



Tulsa Metropolitan Area Planning Commission

Minutes of Meeting No. 2955

Wednesday, February 18, 2026, 1:00 p.m.

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

The notice and agenda of said meeting were posted in the City Clerk’s and the County Clerk’s office on February 11, 2026 at 4:30 p.m.

Members Present: Bulmash, Craddock, Fugate, Humphrey, Krug, Shivel, Turner-Addison, Walker, Whitlock

Members Absent: Cue, Hood

Staff Present: Austin Chapman, Nathan Foster, Erin Roark, Susan Miller, Kim Sawyer, Jeff Stephens

County Staff Present: none

Speaker Key:

- (+) indicates a speaker generally supportive of an item;
- (-) indicates a speaker generally opposed to an item; and
- (=) indicates a speaker generally neutral or who has questions about an item.

After declaring a quorum present, Chair Walker called the meeting to order at 1:03 p.m.

Reports

Director’s Report: Ms. Miller reported on City Council actions and other special projects.

Approval of Minutes

1. **Minutes from Meeting 2954, February 4, 2026**

Motion: Approval of the minutes of Meeting 2954 from February 4, 2026.

Motion by: Craddock Second by: Whitlock

Vote: 8-0-0

Ayes: Bulmash, Craddock, Fugate, Humphrey, Krug, Shivel, Walker, Whitlock

Nays: none

Abstentions: none

Absent: Cue, Hood, Turner-Addison

Consent Agenda

None

Public Hearing - Rezoning

2. **Z-7848**

Location: West of the southwest corner of Charles Page Boulevard and South 49th West Avenue

City Council District: 4

Applicant: Matthew Ward

Action Requested: Rezoning from CS to RM-2

Staff Recommendation

The applicant is proposing to rezone two lots from CS to RM-2 to align the zoning with the existing use of the subject properties. There are two existing houses on the lots under application that have been remodeled. CS zoning only permits detached houses if a special exception is approved by the City of Tulsa Board of Adjustment. Due to the requirements from financial institutions, the property owner would like to rezone the properties to a residential district to permit the houses by right.

The RM-2 zoning is consistent with the existing neighborhood areas to the south of the subject property. In addition to allowing detached houses by right, the RM-2 zoning would permit a variety of new housing types if any redevelopment was proposed in the future.

The land use plan designates the property as multiple use which is supportive of multifamily residential zoning districts. In addition to residential uses, RM-2 would allow certain non-residential uses by special exception.

The use restrictions and lot and building regulations of the RM-2 district are consistent with the development of surrounding areas and the land use designation.

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

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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RM-1	Neighborhood	Residential
East	CS	Multiple Use	Commercial
South	RM-2	Neighborhood	Residential
West	CS	Multiple Use	Residential

Small Area Plans

The subject properties are located in the Charles Page Boulevard Area Neighborhood Revitalization Plan (1996).

Development Era

The subject property is in an area developed during the Streetcar Era (1910s-30s), prior to the proliferation of automobiles, when streetcars facilitated growth beyond downtown. Land uses range from fully integrated to

somewhat separated, on a half-mile grid, with a mix of housing options. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, transit-oriented development, commercial districts, and well-designed streetscapes.

Transportation

Major Street & Highway Plan: Charles Page Boulevard is designated as an urban arterial on the major street and highway plan which requires an ultimate right-of-way width of 70 feet.

Comprehensive Plan Street Designation: Charles Page Boulevard is designated as a 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: Regular route services from MetroLink Tulsa is available along Charles Page Boulevard.

Existing Bike/Ped Facilities: Sidewalks and bike lanes are in place along Charles Page Boulevard.

Planned Bike/Ped Facilities: None.

Environmental Considerations

Flood Area: The subject properties contain both FEMA and COT regulatory floodplain boundaries. Development within floodplain areas is subject to all additional development restrictions outlined in the City of Tulsa floodplain ordinance.

Tree Canopy Coverage: Tree canopy in the area is 12%. 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

Zoning History

Ordinance 11813, dated June 26, 1970, established zoning for the subject property.

TMAPC Comments

None

Applicant Comments

The applicant was not present.

Speakers

None.

Commission Action

Motion: Recommend approval of the RM-2 zoning, per staff's recommendation.

Motion by: Craddock Second by: Shivel

Vote: 8-0-0

Ayes: Bulmash, Craddock, Fugate, Humphrey, Krug, Shivel, Walker, Whitlock

Nays: none

Abstentions: none

Absent: Cue, Hood, Turner-Addison

Property Description

W 50' LT 3, BLK 1, VERN SUB AMD, AND W 25' LT 4, BLK 1, VERN SUB AMD, AND E 50' LT 4, BLK 1, VERN SUB AMD, City of Tulsa, Tulsa County, State of Oklahoma

DRAFT

Public Hearing – Plats

Item 3 was continued to March 4, 2026

3. **SW 41st and 145th**

Location: Southwest corner of 41st Street South and South 145th East Avenue

City Council District: 7

Applicant: Preston Bartley

Action Requested: Approval of Preliminary Plat and Modification of Sec.5-060.5B of the Subdivision and Development Regulations to increase the allowed length for a permanent dead-end street; and Modification of Section 5.030 Table 5-1 of the Subdivision and Development Regulations to permit greater block lengths.

Staff Recommendation

The plat consists of 622 lots, 20 blocks, ±160 acres. Staff recommends **approval** of the preliminary subdivision plat, the modification of Section 5-060.5.B of the Subdivision and Development Regulations to increase the allowed length of 750 feet for a permanent dead-end street to 835 feet, and the modification of Section 5.030 Table 5-1 of the Subdivision and Development Regulations to permit greater block lengths. Approval recommendation is subject to the conditions provided by the Technical Advisory Committee (TAC), the amended conceptual lotting study that included pedestrian connections through the dead-end street to 46th place, and the traffic calming measures along "Street A" and all other requirements of the Subdivisions Regulations. Staff finds that the proposed preliminary subdivision plat complies with all applicable regulations with the exception of the modifications requested. In recommending approval for the modifications staff finds that the request is not detrimental to public safety, health or welfare; is not injurious to other property or improvements; or impair the spirit, purposes or intent of applicable zoning regulations of comprehensive plan policies. A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning: Property is zoned RS-5, the intended use and proposed lot layouts meet the standards of that district.

Phasing Plan

Phase 1: Final Plat filing February 28th of 2028.

Phase 2: Final Plat filing February 28th of 2031.

Engineering Graphics

- Submit subdivision control data sheet with the final plat.
- In the plat subtitle add "City of Tulsa" before Tulsa County.
- Remove contours on the final plat submittal.
- Under the surveyor heading add the name of the surveyor.
- Provide the individual lot addresses on the face of the plat.
- In the Location Map add missing platted properties. Label all other land in the section as "unplatted". Label the location of the plat in Location Map as either "project location" or "site".
- Provide graphically on the face of the plat the address disclaimer/caveat.
- Under the Basis of Bearings information include the coordinate system used. Provide a bearing angle preferably shown on the face of the plat.
- Graphically show all property pins found or set that are associated with the plat. Either have a legend entry showing the found or set symbology or label each location with text.
- Water and Sewer Department prefers to see the plat tied to a section corner, half section, or quarter section. That being labeled graphically on the face of the plat as the POC (point of commencement) with a bearing angle and distance to the POB (point of beginning). All of this incorporated into a metes and bounds written legal description of the property.
- Graphically label the POB on the face of the plat.
- Provide graphically on the face of the plat all proposed street names.
- Add signature block for officials to sign to the face of the plat.

Addressing

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

Article 5 of the TMAPC Subdivision and Development Regulations: Design and Improvements**Required Infrastructure and Public Improvements (5-020)**

- Subdivision will require infrastructure improvements including water, sewer, storm sewer, private detention, streets, sidewalks, & ADA compliance. These improvements must be reviewed and approved under the IDP permit prior to plat release.

Blocks Lengths (5-030.3)

- Applicant is seeking a modification of Section 5.030 Table 5-1 of the Subdivision and Development Regulations to permit greater block lengths. This request is for Blocks 1, 10, 16,

Streets (transportation) (5-060)

- Applicant is seeking Modification of Sec.5-060.5B of the Subdivision and Development Regulations to increase the allowed length of 750 feet for a permanent dead-end street to 835 feet

Streets (fire) (5-060)

- No comments.

Sidewalks (5-070)

- Sidewalks are required along all COT streets (for the extent of the property line) and should be 18" from the property line or 2' behind the curb. All sidewalks must be ADA/PROWAG compliant with a 2% slope for sidewalks throughout the drive.

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

- Lots adjacent to floodplain should consider that when setting finished floor elevations. Any proposed floodplain modifications will have a T-CLOMR reviewed supplemental to the IDP permit.

Stormwater Management (5-100)

- There was a proposed detention on the N side of the development that has been moved. Address the storm water discharge mitigation for the Phase 1 portion of subdivision that cannot drain to the new pond location. Will there also be a pond in Reserve Area 1X? (WLD) What is the SD discontinuity from LT35 to 38 BLK1 in phase 1?

Sewage Disposal (5-130)

- All Reserves (8X, 4X, 1X etc) that have sanitary sewer placed through them must be identified as UE on the face of the plat.
- Call out 11' utility easement along north property line of Lots 8-13 Block 3

Water Supply (5-130)

- Extend waterlines around cul-sac roadways Blk 16 Lots 24-27; Blk 19 Lots 22-26. Look at not extending waterlines along-side lot lines between Blk 16 Lots 36 & 35 ; Blk 19 82-83 & 117-118
- Reminder that developer will not be allowed to connect directly onto the 60-inch transmission main on 41st St. Developer should plan on connecting proposed WL on S 145th Ave to existing WL on E 46th Pl and connecting proposed dead-end lines on south side of proposed neighborhood to the WL on E 46th Pl.
- 12" WL extension along both arterials.
- Existing 8" WL on south side of 46th Place should be extended to the new, required 12" on 145th. Alternatives may be reviewed and approved through the IDP process.

Easements (5-150)

- There appear to be inconsistencies in how detention areas will be managed, with reserves vs. easements.

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 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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-4/AG	Neighborhood/Local Center	Vacant
East	Broken Arrow City Limits	Broken Arrow	Residential
South	OL	Neighborhood	School
West	RS-3, PUD-221	Neighborhood, Parks & Open Space	Residential

Small Area Plans

The subject property is not located within any adopted small area plans.

Development Era

The subject property is located in a future growth area. These areas of the city have yet to be developed beyond agricultural uses, and they present opportunities to ensure the pattern of development is efficient and fiscally responsible. These areas typically do not have subdivision streets or connectivity beyond the mile-by-mile grid, have poor public service distribution (fire, police, transit, etc.) and lack utility infrastructure (water, sewer, broadband, etc.) Some areas also include exposed bedrock and/or extreme slopes. Priorities in these areas include ensuring the ability to provide adequate public services, the implementation of planned streets in the Major Street and Highway Plan, land use planning to establish frameworks for decision making, and conservation of natural areas.

Transportation

Major Street & Highway Plan:

East 41st Street South – Secondary Arterial requiring an ultimate right-of-way width of 100 feet.

South 145th East Avenue – Primary Arterial requiring an ultimate right-of-way width of 120 feet.

Comprehensive Plan Street Designation: South 145th East Avenue is designated as a multi-modal corridor.

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: None. Existing Bike/Ped Facilities: None. Planned Bike/Ped Facilities: Sidewalks are planned along all public streets in the City of Tulsa. There is an off-street side path planned along South 145th East Avenue.

Environmental Considerations

Flood Area: The subject property contains City of Tulsa Regulatory Floodplain at the northeast corner. The conceptual plan proposes detention facilities in the designated floodplain areas.

Tree Canopy Coverage: Tree canopy in the area is 24%. 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

Commission Action

Motion: To continue item 3 to March 4, 2026

Motion by: Craddock Second by: Shivel

Vote: 8-0-0

Ayes: Bulmash, Craddock, Fugate, Humphrey, Krug, Shivel, Walker, Whitlock

Nays: none

Abstentions: none

Absent: Cue, Hood, Turner-Addison

DRAFT

4. **Utica Crossing**

Location: Northwest corner of East Latimer Street and North Utica Avenue

City Council District: 1

Applicant: Wallace Design Collective

Action Requested: Approval of Preliminary Plat

Staff Recommendation

The plat consists of 142 lots, 35 blocks, ±19.5 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:

A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning: The property is in the process of rezoning to a Master Planned Development, MPD-7. The subdivision will need to conform to the standards of the MPD as approved and amended. Per the applicant: Utica Crossing is a 19.5-acre master planned community located in the Crutchfield Neighborhood just northeast of downtown Tulsa, Oklahoma. The plan utilizes New Urbanism design principals in order to create a walkable and economically diverse community. Utica Crossing will consists of multiple housing types , a mixed use frontage along N. Utica Ave. and community open space connected by a system of paths and sidewalks. The development is seeking rezoning under the Master Plan Development (MPD) zoning designation in order to construct a variety of housing typologies that more closely reflect urban lot and setbacks standards, implement more pedestrian friendly thoroughfares standards, and allow for a mix of residential and neighborhood commercial uses all within the same development project.

Engineering Graphics

- Submit subdivision control data sheet with the final plat.
- Remove contours on the final plat submittal.
- Provide the individual lot addresses on the face of the plat.
- Water and Sewer Dept prefer to see a metes and bounds written legal description of the subject tract.
- Provide graphically on the face of the plat all proposed street names.

Addressing

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

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

Required Infrastructure and Public Improvements (5-020)

- Recommend scheduling a predevelopment meeting, to my knowledge, only an informal drainage discussion has been held with Tulsa staff (12/09/25).
- Improvements to be reviewed and improved under the IDP permit appear to include at least, water, sewer, storm sewer, streets, and ADA compliance. The IDP must be approved before releasing the plat.

Streets (transportation) (5-060)

- All streets must be designed and built per COT Design Standards.
- All proposed streets must comply with Design Standards 711A & 711B. This will/may adjust the location of certain driveways.

- Look at Blocks 2, 5, 20, 22, 23 and 21 for lots that are in a landlocked situation where there is no access to the public ROW.
- Please note that per Title 37, Section 1206, safety measures such as a watchman, flagman, automatic signals, or gates would be required and maintained at all street-railroad grade crossings by the owner of the railroad.

Streets (fire) (5-060)

- No Comments.

Sidewalks (5-070)

- Sidewalks are required along all COT streets and must be ADA/PROWAG compliant once finished.

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

- No Comments.

Stormwater Management (5-100)

- There was discussion of determining whether the existing storm system could convey increased runoff to Arkansas river; this will be an IDP element. Detention has not been eliminated as a possible requirement at this time.

Sewage Disposal (5-130)

- Sanitary sewer lines in public rights of way should be placed on one side and not along the center of the street. Final location of sanitary sewer in ROW will be determined during the IDP review process.

Water Supply (5-130)

- A IDP waterline extension is required along E. Marshall St. to replace the existing 2-inch line and A new waterline extension is required to be extended along Rockford Ave from Marshall St to Latimer St. (ADH)
- No comments.
- Developer should note that the existing WL on E Marshall Street west of the existing FH is a 2-in WL, not 12-in WL. This WL will need to be upsized via IDP. Developer should also be made aware of a CIP to replace the existing 30-in transmission main and construct a 16-in WL on N Utica Ave. I believe the project is currently under construction.

Easements (5-150)

- IDP plans must be submitted to determine if easements;/reserves are adequate and correctly located. (

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 Multiple Use by the Tulsa Comprehensive Plan. **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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	IL/HNO/NIO	Multiple Use	Residential
East	CH	Multiple Use	Commercial

South	RM-1/IM/HNO/NIO	Neighborhood/Parks and Open Space	Residential/ Vacant
West	IM/HNO/NIO	Employment	Storage Yard

Small Area Plans

The subject properties is located within the Crutchfield Small Area Plan.

Development Era

The subject property is in an area developed during the Streetcar Era (1910s-30s), prior to the proliferation of automobiles, when streetcars facilitated growth beyond downtown. Land uses range from fully integrated to somewhat separated, on a half-mile grid, with a mix of housing options. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, transit-oriented development, commercial districts, and well-designed streetscapes.

Transportation

Major Street & Highway Plan:

- North Utica Avenue: Urban Arterial, requires 70-feet of Right of way.
- East Latimer Street: Residential Collector, requires 60-feet of Right of way.

Comprehensive Plan Street Designation: N/A

Transit: None available.

Existing Bike/Ped Facilities: None.

Arterial Traffic per Lane:

- Arterial Traffic - North (E Pine St - 2,978 Vehicles per Lane)
- Arterial Traffic - East (N Utica Ave - 2,012 Vehicles per Lane)
- Arterial Traffic - South (E Admiral Blvd - 6,168 Vehicles per Lane)
- Arterial Traffic - West (N Peoria Ave - 2,896 Vehicles per Lane)

Environmental Considerations

Tree Canopy Coverage: 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.

TMAPC Comments

None

Applicant Comments

The applicant indicated their agreement with staff's recommendation.

Speakers

None.

Commission Action

Motion: Approve the preliminary subdivision plat for Utica Crossing, per staff's recommendation.

Motion by: Craddock Second by: Shivel

Vote: 8-0-0

Ayes: Bulmash, Craddock, Fugate, Humphrey, Krug, Shivel, Walker, Whitlock

Nays: none

Abstentions: none

Absent: Cue, Hood, Turner-Addison

DRAFT

Ms. Turner-Addison arrived at 1:15pm.

Public Hearing – Comprehensive Plan Conformance

5. Public hearing and possible approval of new capital improvement projects and finding of comprehensive plan conformance for the **Capital Improvement Plan (CIP), Fiscal Years 2027-2031**

Staff Recommendation

Item

Public hearing to approve new capital improvement projects for the City of Tulsa Capital Improvement Plan, **Fiscal Years 2027 to 2031**.

Background

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

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

Review for Conformance with the Tulsa Comprehensive Plan

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

A summary list of CIP projects is below, including: the name of requesting Department, the proposed projects, and staff comments regarding relationship and consistency with the Comprehensive Plan.

Fire Department

1. Apparatus and Fitness Facility

Staff comments: The proposed projects will improve the training facilities of the City of Tulsa Fire Department which is consistent with Tulsa's Comprehensive Plan – planitulsa, Chapter 10 Public Services, specifically:

- GOAL PS 2 – Public Facilities are efficient, well-maintained, and properly funded.
 - STRATEGY PS 2.2 – Develop a "Preventative and Predictive Maintenance" approach by procuring full funding and progressive reserves for ongoing and future maintenance needs.
- GOAL PS 5 – Tulsa Fire Department uses databased approaches, enhanced training, and public engagement to achieve an effective, efficient, and equitable distribution of fire and emergency services.
 - STRATEGY PS 5.4 – Ensure that the growth of Tulsa Fire Department's fire service corresponds with the growth of the city.

Information Technology

2. *Legacy Tornado Siren Replacement (20)*
3. **Radio System Microwave Replacement**
4. **Government Radio Replacement**

5. **Eucha Microwave Replacement**
6. **Security Tools (SASE, Risk Assessment, Threatlock, Asset Management)**
7. **Security Tools (Rapid7, ClearNDR, and Immumio)**
8. **Enterprise Data Lake and AI Platform**
9. **Enterprise NOC Dashboards and Observability Platform**

Staff comments: The proposed projects will provide funding to modernize communications systems and enhance performance, security, usability, and integration of Information Technology systems, which align with Tulsa's Comprehensive Plan – planitulsa, Chapter 6 Communities and Chapter 9, Environment & Natural Resources, specifically:

- GOAL CO 3 – The City of Tulsa ensures that data is accessible, accurate, and secure, and that residents' data privacy is respected.
 - STRATEGY CO 3.1 – Ensure that data given to the City by employees and residents is secure and that personal privacy is not compromised.
 - STRATEGY CO 3.4 – Strengthen defenses against the threat of unauthorized access, corruption, or theft of data held by the City.
- GOAL EN 1 – Tulsa is prepared for flooding events from the Arkansas River, other streams, and heavy rain events.
 - STRATEGY EN 1.2 – Ensure that Tulsa's Emergency Operations Center (EOC) and associated emergency response infrastructure is state of the art and built to accommodate the needs of the Emergency Response team.
 - ACTION EN 1.2.2 – Replace the few remaining outdated sirens with modern fixtures that can interface with other technological components of the City of Tulsa emergency management response.

MTTA

North Tulsa Transfer Station Bus Stop Shelters

Staff comments: These proposed projects will provide for greater transit access and improve the user experience, which is consistent with Tulsa's Comprehensive Plan – planitulsa, Chapter 2 Land Use, Chapter 3 Transportation, and Chapter 4 Economic Development, specifically:

- GOAL LU 7 – Residential and mixed-use areas are well connected to surrounding land uses.
 - STRATEGY LU 7.3 – Strategically locate new multi-modal infrastructure in developed areas of the city to better connect existing neighborhoods to their surroundings.
- GOAL TR 1 – Tulsa's transportation networks and services are safe and accessible for everyone.
 - STRATEGY TR 1.2 – Prioritize transit improvements in geographic areas with existing ridership and areas with the vulnerable populations.
 - ACTION TR 1.2.1 – Expand transit service in areas with high concentrations of poverty and historically under-served and under-represented communities.
 - ACTION 1.2.2 – Identify the highest use transit stops and implement comfortability improvements and weatherization where lacking.
- GOAL TR 2 – Tulsa has a wide range of reliable transportation options that are properly planned, funded, and coordinated.
 - GOAL TR 2.3 – Ensure adequate funding for the implementation of transportation plan recommendations.
 - ACTION TR 2.3.1 – Include specific and dedicated funding for all modes of transportation in capital improvement plans and funding packages.

- ACTION ED 4.2.4 – Invest in transit routes connecting people to employment centers, with a focus on areas with single or zero car households.

PAC

Sidewalk and perimeter concrete replacement

Marquee replacement for 2nd and 3rd Street

Staff comments: These proposed projects will replace aging and unlevel sidewalks surrounding the Performing Arts Center and update existing marquees with modern high-resolution models, which is consistent with Tulsa's Comprehensive Plan – planitulsa, Chapter 2 Future Land Use; Chapter 4 Economic Development; Chapter 6 History, Culture and Creativity; and Chapter 10 Public Services, specifically:

- GOAL LU 3 – Economic development is facilitated at the neighborhood, city, and regional scales.
 - STRATEGY LU 3.4 – Encourage continued growth and investment in downtown as a major center for jobs, transit, services, and civic and cultural institutions for the entire city and region.
 - ACTION LU 3.4.3 – Encourage a 24 hour downtown with a diverse mix of uses and activation at all different times of the day.
- STRATEGY ED 4.6 – Foster the success of the downtown area through target investment, incentives, and revitalization strategies.
 - ACTION ED 4.6.1 – Activate the street level (outdoor seating, lighting, artwork, etc.) and enhance pedestrian accessibility in the downtown area.
- GOAL HCC 6 – Tulsa is recognized as the prime destination for performing arts, music, film, and festivals in Oklahoma.
 - STRATEGY HCC 6.3 – Continue to position Tulsa as the premier events center in Oklahoma through partnerships with major event organizers and seek to streamline regulations to more easily facilitate large-scale events.
 - ACTION HCC 6.3.2 – Support the Cox Convention Center, the BOK Center, and Performing Arts Center through promotional support, inclusion in capital improvement programs, and coordination on policy changes to enhance their operations.
- GOAL HCC 8 – Tulsa's unique places are enhanced through public art, activation of underutilized spaces, streetscape improvements, and other placemaking efforts to enhance the visitor experience.
 - STRATEGY HCC 8.4 – Attract visitors to Tulsa's commercial districts by promoting their unique characteristics and highlighting their historical and cultural assets.
 - ACTION HCC 8.4.1 – Enhance pedestrian infrastructure in districts and corridors to promote physical interactions with public art, landmarks, and cultural assets.
- GOAL PS 2 – Public facilities in Tulsa are efficient, well-maintained, and properly funded.
 - STRATEGY PS 2.2 – Develop a "Preventative and Predictive Maintenance" approach by procuring full funding and progressive reserves for ongoing and future maintenance needs.

Parks

New Front Entry/Admissions and Parking Lot Renovation/Expansion

Golf Course: Page Belcher Turf and Landscaping Improvements

Golf Course: Page Belcher – Facility Improvements

Mohawk Golf Course Turf and Landscaping Improvements

Mohawk Golf Facilities Improvements

Braden Pond Dredging

Crescent Pond Dredging
Hunter Pond Dredging
Leake Pond Dredging
Mohawk Dredging
Oxley Pond Dredging
Mohawk SM Pond Dredging
Stuart Pond Dredging
Stuart SM Pond Dredging
Swan Pond Dredging
Lake Sherry/Recreation Lake Dredging
Parking Lots Repair and Maintenance
Systemwide Waterplay Improvements
Playground Improvements
Misc Facility Updates

Staff comments:

These proposed projects will provide for upgrades to Tulsa Zoo, addressing maintenance issues, such as landscaping, trees, drainage, pond dredging, parking lots, and facility updates/repairs, and improvements to waterplay features and playgrounds at parks and golf courses throughout the City, which is consistent with Tulsa's Comprehensive Plan – planitulsa, Chapter 8 Parks and Recreation and Chapter 10 Public Services, specifically:

- GOAL PR 1 – Tulsa's parks and trails systems are enhanced and maintained through coordinated efforts and funding from public, private, non-profit, and philanthropic entities.
 - STRATEGY PR 1.2 – Develop a long-term and sustainable funding strategy for deferred maintenance issues, new projects, and programming needs.
- ACTION PR 3.4.1 – Evaluate destination parks to determine needs for capital improvements or additional programming.
- GOAL PS 2 – Public facilities in Tulsa are efficient, well-maintained, and properly funded.
 - STRATEGY PS 2.2 – Develop a "Preventative and Predictive Maintenance" approach by procuring full funding and progressive reserves for ongoing and future maintenance needs.

PartnerTulsa

34. Economic Development Infrastructure Fund (EDIF)

Staff comments: This proposal will recapitalize the EDIF, which is consistent with Tulsa's Comprehensive Plan – planitulsa, Chapter 2 Land Use and Chapter 4 Economic Development, specifically:

- GOAL LU 3 Economic development is facilitated at the neighborhood, city, and regional scales.
 - STRATEGY LU 3.1 – Strategically leverage public infrastructure, land, and investments to support and spur economic development.
 - STRATEGY LU 3.3 – Ensure there is an adequate supply of pad-ready sites for the full range of employment land uses.
 - ACTION LU 3.3.1 – Monitor and address employment land needs through a reoccurring suitability analysis in order to meet industrial and commercial demand.
 - ACTION LU 3.3.2 – Identify gaps in utilities and infrastructure capacity of employment land uses through recurring analysis in partnership with local utility companies
- 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 1.5 – Ensure public investment initiatives support targeted industry clusters and promote the development and growth of new 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 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 2.3.1 – Develop diverse and stable funding streams to supplement the Economic Development Infrastructure Fund.
- GOAL ED 5 – An adequate and appropriate supply of employment land is maintained to meet local industrial and commercial needs.

Planning

- 35. Implementation of East Tulsa Revitalization Initiative
- 36. Implementation of Riverwood Neighborhood Improvement Strategy (RNIS)
- 37. NCI Neighborhood Program Funding
- 38. Implementation of Complete Streets Projects Throughout Tulsa

Staff comments: The proposed projects will fund streetscaping and pedestrian improvements, such as ADA compliance, sidewalks, safe crossings, traffic calming, signage, neighborhood identity, trails, safe routes, side paths, and other revitalization and beautification efforts in and around Route 66, the Global District, Riverwood, and neighborhoods participating NCI neighborhood program, which is consistent with Tulsa’s Comprehensive Plan – planitulsa, Chapter 2 Future Land Use, Chapter 3 Transportation, Chapter 5 Housing & Neighborhoods, Chapter 6 Communities, Chapter 7 History, Culture & Creativity, Chapter 8 Parks & Recreation, and Chapter 10 Public Services, specifically:

- GOAL LU 1 – Tulsa’s land use decisions promote fiscal stability and move the city towards the community’s vision.
 - STRATEGY LU 1.2 – Ensure that public projects in the right-of-way are context sensitive and urban design elements align with existing regulations, policies, and plans for the City of Tulsa.
 - ACTION LU 1.2.2 – Establish and enhance identity through distinctive streetscape elements, such as gateway signage, wayfinding elements, lighting, and banners.
- GOAL LU 4 – Redevelopment, revitalization, and enhancement programs are focused in areas that have been economically disadvantaged.
 - STRATEGY LU 4.1 – Use the Tulsa Planning Office’s Strategic Planning approach to prioritize planning interventions with a focus on addressing spatial and socioeconomic disparities.
- GOAL TR 1 – Tulsa’s transportation networks and services are safe and accessible for everyone.
 - STRATEGY TR 1.6 – Identify research-based improvements to significantly address the root causes of traffic related fatalities and injuries.
 - ACTION TR 1.6.3 – Evaluate where speeds should be reduced through signage and traffic calming measures.
 - STRATEGY TR 1.7 – Promote a pedestrian-friendly and bicycle friendly culture through infrastructure, community and neighborhood development, and employment benefits.

- GOAL TR 4 – New transportation infrastructure increases efficiency and equity, and is well integrated into existing networks.
 - STRATEGY TR 4.3 – Prioritize the implementation of an accessible well connected bicycle and pedestrian system throughout the city.
 - ACTION TR 4.3.1 – Continue to incorporate the implementation of bicycle and pedestrian infrastructure in the Capital Improvement Program (CIP).
 - ACTION TR 4.3.2 – Continue to connect destinations and encourage walking by adding ADA accessible sidewalk connections and restoring damaged sidewalks.
- GOAL TR 5 – Transportation investments support the land uses they serve and increase access to places that Tulsans need to visit.
 - STRATEGY TR 5.3 – Establish standards for streetscaping projects that enhance safety, aesthetics, and promote placemaking.
 - ACTION TR 5.3.3 – Enhance neighborhood and city identity through gateways using public art, landscaping, and signage.
- GOAL HN 1 – Neighborhoods in Tulsa have the resources to successfully self determine their community development efforts.
 - STRATEGY HN 1.3 – Encourage the implementation of City led neighborhood revitalization initiatives, and make other resources available to assist residents with neighborhood improvements.
- STRATEGY HN 3.2 – Ensure housing is well connected to basic services and land uses that support residents’ daily needs.
 - ACTION HN 3.2.2 – Promote a walkable and active environment in tandem with housing development, including sidewalk, trail, park, and bicycle amenities.
- GOAL CO 1 – All residents are able to fully participate in civic processes by increasing access to decision making spaces and embedding dignity and respect into civic interactions.
 - STRATEGY CO 1.4 – Increase access to and awareness of public services that are available to residents.
 - ACTION CO 1.4.2 – Research and develop exposure programs such as “meet your neighbor” to promote better information, education, and connections between community members of different backgrounds.
- GOAL CO 5 – The City of Tulsa works to ensure the welfare of its community members through strategies for social cohesion that are culturally responsive, accessible, and welcoming to all residents regardless of age, race, ethnicity, gender, sexual orientation, income, immigration status, or neighborhood.
 - STRATEGY CO 5.1 – Support efforts that help neighborhoods thrive and bring communities together in public and private spaces.
 - ACTION CO 5.1.2 – Research, acquire, and disperse funding to support community and neighborhood led activities and events.
- GOAL CO 6 – The City of Tulsa cultivates meaningful, lasting, and effective partnerships with community groups and local organizations.
 - STRATEGY CO 6.3 – Prioritize partnerships and collaborative efforts that address the needs of traditionally underserved and vulnerable populations.
 - ACTION CO 6.3.1 – Engage with church leaders, local nonprofits, immigrant owned businesses, and other identified community leaders to discuss needs, best outreach strategies, and partnerships.
- GOAL HCC 4 – Route 66 is an accessible, inclusive, and diverse symbol of opportunity rooted in and motivated by heritage for all Tulsans and visitors.

- STRATEGY HCC 4.2 – Revitalize the Route by transforming it into a world-class, multi-generational destination that offers a variety of opportunities for locals and visitors to explore and for local business to thrive.
 - ACTION HCC 4.2.4 – Identify public projects to complement private investments made by business and property owners.
 - ACTION HCC 4.2.6 – Invest in and create partnerships for public space and streetscaping.
- STRATEGY HCC 5.2 – Design streetscapes to incorporate elements that support adjacent restaurants.
 - ACTION HCC 5.2.4 – Encourage street trees, awnings, and other shade devices to enhance the experience of outdoor eateries.
 - ACTION HCC 5.2.5 – Ensure adequate street lighting and pedestrian scale lighting is provided in areas with outdoor dining.
- GOAL HCC 8 – Tulsa’s unique places are enhanced through public art, activation of underutilized spaces, streetscape improvements, and other placemaking efforts to enhance the visitor experience.
 - STRATEGY HCC 8.1 – Expand engagement with art through the strategic placement of art in the public and private realm.
 - ACTION HCC 8.1.1 – Add culturally and historically relevant artwork in and near public facilities and civic spaces, including airports, parks, and City owned buildings.
 - STRATEGY HCC 8.4 – Attract visitors to Tulsa’s commercial districts by promoting their unique characteristics and highlighting their historical and cultural assets.
 - ACTION HCC 8.4.1 – Enhance pedestrian infrastructure in districts and corridors to promote physical interactions with public art, landmarks, and cultural assets.
- GOAL PR 3 – All Tulsans have easy access to places for recreation, gathering, and connecting with nature.
 - STRATEGY PR 3.2 – Seek ways to increase park access in east Tulsa where the largest gaps in service exist.
 - ACTION PR 3.2.2 – Enhance connections from neighborhoods in the area to the regional trails system.
 - STRATEGY PR 3.7 – Prioritize pedestrian improvements, such as sidewalks and crosswalks, around park facilities.
 - ACTION PR 3.7.1 – Evaluate traffic speeds and speed limits on streets surrounding parks, and reduce speed limits where collision risks exist.
- GOAL PR 8 – Tulsa’s parks and trails systems are designed and operated so that all users feel safe and secure.
 - STRATEGY PR 8.2 – Ensure that more facilities in parks are accessible to all users.
 - ACTION PR 8.2.1 – Ensure that more facilities are compliant with the Americans with Disabilities Act.
 - ACTION PR 8.2.3 – Increase wayfinding in parks and along trails to ensure users are aware of all amenities and how to use the trail network for elongated routes and to move to and from different areas of the city.
- GOAL PS 9 – The City of Tulsa supports its local school community through partnership and a dedication to ensuring quality and equitable education opportunities for all Tulsans.
 - STRATEGY PS 9.4 – Encourage public school districts to provide equitable transportation to ensure all students have the ability to easily and safely attend school.

- ACTION PS 9.4.4 – Prioritize pedestrian improvements by potential impact to improve safety and walking conditions for neighborhood public schools.

Public Works

39. *Traffic Operations – Citywide Guardrail and Attenuator Repair and Replacement*

40. **Traffic Operations – Citywide Matching Funds for Signal Work Tied to Transportation Capital Projects**

41. **Traffic Operations – Citywide Signal Coordination and Communications**

42. **Traffic Operations – Citywide Signal Maintenance and Repair**

43. **Traffic Operations – Highway, Pedestrian and Decorative Lighting Repairs, Replacements and LED Upgrades**

44. **Traffic Operations – Pavement Markings and Signs**

45. **Traffic Operations – Traffic Studies and Data Collection**

46. **Traffic Operations – Citywide New Signal Installations/Modifications**

47. **Traffic Operations – Traffic Calming**

48. **Construction Completion Incentives**

49. **Engineering Inspections and Testing**

50. **41st & 145th E Ave Intersection**

51. **Traffic Operations – 71st St. and Riverside Dr. Area Safety Improvements**

52. **Traffic Operations – 71st St. and S. Elwood Ave. Intersection Safety Improvements**

53. **Traffic Operations – E. 46th St. N. and N. Mingo Rd. Area Safety Improvements**

54. **Traffic Operations – E. 71st St. and US-169 Interchange Area Safety Improvements**

55. **Traffic Operations – Riverside Dr. and Creek Turnpike (US-169) Area Safety Improvements**

56. **Traffic Operations – Facility Improvements at Traffic Operations Building (4015 N. Harvard Ave.)**

57. **Traffic Operations – Storage Yard Replacements (3801 N. Harvard Ave.)**

Staff comments: These proposed projects will provide funding for various projects, including safety improvements, signal improvements, signs, pavement markings, lighting, incentives for timely construction, inspections, testing, intersection improvements, and facility maintenance and upgrades, which align with Tulsa's Comprehensive Plan – planitulsa Chapter 3 Transportation and Chapter 10 Public Services, specifically:

- GOAL TR 1 – Tulsa's transportation networks and services are safe and accessible for everyone.
 - STRATEGY TR 1.6 – Identify research-based improvements to significantly address the root causes of traffic related fatalities and injuries.
- GOAL TR 2 – Tulsa has a wide range of reliable transportation options that are properly planned, funded, and coordinated.
 - ACTION TR 2.2.1 – Continue to work with partner agencies to maintain and/or expand the transportation system in ways that are plan-driven and fiscally sustainable.
 - STRATEGY TR 2.3 – Ensure adequate funding for the implementation of transportation plan recommendations.
 - ACTION TR 2.3.1 – Include specific and dedicated funding for all modes of transportation in capital improvement plans and funding packages.
- GOAL TR 3 – Existing transportation infrastructure is well maintained through strategic investments.
 - STRATEGY TR 3.1 – Optimize maintenance and repair of existing infrastructure to adequately meet the needs of the current and projected population.
 - STRATEGY TR 3.2 – Use monitoring and data collection to maintain and optimize current transportation systems.

- ACTION TR 3.2.1 – Continue to use Pavement Conditions Index data and traffic data among the data used to prioritize street projects.
- ACTION TR 3.2.2 – Continue to include data related to the usage and condition of roadways, transit routes, bicycle, and pedestrian infrastructure in level of service (LOS) analyses.
- STRATEGY T.R. 3.3 – Use data-driven approaches to optimize maintenance investments where needed and explore alternative funding options.
- GOAL PS 2 – Public facilities in Tulsa are efficient, well-maintained, and properly funded.
 - STRATEGY PS 2.2 – Develop a “Preventative and Predictive Maintenance” approach by procuring full funding and progressive reserves for ongoing and future maintenance needs.

Water and Sewer

58. Citywide – Detention Pond Rehabilitation

59. East Village Flood Control

60. 81st and Pittsburg Storm Sewer

61. Perryman MDP PA #12 North

62. Citywide Stormwater Pump Station Rehabilitation

63. Coal Creek – Independence Detention Facility

Staff comments: These proposed projects will provide funding for the maintenance and expansion of flood control and detention facilities and maintenance and improvements to pump stations, which align with Tulsa’s Comprehensive Plan – planitulsa Chapter 9 Environment & Natural Resources and Chapter 10 Public Services, specifically:

- GOAL EN 1 – Tulsa is prepared for flooding events from the Arkansas River, other streams, and heavy rain events.
- GOAL EN 2 – Tulsa’s stormwater systems continue to be a model for cities around the globe because of innovative approaches to increase effectiveness and efficiency.
 - ACTION EN 2.6.3 – Ensure stormwater needs are assessed during the capital funding project identification phase.
- GOAL PS 2 – Public facilities in Tulsa are efficient, well-maintained, and properly funded.
 - STRATEGY PS 2.2 – Develop a “Preventative and Predictive Maintenance” approach by procuring full funding and progressive reserves for ongoing and future maintenance needs.

Staff Recommendation

Staff recommends **approval**, based on the finding that the projects within the Capital Improvements Plan, FY 2027 - 2031 **are** in conformance with the Tulsa Comprehensive Plan.

Motion: To approve based on the finding that the projects within the Capital Improvement Plan (CIP), Fiscal Years 2027-2031, are in conformance with the Tulsa Comprehensive Plan.

Motion by: Whitlock **Second by:** Krug

Vote: 9-0-0

Ayes: Bulmash, Craddock, Fugate, Humphrey, Krug, Shivel, Turner-Addison, Walker, Whitlock

Nays: none

Abstentions: none

Absent: Cue, Hood

Other Business

None

Commissioner Comments

None

Adjournment

Commission Action

Motion: Adjourn

Motion by: Walker Second by: Craddock

Vote: 9-0-0

Ayes: Bulmash, Craddock, Cue, Fugate, Hood, Humphrey, Krug, Shivel, Turner-Addison, Walker, Whitlock

Nays: none

Abstentions: none

Absent: Cue, Hood

There being no further business, the meeting adjourned at 1:17 p.m.

DRAFT