APPROVED
Oct. 21, 2026

City of Tulsa Planning Commission

Minutes of Meeting No. 3
Wednesday, October 7, 2026, 1:00 p.m.

Tulsa City Council Chamber, 175 E. 2nd St., Tulsa, OK 74103

The notice and agenda of said meeting were posted in the City Clerk's office on October 1, 2026, at 9:50 a.m.

Members Present: Hood, Hulse, Krug, Shivel, Turner-Addison, Walker
Members Absent: Garcia, Humphrey
Staff Present: Austin Chapman, Nathan Foster, Susan Miller, Kim Sawyer, Erin Roark, Anna Sanger, Jeff Stephens

After declaring a quorum present, Chair Walker called the meeting to order at 1:00 p.m.

Reports

Chairperson's Report None

Director's Report: Ms. Miller announced a work session would be held on November 4, 2026.

Approval of Minutes

1. Minutes from Meeting No. 1, September 2, 2026

Motion: Approval of the minutes of Meeting No. 1 from September 2, 2026.
Motion by: Shivel Second by: Krug
Vote: 5-0-1
Ayes: Hood, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: Hulse
Absent: Garcia, Humphrey

2. Minutes from Meeting No. 2, September 16, 2026

Motion: Approval of the minutes of Meeting No. 2 from September 16, 2026.
Motion by: Shivel Second by: Krug
Vote: 5-0-1
Ayes: Hood, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: Hulse
Absent: Garcia, Humphrey

Consent Agenda

3. PUD-647-A-1

Location: South of Interstate-244, between North Garnett Road and North 129th East Avenue
City Council District: 3
Applicant: Inspire Engineering Inc, Jeff Lord

Action Requested
PUD Minor Amendment to permit more than one manufactured dwelling unit per lot and reduce the minimum land area per unit

Staff Recommendation
The applicant is proposing to permit more than one manufactured dwelling unit per lot and reduce the minimum land area per unit to 3,000 square feet. The current standards of the PUD require land area of 5,000. The density allowed in the PUD will permit a similar number of units that is currently allowed, but allowing some units to be on their own lot with a smaller land area will grant them the ability to cluster some units with shared frontage for each cluster.

With consideration given to the factors listed herein, staff recommend **approval** of the application.

Staff has reviewed the request and determined:

1) PUD-647-A-1 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.

2) PUD-647-A-1 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-647-A.

3) All remaining development standards defined in PUD-647-A-1 and subsequent amendments shall remain in effect.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as neighborhood. **Neighborhoods** are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	RS-3	N/A	I-244
East	RMH	Neighborhood	Mobile Home Park
South	RM-1/RMH/RM-0/AG	Neighborhood	Various Residential uses, some outdoor storage
West	RM-1	Neighborhood	Cooley Creek

Small Area Plans
The subject properties are not located within a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: I-244 is adjacent to the site and is designated as a freeway corridor.

Comprehensive Plan Street Designation: N/A

Transit: Regular route service is available along the nearby arterial streets.

Existing Bike/Ped Facilities: None

Planned Bike/Ped Facilities: None

Environmental Considerations
Flood Area: The subject properties contain both FEMA floodway and City of Tulsa regulatory floodplains. Development within floodplain areas will be subject to additional development requirements.

Tree Canopy Coverage: Tree canopy in the area is 20%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A

Property Description
BEG SECR W/2 SE TH N1406.33 TO PT ON SL HWY 244 CRV LF 543.50 NW15 SWLY 773.30 TO PT ON WL SW SE S464.15 SELY460.04 S449.82 SE181.02 CRV RT 233.79 SE68.64 E150 SE211.18 E214.70 POB, Section 32, Township 20 North, Range 14 East

Item #4 was removed from Consent Agenda and placed on Public Hearing.

5. PUD-638-2

Location: Southwest corner of East 32nd Place and South Jamestown Avenue
City Council District: 9
Applicant: David Post

Action Requested
PUD Minor Amendment to allow household living uses in a mixed-use or vertical mixed-use building

Staff Recommendation
The applicant is proposing to add a dwelling unit to the existing office building on the subject property. Although the property is zoned multi-family, residential uses were not included in the original PUD. This application would allow the conversation of the office building to become a mixed-use building. Although the property is zoned multi-family, residential uses were not included in the original PUD. The proposal would add mixed use buildings and household living as allowed use in the PUD.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Staff has reviewed the request and determined:

1) PUD-638-2 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.

2) PUD-638-2 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-638.

3) All remaining development standards defined in PUD-638 and subsequent amendments shall remain in effect.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as Multiple Use. **Multiple Use** areas are mostly commercial or retail uses, which include restaurants, shops, services, and smaller format employment uses. This land use designation is most common in areas of the city from earlier development patterns, with Local Centers being more commonplace in newer parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	CS	Multiple Use	Office
East	RS-3	Neighborhood	Detached Single-family houses
South	RM-2/ PUD-638	Multiple Use	Vacant
West	RM-2/ PUD-638	Multiple Use	Office

Small Area Plans
The subject properties are not located in a small area plan area.

Development Era
The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

Transportation
Major Street & Highway Plan: N/A

Comprehensive Plan Street Designation: N/A

Transit: Regular Route service is available on Harvard Avenue, approximately 450 feet West of the subject property.

Existing Bike/Ped Facilities: None.

Planned Bike/Ped Facilities: None.

Environmental Considerations
Flood Area: The subject properties are not inside a flood hazard area.

Tree Canopy Coverage: Tree canopy in the area is less than 10%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

Parks & Open Space: N/A.

Property Description
Lot 3, Block 1, JAMESTOWN PLAZA RESUB L5-12 SHAFER HTS ADD, City of Tulsa, Tulsa County, Oklahoma

6. PUD-117-7

Location: East of the northeast corner of South Lewis Avenue and East 88th Street South
City Council District: 2
Applicant: Eller & Detrich, PC, Lou Reynolds

Action Requested
PUD Minor Amendment to reduce the number of required parking spaces and clarify allowed uses

Staff Recommendation
The applicant is proposing to align the parking requirements in the PUD with the current parking requirement found in Chapter 55 of City of Tulsa Zoning Code. The requirement would be changed from require 638 units to 1 space required per dwelling unit, which would bring the property into compliance with the existing number of spaces, shown to be 555 spaces. The PUD allows daycare use within the development, though the daycare is no longer in operation. The approved site plan refers to it as a daycare and the property owner would like to use that building for an accessory building serving the apartment complex.

Staff has reviewed the request and determined:

1) PUD-117-7 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.

2) PUD-117-7 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-117.

3) All remaining development standards defined in PUD-117 and subsequent amendments remain in effect.

With consideration given to the factors listed herein, staff recommends **approval** of the application, as described in the attached Exhibit A.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as a Regional Center. **Regional Centers** are defined by existing regional trip generators, in contrast to Local Centers. These centers should be the most connected land use pockets outside of downtown for public transit access and high-capacity arterial streets. New regional trip generators should be permitted in the area with special consideration given to transportation access and circulation. Regional trip generators include universities, malls, large medical campuses, casinos, big-box shopping centers, and very large churches.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	CS	Regional Center	Oral Roberts University Biological Science Center
East	AG/RS-2	Neighborhood	Detached Single-family housing
South	RM-1/PUD-117	Regional Center	Apartments
West	CS	Regional Center	Various Retail/Entertainment Uses

Small Area Plans
The subject properties are not located in a small area plan area.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: Delaware is designated as a Residential Collector.

Comprehensive Plan Street Designation: N/A.

Transit: Property is served with a dedicated bus stop on site.

Existing Bike/Ped Facilities: Sidewalks are available on Delaware Avenue.

Planned Bike/Ped Facilities: None.

Environmental Considerations
Flood Area: The subject properties are not located in the Flood Hazard Area.

Tree Canopy Coverage: Tree canopy in the area is 0%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

Parks & Open Space: N/A.

Property Description
Lots 1 and 2, Block 3, Crown Imperial Addition, City of Tulsa, Tulsa County, Oklahoma

Commission Action

Motion: Approve Consent Agenda items 3, 5 and 6, per staff's recommendation.
Motion by: Krug Second by: Hood
Vote: 6-0-0
Ayes: Hood, Hulse, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: none
Absent: Garcia, Humphrey

Public Hearing – Item Removed from Consent Agenda

Review and possible approval, approval with modifications, denial, or deferral of the following

Item #4 was removed from Consent Agenda and placed on the Public Hearing

4. PUD-190-A-41

Location: South and east of the intersection of East 72nd Street South and South Irvington Avenue
City Council District: 8
Applicant: Inspire Engineering Inc, Jeff Lord

Action Requested

PUD Minor Amendment to establish minimum lots size and setbacks for duplex uses

Staff Recommendation

The applicant is proposing a Minor amendment to current Minshall Park PUD to establish a minimum lot area of 6,000 square feet, a maximum floor area of 2,750 square feet for a duplex building, and minimum yards of 25 ft front, 20 ft rear, and 5 ft each side. All other lot and area regulations will follow Chapter 5 of the City of Tulsa Zoning Code for building inside the RD district.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Staff has reviewed the request and determined:

1) PUD-190-A-41 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.

2) PUD-190-A-41 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-190-A

3) All remaining development standards defined in PUD-190-A and subsequent amendments shall remain in effect.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Neighborhood. **Neighborhoods** are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	RS-3/PUD-190-A	Neighborhood	Apartments
East	RS-3/PUD-190-A	Neighborhood	Apartments
South	RS-3/PUD-190-A	Parks and Open Space	Minshall Park
West	RD/PUD-190-A	Neighborhood	Townhouses

Small Area Plans
The subject property is not located within a Small Area Plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: East 72nd Street South and South Irvington Avenue are designated Residential Collectors.

Comprehensive Plan Street Designation: N/A.

Transit: Regular Route available at 71st Street South, approximately 750 feet North of the subject property.

Existing Bike/Ped Facilities: None.

Planned Bike/Ped Facilities: Sidewalks.

Environmental Considerations
Flood Area: The subject property is not located within the Flood Hazard Area.

Tree Canopy Coverage: Tree canopy in the area is 32%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A

Speakers
Lynn Burson, 5729 East 75th Place, Tulsa, OK 74136, is concerned about safety, community impact, and park access.
John Krneze, 5803 East 75th Street, Tulsa, OK 74136, is concerned about the park access. He stated There are a lot of apartments in the area and adding this development will add to the congestion.
John Wilson, 7709 South Kingston Avenue, Tulsa, OK 74136, stated he is the President of the Minshall Park Homeowners Association but is here as a private citizen also. He is concerned about the environmental impact on the stormwater drainage into the pond. Mr. Wilson stated the area is heavily wooded, and he has seen Eagles in the area. He asked if the developer would be required to replace the mature trees that are removed during construction.

Staff Comments
Staff stated they were not aware of a city ordinance regarding tree replacement, but the city has landscape standards but in general, duplexes and residential detached houses are exempt from the landscape standards. The actual park is not part of this development. Staff stated the subject property is in a PUD and is currently zoned RD to allow duplexes

Property Description
PRT LT 1 BEG NELY COR LT 1 TH SWLY290.66 NW168.51 SWLY279.6 NW85.02 NE10.9 NW214.64 NE134.43 CRV RT175.88 SE158.61 CRV LF124.33 SE172.03 POB, BLK 3, MINSHALL PARK II , City of Tulsa, Tulsa County, Oklahoma

Commission Action

Motion: Approve Minor Amendment PUD-190-A-41, per staff's recommendation.
Motion by: Krug Second by: Hood
Vote: 6-0-0
Ayes: Hood, Hulse, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: none
Absent: Garcia, Humphrey

Public Hearing - Plats

Review and possible approval, approval with modifications, denial, or deferral of the following:

7. Shadow Creek of Tulsa

Location: Southeast corner of East 101st Street South and South Florence Avenue
City Council Districts: 2 and 8
Applicant: Tanner Consulting, LLC

Action Requested
Approval of Preliminary Plat

Staff Recommendation
The plat consists of 36 lots, 4 blocks, ±8.7 acres. Staff recommends **approval** of the preliminary subdivision plat subject to the following conditions provided by the Technical Advisory Committee (TAC) and all other requirements of the Subdivisions Regulations, finding that the proposed preliminary subdivision plat complies with all applicable regulations. A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning: Property is zoned RS-4 with ODP, the intended use and proposed lot layouts meet the standards of that district, including the use of private streets.

Engineering Graphics

- Submit subdivision control data sheet with the final plat.
- Provide the individual lot addresses on the face of the plat.
- Provide the bearing angle between the POC and POB on the face of the plat.
-

Addressing

- Addresses will be assigned by the City of Tulsa and be provided at a later date.
-

Article 5 of the Subdivision and Development Regulations: Design and Improvements

Required Infrastructure and Public Improvements (5-020)

- Proposed subdivision will require public infrastructure improvements including water, sewer, storm sewer, private storm detention, streets, sidewalks, and ADA compliance. Designs must be reviewed and approved through IDP permit prior to plat approval.

Streets (transportation) (5-060)

- Street design must comply with Sec. 6.060.3-5 with regard to layout and design of permanent dead-end streets. Final design to be approved through the IDP process.

Streets (fire) (5-060)

- All streets are required to maintain a minimum width of 20ft and be able to support up to 88,000 pounds. 28ft inside turning radius is required along all fire access road routes. A Knox box with a means of access through the gates will be required for each gate that crosses a required fire access road. Gate widths will be required to meet the requirements found in Appendix D of the 2018 IFC.

Sidewalks (5-070)

- Sidewalks required along all streets.

Protection From Flooding and Other Natural Hazards (Floodplain) (5-090)

- Post LOMR revision to FIRM needs to be shown. Floodplain must be placed in reserve and current effective FP/FW conflicts with lot layout

Stormwater Management (5-100)
- Detention designs must be reviewed and approved under the IDP process.

Sewage Disposal (5-130)
- All lots must be served. IDP will be required. New easement policy will be applied to sanitary sewers. Easements shown on the Plat are considered preliminary in nature and may be subject to modification following IDP review.

Water Supply (5-130)
- Fire hydrant flow rates and distances apart from each other need to meet the requirements found in Appendix B and C of the 2018 IFC

Easements (5-150)
- Confirm and resolve any conflicts with PSO easement and proposed stormwater reserve.
- ~~Provide offsite Easement for turnaround at stub of E. 102nd St S~~. Detention and drainage easements must be compared to IDP approved plans before approval.

Streets and Stormwater
- No comment.

Deed of Dedication:
- Legal to comment after submittal of Final Plat.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as Neighborhood. **Neighborhoods** are "Mostly Residential Uses" which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low-intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off of an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access off of a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	RS-3	Neighborhood	Jenks School
East	RS-1	Neighborhood/ Park and Open Space	Vacant
South	AG	Neighborhood	Residential Single-Family
West	AG, RS-3	Neighborhood	Residential Single-Family

Small Area Plans
The subject properties are not located in a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and non-residential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking,

community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan:

- East 101st Street South: Secondary Arterial (100-feet ROW)

Comprehensive Plan Street Designation:

East 101st Street South:
Multi-Modal Street
Multi-modal streets support commercial and residential development along major arterial streets. These streets align with the recommendations for on-street bicycle infrastructure established in the 2015 GO Plan, and they should be evaluated for feasibility with regard to the reallocation of street space for bicycle facilities.

Transit: N/A

Existing Bike/Ped Facilities: Sidewalks are in place along South Florence Avenue which was recently rebuilt.

Planned Bike/Ped Facilities: Sidewalks are planned along all public streets.

Arterial Traffic per lane:
Arterial Traffic - North (E 101st St S - 3,180 Vehicles per Lane)
Arterial Traffic - East (S Yale Ave - 2,109 Vehicles per Lane)
Arterial Traffic - South (E 121st St S - 4,804 Vehicles per Lane)
Arterial Traffic - West (S Delaware Ave - 5,025 Vehicles per Lane)

Environmental Considerations
Flood Area: The subject property contains both regulatory floodplain areas and designated floodways, including Vensel Creek South. The graphic below is taken from the City of Tulsa Engineering Atlas. There are flood plain maps amendments in process that will guide stormwater infrastructure design.

Tree Canopy Coverage: Tree canopy in the area is 33%. Significant effort should be made to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A

Speakers
None

Applicant Comments
The applicant indicated their agreement with staff recommendation.

Commissioner Comments
None

Commission Action
Motion: Approve the Preliminary Plat for Shadow Creek of Tulsa, per staff's recommendation
Motion by: Hood Second by: Shivel
Vote: 6-0-0
Ayes: Hood, Hulse, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: none
Absent: Garcia, Humphrey

Public Hearing – Comprehensive Plan Conformance

Review and possible approval, approval with modifications, denial, or deferral of the following:

8. Consider adopting a resolution of the Tulsa Planning Commission determining that **Peak of the Parkway Economic Development Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommend its approval to the City of Tulsa

Staff Recommendation

Item
Adopt a resolution of the Planning Commission determining that The Peak on the Parkway Economic Development Project Plan **is** in conformance with the Tulsa Comprehensive Plan and recommend its **approval** to the City of Tulsa.

Background
The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act, 62 O.S. § 850, *et seq.*("Act") provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

One of the Act's tools is tax increment financing, which allows a city, town or county to direct the apportionment of an increment of certain local taxes and fees to finance public project costs in order to stimulate development in the defined area. The ad valorem taxes are generated by the project(s) in the increment district. The increment district is established by the development and approval of a project plan, which specifies the project area, the boundaries of the increment district, the objectives for the project area, the activities to be carried out in furtherance of those objectives, and the costs.

The Peak on the Parkway District Economic Development Project Plan is a project plan as defined under the Act, and is referred to here as the "Project Plan." The Project Plan seeks to provide an economic structure and funding mechanism authorized by the Act to implement the priorities and goals identified in Tulsa's Comprehensive Plan and to generate additional private investment throughout the Project Area. Public investments are planned to include development financing assistance and support for public education. The Project Plan in Section IX(C) authorizes a revenue sharing formula to support the Tulsa Public Schools (Independent School District No. I-1). Funding for these public investments will be generated primarily by the implementation of the Increment Districts described below:

Increment District A:
District A of this development sits at the northern end of the Project Area. This phase is anticipated to include a medical office building, two (2) commercial mixed-use buildings, and several residential townhomes. The commercial buildings represent approximately 28,000 available square feet. This phase will be the first to be constructed and completed. The infrastructure to be built will connect the Peak project with the existing neighborhood and will open this previously undeveloped area to development and growth.

Increment District B:
District B of the Peak development is surrounded by District A. This phase is anticipated to feature several mixed-use buildings, including retail, commercial, and office components.

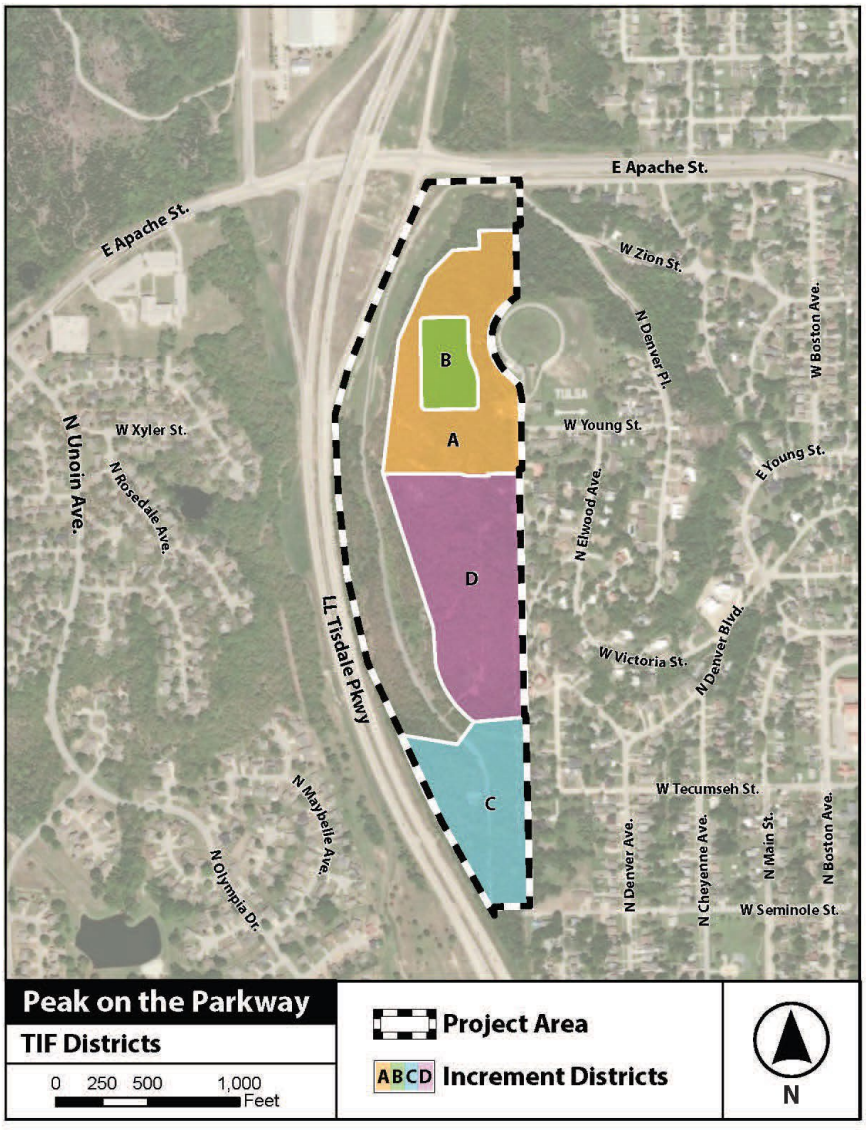
Increment District C:

District C is located at the southernmost end of the Project Area. This phase includes a large detention pond and green space, which will enhance the walkability and public access of the entire project. This phase is anticipated to be almost exclusively residential housing, with a mix of duplexes and quadplexes for rent. It is anticipated that this phase will include about 42 total housing units.

Increment District D:
District D is situated between districts A and C, located just north of district C. It is anticipated that this phase is expected to be the last to be activated and will prioritize residential multifamily development. Depending on the mix and density of these housing units, this phase could include approximately 240 units or more.

The Project Area
The Project Area is the area in which project activities will take place and project expenditures may be made. The Project Area is generally located on the west side of Reservoir Hill, bordered on the east by the Osage County line and on the west by Tisdale Parkway, extending north to Apache St and south to Pine Street.

Map of Project Area and Increment Districts



Objectives

The purpose of the Project Plan and the supporting Increment Districts is to support the development of the Peak on the Parkway District area through multiple types of private investment. These include but are not limited to residential structures, commercial developments, and high-quality mixed-use developments, as described in Section I of the Project Plan. Additionally, the Increment Districts are intended to support the creation of new housing units within the Project Area, at various levels of affordability, and to spur redevelopment and reinvestment in the neighborhoods surrounding the Peak on the Parkway area. Increment tax revenues apportioned from the Increment Districts will be used to pay for private and public costs of projects that support the following objectives:

A. To support the development of housing in a variety of types and with a range of prices, including housing that meets the goals of the Comprehensive Plan.

B. To repurpose and activate vacant and underutilized property and support retail and commercial investment.

Statement of Principal Actions

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

A. Project planning, design, and approval.

B. Leveraging private development, including multifamily, mixed-use, and commercial, pursuant to development or redevelopment agreements with the Tulsa Authority for Economic Opportunity, a public trust ("Authority") or other public trust designated by the City.

C. Assisting with the financing of other public development costs and facilities, including without limitation planning, financing, acquisition, construction, and long-term leasing or disposition of property and public facilities pursuant to development or redevelopment agreements with private developers or designated public entities, and providing for development of public or private facilities to be financed in whole or in part by apportioned tax increments from the Increment District created pursuant to this Project Plan.

D. Financing authorized project costs in support of economic development and neighborhood revitalization within the Project Area.

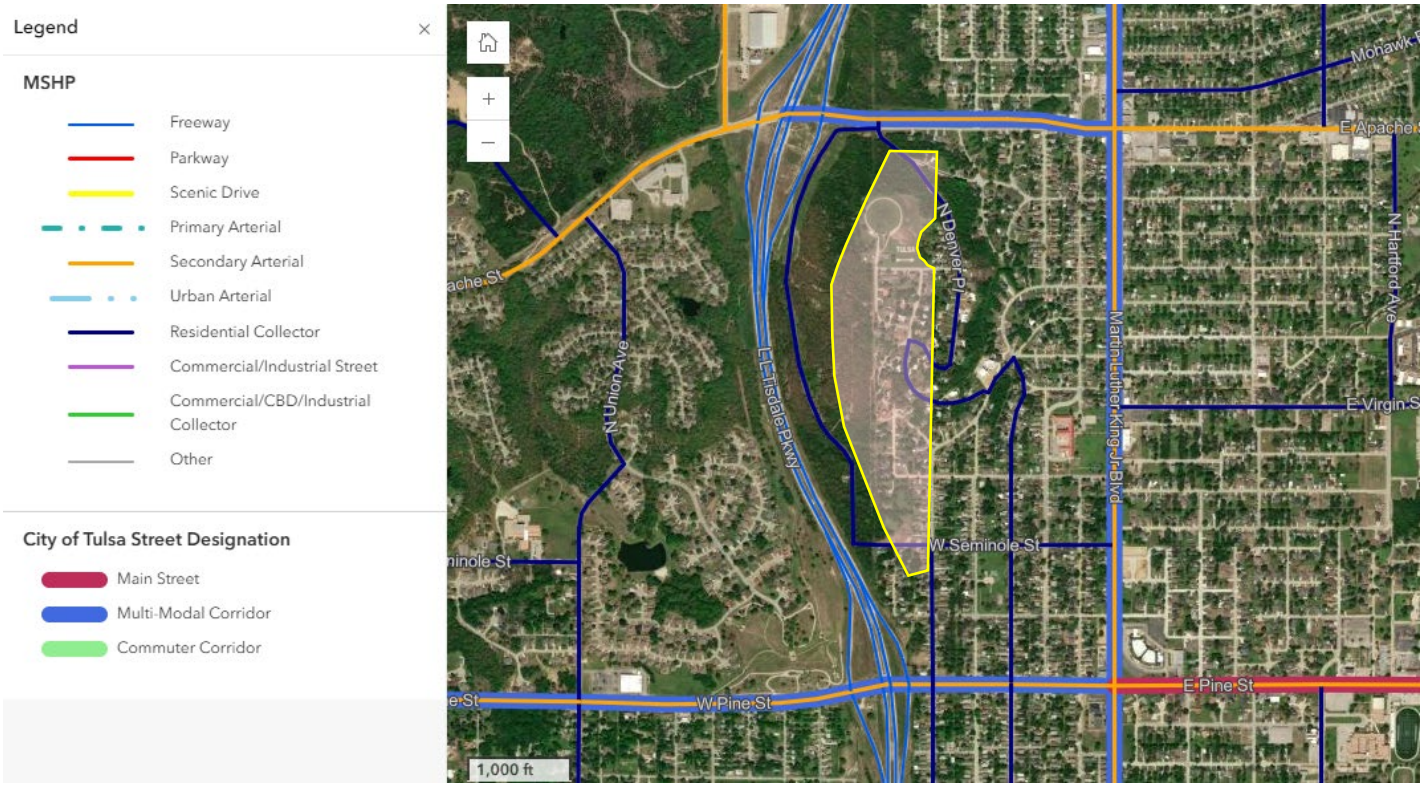
E. Distribution of a portion of the ad valorem increment to Tulsa Public Schools (Independent School District I-1).

Review of the Project Plan for Conformance with the Tulsa Comprehensive Plan

The Act requires that, prior to submittal to City Council, the Planning Commission review the Project Plan and make a recommendation to the City Council centered on whether the project described in the Project Plan is in conformance with the adopted Tulsa Comprehensive Plan. City Council will then rely on the Planning Commission's recommendation when it includes findings on comprehensive plan compliance in any ordinance approving the Project Plan. To guide the Planning Commission in making such a recommendation, staff analysis will focus on three aspects of the *Tulsa Comprehensive Plan*: the Major Street and Highway Plan; Land Use Map; and Comprehensive Plan Priorities.

A. **Major Street and Highway Plan**

The Major Street and Highway Plan (MSHP) classifies L L Tisdale Parkway as a Freeway. W Apache St is classified as a Secondary Arterial with a designation of Multi-Modal Corridor. W Seminole St and sections



of N Denver Pl, N Elwood Ave, N Denver Blvd, N Main St are classified as Residential Collectors. A conceptual road alignment running north and south within the project area is classified as a Residential Collector.

B. Comprehensive Plan Land Use Map

Land Use Designations

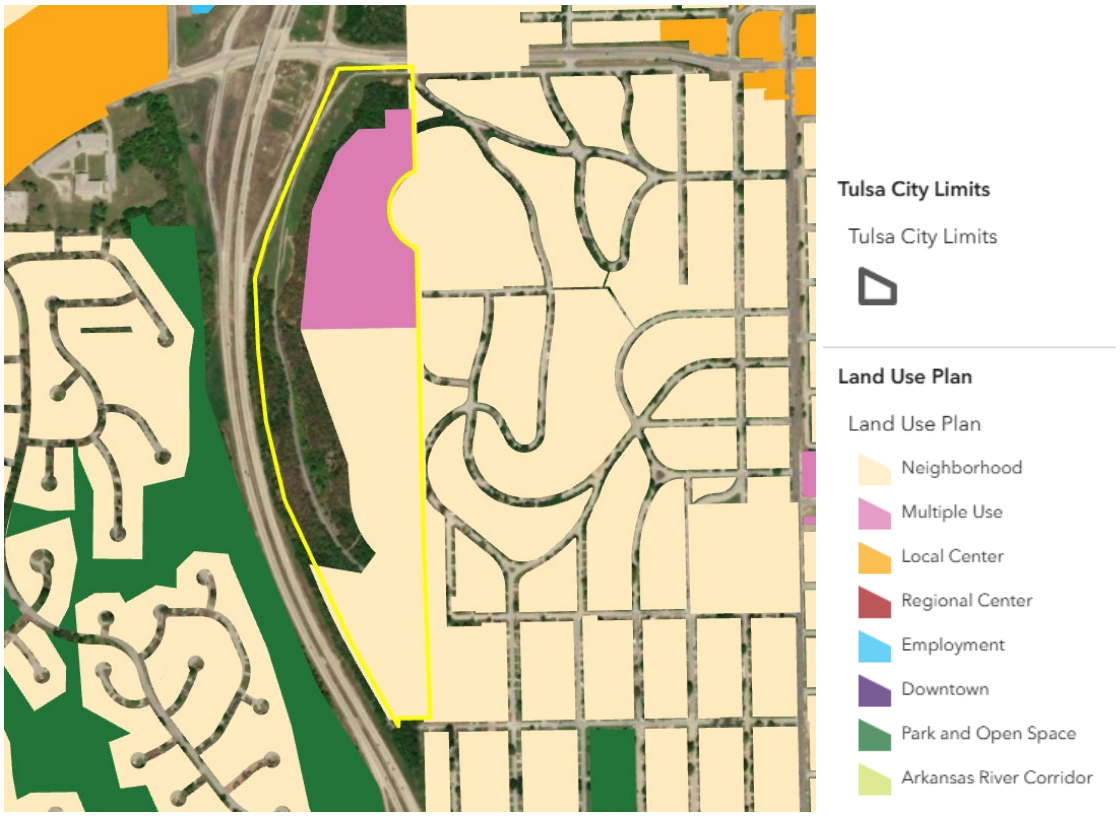
The "Objectives" and "Statement of Principle Actions" in The Peak on the Parkway Economic Development Project Plan are fully consistent with the Land use designations "Multiple Use" and "Neighborhood".

- **Multiple Use** (shown in pink):
  Accounts the project area on the northern end.
- **Neighborhood** (shown below in light yellow):
  Accounts for the southern portion of the project area.

Multiple Use areas are mostly commercial or retail uses, which include restaurants, shops, services, and smaller format employment uses. This land use designation is most common in areas of the city from earlier development patterns, with Local Centers being more commonplace in newer parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.

Neighborhoods are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local

Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.



C. <u>Comprehensive Plan Priorities</u>

The *Tulsa Comprehensive Plan* contains multiple priorities, goals, and policies to promote economic development to attract investment, enhance the tax base, stimulate economic growth, and improve the quality of life in and around the City. The following are portions of the Comprehensive Plan (not all encompassing) that are relevant to the objectives of the Project Plan and the supporting Tax Increment Financing Districts that may be affected by the Project Plan.

Supporting the Project Plan and the supporting Tax increment Financing Districts:

<u>Future Land Use</u>

- GOAL LU 1 - Tulsa's land use decisions promote fiscal stability and move the city towards the community's vision.
    - ACTION LU 1.1.4 - Implement incentive programs that align with existing plans, policies, and studies.
- STRATEGY LU 1.3 - Ensure that future development and policy recommendations align with the categories in the Land Use Plan Map and the Development Era Map.
    - ACTION LU 1.3.1 - Ensure that Development Review Guide maps and comprehensive plan policies guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, and efficiently coordinate land use and infrastructure needs.

- GOAL LU 3 - Economic development is facilitated at the neighborhood, city, and regional scales.
    - STRATEGY LU 3.2 - Focus regional investments along major transportation corridors, including highways and public transit routes.
        - ACTION LU 3.2.1 - Direct the majority of employment growth and change to areas of the city with access to major transportation infrastructure, such as highways, railroads, public transportation, the airport, and the Tulsa Ports.
    - STRATEGY LU 3.5 - Promote quality Local Centers which serve the needs of the surrounding neighborhood population.
    - STRATEGY LU 3.6 - Encourage development that fills existing market gaps and provides for the necessities of life.
        - ACTION 3.6.2 - Promote a mix of essential services in Local Centers including grocery stores, education, childcare, health, and social services.
- GOAL LU 4 - Redevelopment, revitalization, and enhancement programs are focused in areas that have been economically disadvantaged.
    - ACTION LU 4.2.3 - Evaluate dedicating a portion of the ad valorem increment generated by TIF Districts located within the Tulsa Public School District catchment area to the school district.

<u>Economic Development</u>

- GOAL ED 1 - Economic growth and development contribute to a prosperous and diverse economy capable of providing access to economic opportunity for all Tulsans.
    - STRATEGY ED 1.1 - Align strategic public investment and efforts to address systemic poverty and racial, ethnic, and disability-related disparities in employment opportunity.
        - ACTION ED 1.1.4 - Align and prioritize Capital Improvement Plan (CIP) investments to facilitate growth and reinvestment in areas experiencing economic disparities.
    - STRATEGY ED 1.5 - Ensure public investment initiatives support targeted industry clusters and promote the development and growth of new industry clusters.
        - ACTION ED 1.5.1 - Leverage local, state, and federal incentive programs to promote the creation and expansion of businesses in target industry clusters.
        - ACTION ED 1.5.2 - Prioritize infrastructure projects that support retention and expansion of businesses in target clusters, including aerospace, healthcare, education, technology, energy, and advanced manufacturing.
- GOAL ED 2 - Local and prospective businesses have easy access to a spectrum of economic development information and resources.
    - STRATEGY ED 2.3 - Maintain and promote access to economic development and revitalization tools, including tax-increment financing (TIF), business improvement districts, the Economic Infrastructure Fund, the Downtown Revolving Loan Fund, and the Property Assessed Clean Energy program.
        - ACTION ED 2.3.2 - Strengthen incentive policies to support the growth of employment opportunities that increase wages, and promote employment opportunities for disadvantaged workers.
- GOAL ED 5 - An adequate and appropriate supply of employment land is maintained to meet local industrial and commercial needs.
        - ACTION ED 5.1.2 - Leverage existing areas of opportunity where incentives such as New Market Tax Credits or Opportunity Zones are located.

- GOAL ED 6 - Quality education and workforce development are prioritized for funding and support within the economic development vision of the City of Tulsa.
    - STRATEGY ED 6.1 - Work cooperatively with local school districts to help maintain and enhance the quality of K-12 education.
        - ACTION ED 6.1.1 - Continue the approach of allocating 10% of tax-increment financing (TIF) revenues to school districts.

Housing & Neighborhoods

- GOAL HN 3 - Tulsa has a robust housing stock with an adequate mix of housing sizes, types, costs, and locations.
    - STRATEGY HN 3.1 - Ensure a regulatory environment that supports new housing to satisfy demand.
        - ACTION HN 3.1.1 - Evaluate large public and private investments for their impact on future housing needs.
    - STRATEGY HN 3.2 - Ensure housing is well connected to basic services and land uses that support residents' daily needs.

Staff Recommendation

The Objectives and Principal Actions in the Project Plan and supporting Tax Increment Financing District **are** consistent with the Major Street & Highway Plan, Land Use Map, and Comprehensive Plan Priorities. Staff recommends **approval** of The Peak on the Parkway Economic Development Project Plan and supporting Tax Increment Financing District, finding it to be **in conformance** with the Tulsa Comprehensive Plan.

Speakers

None

Commissioner Comments

None

Commission Action

Motion: Adopt a resolution of the Planning Commission determining that the Peak of the Parkway Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Peak of the Parkway Economic Development Project Plan.
Motion by: Turner-Addison Second by: Shivel
Vote: 6-0-0
Ayes: Hood, Hulse, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: none
Absent: Garcia, Humphrey

Public Hearing – Comprehensive Plan Amendments

Review and possible approval, approval with modifications, denial, or deferral of the following:

9. **CPA- 134** Consider adoption of amendments to the Tulsa Comprehensive Plan to reflect the newly created Tulsa Planning Commission and to document the Comprehensive Plan amendment process.

Staff Recommendation

Item

Consider adoption of proposed Comprehensive Plan text amendments to reflect the new Planning Commission and to document the Comprehensive Plan amendment process.

Background

The purpose of the proposed comprehensive plan amendments is to reflect the establishment of the new City of Tulsa Planning Commission and clarify the process for comprehensive plan amendments. The comprehensive plan amendment process laid out in the attached document reflects much of the previous process under TMAPC that was important to continue. Also, clarification was added that the Planning Director, in addition to Planning Commission and City Council, can initiate comprehensive plan amendments. Like the process to initiate amendments to the zoning code, the Planning Director limits their initiation to items that are administrative or clean-up in nature, such as the attached proposed amendments.

As a reminder, once initiated, the process to amend comprehensive plan text includes a hearing by the Planning Commission to consider adoption of the amendment, followed by a Council Committee meeting for discussion, then a Council meeting to determine if the adopted amendment should be approved. The City Council may approve the plan in whole or in part or return the plan or any portion thereof to the Planning Commission for further consideration.

Planning Office presented the proposed amendments as an informational item at the Planning Commission meeting on September 2, 2026.

Staff Recommendation

Staff recommends Planning Commission adopt the proposed amendments to the Comprehensive Plan as shown in the attachment.

Speakers

None

Commissioner Comments

None

Commission Action

Motion: To adopt a resolution of the Planning Commission for amendments to the Comprehensive Plan (CPA-134) to reflect the newly created Tulsa Planning Commission and to document the Comprehensive Plan amendment process, per staff's recommendation.
Motion by: Walker Second by: Shivel
Vote: 6-0-0
Ayes: Hood, Hulse, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: none

Absent: Garcia, Humphrey

Other Business

10. Commissioners' Comments

None

Adjournment

Commission Action

Motion: Adjourn
Motion by: Walker Second by: Shivel
Vote: 6-0-0
Ayes: Hood, Hulse, Krug, Shivel, Turner-Addison, Walker
Nays: none
Abstentions: none
Absent: Garcia, Humphrey

There being no further business, the meeting adjourned at 1:33 p.m.