

TULSA METROPOLITAN AREA PLANNING COMMISSION

For Meeting No. 2563

October 21, 2009, 1:30 PM

175 East 2nd Street, 2nd Level, One Technology Center

Tulsa City Council Chambers

CONSIDER, DISCUSS AND/OR TAKE ACTION ON

Call to Order:

REPORTS

Chairman's Report:

Worksession Report:

Comprehensive Plan Report:

Report on the update of the Comprehensive Plan

Director's Report:

1. Minutes of September 23, 2009, Meeting No. 2561

CONSENT AGENDA

All matters under "Consent" are considered by the Planning Commission to be routine and will be enacted by one motion. Any Planning Commission member may, however, remove an item by request.

2. **LS-20335 – Lloyd Wyzard (1321)/Lot-Split** (County)
North of the northwest corner of East 86th Street North and Quebec Avenue, 4053 East 86th Street North
3. **LS-20339 – Daniel Isgrigg (7421)/Lot-Split** (County)
Northwest corner of East 161st Street and South 145th Avenue, 14421 East 161st Street
4. **LC-210 – Edwin Bonham (9223)/Lot-Split** (PD 9) (CD 2)
East of South Guthrie Place and south of West 37th Place, 608 West 37th Place
5. **LC-213 – Jesus Samaniego (0333)/Lot Combination** (PD 3) (CD 3)
Southwest corner of East Independence Street North and North Oswego, 3918 East Independence Street North
6. **LC-212 – G. Reid & Vinetta Elam (9007)/Lot Combination** (County)
North of the northwest corner of West 15th Street and South 271st Avenue West, 1436 & 1414 South 271st Avenue West
7. **LS-20336 – Lou Reynolds (9202)/Lot-Split** (PD 1) (CD 4)
North of East Cameron Street and west of North Boston Avenue, 405 North Main Ave
8. **LS-20342 – Lou Reynolds (0429)/Lot-Split** (PD 16) (CD 6)
South of East Apache Street and west of North 129th East Avenue, 2112 North 129th East Avenue

9. **Ogans' Circle – (0225) Final Plat** (PD 2) (CD 1)
Southwest corner of North Lansing Avenue and East Virgin Street
10. **Change of Access – (9112) D-Landco Addition, Lots 1 and 2** (PD 7) (CD 4)
Northeast corner of South Denver Avenue and East 15th Street South
11. **Change of Access Request to Rescind – (2483) South Town Market, Lot 2** (PD 18 C) (CD 8)
East of South Memorial, north of East 101st Street South (Approval granted on 9/23/2009)
12. **Change of Access – (2483) South Town Market, Lot 2** (PD 18 C) (CD 8)
East of South Memorial, north of East 101st Street South (north of northeast corner of East 101st Street and South Memorial)
13. **PUD-660-2 – Sabrina Garnett** (PD-8) (CD-2)
East of the southeast corner of West 71st Street South and South Elwood Avenue (Minor Amendment to increase the permitted display surface area for a free-standing ground sign for a tenant directory identification sign and a space for the address of the facility.)
14. **AC-092 – HRAOK/Dwayne Wilkerson/QuikTrip** (PD-7) (CD-4)
Northeast corner of 15th Street and South Denver Avenue (Alternative Compliance Landscape Plan for construction of a new QuikTrip store.)
15. **PUD-756-1 – Jake Sutton/QuikTrip** (PD-4) (CD-4)
Northwest corner of South Harvard Avenue and 21st Street South (Minor Amendment to modify PUD light standards to reflect the parking area lighting requirements of Section 1303.C of the Zoning Code.)
16. **AC-093 – Walter Tempinski** (PD-17) (CD-5)
West of the southwest corner of South Garnett Road and the I-44 service road (Skelly Drive) (Alternative Compliance Landscape Plan that will meet or be better than the 15% open space requirement of the PUD and exceed the tree requirements of Chapter 10 of the Zoning Code.)
17. **PUD-646-3 – Doug Walker/Truong Residence** (PD-26) (CD-8)
North of the northeast corner of South Sheridan Road and East 109th Place South (Minor Amendment to reduce the required rear setback from 35 feet to 20 feet for a small portion of the northeastern corner of the house.)
18. **PUD-360-B-1 – George O'Connor** (PD-18c) (CD-8)
7715 East 91st Street (Minor Amendment) (**Withdrawn by applicant**)
(Related to Item 24.)

CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA

PUBLIC HEARINGS

19. **Solow Ranch Phase 1** – (3334) Preliminary Plat (County)
East of the southeast corner of North Yale Avenue and East 136th Street North
20. **Quick Trip Corporation** – (9432) Plat Waiver (PD 17) (CD 6)
Southwest corner of East 51st Street and South 129th East Avenue
21. **Jet Port Industrial Park** – (2407) Preliminary Plat (PD 16) (CD 3)
West of Highway 169, north of West 46th Street North (Continued from 9/16/2009 and 10/7/2009)
22. **Z-7143 – Tanner Consulting** RS-3 to CS
North of northwest corner of West 51st Street and South 33rd West Avenue (PD-9) (CD-2)
23. **Z-7141 – City of Tulsa/Mary Kell** RS-3 to IL
North of northeast corner of East 36th Street North and North Harvard Avenue (Withdrawn by applicant) (PD-16) (CD-3)

OTHER BUSINESS

24. **Refund Request/PUD-360-B-1 – George O'Connor** (PD-18c) (CD-8)
7715 East 91st Street (Applicant is requesting a refund for withdrawn minor amendment) (Related to Item 18.)
25. **Commissioners' Comments**

ADJOURN

PD = Planning District/CD = Council District

NOTICE: **If you require special accommodation pursuant to the Americans with Disabilities Act, please notify INCOG (918) 584-7526**

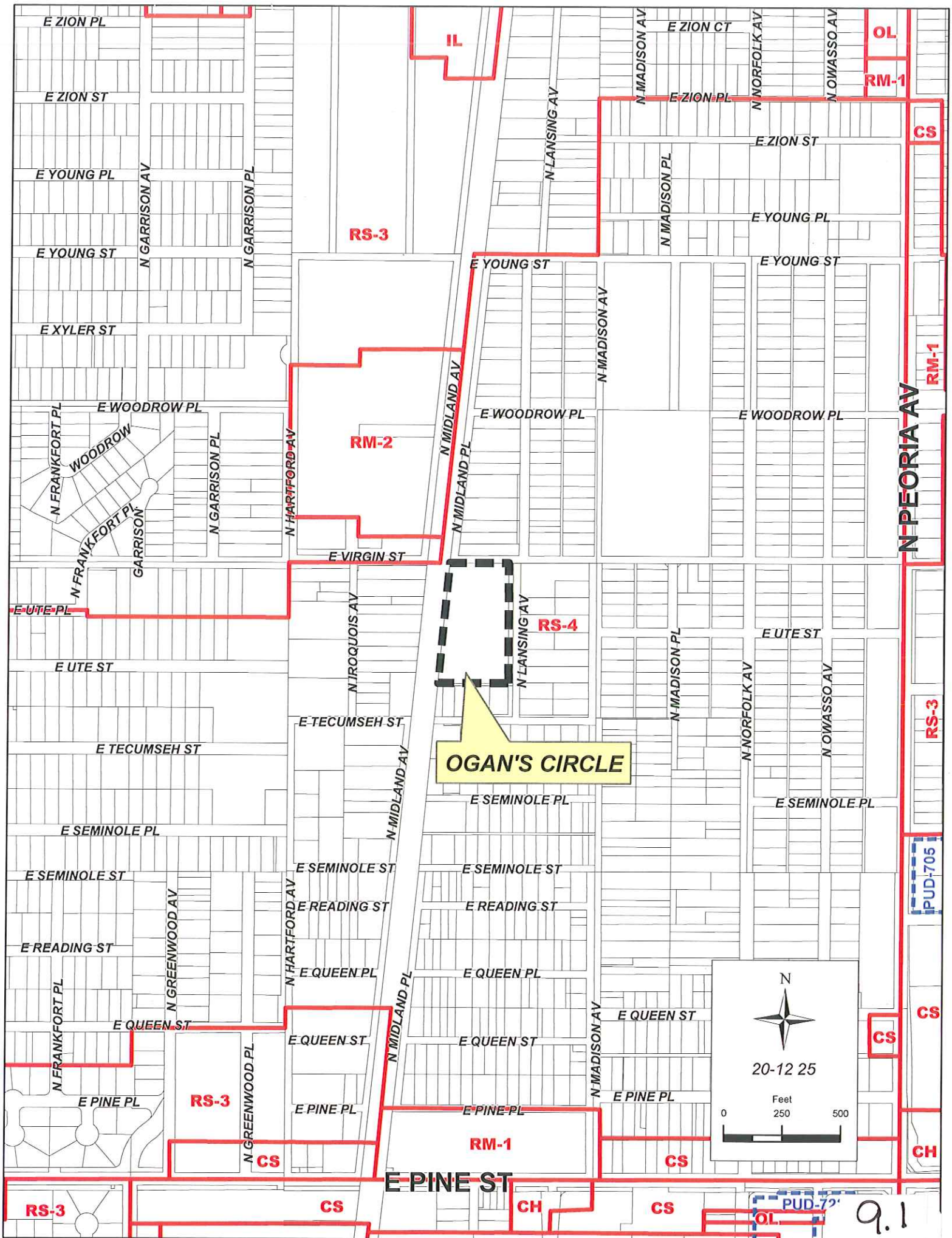
Exhibits, Petitions, Pictures, etc., presented to the Planning Commission may be received and deposited in case files to be maintained at Land Development Services, INCOG.

Ringling/sound on all cell phones and paggers must be turned off during the Planning Commission.

Visit our website @ www.tmapc.org

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

TMAPC Mission Statement



Final Subdivision Plat

Ogans' Circle - (0225) (PD 2) (CD 1)

Southwest corner of North Lansing Avenue and East Virgin Street

This plat consists of 14 Lots in 1 Blocks on 3.21 acres.

Staff recommends **APPROVAL** of the Final Plat. All release letters have been received.

**Change of Access on Recorded Plat
TMAPC October 21, 2009**

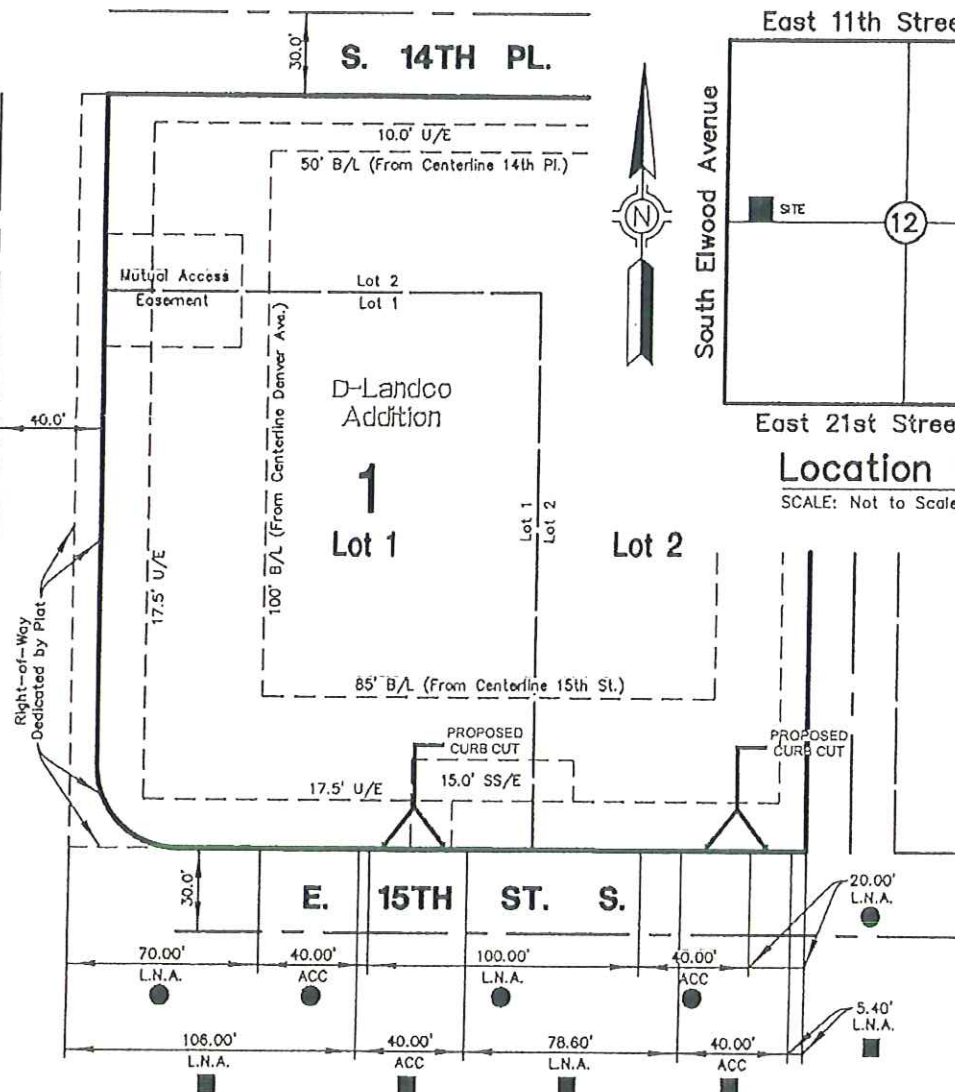
D-Landco Addition, Lots 1 and 2 – (9112) (PD 7) (CD 4)
Northeast corner of South Denver Avenue and East 15th Street South

This application is made to allow a change of access to move existing accesses to the east along East 15th Street South. The property is zoned CS.

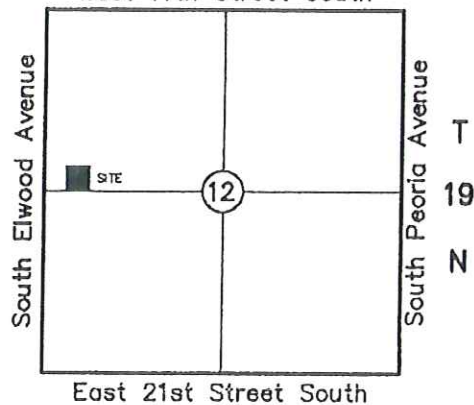
Staff recommends approval of the change of access. The Traffic Engineer has reviewed and approved the request. Staff recommends **APPROVAL** of the change of access as submitted.

DRAWING: K:\14351.05\CHANGE OF ACCESS STORE NO. 53.DWG

S. DENVER AVE.



R 12 E
East 11th Street South



Location Map
SCALE: Not to Scale

Legend

ACC ACCESS
L.N.A. LIMITS OF NO ACCESS

- REQUESTED ACCESS REVISION
- ORIGINAL ACCESS & L.N.A. AS SHOWN ON EXISTING PLAT OF D-LANDCO ADDITION

Approved: *Mark A. Brown*

Date: 10-1-09

CHANGE OF ACCESS EXHIBIT Lots 1 & 2, Block 1, D-Landco Addition City of Tulsa, Tulsa Co., Oklahoma

SCALE: 1"=60'
DATE: 7/20/09
WO#14351.05

Exhibit "A"



Sisemore Weisz & Associates, Inc.

8111 EAST 32nd PLACE
TULSA, OKLAHOMA 74135
CA. NO. 2421

PHONE (918) 665-3000
FAX: (918) 665-8668
EXP. DATE 8/30/11

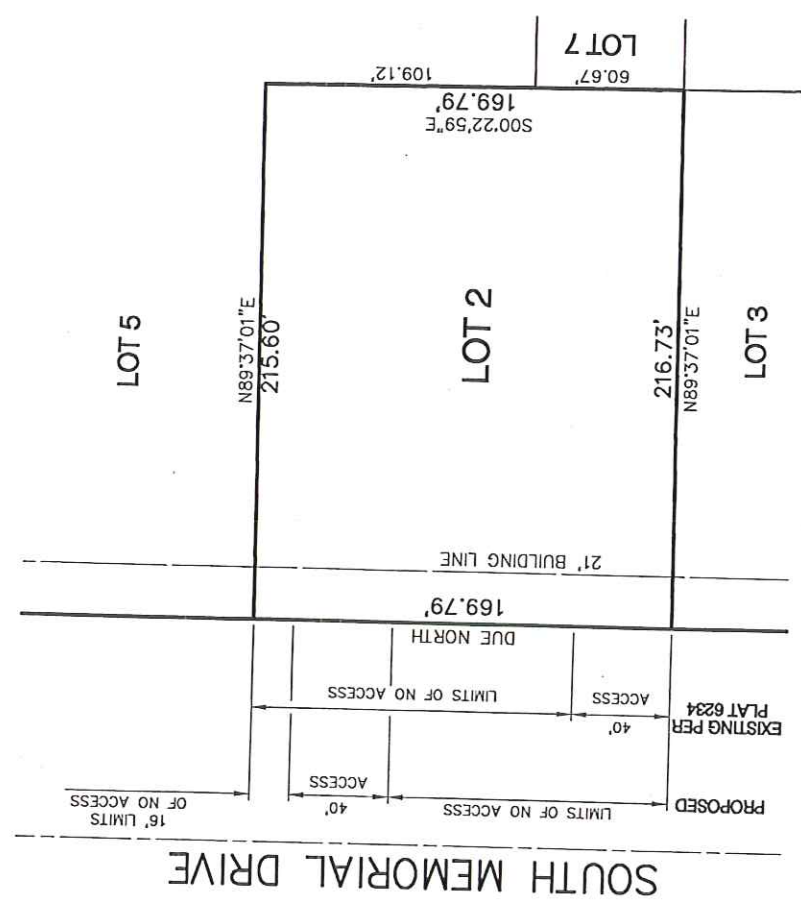
10.2

Change of Access on Recorded Plat TMAPC October 21, 2009

South Town Market Lot 2 – (2483) (PD 18 C) (CD 8)
East of South Memorial, North of East 101st Street South

This application is made to allow a change of access to move an existing access to the north on Lot 2 of the South Town Market subdivision. An access change had been approved on September 23, 2009, but the developer is requesting that that action be rescinded. The current request for an access change is to move the access to the northern most corner of the lot along South Memorial Drive. The property is zoned under PUD 411 C/E. The site maps attached show the recent approval as the September 9, 2009 map, and the newest proposal as the September 30, 2009 map.

Staff recommends approval of the change of access. The Traffic Engineer has reviewed and approved the request. Staff recommends **APPROVAL** of the change of access as submitted.



APPROVED: *Mark A. Sack*
TRAFFIC ENGINEER

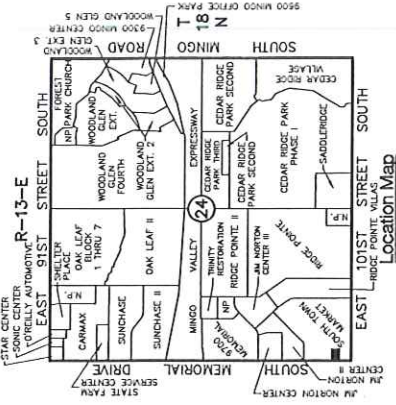
CHANGE OF ACCESS EXHIBIT
FOR
LOT 2 IN BLOCK 1
OF
SOUTH TOWN MARKET
SECTION 24, T-18-N, R-13-E
CITY OF TULSA, TULSA COUNTY, OKLAHOMA



SEPTEMBER 09, 2009

SACK AND ASSOCIATES, INC.
10131 N. WAGON WHEEL
TULSA, OKLAHOMA 74120-1816
PH: 918.392.4111 FAX: 918.392.4222
CA Number: 1763 (P/L) and 1462 (A/L) Exp. June 30, 2011
Drawing: EXHIBIT 4A
Order: 015
Project: 10131 N. WAGON WHEEL
Sheet: 2
Printed: 09 SEP 2009

12.2



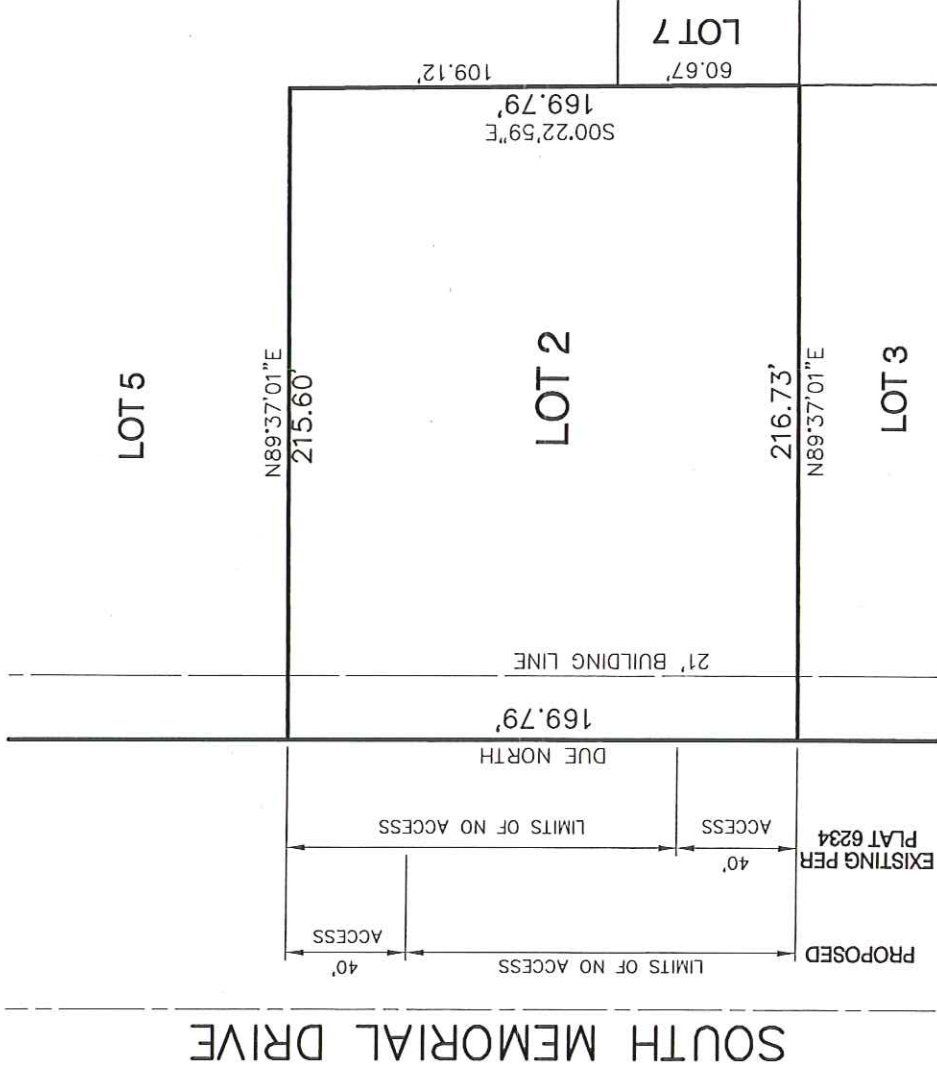
APPROVED: *Mark A. Brown*
TRAFFIC ENGINEER

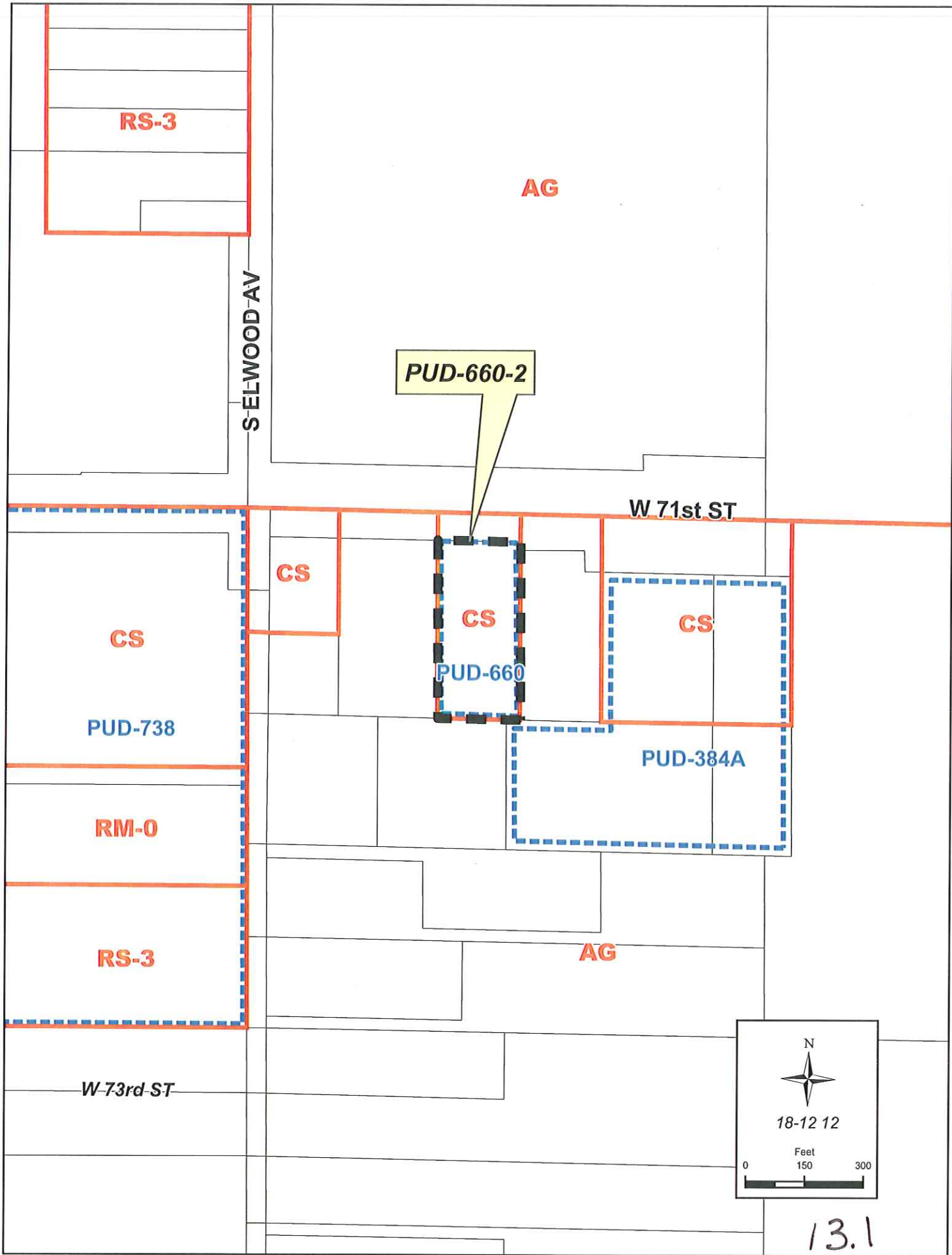
EXHIBIT 'A'
REVISED CHANGE OF ACCESS EXHIBIT
FOR
LOT 2 IN BLOCK 1
OF
SOUTH TOWN MARKET
SECTION 24, T-18-N, R-13-E
CITY OF TULSA, TULSA COUNTY, OKLAHOMA



SEPTEMBER 30, 2009

SACK AND ASSOCIATES, INC.
Surveyors, Planners, Engineers, Architects
1100 N. Broadway, Suite 1100, Tulsa, Oklahoma 74102-1016
Phone: 918.592.4111 Fax: 918.592.4229 E-mail: info@sackandassociates.com
CA Number: 1783 (PE/LA) and 1462 (LA), Exp. June 30, 2011
Project: 101ST AND MEMORIAL-A Drawing: EXHIBIT A
Drawn: DLS/LMR Order: MDC00 File: 1813.24 Drawer: C
XREFs: COPYRTE 5-BTAX T-54Z Plotted: 30 SEP 2009





13.1

SELWOOD AV

PUD-660-2

W 71st ST

W 73rd ST

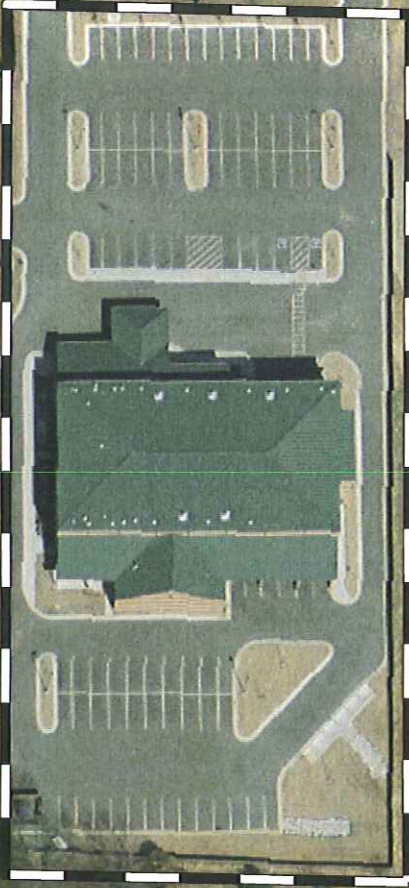


18-12 12

Feet
0 150 300

Note: Graphic overlays may
not precisely align with physical
features on the ground.
Aerial Photo Date: March 2008

PUD-660-2



18-12 12

Feet
0 50 100

Note: Graphic overlays may
not precisely align with physical
features on the ground.
Aerial Photo Date: March 2008

13.3

October 21, 2009

STAFF RECOMMENDATION

PUD-660-2: Minor Amendment – East of the southeast corner of West 71st Street South and South Elwood Avenue; Lot 1, Block 1 – Retina Center; TRS 8211; CZM 51; Atlas 1141; PD 8; CD 2; CS/PUD.

The applicant is requesting a minor amendment to increase the permitted display surface area for a free-standing ground sign to allow for a tenant directory identification sign and a space for the address of the facility.

Sign standards for PUD-660 currently allow one free-standing sign not to exceed 150 square feet (sf) of display surface area not to exceed 25 feet in height. The applicant is seeking to increase the permitted display area to 186 sf and in exchange limit the over-all height of the sign to 19'.

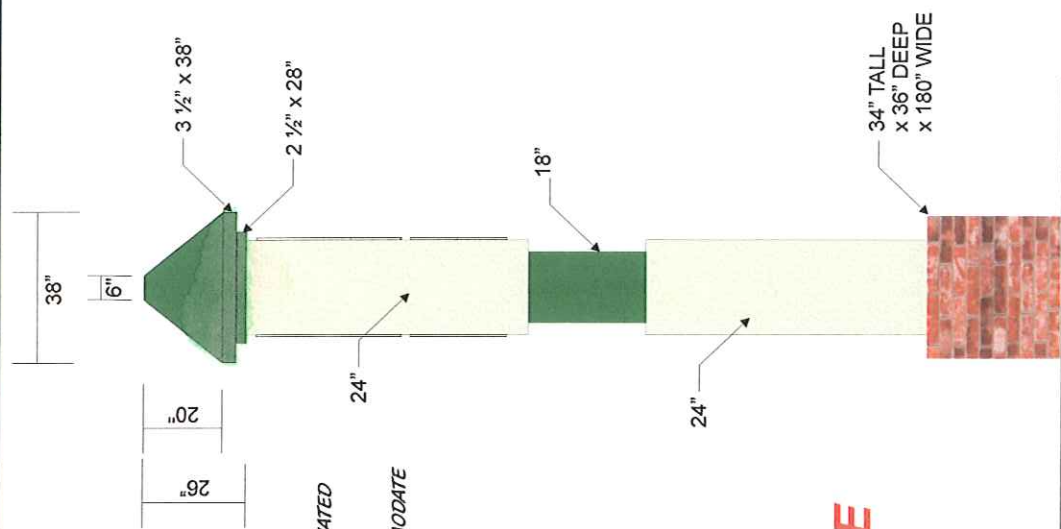
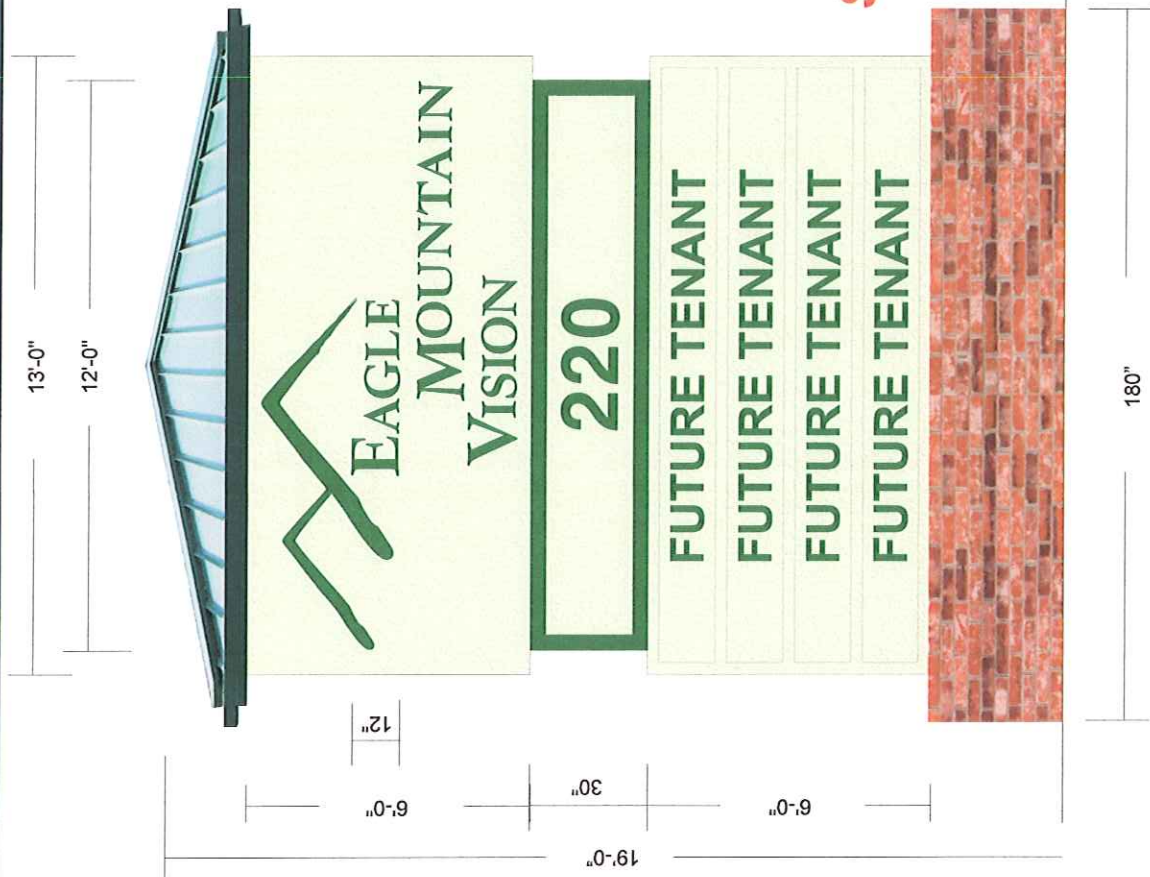
With 210 lineal feet of frontage along West 71st Street the underlying CS zoning would permit 420 sf of display area.

It is staff's belief the sign standards as originally approved were to allow for a single occupancy tenant to be represented on the sign. The owner of the building is now splitting the interior of the building to allow for multi-tenant occupancy.

Since the increase in display area is limited to 36 sf and the height of the sign will be lower profile at 19' rather than 25', staff does not believe this will substantially alter the size, location, number and character of the originally approved signage per §1107-12 of the zoning code.

Therefore, staff recommends **APPROVAL** of minor amendment PUD-660-2.

Note: Approval of a minor amendment does not constitute detail site, landscape or sign plan approval.



MANUFACTURE & INSTALL A D/F NON-ILLUMINATED
POLE SIGN. ALL STUCCO FINISH

BOTTOM SECTION WILL BE BLANK TO ACCOMMODATE
FUTURE TENANTS.

FUTURE TENANTS WILL BE ROUTED
PUSH THRU LETTERS.
MASONRY PROVIDED BY CLIENT.

**186 TOTAL
SQUARE FOOTAGE**

| | | | |
|---------------------------------|--|--|--|
| CUSTOMER: EAGLE MOUNTAIN VISION | | CITY & STATE: 220 WEST 71st STREET - TULSA, OK | |
| DESIGNED BY: MOHAMMAD | | DRAWN BY: GARY "PME" WARD | |
| DRAWING NO: 2A90805-01-B | | SCALE: 3/8" = 1'-0" | |
| | | DATE: AUG 5, 2009 | |

13.5



JOB NUMBER:
20034

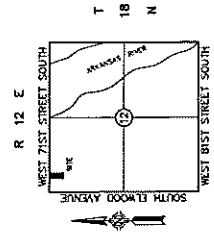
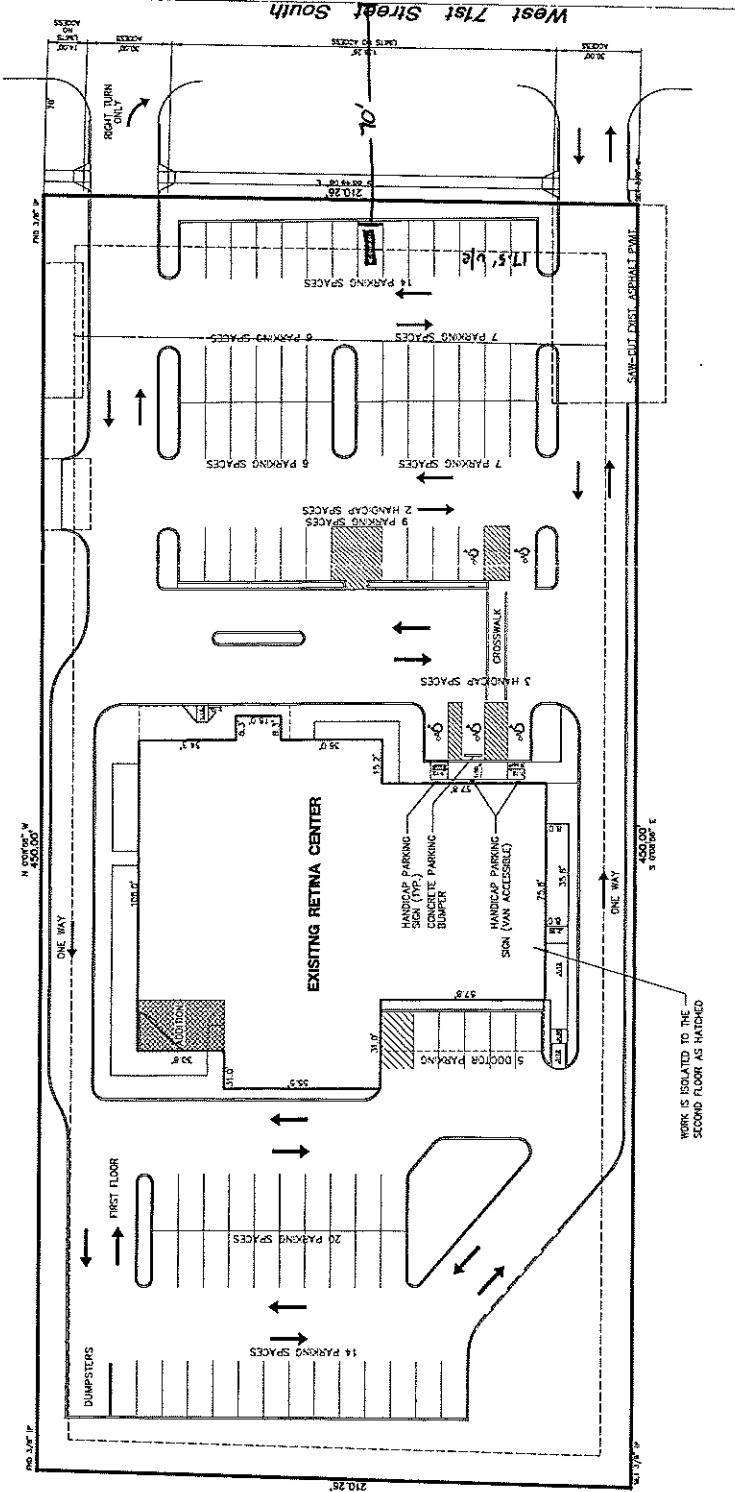
RETINA VISION SURGERY CENTER
FIRST FLOOR ADDITION
TULSA, OK

REVISIONS:
1. 10/10/08
2. 11/10/08
3. 11/10/08

ISSUE DATE:
02/14/07
SHEET TITLE:
SITE PLAN
SCALE: 1/8"=1'-0"

\$100

SITE PLAN BY
HALL, ROSENBAUM & ASSOCIATES, LLC ENGINEERS
AND FURNISHED BY THE ENGINEERS ON 6/05/06



14,578 1st floor
11,096 unfinished floor
664 S.F. addition

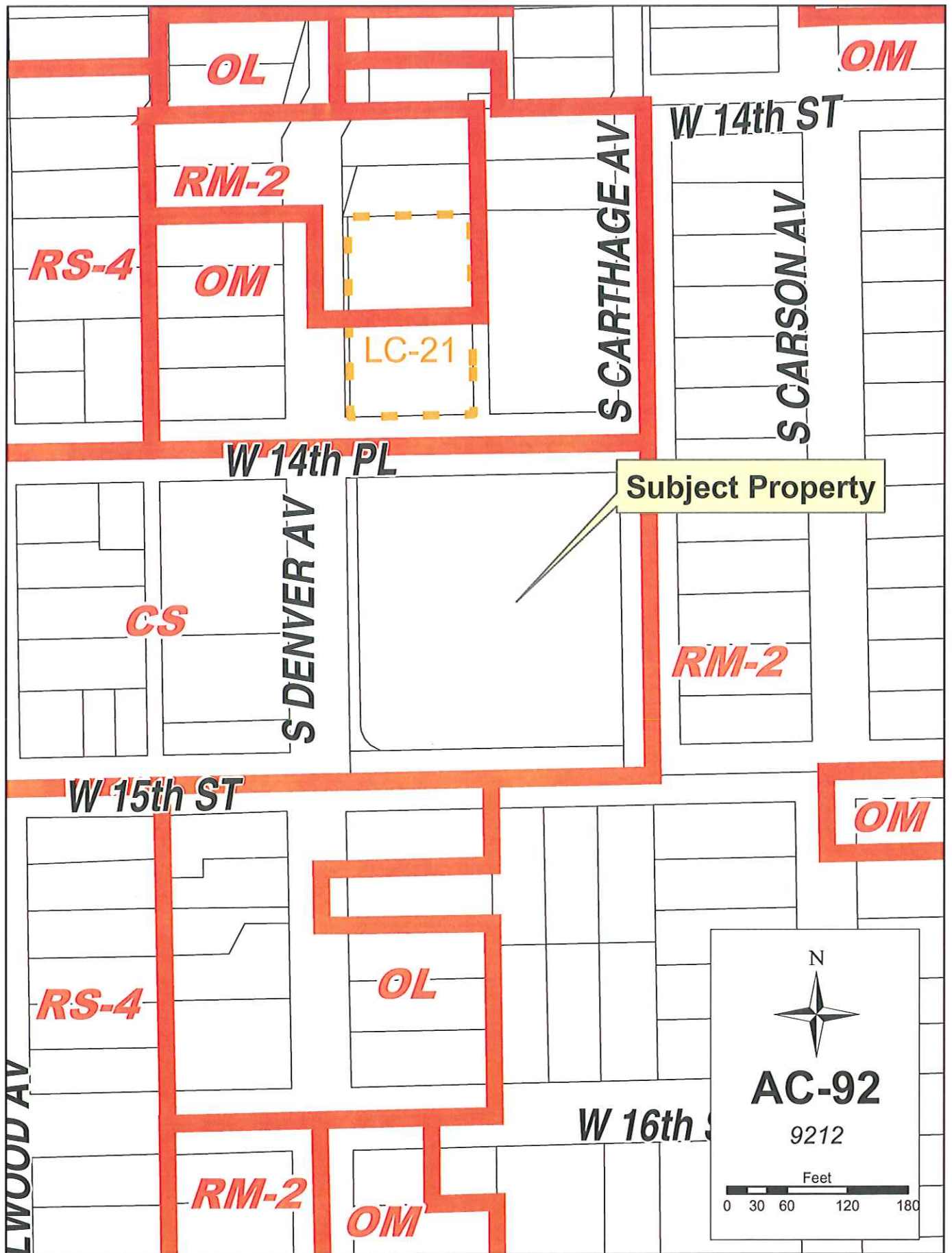
| |
|--|
| LANDSCAPED/GREEN SPACE: |
| TOTAL SITE SQUARE FOOTAGE: 84,501 SQ. FT. |
| LANDSCAPED/GREEN SPACE EXISTING: 17817 SQ. FT. |
| LANDSCAPED/GREEN SPACE NEW: 18001 SQ. FT. |
| LANDSCAPED/GREEN SPACE WITH ADDITION= 5% OF SITE |

Total Floor Area with Addition:
26,1283 S.F.

1 SITE PLAN
Scale: 1/8"=1'-0"

| |
|--|
| PARKING: |
| PARKING EXISTING: 91 SPACES |
| PARKING EXISTING MC: 5 SPACES |
| TOTAL PARKING PROVIDED: 96 SPACES |
| PARKING NEW: 88 SPACES |
| PARKING NEW MC: 3 SPACES |
| TOTAL PARKING PROVIDED: 93 SPACES |
| PARKING REQUIRED 1ST FLOOR EXISTING: 57 SPACES |
| PARKING REQUIRED FOR ADDITION: 3 SPACES |
| TOTAL PARKING REQUIRED: 60 SPACES |

13.6



14.1



N

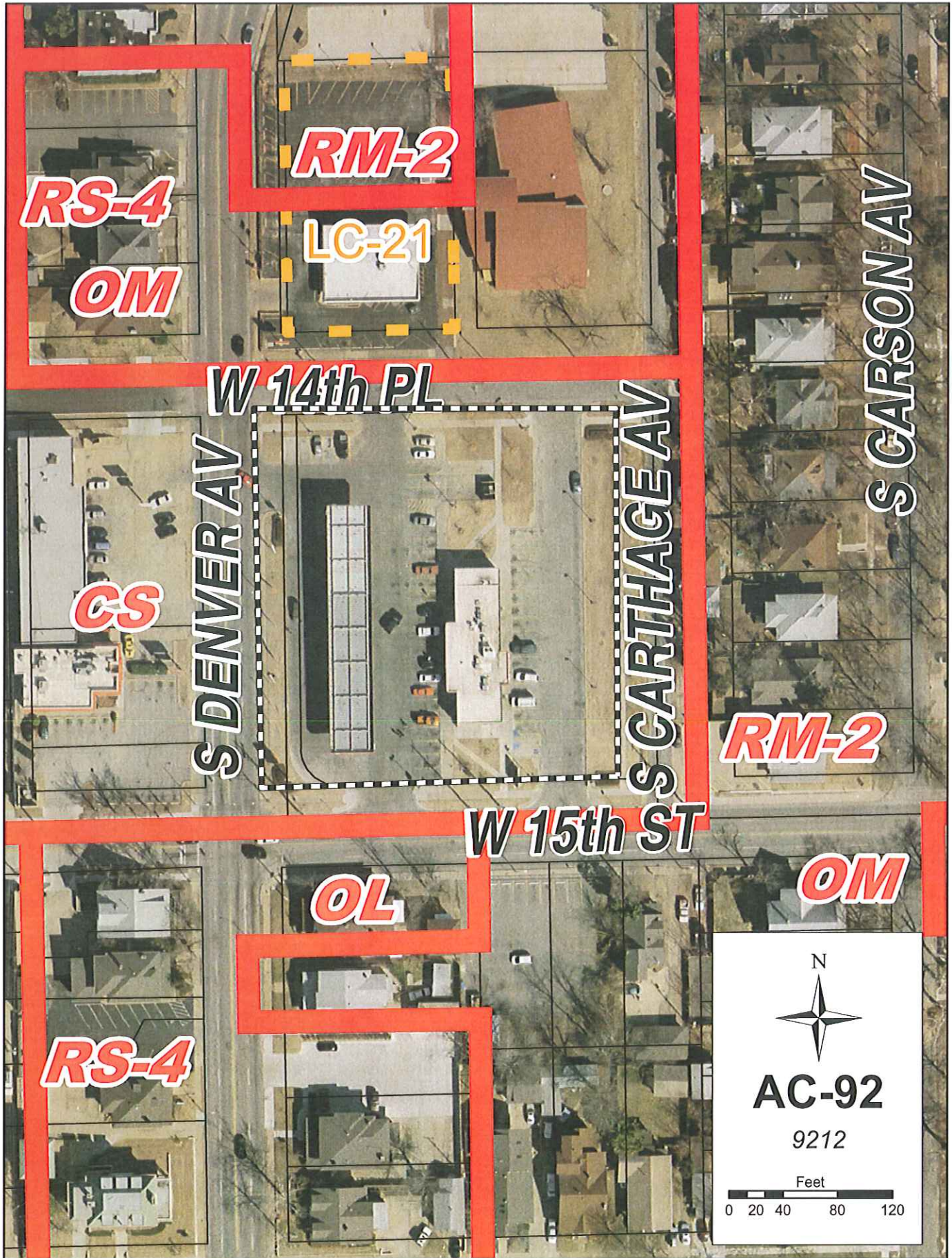
AC-92

9212

Feet

0 30 60 120 180

14.2



14.3

STAFF RECOMMENDATION

AC- 92

Alternative Compliance Landscape Plan – Northeast corner of 15th Street and South Denver Avenue; Lots 1 and 2, Block 1 – D-Landco Add. Resub. L1- 5 & 8 – 12 & N20 L6 & 7 Drews Sub. B4 Campbell Addn.; TRS 9212; CZM 36; Atlas 16; PD 7; CD 4; CS.

The applicant is requesting approval of an alternative compliance landscape plan for construction of a new QuikTrip® (QT) store. There is currently a QT located at this location which will be removed and replaced with a new store.

The proposed plan does not meet the technical requirements of Chapter 10 since two (2) parking spaces in front of the store are not within 50' of a landscaped area. Also, the proposed plan is short three (3) required trees along 15th Street, the 15th Street yard is not 15% landscaped, and there are two crape myrtle trees proposed for parking lot landscaping at the front of the store.

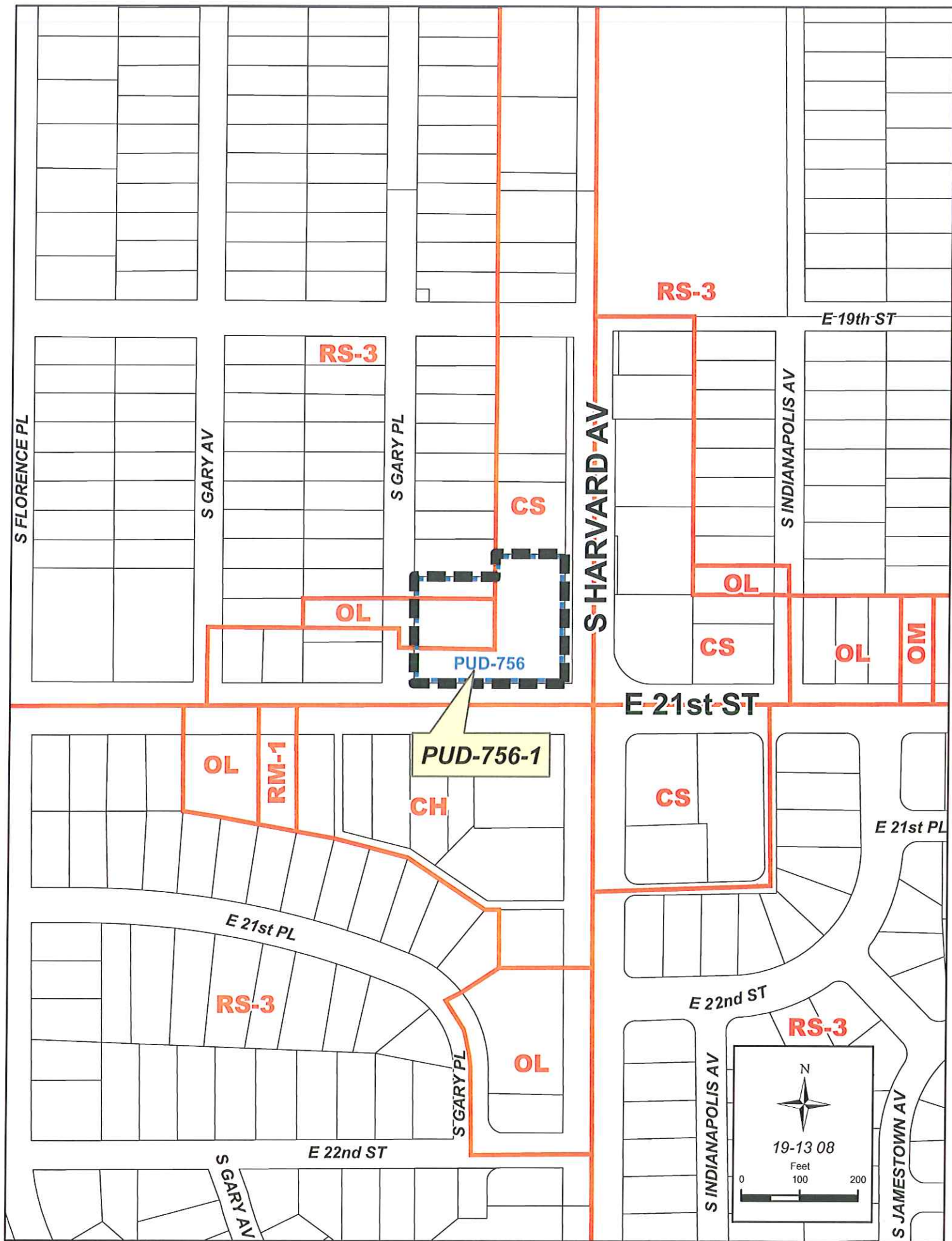
The two spaces which are not within 50' of a required landscaped area are typical of most QT Stores given the long, rectangular shape of the stores. To compensate the applicant is proposing three extra landscape beds to be located at the northwest, southwest and southeast corners of the site. The landscape beds will be excessively planted with Crimson Pygmy Barberry and Needle Point Holly miniature evergreen trees.

There are two parking area trees being proposed as "Red Rocket" crape myrtles, which do not appear on the chapter 10 list of approved trees. These trees reach heights in excess of 20' and have flowers at the extremities. Given the over-all height, staff contends the tree is a viable alternative given the aesthetic improvement this will provide to the site over existing conditions.

The applicant is not seeking a waiver for the three missing trees along the 15th Street frontage. The three trees are located in the street yard along Carthage Avenue. Staff believes the three trees along Denver Avenue are aesthetically sufficient, with the three extra trees at the rear of the store providing excess screening for the single family dwellings across Carthage Avenue. The Carthage Avenue tree requirement is 4 trees. There will be 15 trees along Carthage Avenue across from the residential development.

While the 15th Street yard is 11% landscaped, the Denver, Carthage, and 14th Place street yards are landscaped at 21.5%, 26.5% and 19.4% respectively. This makes the average street yard 19.6% landscaped, exceeding the 15% requirement. Actual open space on the lot is 17.9%.

While the proposed plan does not meet the technical requirements of chapter 10 staff feels that by providing the extra planting beds, twelve (12) trees more than are required and exceeding the open space requirement the proposed plan exceeds the technical requirements of chapter 10. Therefore, staff recommends **APPROVAL** of alternative compliance landscape plan AC-92.



15.1



15.2

October 21, 2009

STAFF RECOMMENDATION

PUD-756-1: Minor Amendment – Northwest corner of South Harvard Avenue and 21st Street South; 1946 South Harvard Avenue; TRS 9308; CZM 37; Atlas 56; PD 4; CD 4; CS/OL/RS-3/PUD.

The applicant is requesting a minor amendment to modify PUD light standards to reflect the parking area lighting requirements of §1303-C of the zoning code.

Parking area lighting requirements per §1303-C of the code read:

Lighting used to illuminate an off-street parking area shall be so arranged as to shield and light away from properties within an R District which do not contain uses for which the parking is being provided. Shielding of such light shall be designed so as to prevent the light producing element of the light fixture from being visible to a person standing in an R District.

Lighting requirements for PUD-756 are as follows:

Exterior light standards shall not exceed 25 feet in height and shall be hooded and directed downward and away from the boundaries of the planned unit development. *Shielding of outdoor lighting shall be designed so as to prevent the light producing element or reflector of the light fixture from being visible to a person standing at ground level.* Compliance with these standards shall be verified by application of the Kennebunkport Formula. Consideration of topography must be included in the calculations.

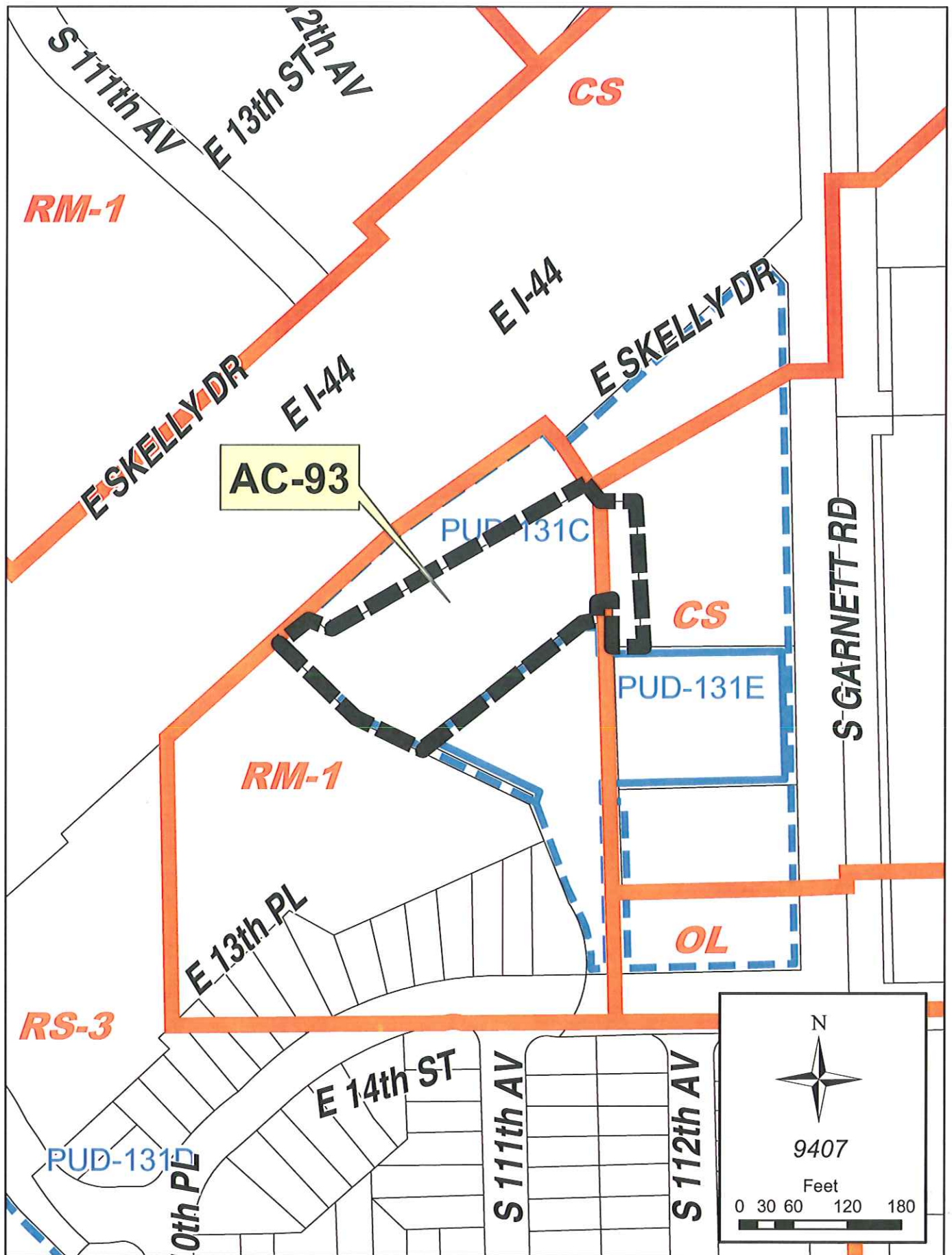
Staff contends that omission of the phrase, "to a person standing at ground level within an R District" was an oversight.

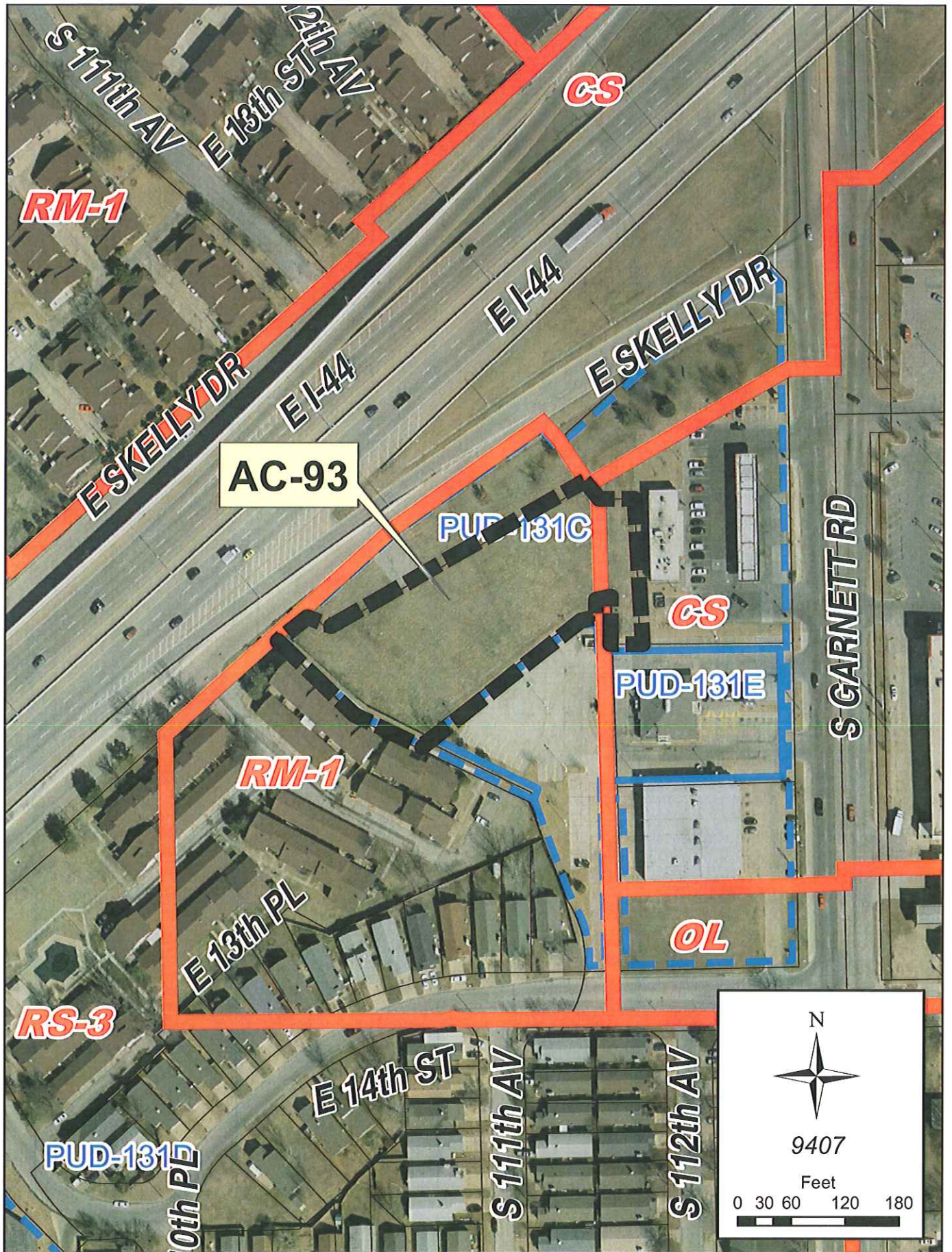
Please refer to the case map aerial photographs. The site is bordered on the east and south two by arterial streets. The lights in question are the under canopy lights used for lighting the fueling facility. The canopy lights are recessed lighting units; however, the bottom of the light-producing elements (the bulbs) are partially visible to a person standing at ground level along the arterial street boundaries. The under-canopy lights are not visible from any residential area. The applicant contends that in order to fully shield the bottom of the bulbs from a person standing along the arterial streets, the lights might become ineffective in properly lighting the fueling area creating a safety hazard.

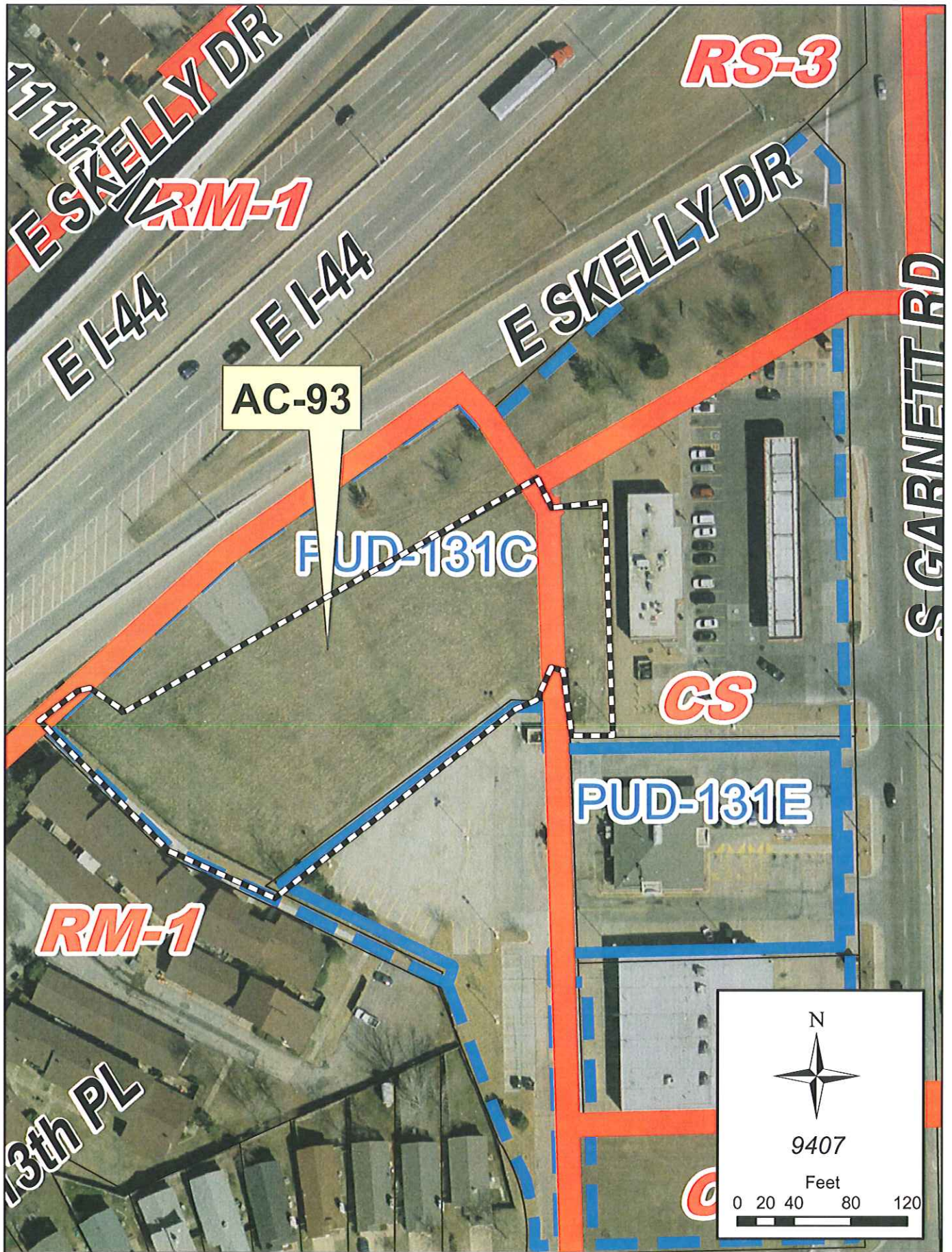
Since the site lighting as it exists conforms to §1303-C of the code, staff recommends **APPROVAL** of minor amendment PUD-756-1 changing the lighting standard to reflect §1303-C of the code.

Note: Approval of a minor amendment does not constitute detail site, landscape or sign plan approval.

15.3







October 21, 2009

STAFF RECOMMENDATION

AC-93

Alternative Compliance Landscape Plan – West of the southwest corner of South Garnett Road and the Interstate 44 service road (Skelly Drive); 11188 East Skelly Drive; Part of Lots 2 and 4, Block 1 – Interstate Park; TRS 9407; CZM 39; Atlas 745; PD 17; CD 5; RM-1/CS/PUD.

The applicant is requesting TMAPC approval of an alternative compliance landscape plan. The plan does not meet the technical requirements of chapter 10 of the zoning code in that the required landscape area around the parking lot is not a minimum of three feet in width as required by §1002, B-1. Also, there are no trees planted within this area as required by §1002, C-2 of the code. The applicant is not seeking a reduction of the number of trees required for the lot, or a reduction in required open space.

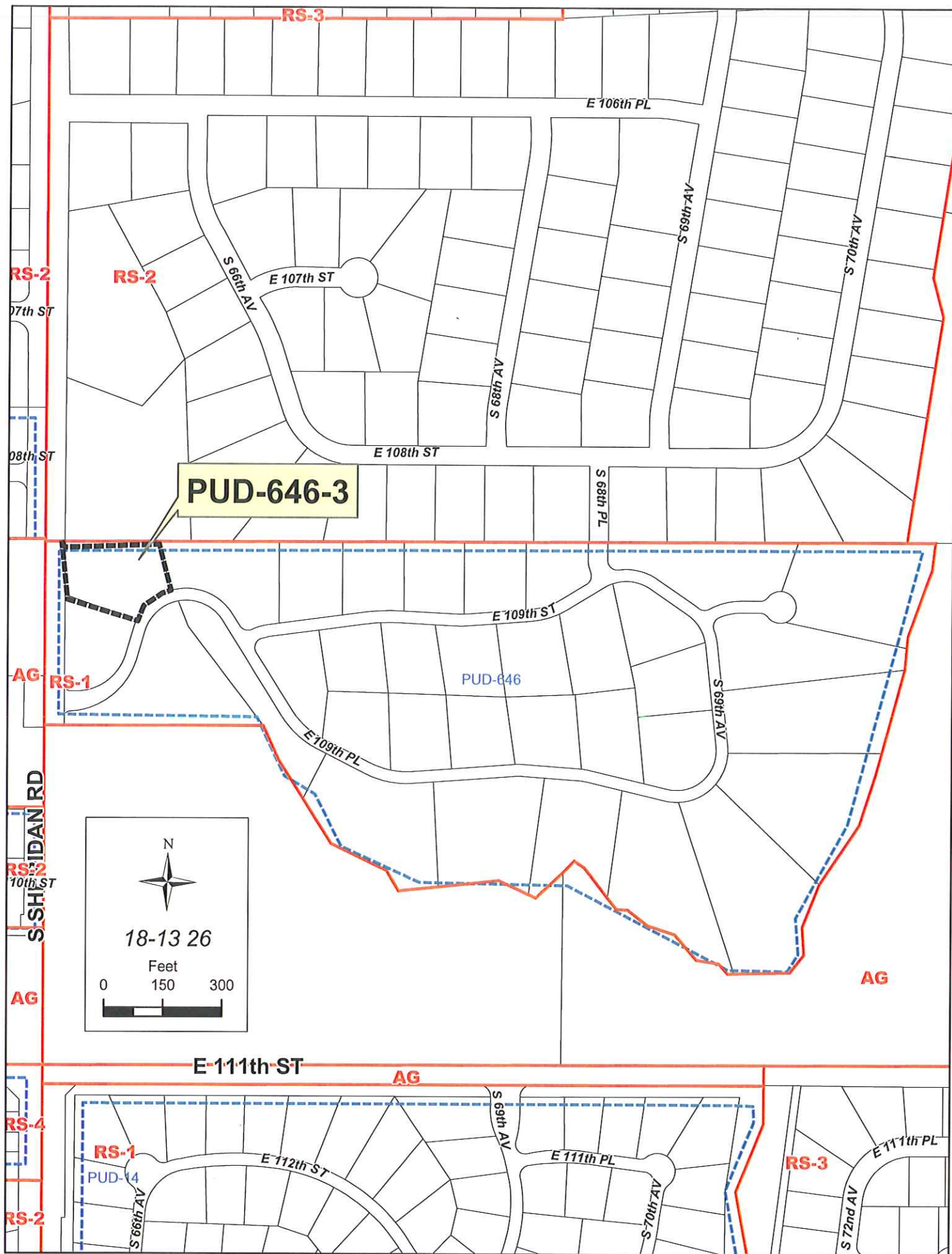
§1003-D of the zoning code allows the planning commission to approve landscape plans that, although not meeting the technical requirements of chapter 10 of the code, the plan is determined to be equivalent to or better than the requirements of chapter 10.

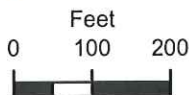
Since the plan will meet the 15% open space requirement of the PUD and exceed the tree requirements of chapter 10, staff feels the proposed plan meets or exceeds the technical requirements of chapter 10. Therefore, staff contends that the proposed landscape plan fulfills the intent of the landscape chapter of the code as stated in §1000.

Staff recommends **APPROVAL** of AC-93 for the above referenced location.

[illegible]

16.5



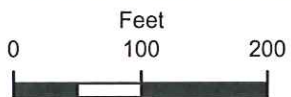


PUD-646-3

TRS 8326

17.2





PUD-646-3

TRS 8326

17.3



October 21, 2009

STAFF RECOMMENDATION

PUD-646-3: Minor Amendment – North of the northeast corner of South Sheridan Road and East 109th Place South; Lot 7, Block 1 – Wenmoor; TRS 8326; CZM 57; Atlas 2674; PD 26; CD 8; RS-1/PUD.

The applicant is requesting a minor amendment to reduce the required rear setback from 35' to 20' for a small portion of the northeastern corner of the house (see Exhibit A).

Referring to Exhibits A and B this lot is a 5-sided lot with a 35-foot setback requirement along the north and the west lot lines. There is a 40' setback requirement along the southeast lot line along 109th Place South. There is an 82' overland drainage easement along the entire east lot line. All of which makes the developable area of the lot much smaller than the lot would appear to allow.

Referring to Exhibits B and C, the lot line in question abuts directly to a reserve area owned by the City of Tulsa. This area is reserved for stormwater detention only. A reduction in setback along this lot line would appear to have no effect on any single-family structures.

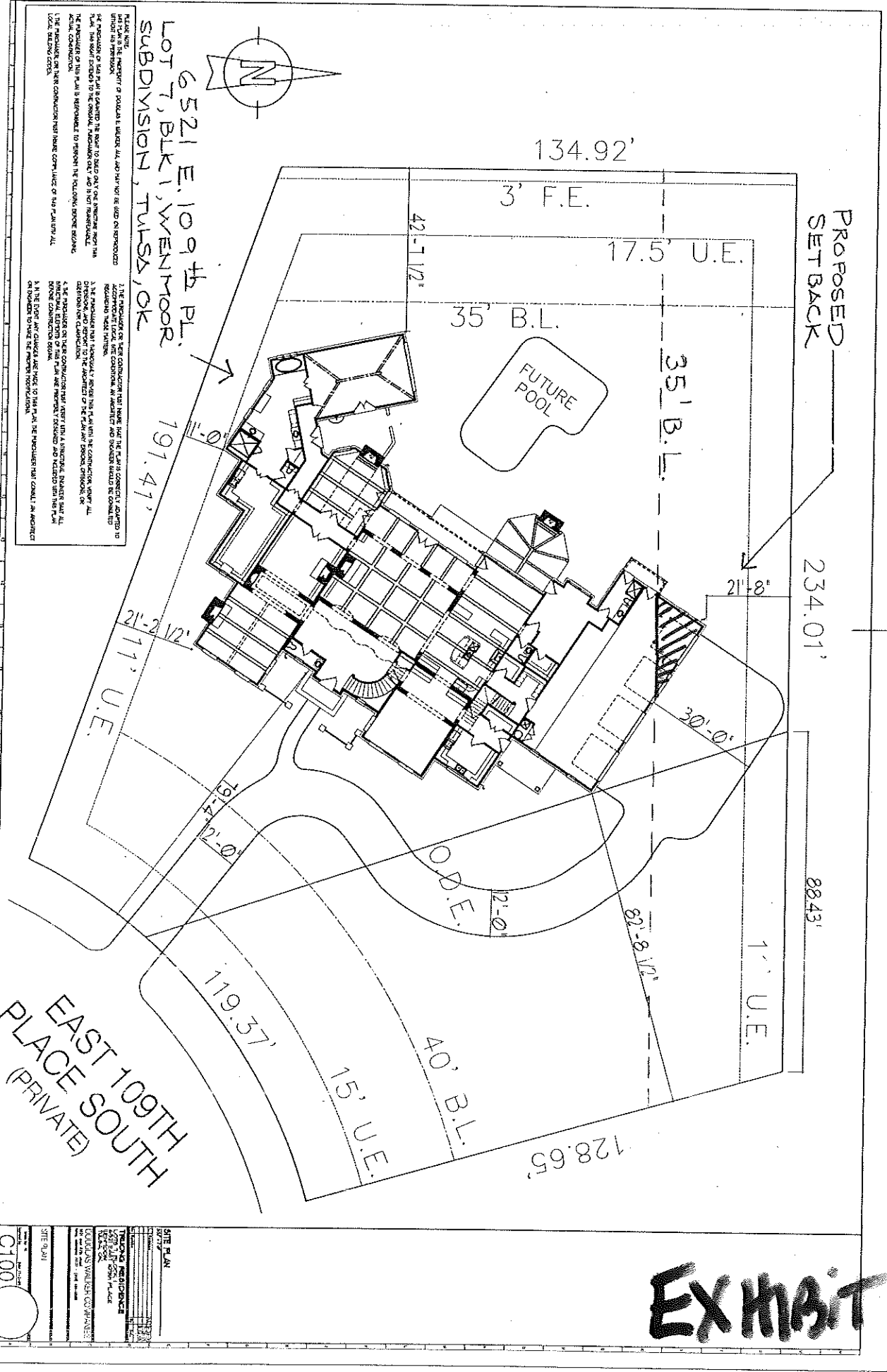
The proposed layout of the house has received the approval of the architectural committee of the Wenmoor subdivision as the preferred layout.

Therefore, staff recommends **APPROVAL** of minor amendment PUD-646-3.

Note: Approval of a minor amendment does not constitute detail site, landscape or sign plan approval.

17.4

FOREST TRAILS SUBDIVISION
RESERVE 'A'



6521 E. 109th PL.
LOT 7, BLK 1, WENMOOR
SUBDIVISION, TULSA, OK

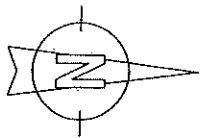


EXHIBIT A

17.5

SITE PLAN

PROJECT INFORMATION

PROJECT NAME: **TRAIL RESIDENCE**

OWNER: **WENMOOR SUBDIVISION**

DESIGNER: **WENMOOR SUBDIVISION**

DATE: **10/1/00**

SCALE

C100

Wenmoor

Planned Unit Development Number 646

The seal of the Tulsa County Clerk's Office is circular. It features a central five-pointed star with a smaller star inside it. The words "TULSA COUNTY" are written in a circle around the top, and "CLERK'S OFFICE" is written around the bottom. The entire seal is surrounded by a decorative border.

Subdivision Statistics

| | |
|-----------------------------|---------|
| DIVISION CONTAINS 33 LOTTS | |
| W/BLDG AND RESERVES "A" AND | |
| CK 1 CONTAINS | 5.9163 |
| CK 2 CONTAINS | 9.5539 |
| CK 3 CONTAINS | 18.2570 |
| SERVE "A" CONTAINS | 2.8523 |
| SERVE "B" CONTAINS | 0.9055 |

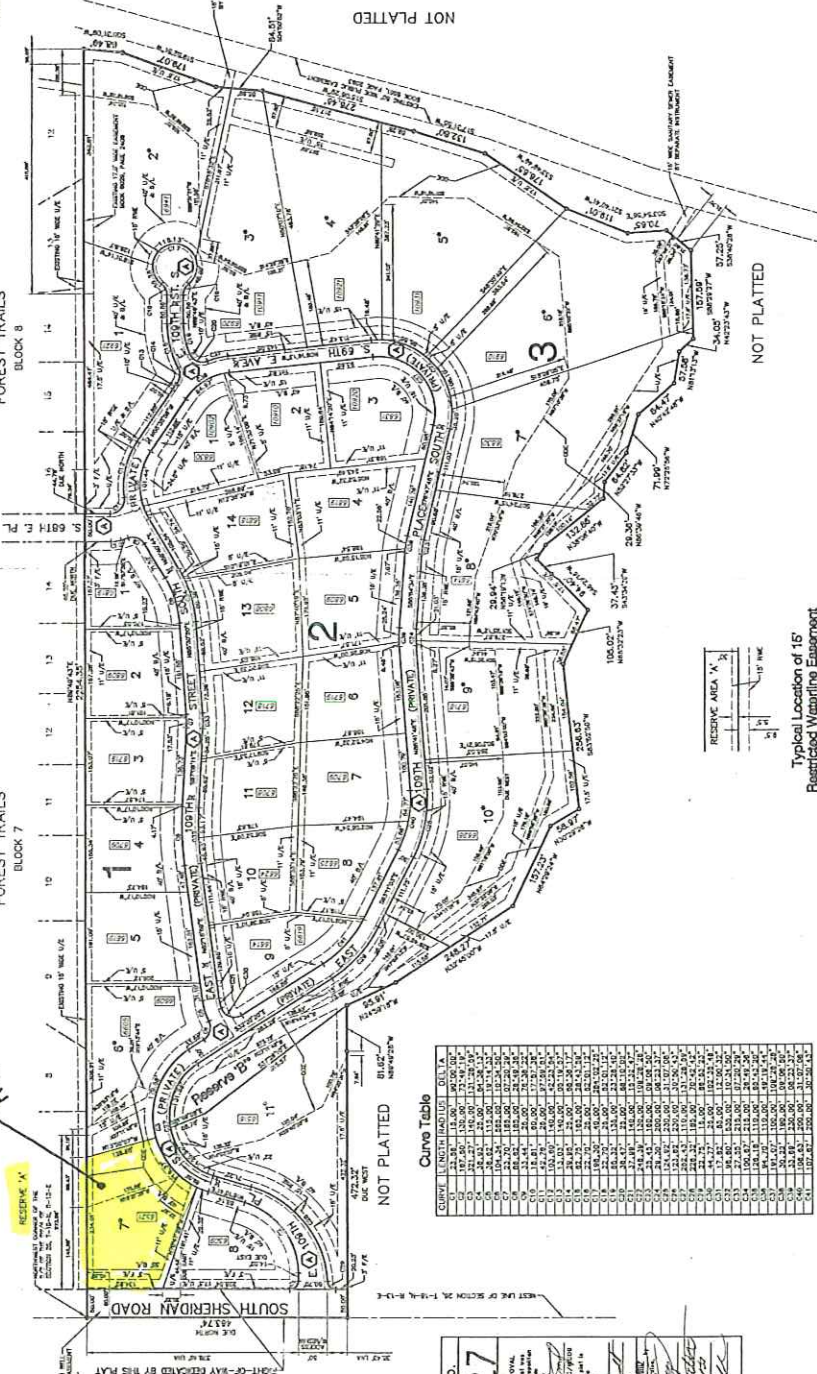
Monumentation

Legend

Addressing

Note

7* DENOTES LOTS THAT ARE PARTIALLY COVERED BY AN OVERLAND DRAINAGE EASEMENT. SEE DEED OF DEDICATION FOR RESTRICTIONS.



| CLUB | WORTH | WORTH | WORTH |
|------|--------|--------|--------|
| 1 | 187.50 | 135.00 | 175.50 |
| 2 | 187.50 | 135.00 | 175.50 |
| 3 | 187.50 | 135.00 | 175.50 |
| 4 | 187.50 | 135.00 | 175.50 |
| 5 | 187.50 | 135.00 | 175.50 |
| 6 | 187.50 | 135.00 | 175.50 |
| 7 | 187.50 | 135.00 | 175.50 |
| 8 | 187.50 | 135.00 | 175.50 |
| 9 | 187.50 | 135.00 | 175.50 |
| 10 | 187.50 | 135.00 | 175.50 |
| 11 | 187.50 | 135.00 | 175.50 |
| 12 | 187.50 | 135.00 | 175.50 |
| 13 | 187.50 | 135.00 | 175.50 |
| 14 | 187.50 | 135.00 | 175.50 |
| 15 | 187.50 | 135.00 | 175.50 |
| 16 | 187.50 | 135.00 | 175.50 |
| 17 | 187.50 | 135.00 | 175.50 |
| 18 | 187.50 | 135.00 | 175.50 |
| 19 | 187.50 | 135.00 | 175.50 |
| 20 | 187.50 | 135.00 | 175.50 |
| 21 | 187.50 | 135.00 | 175.50 |
| 22 | 187.50 | 135.00 | 175.50 |
| 23 | 187.50 | 135.00 | 175.50 |
| 24 | 187.50 | 135.00 | 175.50 |
| 25 | 187.50 | 135.00 | 175.50 |
| 26 | 187.50 | 135.00 | 175.50 |
| 27 | 187.50 | 135.00 | 175.50 |
| 28 | 187.50 | 135.00 | 175.50 |
| 29 | 187.50 | 135.00 | 175.50 |
| 30 | 187.50 | 135.00 | 175.50 |
| 31 | 187.50 | 135.00 | 175.50 |
| 32 | 187.50 | 135.00 | 175.50 |
| 33 | 187.50 | 135.00 | 175.50 |
| 34 | 187.50 | 135.00 | 175.50 |
| 35 | 187.50 | 135.00 | 175.50 |
| 36 | 187.50 | 135.00 | 175.50 |
| 37 | 187.50 | 135.00 | 175.50 |
| 38 | 187.50 | 135.00 | 175.50 |
| 39 | 187.50 | 135.00 | 175.50 |
| 40 | 187.50 | 135.00 | 175.50 |
| 41 | 187.50 | 135.00 | 175.50 |
| 42 | 187.50 | 135.00 | 175.50 |
| 43 | 187.50 | 135.00 | 175.50 |
| 44 | 187.50 | 135.00 | 175.50 |
| 45 | 187.50 | 135.00 | 175.50 |
| 46 | 187.50 | 135.00 | 175.50 |
| 47 | 187.50 | 135.00 | 175.50 |
| 48 | 187.50 | 135.00 | 175.50 |
| 49 | 187.50 | 135.00 | 175.50 |
| 50 | 187.50 | 135.00 | 175.50 |
| 51 | 187.50 | 135.00 | 175.50 |
| 52 | 187.50 | 135.00 | 175.50 |
| 53 | 187.50 | 135.00 | 175.50 |
| 54 | 187.50 | 135.00 | 175.50 |
| 55 | 187.50 | 135.00 | 175.50 |
| 56 | 187.50 | 135.00 | 175.50 |
| 57 | 187.50 | 135.00 | 175.50 |
| 58 | 187.50 | 135.00 | 175.50 |
| 59 | 187.50 | 135.00 | 175.50 |
| 60 | 187.50 | 135.00 | 175.50 |
| 61 | 187.50 | 135.00 | 175.50 |
| 62 | 187.50 | 135.00 | 175.50 |
| 63 | 187.50 | 135.00 | 175.50 |
| 64 | 187.50 | 135.00 | 175.50 |
| 65 | 187.50 | 135.00 | 175.50 |
| 66 | 187.50 | 135.00 | 175.50 |
| 67 | 187.50 | 135.00 | 175.50 |
| 68 | 187.50 | 135.00 | 175.50 |
| 69 | 187.50 | 135.00 | 175.50 |
| 70 | 187.50 | 135.00 | 175.50 |
| 71 | 187.50 | 135.00 | 175.50 |
| 72 | 187.50 | 135.00 | 175.50 |
| 73 | 187.50 | 135.00 | 175.50 |
| 74 | 187.50 | 135.00 | 175.50 |
| 75 | 187.50 | 135.00 | 175.50 |
| 76 | 187.50 | 135.00 | 175.50 |
| 77 | 187.50 | 135.00 | 175.50 |
| 78 | 187.50 | 135.00 | 175.50 |
| 79 | 187.50 | 135.00 | 175.50 |
| 80 | 187.50 | 135.00 | 175.50 |
| 81 | 187.50 | 135.00 | 175.50 |
| 82 | 187.50 | 135.00 | 175.50 |
| 83 | 187.50 | 135.00 | 175.50 |
| 84 | 187.50 | 135.00 | 175.50 |
| 85 | 187.50 | 135.00 | 175.50 |
| 86 | 187.50 | 135.00 | 175.50 |
| 87 | 187.50 | 135.00 | 175.50 |
| 88 | 187.50 | 135.00 | 175.50 |
| 89 | 187.50 | 135.00 | 175.50 |
| 90 | 187.50 | 135.00 | 175.50 |

Typical Location of 15'
Restricted Waterline Easement

CERTIFICATE

I hereby certify that all the above named property is required for the job from whom they will be submitted to the City of New York. Property is required for the job from whom they will be submitted to the City of New York. Property is required for the job from whom they will be submitted to the City of New York.

\$3,300.00 is the amount of the purchase price of the property. The property is required for the job from whom they will be submitted to the City of New York.

The certificate is valid for a period of **60** days from the date of the purchase price of the property. The property is required for the job from whom they will be submitted to the City of New York.

I am a citizen of the City of New York and I am a resident of the City of New York. I am a citizen of the City of New York and I am a resident of the City of New York.

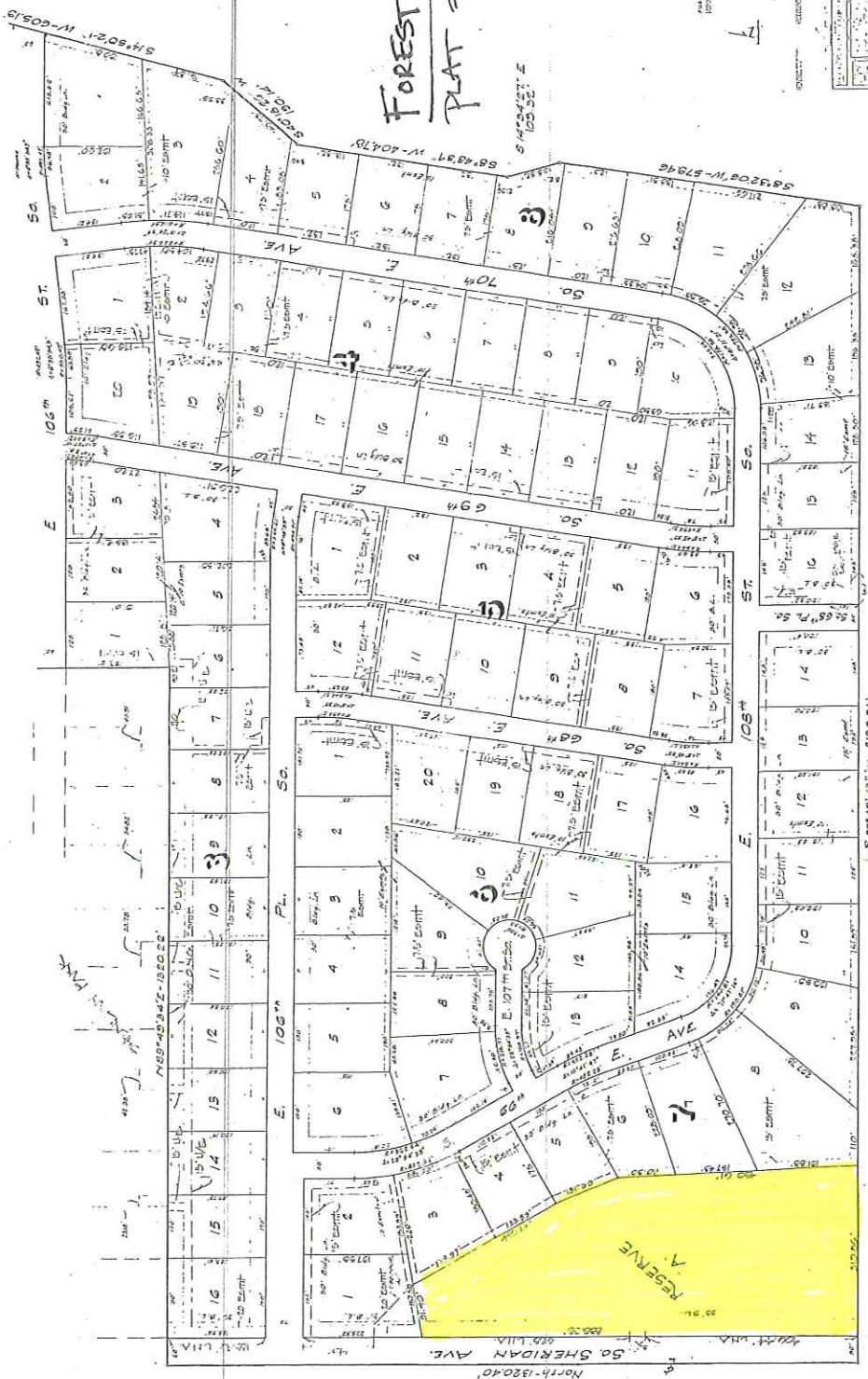
Executed on the **26** day of **June** 1926 at **NYC**

James J. [Signature]
Mayor

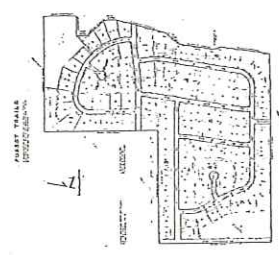
SEAL OF THE CITY OF NEW YORK

[illegible]

17.6



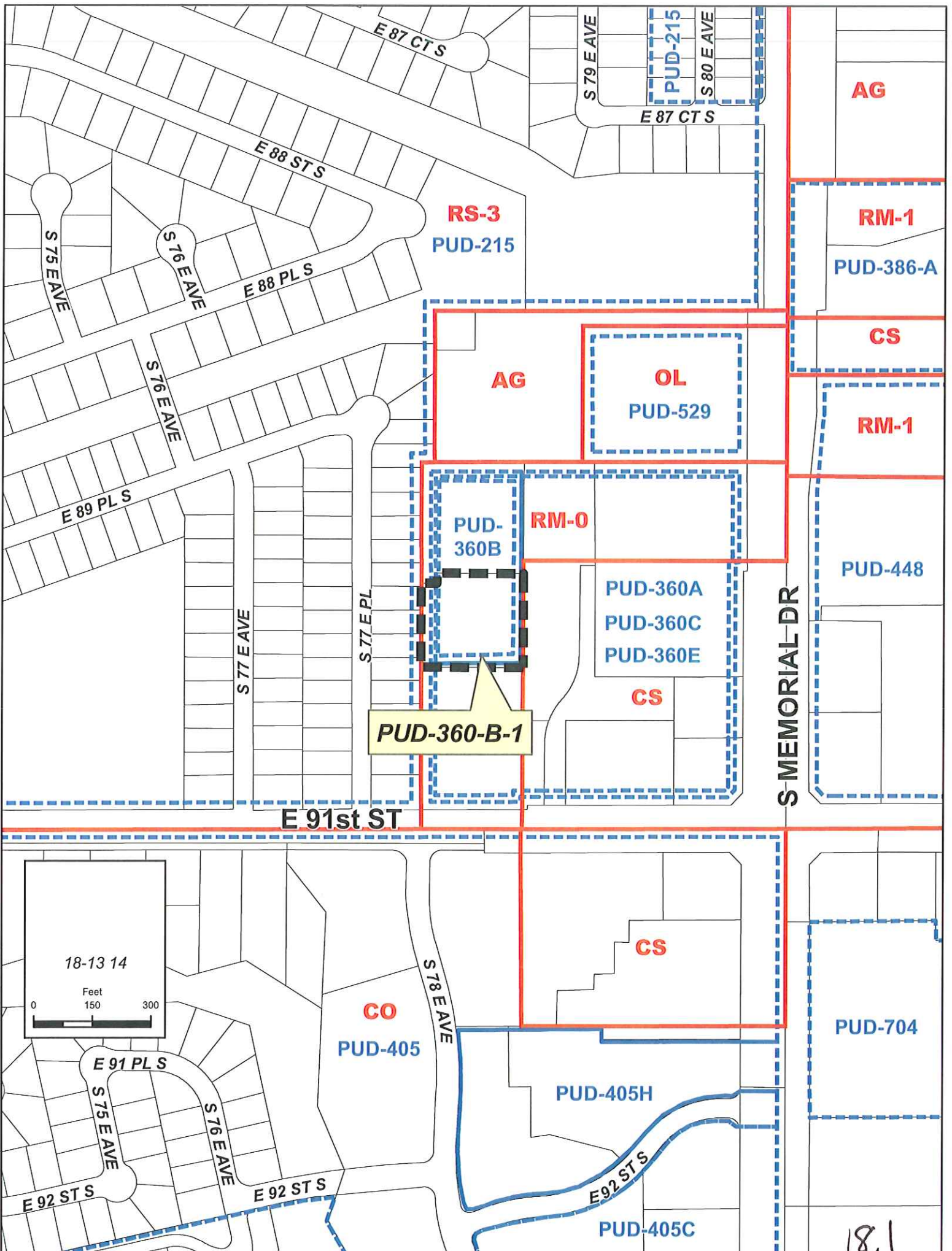
FOREST TRAILS
PLAT #3827



Subject
Property

EXHIBIT C

17.7



AG

RS-3
PUD-215

RM-1
PUD-386-A

CS

RM-1

PUD-448

S MEMORIAL DR

AG

OL
PUD-529

RM-0

PUD-360A
PUD-360C
PUD-360E

CS

PUD-360-B-1

E 91st ST

CO
PUD-405

CS

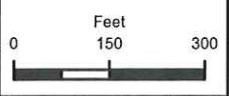
PUD-704

PUD-405H

PUD-405C

18.1

18-13 14



E 91 PL S

S 75 E AVE

S 76 E AVE

E 92 ST S

E 92 ST S

S 78 E AVE

E 92 ST S

October 12, 2009

Mr. Christopher Sansone
Senior Planner
Land Development Services
Tulsa Metropolitan Area Planning Commission
Indian Nations Council of Governments
2 West Second Street, Suite 800
Tulsa, Ok 74120

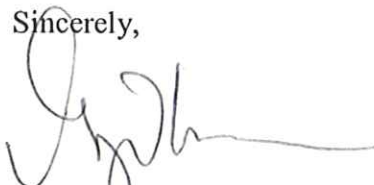
Re: PUD 360
7715 E. 91st Street
Minor Amendment

Dear Mr. Sansone:

Please withdraw our application dated September 8, 2009 for minor amendment to PUD 360. In addition we are requesting the return of any unused fees, if any are available.

I appreciate your help in the matter. If you have any questions, please contact me at 299-0100.

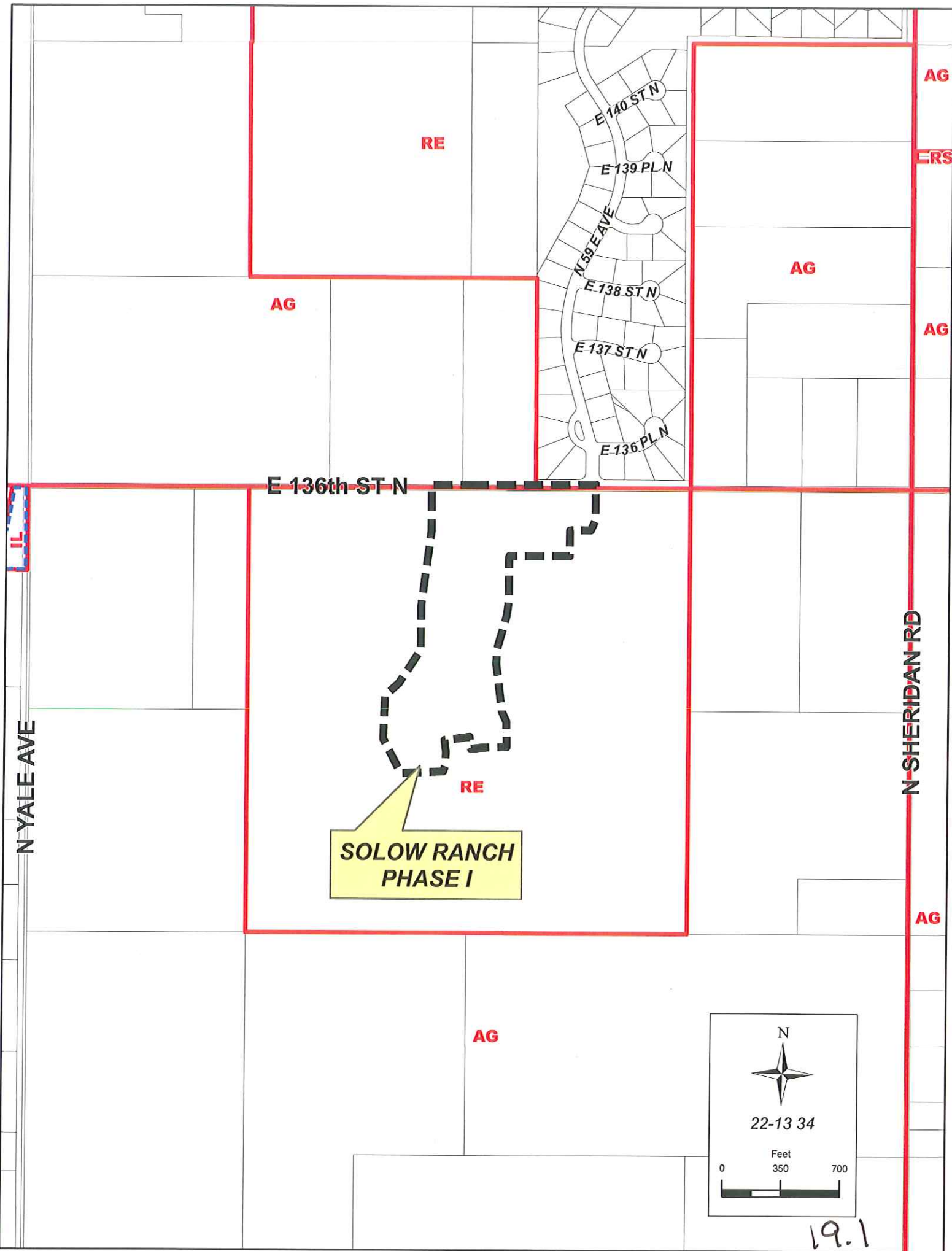
Sincerely,



George J. O'Connor, CPM
President

GO/kk:

18.2



N YALE AVE

IL

RE

AG

E 136th ST N

RE

SOLOW RANCH
PHASE I

AG

E 140 ST N

E 139 PL N

N 39 E AVE

E 138 ST N

E 137 ST N

E 136 PL N

AG

AG

ERS

AG

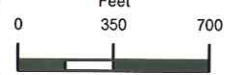
N SHERIDAN RD

AG

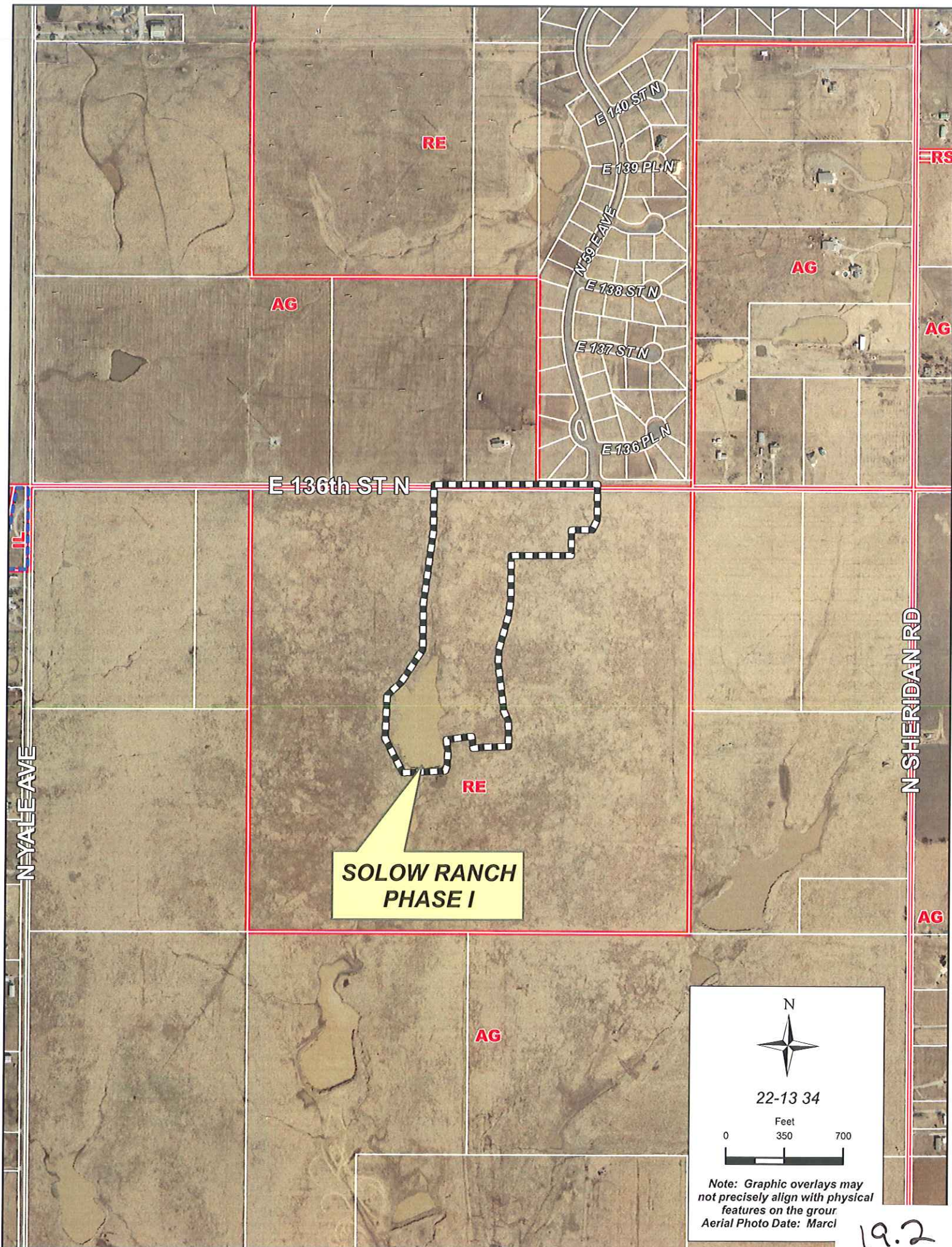


22-13 34

Feet



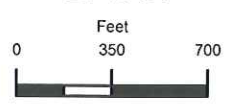
19.1



**SOLOW RANCH
PHASE I**



22-13 34



Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: Marci

19.2

PRELIMINARY SUBDIVISION PLAT

Solow Ranch Phase I - (3432) (County)

East of the Southeast corner of North Yale and East 136th Street North

This plat consists of 23 Lots, 6 Blocks, on 23.29 acres.

The following issues were discussed October 1, 2009 at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned RE. A fence easement should be considered for a wall or fence near lots abutting major streets.
2. **Streets:** Sidewalk note needed on face of plat.
3. **Sewer:** No comments. Out of Tulsa Service Area. Aerobic systems are planned.
4. **Water:** Rural water district # 3 from Washington County will serve water.
5. **Storm Drainage:** The detention facility in Reserve A will require a stormwater detention easement. The overland drainage areas in Reserves A and B require overland drainage easements. Include D/E in the legend as overland drainage easement. Add standard language for overland drainage easement in a reserve and stormwater detention easement in a reserve. Add standard language for "water, sanitary sewer and storm sewer service" and "lot surface drainage." For information, the stormwater manuals for the City of Tulsa will be updated so that easements will need to be added for every two lots for drainage purposes.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** A release letter will be required from the fire district having jurisdiction. **GIS:** Provide an e-mail address for surveyor and engineer. Submit a subdivision data control sheet. Make legend clear and inclusive. **County Engineer:** The plat is acceptable. Island medians need to be put in

the covenants as having to be maintained by the Homeowners' Association.

Staff recommends **APPROVAL** of the Preliminary Subdivision plat subject to the TAC comments and the special and standard conditions below.

Waivers of Subdivision Regulations:

1. None requested.

Special Conditions:

1. The concerns of the public works department staff must be taken care of to their satisfaction.

Standard Conditions:

1. Utility easements shall meet the approval of the utilities. Coordinate with Subsurface Committee if underground plant is planned. Show additional easements as required. Existing easements shall be tied to or related to property line and/or lot lines.
2. Water and sanitary sewer plans shall be approved by the Public Works Department prior to release of final plat. (Include language for W/S facilities in covenants.)
3. Pavement or landscape repair within restricted water line, sewer line, or utility easements as a result of water or sewer line or other utility repairs due to breaks and failures shall be borne by the owner(s) of the lot(s).
4. Any request for creation of a Sewer Improvement District shall be submitted to the Public Works Department Engineer prior to release of final plat.
5. Paving and/or drainage plans (as required) shall be approved by the Public Works Department.
6. Any request for a Privately Financed Public Improvement (PFPI) shall be submitted to the Public Works Department.
7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.

11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.
14. The method of sewage disposal and plans therefor shall be approved by the City/County Health Department. [Percolation tests (if applicable) are required prior to preliminary approval of plat.]
15. The owner(s) shall provide the following information on sewage disposal system if it is to be privately operated on each lot: type, size and general location. (This information to be included in restrictive covenants on plat.)
16. The method of water supply and plans therefor shall be approved by the City/County Health Department.
17. All lots, streets, building lines, easements, etc., shall be completely dimensioned.
18. The key or location map shall be complete.
19. A Corporation Commission letter, Certificate of Non-Development, or other records as may be on file, shall be provided concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged. If plugged, provide plugging records.)
20. A "Letter of Assurance" regarding installation of improvements shall be provided prior to release of final plat. (Including documents required under 3.6.5 Subdivision Regulations.)
21. Applicant is advised of his responsibility to contact the U.S. Army Corps of Engineers regarding Section 404 of the Clean Waters Act.
22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.

19.4

PLAT WAIVER

October 21, 2009

Southwest corner of East 51st Street and South 129th East Avenue (9432) (PD 17)
(CD 6)

The platting requirement was found from a property rezoned in 1977. The property is zoned CS.

Staff provides the following information from TAC at their October 1, 2009 meeting:

ZONING:

- TMAPC Staff: The property is defined by adequate existing right-of-way and has adequate existing infrastructure.

STREETS:

- No comment.

SEWER:

- A sanitary sewer mainline extension is required to serve the western tract and appropriate easement must be provided to protect the sewer main. Quick Trip has submitted a letter acknowledging that they will fulfill these requirements.

WATER:

- No comment.

STORM DRAIN:

- The plat waiver exhibit must show the stormwater detention easement by separate instrument.

FIRE:

- No objection.

UTILITIES:

- No comment.

Staff recommends **APPROVAL** of the plat waiver as the property has infrastructure readily available and is defined by existing right-of-way.

A YES answer to the following 3 questions would generally be FAVORABLE to a plat waiver:

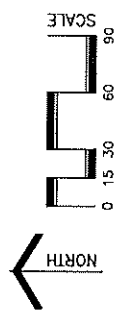
- | | Yes | NO |
|--|-----|----|
| 1. Has Property previously been platted? | | X |
| 2. Are there restrictive covenants contained in a previously filed | | X |

20.1

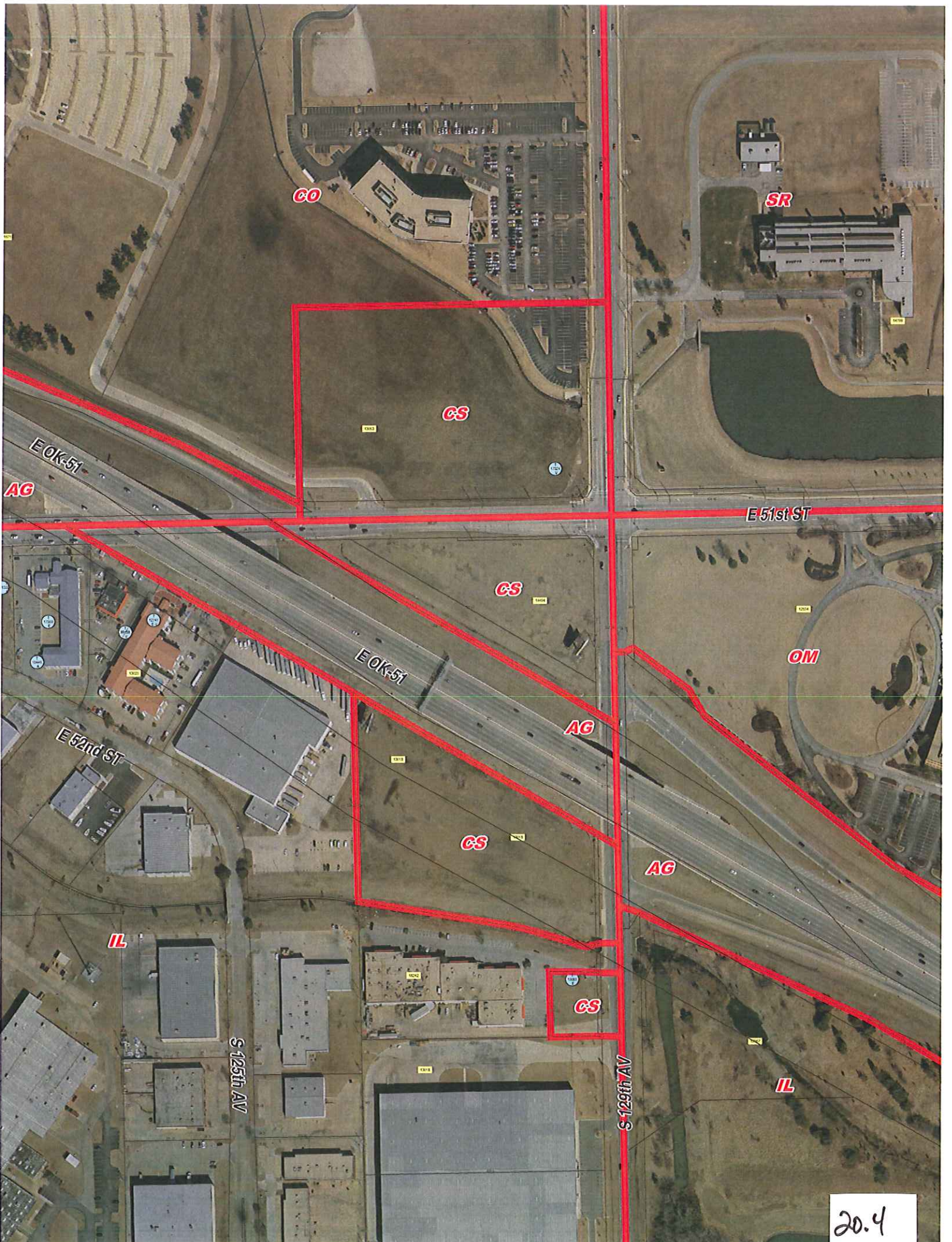
- plat?
3. Is property adequately described by surrounding platted properties or street right-of-way? X

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

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



20.3



**JET PORT
INDUSTRIAL PARK**

E 50 ST N

169

IL

AG

AG

E 46th ST N

266

E PORT RD

AG

IL

IM

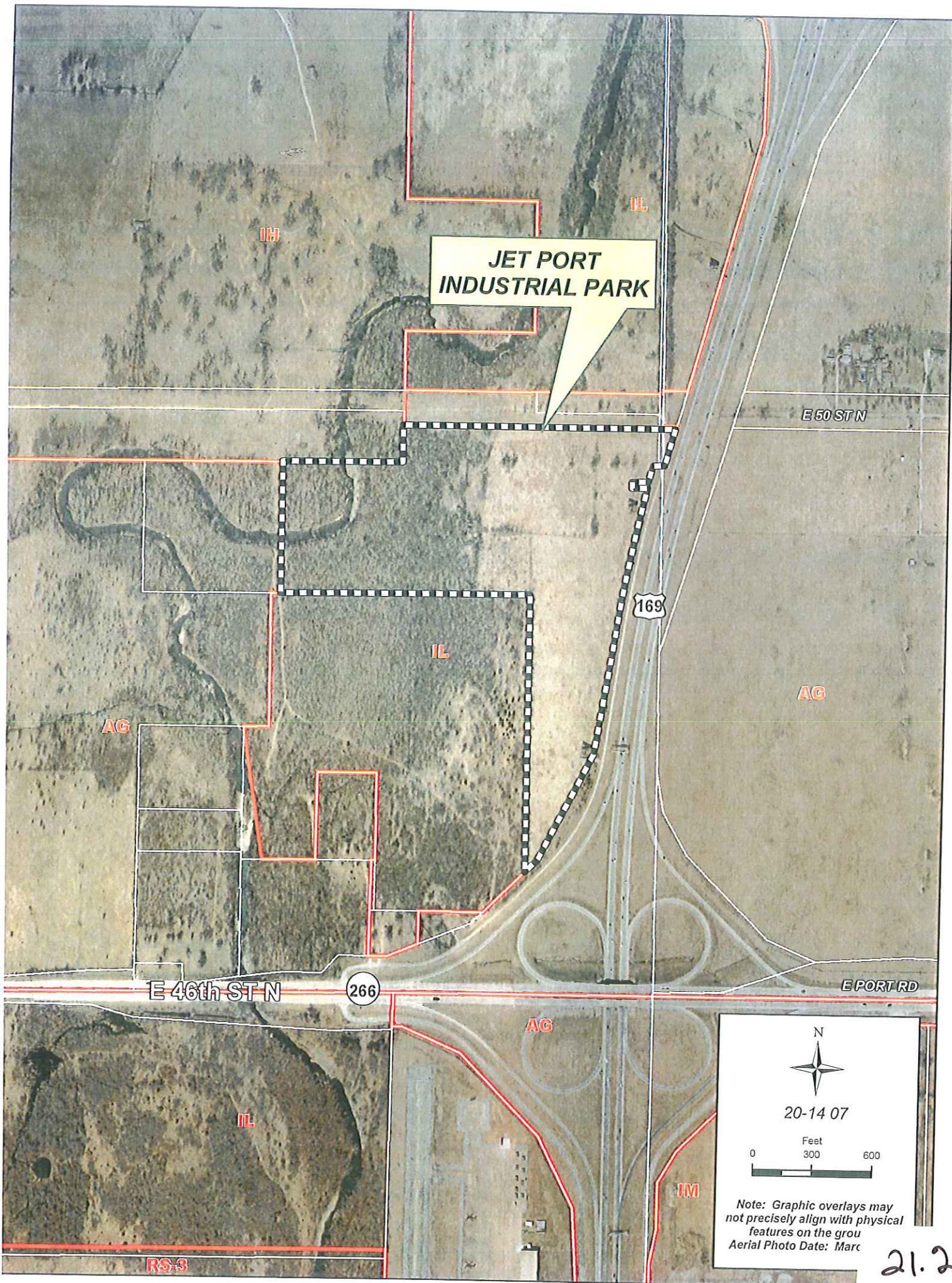
RS-3

N

20-14 07

Feet
0 300 600

21.1



JET PORT
INDUSTRIAL PARK

E 50th ST N

169

AG

AG

IL

E 46th ST N

266

E PORT RD

AG

IL

RS-3

IM



20-14 07

0 Feet 300 600

Note: Graphic overlays may not precisely align with physical features on the ground
Aerial Photo Date: March

21.2

PRELIMINARY SUBDIVISION PLAT

Jet Port Industrial Plat - (2407) (PD 16) (CD 3)
West of Highway 169, North of West 46th Street North

This plat consists of 1 Lot, 1 Block, on 42.6 acres.

The following issues were discussed September 3, 2009 at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned IL (industrial light). There was a sketch plat processed in September of 2006 for the property. A sketch plat typically has a Technical Advisory Committee review meeting and then does not proceed to the planning commission unless a specific request is made by the applicant. This sketch plat was put on the planning commission agenda per applicant request, recommended for denial, and then withdrawn from the agenda by the applicant. The staff report on the sketch plat is attached. There are questions about the access to the proposed subdivision plat. There needs to be agreement with the City of Tulsa for the applicant to build or improve a proper roadway access, an agreement with ODOT (Oklahoma Department of Transportation) for their right-of-way to be used for improvements and access, and an agreement as to who will maintain the access road. If ODOT agrees that their right-of-way can be used for an access to the site, then the City may accept maintenance if the road is built to City standards. The City has agreed to do the maintenance. ODOT first needs to approve an agreement. Improvements cannot create a maintenance liability for ODOT. An e-mail detailing ODOT requirements is attached. There is a rectangular indentation of property off the proposed access road that will be included in the subdivision property as shown on the newest copy of the subdivision plat attached.
2. **Streets:** The entire length cannot be designated as access. Department of Transportation right-of-way needs to be clearly dimensioned. Specify right-of-way to be dedicated to whom, City of Tulsa or Oklahoma Department of Transportation? Recommend turnaround dedication be permanent. Standard sidewalk language must be included.
3. **Sewer:** Add a 17.5 foot perimeter easement along the entire north and west boundary line of the plat. If the temporary turn-around easement is approved as shown at the northeast corner of the plat, then the perimeter easement must be moved so it is adjacent to the property line. The acreage shown on the face of the plat does not agree with the acreage given in the written legal description.
4. **Water:** Show the easements for the Spavinaw raw water flow lines along the north boundary line of the site. A plan must be developed, submitted and

approved once the development of this plat is initiated. Additional easements may be required at that time. Additional easement will be required for the water main extension line along the roadway frontage of the property. Add covenant language for the restrictive waterline easement. The extension of a water main line across the frontage of the property inside a restrictive easement will be required. The minimum size mainline will be 12 inch ductile iron pipe with fire hydrants properly spaced.

5. **Storm Drainage:** The floodplain must be established by plotting FEMA Base Flood Elevation across the property. This boundary line must be labeled Mingo Creek FEMA AE Floodplain. The Mingo Creek FEMA Floodway must also be shown and labeled. Reserve A for the floodplain/floodway must include an additional 20 feet along and adjacent to the east boundary of the floodplain outside of that boundary. The Reserve must include Overland Drainage Easement in its labeling, and that label should have leaders extending from it to all bounding lines of the easement. The face of plat should not contain contour lines or contour elevation labels. Add "Reserve A" to the title for Section I, subsection 1.8.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** Cul-de-sacs shall not exceed seven hundred and fifty (750') feet in length, measured from the centerline of the intersecting streets to the center of the turn-around. Cul-de-sacs shall have a turn-around radius of not less than thirty-eight (38') of paving, utilizing a rolled curb section wherever possible, and a radius of fifty (50') feet of right-of-way at the property line. Cul-de-sacs greater than two hundred and fifty (250') feet in length shall have a turn-around radius of not less than forty (40') feet of paving and a radius of fifty-two (52') feet of right-of-way at the property line. Cul-de-sacs greater than five hundred (500') feet in length and with abutting front yards for more than twenty (20) lots shall have a turn-around radius of not less than forty-eight (48') feet of paving and a radius of sixty (60') feet of right-of-way at the property line. For a cul-de-sac with a rolled curb section the turnaround radius may be measured to the back of the curb. Alternative turnarounds may be a one hundred and twenty (120') foot hammerhead or a sixty foot (60') "Y". The cul-de-sac shall meet subdivision regulations for proper radius requirements.

An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction. Provide Fire Hydrants with water flow and spacing requirements as required per Appendixes B&C of the 2006 International Fire Code. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be

provided where required by the fire code official. Exceptions: 1. For Group R-3 and Group U occupancies, the distance requirement shall be 600 feet. 2. For buildings equipped throughout with an approved automatic sprinkler system the distance requirement shall be 600 feet. No conceptual building lay out was provided. Internal water main extensions and fire hydrants may be required once the building layout is determined. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Exception: The fire code official is authorized to increase the dimension of 150 feet where: 1. The building is equipped throughout with an approved automatic sprinkler system. 2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire waterways, nonnegotiable grades or other similar conditions, and a approved alternative means of fire protection is provided. 3. There are not more than two Group R-3 or Group U occupancies. Once the building lay-out is determined additional internal fire department access roads may be required.

The Fire Marshalls' office can agree to the overlength cul-de-sac as long as the developer agrees that any buildings proposed must meet size limit requirements for the buildings and sprinkler requirements before building permits will be approved.

GIS: Add an e-mail address for the surveyor. Fix the inconsistencies between the metes and bounds legal description and what is shown on the face of the plat. Label the point of commencement and the point of beginning. On the location map, show Crane Carrier Industrial Addition (plat 3318), Braden Steel Center (plat 2786), North Mingo Addition (plat 2407) and any other platted parcels. Submit a subdivision control data form (Appendix D), last page of the subdivision regulations, in which the first point shall be the point of beginning with two other points on or near the plats' boundary. Fix the inconsistencies between the metes and bounds legal description and what is shown on the face of the plat. **Airport:** The concerns of the airport staff must be taken care of to their satisfaction. An e-mail attached shows these recommendations.

Staff can recommend **APPROVAL** of the Preliminary Subdivision plat at this time. Issues about access, signage, water supply, sidewalks and the overlength cul-de-sac, have been worked on with Planning, Development Services, Public Works, Airport, and ODOT (Oklahoma Department of Transportation) staff and clarified. Approval should be subject to the TAC comments and the special and standard conditions listed below.

Waivers of Subdivision Regulations:

1. A waiver to the length of the cul-de-sac is necessary. Staff can recommend approval of the waiver per the Fire Marshalls' requirements due to the

topographic challenges to the north of the site.

Special Conditions:

1. The concerns of the public works department staff must be taken care of to their satisfaction.

Standard Conditions:

1. Utility easements shall meet the approval of the utilities. Coordinate with Subsurface Committee if underground plant is planned. Show additional easements as required. Existing easements shall be tied to or related to property line and/or lot lines.
2. Water and sanitary sewer plans shall be approved by the Public Works Department prior to release of final plat. (Include language for W/S facilities in covenants.)
3. Pavement or landscape repair within restricted water line, sewer line, or utility easements as a result of water or sewer line or other utility repairs due to breaks and failures shall be borne by the owner(s) of the lot(s).
4. Any request for creation of a Sewer Improvement District shall be submitted to the Public Works Department Engineer prior to release of final plat.
5. Paving and/or drainage plans (as required) shall be approved by the Public Works Department.
6. Any request for a Privately Financed Public Improvement (PFPI) shall be submitted to the Public Works Department.
7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.
11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the

project. Burning of solid waste is prohibited.

14. The method of sewage disposal and plans therefor shall be approved by the City/County Health Department. [Percolation tests (if applicable) are required prior to preliminary approval of plat.]
15. The owner(s) shall provide the following information on sewage disposal system if it is to be privately operated on each lot: type, size and general location. (This information to be included in restrictive covenants on plat.)
16. The method of water supply and plans therefor shall be approved by the City/County Health Department.
17. All lots, streets, building lines, easements, etc., shall be completely dimensioned.
18. The key or location map shall be complete.
19. A Corporation Commission letter, Certificate of Non-Development, or other records as may be on file, shall be provided concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged. If plugged, provide plugging records.)
20. A "Letter of Assurance" regarding installation of improvements shall be provided prior to release of final plat. (Including documents required under 3.6.5 Subdivision Regulations.)
21. Applicant is advised of his responsibility to contact the U.S. Army Corps of Engineers regarding Section 404 of the Clean Waters Act.
22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.



Land Planning Civil Engineering Project Management Land Surveying
6737 South 85th East Avenue | Tulsa, Oklahoma 74133 | 918-252-9621 | Fax 918-250-4566

October 12, 2009

INCOG
Williams Tower II
Two West 2nd Street, Suite 800
Tulsa, OK 74103
918.584.7526 Fax 918.593.1024

Attn: Diane Fernandez
Senior Planner

Re: Jet-Port Industrial Park - Over Length Cul-de-Sac Waiver Request

Dear Diane,

We would formally request that a Over Length Cul-de-Sac Waiver be granted for the access road/North Garnett Road, that runs along the east boundary line of Jet-Port Industrial Park and is located in ODOT right-of-way. We feel this is necessary due to the fact that there is only one available point of access to the Jet-Port site and this is from the existing access road that ties into East 46th Street North. There are no other available points of access to this site, due to the proximity of US 169 to the site, as well as topographic, floodplain, and Mingo Creek crossing issues.

If you have any questions or comments concerning this request, please let me know.

Thank-you,

A handwritten signature in blue ink, which appears to read 'Tim Terral'. The signature is fluid and cursive, with a large loop at the end.

Tim Terral
Director of Land Planning

21.8

Fernandez, Diane

From: Zachary, Paul [PZACHARY@cityoftulsa.org]
Sent: Tuesday, September 22, 2009 9:34 AM
To: Fernandez, Diane; 'htohlen@ci.tulsa.ok.us'; Somdecerrff, Henry
Cc: Hardt, Charles
Subject: Re: 2009-07-16 - Jet-Port Industrial - ODOT/COT Agreement - Response from Paul Zachary (08-009)

Diane:

The City agreed to do the maintenance. This item was presented to Charles Hardt. I spoke with Randle White and ODOT was to get us an agreement as such. ODOT was to approve first. The improvements are not to create a maintenance liability for ODOT.

...pdz

From: Fernandez, Diane <dfernandez@incog.org>
To: Harold Tohlen <htohlen@ci.tulsa.ok.us>; Zachary, Paul; Somdecerrff, Henry
Sent: Tue Sep 22 09:22:29 2009
Subject: FW: 2009-07-16 - Jet-Port Industrial - ODOT/COT Agreement - Response from Paul Zachary (08-009)

I was told that Paul Zachary had agreed to the developer that a road along Highway 169 could be improved to City of Tulsa standards and then the City would maintain the roadway for the Jet Port Industrial plat. The roadway apparently is in ODOT right-of-way and needs their approval. Can you verify this information for me and let me know what agreements have been made? I need this information before the plat goes before the planning commission on October 7th (agenda goes out the week before). I know you all are very busy but I do not want to misrepresent your requirements without hearing from you on this project. Thanks.

Diane S. Fernandez

Senior Planner

INCOG

Two West 2nd Street

Suite 800

Tulsa, Oklahoma 74103

Telephone: 918-584-7526, 918-579-9481

E-mail: dfernandez@incog.org

Facsimile: 579-9581

From: Fernandez, Diane

9/22/2009

21.9

Fernandez, Diane

From: rwhite@ODOT.ORG
Sent: Monday, October 05, 2009 10:19 PM
To: Fernandez, Diane
Cc: PZACHARY@ci.tulsa.ok.us; msmith@ODOT.ORG; pdgreen@fd9ns01.okladot.state.ok.us; kspence@ODOT.ORG
Subject: US-169 & 46th St North Jet Port Industrial Park
Importance: High
Attachments: 20091005 Jet Port Ramp Modification.pdf; Jet Port Preliminary Plat 08-009.pdf

Diane,

The Department has reviewed the developer's proposal to build a frontage road, on ODOT right of way and has the following comments:

- 1) The City of Tulsa currently uses a gravel road along the proposed alignment to access utilities to the north of the developer's property. The proposed construction should not eliminate or restrict the City of Tulsa's access.
- 2) Currently there is a free flowing exit ramp from southbound US-169 to westbound 46th St. The proposed frontage road entrance to 46th St is in close proximity to the ramp and is a safety concern. The Department believes that the developer should include a ramp modification, see attachment, to mitigate safety issues resulting from the increase in traffic.
- 3) This section of US-169 is "Limits of No Access" and there should not be a sidewalk between the proposed frontage road and US-169.
- 4) The proposed frontage road would be constructed to the City of Tulsa or ODOT standards.
- 5) Once the developer has final plans they will need to acquire an agreement to Work on "ODOT Right of Way" from my office. The developer can contact Mike Smith, ODOT, at 918.838.9933 to start the process.

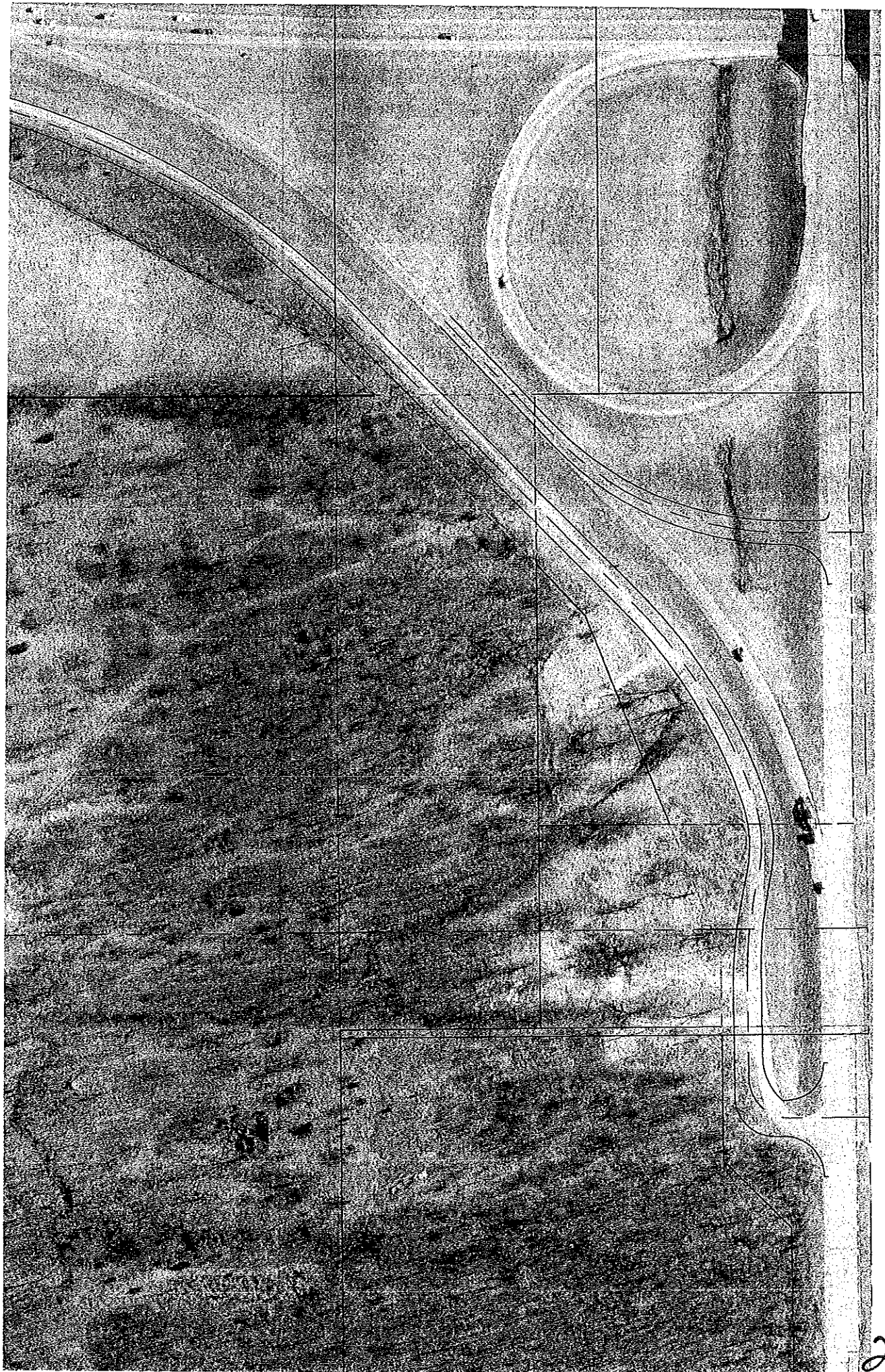
The Department would be agreeable to the proposed concept provided the items above would be addressed to the satisfaction of ODOT and the City of Tulsa.

Feel free to contact me if you have questions.

Randle White, P.E.
Division VIII Engineer
P.O. Box 660
4002 N. Mingo Valley Expressway
Tulsa, OK 74101
Office: 918.838.9933
Fax: 918.832.9074

10/6/2009

21.10



21.11

Fernandez, Diane

From: Hough, Jeff [JeffHough@cityoftulsa.org]
Sent: Tuesday, September 29, 2009 4:04 PM
To: Fernandez, Diane
Cc: Hough, Jeff; White, Kenneth; Kerr, Mike
Subject: Jet Port Industrial Plat comments
Attachments: Avigation Easement Language June 2008.doc; safety_zones.pdf

Diane Fernandez -

Following is provided as a follow up to the comments Kenneth White made on our behalf at the September 3, 2009 TAC meeting regarding the Jet Port Industrial Plat for industrial development that is proposed on the west side of Highway 169 north of 46th Street North. This location is adjacent to the Runway Protection Zone associated with a runway that is part of the airport master plan for Tulsa International Airport.

1. Portions of the proposed industrial development are included in three overlay zones (#1, #5 and #6, see attached diagram) identified in the Federal Aviation Administration's (FAA) publication titled "Land Use for Compatibility and Airports, a Guide for Effective Land Use Planning". This document recommends limitations on the density of industrial development in these zones. The first, zone #1, is the Runway Protection Zone (RPZ), the central portion of which should remain undeveloped, but the outer edges can contain some minimal development. The next zone, #5 (Sideline Safety Zone), recommends commercial and industrial development be limited to 5 people per acre. Zone #6 (Traffic Pattern Zone) allows commercial and industrial uses without restriction other than potential height limitations. Additionally, if the runway is not developed north of Port Road, the planning zones shift southward and a portion of the proposed plat could also be impacted by Zone #3 (Inner Turning Zone), which recommends commercial and industrial development be limited to 40 people per acre.
2. The proposed plat contains a "reserve" area that appears to be intended as undisturbed, undeveloped floodplain. All of the areas that overlap zones #1 and #5 are contained in this reserve area. If the reserve area remains undeveloped, no compatible land use issues are created. In the event that zone #3 comes into play, it appears that it too will overlap the reserve area. However, a small portion of the western edge of the proposed development area could be impacted by the zone #3 recommended development limitation of 40 people per acre. In all cases, the potential exists for the height of objects to create problems. In those cases, the local ordinance that restricts height relative to airport operations must be adhered to.
3. To address the above potential concerns, the airport recommends that an Avigation Easement (typical language attached) be dedicated as part of the entire platted area.
4. The proximity of the proposed development to the airport also makes it prudent to require that a "Notice of Proposed Construction" (FAA form 7460-1) be filed with the FAA by the developer. A copy of the form submitted to the FAA should be provided to the airport. Using this form, the FAA will complete an evaluation of the proposed development and provide a determination of any impacts the development may have on operations at the airport. Until this evaluation has been completed and the FAA findings are made known to the airport, the airport must reserve the option to make additional comments and recommendations that would be based on the results of the FAA's study.

Jeff Hough
 Deputy Airports Director
 Engineering and Facilities

10/13/2009

21.12

Tulsa Airport Authority
jeffhough@cityoftulsa.org
(918) 838-5058

Avigation Easement Language

Notice is hereby given that owners and users of aircraft of all types operate on a frequent basis in the airspace above this plat of land. Said aircraft, when operated in a lawful manner, are allowed free and unobstructed passage in the airspace on, upon, over, across, adjacent to, above and in the vicinity of this plat of land. The lawful operation of aircraft is known to generate noise, vibration, and other effects as may be inherent in the operation of or flight or passage in and through said airspace which result directly or indirectly from the operations of aircraft or the airport, now and in the future, including but not limited to, ground and flight operations of aircraft at, over, on or in the vicinity of the airport, and regardless of whether arriving, departing, maneuvering, or en route, and it must be further recognized that all such operations may increase in the future.

Notice is also given that rules and regulations defined in Federal Aviation Regulations (FARs), including but not limited to FAR Part 77, may limit the height of buildings, structures, poles, trees or other objects whether natural or otherwise, located or to be located on property within this plat of land and may require, prior to construction, the submission of an application as may be required by the Federal Aviation Administration to ensure that the safe operation of aircraft is not impacted by said object.

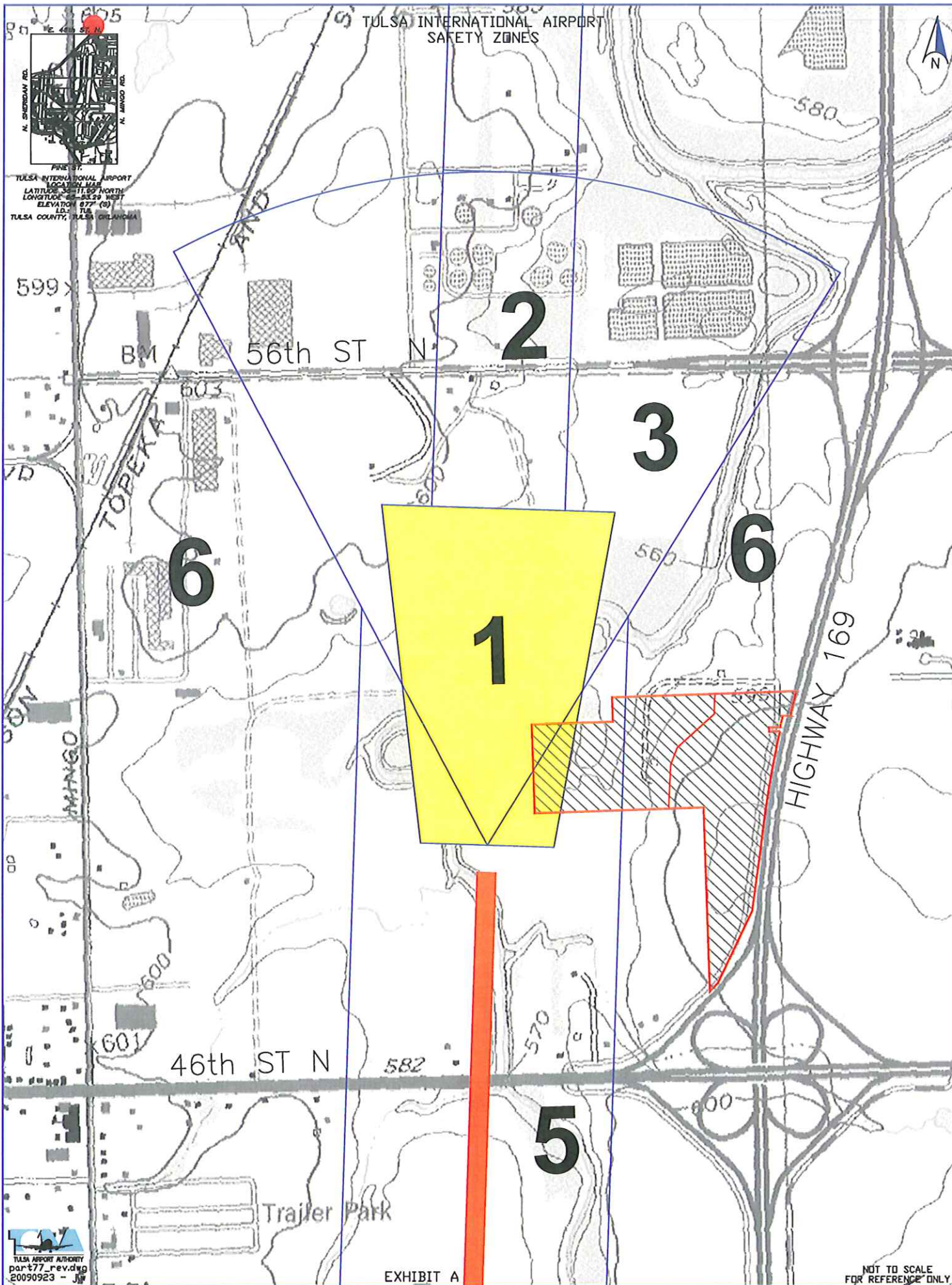


EXHIBIT A

NOT TO SCALE
FOR REFERENCE ONLY

21.15

Preliminary Plat

Jet Port Industrial Park

OWNER / DEVELOPER

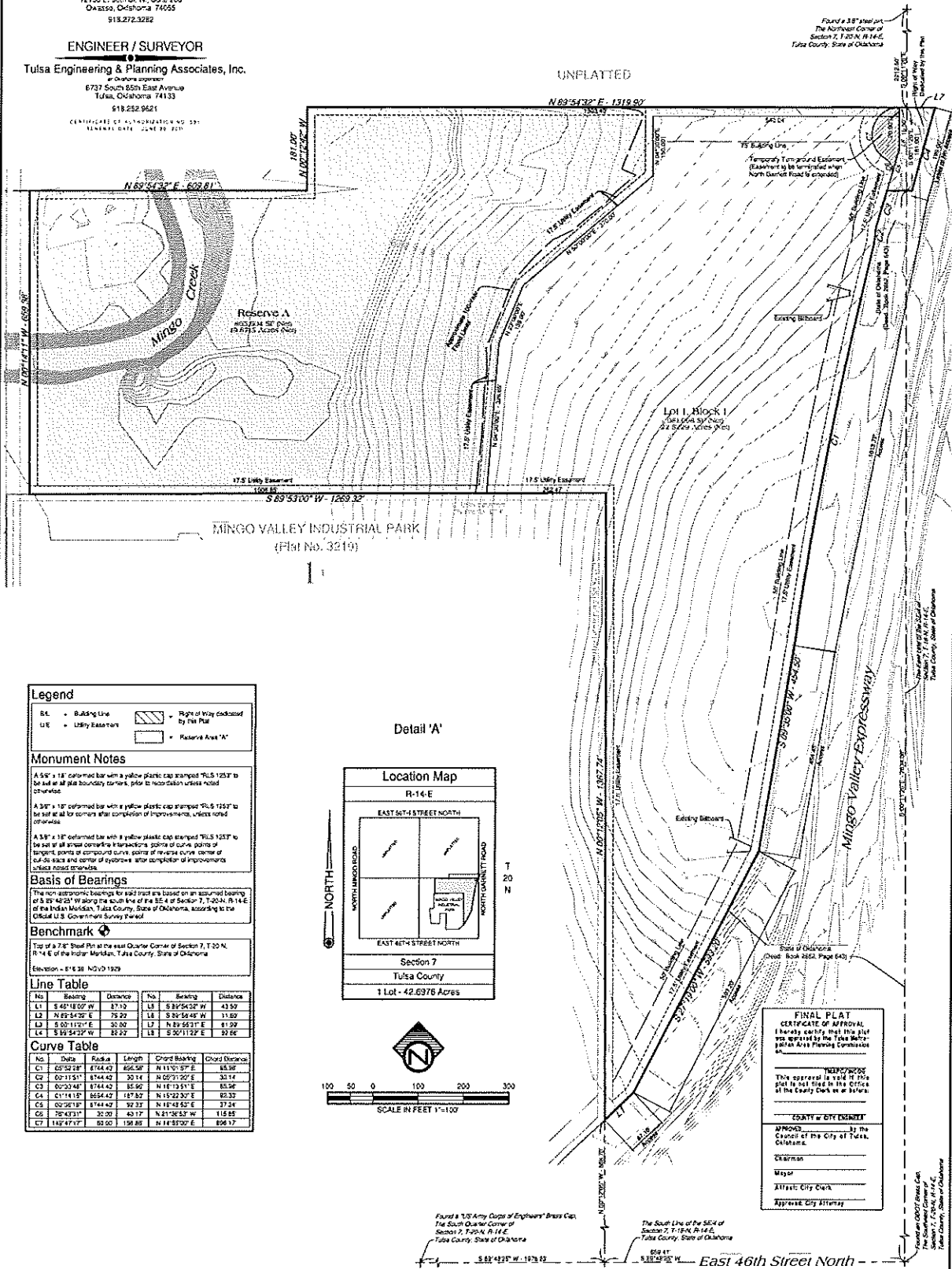
O.L.T. Jet Port, L.L.C.
an Oklahoma limited liability company
Manager
David E. Chaney
12150 E. 96th St. N., Suite 200
Owasso, Oklahoma 74055
513.272.3222

ENGINEER / SURVEYOR

Tulsa Engineering & Planning Associates, Inc.
an Oklahoma corporation
6737 South 65th East Avenue
Tulsa, Oklahoma 74133
513.252.9521
CERTIFICATE OF REGISTRATION NO. 527
EXPIRATION DATE: JUNE 30, 2011

A subdivision in the City of Tulsa, being a part of the E/2 of Section 7, and a part of the SW/4 of the SW/4 of the NW/4 of Section 8, both in T-20-N, R-14-E, of the Indian Meridian, Tulsa County, State of Oklahoma

UNPLATTED



Legend

- BL = Building Line
- UL = Utility Easement
- Right of Way dedicated by this Plat
- Reserve Area 'A'

Monument Notes

- A 5/8" x 1/8" conformed bar with a yellow plastic cap stamped "TUL 1253" to be set at all plat boundary corners, prior to recordation unless noted otherwise.
- A 3/8" x 1/8" conformed bar with a yellow plastic cap stamped "TUL 1253" to be set at all lot corners after completion of improvements, unless noted otherwise.
- A 3/8" x 1/8" conformed bar with a yellow plastic cap stamped "TUL 1253" to be set at all street cornering intersections, points of curve, points of tangency, points of compound curve, points of reverse curve, corner of cut-off, and corner of easement after completion of improvements, unless noted otherwise.

Basis of Bearings

The non-magnetic bearings for said tract are based on an assumed bearing of S 89° 46' 00" W along the south line of the SE 1/4 of Section 7, T-20-N, R-14-E, of the Indian Meridian, Tulsa County, State of Oklahoma, according to the Official U.S. Government Survey Record.

Benchmark

Top of a 7/8" Steel Pin at the east Quarter Corner of Section 7, T-20-N, R-14-E, of the Indian Meridian, Tulsa County, State of Oklahoma
Elevation = 816.38 NGVD 1929

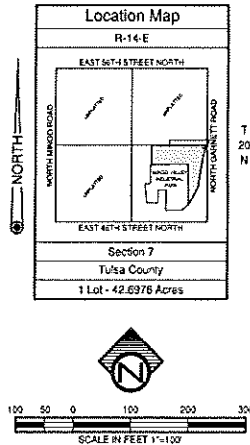
Line Table

| No. | Bearing | Distance | No. | Bearing | Distance |
|-----|-----------------|----------|-----|-----------------|----------|
| L1 | S 45° 18' 00" W | 87.12 | L3 | S 32° 56' 30" W | 43.59 |
| L2 | N 82° 54' 20" E | 75.29 | L4 | S 30° 54' 40" W | 11.89 |
| L3 | S 00° 11' 00" E | 30.00 | L7 | N 89° 55' 31" E | 81.99 |
| L4 | S 88° 54' 20" W | 82.22 | L8 | S 00° 11' 00" E | 82.06 |

Curve Table

| No. | Delta | Radius | Length | Chord Bearing | Chord Distance |
|-----|--------------|--------|--------|-----------------|----------------|
| C1 | 60° 32' 18" | 874.42 | 856.58 | N 1° 10' 30" E | 85.96 |
| C2 | 02° 11' 00" | 874.42 | 30.14 | N 02° 01' 20" E | 30.14 |
| C3 | 02° 32' 48" | 874.42 | 35.90 | N 1° 13' 51" E | 85.96 |
| C4 | 01° 14' 18" | 854.42 | 187.82 | N 15° 02' 30" E | 82.32 |
| C5 | 02° 06' 18" | 874.42 | 39.32 | N 18° 04' 00" E | 37.24 |
| C6 | 78° 43' 31" | 30.00 | 40.77 | N 21° 02' 55" W | 115.85 |
| C7 | 147° 47' 17" | 80.00 | 198.88 | N 14° 57' 00" E | 89.67 |

Detail 'A'



FINAL PLAT
CERTIFICATE OF APPROVAL
I hereby certify that this plat was approved by the Tulsa Metropolitan Area Planning Commission on 8/13/2009.

TULSA CITY ENGINEER
APPROVED: _____
By the Engineer of the City of Tulsa, Oklahoma.
Chairman
Mayor
Attest: City Clerk
Approve: City Attorney

21.16

Jet Port Industrial Park

OWNER / DEVELOPER

OLT Jet Port, L.L.C.

an Oklahoma limited liability company

Manager

David E. Chaney

12150 E. 86th St. N., Suite 200

Owasso, Oklahoma 74055

918.272.3282

ENGINEER / SURVEYOR

Tulsa Engineering & Planning Associates, Inc.

an Oklahoma corporation

8737 South 80th East Avenue

Tulsa, Oklahoma 74133

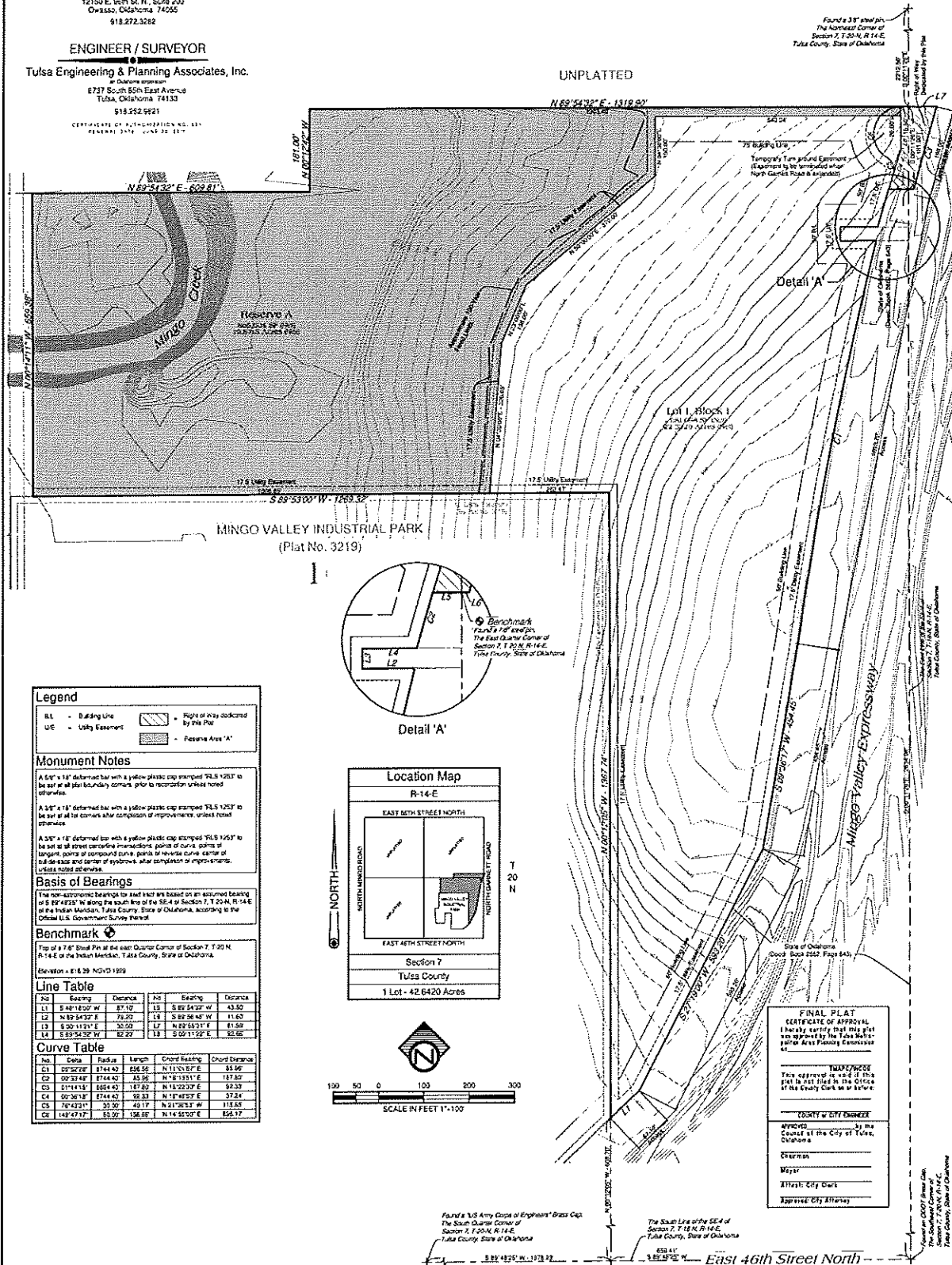
918.552.9621

CERTIFICATE OF REGISTRATION NO. 331

EXPIRATION DATE: JUNE 30, 2017

A subdivision in the City of Tulsa, being a part of the E/2 of
Section 7, and a part of the SW/4 of the SW/4 of the NW/4 of Section 8,
both in T-20-N, R-14-E, of the Indian Meridian, Tulsa County, State of Oklahoma

UNPLATTED



Legend

| | | |
|----|------------------|---------------------------------------|
| BL | Building Line | • Right of way dedicated by this Plat |
| UE | Utility Easement | |
| | | • Reserve Area "A" |

Monument Notes

A 6" x 18" aluminum bar with a yellow plastic cap stamped TLS 12537 to be set at all plat boundary corners, prior to recordation unless noted otherwise.

A 3" x 18" aluminum bar with a yellow plastic cap stamped TLS 12537 to be set at all corners after completion of improvements, unless noted otherwise.

A 3" x 18" aluminum bar with a yellow plastic cap stamped TLS 12537 to be set at all street corner intersections, points of curve, points of tangent, points of compound curve, points of reverse curve, center of full-decade and center of syndrome, after completion of improvements, unless noted otherwise.

Basis of Bearings

The non-astronomic bearings for said tract are based on an assumed bearing of S 89° 42' 30" W along the south line of the SE/4 of Section 7, T-20-N, R-14-E of the Indian Meridian, Tulsa County, State of Oklahoma, according to the Official U.S. Government Survey Method.

Benchmark

Top of a 7" x 7" Steel Pin at the east Quarter Corner of Section 7, T-20-N, R-14-E of the Indian Meridian, Tulsa County, State of Oklahoma.

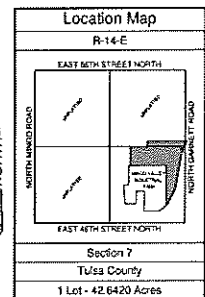
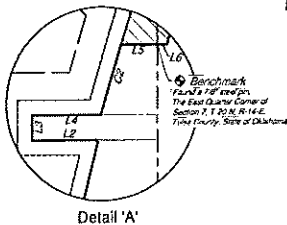
Elevation = 816.29 NAVD 1989

Line Table

| No. | Bearing | Distance | No. | Bearing | Distance |
|-----|-----------------|----------|-----|-----------------|----------|
| L1 | S 48° 10' 00" W | 87.10 | L3 | S 89° 54' 30" E | 43.30 |
| L2 | N 89° 54' 30" E | 79.20 | L4 | S 89° 56' 45" W | 11.60 |
| L3 | S 89° 54' 30" E | 79.20 | L5 | N 89° 54' 30" E | 81.50 |
| L4 | S 89° 54' 30" E | 82.20 | L6 | S 89° 54' 30" E | 82.50 |

Curve Table

| No. | Chord | Radius | Length | Chord Bearing | Chord Distance |
|-----|--------------|--------|--------|-----------------|----------------|
| C1 | 00° 32' 00" | 874.42 | 556.56 | N 11° 51' 00" E | 85.96 |
| C2 | 00° 32' 00" | 874.42 | 556.56 | N 11° 51' 00" E | 85.96 |
| C3 | 01° 14' 15" | 556.42 | 167.60 | N 11° 22' 30" E | 52.33 |
| C4 | 02° 36' 18" | 874.42 | 556.56 | N 11° 51' 00" E | 85.96 |
| C5 | 76° 42' 31" | 30.30 | 49.17 | N 21° 26' 53" W | 11.54 |
| C6 | 142° 47' 17" | 55.00 | 156.85 | N 14° 52' 30" E | 55.37 |



FINAL PLAT
CERTIFICATE OF APPROVAL
 I hereby certify that this plat was approved by the Tulsa Metropolitan Area Planning Commission on _____.

CITY OF OKLAHOMA
 Approved by the Council of the City of Tulsa, Oklahoma
 Chairman _____
 Mayor _____
 Attest: City Clerk _____
 Approved: City Attorney _____

21.07

Jet Port Industrial Park

OWNER / DEVELOPER

OLT Jet Port, L.L.C.

an Oklahoma limited liability company

Manager

12100 E. 84th St. N., Suite 200
Owasso, Oklahoma 74055
518.272.3252

ENGINEER / SURVEYOR

Tulsa Engineering & Planning Associates, Inc.

an Oklahoma corporation

6737 South 55th East Avenue
Tulsa, Oklahoma 74133

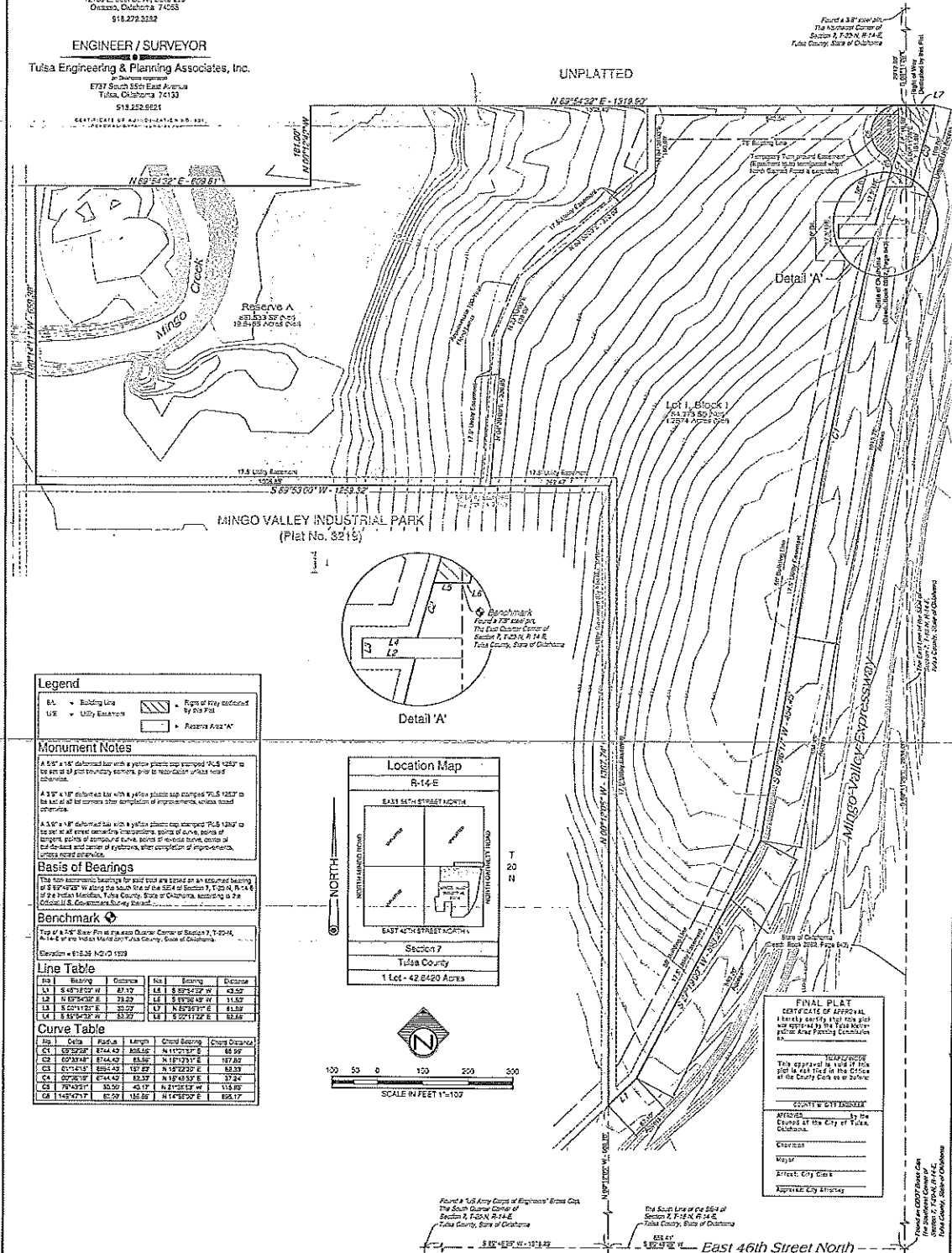
518.232.8221

CERTIFICATE OF ACCREDITATION NO. 031

Professional Seal of Surveyor

A subdivision in the City of Tulsa, being a part of the E/2 of Section 7, and a part of the SW/4 of the SW/4 of the NW/4 of Section 8, both in T-20-N, R-14-E, of the Indian Meridian, Tulsa County, State of Oklahoma

UNPLATTED



Legend

- BL - Building Line
- ULS - Utility Location
- Right of Way, indicated by City Plat
- Reserve Area "A"

Monument Notes

- A 5/8" x 1/4" aluminum bar with a yellow plastic cap stamped "T-5 1257" is to be set at all four corners of the lot, prior to construction of the road.
- A 3/4" x 1/4" aluminum bar with a yellow plastic cap stamped "T-5 1257" is to be set at all four corners of the lot, prior to construction of the road.
- A 3/4" x 1/4" aluminum bar with a yellow plastic cap stamped "T-5 1257" is to be set at all four corners of the lot, prior to construction of the road.

Basis of Bearings

The non-magnetic bearings for said plat are based on an assumed bearing of S 89° 47' 00" W along the back line of the SE/4 of Section 7, T-20-N, R-14-E of the Indian Meridian, Tulsa County, State of Oklahoma, according to the Oklahoma State Survey Bureau.

Benchmark

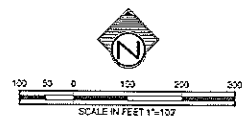
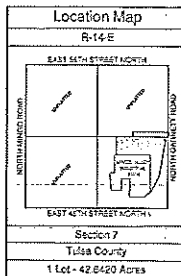
Top of a 1/4" Steel Pin at the corner of Section 7, T-20-N, R-14-E of the Indian Meridian, Tulsa County, State of Oklahoma.

Line Table

| Line | Bearing | Distance | Area | Bearing | Distance |
|------|-----------------|----------|------|-----------------|----------|
| L1 | S 45° 15' 00" W | 87.17 | L8 | S 89° 52' 00" W | 43.50 |
| L2 | N 89° 54' 00" E | 28.22 | L9 | S 89° 54' 00" W | 11.67 |
| L3 | S 20° 15' 00" E | 25.22 | L10 | N 89° 54' 00" E | 41.50 |
| L4 | S 55° 52' 00" W | 33.52 | L11 | S 20° 15' 00" E | 25.22 |

Curve Table

| Sta. | Delta | Radius | Length | Chord Bearing | Chord Distance |
|------|--------------|--------|--------|-----------------|----------------|
| C1 | 39° 32' 00" | 174.42 | 88.52 | N 11° 07' 34" E | 88.59 |
| C2 | 09° 39' 00" | 174.42 | 88.52 | N 1° 07' 34" E | 197.02 |
| C3 | 01° 41' 00" | 884.43 | 157.82 | N 1° 07' 34" E | 88.59 |
| C4 | 09° 32' 00" | 174.42 | 88.52 | N 1° 07' 34" E | 37.24 |
| C5 | 79° 02' 00" | 33.52 | 43.17 | N 1° 07' 34" E | 154.85 |
| C6 | 145° 47' 17" | 81.50 | 152.82 | N 1° 07' 34" E | 88.59 |



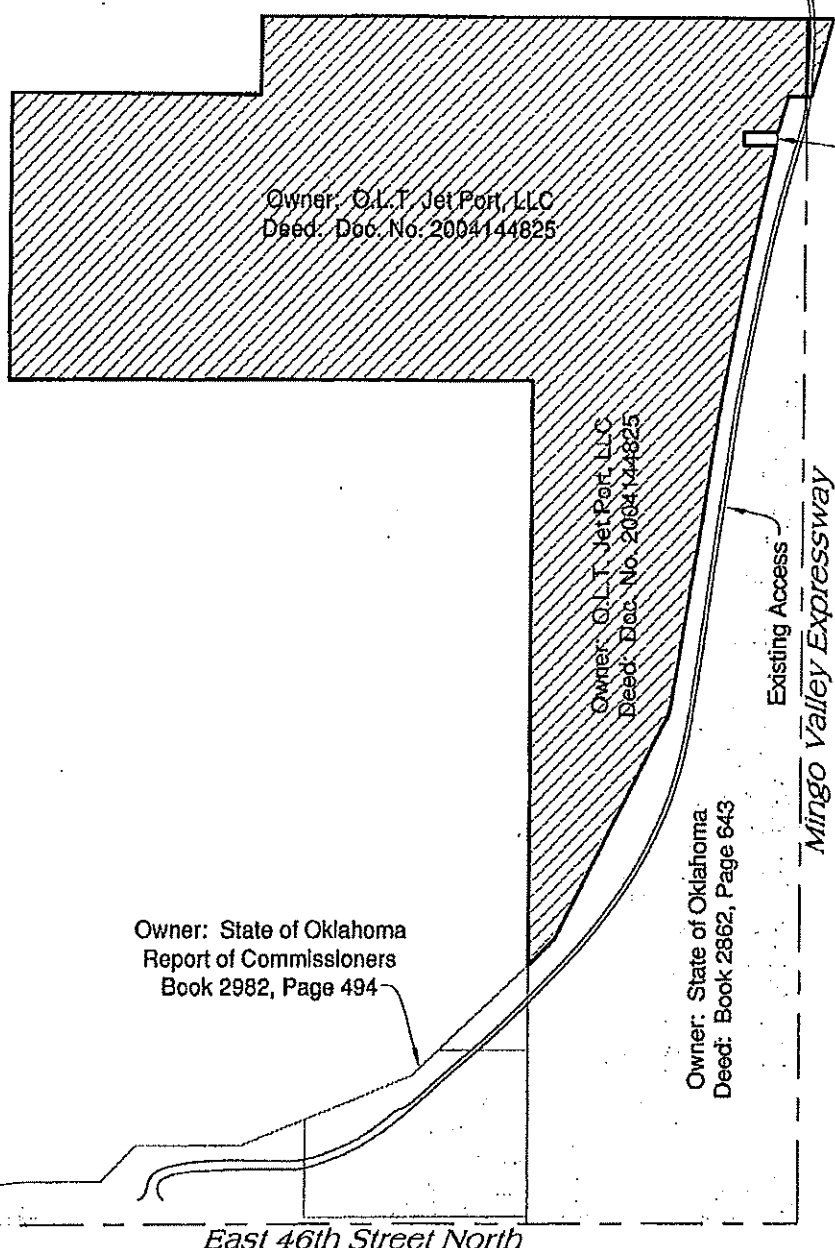
FINAL PLAT
CERTIFICATE OF APPROVAL
 I hereby certify that this plat was approved by the Tulsa Metropolitan Planning Commission and the City of Tulsa.

COUNTY CLERK
 Attest: _____
 Mayor
 Attest: City Clerk
 Approve: City Attorney

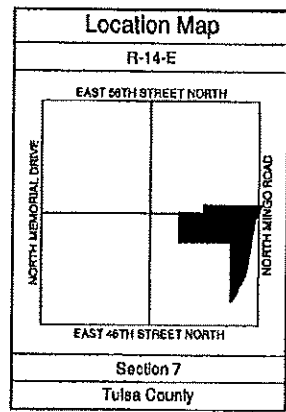
Jet Port Industrial Park
 Date: 8/13/2009 Sheet 1 of 2

0:05:00 Preliminary Plat 08-08-09 8/13/2009 - 1:43 PM

21.18



Owner: Greenhill Properties, LLC
Deed: Book 6331, Page 2588



O.D.O.T. PROPERTY EXISTING ACCESS



Tulsa Engineering & Planning Associates, Inc.
6737 South 85th East Avenue Tulsa, Oklahoma 74133
Phone: 918-252-9621 Fax: 918-250-4566
Civil Engineering • Land Surveying • Land Planning
Certificate of Authorization No. 331 Renewal Date June 30, 2009



Job No: 08-009
Scale: 1" = 400'
Date: 12/11/2008

Sketch SUBDIVISION PLAT

Jet Port – (0407/0408) (PD 16) (CD 6)

West of US 169 between East 46th Street North and 56th Street North

This plat consists of eight lots, one block, on 42.69 acres.

The following issues were discussed July 20, 2006 at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned IL. The long cul-de-sac is a problem. Other access routes need to be explored.
2. **Streets:** Clearly identify and document ODOT right-of-way. ODOT will have to approve all work in their right-of-way. Show standard right-of-way for the road and cul-de-sac in Lot 8. Recommend emergency access easement as a condition of a waiver for the over-length cul-de-sac.
3. **Sewer:** The off-site portion of the proposed sanitary sewer line extension will require adequate easement by separate instrument for the size of the pipe. The pipe size must be large enough to serve the entire basin, including the area east of the expressway. You need to add a sanitary sewer easement, somewhere around Lot 7, to allow for a sanitary sewer main extension to connect to your line that will serve the area east of Highway 169. Special precautions will be required to protect the flow lines when your proposed sanitary sewer crosses them.
4. **Water:** Show the on/off easement for the existing 24-inch water main line. Label the 24-inch water main line.
5. **Storm Drainage:** Label the floodplain as "Mingo Creek FEMA floodplain". Place floodplain and floodway in a reserve with bearings and distances on all bounding lines. Overland drainage easements may be required to convey the collected drainage to the floodway.
6. **Utilities: Telephone, PSO, ONG, Cable:** Additional easements may be needed.
7. **Other: Fire:** Cul-de-sacs exceeding the maximum of 750 feet will require a secondary means of emergency access according to Subdivision Regulations. The cul-de-sac shall be designed per Subdivision Regulations. Cul-de-sacs greater than 500 feet in length shall have a turnaround radius of not less than 48 feet of paving and a radius of a 60 feet right-of-way at the property line. The street shall be a minimum of 26 feet per Appendix D of the International Fire Code. When a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. Exceptions: The distance requirement shall be 600 feet for buildings equipped throughout with an approved automatic fire sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2.

Sketch plats are encouraged to facilitate the processing of the Preliminary Plat, to receive recommendations from Planning Commission staff, the Planning Commission, and the Technical Advisory Commission. As per the staff report from the TAC meeting, there are several important issues that should be resolved before approval of a sketch plat or future Preliminary Plat for this site. The Subdivision Regulations state the following concerning Sketch Plat review or approval (Section 2.2.e, f.). "e. After the Planning Commission hearing at which the Sketch Plat is first reviewed, the Planning Commission may schedule a field trip to the site of the proposed subdivision, accompanied by the subdivider or his representative." "f. After review and discussion of the Sketch Plat, the Planning Commission Staff report and the recommendations of individual Technical Advisory Committee members, the Planning Commission shall advise the subdivider of changes or additions, improvements and/or reservations that may be required to comply with the standards of the Subdivision Regulations. The Planning Commission may also require changes in the layout of streets and lots and in the proposed treatment of the existing physical conditions such as topography or vegetation."

Staff recommends that the sketch plat be **Denied** in its present form as there are still important issues to be resolved before this development can move forward. The over-length cul-de-sac is not acceptable without some sort of emergency access and redesign of the roadway access to allow safe and adequate access to the industrial development. There needs to be coordination with ODOT and City of Tulsa engineering staff on who owns and maintains the existing access and how it will be required to be improved to industrial standards properly. Sewer easements will need to be provided for a main extension. Floodplain and floodway will need to be put in Reserve Areas.

Waivers of Subdivision Regulations:

1. None requested.

Special Conditions:

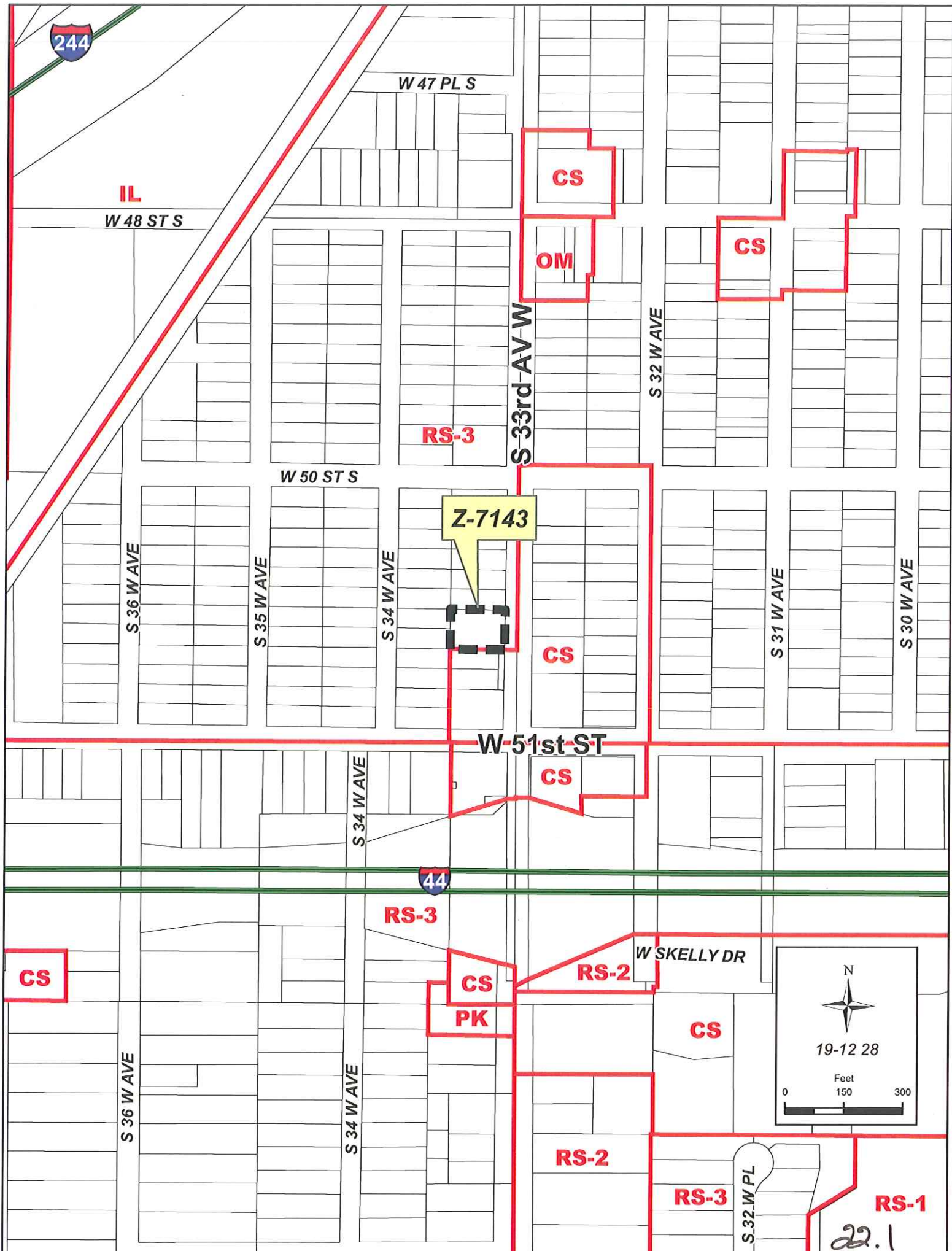
1. The concerns of the Public Works Department staff must be taken care of to their satisfaction.

Standard Conditions:

1. Utility easements shall meet the approval of the utilities. Coordinate with Subsurface Committee if underground plant is planned. Show additional easements as required. Existing easements shall be tied to or related to property line and/or lot lines.
2. Water and sanitary sewer plans shall be approved by the Public Works Department prior to release of final plat. (Include language for W/S facilities in covenants.)
3. Pavement or landscape repair within restricted water line, sewer line, or utility easements as a result of water or sewer line or other utility repairs due to breaks and failures, shall be borne by the owner(s) of the lot(s).
4. Any request for creation of a Sewer Improvement District shall be submitted to the Public Works Department Engineer prior to release of final plat.

5. Paving and/or drainage plans (as required) shall be approved by the Public Works Department.
6. Any request for a Privately Financed Public Improvement (PFPI) shall be submitted to the Public Works Department.
7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.
11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.
14. The method of sewage disposal and plans therefor shall be approved by the City/County Health Department. [Percolation tests (if applicable) are required prior to preliminary approval of plat.]
15. The owner(s) shall provide the following information on sewage disposal system if it is to be privately operated on each lot: type, size and general location. (This information to be included in restrictive covenants on plat.)
16. The method of water supply and plans therefor shall be approved by the City/County Health Department.
17. All lots, streets, building lines, easements, etc., shall be completely dimensioned.
18. The key or location map shall be complete.
19. A Corporation Commission letter, Certificate of Non-Development, or other records as may be on file, shall be provided concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged. If plugged, provide plugging records.)

20. A "Letter of Assurance" regarding installation of improvements shall be provided prior to release of final plat. (Including documents required under 3.6.5 Subdivision Regulations.)
21. Applicant is advised of his responsibility to contact the U.S. Army Corps of Engineers regarding Section 404 of the Clean Waters Act.
22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.



IL

W 48 ST S

W 47 PL S

CS

OM

CS

RS-3

S 33rd AV-W

S 32 WAVE

W 50 ST S

Z-7143

S 36 WAVE

S 35 WAVE

S 34 WAVE

CS

S 31 WAVE

S 30 WAVE

W 51st ST

CS

S 34 WAVE



RS-3

CS

CS

PK

RS-2

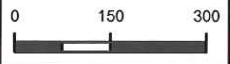
W SKELLY DR

CS



19-12-28

Feet



S 36 WAVE

S 34 WAVE

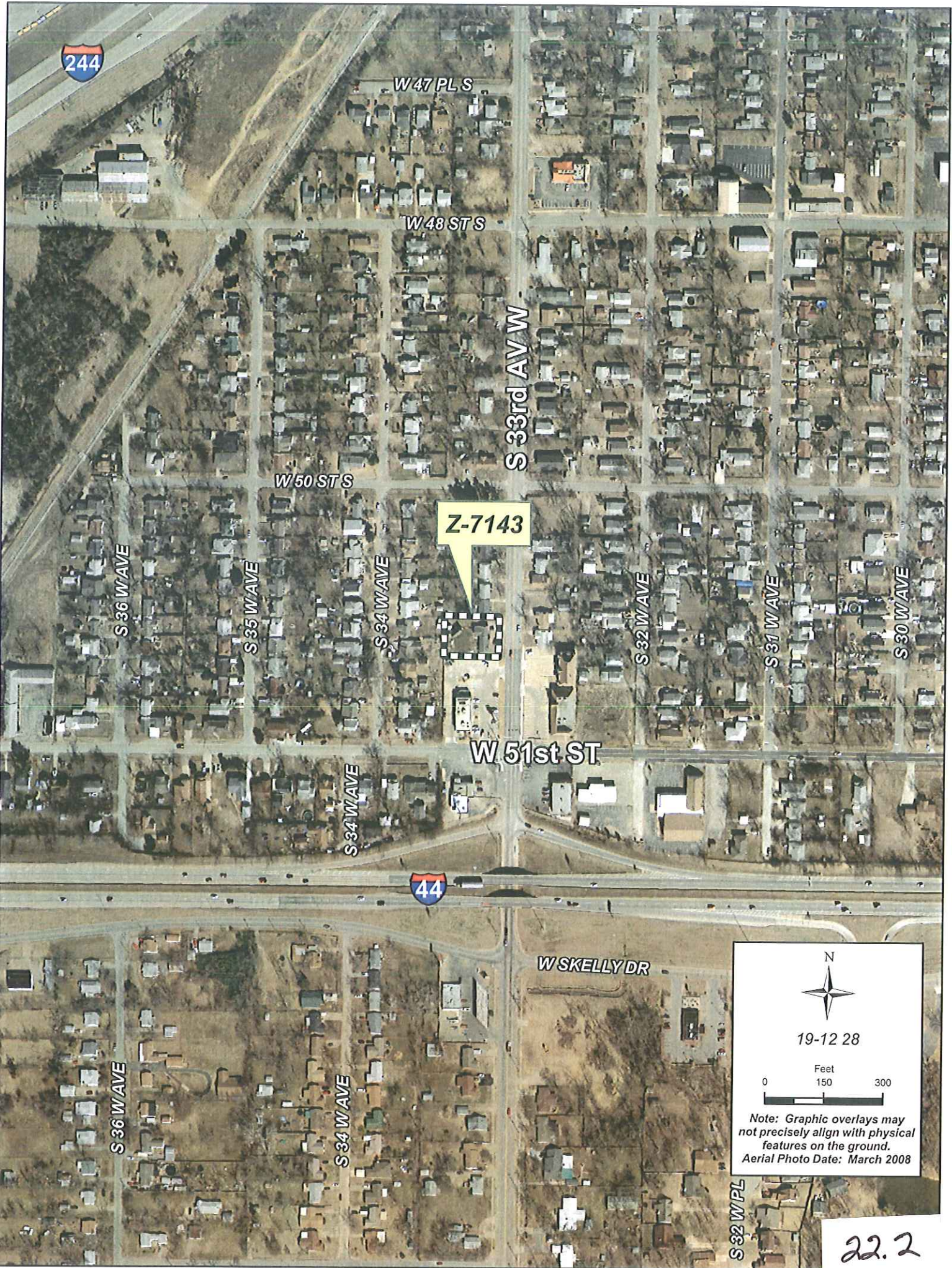
RS-2

RS-3

S 32 W PL

RS-1

22.1



N

19-12 28

Feet
0 150 300

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2008

22.2



W 50th St S

Z-7143

S 34th Ave W

S 33rd Ave W

W 51st St

S 34th Ave W

N

19-12 28

Feet
0 50 100

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2008

**TULSA METROPOLITAN AREA PLANNING COMMISSION
CASE REPORT**

APPLICATION: Z-7143

TRS 9228

Atlas 480

CZM 45

PD-9 CD-2

TMAPC Hearing Date: October 21, 2009

Applicant: Tanner Consulting, LLC

Tract Size: 14,000± square feet

ADDRESS/GENERAL LOCATION: North of northwest corner of West 51st Street and South 33rd West Avenue

EXISTING ZONING: RS-3

EXISTING USE: Residential

PROPOSED ZONING: CS

PROPOSED USE: Commercial/retail

ZONING ORDINANCE: Ordinance number 11821 dated June 26, 1970, established zoning for the subject property.

RELEVANT ZONING HISTORY:

Z-7076 December 2007: All concurred in approval of a request for rezoning a 1.5± acre tract of land from RS-2 to CS for financial services and commercial shopping on property located on the southeast corner of South 33rd West Avenue and West Skelly Drive.

Z-7073 September 2007: All concurred in approval of rezoning a 2± acre from RS-2 to CS for a financial services and commercial shopping center on property located on the southeast corner of South 33rd West Avenue and West Skelly Drive.

Z-6456 August 1994: All concurred in denial of a request for rezoning a 1± acre tract of land from RS-3 to PK for parking, on property located north of northwest corner West 51st Street & South 34th West Avenue.

Z-6371 November 1992: All concurred in approval of a request for rezoning a tract of land from RS-3 to CS, located north of the northwest corner of South 33rd West Avenue and West 51st Street and abutting south subject property.

BOA-16180 November 10, 1992: The Board of Adjustment approved a Variance of the required setback from the centerline of South 33rd West Avenue from 100 feet to 75 feet to permit an addition to an existing Braum's store and to approve a Variance to permit required off-street parking within the Major Street and Highway Plan, per plan submitted and subject to the execution of a license agreement based on the shape of the lot and present building location finding the us, on property located at the northwest corner of 33rd West Avenue and West 51st Street and abutting the subject property to the south.

Z-6321 October 1991: All concurred in approval of a request for rezoning a tract of land from RS-3 to CS/PK on property located on the southwest corner of South 33rd West Avenue and West Skelly Drive.

BOA-15350 January 18, 1990: The Board of Adjustment approved a Variance of the required 50 foot setback to 42 feet to permit an existing sign and to approve it per plot plan submitted;

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finding that the sign visibility is obstructed by large trees to the north and a Phillips sign to the south, and finding that there are other signs along 33rd West Avenue that are as close to the street as the sign in question, on property located at the northwest corner of West 51st Street South and South 33rd West Avenue and abutting the subject property to the south.

Z-6018 March 1985: All concurred in approval of a request for rezoning a tract of land from RS-3 to CS on property located on the southeast corner of West 51st Street and South 33rd West Avenue.

Z-5741 November 1982: All concurred in approval of a request for rezoning a tract of land from RS-3/CS to CS on property located north of northwest corner of West 51st Street and South 33rd Avenue West.

Z-5531 June 1981: Staff recommended for denial, however TMAPC and City Council concurred in approval of a request for rezoning a tract of land, being all of Block 4, Carbondale Addition, from RS-3 to CS on property located on the northeast corner of West 51st Street and South 33rd West Avenue and abutting east across South 33rd West Avenue from subject property.

AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately 14,000+ square feet in size and is located Northwest corner of West 51st Street and South 33rd West Avenue. The property appears to be residentially used and is zoned RS-3.

STREETS:

| <u>Exist. Access</u> | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|------------------------------------|---------------------------|------------------------|------------------------------|
| South 33 rd West Avenue | Secondary arterial | 100' | 4 |

UTILITIES: The subject tract has municipal water and sewer available.

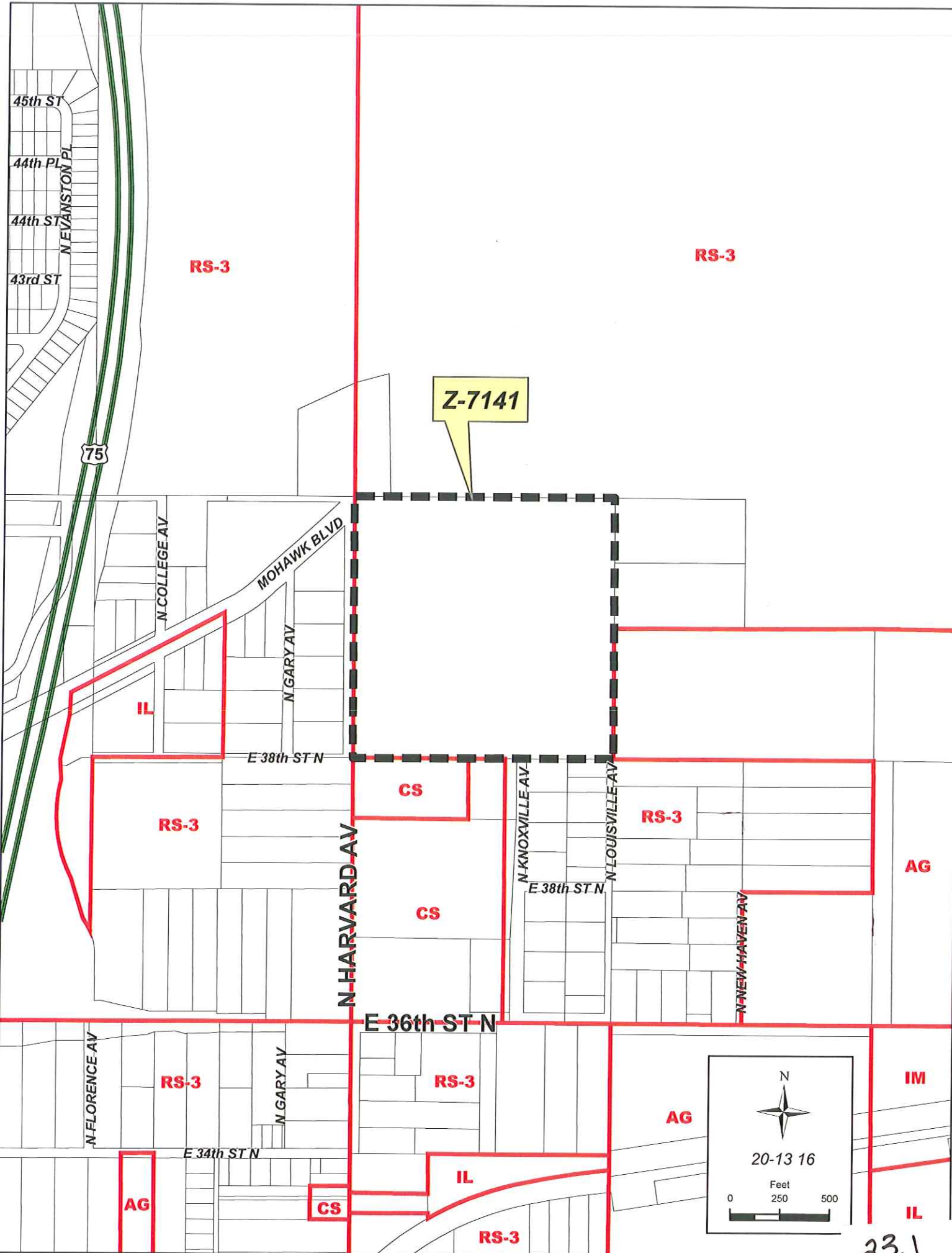
SURROUNDING AREA: The subject tract is abutted on the east by a strip office/commercial center and single-family residential uses, zoned CS; on the north by single-family residential uses, zoned RS-3; on the south by office/commercial uses, zoned CS; and on the west by single-family residential uses, zoned RS-3.

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

The District 9 Plan, a part of the adopted Comprehensive Plan for the Tulsa Metropolitan Area, designates this area as being Medium Intensity - No Specific land use. According to the Zoning Matrix, the requested CS zoning is in accord with the Plan.

STAFF RECOMMENDATION:

This site is within a few miles of the rapidly developing Tulsa Hills area, one of mixed commercial and office uses. This property does not lie within a designated node, as specified in the Metropolitan Development Guidelines. It is also surrounded on two sides by RS-3 zoned property. Although designated Medium Intensity and CS-zoned property is located to the east across the street from this site, it still appears to be in single-family residential use. It is staff's understanding that the CS zoning granted on the east side of South 33rd West Avenue across the street from subject property was granted for a proposed development that did not materialize. Staff therefore cannot support the requested rezoning and recommends **DENIAL** of CS zoning for Z-7143. However, staff could support **APPROVAL** of either OL or PK zoning in the alternative.



23.1

Matthews, Dane

From: Mary Kell [mkell@ci.tulsa.ok.us]
Sent: Tuesday, September 29, 2009 10:23 AM
To: Matthews, Dane
Cc: Sansone, Christopher; Cuthbertson, Duane
Subject: Z-7141 to be pulled from TMAPC

Hi Dane - our plans have changed - please pull our application Z-7141 (City property at Mohawk and North Harvard Avenue) from the upcoming October 21st TMAPC meeting. We are not going to pursue a rezone to IL or Special Exception Use Unit 2 at this time. Thanks, and please let me know if you have any questions. mk

*Mary E. Kell, AIA, NCARB, LEED® AP
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