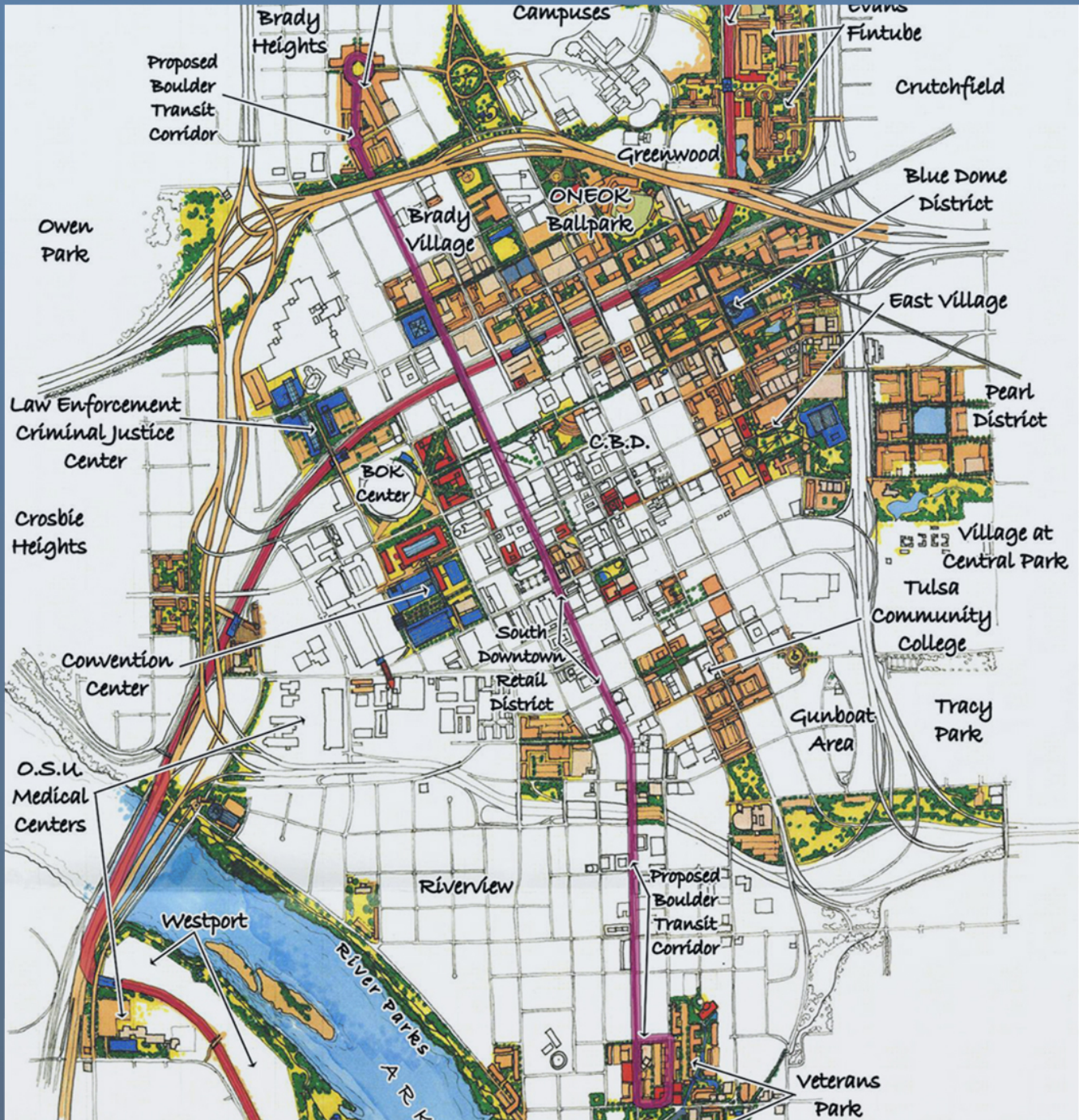


DOWNTOWN AREA MASTER PLAN

Downtown, Near Downtown and Arkansas River Connections

“THE PLAN”

PROGRESS REPORT - 2016



In collaboration with



Prepared by



Tulsa
CITY OF
A New Kind of Energy.

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INTRODUCTION

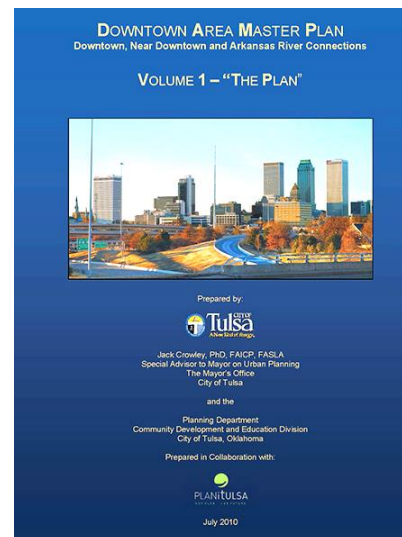
Background & Purpose

The *Downtown Area Master Plan (DAMP)* planning process paralleled and coordinated with the PLANiTULSA process and engaged 2000 in its preparation from 2008 to 2010 involving well over 100 groups and organizations to which presentations were and from which significant was provided in the Plan's development. Because of the urgency to proceed with and to facilitate continuation of the Vision 2025 momentum, the *Downtown Area Master Plan* preceded the PLANiTULSA initiative by nine (9) months. However, like PLANiTULSA, the *DAMP* considered previous plans and studies, incorporated extensive stakeholder input, vetted all plan elements and ideas against the citywide PLANiTULSA initiative, and coordinated downtown planning with the PLANiTULSA consulting team.

The *DAMP* focused on Tulsa's downtown and specific surrounding areas and connections to the Arkansas River and designed as an integral part of the Tulsa Comprehensive Plan Update. It was actually the first Small Area Plan adopted as a component of the updated Tulsa Comprehensive Plan when adopted in October 2010.

The principle finding of the Plan was that the vitality of downtown Tulsa is between 8:00 A.M. to 5:00 P.M. is very good and thus the 5:00 P.M. to 8:00 A.M. is the population to increase and improve.

- Tulsa has a vibrant workday population in the downtown, and while typical employment can and will likely grow in small increments over the next twenty-five years, it will be just one of the primary “players” in new efforts to revitalize downtown.
- The areas most important to the revitalization of downtown are the initiatives to attract additional population to activate it between the hours of 5 P.M. to 8 A.M. as well as weekends. A “24/7” downtown will also address the amenities to increase convenience and quality of life. The principal foci include residences, entertainment, conventions and visitors. All are enhanced by connecting the downtown to its region by multiple modes of transportation.



The Three Major Targets of the DAMP:

- Revitalize the downtown
- Connect it to the Tulsa River Park's system
- Initiate Rail Transit extending outward from the downtown to the beginnings of future corridors serving the City and the region

Planning Area and Context

The area to which the *DAMP* applies is in depicted in the Planning Area exhibit. It includes all lands within the Inner Dispersal Loop (IDL), key areas north of the IDL including the O.S.U. and Langston Campus, the Evans-Fintube site to the north, edges of the adjacent neighborhoods to the east and west including the Pearl District and Crosbie Heights, corridor business development extending southward from the IDL to Veteran's Park at 21st Street and Boulder Avenue and portions of the west bank of the Arkansas River including the Eugene Fields area.

Also included are primary connectors to the Arkansas River and the Tulsa River Parks system via corridors along at 11th (Route 66) and Riverside Drive, Houston to Riverside, Denver to Riverside, Riverside at 21st Street, and the "Gathering Place", 31st Street and Crow Creek areas.

The Planning Area exhibit also includes the two proposed rail system corridors which are to serve Tulsa initially and ultimately the foundational core components of a regional system.

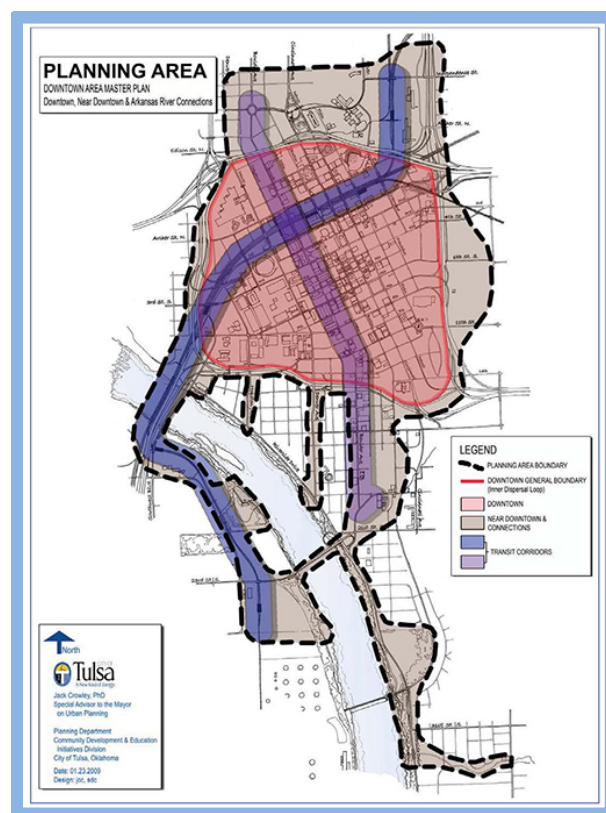


Exhibit 1 – Progress Report Planning Area (from the Downtown Area Master Plan, 2010)

The first corridor extends along the west bank of the Arkansas River from 23rd and Jackson Street, northwest to the O.S.U. Medical Center, and then northeast and across the river to through downtown to the O.S.U. Tulsa Campus and the proposed mixed use "Evans-Fintube" site.

The second corridor extends from 21st Street and Riverside Drive northward along Boulder Avenue to property located east of Brady Heights and west of the O.S.U. Tulsa Campus. The first transit corridor is approximately 18,000 feet in length and the second transit corridor is approximately 11,000 feet in length.

Information on overall impacts of development and goals achieved in Tulsa since 2010 is reported in the *Tulsa Comprehensive Plan Progress Report, 2016*. The *DAMP* Progress report provides information specific changes within the Downtown Planning Area and progress in achieving its purposes.

Introduction

Process

The *DAMP's* Executive Summary listed action items - projects and programs targeted to achieve goals and objectives in different implementation phases over a thirty year plan horizon. This report presents those goals and objectives of the *DAMP* which have been achieved and those which remain to be achieved in the planning area.

Information is based on measured and observed changes between 2010 and 2015. It is recognized that a significant number of new projects or programs have been completed or initiated since the beginning of 2016, but only the 2010-2015 results are presented. These are listed according to the *Downtown Area Master Plan* elements which include:

- Land Use/Development Opportunities which includes Development Areas
- Historic Preservation and Urban Design
- Transportation
- Housing
- Open Space, Recreation & Trails.

Action Items

The specific private, public and public-private action items are listed at the end of this Progress Report's Appendix. Implementation of the components of the *DAMP* which have been achieved has required coordination, involvement, funding and construction by multiple public, private and public-private entities for the recommendations in the plan. Recent new and redevelopment has substantially increased the "24/7" character of Downtown Tulsa and collaborative efforts will continue as the foundation for achieving unmet recommendation.

Since adoption of the *DAMP*, related plans and policies have since been adopted that have facilitated Downtown development. These include the "City of Tulsa Downtown Streetscape Master Plan", *The Brady Arts District – A Small Area Plan*, updated "City of Tulsa Design Details and Standards", the City's adopted Complete Streets resolution adopted in 2012 and the associated *City of Tulsa Complete Streets Procedural Manual*.

Recent tax measures have included crucial public improvements in Downtown, within and to surrounding neighborhoods and providing connections to the Arkansas River. These include the 2014 "Improve Our Tulsa" and recent passage of "Vision Tulsa" tax initiative in early 2016.

Additional action items are listed in the Urban Design portion of the Development Opportunities section of this report.

Development Opportunities

The *DAMP* identified areas with significant opportunity for new development or redevelopment, historic sites and districts, and potential urban gateways within the Planning Area (refer to Exhibit 1). This Progress Report identified projects in these categories which have been completed or were in play as of the end of 2015.

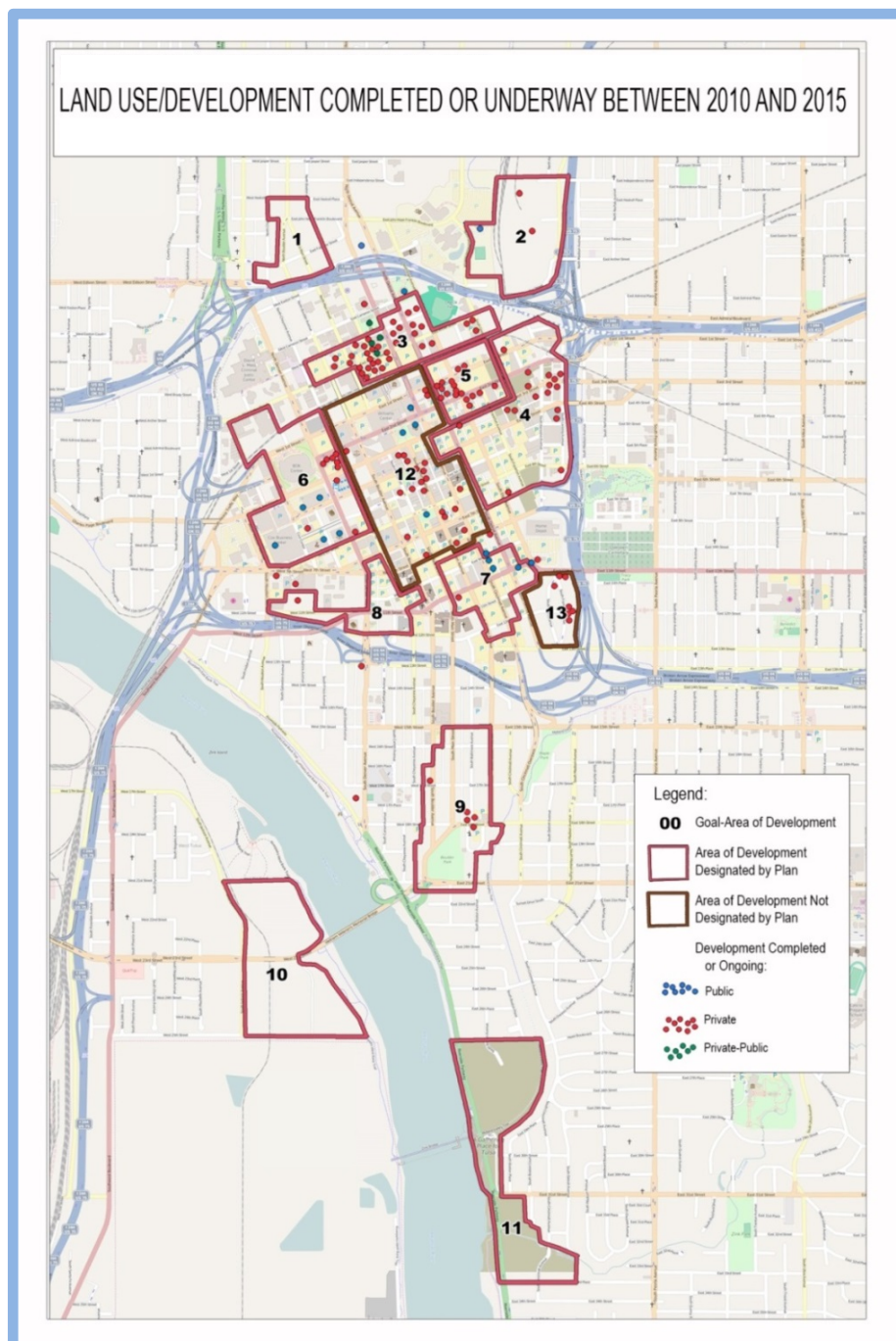
Development Areas

Development areas or “development opportunities” as described in the plan are those key sites or areas where the size and significance of infill areas which as can be transformative in the Downtown or surrounding area. Exhibit 2 depicts the eleven development goal-areas designated by the plan (areas 1-11) and two additional areas not specifically designated by the plan (areas 12 and 13) but in which significant change has also occurred.

*Exhibit 2 -
“Land Use/Development Completed or Underway between 2010 and 2015”, Downtown Area Master Plan Progress Report, 2016*

In the timeframe of 2010-2015, a total of 126 new or redevelopment projects were identified which were completed or were underway. These are depicted in Exhibit 2. Of the identified projects, 106 were private projects, 14 were public projects, and 6 were private-public projects.

Each project and additional project information is listed in Project Report Appendix 1.



Development Opportunities

Historic Preservation

Tulsa's downtown built environment and history are primary contributors to Tulsa's character, identity, brand and sense of place for its citizens and visitors. The *DAMP* recognizes these valuable assets of which twenty-two are listed in the National Register of Historic Places in 2010.

The *Downtown Tulsa Intensive-Level Historic Resources Survey*, which was completed in October 2009, identified eighty-eight individual properties and fourteen districts which appeared to be eligible for listing in the National Register of Historic Places. This study facilitated continuing preservation efforts, and since 2010 developers have taken advantage of State and Federal tax incentives to successfully preserve and repurpose additional buildings to active, viable use. Historic preservation tax incentives have attracted more than \$230 million in investments in the rehabilitation of Tulsa's historic architecture.

From 2010 to the end of 2015 four downtown area buildings have been added to the National Register of Historic Places, and six districts in Downtown received National Register Designation. Each is listed below and their location depicted on Exhibit 3.

National Register Historic Buildings

- Cities Service #8
- Oklahoma Iron Works/Bethlehem Supply Company Building
- Elizabeth Manor
- Belmont Apartments

Downtown Districts with National Register Designation (since 2010):

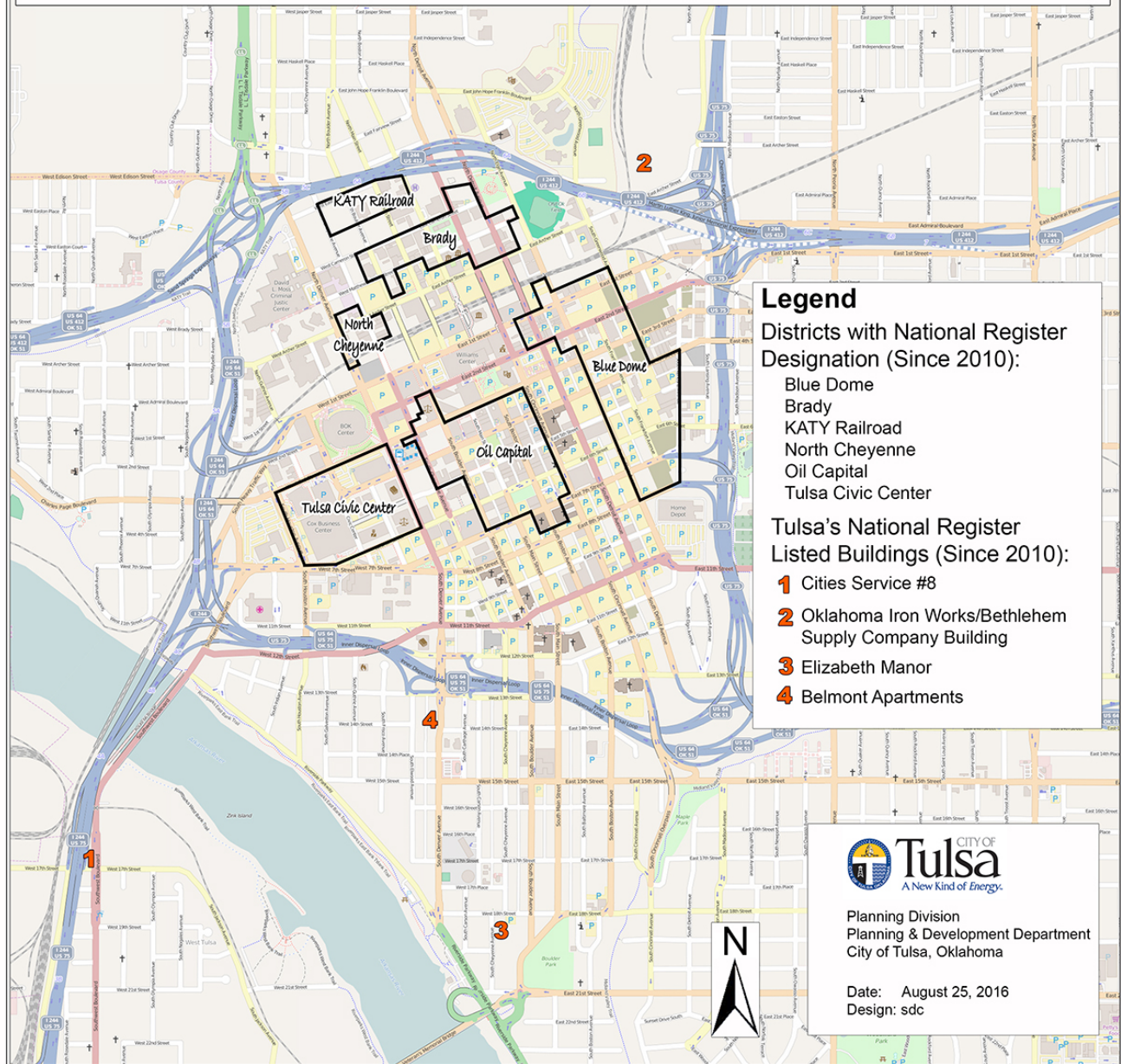
- Blue Dome
- Brady
- KATY Railroad
- North Cheyenne
- Oil Capital
- Tulsa Civic Center

Preservation efforts continue through the Tulsa Preservation Commission and the actions and commitment of individuals, developers, and interest groups, such as the Tulsa Foundation for Architecture, Tulsa Historical Society, Sustainable Tulsa, the Eastern Oklahoma Chapter of the American Institute of Architects, and Preservation Oklahoma. Continued support for and use of tax incentives and other initiatives remain crucial tools which, in combination with other economic development strategies, will maintain and promote Tulsa's downtown.

Additional information regarding each of these items is listed in the Progress Report Appendix 1.

*Exhibit 3 - "Historic Preservation Districts & Designations Since 2010", Downtown Area
Master Plan Progress Report, 2016*

HISTORIC PRESERVATION DISTRICTS & DESIGNATIONS SINCE 2010



Development Opportunities

Urban Design

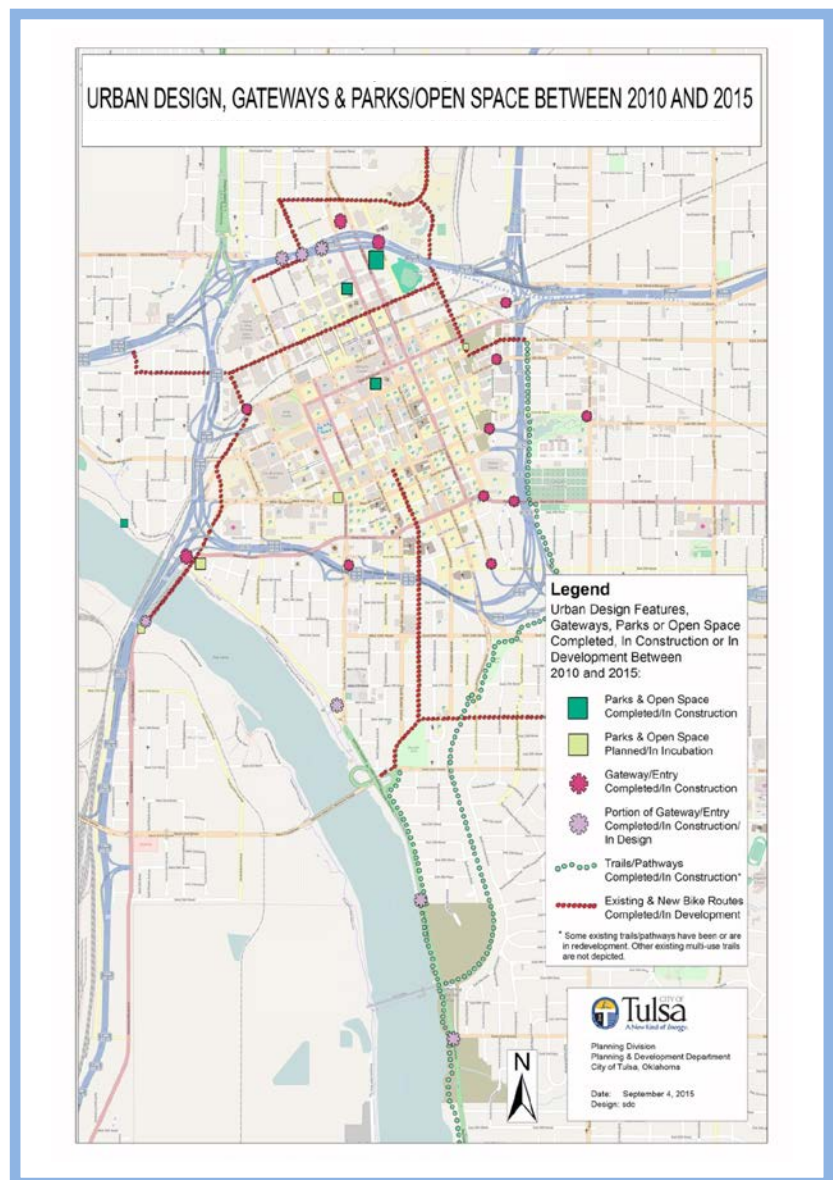
The Downtown Area Master Plan designates a series of major gateway locations and potential urban design features at the edge of the plan area, primary entry points into the heart of the downtown, and key points within the downtown. The urban features completed, in construction or in development between 2010 and 2015 are depicted in Exhibit 4.

Each entry may develop differently but with a design strategy that makes the point of entry noticeable as a place and pleasant as an experience. These improvements add value to and enhance to development opportunities.

Exhibit 4 - "Urban Design Feature, Gateways & Parks/Open Space between 2010 and 2015", [Downtown Area Master Plan Progress Report, 2016](#)

Thirteen landscape entries, depicted in Exhibit 4, were funded by the Downtown Development Council, by private entities, or by other public interests. Six additional gateways are currently in play or are in early stages of construction. These include three public lighting projects on the north north leg of the IDL, one Route 66 project on the south side of the Cyrus Avery Bridge adjacent the Arkansas River, at the planned land bridge over Riverside Drive, and via private improvements of "The Cosmopolitan" development at the northwest corner of Denver Avenue and Riverside Drive.

In addition to the various improvement projects, the *DAMP* urban design guidelines have helped guide improvements in the public realm by private corporations and developers. Other urban design guidance



Development Opportunities

is provided by the design guidelines and details included in the adopted for the Brady Arts District and for land inside the Inner Dispersal Loop by the *City of Tulsa Streetscape Master Plan* which was approved by the Downtown Coordinating Council.

The City of Tulsa has also adopted and/or updated policies, guidelines and standards which have direct impact on the quality of urban design and improvement. These include the updated “City of Tulsa Design Details and Standards” and the City’s adopted Complete Streets resolution adopted in 2012 and the associated *City of Tulsa Complete Streets Procedural Manual*. These are applied for all private and public improvements within the public realm.

At the time of this report two new planning design and program implementation measures are in process. The first is the amended land use designation for specific property along the Arkansas River corridor and includes portions of the *DAMP* planning area. These properties are now designated in the *Tulsa Comprehensive* for parks and open space use or Arkansas River Corridor use.

Those areas within the Arkansas River Corridor are then to be under the purview of one of three new *Tulsa Zoning Code* “River Design Overlay Districts” RDO-1, RDO-2 or RDO-3. These RDO Districts include specific design requirements for development that may occur in these areas. The purpose of these actions is to further enhance the design of public and private development which may occur within the Arkansas River corridor.

Transportation

Exhibit 5 depicts transportation projects within the *DAMP* planning area that have been completed, are on-going, or in-design as of the end of 2015.

Exhibit 5 - "Transportation Projects Completed, On-Going or In-Design", Downtown Area Master Plan Progress Report, 2016



Transportation

The multiple categories of transportation improvements include improvements to the Inner Dispersal Loop (IDL), other expressway improvements, the I-244 Arkansas River Bridge, Boulder Avenue Bridge, street rehabilitation or reconstruction projects, one-way to two-way street conversions, other street improvements such as roundabouts and parking structures, and streetscape and/or landscape improvements along street blocks.

Expressway improvements were provided by some combination of state and federal funding and although the majority of the projects in the IDL have been completed or are nearing completion, several improvements connecting the system to the IDL are on-going. Other major projects, such as major bridge projects were funded by a combination of municipal, tax increment finance districts, state and federal funding.

The majority of local roadway projects were funded and developed entirely by the City of Tulsa. Streetscape and/or landscape improvements were provided either entirely by the City of Tulsa or by a combination of private and municipal funds. It is worth noting that many streetscape projects were developed in conjunction with redevelopment or new development by private developers, corporations or foundations.

Projects completed, on-going or in-design other than expressway improvements are summarized as follows:

Two Bridges:

- I-244 Multi-modal Bridge (over the Arkansas River)

- Boulder Avenue Bridge (over the Burlington Northern Santa Fe Railroad lines)

Street rehabilitation or reconstruction:

- Portions of Cincinnati Avenue, 1st Street, 6th Street, 7th Street, 8th Street, Denver Avenue, 16th Place, Baltimore Avenue, Riverside Parkway/Drive, and 31st Street: 80 city blocks

One-way to two-way street conversions:

- Portions of 5th Street, Boulder Avenue and Cheyenne Avenue: 20 city blocks

Other projects:

- Bartlett Fountain roundabout

- Elgin Avenue and 11th Street roundabout

- North Parking Garage expansion

- One Place parking structure

Streetscape and/or landscaped improvements: 100+ block-faces

Specific information for each of the identified projects is listed in Progress Report Appendix 1. It is worth noting that certain transportation projects directly impacting the DAMP planning area have been funded by the 2016 Vision Tulsa including additional roadway improvement and Bus Rapid Transit (BRT) studies and capital items (rolling stock, etc.).

Commitment to improving and expanding transportation facilities and improvements in Downtown, to and along the Arkansas River, and between area neighborhoods is a crucial to expanded and an enhanced economic and quality of life benefits to Tulsa.

Housing

Numerous housing and lodging developments were completed or planned inside the planning area between 2010 and 2015. Of the 46 projects depicted in Exhibit 6, 26 projects received funding assistance between 1999 and 2015. Exhibit 7 lists those 26 projects and the location, the type, source, amount of funding assistance provided and the total number of living units programmed for each project.

Exhibit 6 - "Housing Projects between 2010 and 2015", Downtown Area Master Plan Progress Report, 2016

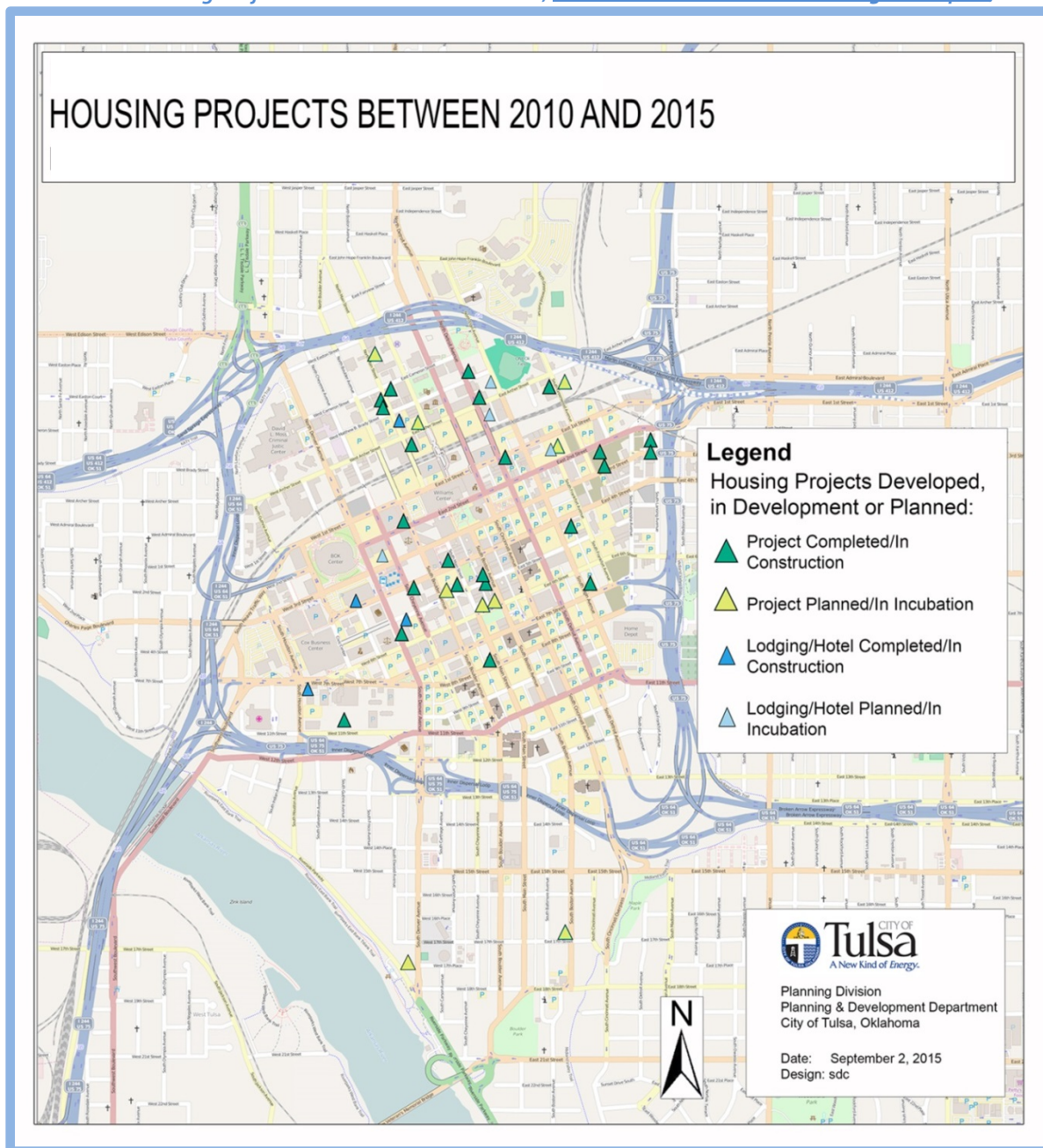


Exhibit 7 - "Housing Projects Some of Which Received Funding Assistance Since 1999", Downtown Area Master Plan Progress Report, 2016

- 1 Philtower Residential Lofts** || 427 S. Boston; This iconic building was repurposed to 27 upscale apartments; received state and federal historic tax credits; \$1 million in 2001 sales tax generated housing funds in form of a grant (only sales tax residential project to obtain this form of financing); \$4 million investment.
- 2 Renaissance Uptown Apartments** || Northwest corner of 11th Street and S. Denver Avenue; 159 apartment units developed on vacant property; \$3.3 million in low-interest loans from 1996 sales tax generated funds; tax abatement received; \$8.5 million investment.
- 3 Adams Hotel Building** || 403 S. Cheyenne Avenue; Adaptive reuse of former hotel; 56 housing units; receiving tax abatement.
- 4 The Tribune Building Lofts** || 20 E. Archer; Renovation and adaptive reuse of historic structure to 35 apartments and retail and commercial uses; use of state and federal historic tax credits; \$3 million valuation; \$700,000 local 1996 sales tax generated housing funds.
- 5 Hotel Ambassador** || 1324 S. Main Street; rehabilitated in 1999; 55 room boutique hotel; use of historic tax credits and tax incentive district abatements; 1.75 million tax credits value; \$6 million investment.
- 6 Mayo 420 Building** || 420 S. Main Street; Vacant and obsolete historic office building renovated and repurposed to 67 residential units with added mixed use development and bridge connection to adjacent parking structure; \$3 million 10 year, 0% interest loan for residential component; received tax abatement.
- 7 First Street Lofts** || 420 S. Main Street; Renovation and adaptive reuse will provide 16-18 residential units plus restaurant and commercial uses; investment of \$3 million; \$1.3 million 0% 10 year loan from Vision 2015 funds.
- 8 Detroit Lofts** || 105 N. Detroit; Adaptive reuse of historic warehouse building; 16 affordable residential units (typically targeted for Teach for America teachers; includes mixed commercial use; \$769,000 10 year 0% loan from 2025 housing funds).
- 9 The Metro at Brady** || 10 S. Main Street; New development adjacent the Tribune Building Lofts; project includes 75 residential units mixed use commercial and 196 parking garage; \$4.0 million 10-year low interest loan; \$12.0 million investment.
- 10 YMCA Lofts** || 515 S. Denver; Ongoing adaptive reuse of old YMCA building into 82 residential units; \$1.75 million 10-year non-interest bearing loan; includes multi-use commercial development; projected \$9.8 million investment.
- 11 East End Village** || Southeast corner of 4th Street and S. Elgin Avenue (401 S. Elgin); Adaptive reuse of several historic commercial buildings to 83 housing units plus mixed uses; \$1.0 million 0% interest 10-year loan from local housing funds; \$10.9 million investment; tax abatement received.
- 12 Vandever Building** || 16 E. 5th Street; Historic department store undergoing conversion as a mixed use boutique hotel and 40+ apartments with commercial development; \$250,000 low interest 10-year non-interest bearing loan from Vision 2025 sales tax funds; estimated \$3.7 million investment.
- 13 Tulsa Marriott Courtyard (Atlas Life Building)** || 415 S. Boston; Adaptive reuse and conversion of historic building to 120 hotel rooms and mixed retail and dining uses; \$7 million investment; receiving 6-year tax abatement valued at \$640,000.
- 14 Mayo Hotel and Lofts** || 15 W. 5th Street; Renovation and reuse of historic hotel; creation of 70 residential units and 100 hotel rooms with meeting rooms, rooftop bar, ballroom; \$38 million investment; \$4.9 million 0% interest loan; received tax abatement.
- 15 Riverbend Garden Townhomes** || 529 W. 11th Street; 41 residential townhomes.
- 16 Greenarch Apartments** || 1 N. Frankfort Avenue (Southwest corner of Greenwood Avenue and Archer Street); new development of 70 residential units and first floor commercial development; received tax abatement.
- 17 The Coliseum Apartments** || 625 S. Elgin Avenue; redevelopment of old apartment building; 36 housing units; tax abatement received; Oklahoma Fir Housing Authority awarded \$250,000 4% affordable tax credits and \$3 million tax-exempt multi-family bonds (maximum).
- 18 The Meridia (Enterprise Building)** || 6th Street and S. Boston Avenue; Adaptive reuse of an historic building in development stage; 70 residential units and mixed use on first floor; \$1.3 million 0% 6-year loan from Improve Our Tulsa redevelopment funds; & estimated \$14 million investment; requesting tax abatement.
- 19 111 W. 5th Building** || 11 W. 5th Street; 90 residential housing units; receiving tax abatements.
- 20 The Edge at East Village** || 215 S. Greenwood Avenue; new construction underway; 162 residential units; receiving 6-year tax abatements valued at 1.1 million.
- 21 Palace Building** || Southwest corner of 4th Street and S. Boston Avenue; adaptive reuse and renovation of historic building with 58 residential units and mixed use on first floor; tax abatement received.
- 22 TransOK Building** || 2 West 6th Street; adaptive reuse and enhancement of historic building with mixed use lower floor and residential upper floors; 37 housing units; requested tax abatement.
- 23 400 S. Boston Building** || 400 S. Boston Avenue; planned conversion of historic building to include lodging/hotel accommodations; requested tax abatement.
- 24 Hampton Inn** || New construction a northwest corner of 3rd Street and Cheyenne Avenue; 120 room hotel; \$16 million investment; requested tax abatement.
- 25 The View** || 420 E. Archer Street; New construction 203 housing units and retail space on ground floor; \$4.1 million; tax abatement requested.
- 26 The Hartford Building** || 110 S. Hartford Avenue; Planned redevelopment to include housing units and retail space on ground floor; potential request for tax abatement and/or development assistance funds.

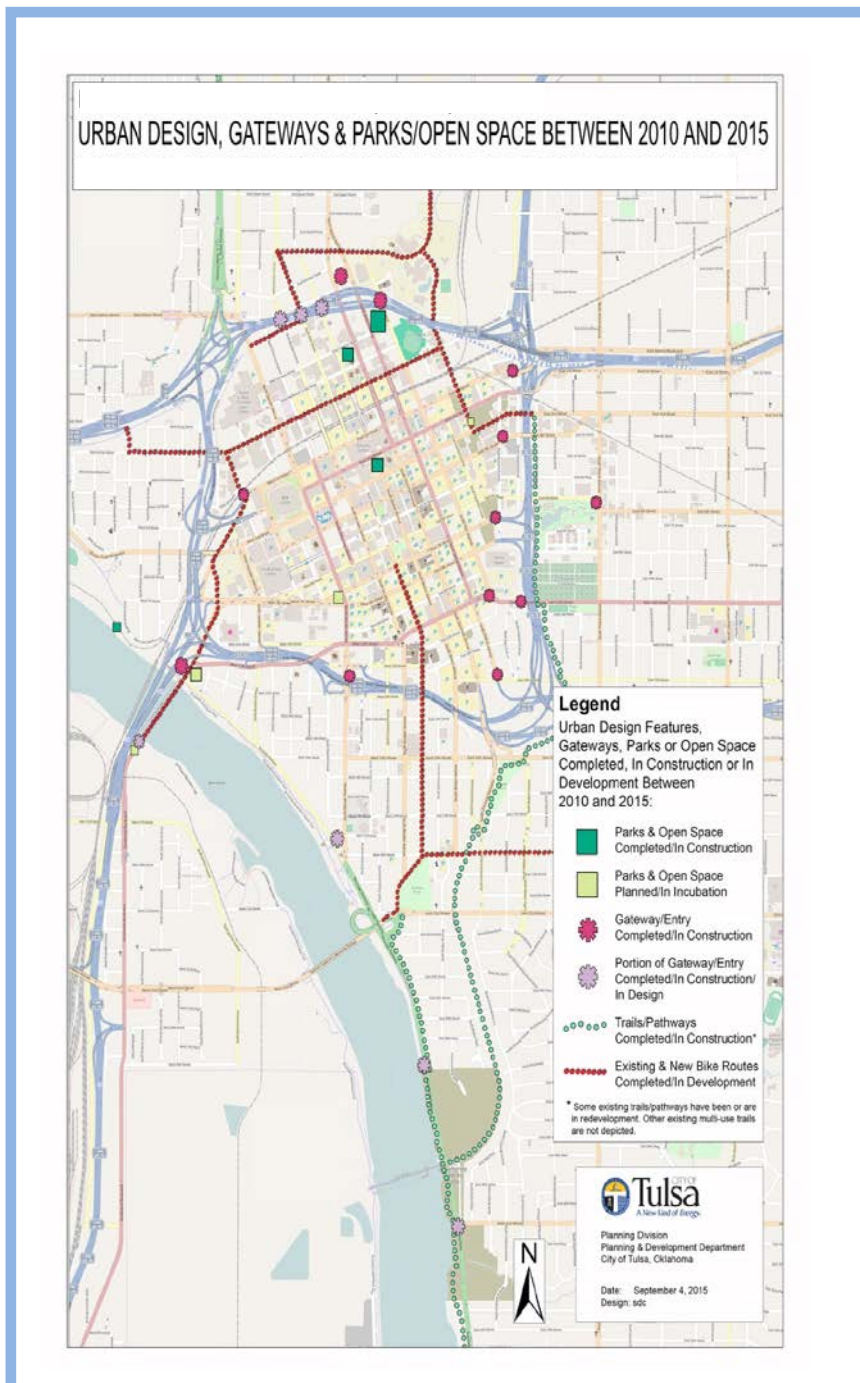
These 26 projects will provide in excess of 1,780 housing/lodging projects when completed. Appendix 1 provides additional project goal information and Appendix 2 depicts the location of the projects listed in Exhibit 7.

Open Space, Recreation & Trails

Exhibit 7 - "Urban Design Feature, Gateways & Parks/Open Space between 2010 and 2015", Downtown Area Master Plan Progress Report, 2016

Four parks/open space sites were added or substantially improved in the DAMP planning area. All of the sites were improved primarily with public funding. However additional foundation or Private funds were added for Some projects. Three projects are inside the IDL and one is located just outside of the IDL. Two more projects were in the incubation stage of development. In 2016 *VisionTulsa* has provided partial funds for both projects which are located at both ends of the Route 66 Cyrus Avery Bridge. Refer to Exhibit 4 and 7).

The bicycle routes are primarily existing routes some of which have been modified to better accommodate cyclists. One such route extends east from Denver Avenue through the Brady Arts District, then north Emerson School area then east to Greenwood Avenue within the OSU-Tulsa campus.



A new sidewalk is planned along the east side of Riverside Drive between 21st and 33rd Street South connecting Downtown with the Gathering Place. The Midland Valley Trail will be modified to accommodate the development of the Gathering Place and to enhance connections to the River.

Next Steps

Capital Improvement Program (CIP) - The *DAMP* identified a list and description of important capital projects important to achieve three major targets. Including *DAMP* capital projects within the City of Tulsa Capital Improvement Program is crucial to securing funding to achieve these goals. It provides a link to the annual City budget. The CIP is the primary tool that assists in prioritization of infrastructure projects, including transportation services and desired development envisioned in the *DAMP* for the Downtown, Downtown Area and connections to the Arkansas River.

The Downtown Coordinating Council should review the listed items and determine if they remain a priority for the Downtown planning area. For those which remain a priority, concerted efforts should be made to focus on their inclusion in funding and development efforts.

Equally important as securing funding for municipal projects is securing funding from the State of Oklahoma annual and multi-year budgeting process, especially the Oklahoma Department of Transportation and the federal government. The City's continuing collaboration with the Tulsa Regional Chamber and the Indian Nations Council of Governments is crucial for raising support for these projects. The Downtown Coordinating Council can serve in a leadership role in keeping these projects at the forefront of funding strategies.

The three targets of the *DAMP* have achieved different levels of success. Downtown revitalization continues strong, but progress has lagged for connections between Downtown and the Tulsa River Park's system; and for initiation of rail transit outward from Downtown transit corridors serving Tulsa and the region.

- **Revitalize the Downtown** - The plan target to revitalize Downtown continues to be successful as is demonstrated by public and private completed projects or projects underway delineated in Progress Report exhibits and listed projects in Appendixes 1 and 2. Significant public projects listed in the *DAMP* have not been completed or are even in play or consideration for development.
- **Connections between Downtown and Tulsa River Park's System** – The plan target to connect Downtown and the River Park's System remains challenging and increase in importance, value and complexity as ongoing construction private and public improvements are ongoing. These projects remind us that connectivity between Downtown includes more than just the Tulsa River Park's.

Construction of the Gathering Place continues along the east side of the Arkansas River along Riverside Drive. This foundation funded multi-venue and park will be an iconic destination for Tulsa, Oklahoma and the region.

Development of the publicly Route 66 Experience project at Riverside Drive and Southwest Boulevard will attract residents and visitors from around the nation and world as Route 66 continues as a draw for old and young alike. Other private mixed use is underway in the area.

Each of these elements point to the need to connect the Arkansas River and associated area uses with Downtown. Enhanced pedestrian connections are planned and funded via sidewalk and street crossings, and expanded overall bus system and extension of the Downtown Loop bus routes will provide valuable service between Downtown and the River for residents and visitors alike.

The “Walkability Study” to be conducted for Downtown in Fall 2016 should help prioritize some of these projects for connecting Downtown internally and to the Arkansas River. Continuing support for increasing connectivity should remain a priority.

- **Refinement and phasing of key transit projects** – The third plan focus on improving and building a transit system should be defined in a manner that describes project components, interrelationships and phasing. An integrated transit system is comprised of multiple components such as:
 - *Fixed guideway transit system components*: guideways (e.g. – rail lines, trolley lines bridges, parking facilities, tunnels); rolling stock (e.g. – rail and trolley cars); and maintenance facilities (e.g. – barns, buildings and yards)
 - *Flexible route transit system components using roadway system*: rolling stock (e.g. - buses and bus rapid transit units); transit stops, stations; parking, and maintenance facilities (buildings and yards).
 - *Bicycles* – On-street routes, trails, parking and bike-share stations
 - *Pedestrian paths* – Sidewalks, trails and trailheads (e.g. - transit station)
 - *Other transit modes*- Consideration of existing and future transit modes (e.g. – taxis/Uber service; automated cars)

Understanding the required layering and inter-connectivity of various transit elements is crucial to short term and long term success in acceptance and support for funding, phasing, and flexibility in transit operations.

Broaden awareness and use of local development incentives and partners – Local

government and private developers should take advantage and optimize use of various economic development tools. Development incentives and local partners in development are listed included in Appendix 5.

Policy Changes - There are opportunities to improve development in Downtown via clarification, change and strict application of policies of the City and two of which include:

Requests to Use Public Easements, Right-of-Way and Agreements – There often occurs requests by the businesses, developers or individuals sector to use public easements, ways and property for private purposes. City procedure and policy regarding these matters should be clear, concise and predictable and any such private use is not permissible until permitted *prior* to use or construction.

Specific Design Requirements for Sidewalks – A minimum sidewalk width should be established for Downtown in City of Tulsa design standards and policy to preserve and enhance pedestrian and ADA safety and access. Any variance in this standard is not permissible unless and until permitted *prior* to use or construction.

Develop and Incorporate Updated Downtown Street Design – Based on on-going urban and transportation studies including the “Downtown Tulsa Walkability Study”, consider updating the design of downtown streets to accommodate enhanced pedestrian, bicycle and vehicle movement and use.

Screening of surface parking lots – Additional parking lots should be restricted and any permitted lots would be required to provide streetscape walls with landscaping.

Strategies and procedures for on-street parking spaces – Enhance and clarify potential use of on-street parking spaces for valet parking and “parklets”.

Consider Update to “The Plan” - The Downtown Area Master Plan was adopted in 2010 and has helped guide development for six years. Many goals of The Plan have been implemented and many remain to be achieved. As with most long range plans, conditions have changed and priorities envisioned at the Plan’s development may have also have changed. Plans are developed to be implemented and most master plans are revisited every 5 to 7 years and updated to ensure validity and vitality with current and changing conditions. The time may be most appropriate to consider updating the Downtown Area Master Plan.

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Appendices

Appendix 1: Action-Status Projects Matrix

Appendix 2: Housing Projects between 2010 and 2015 Location

Appendix 3: Selected Recent or Ongoing Projects in Downtown 2016

Appendix 4: City of Tulsa- Tax Increment Financing (TIF) Districts
Downtown Tulsa

Appendix 5: Local Development Incentives and Partners in Tulsa

Appendix 1: Action-Status Projects Matrix

The Action-Status Matrix provides the status of the *Downtown Area Master Plan* projects, programs and actions for achieving the plan's priorities and goals. The Matrix is separated by the chapters in the Plan and provides the Goal/Policy description, responsible agencies or parties, and status.

Responsible Agency or Agencies

City - City of Tulsa

Foundation – Any of the various foundations active in Tulsa including the Tulsa Community Foundation

State - Various agencies of the State of Oklahoma and in particular the Oklahoma Department of Transportation

Public - Various public agencies which may including the City of Tulsa, the State of Oklahoma, and/or the federal governmental agencies

Private – Private individuals, businesses, corporations and/or foundations

Public-Private – Both public and private involvement in project development

Status

Complete or Underway items have been completed or are in final stages nearing completion.

Funded or Partial Complete items are those for which funding or partial funding has been secured or for which construction has begun and continues.

In Development/Incubation items for which funding has yet to be secured, or the project is in the earliest stages of development.

On City C.I.P. List items are those public projects which are listed on the City of Tulsa's eligible projects list but have not been selected for funding.

Not on the CIP List or Active items are those public projects or actions which have not been initiated due to lack of funding, lack of relevance, or other reason.

No activity items are that have received no attention to date, due to lack of funding, lack of relevance, or other reason.

Appendix 1

	A	B	C	D	E	F	G	H	I	J	K	L
1	DOWNTOWN AREA MASTER PLAN PROGRESS REPORT											
2												
3	LAND USE/DEVELOPMENT											
4												
5	Development Areas:											
6	Goal (Area) 1	Development of key opportunity sites/areas in which can be transformative: West of existing O.S.U./Langston Campuses (residential-mixed use, student related housing, other)										
7	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
8		1 Development West of existing O.S.U./Langston Campuses										
9												
10	Goal (Area) 2	O.S.U./ Langston Campus - Evans-Fintube Site (university related residential, arts, mixed use, visual and performing arts high school, other)										
11	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
12		2.1 RFP projects in consideration for Evans-Fintube site	City	10 years								
13		2.2 Second Base/WATCO RR Transloading Facility	Private	3 years								
14		2.3 OETA Building - Studios and Offices	State	n.a.								
15		2.4 O.S.U. Tower	State	n.a.								
16												
17												
18	Goal (Area) 3	Brady-Greenwood (ONEOK Field, arts, residential, and entertainment)										
19	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
20		3.1 Griffins Communications Corporation	Private	n.a.								
21		3.2 Guthrie Green Park	Foundation	n.a.								
22		3.3 Arts and Community Council / Hardesty Arts Center (AHHA)	Foundations, City	n.a.								
23		3.4 Fairfield Inn and Suites	Private	n.a.								
24		3.5 Greenarch Apartments and Mixed Use (refer also to Housing Goals)	Private	n.a.								
25		3.6 The Metro at Brady Residential and Mixed Use (refer also to Housing Goals)	Private	n.a.								
26		3.7 Fat Guys Burger Bar	Private	n.a.								
27		3.8 The Rusty Crane restaurant	Private	n.a.								
28		3.9 Woody Guthrie Center	Foundation, City	n.a.								
29		3.10 Fly Loft	Foundation, City	n.a.								
30		3.11 Philbrook Downtown	Foundation, City	n.a.								
31		3.12 Hey Mambos restaurant	Private	n.a.								
32		3.13 The Tavern restaurant and club	Private	n.a.								
33		3.14 Cigar Shop	Private	n.a.								
34		3.15 John Hope Franklin Reconciliation Park	City, State	n.a.								
35		3.16 Holiday Inn Express (development stage)	Private	n.a.								
36		3.17 Chimera Café	Private	n.a.								
37		3.18 Prhyme Steakhouse	Private	n.a.								
38		3.19 The Hunt Club Pub	Private	n.a.								
39		3.20 Fat Guy's Burgers	Private	n.a.								
40		3.21 Zin Wine Bar	Private	n.a.								
41		3.22 "Ford Building" Mixed Use (in construction stage)(refer also to Housing Goals)	Private	18 months								
42		3.23 "Gates Hardware Building" (in construction stage)	Private	18 months								
43		3.24 Zin Wine Bar	Private	n.a.								
44		3.25 Subway on Greenwood	Private	6 months								
45		3.26 Oklahoma Joe's BBQ	Private	n.a.								
46		3.27 Glacier Confection	Private	n.a.								
47		3.28 Bar 46	Private	n.a.								
48		3.29 Sisserou's Restaurant and Lounge	Private	n.a.								
49		3.30 Laffa Medi-Eastern Restaurant & Bar	Private	n.a.								
50		3.31 Hey Mambo's	Private	n.a.								
51		3.32 Classic Cigars	Private	n.a.								
52		3.33 Mason's Bar and Restaurant	Private	n.a.								
53		3.34 Hampton Inn	Private	2 years								

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54	3.35 Holiday Inn Express SE/c of Archer & Detroit	Private	2 years									
55	3.36 Towne Place Suites Hotel (NW corner of Archer and Elgin)	Private	2 years									
56	3.37 Cheyenne Arts Lofts (development stages)(refer also to Housing Goals)	Private	3 years									
57	3.38 Residence Inn (SE/corner 5th 7 Denver)	Private	2 years									
58	3.39 Enika Gift Shop	Private	n.a.									
59	3.40 Mainline Arts and Cocktails	Private	6 months									
60	3.41 Coney Island	Private	6 months									
61	3.42 Bedcheck Lofts	Private	n.a.									
62	3.43 Robinson Packer Lofts	Private	n.a.									
63												
64	Goal (Area) 4	East Village(Open space, residential, entertainment, mixed use and other)										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status- In Devt./ Incubation	Status-On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
65												
66	4.1	A mixed use, park, and residential development of "East Village" between 3rd and 6th Streets and between Detroit Avenue and east leg of the IDL.	Private &/or public	10 years								
67	4.2	Urban 8 Townhomes (refer also to Housing Goals)	Private & public	1 year								
68	4.3	GuRuStu offices	Private	n.a.								
69	4.4	Hodges Bend coffee shop and bar	Private	n.a.								
70	4.5	Hartford Commons apartments & parking garage (refer also to Housing Goals)	Private	18 months								
71	4.6	East End (Bill White Chevrolet) mixed use; (refer also to Housing Goals)	Private	18 months								
72	4.7	American Theater Company	Private	n.a.								
73	4.8	Coliseum Apartments (refer also to Housing Goals)	Private	2 years								
74	4.9	G2Design	Private	n.a.								
75	4.10	Voulez Vous Boudoir	Private	n.a.								
76	4.11	BMI + ImageNet Consulting	Private	n.a.								
77	4.12	The Broadway Urban Event Center	Private	n.a.								
78	4.13	Duplex/townhouse - redevelopment existing building	Private	n.a.								
79	4.14	Compression Solutions	Private	n.a.								
80												
81	Goal (Area) 5	Blue Dome (residential, small office, retail, entertainment and other infill)										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status- In Devt./ Incubation	Status-On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
82												
83	5.1	Fleet Feet retail	Private	n.a.								
84	5.2	Rib Crib Barbeque	Private	n.a.								
85	5.3	Albert G's Barbeque	Private	n.a.								
86	5.4	White Flag restaurant	Private	n.a.								
87	5.5	Tall Grass restaurant	Private	n.a.								
88	5.6	Dust Bowl Lanes and Lounge	Private	n.a.								
89	5.7	Hogan Assessment Global Headquarters	Private	n.a.								
90	5.8	Blue Dome Market	Private	n.a.								
91	5.9	Lee's Bicycle	Private	n.a.								
92	5.10	Dilly Deli	Private	n.a.								
93	5.11	Junipers Restaurant & Martini Lounge	Private	n.a.								
94	5.12	Boomtown Tees	Private	n.a.								
95	5.13	Joe Momma's Pizza	Private	n.a.								
96	5.14	STG Pizzeria	Private	n.a.								
97	5.15	Lambruscoz	Private	n.a.								
98	5.16	"Santa Fe" block	Private &/or public	6 years								
99	5.17	"Old International Harvester Building" Office conversion	Private	18 months								
100	5.18	First Street Lofts and Mixed Use	Private	24 months								
101												
102												
103	Goal (Area) 6	Convention Center (hotel(s), ballroom, exhibit halls, conference centers and other										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status- In Devt./ Incubation	Status-On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
104												
105	6.1	Tulsa Police Department (Building)	City									
106	6.2	Demolition of part of Civic Center	City/ &/or County									
107	6.3	Acquisition/replacement of Federal Building	City &/or County									
108	6.4	Acquisition/replacement/redevelopment of Central Library	County	2 years								

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109		6.5 Aloft Hotel (old City Hall)	Private	n.a.								
110		6.6 Cox Business Center (Convention Center) expansion and improvements	Public	n.a.								
111		6.7 Central Library Parking ramp & site improvements; SW/corner 5th & Denver	Public	15 months +/-								
112		6.8 Police courts/capital needs	Public	7 years								
113		6.9 Tulsa County Courthouse Improvements.										
114												
115	Goal (Area) 7	Tulsa Community College (residential, open space, mixed use & other including Cathedral Square area)										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
116		7.1 Avanti Building redevelopment (in construction)	Private	18 months								
117		7.2 Foolish Things Coffee Shop	Private	n.a.								
118		7.3 TC Metro Campus - Parking Lots redevelopment	Public	6 months								
119		7.4 First Presbyterian Church (expansion, renovations, etc.)	Private	n.a.								
120		7.5 Harrington Building	Private	2-3 years								
121		7.6 New Waters Physical Therapy Clinic (at TCC)	Public	n.a.								
122												
123												
124												
125	Goal (Area) 8	South Downtown (residential, support retail, mixed use and other)										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
126												
127		8.1 Potential for a significant residentially oriented infill project between Denver and Houston Avenues area south of 7th Street along the proposed vacated 10th Street.	Private, City & Other	10 years								
128		8.2 River Bend Gardens townhomes (refer also to Housing Goals)	Private	n.a.								
129		8.3 Double Tree Hotel Renovations	Private	n.a.								
130		8.4 Family & Children's Services	Private & public	n.a.								
131		8.5 Hampton Suites (SE/corner Houston and 7th Street)	Private	Unknown								
132		8.6 Blue View Redevelopment (SW/corner of 13th and S. Denver Avenue)	Private	n.a.								
133		8.7 The Cosmopolitan (NW/corner of Denver Avenue and Riverside Drive	Private	Unknown								
134		8.8 Redevelopment of parking facility - Tulsa Regional Hospital	Public	Complete								
135												
136	Goal (Area) 9	Veterans Park area (residential, entertainment, business, mixed use and other - "The Canals")										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
137												
138		9.1 Multi-Family housing (NE/corner 17th & Boulder) (refer also to Housing Goals)	Private	2 years								
139												
140	Goal (Area) 10	23rd Street South and S. Jackson Avenue area (mix of rail transit, residential, support retail, office, entertainment and other - transit oriented/nodal design)										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
141												
142		10.1 Development/redevelopment project	City, State & Private	Unknown								
143		10.2 Eugene Fields area roadway improvements	City, State & Private	5-7 years								
144												
145	Goal (Area) 11	Crow Creek (high density residential, small entertainment, open space, trail and & other)										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
146												
147		11.1 "The Gathering Place" (Refer to Open Space, Parks & Trails)	Foundation & City	2 years								

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148												
149	Goal (Area) 12	Central Business District (Technology & Deco Districts)										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
150												
151		12.1 One Place mixed use development and parking	Private	n.a.								
152		12.2 Atlas Marriott Courtyard Hotel	Private	n.a.								
153		12.3 First Presbyterian Community facility	Private	n.a.								
154		12.4 Holiday Inn City Center renovations	Private	n.a.								
155		12.5 100 Boulder Condominiums (refer also to Housing Goals)	Private	n.a.								
156		12.6 The Vault restaurant and lounge	Private	n.a.								
157		12.7 Mayo 420 Building mixed use redevelopment (refer also to Housing Goals)	Private	n.a.								
158		12.8 YMCA Building - conversion to mixed use development (refer also to Housing Goals)	Private	n.a.								
159		12.9 Vandevors Building conversion lofts/mixed use (refer also to Housing Goals)	Private	n.a.								
160		12.10 YMCA new location	Private	n.a.								
161		12.11 Episcopal Church Expansion	Private	n.a.								
162		12.12 The Mix Bar	Private	n.a.								
163		12.13 Deco Deli	Private	n.a.								
164		12.14 Northwestern Mutual Building	Private	n.a.								
165		12.15 Tavolo Italian Bistro	Private	n.a.								
166		12.16 Decapolis Gift Shop	Private	n.a.								
167		12.17 624 Kitchen and Catering	Private	n.a.								
168		12.18 S&J Oyster Bar & Seafood Café	Private	n.a.								
169		12.19 Pinkitzel Café & Gift Store	Private	n.a.								
170		12.20 All About Cha Stylish Coffee & Tea Café	Private	n.a.								
171		12.21 Naples Flatbread and Wine Bar	Private	n.a.								
172		12.22 The Comedy Parlor	Private	n.a.								
173		12.23 MOD's Coffee and Crepes	Private	n.a.								
174		12.24 Jimmy John's restaurant	Private	n.a.								
175		12.25 Hilton Garden Inn - SE/c 2nd and Cheyenne	Private	3 years								
176		12.26 Hampton Inn & Suites - NW/corner 3rd and Cheyenne	Private	3 years								
177		12.27 Meridia Apartments (old Enterprise building); refer to Housing Goals	Private	3 years								
178		12.28 OTC (City Hall) Improvements	Public	3-7 years								
179		12.29 Performing Arts Center	Public	3-7 years								
180		12.30 H.A. Chapman Green and Walton Lawn	Public	n.a.								
181		12.31 Lasalle's Restaurant	Private	n.a.								
182		12.32 Williams (Plaza) Green	Public & Private									
183												
184	Goal (Area) 13	Gunboat District area										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
185												
186		13.1 11th Street & Elgin Traffic Circle (refer to Transportation Goal 7.4)	Public	n.a.								
187		13.2 Modern Spirits	Private	n.a.								
188		13.3 Gym-Fitness Center	Private	n.a.								
189		13.4 Law Office Building	Private	n.a.								
190		13.5 Visivity	Private	n.a.								
191		13.6 Phone Doctor	Private	n.a.								
192		13.7 Urban Campground	Private	n.a.								
193		13.8 My Photo Studio	Private	n.a.								
194		13.9 Superleggera Cycling	Private	n.a.								
195												
196												

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197	HISTORIC PRESERVATION											
198												
199	Designate Historic Resources	Identify and Obtain National Historic Register (NHR) Designation for nominated resources:										
200	Goal 14 - Resource (Buildings)	Obtain NHR designation for identified buildings in Downtown	Annually									
201	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status- In Devt./ Incubation	Status-On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
202	14.1		C.O.T. Historic Preservation Office & T.P.C.	Annually								
203	14.2.1	Belmont Apartments	C.O.T. Historic Preservation Office & T.P.C.	Jun-15								
204												
205	Goal 15 Resource (Sites)	Obtain NHR designation for identified sites in Downtown	Annually									
206												
207	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status- In Devt./ Incubation	Status-On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
208	15.1		C.O.T. Historic Preservation Office & T.P.C.	Annually								
209												
210	Goal 16 Resource (Areas)	Preserve and enhance environmental assets.	Annually									
211		Obtain NHR designation for identified areas/districts in Downtown	Annually									
212	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status- In Devt./ Incubation	Status-On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
213	16.1	Three districts in Brady Arts District: Brady Historic District; Katy Railroad Historic District; and North Cheyenne Historic District	C.O.T. Historic Preservation Office & T.P.C.	n.a.								
214	16.2	One District in east Downtown area: Blue Dome Historic District	C.O.T. Historic Preservation Office, TPC	n.a.								
215	16.3	Two districts in Downtown Core area: Tulsa Civic Center Historic District and Oil Capital Historic District	C.O.T. Historic Preservation Office & TPC	n.a.								
216												
217	URBAN DESIGN											
218	Goal 17	Develop a series of gateway locations at the edge of the plan area, primary entry points and key points in Downtown										
219	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status- In Devt./ Incubation	Status-On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
220	17	4 Gateway Projects - Phase 1 (Phase 2 in Plan C.I.P.):	City	n.a.								
221	17.1	- 1st and 2nd Streets at Union Pacific Rail Lines area – east end of downtown	City, TSID	5 years								
222	17.2	- Brady Village/Greenwood areas at north end of downtown with one at Detroit and one at Cincinnati Avenue	City, TSID	5 years								
223	17.3	- 7th Street exit ramp from IDL at east downtown area	City, State	5 years								
224	17.4	- Others green space/landscaped "gateways at various locations to downtown (depicted in plan map but not listed).	City, TSID, State	On-going								
225	17.5	Cyrus Avery sculpture (Southwest Boulevard & Riverside Drive)	City	Complete								
226	17.6	Entry Beautification Projects (TSID funded)										
227	17.7	Urban Gateways - Phase 2 (Phase 3 in Plan C.I.P.)	City/Public	n.a.								

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228		17.8 Entry Beautification Projects (TSID funded):	City/Public	n.a.								
229		Guthrie and 1st Landscape treatment	City/Public	n.a.								
230		7th east of Kenosha Landscape treatment	City/Public	n.a.								
231		6th and Kenosha Landscape treatment	City/Public	n.a.								
232		Denver north of IDL Landscape treatment	City/Public	n.a.								
233		Detroit - 11th to 13th Landscape treatment	City/Public	n.a.								
234		Elgin Avenue - John H. Franklin Park to Zion Baptist Church Streetscape	City/Public	n.a.								
235												
236	Goal 18: Urban Design Guidelines	Apply existing and new urban design guidelines in Downtown										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
237												
238		18.1 Utilize design guidelines in review of public and private development projects in Downtown	City and private	On-going								
239		18.2 Development, adoption and application of new detailed development standards and details for improvements in Downtown	City	6 months								
240		18.3 Seek funding for Urban Gateway projects in Downtown and in Near Downtown Areas	City, DCC	On-going								
241												
242	Goal 19	Utility Relocations and Improvements										
	Projects	Description/Task	Responsible Agency/Party	Timeline	Status - Complete or Underway	Status - Funded or Partial Complete	Status - In Devt./ Incubation	Status - On City C.I.P. List	Status - Not on CIP List or Active	Public	Private	Public - Private
243												
244		19.1 Accommodating Redevelopment Sites	City	On-going								
245		19.1.1 "Improve Our Tulsa" funding approved	City	On-going								

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3	PARKS, TRAILS, OPEN SPACE							
61	Goal 8	Houston Avenue/11thStreet/Doubletree Hotel.						
62	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
63	8.1	Houston Avenue/Riverside Drive intersection to 7th/11th Street intersection (component project of "Downtown Linkage Plan)	City	10 years	No Activity; on City C.I.P. list			
64								
65	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
66	Goal 9	"Entertainment Districts Loop" pedestrian walk (BOK Center to Blue Dome on 2nd Street, to Oneok Ballpark on Elgin Avenue, to the old Municipal Auditorium along Brady Street and return to the BOK Center on Boulder Avenue/Cheyenne Avenue potential diagonal).						
67	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
68	9.1	Sidewalk/streetscape enhancements along 2nd Street between Boulder and Cincinnati Avenues; in conjunction with private development and T.I.F. funding	City, Private, T.I.F.	n.a.	Complete			
69	9.2	Sidewalk/streetscape enhancements between 1st and Archer Streets along Elgin Avenue; in conjunction with T.I.F. funding	City, Private, T.I.F.	n.a.	Complete			
70	9.3	Sidewalk/streetscape improvements along Archer Street between Elgin and Boulder Avenues; in conjunction with TSID, TIF and IDP (private) funding	City, Private, T.I.F.	n.a.	Complete			
71	9.4	Boulder Avenue Bridge connection between Archer and 1st Streets; in conjunction with City, State and federal funding	City	n.a.	Complete			
72	9.5	Sidewalk/streetscape enhancements along 1st Street between Boulder and Denver Avenues; in conjunction with TSID, TIF and IDP funding	City, Private, T.I.F.	n.a.	Complete			

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1	DOWNTOWN AREA MASTER PLAN PROGRESS REPORT							
2								
3	TRANSPORTATION							
4								
5	Rail Transit:	Initiate rail transit extending outward from downtown to the beginnings of future corridors serving the city and region						
6	Goal 1	Develop the Boulder Corridor Trolley (O.S.U./Langston Campus - Veterans Park). Replaces bus & soft wheel shuttle service. Projects supporting this goal include:						
7	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
8	1.1	Streetcar/Trolley System rail lines and stops			No Activity			
9	1.2	Rolling Stock purchase			No Activity			
10	1.3	Maintenance Barn (possible site in Evans-Fintube area)			No Activity			
11								
12	Goal 2	Develop Transit/Commuter Rail Development: (23rd and Jackson (site) - Evans Electric Fintube (site))						
13	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
14	2.1	Sealed Corridor - Including "Quad Gates" (Phase 2 locations):	City	Unknown	No activity, on C.I.P. Projects list			
15	2.1.1	1st Street	City	Unknown	No activity, on C.I.P. Projects list			
16	2.1.2	2nd Street and Lansing Avenue area	City	Unknown	No activity, on C.I.P. Projects list			
17	2.1.3	3rd Street	City	Unknown	No activity, on C.I.P. Projects list			
18	2.1.4	Archer Street	City	Unknown	No activity, on C.I.P. Projects list			
19	2.1.5	Guthrie Avenue	City	Unknown	No activity, on C.I.P. Projects list			
20	2.1.6	Lansing Avenue	City	Unknown	No activity, on C.I.P. Projects list			
21	2.1.7	Peoria Avenue	City	Unknown	No activity, on C.I.P. Projects list			
22	2.1.8	Other	City	Unknown	No activity, on C.I.P. Projects list			
23	2.2	Rail Transit Corridor Grade Separations (Phase 3):						
24	2.2.1	- Cheyenne Avenue (underpass); closed to vehicular traffic crossing of rails and Pedestrian Bridge Crossing only as an alternate	City, County, State	Unknown	No activity			
25	2.2.2	- Elgin Avenue (underpass); a Sealed Corridor component Phase 3	City, County, State	Unknown	No activity			
26	2.2.3	- Frisco Avenue (in conjunction with overpass of BNSF rail lines and 1st Street and closing of Guthrie at-grade crossing); a Sealed Corridor component Phase 3	City, County, State	Unknown	No activity			
27	2.2.4	- Greenwood Avenue (underpass); a Sealed Corridor component Phase 3	City, County, State	Unknown	No activity			
28	2.2.5	- Reconstruct Boulder Bridge including Multi-Modal capacity	City	n.a.	Complete			
29	2.2.6	- Southwest Boulevard grade separation &/or street developments	City, County, State	Unknown	No activity			
30	2.3	Rail Transit Development:						
31	2.3.1	- Tracks and Transit Stops:	City, County, State	Unknown	No activity			
32	2.3.1.1	O.S.U./Langston Campus and the Evans-Fintube redevelopment site.	City, County, State	Unknown	No activity			
33	2.3.1.2	ONEOK Field, The Greenwood Area, and Blue Dome District (residential and entertainment).	City, County, State	Unknown	No activity			
34	2.3.1.3	The Williams Center, One Technology Center (City Hall), and Brady Districts business, government, arts, residential and residential	City, County, State	Unknown	No activity			
35	2.3.1.4	The BOK Center and proposed Criminal Justice Complex abutting the David Moss Facility (government, convention, and entertainment).	City, County, State	Unknown	No activity			
36	2.3.1.5	The State Office Complex, Convention Center, Crosbie Heights Neighborhood, and a potential new Federal Building location (government and residential).	City, County, State	Unknown	No activity			
37	2.3.1.6	The Westport Residential Complex, O.S.U. Medical College, and Forensics Laboratory (higher education, research, and residential) as well as a West Bank "park and ride" site beneath I-244.	City, County, State	Unknown	No activity			
38	2.3.1.7	Festival Park (on the west bank).	City, County, State	Unknown	No activity			
39	2.3.1.8	The proposed "River West" 50 acre redevelopment site at 23rd Street and Jackson Avenue (mixed use and residential).	City, County, State	Unknown	No activity			
40	2.3.2	- Southwest Boulevard Grade Separation and Under Bridge Parking	City, County, State	Unknown	No activity			
41	2.3.3	- Arkansas River Bridges; includes I-244 roadway bridges	City, County, State	Unknown	Completed			
42	2.3.4	- Rolling Stock and Maintenance Facility	City, County, State	Unknown	No activity			
43	2.4	Enhanced Bus Service						
44	2.4.1	Bus Rapid Transit Service (BRT) - Connections between Downtown and Peoria Avenue Corridor, "improve Our Tulsa"	City	7 years	Funded, initial design			
45	2.4.2	BRT Proposed Stations (2 in Downtown and 3 in Downtown Area)	City	7 years	Funded, initial design			
46	2.5	City Equipment and Maintenance Facility Move to New Site from 23rd and Jackson site.	City	Unknown	No activity			
47								
48	State Highways:	Work with ODOT to schedule the maintenance and update of Highways serving Downtown area.						
49	Goal 3	Independence Street						
50	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
51	3.1	Independence Street Extension from Lansing Avenue to Greenwood Avenue and transit bridge across over RR lines and proposed transit lines; done in conjunction of Evans-Fintube site development	O,D,O,T, (State) &/or City	n.a.	Not scheduled			
52	3.2	Ramps to and from U.S. 75 (north)	O.D.O.T.					
53								

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3	TRANSPORTATION							
58	Goal 4	Work with ODOT to schedule the update to the Inner Dispersal Loop (IDL) NOTE: \$75 million approved to repave/re-deck north and south legs of IDL Southwest Interchange and Arkansas River Bridge. Projects to support this goal include:						
59	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
60	4.1	Southwest Interchange:	O.D.O.T. (State)		Complete			
61		I-444 from Arkansas River E 1.68 mile - Pavement Rehabilitation	O.D.O.T. (State)	FFY 2018	On construction schedule			
62	4.2	Modification of 2nd Street (west side) ramp to include ramp to 3rd Street	O.D.O.T. (State)	n.a.	Not scheduled			
63	4.3	Northwest (IDL) Interchange:	O.D.O.T. (State)		Substantial work Complete			
64	4.3.1	3rd Street under I-444 - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2022	On construction schedule			
65	4.3.2	1st St to I-244 NB over I-244 & RR - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2022	On construction schedule			
66	4.3.4	I-444 over Houston Ave N8.5 - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2018	On construction schedule			
67	4.4	Northeast (IDL) Interchange:	O.D.O.T. (State)		Work Scheduled			
68	4.4.1	US75 Ramp N-E over 2nd Street, East 1st St & US75 - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2018	On construction schedule			
69	4.4.2	US75 Ramp N-W over I-444 SB - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2016	On construction schedule			
70	4.4.3	2nd St over I-444 & 2nd St W-N Ramp - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2016	On construction schedule			
71	4.4.4	4th Street over I-444 - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2016	On construction schedule			
72	4.4.5	I-444 from SH51 Interchange N to Independence - Pavement Rehabilitation	O.D.O.T. (State)	FFY 2020	On construction schedule			
73	4.5	I-244 Arkansas River Multi-Modal Bridge	O.D.O.T. (State)		Substantial work Complete			
74	4.6	Southeast (IDL) Interchange:	O.D.O.T. (State)		Work scheduled			
75	4.6.1	I-444 over 11th St & 6th St - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2016	On construction schedule			
76	4.6.2	I-444 over SH51/13th St, I-444 over Detroit/13th St, Denver over I-444 & Cincinnati - Bridge Rehabilitation	O.D.O.T. (State)	FFY 2022	On construction schedule			
77								
78	Local Streets Improvements:							
79	Goal 5	Two-Way Streets (First priority streets)						
80	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
81	5.1	Boulder Avenue; "improve Our Tulsa", 1st to 10th/11th	City	Phase 2	In design			
82	5.2	Remainder of 4th Street	City	Phase	In design			
83	5.3	Remainder of Main Street	City	Phase	Awaiting design			
84	5.3.1	2-way Portions of Main Street	City	Phase	Awaiting design			
85	5.4	Cincinnati and Detroit Avenues in Brady (Arts) District	City	Phase	Awaiting design			
86	5.5	Remainder of 5th Street; "improve Our Tulsa", 5th Street, Denver to Boulder	City	Phase 1	In design			
87	5.6	6th Street, "improve Our Tulsa", Cheyenne to Boulder	City	Phase 2	Awaiting design			
88	5.7	Cheyenne Avenue; "improve Our Tulsa"	City	Phase 5	Awaiting design			
89								
90	Goal 6	Two-Way Streets (Later priority streets)						
91	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
92	6.1	7th and 8th Streets west of Elgin Avenue	City	Unknown	No activity			
93	6.2	1st and 2nd Streets	City	Unknown	No activity			
94	6.3	Cincinnati and Detroit Avenues, between Archer and north leg of IDL	City	Unknown	No activity			
95	6.4	Cincinnati and Detroit Avenues, north of 13th Street	City	Unknown	No activity			
96								
97	Goal 7	Street Improvements (including streetscape, resurfacing)						
98	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
99	7.1	Downtown Street Resurfacing (Improvements & Enhancements):	City					
100	7.1.1	- South of BNSF rail lines (Streets remaining after completion of current & prior projects):	City		Unknown			
101	7.1.1.1	* Mill & Patch:	City	12 months +/-	Construction to begin soon			
102		2nd Street, Detroit to Lansing	City	12 months +/-	Construction to begin soon			
103		7th Street, Boulder to Detroit	City	12 months +/-	Construction to begin soon			
104		8th Street, Boulder to Cincinnati	City	12 months +/-	Construction to begin soon			
105		Cincinnati, 1st to 8th	City	12 months +/-	Construction to begin soon			
106	7.1.1.2	* "improve Our Tulsa", Downtown and Downtown Area, Tulsa" Street Maintenance::	City	Multi-Phase				
107		1st Street, Elgin to Lansing	City	18 months +/-	In design			
108		8th Street, Cincinnati to Kenosha	City	Phase 4	Awaiting design			
109		6th Street, Cheyenne to 7th	City	Phase 3	Awaiting design			
110		6th Street, Cheyenne to Boulder	City	Phase 2	Awaiting design			
111		7th Street, Denver to Jackson	City	Phase 3	Awaiting design			
112		7th Street, Detroit to Kenosha	City	Phase 4	Awaiting design			
113		Boulder Avenue, 1st to 11th	City	Phase 2	Awaiting design			
114		Cheyenne Avenue, 1st to 11th	City	Phase 5	Awaiting design			
115		5th Street, Boulder to Denver	City	Phase 1	Awaiting design			
116		Detroit, 2nd to 13th	City	18 months +/-	In design			
117		Riverside Dr - 24th St to 33rd Pl S	City	18 months +/-	In design			
118		31st St - Riverside Dr to Peoria Av	City	6 months +/-	In design			
119	7.1.1.3	"improve Our Tulsa" Non-Arterial Street Projects in Downtown:	City	Not known				
120		Frankfort Av - 11th to 13th St	City	Not known	No t known			
121		Elgin Av - 11th to 13th St	City	Not known	Awaiting design			
122		Baltimore Av - 12th St to Boston Av	City	Not known	Awaiting design			
123		12th Street - Frankfort Av to Denver Av	City		Awaiting design			
124		"improve Our Tulsa" Non-Arterial Street Projects in Downtown Area:	City	24 months +/-	In design			

PROGRESS REPORT

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3	TRANSPORTATION							
125		Denver Ave - 13th to Riverside Dr	City	24 months +/-	In design			
126		Baltimore Ave - 15th St to 18th St	City	24 months +/-	In design			
127		16th Pl - Denver Av to Carson Av	City	24 months +/-	In design			
128		17th St - Boulder Av to Boston Av	City	24 months +/-	In design			
129	7.2	Downtown Sidewalk & Streetscape Improvements & Enhancements:						
130	7.2.1	- South of BNSF rail lines (Streets remaining after completion of prior projects, including 3rd & Kenosha)	City	Multi-Phase				
131		Block Faces Completed or Underway (since 2010):						
132		Sidewalk only: unknown	Not known	Not known	Not known			
133		Landscape/tree plantings only: 2 block faces	Private	Complete	Complete			
134		Streetscape (landscape & hardscape) 46.5 block faces	Private & City	Complete	Complete			
135								
136		Current projects underway or nearing completion:						
137		- TCC Streetscaping: Boston, 9th to 10th	Public	n.a.	Complete			
138		- Elgin Ave. Streetscaping - 1st St to RR	Private	Spring 2015	In construction			
139		- NE/corner of 1st & Greenwood	Private	6 months	In construction			
140		- NW/corner 4th & Lansing	Private	n.a.	Complete			
141		- Boulder, west side, 1st to 2nd	Private	n.a.	Complete			
142		- SE/corner, 5th & Denver	Private	Not known	Awaiting design & development			
143		- SW/corner 8th & Cincinnati	Private	28 months	In design			
144		Block Faces Remaining (pre-2010 project or other) Not known	Private & City	Not known	n.a.			
145	7.2.2	- North of BNSF rail lines, Brady Village, Greenwood, etc. (Streets remaining after completion of prior projects)	City	Multi-Phase	Not known			
146		Block Faces Completed or Underway (since 2010):						
147		Sidewalk only: 2.5 block faces	Private	n.a.	Complete			
148		Landscape/tree plantings only: 5.5 block faces	Public	n.a.	Complete			
149		Streetscape (landscape & hardscape): 40.5 block faces	Private & City	n.a.	Complete			
150		Block Faces Remaining (pre-2010 project or other): 65 +/-	Private & City	Not known	Not known			
151								
152	7.3	5th and Main roundabout fountain	City	n.a.	Complete			
153	7.4	"Improve Our Tulsa" Funded Improvements on Denver Avenue	City		Funded; in design			
154	7.5	"Improve Our Tulsa" Funded Improvements on Baltimore Avenue	City		Funded; in design			
155								
156	Goal 8	Elimination of Streets						
157	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
158	8.1	Kenosha Avenue (between 6th and 7th Streets)			No activity			
159	8.2	10th Street between Denver and Houston Avenues			No activity			
160	8.3	Guthrie Avenue Grade Crossing at B.N.S.F. rail lines (with the opening and grade separation of Frisco Avenue)			No activity			
161								
162	Goal 9	Reduction of Driving Lanes on Minor Streets						
163	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
164	9.1	12th and 13th Streets in lower downtown (provide more on-street or angle parking and wider landscape strips)			No activity			
165	9.2	Neighborhood streets in the 3rd Street and Kenosha Avenue areas			No activity			
166	9.3	Reduce the width of 9th Street between Cincinnati and Boulder Avenues to develop a central campus gateway "quadrangle park" in the T.C.C. area			No activity			
167								
168	Other Transportation							
169	Goal 10	Other Transportation Improvements						
170	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
171	10.1	Two track Transit Rail Bridge over the Arkansas River. Possible construction in conjunction with reconstruction of I-244 Bridge.	State, RR		Possible activity by State & RR			
172	10.2	Turning circle (roundabout) at 11th Street and Elgin Avenue	City	n.a.	Complete			
173	10.3	Turning circle at Cincinnati/Detroit Avenues north of the IDL (provides campus pathway grade separation, park access, and to facilitate Cincinnati/Detroit "two-way" traffic flow).	City	n.a.	Other solutions established			
174	10.4	Crow Creek Bridge reconstruction (to facilitate proposed alteration of Riverside Drive at 31st Street and the pedestrian/bicycle trail to Brookside).	City	18 months +/-	Funded; in design			
175								
176	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
177	Goal 11	Potential District Marketing Opportunity - Street Name Change						
178		Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
179	11.1	Strategy is small and inexpensive street name change with historical context. Context: Waite Phillips recommended that 5th Street be renamed "5th Avenue" from Main Street to Boulder Avenue for the vibrant mixed use corridor of New York City. That road segment is frontage for many historic structures, several of which are being converted to hotels and quality residences between the Tulsa Convention Center and Frankfort Avenue.	City, TRCOC	n.a.	No activity			
180								
181	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
182	Goal 12	Boston Avenue Pedestrian Bridge Improvements						
183		Bridge improvements	City	Unknown	Preliminary studies completed			
184								
185	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private

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1	DOWNTOWN AREA MASTER PLAN -PROGRESS REPORT							
2								
3	HOUSING							
4								
5	Goal 1 Downtown Housing and Residential (refer to Land Use Goals)							
6	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
7	1.1	The Metro at Brady Residential and Mixed Use	Private	n.a.	Complete			
8	1.2	Greenarch Apartments and Mixed Use	Private	n.a.	Complete			
9	1.3	"Ford Building" Mixed Use (in construction stage)	Private	18 months	In construction			
10	1.4	Cheyenne Arts Lofts (development stages)	Private	2 years	In development			
11	1.5	Urban 8 Townhomes	Private	18 months	In construction			
12	1.6	Duplex/townhouse - redevelopment existing building	Private	n.a.	Complete			
13	1.7	River Bend Gardens townhomes	Private	n.a.	Complete			
14	1.8	The Cosmopolitan (NW/corner of Denver Avenue and Riverside Drive (in development stage)	Private	2 years	In development			
15	1.9	Vandevors Building conversion lofts/mixed use	Private	12 months	In construction			
16	1.10	East End Village (Land Use Goal 3)	Private	12 months	In construction			
17	1.11	YMCA Building (Lofts) - conversion to mixed use development	Private	2 years	In development			
18	1.12	Coliseum Apartments (in development)	Private	18 months	In construction			
19	1.13	Hartford Commons apartments (construction stage)	Private	18 months	In construction			
20	1.14	First Street Lofts (in construction stage)	Private	18 months	In construction			
21								
22	Goal 2 City Assisted Housing Projects (refer to Goal 1 above)							
23	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
24	2.1	The Metro at Brady Residential and Mixed Use, Land Use Goal 12	Private	n.a.	Complete			
25	2.2	Vandevors Building conversion lofts/mixed use, Land Use Goal 12	Private	12 months	In construction			
26	2.2	East End Village (Land Use Goal 3)	Private	12 months	In construction			
27	2.3	YMCA Building (Lofts) - conversion to mixed use development, Land Use Goal 12	Private	24 months	In construction			
28	2.4	Meridia Apartments (Enterprise Building conversion to mixed use-residential, Land Use Goal 12	Private	24 months	In design & development			
29	2.5	First Street Lofts	Private	18 months	In development			
30								
31	Goal 3 Downtown Tulsa offers expanded opportunities in which to live. Policies to support this goal include:							
32	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
33	3.1	Continue to provide funds to help meet "gap" financing	City	On-going	On-going			
34	3.1.1	"Improve our Tulsa" funds approved and available	City	On-going	No projects selected			

PROGRESS REPORT

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1	DOWNTOWN AREA MASTER PLAN PROGRESS REPORT							
2								
3	PARKS, TRAILS, OPEN SPACE							
4								
5	Goal 1	General Goals						
6	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
7	1.1	Complete Pedestrian/Bicycle Trail System in the Downtown Area and into surrounding neighborhoods.	City, County	10 years	On-going			
8	1.2	Connect to significant open spaces near the downtown (Owen Park, O.S.U./Langston Campus, Central and Tracy Parks, Maple Ridge, Newblock, and River Parks).	City, County	10 years	On-going			
9	1.3	Complete downtown streetscape projects to improve walk-ability. (A component of Transportation Goals)	City, County	20 years	On-going			
10	1.4	Add new downtown green space (Brady Village, Greenwood, Standpipe Hill, T.C.C. Campus "quadrangle park", East Village Park, south downtown near 13th Street and from Detroit Avenue to Boulder Avenue (refer to items below in new Downtown Area Parks).	City, Private, State	On-going	Some projects Complete, more await funding			
11	1.5	Integrate small (vest pocket) parks and green spaces within new projects":	Private, City	On-going	On-going			
12	1.5.1	- ONEOK Plaza redevelopment	Private	12 months	On-going			
13	1.5.2	- Williams Plaza and Green - redevelopment	City, Private	n.a.	Complete			
14								
15								
16	Goal 2	New Downtown Area Parks						
17	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
18	2.1	John Hope Franklin Reconciliation Park	City	n.a.	Complete			
19	2.2	East Village Park	City, Private	20 years	No Activity			
20	2.3	Model Inner Dispersal Loop "Cap" (Deck-Over) at 3rd Street to 4th Street (east downtown)	City, State	20 years	No Activity			
21	2.4	Model Inner Dispersal Loop "Cap" (Deck-over at Boulder Avenue to Main Street (south downtown.) This Deck-over of this portion of the connects the "Downtown" to Uptown").	City, State	20 Years	No Activity			
22	2.5	"Brady Park" (Brady and Cameron Streets, and Cincinnati and Boston Avenue - being privately developed); Guthrie Green	City, Foundation	n.a.	Complete			
23	2.6	½ block south of Jazz Hall of Fame on 1st Street (land owned by Williams Companies). Potential to restore to historic configuration and will require parking replacement.	Private	20 years	No Activity			
24	2.7	Redevelopment of The Williams Green.	City, Private	n.a.	Complete			
25	2.8	East Village Park (4th and 6th Streets and Frankfort and Kenosha Avenues or a more linear "north-south" configuration)	City, Private	10 years	No Activity			
26	2.9	Interim Green Park Space use of Highway r.o.w.:	City, State	10 years	No Activity			
27	2.9.1	- Interchange Park ("Dog Park/Bark Park") on O.D.O.T. r.o.w. at southeast IDL Interchange)	City, State	10 years	No Activity			
28	2.9.2	- 6th to 8th Streets east of Frankfort Avenue.	City, State	10 years	No Activity			
29	2.10.	Tulsa Community College "Quad Park" at intersection of 9th Street and Boston Avenue as well as the 9th Street corridor.	City, County	5 years	On City C.I.P. list			
30	2.11	Blair Mansion Lawn Green-space (privately owned land)	Private, Foundation City	3 years	In construction			
31	2.12	Sinclair (Holly) Refinery Buffer land (possible conservation easement on refinery lands used for storm water runoff mitigation)	Private, City	10 years	No Activity			

Appendix 1

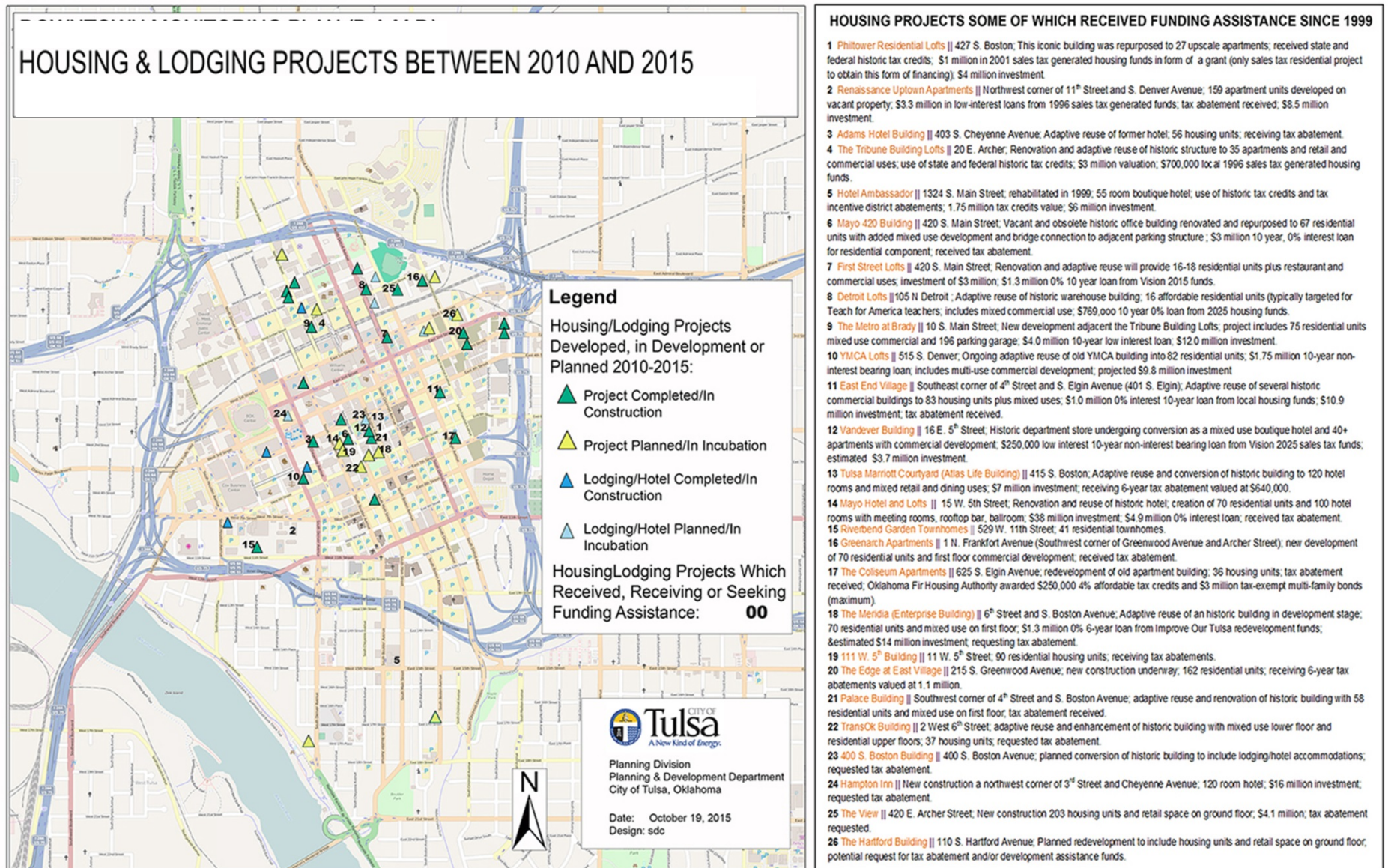
	A	B	C	D	E	F	G	H
3	PARKS, TRAILS, OPEN SPACE							
32	2.13	O.S.U./Langston Campus "Overlook Park" (between Cincinnati and Detroit Avenues along north leg of the IDL on the old "Standpipe Hill").	State	n.a.	Complete			
33								
34	Pedestrian Corridors							
35	Goal 3	Complete Centennial Walk Projects						
36	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
37	3.1	Southwest Boulevard & Denver Avenue Linkage-Connection (part of Centennial Walk – Phases 2 & 3):	City	15 years	No Activity; on City C.I.P. list			
38	3.1.1	Southwest Boulevard/Riverside Drive to 7th Street	City	15 years	No Activity; on City C.I.P. list			
39	3.1.2	Riverside Drive/Denver Avenue to 13th Street	City	3 years	In design			
40	3.2	Centennial Walk – Portions of Phase 2 and Phase 3 Improvements	City	20 years	No Activity; on City C.I.P. list			
41	3.3	Riverside Drive/23rd Street up Boulder Avenue to Boulder and 11th Street intersection	City		In design			
42								
43	Goal 4	Complete bicycle/pedestrian trails along north side of downtown (including repositioned "trailhead" on OSU Campus or Other Location).						
44	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
45	4.1	Trailhead Facility	City	15 years	No Activity; on City C.I.P. list			
46	4.2	Alternate Katy Trail and/or Route (in and near Brady District): Bike route from Denver Avenue to Greenwood Avenue along south side of IDL to OSU Campus	City	n.a.	Complete			
47								
48	Goal 5	Crow Creek Trail (Riverside Drive to Brookside area may be built in two phases).						
49	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
50	5	Crow Creek corridor to Brookside (privately owned land). (Riverside Drive to Brookside area may be built in two phases):	City	15 years	No Activity; on City C.I.P. list			
51	5.1	Crow Creek Improvements near "The Gathering Place"	City	3 years	In construction			
52	5.2	Crow Creek Trail from "The Gathering Place" to Peoria Avenue	City, Foundation, Private	10 years	No Activity; on City C.I.P. list			
53								
54	Goal 6	Complete Midland Valley Trail connection from Central Park area (Centennial Park, Central Center, etc.) through East Village to O.S.U. Campus "trailhead".						
55	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
56	6.1	Trail and/or route connection	City	15 years	No Activity; on City C.I.P. list			
57	6.1.1	Trail between 11th Street (Centennial Park) and 3rd Street and east of IDL; bike route between end of trail along 3rd Street and Greenwood to OSU-Langston Campus	City	n.a.	Complete			
58								
59	Goal 7	Bicycle/pedestrian corridor along south edge of BNSF railroad (through Downtown connecting Midland Valley Trail back to the River at 11th Street and Riverside Drive). Difficult, worthwhile project that will require provision in conjunction with rail-transit project.						
60			City	25 years	No Activity			

PROGRESS REPORT

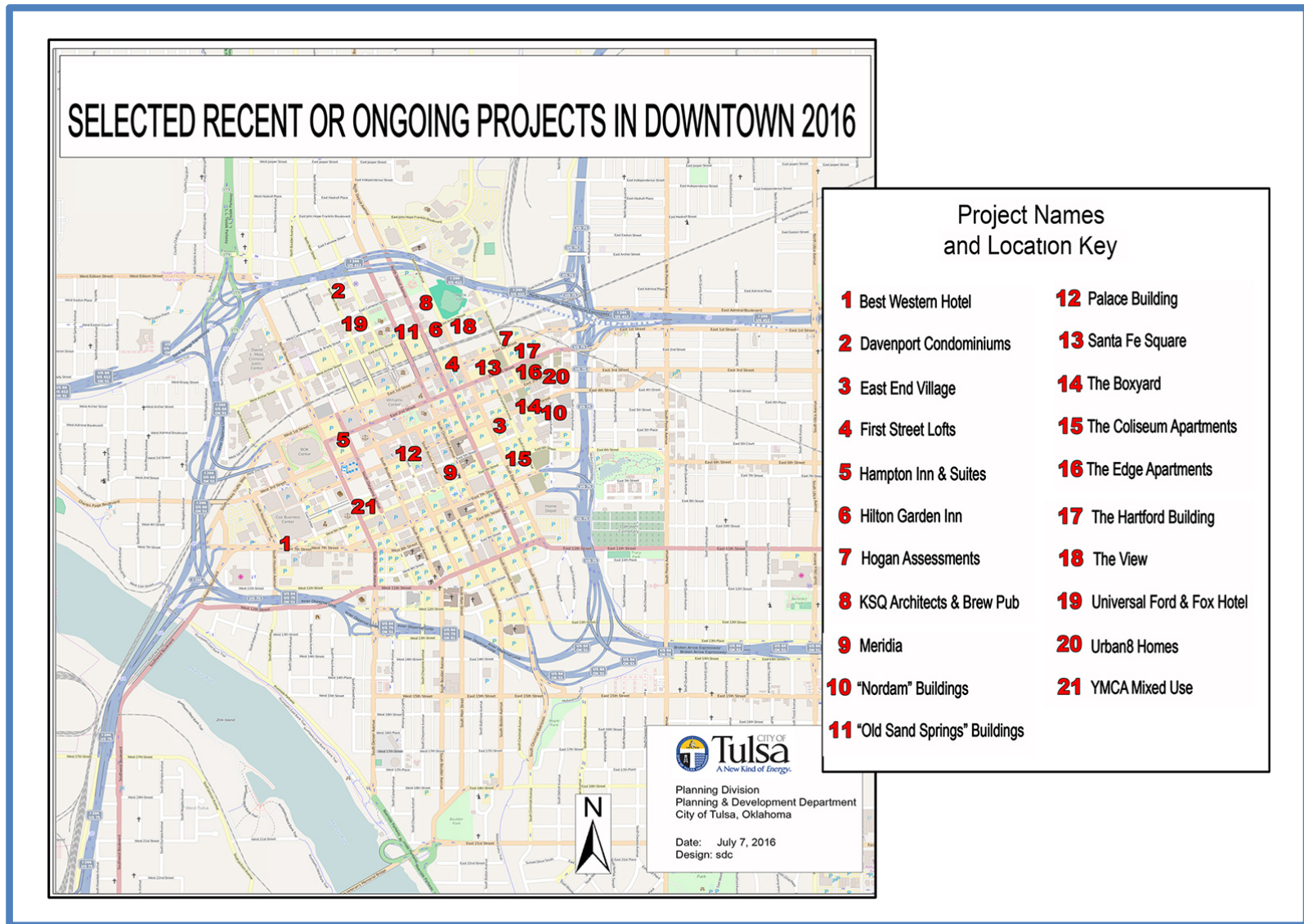
Appendix 1

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3	PARKS, TRAILS, OPEN SPACE							
61	Goal 8	Houston Avenue/11thStreet/Doubletree Hotel.						
62	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
63	8.1	Houston Avenue/Riverside Drive intersection to 7th/11th Street intersection (component project of "Downtown Linkage Plan)	City	10 years	No Activity; on City C.I.P. list			
64								
65	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
66	Goal 9	"Entertainment Districts Loop" pedestrian walk (BOK Center to Blue Dome on 2nd Street, to Oneok Ballpark on Elgin Avenue, to the old Municipal Auditorium along Brady Street and return to the BOK Center on Boulder Avenue/Cheyenne Avenue potential diagonal).						
67	Project	Description/Task	Responsible Agency/Party	Timeline	Status	Public	Private	Public-Private
68	9.1	Sidewalk/streetscape enhancements along 2nd Street between Boulder and Cincinnati Avenues; in conjunction with private development and T.I.F. funding	City, Private, T.I.F.	n.a.	Complete			
69	9.2	Sidewalk/streetscape enhancements between 1st and Archer Streets along Elgin Avenue; in conjunction with T.I.F. funding	City, Private, T.I.F.	n.a.				
70	9.3	Sidewalk/streetscape improvements along Archer Street between Elgin and Boulder Avenues; in conjunction with TSID, TIF and IDP (private) funding	City, Private, T.I.F.	n.a.				
71	9.4	Boulder Avenue Bridge connection between Archer and 1st Streets; in conjunction with City, State and federal funding	City	n.a.				
72	9.5	Sidewalk/streetscape enhancements along 1st Street between Boulder and Denver Avenues; in conjunction with TSID, TIF and IDP funding	City, Private, T.I.F.	n.a.				

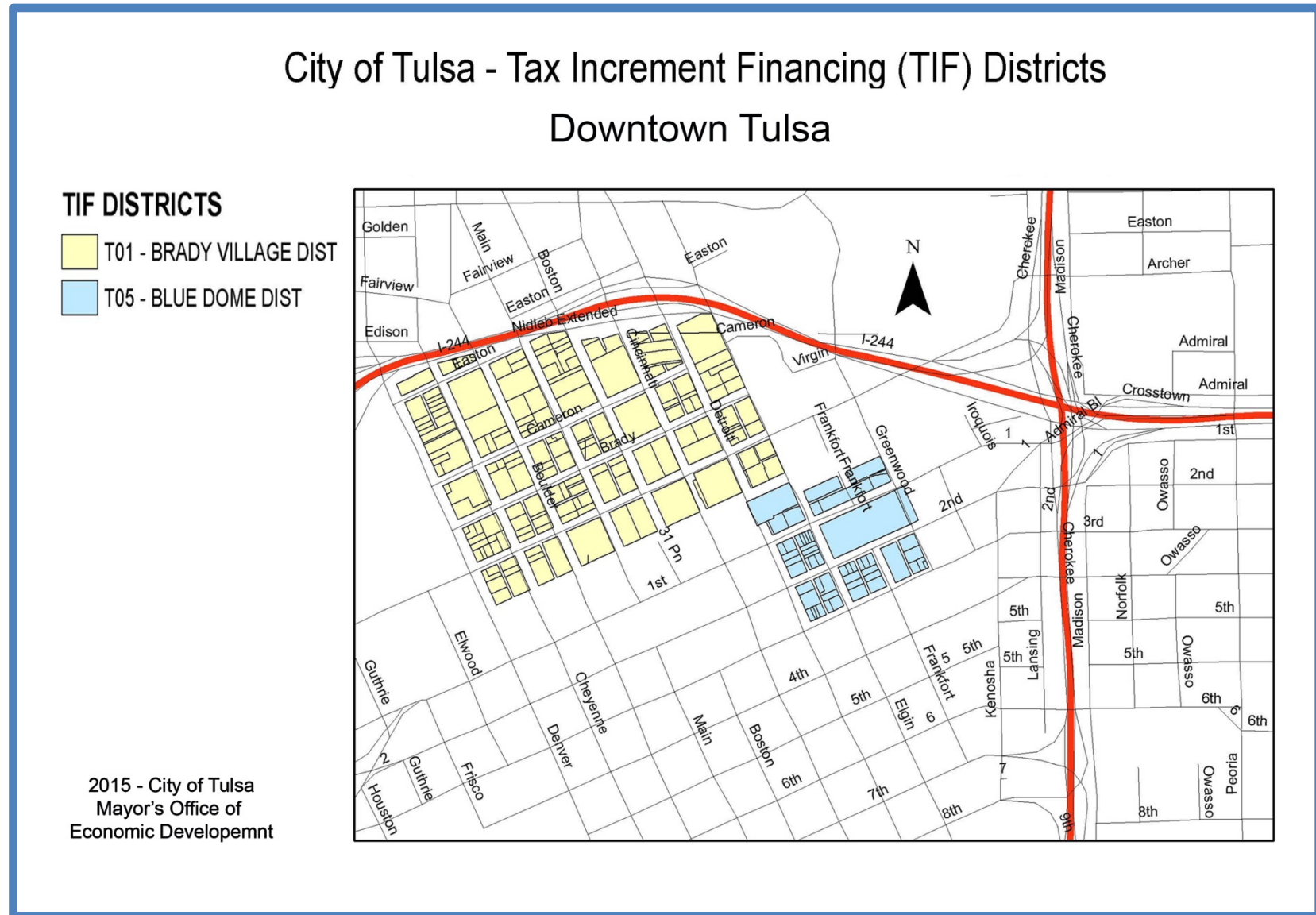
Appendix 2: Housing Projects between 2010 and 2015 Location & Details



Appendix 3: Selected Recent or Ongoing Projects in Downtown 2016



Appendix 4: City of Tulsa- Tax Increment Financing (TIF) Districts Downtown Tulsa



Appendix 5: Local Development Incentives and Partners in Tulsa

LOCAL DEVELOPMENT INCENTIVES IN TULSA (JULY, 2014)

Tax Increment Financing (“TIF”) Districts

The Oklahoma Local Development Act (1992) allows local governments to establish Tax Increment Financing (TIF) districts. The districts have the capability of financing infrastructure for development under appropriate circumstances. Subject development sites sitting within a designated TIF district will not be eligible to capitalize on the Local Development Act – Tax Incentive Project. Before a district can be established, each affected taxing entity, including the school district, must approve the district plan. Once the taxing authorities approve the plan, it is passed on to city council for a vote. The city may collect increment from real estate tax, sales tax (city share only), or both. Tulsa typically limits TIF districts to 15 years, though state law allows 25 years. The city may commit up to 25 percent of its acreage to tax increment financing. At this time the city is far below the acreage limit. Tulsa has five active TIF districts: Brady Village, Technology, North Peoria Avenue, Blue Dome and Tulsa Hills.

Contact: Jim Coles, Economic Development Coordinator, 918-576-5664, jcoles@cityoftulsa.org.

Tax Incentive Districts

Tax Incentive District A provides a 5-6 year abatement on local property taxes for specific development projects. Developers may apply to the city for tax abatement on projects constructed/rehabilitated within a designated Tax Incentive District. At this time, the city has one Tax Incentive District, covering real property within the Inner Dispersal Loop (the interstate highways surrounding downtown). In addition, projects in enterprise zones are eligible to receive the state enterprise zone investment/new jobs tax credit.

Contact: Jim Coles, Economic Development Coordinator, 918-576-5664, jcoles@cityoftulsa.org.

Tax Incentive Projects within Enterprise Zones

Enterprise Zones provide for the granting of an abatement of the increase in local property taxes for specific projects for six years within qualified areas. The Central Business District (CBD) is a designated area of eligibility. It can be combined with the Enterprise Zone Tax Incentive Leverage Act as a state income tax credit match. These tax incentives are available for up to six years; please refer to 62 OS

§ 850 and 68 OS § 2357.81. If the project is granted abatement and located within an Enterprise Zone, a state match is available; however, an enterprise cannot receive more than \$200,000 aggregate value in state payments and credits in any year.

Contact: Jim Coles, Economic Development Coordinator, 918-576-5664, jcoles@cityoftulsa.org.

Economic Development Public Infrastructure Fund

Included in the Improve Our Tulsa package (2013) this fund was developed to assist, in a timely manner, with valid public infrastructure needs related to business retention, expansion and attraction. The voters approved \$6.0 million over the term of the program towards these efforts based on an annual allocation approved by the Tulsa City Council as part of the City budgeting process. The criteria/objectives to be under consideration for this fund include:

1. It is the objective of this fund to provide assistance with public infrastructure needs in those unique instances when this is the most appropriate program or resource.
2. This fund is designed to assist in with the retention and expansion of jobs in manufacturing and office business sectors.
3. If approved, the City of Tulsa will be responsible for constructing all improvements.
4. It is not the intent of the policy to fund land acquisition.
5. Where applicable cost sharing and potentially claw-back provisions will be negotiated.

This fund is also referred to as Annual Economic Development Priority Opportunities Fund.

Contact: Jim Coles, Economic Development Coordinator, 918-576-5664, jcoles@cityoftulsa.org.

Retail Incentive

The City of Tulsa recognizes that the most effective incentive for economic development is being a livable and vibrant community. It is recognized that Tulsa, like all cities in Oklahoma, is heavily reliant on sales tax revenues to support the City's General Fund. In order to provide the levels of programs and services necessary to remain a vibrant and livable community, the sales tax base must continue to grow. The goal of this policy is to ensure Tulsa continues to be a great place to live and that continuing to be a regional retail center is supportive of that effort.

This policy is intended to support commercial retail businesses. Minimum requirements for applicants:

1. Stand-alone retail: Retailer must have projected annual gross retail sales of \$20 Million by the third year of operation.

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2. At time of application, Retailer has no existing presence in MSA, or new development that is part of a regional retail project of at least 100,000 square feet.
3. Multi business development: If the application is for a development with multiple businesses the project must contain at least 100,000 square feet.
4. Underserved or distressed area: Location is within an enterprise zone, designated USDA food desert, adopted City of Tulsa Sector Plan or adopted City of Tulsa Small Area Plan.

Contact: Crystal Keller, 918-576-5402, ckeller@cityoftulsa.org

Fire Suppression Grant

A City grant of up to \$8,000 is available for sprinkler connections and appurtenances located in the public right-of-way. (Contact for more information: Yuen Ho, Building Plans Review Administrator, City of Tulsa, Development Services, 175 East 2nd Street, 4th Floor, yuenho@cityoftulsa.org, 918-596-1865. An application is available at Development Services.

Application Information: Janet Damron, 918-596-9679, jdamron@cityoftulsa.org.

Improvement District

The City of Tulsa may create special assessment districts for the purpose of making or causing to be made any improvement or combination of improvements that confer special benefit upon property within the district (Reference citation, 11 OS § 39.101). Currently there are two Improvement Districts within the City, Tulsa Stadium Improvement District No. 1 and Whittier Square Improvement District No. 2.

Contacts are: Binu Abraham, Finance Department, 918-596-7644, babraham@cityoftulsa.org or Stephanie Fenton, Finance Department, 918-596-7441, sfenton@cityoftulsa.org

International Existing Building Code

IEBC is used by the City of Tulsa as a sensible and cost effective approach to rehabilitation. Anecdotal information from developers who have used this code locally reports a savings of approximately 20% over BOCA.

For more information contact: Yuen Ho, Building Plans Review Administrator, City of Tulsa, Development Services; yuenho@cityoftulsa.org, 918-596-1865; or Paul Enix, City IEBC inspector, 918-596-9456, penix@cityoftulsa.org

Community Development Block Grants and HOME Funds

Tulsa is an entitlement community receiving approximately \$3 million annually in HUD grants for eligible projects. Application process required each year in May.

For more information contact: Gary Hamer, Phone: (918) 576-7573, gghamer@cityoftulsa.org.

Downtown Development Fund Loans

A total of \$4 million in loans was available in late 2015 and early 2016 through the voter-approved Improve-Our-Tulsa, 2013 funding package. Funds are used as gap funding for the development or redevelopment of downtown properties. The City of Tulsa is now accepting applications for the no-interest, short-term loans. No deadline was established for accepting the loan applications; however the evaluation and approval process began immediately as applications were received. The loans will be awarded by the City of Tulsa and administered and monitored by the Tulsa Development Authority.

The projects are evaluated for the potential they have to retain and promote new businesses downtown, and support infrastructure for private development. Applicants must demonstrate financial health and capacity, and show that the funding would be used to develop or redevelop physical property located within the Inner Dispersal Loop (IDL) in downtown Tulsa.

The loans are not intended to be used for land acquisition, only for new construction on existing land or redevelopment of an existing structure. Selection and design criteria also places emphasis on: capitalizing on the community's assets and creating a sense of place and belonging and character; street and neighborhood connections; fountains, green space, pathways and streetscape; public art; lighting; creation of gateways into downtown and outdoor dining.

For more information contact: Dan Warrick, Director, Planning and Development Department, 918-576-5477, dwarrick@cityoftulsa.org

LOCAL PARTNERS IN ECONOMIC DEVELOPMENT

Tulsa Industrial Authority (TIA)

The Tulsa Industrial Authority (TIA) serves as a conduit in the issuance of 501 (c) (3) bonds and Industrial Development Revenue Bonds, which provide tax-exempt financing for qualified projects. TIA supplies comprehensive analysis of new issues and/or refunding opportunities, and assists the borrower in finalizing a transaction strategy and structure. When a loan is passed through TIA, the IRS

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treats the loan as a local governmental agency special obligation. Eligible projects include those for non-profit entities (including health care), public or private colleges and universities, private high schools and grade schools, the Indian health care resource center, hospitals/nursing homes and various charities. TIA has financed or refunded over \$1 billion in tax-exempt bonds.

Contact: Adrienne Russ, 918-584-7880, aruss@cityoftulsa.org

Tulsa Development Authority (TDA)

The mission of the TDA is to improve Tulsa through programs and projects designed to utilize private and public resources that advance the physical, social and economic wellbeing of citizens and neighborhoods throughout the city. The primary objectives of the Tulsa Development Authority are to revitalize declining and underdeveloped areas, to encourage private investment and economic development, and improve the tax base through removal of slum and blight by redevelopment and rehabilitation.

Contact: Jane Malone, 918-592-4944, www.tulsadevelopmentauthority.org; O.C. Walker, Executive Director, TDA

Tulsa Economic Development Corporation (TEDC)

This non-profit Community Development Financial Institution was formed in 1979 as a catalyst for economic development. TEDC drives small business success through non-traditional lending programs and development services that help entrepreneurs start to expand a company and utilize their creative capital. TEDC uses public and private funds to make direct loans and participates with other institutions on projects that lack sufficient equity. Special considerations are given to companies that create and retain jobs.

Contact: Rose Washington Rentie, 918-585-8332, www.tedc.com

Tulsa Preservation Commission (TPC)

The City of Tulsa's Planning Department maintains a database of properties eligible for historic preservation incentives. Preservation Staff is happy to assist property owners with questions about historic status and National Register listing, historic preservation tax credits, and the International Existing Building Code's provisions for historic properties.

Contact: Jed Porter at 918.576.5669 or jporter@cityoftulsa.org. www.tulsapreservation.org.

Downtown Coordinating Council (DCC)

The Downtown Coordinating Council provides support and advises making recommendations to the city regarding the coordination, planning and management of improvement efforts in Downtown Tulsa. The volunteer members 19 member DCC keep things moving,

taking care of business on the sidewalks and in the streets promoting some annual attractions such as WinterFest, Glow, Pop-Up Retail Shops, Tulsa Tough and crowd-pleasing shows at various venues all year round at: the 18,000 seat BOK Center arena for sports, concerts & family shows; the Performing Arts Center where Tulsa meets Broadway; and the five-year-old ONEOK Field - home of the Double A baseball Tulsa Drillers.

The DCC provides basic cleaning and maintenance and utility services throughout the Inner-Dispersal Loop including:

1. Cleaning and removing litter and unwanted vegetation from all public streets, sidewalks and alleys within the IDL on a daily basis (approximately 3,630 cubic yards of refuse per year).
2. Servicing approximately 110 trash cans on a daily basis.
3. Sweeping all public streets (58 curb miles) within the IDL once a week, *weather permitting*.
4. Maintaining and making utility payments on all decorative "Acorn" and LED pedestrian lights.
5. Maintaining 15 City owned sprinkler systems.
6. Maintaining benches and bicycle racks.
7. Removing graffiti (as needed).
8. Maintaining and watering numerous City owned landscaped sites downtown.
9. Trimming trees and removing dead or dying trees (only as necessary) downtown.
10. Seasonal activities such as assistance with a variety of festivals and special events.

The DCC continues improvements in the Downtown Tulsa [website](#), and is also posts DCC agendas, minutes, and budget [online](#). The DCC Marketing Committee continues updating its marketing strategy and programs for continued recognition of downtown businesses, programs and opportunities. The DCC provides staff to support your needs.

Contact: Tom Baker, DCC Manager, 918-576-5095 or tbaker@cityoftulsa.org.

Tulsa Regional Chamber of Commerce (TRC)

The Tulsa Regional Chamber serves as an integral part of growing jobs, growing talent and growing opportunity in Northeast Oklahoma. Every strategy, program and service the Chamber offers is created specifically to serve the Tulsa-area business community and further its mission - with results that directly benefit our 2,300 members and the community. TRC's mission is to serve Tulsa region as the principal business-driven leadership organization improving the quality of community life through the development of regional economic prosperity.

Through a variety of partnerships, a dedicated team of 4,100 volunteers and visionary civic leadership, the TRC mobilizes resources to support and sustain the economy prosperity of the region.

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*Contacts include: Michael S Neal, President & Chief Executive Officer, 918.560.0210, mikeneal@tulsachamber.com
Brien Thorstenberg, Senior Vice President of Economic Development, 918.560.0231, rienthorstenberg@tulsachamber.com;
Heather Davis, Executive Director of Small Business, 918.560.0235, heatherdavis@tulsachamber.com; Andrew Ralston,
Director of Existing Business & Energy, 918.560.0239, andrewralston@tulsachamber.com
Dennis Altendorf, Director, Aerospace Development & Strategy, 918.560.0257, dennisaltendorf@tulsachamber.com*

Indian Nations Council of Governments (INCOG)

The Indian Nations Council of Governments is a voluntary association of local and tribal governments in the Tulsa metropolitan area in northeast Oklahoma. Established in 1967, INCOG is one of 11 Councils of Governments in the State of Oklahoma, and one of several hundred regional planning organizations across the country. INCOG provides planning and coordination services to assist in creating solutions to local and regional challenges in such areas as land use, transportation, community and economic development, environmental quality, public safety, and services for older adults.

INCOG assists member governments and businesses in the identification of potential infrastructure projects and provides technical assistance with the development of applications for both the Community Development Block Grant/Economic Development Infrastructure Financing (CDBG/EDIF) program, and the Economic Development Administration (EDA) program. In 2008, INCOG was designated as an Economic Development District (INCOG-EDD) by the U.S. Department of Commerce Economic Development Administration. The INCOG-EDD serves Creek, Osage, and Tulsa counties. INCOG's Economic Development staff provides services and support for member counties and communities.

INCOG works with local governments and chambers of commerce to enhance economic development. INCOG is designated by the federal Economic Development Administration as an Economic Development District comprised of Creek, Osage, and Tulsa counties. INCOG also administers the Rural Economic Action Program (REAP) and other economic programs targeting small communities.

Contact: Rich Brierre, Executive Director 918.584.7526, rbrierre@incog.org

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