7, 8, 18, 19, 30, and 31 in Township 20 N., Range 14 E., TULSA COUNTY, OKLAHOMA, and SECTIONS 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 35 and 36 in TOWNSHIP 20 N., RANGE 13 E., TULSA COUNTY, OKLAHOMA,
MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 26:
THENCE EAST A DISTANCE OF 1,317.095 FEET TO THE
"POINT OF BEGINNING";

THENCE N. 88°50'32" E. A DISTANCE OF 3,478.59 FEET;
THENCE S. 02°03'10" E. A DISTANCE OF 52.17 FEET;
THENCE S. 01°15'47" E. A DISTANCE OF 79.47 FEET;
THENCE S. 01°15'40" E. A DISTANCE OF 64.62 FEET;
THENCE S. 01°15'53" E. A DISTANCE OF 64.34 FEET;
THENCE S. 01°16'10" E. A DISTANCE OF 68.04 FEET;
THENCE S. 01°16'29" E. A DISTANCE OF 78.83 FEET;
THENCE S. 01°16'47" E. A DISTANCE OF 95.80 FEET;
THENCE S. 01°32'12" E. A DISTANCE OF 86.92 FEET;
THENCE N. 88°49'51" E. A DISTANCE OF 73.53 FEET;
THENCE N. 88°49'44" E. A DISTANCE OF 88.77 FEET;
THENCE N. 88°49'29" E. A DISTANCE OF 56.74 FEET;
THENCE N. 88°49'07" E. A DISTANCE OF 63.13 FEET;
THENCE N. 88°48'36" E. A DISTANCE OF 61.84 FEET;
THENCE N. 88°41'33" E. A DISTANCE OF 65.24 FEET;
THENCE S. 04°35'21" E. A DISTANCE OF 121.77 FEET;
THENCE S. 00°14'50" E. A DISTANCE OF 49.18 FEET;
THENCE S. 01°32'36" E. A DISTANCE OF 124.53 FEET;
THENCE S. 01°32'28" E. A DISTANCE OF 116.65 FEET;
THENCE S. 01°23'17" E. A DISTANCE OF 49.36 FEET;
THENCE S. 01°20'42" E. A DISTANCE OF 123.12 FEET;
THENCE S. 01°20'56" E. A DISTANCE OF 117.94 FEET;
THENCE S. 14°03'18" E. A DISTANCE OF 30.58 FEET;
THENCE S. 14°03'18" E. A DISTANCE OF 31.14 FEET;
THENCE S. 01°06'28" E. A DISTANCE OF 113.93 FEET;
THENCE S. 01°06'18" E. A DISTANCE OF 121.03 FEET;
THENCE S. 02°08'03" E. A DISTANCE OF 48.37 FEET;
THENCE S. 00°01'41" E. A DISTANCE OF 119.45 FEET;
THENCE S. 02°14'55" E. A DISTANCE OF 118.52 FEET;
THENCE S. 02°14'55" E. A DISTANCE OF 52.42 FEET;
THENCE S. 01°29'28" E. A DISTANCE OF 119.12 FEET;
THENCE S. 01°29'22" E. A DISTANCE OF 122.70 FEET;

21.16

THENCE S. 00°04'02" E. A DISTANCE OF 47.72 FEET;
THENCE S. 00°48'55" E. A DISTANCE OF 120.13 FEET;
THENCE S. 01°42'30" E. A DISTANCE OF 118.31 FEET;
THENCE S. 01°42'30" E. A DISTANCE OF 50.28 FEET;
THENCE S. 01°29'23" E. A DISTANCE OF 139.49 FEET;
THENCE S. 01°18'13" E. A DISTANCE OF 137.02 FEET;
THENCE S. 01°09'46" E. A DISTANCE OF 50.31 FEET;
THENCE S. 01°09'51" E. A DISTANCE OF 132.21 FEET;
THENCE S. 01°09'22" E. A DISTANCE OF 163.36 FEET;
THENCE S. 01°03'04" E. A DISTANCE OF 63.42 FEET;
THENCE S. 00°55'17" E. A DISTANCE OF 165.70 FEET;
THENCE S. 00°55'40" E. A DISTANCE OF 130.89 FEET;
THENCE S. 01°23'22" E. A DISTANCE OF 50.10 FEET;
THENCE S. 01°19'17" E. A DISTANCE OF 130.89 FEET;
THENCE S. 01°29'02" E. A DISTANCE OF 123.77 FEET;
THENCE S. 01°29'02" E. A DISTANCE OF 51.99 FEET;
THENCE S. 00°46'50" E. A DISTANCE OF 66.18 FEET;
THENCE S. 00°46'24" E. A DISTANCE OF 54.30 FEET;
THENCE N. 88°53'35" E. A DISTANCE OF 53.73 FEET;
THENCE S. 01°20'28" E. A DISTANCE OF 977.80 FEET;
THENCE S. 01°20'33" E. A DISTANCE OF 345.70 FEET;
THENCE S. 01°17'27" E. A DISTANCE OF 270.23 FEET;
THENCE S. 89°37'01" E. A DISTANCE OF 50.16 FEET;
THENCE S. 89°37'01" E. A DISTANCE OF 289.98 FEET;
THENCE S. 89°37'01" E. A DISTANCE OF 76.14 FEET;
THENCE N. 88°56'25" E. A DISTANCE OF 334.22 FEET;
THENCE N. 88°53'45" E. A DISTANCE OF 176.63 FEET;
THENCE N. 86°29'24" E. A DISTANCE OF 203.83 FEET;
THENCE N. 84°21'20" E. A DISTANCE OF 187.43 FEET;
THENCE N. 82°30'38" E. A DISTANCE OF 221.21 FEET;
THENCE N. 79°47'31" E. A DISTANCE OF 276.84 FEET;
THENCE N. 78°10'12" E. A DISTANCE OF 178.01 FEET;
THENCE N. 74°34'10" E. A DISTANCE OF 325.11 FEET;
THENCE N. 73°45'52" E. A DISTANCE OF 122.57 FEET;
THENCE N. 74°39'22" E. A DISTANCE OF 186.06 FEET;
THENCE N. 01°50'42" W. A DISTANCE OF 232.14 FEET;
THENCE N. 81°42'51" E. A DISTANCE OF 42.30 FEET;
THENCE S. 87°00'28" E. A DISTANCE OF 39.32 FEET;
THENCE N. 01°25'06" W. A DISTANCE OF 99.23 FEET;
THENCE N. 01°24'48" W. A DISTANCE OF 101.34 FEET;
THENCE N. 01°24'48" W. A DISTANCE OF 98.99 FEET;
THENCE N. 01°24'48" W. A DISTANCE OF 98.12 FEET;
THENCE N. 01°15'15" W. A DISTANCE OF 59.46 FEET;
THENCE N. 01°39'40" W. A DISTANCE OF 134.64 FEET;

THENCE N. 01°39'40" W. A DISTANCE OF 164.22 FEET;
THENCE N. 01°39'35" W. A DISTANCE OF 166.04 FEET;
THENCE N. 01°39'35" W. A DISTANCE OF 133.15 FEET;
THENCE N. 00°48'13" W. A DISTANCE OF 61.65 FEET;
THENCE N. 01°39'25" W. A DISTANCE OF 136.16 FEET;
THENCE N. 01°39'28" W. A DISTANCE OF 161.97 FEET;
THENCE N. 01°39'28" W. A DISTANCE OF 83.60 FEET;
THENCE N. 01°39'39" W. A DISTANCE OF 85.10 FEET;
THENCE N. 01°39'35" W. A DISTANCE OF 135.86 FEET;
THENCE N. 01°56'19" W. A DISTANCE OF 60.34 FEET;
THENCE N. 01°17'33" W. A DISTANCE OF 135.06 FEET;
THENCE N. 01°17'38" W. A DISTANCE OF 205.07 FEET;
THENCE N. 01°17'38" W. A DISTANCE OF 129.77 FEET;
THENCE N. 01°17'38" W. A DISTANCE OF 129.66 FEET;
THENCE N. 08°11'37" E. A DISTANCE OF 31.58 FEET;
THENCE N. 08°12'08" E. A DISTANCE OF 24.68 FEET;
THENCE N. 00°41'34" W. A DISTANCE OF 117.34 FEET;
THENCE N. 00°41'34" W. A DISTANCE OF 123.30 FEET;
THENCE N. 01°23'50" W. A DISTANCE OF 50.02 FEET;
THENCE N. 00°06'41" E. A DISTANCE OF 119.01 FEET;
THENCE N. 01°41'48" W. A DISTANCE OF 123.45 FEET;
THENCE N. 01°41'48" W. A DISTANCE OF 52.11 FEET;
THENCE N. 00°56'53" W. A DISTANCE OF 118.63 FEET;
THENCE N. 00°56'50" W. A DISTANCE OF 124.00 FEET;
THENCE N. 00°22'58" W. A DISTANCE OF 51.81 FEET;
THENCE N. 00°22'58" W. A DISTANCE OF 118.03 FEET;
THENCE N. 01°03'55" W. A DISTANCE OF 125.61 FEET;
THENCE N. 03°08'47" E. A DISTANCE OF 50.23 FEET;
THENCE N. 00°06'07" W. A DISTANCE OF 131.17 FEET;
THENCE N. 01°26'23" W. A DISTANCE OF 132.37 FEET;
THENCE N. 01°26'23" W. A DISTANCE OF 58.49 FEET;
THENCE N. 00°51'33" W. A DISTANCE OF 133.13 FEET;
THENCE N. 00°51'33" W. A DISTANCE OF 124.59 FEET;
THENCE N. 02°51'37" W. A DISTANCE OF 45.58 FEET;
THENCE N. 01°22'00" W. A DISTANCE OF 137.54 FEET;
THENCE N. 01°08'29" W. A DISTANCE OF 130.97 FEET;
THENCE N. 01°24'07" W. A DISTANCE OF 50.12 FEET;
THENCE N. 01°39'14" W. A DISTANCE OF 134.54 FEET;
THENCE N. 01°39'14" W. A DISTANCE OF 51.06 FEET;
THENCE N. 00°41'14" W. A DISTANCE OF 77.63 FEET;
THENCE N. 00°41'14" W. A DISTANCE OF 57.64 FEET;
THENCE N. 01°57'42" W. A DISTANCE OF 137.77 FEET;
THENCE S. 87°31'13" E. A DISTANCE OF 63.06 FEET;
THENCE N. 88°39'46" E. A DISTANCE OF 57.25 FEET;

THENCE N. 88°38'47" E. A DISTANCE OF 59.20 FEET;
THENCE N. 88°39'48" E. A DISTANCE OF 60.44 FEET;
THENCE N. 88°39'25" E. A DISTANCE OF 61.28 FEET;
THENCE N. 88°38'56" E. A DISTANCE OF 63.72 FEET;
THENCE N. 88°40'11" E. A DISTANCE OF 57.15 FEET;
THENCE N. 88°38'39" E. A DISTANCE OF 57.71 FEET;
THENCE N. 88°39'32" E. A DISTANCE OF 62.54 FEET;
THENCE N. 88°39'19" E. A DISTANCE OF 60.88 FEET;
THENCE N. 88°39'24" E. A DISTANCE OF 50.81 FEET;
THENCE N. 88°39'24" E. A DISTANCE OF 52.83 FEET;
THENCE N. 88°39'00" E. A DISTANCE OF 63.61 FEET;
THENCE N. 87°29'18" E. A DISTANCE OF 59.45 FEET;
THENCE N. 88°22'01" E. A DISTANCE OF 70.81 FEET;
THENCE N. 88°22'35" E. A DISTANCE OF 61.66 FEET;
THENCE N. 88°22'50" E. A DISTANCE OF 62.68 FEET;
THENCE N. 88°21'49" E. A DISTANCE OF 58.45 FEET;
THENCE N. 88°23'28" E. A DISTANCE OF 61.24 FEET;
THENCE N. 88°21'44" E. A DISTANCE OF 60.23 FEET;
THENCE N. 88°22'32" E. A DISTANCE OF 62.99 FEET;
THENCE N. 88°22'54" E. A DISTANCE OF 57.60 FEET;
THENCE N. 88°22'01" E. A DISTANCE OF 65.47 FEET;
THENCE N. 88°23'21" E. A DISTANCE OF 60.95 FEET;
THENCE N. 88°21'45" E. A DISTANCE OF 61.28 FEET;
THENCE N. 88°22'47" E. A DISTANCE OF 60.97 FEET;
THENCE N. 88°22'48" E. A DISTANCE OF 64.76 FEET;
THENCE N. 88°21'39" E. A DISTANCE OF 56.65 FEET;
THENCE N. 88°23'38" E. A DISTANCE OF 62.26 FEET;
THENCE N. 88°22'31" E. A DISTANCE OF 63.73 FEET;
THENCE N. 88°21'55" E. A DISTANCE OF 64.64 FEET;
THENCE N. 88°23'04" E. A DISTANCE OF 71.78 FEET;
THENCE N. 89°00'18" E. A DISTANCE OF 59.68 FEET;
THENCE N. 89°01'35" E. A DISTANCE OF 151.60 FEET;
THENCE N. 89°06'48" E. A DISTANCE OF 162.73 FEET;
THENCE N. 89°08'49" E. A DISTANCE OF 212.71 FEET;
THENCE S. 01°49'31" E. A DISTANCE OF 142.91 FEET;
THENCE S. 01°16'37" E. A DISTANCE OF 990.38 FEET;
THENCE S. 01°16'37" E. A DISTANCE OF 129.75 FEET;
THENCE S. 88°37'20" W. A DISTANCE OF 612.23 FEET;
THENCE S. 00°56'19" E. A DISTANCE OF 687.51 FEET;
THENCE S. 28°37'17" E. A DISTANCE OF 28.20 FEET;
THENCE S. 00°21'21" E. A DISTANCE OF 159.95 FEET;
THENCE S. 88°21'00" W. A DISTANCE OF 11.47 FEET;
THENCE S. 00°56'24" E. A DISTANCE OF 136.20 FEET;
THENCE S. 00°56'24" E. A DISTANCE OF 47.85 FEET;

THENCE S. 00°29'43" E. A DISTANCE OF 250.92 FEET;
THENCE S. 00°34'11" E. A DISTANCE OF 30.99 FEET;
THENCE S. 88°21'28" W. A DISTANCE OF 6.14 FEET;
THENCE S. 00°09'14" W. A DISTANCE OF 31.25 FEET;
THENCE S. 01°09'35" E. A DISTANCE OF 634.28 FEET;
THENCE S. 01°09'38" E. A DISTANCE OF 322.70 FEET;
THENCE N. 88°36'20" E. A DISTANCE OF 597.66 FEET;
THENCE S. 01°13'26" E. A DISTANCE OF 46.98 FEET;
THENCE N. 89°57'21" E. A DISTANCE OF 72.16 FEET;
THENCE S. 01°18'21" E. A DISTANCE OF 862.01 FEET;
THENCE N. 78°50'51" E. A DISTANCE OF 1,808.86 FEET;
THENCE N. 77°37'51" E. A DISTANCE OF 527.26 FEET;
THENCE N. 78°10'17" E. A DISTANCE OF 269.84 FEET;
THENCE N. 01°07'22" W. A DISTANCE OF 74.90 FEET;
THENCE N. 87°38'28" E. A DISTANCE OF 337.02 FEET;
THENCE N. 01°17'29" W. A DISTANCE OF 546.09 FEET;
THENCE N. 46°58'59" W. A DISTANCE OF 122.65 FEET;
THENCE N. 46°58'59" W. A DISTANCE OF 113.22 FEET;
THENCE N. 09°01'25" W. A DISTANCE OF 460.30 FEET;
THENCE N. 07°57'18" E. A DISTANCE OF 188.28 FEET;
THENCE N. 10°08'24" E. A DISTANCE OF 411.52 FEET;
THENCE N. 17°58'32" E. A DISTANCE OF 238.32 FEET;
THENCE N. 17°58'10" E. A DISTANCE OF 97.61 FEET;
THENCE N. 17°57'44" E. A DISTANCE OF 295.87 FEET;
THENCE N. 62°37'39" W. A DISTANCE OF 14.78 FEET;
THENCE N. 10°53'27" E. A DISTANCE OF 21.73 FEET;
THENCE N. 22°16'09" E. A DISTANCE OF 310.10 FEET;
THENCE N. 26°04'16" E. A DISTANCE OF 398.00 FEET;
THENCE N. 40°03'14" E. A DISTANCE OF 877.40 FEET;
THENCE S. 64°38'36" E. A DISTANCE OF 34.31 FEET;
THENCE S. 01°25'13" E. A DISTANCE OF 53.02 FEET;
THENCE N. 22°53'54" E. A DISTANCE OF 327.28 FEET;
THENCE N. 12°24'33" W. A DISTANCE OF 196.67 FEET;
THENCE N. 19°58'56" E. A DISTANCE OF 293.65 FEET;
THENCE N. 19°59'28" E. A DISTANCE OF 292.29 FEET;
THENCE N. 26°36'52" E. A DISTANCE OF 200.19 FEET;
THENCE N. 24°04'13" E. A DISTANCE OF 171.231 FEET;
THENCE N. 24°00'57" E. A DISTANCE OF 276.98 FEET;
THENCE N. 20°44'13" E. A DISTANCE OF 97.45 FEET;
THENCE N. 20°14'29" E. A DISTANCE OF 419.03 FEET;
THENCE N. 16°42'50" E. A DISTANCE OF 458.04 FEET;
THENCE N. 12°51'56" E. A DISTANCE OF 502.35 FEET;
THENCE N. 88°44'43" E. A DISTANCE OF 6.14 FEET;
THENCE N. 12°50'31" E. A DISTANCE OF 259.52 FEET;

THENCE N. 83°24'46" E. A DISTANCE OF 201.62 FEET;
THENCE N. 01°14'48" W. A DISTANCE OF 206.44 FEET;
THENCE N. 01°14'33" W. A DISTANCE OF 379.26 FEET;
THENCE N. 01°14'33" W. A DISTANCE OF 502.85 FEET;
THENCE N. 01°14'33" W. A DISTANCE OF 319.62 FEET;
THENCE N. 01°14'49" W. A DISTANCE OF 961.75 FEET;
THENCE N. 01°21'44" W. A DISTANCE OF 2,640.35 FEET;
THENCE N. 01°21'47" W. A DISTANCE OF 308.39 FEET;
THENCE N. 01°21'44" W. A DISTANCE OF 229.56 FEET;
THENCE N. 01°21'44" W. A DISTANCE OF 420.53 FEET;
THENCE N. 01°21'10" W. A DISTANCE OF 363.81 FEET;
THENCE N. 01°21'52" W. A DISTANCE OF 1,318.04 FEET;
THENCE N. 01°01'47" W. A DISTANCE OF 412.77 FEET;
THENCE N. 01°01'47" W. A DISTANCE OF 912.36 FEET;
THENCE N. 01°01'47" W. A DISTANCE OF 313.97 FEET;
THENCE N. 01°01'55" W. A DISTANCE OF 345.40 FEET;
THENCE N. 01°01'55" W. A DISTANCE OF 662.25 FEET;
THENCE N. 01°01'40" W. A DISTANCE OF 1,158.22 FEET;
THENCE N. 01°01'38" W. A DISTANCE OF 158.48 FEET;
THENCE N. 01°02'06" W. A DISTANCE OF 1,346.59 FEET;
THENCE N. 01°27'12" W. A DISTANCE OF 1,099.05 FEET;
THENCE N. 01°26'45" W. A DISTANCE OF 595.01 FEET;
THENCE N. 16°02'50" E. A DISTANCE OF 1,175.84 FEET;
THENCE N. 15°23'28" E. A DISTANCE OF 187.32 FEET;
THENCE N. 15°25'23" E. A DISTANCE OF 1,305.73 FEET;
THENCE N. 29°19'08" E. A DISTANCE OF 709.82 FEET;
THENCE N. 23°35'59" E. A DISTANCE OF 434.29 FEET;
THENCE S. 88°45'36" W. A DISTANCE OF 516.51 FEET;
THENCE S. 88°43'47" W. A DISTANCE OF 3,078.43 FEET;
THENCE S. 88°44'26" W. A DISTANCE OF 318.59 FEET;
THENCE S. 88°41'31" W. A DISTANCE OF 61.98 FEET;
THENCE S. 88°44'12" W. A DISTANCE OF 914.86 FEET;
THENCE S. 88°44'26" W. A DISTANCE OF 967.16 FEET;
THENCE S. 88°44'26" W. A DISTANCE OF 111.01 FEET;
THENCE S. 88°43'59" W. A DISTANCE OF 577.40 FEET;
THENCE S. 88°51'42" W. A DISTANCE OF 330.32 FEET;
THENCE S. 88°51'42" W. A DISTANCE OF 69.24 FEET;
THENCE S. 88°51'27" W. A DISTANCE OF 262.34 FEET;
THENCE S. 88°51'14" W. A DISTANCE OF 658.45 FEET;
THENCE S. 01°12'47" E. A DISTANCE OF 658.91 FEET;
THENCE N. 88°47'32" E. A DISTANCE OF 332.52 FEET;
THENCE S. 01°20'23" E. A DISTANCE OF 1,060.79 FEET;
THENCE S. 88°43'13" W. A DISTANCE OF 330.15 FEET;
THENCE S. 01°16'17" E. A DISTANCE OF 922.81 FEET;

THENCE S. 01°41'39" E. A DISTANCE OF 210.02 FEET;
THENCE S. 01°53'26" E. A DISTANCE OF 156.28 FEET;
THENCE S. 01°53'26" E. A DISTANCE OF 189.98 FEET;
THENCE S. 01°01'10" E. A DISTANCE OF 103.78 FEET;
THENCE S. 88°51'01" W. A DISTANCE OF 15.62 FEET;
THENCE S. 41°51'46" W. A DISTANCE OF 295.82 FEET;
THENCE S. 41°51'46" W. A DISTANCE OF 164.67 FEET;
THENCE S. 41°51'47" W. A DISTANCE OF 41.01 FEET;
THENCE N. 45°24'46" W. A DISTANCE OF 25.08 FEET;
THENCE S. 43°37'13" W. A DISTANCE OF 289.49 FEET;
THENCE S. 43°37'13" W. A DISTANCE OF 132.41 FEET;
THENCE S. 43°37'15" W. A DISTANCE OF 227.35 FEET;
THENCE S. 43°37'16" W. A DISTANCE OF 209.54 FEET;
THENCE S. 43°37'16" W. A DISTANCE OF 216.32 FEET;
THENCE S. 43°37'16" W. A DISTANCE OF 274.90 FEET;
THENCE S. 46°36'52" W. A DISTANCE OF 1,006.89 FEET;
THENCE S. 45°41'20" W. A DISTANCE OF 778.49 FEET;
THENCE S. 43°36'43" W. A DISTANCE OF 931.39 FEET;
THENCE S. 43°36'43" W. A DISTANCE OF 947.79 FEET;
THENCE S. 44°56'27" W. A DISTANCE OF 1,108.43 FEET;
THENCE S. 88°50'24" W. A DISTANCE OF 28.91 FEET;
THENCE S. 44°26'39" W. A DISTANCE OF 685.89 FEET;
THENCE S. 44°30'57" W. A DISTANCE OF 569.99 FEET;
THENCE S. 43°56'08" W. A DISTANCE OF 373.68 FEET;
THENCE S. 49°04'30" W. A DISTANCE OF 225.25 FEET;
THENCE S. 56°26'50" W. A DISTANCE OF 237.85 FEET;
THENCE S. 63°02'49" W. A DISTANCE OF 175.05 FEET;
THENCE S. 67°44'22" W. A DISTANCE OF 136.98 FEET;
THENCE S. 70°20'07" W. A DISTANCE OF 19.52 FEET;
THENCE S. 70°20'07" W. A DISTANCE OF 29.49 FEET;
THENCE S. 71°42'13" W. A DISTANCE OF 23.39 FEET;
THENCE S. 71°42'13" W. A DISTANCE OF 53.23 FEET;
THENCE S. 77°47'51" W. A DISTANCE OF 26.05 FEET;
THENCE S. 75°42'18" W. A DISTANCE OF 26.39 FEET;
THENCE S. 76°42'24" W. A DISTANCE OF 23.86 FEET;
THENCE S. 77°36'58" W. A DISTANCE OF 28.93 FEET;
THENCE S. 78°43'20" W. A DISTANCE OF 26.82 FEET;
THENCE S. 79°42'13" W. A DISTANCE OF 25.97 FEET;
THENCE S. 80°42'18" W. A DISTANCE OF 26.39 FEET;
THENCE S. 80°31'24" W. A DISTANCE OF 97.14 FEET;
THENCE S. 80°31'14" W. A DISTANCE OF 120.26 FEET;
THENCE S. 80°31'12" W. A DISTANCE OF 124.48 FEET;
THENCE S. 80°31'14" W. A DISTANCE OF 102.05 FEET;
THENCE S. 80°28'14" W. A DISTANCE OF 212.59 FEET;

THENCE S. 80°35'48" W. A DISTANCE OF 137.79 FEET;
THENCE S. 80°35'48" W. A DISTANCE OF 176.73 FEET;
THENCE S. 80°35'48" W. A DISTANCE OF 214.09 FEET;
THENCE S. 80°21'59" W. A DISTANCE OF 194.39 FEET;
THENCE S. 80°31'12" W. A DISTANCE OF 166.71 FEET;
THENCE S. 80°31'12" W. A DISTANCE OF 177.30 FEET;
THENCE S. 80°31'14" W. A DISTANCE OF 178.32 FEET;
THENCE S. 80°31'12" W. A DISTANCE OF 198.67 FEET;
THENCE S. 80°31'12" W. A DISTANCE OF 255.32 FEET;
THENCE S. 78°45'01" W. A DISTANCE OF 20.38 FEET;
THENCE S. 78°45'40" W. A DISTANCE OF 317.13 FEET;
THENCE N. 14°20'19" W. A DISTANCE OF 20.99 FEET;
THENCE S. 80°01'28" W. A DISTANCE OF 609.29 FEET;
THENCE S. 12°14'36" E. A DISTANCE OF 22.89 FEET;
THENCE S. 79°43'21" W. A DISTANCE OF 82.71 FEET;
THENCE S. 55°44'17" W. A DISTANCE OF 366.23 FEET;
THENCE S. 01°32'24" E. A DISTANCE OF 260.01 FEET;
THENCE S. 01°32'24" E. A DISTANCE OF 58.51 FEET;
THENCE S. 88°47'48" W. A DISTANCE OF 23.28 FEET;
THENCE S. 01°09'21" E. A DISTANCE OF 65.08 FEET;
THENCE N. 88°38'03" E. A DISTANCE OF 11.90 FEET;
THENCE S. 01°27'16" E. A DISTANCE OF 1,254.09 FEET;
THENCE S. 88°48'49" W. A DISTANCE OF 377.65 FEET;
THENCE S. 88°48'51" W. A DISTANCE OF 87.65 FEET;
THENCE S. 01°20'08" E. A DISTANCE OF 661.79 FEET;
THENCE N. 88°51'47" E. A DISTANCE OF 468.89 FEET;
THENCE S. 01°30'29" E. A DISTANCE OF 324.86 FEET;
THENCE S. 01°30'35" E. A DISTANCE OF 334.35 FEET;
THENCE S. 88°48'31" W. A DISTANCE OF 64.78 FEET;
THENCE S. 01°15'42" E. A DISTANCE OF 316.38 FEET;
THENCE N. 88°46'33" E. A DISTANCE OF 75.77 FEET;
THENCE S. 01°24'46" E. A DISTANCE OF 50.38 FEET;
THENCE S. 01°17'55" E. A DISTANCE OF 10.11 FEET;
THENCE S. 01°17'55" E. A DISTANCE OF 598.77 FEET;
THENCE S. 01°17'53" E. A DISTANCE OF 344.12 FEET;
THENCE N. 88°45'58" E. A DISTANCE OF 657.14 FEET;
THENCE S. 02°40'43" E. A DISTANCE OF 29.39 FEET;
THENCE S. 02°40'43" E. A DISTANCE OF 53.55 FEET;
THENCE S. 02°29'47" E. A DISTANCE OF 64.69 FEET;
THENCE S. 01°29'01" E. A DISTANCE OF 16.87 FEET;
THENCE S. 00°34'58" E. A DISTANCE OF 65.53 FEET;
THENCE S. 02°02'15" E. A DISTANCE OF 208.52 FEET;
THENCE S. 00°54'43" W. A DISTANCE OF 38.25 FEET;
THENCE S. 02°47'29" W. A DISTANCE OF 11.85 FEET;

THENCE S. 01°22'49" E. A DISTANCE OF 51.87 FEET;
THENCE S. 01°22'49" E. A DISTANCE OF 48.30 FEET;
THENCE S. 02°47'44" E. A DISTANCE OF 46.08 FEET;
THENCE S. 11°10'05" W. A DISTANCE OF 5.24 FEET;
THENCE S. 01°22'49" E. A DISTANCE OF 50.98 FEET;
THENCE S. 01°22'49" E. A DISTANCE OF 50.70 FEET;
THENCE S. 01°22'49" E. A DISTANCE OF 49.80 FEET;
THENCE S. 03°23'56" E. A DISTANCE OF 41.61 FEET;
THENCE S. 01°12'37" E. A DISTANCE OF 10.42 FEET;
THENCE S. 01°12'37" E. A DISTANCE OF 49.90 FEET;
THENCE S. 01°12'25" E. A DISTANCE OF 18.68 FEET;
THENCE S. 01°12'21" E. A DISTANCE OF 32.72 FEET;
THENCE S. 00°03'21" E. A DISTANCE OF 48.92 FEET;
THENCE S. 01°22'49" E. A DISTANCE OF 51.38 FEET;
THENCE S. 02°08'02" E. A DISTANCE OF 50.14 FEET;
THENCE S. 02°08'02" E. A DISTANCE OF 60.24 FEET;
THENCE S. 00°18'37" W. A DISTANCE OF 37.78FEET;
THENCE S. 01°11'30" E. A DISTANCE OF 77.45 FEET;
THENCE S. 01°20'45" E. A DISTANCE OF 51.12 FEET;
THENCE S. 01°20'45" E. A DISTANCE OF 48.34 FEET;
THENCE N. 89°15'14" E. A DISTANCE OF 54.72 FEET;
THENCE N. 89°13'00" E. A DISTANCE OF 63.49 FEET;
THENCE N. 88°59'46" E. A DISTANCE OF 61.48 FEET;
THENCE S. 88°33'58" E. A DISTANCE OF 56.61 FEET;
THENCE S. 88°32'17" E. A DISTANCE OF 61.32 FEET;
THENCE N. 88°34'56" E. A DISTANCE OF 56.98 FEET;
THENCE N. 88°31'57" E. A DISTANCE OF 59.63 FEET;
THENCE S. 01°56'22" E. A DISTANCE OF 115.84 FEET;
THENCE S. 01°56'22" E. A DISTANCE OF 118.43 FEET;
THENCE S. 01°52'23" E. A DISTANCE OF 52.83 FEET;
THENCE S. 01°52'23" E. A DISTANCE OF 117.67 FEET;
THENCE S. 02°40'57" E. A DISTANCE OF 122.51 FEET;
THENCE S. 03°06'17" E. A DISTANCE OF 59.81 FEET;
THENCE S. 01°40'49" E. A DISTANCE OF 235.69 FEET;
THENCE S. 01°40'49" E. A DISTANCE OF 127.39 FEET;
THENCE S. 00°15'09" E. A DISTANCE OF 41.67 FEET;
THENCE S. 00°15'19" E. A DISTANCE OF 234.24 FEET;
THENCE S. 00°37'02" E. A DISTANCE OF 52.33 FEET;
THENCE N. 89°20'24" E. A DISTANCE OF 18.93 FEET;
THENCE S. 01°15'45" E. A DISTANCE OF 323.65 FEET;
THENCE S. 89°12'44" W. A DISTANCE OF 81.85 FEET;
THENCE S. 89°12'35" W. A DISTANCE OF 32.41 FEET;
THENCE S. 00°58'31" E. A DISTANCE OF 58.42 FEET;
THENCE S. 00°58'31" E. A DISTANCE OF 55.40 FEET;

THENCE S. 00°58'31" E. A DISTANCE OF 55.39 FEET;
THENCE S. 00°58'31" E. A DISTANCE OF 57.41 FEET;
THENCE S. 88°56'45" W. A DISTANCE OF 141.12 FEET;
THENCE S. 01°03'22" E. A DISTANCE OF 106.05 FEET;
THENCE S. 01°03'18" E. A DISTANCE OF 64.64 FEET;
THENCE S. 01°03'18" E. A DISTANCE OF 268.78 FEET;
THENCE N. 89°14'25" E. A DISTANCE OF 144.50 FEET;
THENCE S. 01°26'20" E. A DISTANCE OF 50.30 FEET;
THENCE S. 01°26'20" E. A DISTANCE OF 48.93 FEET;
THENCE S. 01°26'20" E. A DISTANCE OF 49.33 FEET;
THENCE S. 01°26'18" E. A DISTANCE OF 50.14 FEET;
THENCE S. 01°26'18" E. A DISTANCE OF 53.92 FEET;
THENCE S. 01°26'18" E. A DISTANCE OF 53.52 FEET;
THENCE S. 01°26'39" E. A DISTANCE OF 15.98 FEET;
THENCE N. 88°50'37" E. A DISTANCE OF 67.21 FEET;
THENCE S. 01°01'50" E. A DISTANCE OF 30.06 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 119.16 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 58.30 FEET;
THENCE S. 01°21'11" E. A DISTANCE OF 61.01 FEET;
THENCE S. 01°21'11" E. A DISTANCE OF 60.00 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 59.43 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 59.53 FEET;
THENCE S. 01°21'11" E. A DISTANCE OF 59.12 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 61.48 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 60.13 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 58.71 FEET;
THENCE S. 01°37'50" E. A DISTANCE OF 16.39 FEET;
THENCE S. 01°18'58" E. A DISTANCE OF 96.00 FEET;
THENCE S. 00°09'59" W. A DISTANCE OF 61.03 FEET;
THENCE S. 88°31'34 " W. A DISTANCE OF 136.70 FEET;
THENCE S. 00°07'01" W. A DISTANCE OF 101.08 FEET;
THENCE S. 01°50'53" E. A DISTANCE OF 99.18 FEET;
THENCE S. 00°51'22" E. A DISTANCE OF 200.34 FEET;
THENCE N. 83°36'15" E. A DISTANCE OF 70.53 FEET;
THENCE N. 83°33'38" E. A DISTANCE OF 300.32 FEET;
THENCE N. 83°33'38" E. A DISTANCE OF 33.39 FEET;
THENCE N. 83°35'11" E. A DISTANCE OF 46.66 FEET;
THENCE S. 01°30'38" E. A DISTANCE OF 244.10 FEET;
THENCE N. 88°39'39" E. A DISTANCE OF 228.21 FEET;
THENCE N. 88°40'27" E. A DISTANCE OF 85.19 FEET;
THENCE N. 88°39'22" E. A DISTANCE OF 56.15 FEET;
THENCE N. 88°39'09" E. A DISTANCE OF 59.35 FEET;
THENCE N. 88°38'57" E. A DISTANCE OF 55.78 FEET;
THENCE N. 88°38'45" E. A DISTANCE OF 58.13 FEET;

THENCE N. 88°38'33" E. A DISTANCE OF 57.67 FEET;
THENCE N. 88°38'21" E. A DISTANCE OF 57.21 FEET;
THENCE N. 88°38'11" E. A DISTANCE OF 56.87 FEET;
THENCE N. 88°38'01" E. A DISTANCE OF 54.78 FEET;
THENCE N. 88°37'53" E. A DISTANCE OF 55.12 FEET;
THENCE N. 88°37'45" E. A DISTANCE OF 57.98 FEET;
THENCE N. 88°37'38" E. A DISTANCE OF 56.28 FEET;
THENCE N. 88°37'31" E. A DISTANCE OF 59.24 FEET;
THENCE N. 88°37'31" E. A DISTANCE OF 60.15 FEET;
THENCE N. 88°37'15" E. A DISTANCE OF 59.67 FEET;
THENCE N. 88°37'17" E. A DISTANCE OF 60.85 FEET;
THENCE N. 87°43'40" E. A DISTANCE OF 63.05 FEET;
THENCE N. 88°58'53" E. A DISTANCE OF 23.47 FEET;
THENCE S. 01°37'05" E. A DISTANCE OF 37.71 FEET;
THENCE S. 01°37'02" E. A DISTANCE OF 244.43 FEET;
THENCE S. 01°36'23" E. A DISTANCE OF 238.01 FEET;
THENCE S. 01°34'49" E. A DISTANCE OF 617.92 FEET;
THENCE S. 01°35'39" E. A DISTANCE OF 41.32 FEET;

Back to the "Point of Beginning"

Said area containing 301,498,360± sq. ft. or 6,921.4499± ac.
more or less.

EXHIBIT B:
INCREMENT DISTRICT LEGAL DESCRIPTIONS

DISTRICT – A

A TRACT OF LAND BEING A PART OF SECTIONS 13, 14, 23 and 24,
TOWNSHIP 20 N., RANGE 13 E. TULSA COUNTY, OKLAHOMA,
MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION 14:
THENCE NORTH A DISTANCE OF 619.80 FEET;
THENCE EAST A DISTANCE OF 2,296.85 FEET TO THE
"POINT OF BEGINNING";

THENCE S. 00°47'48" E. A DISTANCE OF 623.92 FEET;
THENCE S. 00°47'48" E. A DISTANCE OF 755.50 FEET;
THENCE N. 85°09'00" W. A DISTANCE OF 79.57 FEET;
THENCE S. 01°35'06" W. A DISTANCE OF 574.42 FEET;
THENCE S. 02°12'47" W. A DISTANCE OF 742.52 FEET;
THENCE S. 51°47'29" E. A DISTANCE OF 599.52 FEET;
THENCE S. 53°19'18" E. A DISTANCE OF 381.00 FEET;
THENCE S. 57°44'01" E. A DISTANCE OF 729.47 FEET;
THENCE N. 87°57'49" E. A DISTANCE OF 1,784.37 FEET;
THENCE N. 60°56'43" E. A DISTANCE OF 81.59 FEET;
THENCE N. 20°59'34" E. A DISTANCE OF 730.05 FEET;
THENCE N. 13°11'26" E. A DISTANCE OF 1,041.95 FEET
THENCE N. 77°35'16" E. A DISTANCE OF 28.50 FEET;
THENCE N. 02°28'51" E. A DISTANCE OF 355.90 FEET;
THENCE N. 10°51'06" W. A DISTANCE OF 65.63 FEET;
THENCE N. 01°29'43" W. A DISTANCE OF 902.00 FEET;
THENCE N. 01°07'57" W. A DISTANCE OF 2,635.63 FEET;
THENCE N. 01°24'15" W. A DISTANCE OF 960.62 FEET;
THENCE N. 00°08'14" E. A DISTANCE OF 475.71 FEET;
THENCE S. 44°04'29" W. A DISTANCE OF 947.82 FEET;
THENCE S. 44°56'27" W. A DISTANCE OF 1,108.43 FEET;
THENCE S. 88°50'24" W. A DISTANCE OF 28.91 FEET;
THENCE S. 44°26'39" W. A DISTANCE OF 685.89 FEET;
THENCE S. 44°30'57" W. A DISTANCE OF 569.99 FEET;
THENCE S. 43°56'08" W. A DISTANCE OF 373.68 FEET;
THENCE S. 49°04'30" W. A DISTANCE OF 225.25 FEET;
THENCE S. 56°26'50" W. A DISTANCE OF 237.85 FEET;
THENCE S. 63°02'49" W. A DISTANCE OF 175.05 FEET;
THENCE S. 67°37'10" W. A DISTANCE OF 130.35 FEET;
THENCE S. 01°43'24" E. A DISTANCE OF 416.08 FEET;

THENCE S. 76°33'45" W. A DISTANCE OF 135.61 FEET;
THENCE S. 80°10'54.394" W. A DISTANCE OF 205.06334 FEET;
BACK TO THE "POINT OF BEGINNING"

SAID AREA CONTAINING 18,753,811± SQ. FT. OR 430.5283± AC. MORE OR LESS.

DISTRICT – B

A TRACT OF LAND BEING A PART OF SECTIONS 13 and 24,
TOWNSHIP 20 N, RANGE 13 E AND SECTIONS 18 and 19,
TOWNSHIP 20 N, RANGE 14 E, TULSA COUNTY, OKLAHOMA,
MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 13:
THENCE WEST A DISTANCE OF 38.28 FEET;
THENCE SOUTH A DISTANCE OF 54.27 FEET TO THE
"POINT OF BEGINNING";

THENCE S. 89°18'25" W. A DISTANCE OF 433.55 FEET;
THENCE S. 83°51'22" W. A DISTANCE OF 94.47 FEET;
THENCE S. 88°38'48" W. A DISTANCE OF 96.69 FEET;
THENCE S. 88°38'41" W. A DISTANCE OF 166.85 FEET;
THENCE S. 88°38'52" W. A DISTANCE OF 162.66 FEET;
THENCE S. 88°38'42" W. A DISTANCE OF 161.04 FEET;
THENCE S. 88°38'42" W. A DISTANCE OF 170.45 FEET;
THENCE S. 73°44'45" W. A DISTANCE OF 168.08 FEET;
THENCE N. 89°50'24" W. A DISTANCE OF 107.96 FEET;
THENCE N. 89°50'24" W. A DISTANCE OF 30.85 FEET;
THENCE ON A CURVE HAVING A CENTRAL ANGLE OF
22°37'58" A RADIUS OF 3,459.40 FEET AND AN ARC DISTANCE
OF 1,366.52 FEET, SAID CURVE HAVING A CHORD BEARING
OF S 76°0'44" W AND A CHORD DISTANCE OF 1,357.65 FEET;
THENCE S. 22°56'56" E. A DISTANCE OF 226.05 FEET;
THENCE S. 08°04'16" E. A DISTANCE OF 393.85 FEET
THENCE S. 89°56'25" E. A DISTANCE OF 64.20 FEET;
THENCE S. 03°32'56" E. A DISTANCE OF 235.81 FEET;
THENCE S. 00°07'49" W. A DISTANCE OF 1,093.13 FEET;
THENCE N. 89°52'05" E. A DISTANCE OF 13.21 FEET;
THENCE S. 00°00'47" E. A DISTANCE OF 320.00 FEET;
THENCE S. 01°26'28" W. A DISTANCE OF 2,473.15 FEET;
THENCE S. 00°27'17" E. A DISTANCE OF 772.73 FEET;
THENCE S. 20°51'39" E. A DISTANCE OF 754.76 FEET;
THENCE S. 15°50'30" E. A DISTANCE OF 1,410.42 FEET;

THENCE S. 14°22'38" E. A DISTANCE OF 135.59 FEET;
THENCE N. 88°31'10" E. A DISTANCE OF 779.05 FEET;
THENCE S. 01°01'09" E. A DISTANCE OF 506.19 FEET;
THENCE N. 88°30'28" E. A DISTANCE OF 3,283.10 FEET;
THENCE N. 00°37'08" E. A DISTANCE OF 3,475.95 FEET;
THENCE N. 01°13'46" E. A DISTANCE OF 2,859.46 FEET;
THENCE N. 00°58'03" E. A DISTANCE OF 2,204.18 FEET;
THENCE S. 89°22'09" W. A DISTANCE OF 338.99 FEET;
THENCE S. 88°25'33" W. A DISTANCE OF 356.35 FEET;
THENCE S. 88°26'11" W. A DISTANCE OF 161.19 FEET;
THENCE S. 88°27'46" W. A DISTANCE OF 98.519 FEET;
THENCE S. 83°13'22" W. A DISTANCE OF 106.78 FEET;
THENCE S. 89°08'42" W. A DISTANCE OF 114.32 FEET;
THENCE S. 88°17'54" W. A DISTANCE OF 344.82 FEET;
THENCE N. 01°32'34" W. A DISTANCE OF 9.08 FEET;
THENCE S. 88°41'16" W. A DISTANCE OF 406.82 FEET;
THENCE S. 88°40'56" W. A DISTANCE OF 146.77 FEET;
THENCE S. 83°03'22" W. A DISTANCE OF 10.26 FEET;
THENCE N. 86°24'20" W. A DISTANCE OF 84.26 FEET;
BACK TO THE "POINT OF BEGINNING"

SAID AREA CONTAINING 39,383,287± SQ. FT. OR 904.1159± AC. MORE OR LESS.

DISTRICT – C

LEGAL DESCRIPTION

AIR FORCE PLANT NO. 3

A TRACT OF LAND IN SECTION 24 AND 25, OF TOWNSHIP 20 NORTH,
RANGE 13 EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY,
STATE OF OKLAHOMA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 24

THENCE N 89° 55' 17" W A DISTANCE OF 60.10 FEET TO THE "POINT OF BEGINNING";

THENCE N 00° 00' 42" E A DISTANCE OF 795.72 FEET TO A POINT
THENCE N 89° 55' 17" W A DISTANCE OF 344.05 FEET TO A POINT;
THENCE N 52° 50' 16" W A DISTANCE OF 155.96 FEET TO A POINT;
THENCE N 89° 54' 59" W A DISTANCE OF 47.63 FEET TO A POINT;
THENCE S 50° 43' 47" W A DISTANCE OF 53.84 FEET TO A POINT;
THENCE N 89° 55' 17" W A DISTANCE OF 2,689.25 FEET TO A POINT;
THENCE S 00° 05' 57" E A DISTANCE OF 271.34 FEET TO A POINT;
THENCE S 34° 12' 15" W A DISTANCE OF 356.07 FEET TO A POINT;
THENCE S 02° 17' 54" W A DISTANCE OF 1,607.50 FEET TO A POINT;

21.29

THENCE N 89° 52' 01" W A DISTANCE OF 65.74 FEET TO A POINT;
THENCE S 00° 02' 45" W A DISTANCE OF 1,681.02 FEET TO A POINT;
THENCE N 84° 36' 22" E A DISTANCE OF 3,217.63 FEET TO A POINT;
THENCE N 05° 23' 38" W A DISTANCE OF 50.00 FEET TO A POINT;
THENCE N 84° 36' 22" E A DISTANCE OF 380.06 FEET TO A POINT;
THENCE N 00° 00' 42" E A DISTANCE OF 2,604.81 FEET TO THE
"POINT OF BEGINNING";

CONTAINING 12,818,757 SQUARE FEET OR 294.2781 ACRES MORE OR LESS.

DISTRICT – D

A TRACT OF LAND BEING A PART OF SECTIONS 23, 24, 25 AND 26,
TOWNSHIP 20 N, RANGE 13 E, TULSA COUNTY, OKLAHOMA, MORE
PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 26:
THENCE EAST A DISTANCE OF 1,317.095 FEET;
TO THE "POINT OF BEGINNING"

THENCE N. 88°50'32" E. A DISTANCE OF 3,478.59 FEET;
THENCE S. 02°03'10" E. A DISTANCE OF 52.17 FEET;
THENCE S. 00°41'59" E. A DISTANCE OF 79.47 FEET;
THENCE S. 01°15'40" E. A DISTANCE OF 64.62 FEET;
THENCE S. 01°15'53" E. A DISTANCE OF 64.34 FEET;
THENCE S. 01°16'10" E. A DISTANCE OF 68.04 FEET;
THENCE S. 01°16'29" E. A DISTANCE OF 78.83 FEET;
THENCE S. 01°16'47" E. A DISTANCE OF 95.80 FEET;
THENCE S. 01°32'12" E. A DISTANCE OF 86.92 FEET;
THENCE N. 88°49'52" E. A DISTANCE OF 70.09 FEET;
THENCE N. 88°49'44" E. A DISTANCE OF 91.82 FEET
THENCE N. 88°49'30" E. A DISTANCE OF 56.73 FEET;
THENCE N. 88°49'07" E. A DISTANCE OF 63.12 FEET;
THENCE N. 88°48'36" E. A DISTANCE OF 61.84 FEET;
THENCE N. 88°47'34" E. A DISTANCE OF 20.28 FEET;
THENCE N. 88°48'22" E. A DISTANCE OF 50.94 FEET;
THENCE N. 88°46'53" E. A DISTANCE OF 59.32 FEET;
THENCE S. 89°38'43" E. A DISTANCE OF 1,916.61 FEET;
THENCE N. 88°51'34" E. A DISTANCE OF 695.73 FEET;
THENCE N. 00°09'57" W. A DISTANCE OF 597.79 FEET;
THENCE N. 21°31'10" E. A DISTANCE OF 45.80 FEET;
THENCE N. 01°14'27" W. A DISTANCE OF 39.25 FEET;
THENCE N. 88°50'02" E. A DISTANCE OF 529.44 FEET;

THENCE N. 88°52'54" E. A DISTANCE OF 731.58 FEET;
THENCE N. 88°50'33" E. A DISTANCE OF 719.65 FEET;
THENCE N. 02°09'16" W. A DISTANCE OF 9.87 FEET;
THENCE N. 88°58'51" E. A DISTANCE OF 610.09 FEET;
THENCE N. 01°11'31" W. A DISTANCE OF 1,268.14 FEET;
THENCE S. 88°52'19" W. A DISTANCE OF 10.48 FEET;
THENCE N. 01°13'20" W. A DISTANCE OF 377.78 FEET;
THENCE S. 88°45'45" W. A DISTANCE OF 598.43 FEET;
THENCE S. 89°00'36" W. A DISTANCE OF 648.97 FEET;
THENCE S. 01°12'38" E. A DISTANCE OF 131.32 FEET;
THENCE S. 88°20'36" W. A DISTANCE OF 10.21 FEET;
THENCE S. 01°09'37" E. A DISTANCE OF 246.47 FEET;
THENCE S. 87°56'43" W. A DISTANCE OF 62.15 FEET;
THENCE S. 88°58'09" W. A DISTANCE OF 688.86 FEET;
THENCE S. 88°50'00" W. A DISTANCE OF 571.25 FEET;
THENCE S. 01°11'31" E. A DISTANCE OF 478.07 FEET;
THENCE S. 01°11'21" E. A DISTANCE OF 178.28 FEET;
THENCE S. 89°01'11" W. A DISTANCE OF 656.66 FEET;
THENCE S. 01°03'13" E. A DISTANCE OF 229.11 FEET;
THENCE N. 89°50'26" W. A DISTANCE OF 1,186.46 FEET;
THENCE S. 00°05'45" E. A DISTANCE OF 460.20 FEET;
THENCE S. 88°51'44" W. A DISTANCE OF 471.03 FEET;
THENCE S. 88°51'44" W. A DISTANCE OF 318.21 FEET;
THENCE N. 01°10'17" W. A DISTANCE OF 331.31 FEET;
THENCE N. 01°10'16" W. A DISTANCE OF 316.22 FEET;
THENCE N. 01°09'35" W. A DISTANCE OF 506.55 FEET;
THENCE N. 01°10'10" W. A DISTANCE OF 165.21 FEET;
THENCE N. 01°09'49" W. A DISTANCE OF 591.79 FEET;
THENCE N. 01°10'14" W. A DISTANCE OF 197.74 FEET;
THENCE N. 01°10'07" W. A DISTANCE OF 532.46 FEET;
THENCE N. 01°10'18" W. A DISTANCE OF 1,769.02 FEET;
THENCE N. 40°00'44" E. A DISTANCE OF 448.75 FEET;
THENCE N. 37°02'39" E. A DISTANCE OF 407.09 FEET;
THENCE N. 52°53'24" W. A DISTANCE OF 981.98 FEET;
THENCE N. 52°55'49" W. A DISTANCE OF 612.76 FEET;
THENCE S. 88°13'33" W. A DISTANCE OF 546.86 FEET;
THENCE S. 88°43'22" W. A DISTANCE OF 973.28 FEET;
THENCE S. 88°35'11" W. A DISTANCE OF 1,195.86 FEET;
THENCE S. 02°24'38" W. A DISTANCE OF 763.83 FEET;
THENCE S. 03°23'42" W. A DISTANCE OF 961.47 FEET;
THENCE S. 19°10'45" W. A DISTANCE OF 198.06 FEET;
THENCE S. 60°45'04" W. A DISTANCE OF 233.05 FEET;
THENCE N. 86°34'28" W. A DISTANCE OF 227.00 FEET;
THENCE N. 66°45'48" W. A DISTANCE OF 88.19 FEET;

THENCE N. 46°41'30" W. A DISTANCE OF 143.09 FEET;
THENCE N. 35°30'40" W. A DISTANCE OF 54.65 FEET;
THENCE N. 26°26'29" W. A DISTANCE OF 74.69 FEET;
THENCE N. 14°19'03" W. A DISTANCE OF 73.06 FEET;
THENCE N. 06°05'06" W. A DISTANCE OF 86.66 FEET;
THENCE N. 01°26'37" W. A DISTANCE OF 598.05 FEET;
THENCE N. 23°22'18" W. A DISTANCE OF 91.11 FEET;
THENCE N. 32°20'30" W. A DISTANCE OF 133.18 FEET;
THENCE S. 87°50'53" W. A DISTANCE OF 117.41 FEET;
THENCE S. 00°30'31" W. A DISTANCE OF 16.85 FEET;
THENCE S. 88°57'35" W. A DISTANCE OF 683.75 FEET;
THENCE N. 85°23'50" W. A DISTANCE OF 111.05 FEET;
THENCE S. 88°37'34" W. A DISTANCE OF 128.759 FEET;
THENCE S. 00°24'58" W. A DISTANCE OF 9.66 FEET;
THENCE S. 87°56'07" W. A DISTANCE OF 64.64 FEET;
THENCE S. 01°56'22" E. A DISTANCE OF 115.84 FEET;
THENCE S. 01°54'13" E. A DISTANCE OF 118.43 FEET;
THENCE S. 01°57'14" E. A DISTANCE OF 52.83 FEET;
THENCE S. 02°17'29" E. A DISTANCE OF 117.70 FEET;
THENCE S. 02°16'51" E. A DISTANCE OF 122.47 FEET;
THENCE S. 03°16'13" E. A DISTANCE OF 59.81 FEET;
THENCE S. 01°40'49" E. A DISTANCE OF 363.09 FEET;
THENCE S. 00°15'19" E. A DISTANCE OF 275.88 FEET;
THENCE S. 00°37'03" E. A DISTANCE OF 46.21 FEET;
THENCE S. 00°37'03" E. A DISTANCE OF 6.125 FEET;
THENCE N. 89°20'23" E. A DISTANCE OF 18.93 FEET;
THENCE S. 01°15'45" E. A DISTANCE OF 323.65 FEET;
THENCE S. 89°12'44" W. A DISTANCE OF 114.27 FEET;
THENCE S. 00°58'32" E. A DISTANCE OF 113.819 FEET;
THENCE S. 00°58'31" E. A DISTANCE OF 112.80 FEET;
THENCE S. 88°56'45" W. A DISTANCE OF 141.12 FEET;
THENCE S. 01°03'22" E. A DISTANCE OF 439.48 FEET;
THENCE N. 89°14'25" E. A DISTANCE OF 144.49 FEET;
THENCE S. 01°26'20" E. A DISTANCE OF 322.13 FEET;
THENCE N. 88°50'36" E. A DISTANCE OF 67.21 FEET;
THENCE S. 01°17'16" E. A DISTANCE OF 149.22 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 58.30 FEET;
THENCE S. 01°00'19" E. A DISTANCE OF 61.01 FEET;
THENCE S. 01°42'24" E. A DISTANCE OF 59.99 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 59.43 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 49.21 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 69.44 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 61.48 FEET;
THENCE S. 00°49'16" E. A DISTANCE OF 60.13 FEET;

THENCE S. 01°53'56" E. A DISTANCE OF 58.71 FEET;
THENCE S. 01°37'48" E. A DISTANCE OF 16.39 FEET;
THENCE S. 01°18'58" E. A DISTANCE OF 95.99 FEET;
THENCE S. 00°09'59" W. A DISTANCE OF 61.03 FEET;
THENCE S. 88°31'34" W. A DISTANCE OF 136.69 FEET;
THENCE S. 01°50'52" E. A DISTANCE OF 101.04 FEET;
THENCE S. 01°50'53" E. A DISTANCE OF 99.179 FEET;
THENCE S. 00°51'22" E. A DISTANCE OF 200.34 FEET;
THENCE N. 83°36'14" E. A DISTANCE OF 70.53 FEET;
THENCE N. 83°35'37" E. A DISTANCE OF 61.95 FEET;
THENCE N. 83°36'15" E. A DISTANCE OF 238.34 FEET;
THENCE N. 83°39'09" E. A DISTANCE OF 33.39 FEET;
THENCE N. 83°13'43" E. A DISTANCE OF 46.689 FEET;
THENCE S. 01°30'38" E. A DISTANCE OF 244.12 FEET;
THENCE N. 88°39'39" E. A DISTANCE OF 228.21 FEET;
THENCE N. 88°39'36" E. A DISTANCE OF 85.19 FEET;
THENCE N. 88°39'23" E. A DISTANCE OF 56.15 FEET;
THENCE N. 88°39'09" E. A DISTANCE OF 59.35 FEET;
THENCE N. 88°38'58" E. A DISTANCE OF 55.779 FEET;
THENCE N. 88°38'44" E. A DISTANCE OF 58.13 FEET;
THENCE N. 88°29'17" E. A DISTANCE OF 48.93 FEET;
THENCE N. 89°30'25" E. A DISTANCE OF 8.74 FEET;
THENCE N. 88°38'21" E. A DISTANCE OF 57.21 FEET;
THENCE N. 88°38'11" E. A DISTANCE OF 56.869 FEET;
THENCE N. 88°38'01" E. A DISTANCE OF 54.78 FEET;
THENCE N. 88°37'53" E. A DISTANCE OF 55.19 FEET;
THENCE N. 88°37'44" E. A DISTANCE OF 57.97 FEET;
THENCE N. 88°37'38" E. A DISTANCE OF 56.28 FEET;
THENCE N. 88°37'31" E. A DISTANCE OF 59.24 FEET;
THENCE N. 88°37'26" E. A DISTANCE OF 60.15 FEET;
THENCE N. 88°37'21" E. A DISTANCE OF 59.67 FEET;
THENCE N. 88°37'17" E. A DISTANCE OF 60.85 FEET;
THENCE N. 87°43'40" E. A DISTANCE OF 63.05 FEET;
THENCE S. 88°58'54" E. A DISTANCE OF 23.47 FEET;
THENCE S. 01°37'01" E. A DISTANCE OF 37.73 FEET;
THENCE S. 01°36'53" E. A DISTANCE OF 244.42 FEET;
THENCE S. 01°36'31" E. A DISTANCE OF 238.01 FEET;
THENCE S. 01°35'01" E. A DISTANCE OF 617.92 FEET;
THENCE S. 01°26'43.7077" E. A DISTANCE OF 41.4964097 FEET;
BACK TO THE "POINT OF BEGINNING"

SAID AREA CONTAINING 35,854,400 ± SQ. FT. OR 823.1038 ± AC.
MORE OR LESS.

DISTRICT – E

A TRACT OF LAND BEING A PART OF SECTION 18, TOWNSHIP 20 N, RANGE 14 E, TULSA COUNTY, OKLAHOMA, MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 18:
THENCE EAST A DISTANCE OF 493.46 FEET;
THENCE NORTH A DISTANCE OF 16.67 FEET; TO THE "POINT OF BEGINNING"

THENCE N. 01°49'57" E. A DISTANCE OF 3,982.76 FEET;
THENCE S. 88°40'01" W. A DISTANCE OF 142.52 FEET;
THENCE N. 01°31'51" E. A DISTANCE OF 1,158.17 FEET;
THENCE S. 88°28'16" E. A DISTANCE OF 493.28 FEET;
THENCE N. 86°15'48" E. A DISTANCE OF 249.91 FEET;
THENCE N. 00°21'12" W. A DISTANCE OF 13.19 FEET;
THENCE N. 89°14'49" E. A DISTANCE OF 49.84 FEET;
THENCE S. 68°00'40" E. A DISTANCE OF 326.64 FEET;
THENCE S. 45°59'02" E. A DISTANCE OF 579.23 FEET;
THENCE S. 28°21'26" E. A DISTANCE OF 393.84 FEET;
THENCE S. 04°50'05" E. A DISTANCE OF 803.20 FEET;
THENCE S. 01°16'38" E. A DISTANCE OF 715.82 FEET;
THENCE S. 25°54'42" W. A DISTANCE OF 73.20 FEET;
THENCE S. 88°38'57" W. A DISTANCE OF 1,296.76 FEET;
THENCE S. 02°21'10" W. A DISTANCE OF 723.71 FEET;
THENCE S. 88°46'24" W. A DISTANCE OF 187.89 FEET;
THENCE S. 00°55'05" E. A DISTANCE OF 320.00 FEET;
THENCE N. 88°49'52" E. A DISTANCE OF 174.08 FEET;
THENCE S. 01°55'40" W. A DISTANCE OF 280.20 FEET;
THENCE N. 88°42'37" E. A DISTANCE OF 1,063.37 FEET;
THENCE S. 00°53'22" E. A DISTANCE OF 191.19 FEET;
THENCE S. 42°59'53" W. A DISTANCE OF 246.87 FEET;
THENCE ON A CURVE HAVING A CENTRAL ANGLE OF
43°06'58" A RADIUS OF 531.00 FEET AND AN ARC DISTANCE
OF 400.49 FEET, SAID CURVE HAVING A CHORD BEARING
OF S.18°16'32" W. AND A CHORD DISTANCE OF 390.22 FEET;
THENCE S. 00°44'27" E. A DISTANCE OF 229.38 FEET;
THENCE S. 01°50'14" W. A DISTANCE OF 391.05 FEET;
THENCE S. 89°42'25" W. A DISTANCE OF 1,187.78 FEET; BACK TO THE "POINT OF BEGINNING"

SAID AREA CONTAINING 5,993,748.± SQ. FT. OR 137.60.± AC. MORE OR LESS.

A TRACT OF LAND BEING A PART OF SECTIONS 19 AND 30, TOWNSHIP 20 N, RANGE 14 E, TULSA COUNTY, OKLAHOMA, MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 30:
THENCE N. 88°40'14" E. A DISTANCE OF 136.485 FEET;
THENCE N. 01°19'57" W A DISTANCE OF 17.526 FEET TO THE "POINT OF BEGINNING";

THENCE N. 83°05'55" E. A DISTANCE OF 1,168.11 FEET;
THENCE N. 84°42'30" E. A DISTANCE OF 1,692.7614 FEET;
THENCE N. 84°36'50" E. A DISTANCE OF 1,674.1302 FEET;
THENCE N. 08°22'48" E. A DISTANCE OF 305.736 FEET;
THENCE S. 81°29'56" E. A DISTANCE OF 25.00 FEET;
THENCE STARTING ANGLE OF N 82°39'26" W AND AN ENDING ANGLE OF S 88°51'24" W
A CURVE HAVING A CENTRAL ANGLE OF 8°29'11" A RADIUS OF 8,469.37 FEET AND AN
ARC DISTANCE OF 1,254.426 FEET, SAID CURVE HAVING A CHORD BEARING OF
N 03°05'59" E AND A CHORD DISTANCE OF 1,253.298 FEET;
THENCE S. 89°59'07" E. A DISTANCE OF 25.00 FEET;
THENCE N. 00°00'53" W. A DISTANCE OF 659.245 FEET;
THENCE S. 89°56'35" W. A DISTANCE OF 50.00 FEET;
THENCE N. 00°00'53" W. A DISTANCE OF 687.496 FEET;
THENCE N. 11°15'36" W. A DISTANCE OF 51.147 FEET;
THENCE N. 00°00'53" E. A DISTANCE OF 1,647.88 FEET;
THENCE N. 02°48'49" W. A DISTANCE OF 1,451.11 FEET;
THENCE STARTING ANGLE OF S 36°19'14" W AND AN ENDING ANGLE OF S 87°42'22" W
A CURVE HAVING A CENTRAL ANGLE OF 51°23'08" A RADIUS OF 325 FEET AND AN ARC
DISTANCE OF 291.479 FEET;
SAID CURVE HAVING A CHORD BEARING OF N 27°59'12" W AND A CHORD
DISTANCE OF 281.805 FEET;
THENCE N. 52°31'18" W. A DISTANCE OF 481.66 FEET;
THENCE N. 26°24'46" W. A DISTANCE OF 319.092 FEET;
THENCE N. 00°00'37" W. A DISTANCE OF 210.00 FEET;
THENCE N. 50°21'56" W. A DISTANCE OF 392.011 FEET;
THENCE S. 89°59'21" W. A DISTANCE OF 855.6399 FEET;
THENCE S. 00°41'25" W. A DISTANCE OF 5,267.632 FEET;
THENCE S. 06°45'40" E. A DISTANCE OF 177.2613 FEET;
THENCE N. 89°57'46" W. A DISTANCE OF 1,200.8185 FEET;
THENCE N. 89°33'18" W. A DISTANCE OF 117.97 FEET;
THENCE N. 00°00'00" E. A DISTANCE OF 911.01 FEET;
THENCE N. 83°56'22" W. A DISTANCE OF 1,485.89 FEET;
THENCE S. 01°11'11" E. A DISTANCE OF 824.727 FEET;
THENCE S. 89°56'35" E. A DISTANCE OF 10.00 FEET;
THENCE S. 01°10'21" E. A DISTANCE OF 1,149.485 FEET;
THENCE S. 88°49'39" W. A DISTANCE OF 5.00 FEET;
THENCE S. 01°14'53" E. A DISTANCE OF 1,350.504 FEET;

21.35

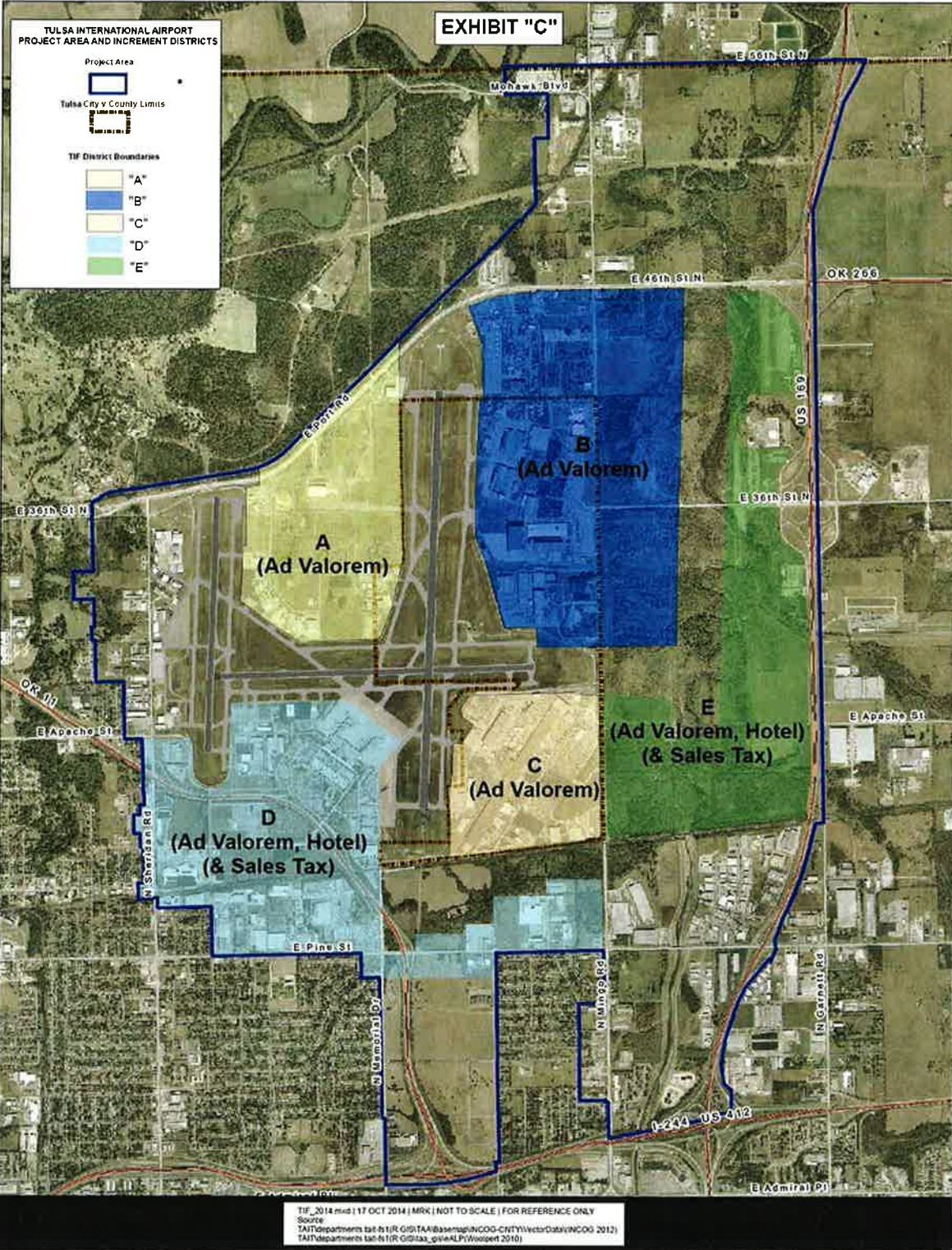
APPROVED BY
REVIEW COMMITTEE

THENCE S. 21°47'51" E. A DISTANCE OF 94.532 FEET;BACK TO THE "POINT OF BEGINNING"

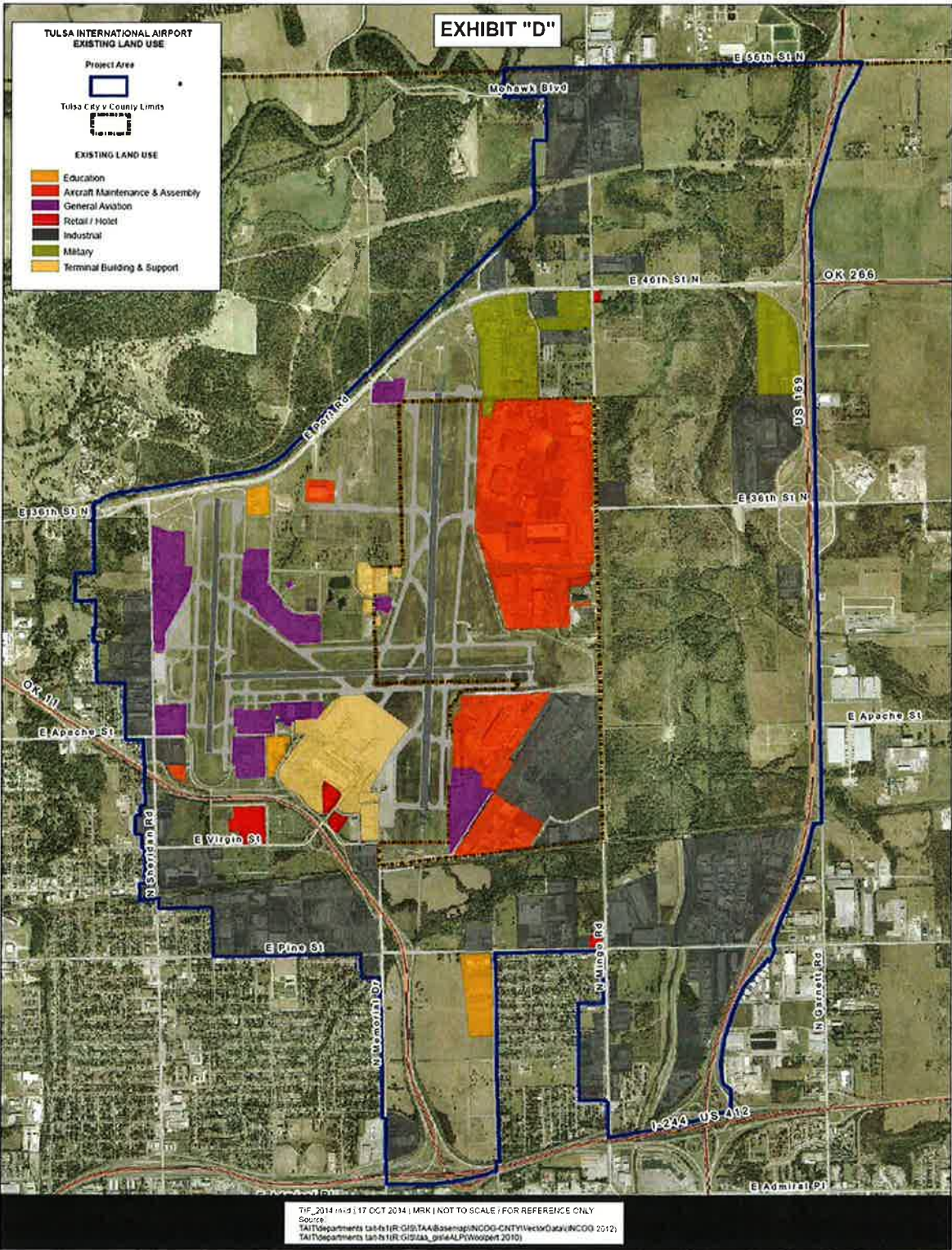
SAID AREA CONTAINING 20,993,898.± SQ. FT. OR 481.9536.± AC. MORE OR LESS.

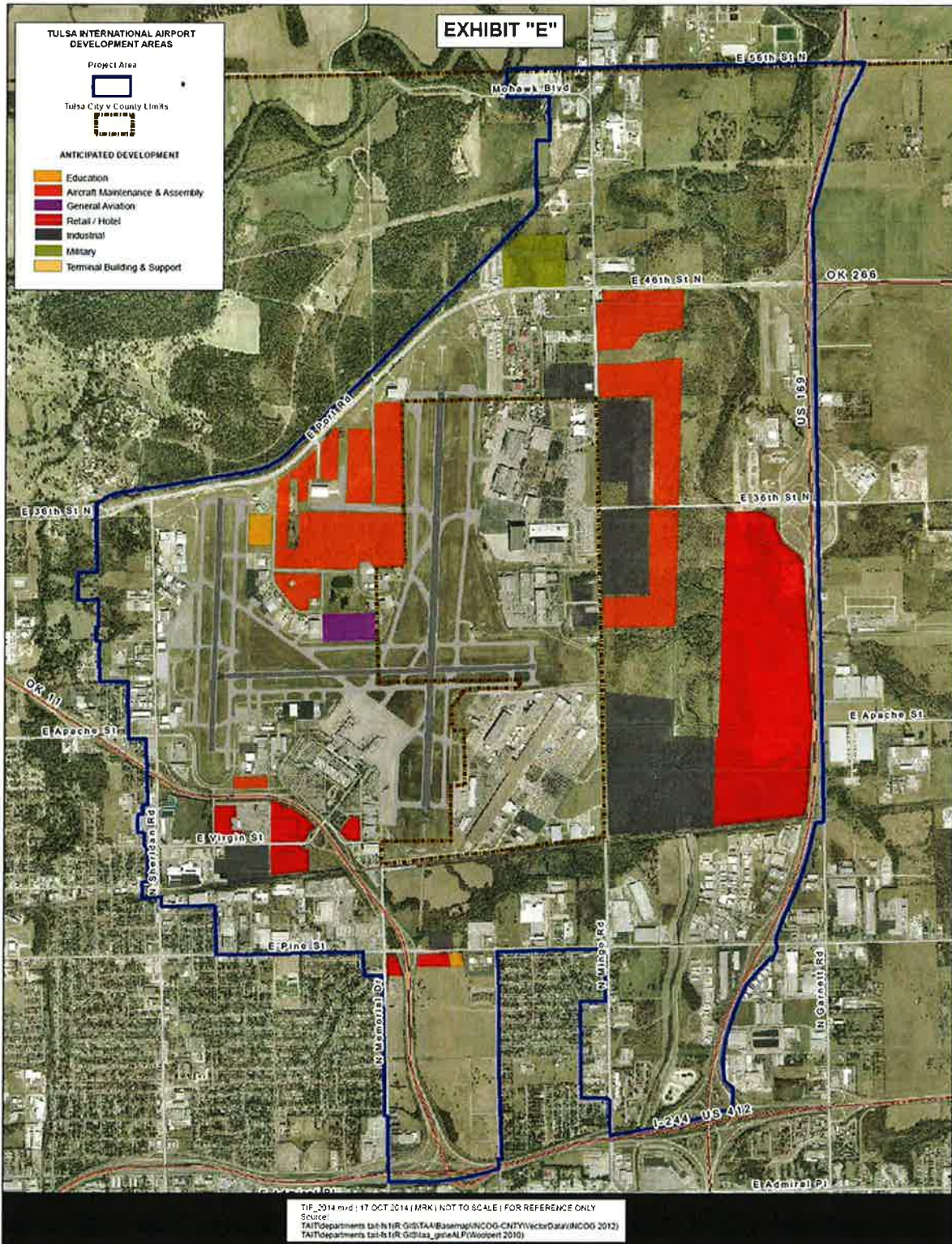
DRAFT

21.34



21.37





21.39

RESOLUTION NO.: 2718:949

RESOLUTION DETERMINING THAT THE TULSA INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT PROJECT PLAN IS IN CONFORMANCE WITH THE TULSA COMPREHENSIVE PLAN AND RECOMMENDING TO BOTH THE CITY OF TULSA AND TULSA COUNTY THE APPROVAL AND ADOPTION OF THE TULSA INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT PROJECT PLAN

WHEREAS, the City of Tulsa (“City”) and Tulsa County (“County”) both seek to promote development within their boundaries in order to attract investment, enhance the tax base, stimulate economic growth, improve quality of life in and around the Tulsa metropolitan area, and strengthen the community; and

WHEREAS, the development of the area surrounding the Tulsa International Airport will promote the public good, general welfare, economic security, and prosperity of the City, the County and their inhabitants; and

WHEREAS, the City and County have declared their intent to consider approval of a joint project and creation of tax increment districts under the Oklahoma Local Development Act, 62 O.S. §850, *et seq.*, to foster such development; and

WHEREAS, the Tulsa International Airport Economic Development Project Plan (“Project Plan”) is a project plan as defined under the Oklahoma Local Development Act; and

WHEREAS, the City and County entered into a Memorandum of Understanding regarding the joint project approval process and appointed a joint Review Committee to make findings of eligibility and financial impact on taxing jurisdictions and business activities within the districts; and

WHEREAS, the Tulsa International Airport Economic Development Project Plan Review Committee, including a representative of the Tulsa Metropolitan Area Planning Commission, has recommended approval of the Project Plan after finding the project eligible and determining that the Project Plan will make a positive impact on taxing jurisdictions and business activities within the districts; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission has reviewed both the Tulsa Comprehensive Plan and the Project Plan; and

WHEREAS, the Project Plan is appropriate and desirable in order to support efforts to achieve the objectives of the Tulsa Comprehensive Plan; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission finds it appropriate and desirable to recommend to the City Council of the City of Tulsa and the Board of County Commissioners of Tulsa County that they approve and adopt the Project Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION:

1. That the Tulsa International Airport Economic Development Project Plan is hereby declared to be in conformance with Tulsa Comprehensive Plan.
2. That the Tulsa International Airport Economic Development Project Plan is determined to be desirable.
3. Recommendation is hereby made to both the City Council of the City of Tulsa and the Board of County Commissioners of Tulsa County that they approve and adopt the Tulsa International Airport Economic Development Project Plan.

PASSED AND APPROVED this _____ day of March, 2016.

Chairperson

ATTEST:

Secretary

